



Americans with Disabilities Act

ADA Transition Plan

Prepared by

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION BISMARCK,
NORTH DAKOTA**

<http://www.dot.nd.gov/>

**DIRECTOR
Ronald J. Henke, P.E.**

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NORTH DAKOTA DEPARTMENT OF TRANSPORTATION CIVIL RIGHTS DIVISION

Policy 1-1 Title VI/Nondiscrimination and Americans with Disabilities Act (ADA)

Original Date: July 11, 2011
Revised: September 24, 2019

TITLE VI/NONDISCRIMINATION AND ADA POLICY STATEMENT

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin. Specifically, 42 USC 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In addition to Title VI, there are other Nondiscrimination statutes which include: Section 162(a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/ADA of 1990 (disability). Taken together, these requirements define an over-arching Title VI/Nondiscrimination and ADA Program. Title VI and the additional Nondiscrimination requirements are applicable to programs receiving federal financial assistance due to the Civil Rights Restoration Act of 1987.

There are two Presidential Executive Orders that place further emphasis upon the Title VI protections of race and national origin. Executive Order 12898 ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations. Executive Order 13166 directs recipients of Federal financial assistance that to ensure compliance with Title VI, they must take reasonable steps to ensure that limited English proficiency persons have meaningful access to their programs.

I, as Director of the North Dakota Department of Transportation, am personally committed to and support taking all steps to ensure that no person or groups of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by NDDOT, its recipients, sub recipients, and contractors.

The NDDOT Civil Rights Division Director is appointed as the Title VI Liaison Officer and ADA Coordinator and is granted the authority to develop, administer, and monitor the Title VI/Nondiscrimination and ADA Program as promulgated.

Further, I sub-delegate and charge the Division Directors and District Engineers with the responsibilities to ensure compliance with Title VI/Nondiscrimination and ADA Program requirements in their respective program areas.

Anyone who believes that he or she has been discriminated against should contact Ramona Bernard, NDDOT Title VI Liaison Officer and ADA Coordinator, NDDOT, 608 E. Boulevard Ave., Bismarck, ND at 701-328-2576. TTY users may call Relay North Dakota at 711 or 1-800-366-6888 (toll free).



Ronald J. Henke, PE, Director
North Dakota Department of Transportation

10/2/2024

Dated

The Americans with Disabilities Act (ADA) of 1990 is companion civil rights legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 that prohibits discrimination against people with disabilities. ADA implementing regulations for Title II of the act prohibit discrimination in the provision of services, programs, and activities by state and local governments such that, "...No qualified individual with a disability shall, on the basis of disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity." *28 CFR §35.130(a)*.

The Americans with Disabilities Act requires public agencies with more than 50 employees to create and maintain a transition plan. The transition plan must set forth the steps necessary to achieve program accessibility and...

28 CFR §35.150

- Identify physical obstacles in the public entity's facilities that limit accessibility.
- Describe the methods that will be used to make the facilities accessible.
- Specify the schedule for taking the steps necessary to achieve compliance.
- Indicate the official responsible for implementation of the plan.

1.02 Transition Plan Management

The NDDOT transition plan is a living document that will receive routine updates. The transition plan may be altered at the discretion of NDDOT based on changes in guidance from the United States Access Board, Federal policy, and NDDOT policy. The NDDOT Transition Plan is available for continual public inspection through the NDDOT website at: <http://www.dot.nd.gov/divisions/civilrights/titlevi.htm>

1.03 Program Staffing

A public entity that employs 50 or more persons shall designate at least one employee to coordinate its efforts to comply with and carry out its responsibilities related to ADA, including any investigation of any complaint communicated to it alleging its noncompliance or prohibited actions. The public entity shall make available to all interested individuals the name, office address, and telephone number of the employee or employees designated. *28 CFR §35.107(a)*.

Managing and implementing the NDDOT ADA Transition Plan requires a multidisciplinary approach including project development, planning, technical support, and oversight. These responsibilities will be managed by the ADA Coordinator with support from multidisciplinary support persons:

ADA Coordinator

- a. Public Rights of Way Support Person
- b. Building and Related Site Elements Support Person
- c. Communications Support Person
- d. Transit Support Person

Please see **Appendix A** for contact information on the ADA Coordinator and related Support Persons.

1.04 ADA Related Complaints

As the Americans with Disabilities Act is companion civil rights legislation with the Civil Rights Act of 1964, all disability related complaints will follow the complaint procedures and forms as outlined in the NDDOT Title VI and Nondiscrimination Program. The Title VI and Nondiscrimination Program procedures and complaint forms can be found on the NDDOT website at: <http://www.dot.nd.gov/divisions/civilrights/titlevi.htm>

Complaints about violations of ADA by units of State and Local Government may also be filed directly with U.S. Department of Justice: http://www.ada.gov/filing_complaint.htm

For assistance, please call the toll-free ADA Information Line at 800-514-0301 (voice) or at 800-514-0383 (TTY), or go to: <http://www.ada.gov/>.

1.05 Monitoring Sub-Recipients

Guidance for monitoring sub recipients per ADA/504 is contained within the NDDOT Title VI and Nondiscrimination Program.

1.06 Undue Burden

If for any reason any improvement or modification to services, programs, activities, or facilities is determined an undue financial or administrative burden to comply with accessibility standards or ADA, a report detailing the elements including cost estimates based on agency budget will be provided. Consideration of all reasonable alternates must be exhausted and the report must be kept on file.

1.07 Compilation of the ADA Transition Plan

There are four major accessibility reporting areas for the transition plan. Each of these areas is unique and follows different accessibility criteria and guidelines; therefore, each of these areas has a different plan which is set forth in the following sections of this document:

- **Section 2 – Public Rights of Way**
- **Section 3 – Building and Related Site Elements**

- **Section 4 – Communications**
- **Section 5 – Transit**

The public right of way is a complex space serving multiple users and functions. The public right of way includes numerous pedestrian facilities such as sidewalks, crosswalks, curb ramps, signals, benches, and other landscaping. Designing and constructing pedestrian facilities in the public right of way that are not usable by people with disabilities may constitute discrimination. Section 504 of the Rehabilitation Act of 1973 (504) includes similar prohibitions in the conduct of federally funded programs.

Each facility or part of a facility constructed shall be designed and constructed such that the facility is readily accessible to and usable by people with disabilities. Each facility or part of a facility altered for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered such that the altered portion of the facility is readily accessible to and usable by individuals with disabilities. *28 CFR §35.151*

Elements altered or “alterations” are changes to existing facilities within an already developed public right of way where the work affects, or could affect, the usability of that facility. Some elements of the public right of way may be altered by the scope of a particular project, while other specific elements may not necessarily be altered by the same project. Elements or portions of elements that are altered by the project must be made readily accessible.

2.02 Curb Ramps – Schedule for Providing Curb Ramps

If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps. *28 CFR §35.150*

The Schedule for Providing Curb Ramps is shown in **Appendix B** and comprised of three parts:

- Completed Roadway Improvement Projects with Curb Ramp Repairs
- Programmed Roadway Improvement Projects with Curb Ramp Repairs
- Stand Alone Curb Ramp Improvement Projects

The Schedule for Providing Curb Ramps in **Appendix B** will be updated periodically following the release of the Final STIP.

The following sub-sections give detail on the development of the schedule for curb ramps by incorporating completed and future programmed roadway improvement projects and stand alone curb ramp improvement projects.

2.02.01 Programmed Roadway Improvement Projects with Curb Ramp Repairs

Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. *28 CFR §35.151*

Current and future planned roadway improvement projects are identified on the NDDOT "Statewide Transportation Improvement Plan" (STIP) located at: <https://www.dot.nd.gov/manuals/manuals-publications.htm>, under "Plans and Reports", which is a four year plan of future proposed roadway improvement projects. Curb ramp improvements will be incorporated concurrently with the programmed roadway improvement project as follows:

- New/Reconstruction projects will include curb ramp improvements within the limits of the planned project and be designed and constructed accessible.
- Projects that are considered alterations to curb ramp facilities will include curb ramp improvements within the limits of the alteration and be designed and constructed accessible to the maximum extent feasible within the scope of the project, and within the physical constraints of the already built up environment. Examples of alteration type projects are: HBP overlays, Mill & HBP overlays, Major Concrete Repair, and Micro surfacing.

**The Department of Justice mandates that "resurfacing beyond normal maintenance" is an alteration, and alterations such as resurfacing trigger the requirements to provide accessibility improvements for curb ramps. FHWA policy states that agencies should plan to incorporate curb ramps on all resurfacing projects beyond normal Maintenance where pedestrian routes (sidewalks) exist.*

- Maintenance type projects are not considered alterations and will generally not include curb ramp improvements unless otherwise included in the scope of the project. Examples of the maintenance type projects are: Chip Seals, Slurry Seals, Minor Concrete Pavement Repair, Dowel Bar Retrofits, Pavement Patching, Grinding, Crack Seals, Signing, Striping, filling pot holes, and fixing cracks.

Completed and programmed roadway improvement projects with curb ramp repairs are shown in **Appendix B** and will be updated annually following the release of the Final STIP.

2.02.02 Stand Alone Curb Ramp Improvement Projects

There are existing curb ramp facility locations that do not have a future programmed roadway improvement project identified in the STIP to repair the curb ramps. These remaining curb ramp facilities will be programmed for future stand-alone curb ramp improvement projects with funding of \$250,000 per year as shown in **Appendix B** and will be updated annually following the release of the Final STIP.

The schedule for providing stand-alone curb ramp improvement projects was prioritized by utilizing a curb ramp database developed by the NDDOT. Every curb ramp facility within NDDOT right of way for the entire state was field-rated and prioritized using a rating system.

a). Public Participation and Development – Advocacy Groups

A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. *28 CFR §35.150(d)(1)*.

As part of the NDDOT Title VI and Nondiscrimination Program, the NDDOT conducted Advocacy Group Public Meetings, which was a joint opportunity to involve individuals with disabilities and organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments and completing priority surveys.

The NDDOT team of Title VI specialists conducted 8 Advocacy Group Public Meetings throughout the state, one in each District, during May/June of 2010. The purpose of these meetings was to establish statewide advocacy contacts, community outreach, and to summarize the services/programs of the NDDOT to generate communication, comments, and ideas on how the NDDOT can better serve the constituents of the representatives at these meetings, including the ADA Transition Plan.

A power point presentation about the development of the NDDOT ADA Transition Plan was given at each of these meetings. The initial curb ramp inventory results were shown, the purpose and need of the Transition Plan was summarized, and a question and answer session followed.

ADA Transition Plan surveys were attached to the invitation for the advocacy group public meetings, as well as handed out during the advocacy group public meetings. These surveys were generated to involve individuals with disabilities and representatives of individuals with disabilities in the development of the ADA Transition Plan.

b). Rating Scoring System

The schedule should first provide for pedestrian access upgrades to State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas. *28 CFR §35.150(d)(2)*.

A rating scoring system was established for field rating/evaluation of the existing curb ramp locations and inclusion into the curb ramp database. The goal of the rating scoring system is to establish a priority or schedule for providing curb ramps by utilizing the survey results from the advocacy group meetings, as well as giving priority to walkways serving entities covered by ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways

serving other areas.

To accomplish this goal, the rating scoring system is a double priority scoring system. Two items are rated for each curb ramp quadrant location:

1) *Location Priority* and 2) *Physical Priority*

1. *Physical Priority* - The physical condition is rated on a scale of 0 to 1 generated and incorporated from the advocacy group surveys.

2. *Location Priority* - The location condition is rated on a scale of 0 to 1 based from incorporating 28 CFR §35.150(d)(2).

In both instances, 1 is the highest priority, and 0 is the lowest priority.

The elements controlling the incremental ratings from 0 to 1 for both the Physical and Location Priority are shown below:

PHYSICAL PRIORITY			
Rating	Description		
1 – No curb ramp	Sidewalk present, but no curb ramp		
.8 – Non-compliant – High Severity Condition that impedes path	Ramp Slope > 15%	Cross slopes > 5%	Utility barrier or condition that impedes path
.6 – Non-compliant	Ramp Slope 9.5% to 15%	Cross slopes 3% to 5%	No landing or narrow landing (< 3' width)
.4 – One missing, but one there	If existing curb ramp scores a higher rating, the higher rating will be used instead.		
.2 – Non-compliant – Low Severity	Ramp Slope 8.5% to 9.5%	Cross Slopes 2% to 3%	Landing width 3' to < 4' No detectable warning panel
0 – Compliant curb ramp	Meets Access-Board Guidelines for Public ROW		

LOCATION PRIORITY	
Rating	Description
1 – Government & Health Facilities	Post Office, Court House, Schools, Hospitals, Nursing Homes, Health Facilities etc...
.8 – Commercial/Public	Grocery Store, Civic Centers, Restaurants, Offices, etc...
.6 – Residential	Houses, Apartments, Condos, etc...
.4 – Rural	Undeveloped, rural, etc...
.2 – Other	Does not fall into any of above categories
0 – Compliant curb ramp location	Meets Access-Board Guidelines for Public ROW

For example:

- A corner has a sidewalk present but no curb ramps exist, and it is located near a hospital. It would receive a physical priority of 1 and a location priority of 1, which would be a total score of 2 for that corner.

- If a curb ramp exists at a corner near a restaurant, but the curb ramp is non-compliant, it would receive a physical priority of 0.6 and a location priority of 0.8 for a total score of 1.4 for that corner.

These scores were averaged by city and highway and sorted from highest to lowest.

The curb ramp database rating is intended to establish a systematic schedule of providing curb ramp improvements.

2.03 Sidewalks

Sidewalk facilities within NDDOT public right of way are improved on a project-by-project basis, concurrently with roadway improvement projects as follows:

- New/Reconstruction type projects include complete sidewalk/pedestrian corridor improvements and repair within the urbanized limits of the project, unless where sparsity of population or other factors indicate an absence of need. All deficient sidewalk facility components will be reconstructed or retrofitted to accessible standards.
- If any other type of project modifies a portion or portions of the sidewalk facility within the scope of the project, the project is considered an alteration to the sidewalk facility. If a project alters the sidewalk facility, the sidewalk facility within the limits of the project shall then be made accessible to the maximum extent feasible within the scope of the project.

2.04 Accessible Pedestrian Signals (APS)

Accessible pedestrian signal (APS) facilities within NDDOT public right of way are installed on a project-by-project basis concurrently with roadway projects as follows:

- New/Reconstruction type projects will include installation of accessible pedestrian signals.
- Any project that alters the signal controller and software, or installation of new signal system is considered an alteration to the signals requiring APS installation.

2.05 Maintenance of Facilities

A public entity shall maintain in operable working condition those features of facilities and equipment that are required to be readily accessible to and usable by persons with disabilities. *28 CFR §35.133.*

NDDOT and local municipalities designated through Cost Participation and Maintenance (CPM) agreements are responsible for the seasonal and structural maintenance of their respective

facilities. NDDOT is examining its current policies and procedures to improve maintenance for pedestrian facilities.

Section 3 – Building and Related Site Elements

3.01 Introduction and Background

The Americans with Disabilities Act (ADA) of 1990 (amended 2010) dictates comprehensive civil rights protections to individuals with disabilities related to buildings owned by NDDOT.

In 2012, the NDDOT evaluated its buildings with the use of a “Quick Look” Barrier Checklist. Buildings evaluated included Central Office building (remodeled in 2014), District buildings, offices for Drivers License and Traffic Safety as well as for Motor Vehicle, and rest areas. District buildings evaluated did not include non-public outlying storage buildings. Currently there are no transit facilities that are owned or operated by the NDDOT.

The transition plan included the findings of the evaluation, detailed listing of necessary structural changes and projected costs. Most had a completion date of 2013, and a majority has been completed already. The districts have made great strides in replacing uneven pavement, adding ADA ramps, and adding disabled van and vehicle parking signs. Others were completed when the building was remodeled or replaced with a new building.

3.02 Future Goals

Training will be provided to NDDOT employees on how to conduct facility reviews. This group involves representation from each District, Central Maintenance and Central Headquarters.

Office of Operations will prepare a detailed plan which identifies the obstacles with specific NDDOT facilities, describes the methods that will be used to make the facilities accessible, and taking steps necessary to achieve accessibility.

Funding for compliance will come from several sources: Maintenance Division, Districts, or Financial Management. If a building is scheduled to be replaced or remodeled, then the changes may be delayed for action.

The NDDOT official currently responsible for implementation of the Building Accessibility Transition Plan is Wayde L. Swenson, P.E., Office of Operations Director of NDDOT.

Section 4 – Communications

4.01 Introduction and Background

A public entity shall take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. *28 CFR §35.160.*

4.02 Website Communications

The NDDOT performs monthly accessibility testing of websites that it manages and funds. The NDDOT, in coordination with multiple other agencies in the State of North Dakota, uses the enterprise solution HiSoftware Compliance Sheriff to perform monthly accessibility testing. DOT also uses the HiSoftware desktop version AccVerify for initial page testing and validation prior to the pages being released. DOT's goal is to make its websites 95% ADA compliant.

4.03 Telecommunications

Where a public entity communicates by telephone with applicants and beneficiaries, TDD's or equally effective telecommunication systems shall be used to communicate with individuals with impaired hearing or speech. *28 CFR §35.161*

The NDDOT utilizes the Relay North Dakota program for effective communications with individuals with disabilities for all public communications at Relay North Dakota 711 or 1-800-366-6888.

4.04 Public Accommodations

A public entity shall furnish appropriate auxiliary aids and services where necessary to afford an individual with a disability an equal opportunity to participate in, and enjoy the benefits of, a service, program, or activity conducted by a public entity. *28 CFR §35.160.*

All public meeting advertisements and press releases contain the following information concerning special accommodations for NDDOT public meetings:

- *The North Dakota Department of Transportation (NDDOT) will consider every request for reasonable accommodation to provide:*
 - *an accessible meeting facility or other accommodation for people with disabilities,*
 - *language interpretation for people with limited English proficiency (LEP), and*
 - *translations of written material necessary to access NDDOT programs and information.*

Appropriate provisions will be considered when the Department is notified at least 10

days prior to the meeting date or the date the written material translation is needed.

To request accommodations, contact Heather Christianson, Civil Right Division, NDDOT at 701-328-2978 or civilrights@nd.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

4.05 **Statistical Data – Data Collection**

According to 23 CFR 200.9(b)(4), the NDDOT must have procedures to collect and analyze statistical data of participants and beneficiaries of NDDOT’s program. Collecting, analyzing, and maintaining statistical data are crucial elements of a nondiscrimination program.

All public meetings for projects are required to utilize SFN 60149 NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY for data collection on participant and beneficiary demographics. The goal is more data collection will be available on participants and beneficiaries of the NDDOT benefits, services, and programs.

Section 5 – Transit

5.01 **Transit**

For rural transit projects in North Dakota, the ADA accessibility requirements are disseminated to the transit providers through mailings and attendance at Rural Transit Assistance Program (RTAP) funded workshops, seminars, and conferences.

The Department funds new vehicles that are ADA Compliant and meet Federal Transit Administration (FTA) guidelines. The Department currently monitors 75% of operating vehicles that are ADA Compliant, or 252 out of 333 vehicles. All vehicles that have lifts or ramps must be inspected annually and transit providers are required to perform pre- trip inspections each day before vehicle shift and cycle their lifts and perform ramp discharge. NDDOT follows FTA’s useful life chart to insure that all vehicles stay within a normal life and do not over extend the safety or security of any vehicle.

In addition, the Department provides guidance and information on ADA while administering FTA grant programs to the rural projects. Because the rural transit projects do not have the financial resources for major capital purchases on their own, nearly all new transit vehicles and equipment placed in the rural areas of North Dakota are funded with FTA grant programs through the ND Department of Transportation. The transit projects as well as the Department are responsible to make sure that adequate numbers of accessible vehicles are available in all areas of the state.

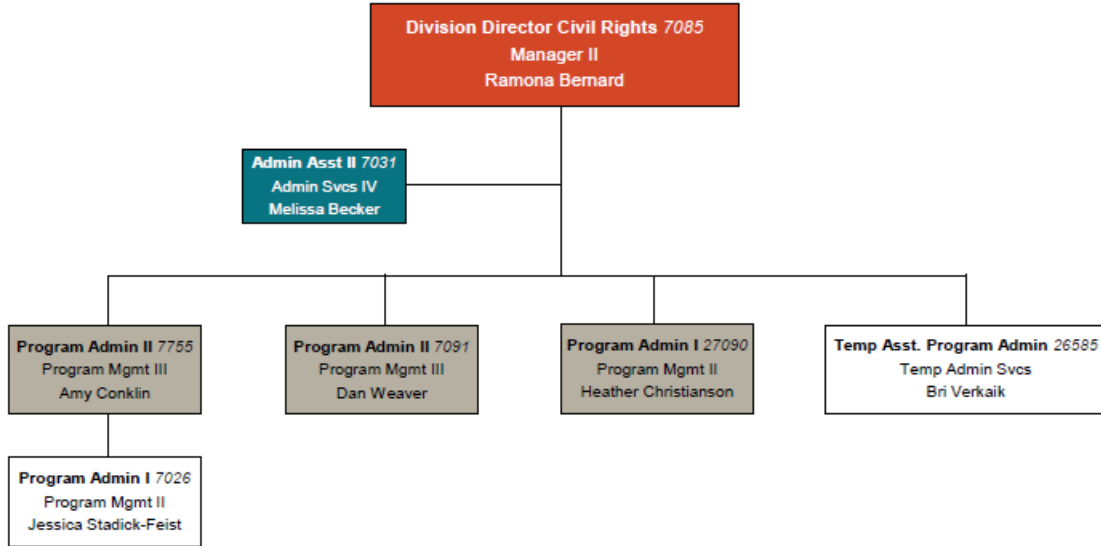
Appendix A

ADA Coordinator and Support Coordinators Contact Information

NDDOT Civil Rights Organizational Chart

Last updated 8-09-2024

Civil Rights



Appendix B

Schedule for Providing Curb Ramps

Completed Roadway Improvement Projects with Curb Ramp Repairs

City Name	Highway	PCN	Project	Bid Open	Quadrant / Repairs Count	Cost
Medora	I 94B	23114	SS-5-094(152)900	9/6/2024	28	\$238,000
Walhalla	ND 32	23210	SS-6-032(069)219	3/15/2024	29	\$246,500
Oakes	ND 1	23196	SS-2-001(081)014	3/15/2024	33	\$280,500
Killdeer	ND 22	23546	RBD-XA-SS-5-022(142)109	1/26/2024	34	\$289,000
Dickinson	ND 22	23203	NHU-5-022(135)069	1/26/2024	92	\$782,000
Rugby	US 2	23510	NH-3-002(175)212	8/11/2023	1	\$8,500
Grand Forks	US 81B	23349	NHU-6-081(111)940	6/23/2023	25	\$212,500
Rugby	ND 3	23944	NH-3-003(036)202	5/12/2023	12	\$102,000
Grafton	ND 17	23652	SS-6-017(057)127	4/14/2023	8	\$68,000
Ashley	ND 11	22937	NDS-SS-2-011(041)035	3/3/2023	20	\$170,000
Bismarck	ND 1804	23223	NHU-SU-1-804(050)072	1/13/2023	15	\$127,500
Bismarck	ND 810	23207	CVD-NHU-CPU-1-810(031)002	1/13/2023	43	\$365,500
Bismarck	US 83	20097	SHE-1-083(118)901	1/13/2023	30	\$255,000
Bismarck	US 83B	20097	SHE-1-083(118)901	1/13/2023	19	\$161,500
Bismarck	US 83B	23202	NHU-1-083(140)900	11/18/2022	12	\$102,000
Killdeer	ND 22	22660	NDS-SS-5-022(133)104	11/18/2022	26	\$221,000
St Thomas	ND 91	23322	SS-6-091(005)900	5/13/2022	22	\$187,000
Jamestown	US 52	23350	NHU-2-052(049)266	5/13/2022	6	\$51,000
Jamestown	ND 20	23177	CVD-NHU-2-020(026)000	4/8/2022	47	\$399,500
Bowman	US 85	23183	ARP-NH-5-085(082)017	4/8/2022	22	\$187,000
Edmore	ND 17	22593	ARP-SS-6-017(053)077	4/8/2022	8	\$68,000
Scranton	ND 67	22940	ARP-SS-5-067(014)000	4/8/2022	13	\$110,500
Stanley	ND 8	22657	NDS-SS-7-008(034)156	3/11/2022	13	\$110,500
Finley	ND 200	23292	ARP-NH-8-200(036)359	3/11/2022	3	\$25,500
Devils Lake	ND 20	22907	CVD-NHU-3-020(135)102	2/11/2022	34	\$289,000
Devils Lake	ND 19	22908	CVD-NHU-3-019(070)155	2/11/2022	5	\$42,500
Casselton	ND 18	22828	SS-8-018(103)074	2/11/2022	42	\$357,000
Mandan	ND1806	22903	NHU-1-806(055)069	1/21/2022	24	\$204,000
Sheyenne	US 281	21504	NH-3-281(128)128	11/19/2021	6	\$51,000
Rugby	ND 3	22928	NH-3-003(034)201	11/19/2021	13	\$110,500
Williston	US 2B	22906	NHU-CPU-7-002(175)900	11/19/2021	23	\$195,500
Lidgerwood	ND 11	22248	SS-8-011(043)153	10/22/2021	27	\$229,500
Hankinson	ND 11	22247	SS-8-011(042)165	10/22/2021	7	\$59,500
Finley	ND 32	22974	SS-6-032(066)112	5/14/2021	27	\$229,500
Aneta	ND 32	22975	SS-6-032(067)130	5/14/2021	7	\$59,500
Bismarck	US 83B	22836	SHE-1-083(137)901	4/9/2021	16	\$136,000

City Name	Highway	PCN	Project	Bid Open	Quadrant / Repairs Count	Cost
Williston	US 2B	22529	CVD-UGP-7-993(055)	3/12/2021	11	\$93,500
Arthur	ND 18	22246	SS-8-018(095)089	3/12/2021	6	\$51,000
Mott	ND 21	22827	NH-5-021(027)053	2/5/2021	11	\$93,500
Minto	US 81	22574	TAC-6-081(106)181	2/5/2021	22	\$187,000
Mohall	ND 5	22250	NH-4-005(037)126	2/5/2021	11	\$93,500
Grand Forks	US 81B	21884	HEU-6-081(094)940	11/13/2020	5	\$42,500
Mandan	I 94B	22282	UGP-SU-NHU-1-094(202)915	11/13/2020	89	\$756,500
Minot	US 2B	22216	NH-4-002(125)905	11/13/2020	59	\$501,500
Minot	US 2B	22446	NHU-4-002(131)906	11/13/2020	28	\$238,000
Hettinger	US 12	22251	NH-5-012(047)073	10/16/2020	36	\$306,000
Valley City	I 94B	22280	UGP-SU-2-999(051)	10/16/2020	14	\$119,000
Jamestown	US 52	22279	UGP-NHU-2-052(043)264	8/7/2020	71	\$603,500
Halliday	ND 8	21856	SS-X-5-008(050)113	4/17/2020	16	\$136,000
Lisbon	ND 32	21812	SS-8-032(042)021	3/6/2020	41	\$348,500
Dickinson	I 94B	22219	IM-NHU-5-094(132)903	3/6/2020	2	\$17,000
Grand Forks	US 81B	22211	NHU-6-081(101)943	2/7/2020	42	\$357,000
Grand Forks	US 2B	21842	SU-6-002(126)910	2/7/2020	44	\$374,000
Dickinson	I 94B	22275	UGP-5-094(134)905	2/7/2020	4	\$34,000
Fargo	US 10	21170	CPU-NHU-8-010(041)939	11/8/2019	21	\$178,500
Grand Forks	US 2B	21843	NHU-6-297(011)003	4/12/2019	4	\$34,000
Grand Forks	US 2B	21841	NHU-6-002(125)911	4/12/2019	12	\$102,000
Devils Lake	US 2	22183	NHU-3-002(161)268	4/12/2019	25	\$212,500
Fargo	US 10	22352	CPU-NHU-8-010(043)940	3/8/2019	16	\$136,000
Jamestown	ND 20	21645	NH-2-020(019)000	5/11/2018	2	\$17,000
Fort Totten	ND 57	21811	NH-3-057(056)000	4/13/2018	8	\$68,000
Fargo	US 81B	21168	UGP-NHU-CPU-8-081(038)927	4/13/2018	30	\$255,000
Courtenay	ND 20	18854	SS-2-020(017)027	3/9/2018	7	\$59,500
Velva	ND 41	19748	SNH-4-052(073)112	2/9/2018	3	\$25,500
Velva	US 52	19748	SNH-4-052(073)112	2/9/2018	2	\$17,000
Fargo	US 81B	21400	NHU-8-081(039)924	11/17/2017	15	\$127,500
Langdon	ND 1	18871	SNH-3-005(009)278	4/21/2017	2	\$17,000
Mandan	ND 6	17917	NHU-1-006(018)066	4/21/2017	15	\$127,500
Minot	US 2B	21171	NHU-4-002(115)906	4/21/2017	19	\$161,500
Langdon	ND 5	18871	SNH-3-005(009)278	4/21/2017	11	\$93,500
Grafton	ND 17	21289	NH-6-017(043)127	3/17/2017	3	\$25,500
Casselton	ND 18	20341	SS-CPU-8-018(080)075	3/17/2017	4	\$34,000
Grafton	US 81	21288	NH-6-081(091)190	3/17/2017	46	\$391,000
Rugby	US 2	21657	NH-3-002(152)209	3/17/2017	1	\$8,500
Glen Ullin	ND 49	20677	SS-NH-1-049(027)067	12/16/2016	1	\$8,500

Completed Roadway Improvement Projects with Curb Ramp Repairs

Friday, September 20, 2024

City Name	Highway	PCN	Project	Bid Open	Quadrant / Repairs Count	Cost
Valley City	I 94B	16869	NHU-2-094(084)930	11/18/2016	8	\$68,000
Portal	US 52	18613	SOIB-7-052(027)000	11/18/2016	7	\$59,500
Grand Forks	ND 297	20832	NHU-6-297(008)000	11/18/2016	50	\$425,000
Valley City	I 94B	16868	NHU-2-094(083)929	11/18/2016	14	\$119,000
Valley City	I 94B	20593	NHU-2-094(130)931	11/18/2016	4	\$34,000
Williston	US 2B	21166	NHU-7-002(161)903	11/18/2016	9	\$76,500
Devils Lake	ND 20	17504	NHU-3-020(074)103	10/14/2016	9	\$76,500
Devils Lake	ND 19	17505	NHU-3-019(044)155	10/14/2016	2	\$17,000
Dunseith	US 281	21204	NH-3-281(122)253	4/8/2016	17	\$144,500
Cavalier	ND 5	17842	SNH-6-005(025)313	3/18/2016	32	\$272,000
Cavalier	ND 18	18279	SS-6-018(057)224	3/18/2016	15	\$127,500
Beulah	ND 49	18686	SOIB-5-049(014)082	11/20/2015	12	\$102,000
Amidon	US 85	18931	SOIB-5-085(063)041	11/13/2015	2	\$17,000
Dawson	ND 3	17707	NH-RSS-1-003(034)059	10/9/2015	6	\$51,000
Mott	ND 8	18243	SOIB-5-008(041)045	3/24/2015	14	\$119,000
New Town	ND 23	17879	SOIB-SAP-CPU-7-023(030)049	3/24/2015	29	\$246,500
Surrey	US 2	17121	SOIB-4-002(079)150	3/20/2015	2	\$17,000
Ellendale	ND 11	20645	SS-2-011(036)061	5/9/2014	4	\$34,000
Williston	ND 1804	19957	SS-9-999(292)	5/9/2014	22	\$187,000
Williston	US 2B	20104	NHU-7-002(143)901	5/9/2014	20	\$170,000
Thompson	ND 15	16799	SS-RSS-6-015(013)114	5/9/2014	5	\$42,500
Four Bears	ND 23	19957	SS-9-999(292)	5/9/2014	15	\$127,500
Park River	ND 17	18943	SS-6-017(035)111	3/14/2014	26	\$221,000
Nome	ND 32	20278	SS-2-032(026)055	3/14/2014	2	\$17,000
New Town	ND 23	20325	SOIA-CPU-7-804(049)247	2/7/2014	6	\$51,000
Grand Forks	US 81B	20102	S-NHU-6-081(083)941	2/7/2014	54	\$459,000
Enderlin	ND 46	18991	SS-8-046(025)079	2/7/2014	2	\$17,000
Devils Lake	ND 20	20101	S-NHU-3-002(143)268	11/15/2013	7	\$59,500
Grand Forks	US 2	20103	S-NHU-6-002(111)354	11/15/2013	8	\$68,000
Devils Lake	ND 19	20101	S-NHU-3-002(143)268	11/15/2013	5	\$42,500
Cando	US 281	19254	SNH-3-281(113)189	10/25/2013	13	\$110,500
Beach	ND 16	20010	SS-9-999(294)	7/26/2013	7	\$59,500
Maddock	ND 30	19956	SS-9-999(291)	7/26/2013	2	\$17,000
Towner	ND 14	19956	SS-9-999(291)	7/26/2013	25	\$212,500
Golva Center	ND 16	20010	SS-9-999(294)	7/26/2013	1	\$8,500
Michigan	ND 48	20010	SS-9-999(294)	7/26/2013	11	\$93,500
Rolla	ND 35	19956	SS-9-999(291)	7/26/2013	6	\$51,000
Ray	US 281	18867	SNH-3-281(108)232	5/17/2013	22	\$187,000
	US 2	19702	SOIA-7-002(119)053	4/19/2013	13	\$110,500

Completed Roadway Improvement Projects with Curb Ramp Repairs

Friday, September 20, 2024

City Name	Highway	PCN	Project	Bid Open	Quadrant / Repairs Count	Cost
Bowbells	ND 8	19207	SOI-SOIA-CP-7-008(026)174	4/19/2013	25	\$212,500
Hazen	ND 200	16162	NH-RSN-5-200(017)152	4/19/2013	5	\$42,500
Gwinner	ND 13	17144	NH-8-013(040)318	2/15/2013	26	\$221,000
Pick City	ND 200	17714	HES-SS-RSS-1-200(056)169	11/16/2012	12	\$102,000
Grand Forks	US 81B	18756	SU-6-081(078)940	11/16/2012	23	\$195,500
Elgin	ND 21	17716	SS-1-021(015)069	11/16/2012	8	\$68,000
Wyndmere	ND 18	17876	SS-8-018(065)025	11/16/2012	2	\$17,000
Dickinson	I 94B	17394	SU-SIM-5-094(063)903	11/16/2012	95	\$807,500
Mc Cluskey	ND 200	19885	SS-9-999(287)	7/20/2012	15	\$127,500
Rolette	ND 66	19885	SS-9-999(287)	7/20/2012	5	\$42,500
Hague	ND 11	19885	SS-9-999(287)	7/20/2012	10	\$85,000
Hunter	ND 18	19885	SS-9-999(287)	7/20/2012	12	\$102,000
Larimore	ND 18	19885	SS-9-999(287)	7/20/2012	8	\$68,000
Westhope	US 83	19885	SS-9-999(287)	7/20/2012	7	\$59,500
Williston	US 2	19801	SOI-7-002(123)014	5/18/2012	8	\$68,000
Devils Lake	ND 20	18114	H-3-020(089)101	5/18/2012	1	\$8,500
Dickinson	ND 22	17363	SU-5-022(081)070	4/20/2012	16	\$136,000
Minot	US 83	18192	S-NHU-4-083(101)197	3/23/2012	3	\$25,500
Mayville	ND 200	17934	SNH-RSS-8-200(025)384	3/23/2012	12	\$102,000
Alexander	US 85	18790	SNH-7-085(056)161	3/23/2012	7	\$59,500
Lehr	ND 30	18627	SS-RSS-2-030(009)000	3/23/2012	16	\$136,000
Wishek	ND 13	18073	SNH-2-013(035)232	3/23/2012	36	\$306,000
Bismarck	I 94B	18751	SHE-1-094(144)161	2/17/2012	4	\$34,000
Fargo	US 81B	18103	SU-8-081(032)927	1/20/2012	79	\$671,500
Oakes	ND 1	17729	SS-RSS-2-001(057)014	5/20/2011	24	\$204,000
Beulah	ND 49	17466	SS-RSS-5-049(008)101	5/20/2011	9	\$76,500
Cooperstown	ND 45	17855	SS-6-045(002)000	5/20/2011	33	\$280,500
Cando	ND 17	17757	SS-3-017(021)038	4/15/2011	19	\$161,500
Harvey	US 52B	18596	SNH-4-052(061)910	4/15/2011	19	\$161,500
Portland	ND 18	16354	SNH-RSN-8-018(051)121	4/15/2011	37	\$314,500
Mayville	ND 18	16354	SNH-RSN-8-018(051)121	4/15/2011	12	\$102,000
Hunter	US 52B	18596	SNH-4-052(061)910	4/15/2011	8	\$68,000
Grand Forks	US 2	17032	S-NHU-6-002(086)355	3/18/2011	7	\$59,500
Hillsboro	ND 200	16846	SS-RSS-8-200(021)396	3/18/2011	17	\$144,500
Bismarck	ND 810	17151	NHU-1-810(021)002	3/18/2011	1	\$8,500
Belcourt	US 281	17537	SHE-3-281(099)238	3/18/2011	17	\$144,500
Grafton	US 81	17044	SU-S-NHU-6-017(028)127	11/19/2010	10	\$85,000
Grafton	ND 17	17044	SU-S-NHU-6-017(028)127	11/19/2010	22	\$187,000
Grand Forks	ND 297	18014	SCB-SU-6-297(007)002	11/19/2010	8	\$68,000

Completed Roadway Improvement Projects with Curb Ramp Repairs

Friday, September 20, 2024

City Name	Highway	PCN	Project	Bid Open	Quadrant / Repairs Count	Cost
Hazen	ND 200	16161	SNH-5-200(016)150	10/15/2010	6	\$51,000
Fort Totten	ND 57	18176	SER-SS-3-057(044)006	6/18/2010	2	\$17,000
Gackle	ND 56	16358	SS-2-056(022)027	5/21/2010	20	\$170,000
Courtenay	ND 9	18071	SS-2-009(017)011	4/23/2010	13	\$110,500
Langdon	ND 5	17443	SNH-3-005(006)278	4/23/2010	16	\$136,000
Marmarth	US 12	17417	SS-5-012(036)000	4/16/2010	3	\$25,500
Richardton	ND 8	17647	STM-SS-5-008(033)064	10/16/2009	20	\$170,000
Bismarck	US 83B	17102	STM-SU-1-083(087)900	6/19/2009	51	\$433,500
Bismarck	US 83B	17101	STM-SU-1-083(086)900	6/19/2009	25	\$212,500
Fargo	US 10	17928	STM-SU-8-010(034)938	6/19/2009	6	\$51,000
Rugby	ND 3	17538	STM-SS-3-003(023)201	6/5/2009	5	\$42,500
Devils Lake	ND 20	17927	STM-SU-3-020(081)102	6/5/2009	2	\$17,000
Napoleon	ND 3	16409	SS-1-003(029)051	4/17/2009	25	\$212,500
Dodge	ND 200	16348	SNH-5-200(019)095	4/17/2009	4	\$34,000
West Fargo	US 10	17425	NHU-8-010(030)934	4/17/2009	58	\$493,000
Hannaford	ND 1	16333	SS-TE5-6-001(024)104	3/20/2009	8	\$68,000
Valley City	I 94B	17518	SU-2-094(098)930	3/20/2009	2	\$17,000
Minto	US 81	16842	SNH-6-081(071)181	3/20/2009	5	\$42,500
Ellendale	US 281	16382	SNH-2-281(031)000	3/20/2009	50	\$425,000
Hunter	I 94B	17472	SS-5-094(066)900	3/20/2009	2	\$17,000
Carrington	US 52	16835	SNH-3-052(035)222	2/20/2009	26	\$221,000
Velva	ND 41	16889	SS-4-041(011)073	2/20/2009	19	\$161,500
Linton	US 83	16727	SNH-1-083(081)025	2/20/2009	5	\$42,500
Fargo	US 81B	15183	SU-U-CMU-8-081(028)921	2/20/2009	22	\$187,000
Fargo	ND 294	15370	AC-HPU-U-CMU-8-294(006)001	11/21/2008	53	\$450,500
Mandan	ND1806	15887	AC-HPU-U-CMU-TEU-1-806(038)070	4/11/2008	14	\$119,000
St Thomas	ND 91	14060	SS-6-091(002)900	2/15/2008	5	\$42,500
Minot	US 83	15182	AC-HPU-NHU-4-083(060)200	2/15/2008	16	\$136,000
Fargo	US 81B	15186	U-CMU-8-081(029)920	1/18/2008	39	\$331,500
Watford City	ND 23	15926	SNH-STN-7-023(026)000	11/16/2007	34	\$289,000
Minot	US 83	16862	AC-HPU-CMU-4-083(076)201	2/9/2007	22	\$187,000
Dickinson	ND 22	15860	AC-HPU-SU-5-022(069)072	5/19/2006	29	\$246,500
Bottineau	ND 5	14108	AC-NH-RSN-TEN-4-005(015)177	3/17/2006	38	\$323,000
Minot	US 52B	15508	AC-SU-RSU-4-052(052)900	11/19/2004	18	\$153,000
Fargo	US 10	15495	NHU-8-010(025)937	2/20/2004	59	\$501,500
Fargo	US 10	13475	AC-IM-8-029(052)065	12/17/2003	8	\$68,000
Fargo	US 10	12212	AC-NHU-8-010(021)936	12/17/2003	52	\$442,000
Lamoure	ND 13	947	AC-NH-2-013(020)278	11/21/2003	30	\$255,000

Completed Roadway Improvement Projects with Curb Ramp Repairs

Friday, September 20, 2024

City Name	Highway	PCN	Project	Bid Open	Quadrant / Repairs Count	Cost
					3549	\$30,166,500

Programmed Roadway Improvements Projects with Curb Ramp Repairs

City Name	Highway	PCN	Project	Bid Open	Quadrant Count	Repairs	Cost
Mandan	I 94B	23277	SU-CPU-FTF-1-094(223)919	11/15/2024	3	2	\$17,000
Williston	US 2B	23335	NHU-SU-CPU-7-002(178)019	1/1/2025	8	8	\$68,000
Williston	US 2	23335	NHU-SU-CPU-7-002(178)019	1/1/2025	4	4	\$34,000
Grand Forks	US 81B	23739	NHU-6-081(115)943	1/1/2026	31	30	\$255,000
Fargo	US 10	23199	NHU-CPU-8-010(046)938	1/1/2026	28	19	\$161,500
Dickinson	I 94B	23695	NHU-IM-5-094(160)903	1/1/2026	20	4	\$34,000
Jamestown	US 52	23746	NHU-2-052(052)264	1/1/2027	5	3	\$25,500
Grand Forks	US 2	23740	NHU-6-002(142)355	1/1/2027	43	43	\$365,500
Bismarck	US 83B	23743	NHU-1-083(146)900	1/1/2027	21	16	\$136,000
Bismarck	US 83B	23742	NHU-SU-1-083(145)901	1/1/2027	13	12	\$102,000
					176	141	\$1,198,500

Stand Alone Curb Ramp Improvement Projects

City Name	Highway	PCN	Projected Year	Quadrant Count	Repairs	Cost	Rating
Minot	US 83		2029-2032	63	63	\$945,000	0.78
Burlington	US 2		2033	1	1	\$15,000	0.6
Fargo	US 81B		2034-2047	249	221	\$3,315,000	0.52
Jamestown	US 52		2048-2050	44	42	\$630,000	0.44
Williston	US 2B		2050-2051	40	32	\$480,000	0.38
Stanley	ND 8		2052	2	2	\$30,000	0.2
Bismarck	ND 1804		2052	9	6	\$90,000	0.18
Mandan	ND1806		2052	8	8	\$120,000	0.13
				416	375	\$5,625,000	