

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM



2021 - 2024 FINAL DOCUMENT

On the cover:

A Safety Corridor is a designated section of highway that will include enhanced safety features and an increase in law enforcement to remind drivers to obey traffic laws and posted speed limits. This picture shows a Safety Corridor along US 85, south of Alexander.

prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

Bismarck, North Dakota

www.dot.nd.gov

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October 2020

October 9, 2020

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2021-2024 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2021-2024 Final Statewide Transportation Improvement Program (STIP). It has been developed in accordance with the applicable guidance and regulations. The North Dakota Department of Transportation (NDDOT) takes a great deal of pride in overseeing and coordinating the development of our state's transportation system as it plays a vital role in enhancing economic competitiveness at the local, state, and national level.

We believe this Final STIP complies with the intent of our current transportation plan and will assist in carrying out the purpose, scope, and use provided in the Statewide Strategic Transportation Plan, TransAction III. In addition, the Final STIP supports the NDDOT's mission to "Safely move people and goods."

The Draft STIP was available for 30 days for review and comment. The comments received, as well as responses to them, are provided in the Final STIP.

It is our intent to present a financially constrained Final STIP based upon the best projections of federal funds and construction costs available at this time.



William T. Panos
Director

35/lb/sh
Enclosure

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INTRODUCTION

In December of 2015 President Obama signed into law the “Fixing America’s Surface Transportation” (FAST) Act which provides long-term funding for fiscal years 2016 through 2020. The FAST Act replaces the expired "Moving Ahead for Progress in the 21st Century” (MAP-21) Act which provided funding for fiscal years 2014 and 2015. Since Congress has not acted on a new transportation bill for 2021 and beyond, this STIP was planned with guidance similar to the FAST Act.

The STIP is a four-year approved program of projects for fiscal years 2021, 2022, 2023 and 2024. The financial budget for these projects is financially constrained based on the projected federal funding levels provided by the FAST Act. The federal apportionment is estimated at \$280, \$286, \$292 and \$298 million for fiscal years 2021 through 2024, respectively.

The Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPS) should be considered as incorporated into the STIP by reference. However, the federal aid projects have been included in the STIP. This facilitates citizens’ review of the entire program in one document.

The STIP report and an Excel version of projects are also on the North Dakota Department of Transportation (NDDOT) web site at <http://www.dot.nd.gov/> by clicking on the Publications tab on the top of the page.

Any questions or comments on specific items in the STIP should be directed to your area NDDOT District Office, the NDDOT Office of Transportation Program Services, or the NDDOT Programming Division. The District Engineers' addresses and telephone numbers are found in the District Maps section inside this STIP.

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- 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.

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The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 of Title 23, U.S. Code. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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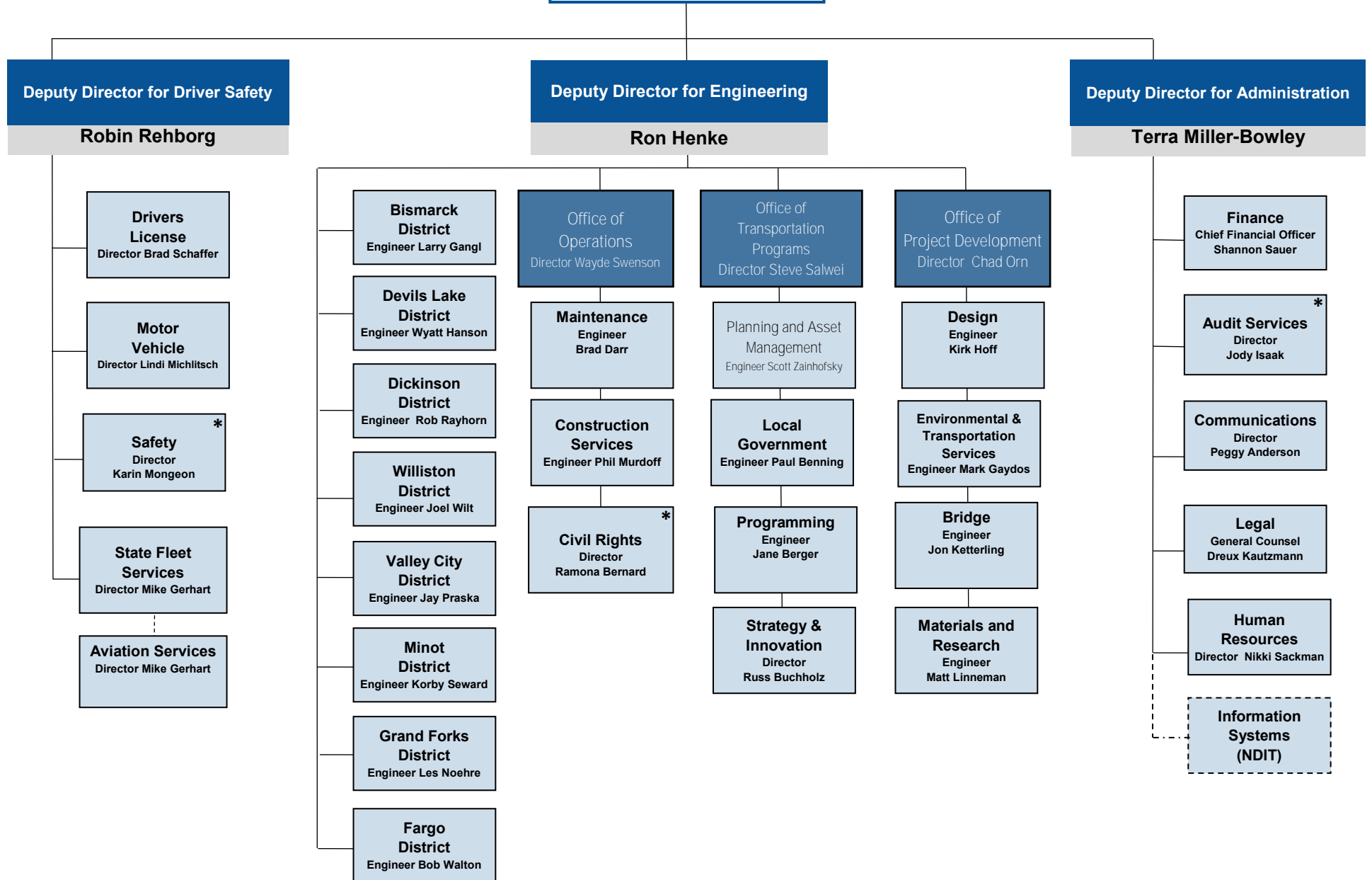


Jane Berger
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NDDOT Director

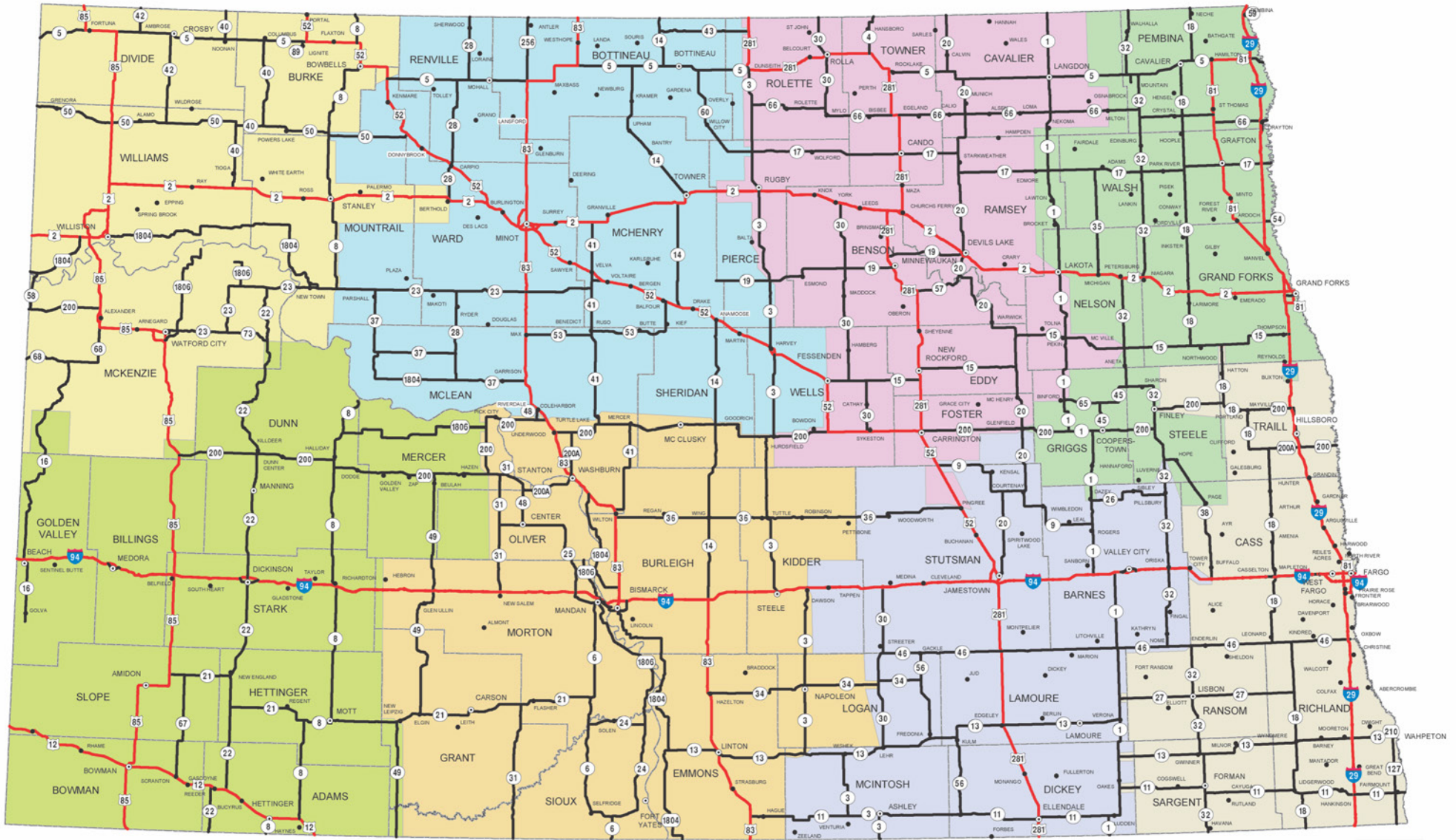
William T. Panos

Total = 982 employees



* Indirect report to the Director

North Dakota Department of Transportation Districts



District 1 - Bismarck
 218 South Airport Road
 Bismarck, ND 58504-6003
 701-328-6950

District 2 - Valley City
 1524 Eighth Avenue SW
 Valley City, ND 58072-4200
 701 845-8800

District 3 - Devils Lake
 316 Sixth Street SE
 Devils Lake, ND 58301-3628
 701-665-5100

District 4 - Minot
 1305 Highway 2 Bypass East
 Minot, ND 58701-7922
 701 857-6925

District 5 - Dickinson
 1700 Third Avenue West, Suite 101
 Dickinson, ND 58601-3009
 701 227-6500

District 6 - Grand Forks
 1951 North Washington
 P.O. Box 13077
 Grand Forks, ND 58208-3077
 701 787-6500

District 7 - Williston
 605 Dakota Parkway West
 P.O. Box 698
 Williston, ND 58802-0698
 701 774-2700

District 8 - Fargo
 503 38th Street South
 Fargo, ND 58103-1198
 701 239-8900

STIP Development

The Statewide Transportation Improvement Program (STIP) includes federally funded highway and transit projects to be constructed in North Dakota. Approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is required.

North Dakota develops a Statewide Transportation Plan. The development of the 2021-2024 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2021-2024 STIP includes the TIPS developed by designated MPO areas. The NDDOT Local Government Division sends each area MPO the proposed urban/regional program for its review and comments. The MPOs are provided with a copy of the draft STIP, after which, each MPO submits their final TIP. The Governor and each respective MPO approve the TIPS prior to incorporating them into the STIP.

The Metropolitan Planning Organization TIPS are incorporated into the STIP by reference. The federal aid projects have been included in the STIP. This facilitates citizens' review so they are able to view the entire program in a single document. In addition to the Statewide Transportation Plan, the following items were considered in the development of the STIP:

1. Coordination with other urban areas (5,000 to 50,000 populations).
2. Coordination with counties.
3. Informal statewide input from various groups, officials, and NDDOT District Engineers.

Each of the eight NDDOT District Engineers identifies their priority projects for non-interstate and non-interregional systems in preparation for the annual STIP update. A committee, including the district engineers, establishes priority projects on the interstate and interregional systems. The district engineers populate the roadway segments and type of improvements with their project nominations, as well as recommendations for the construction year and, in some cases, estimated costs. They also prioritize their districts' projects based on the NDDOT Highway Performance Classification System (HPCS), public comments, and the investment strategies outlined below. The Urban and County priorities may be secured in the same manner.

Once the district priorities have been submitted to the NDDOT Programming Division, available federal funding is divided between Interstate and Non-Interstate projects. Selection of projects on the National Highway System and the State Rural Highway System included use of the HPCS, investment strategies, Bridge Management System (BMS) and the Pavement Management System (PMS). The HPCS divides North Dakota highways into five categories: interstate, interregional corridors, state corridors, district corridors, and district collectors. Page 16 illustrates North Dakota's five categories of roadways. Efforts are made to ensure that work is distributed throughout the state and that the types of work are related to the investment strategy.

The safety projects will be prioritized through the Highway Safety Improvement Program (HSIP), which is consistent with the Vision Zero Plan. This includes a solicitation of projects from the districts, as well as, from city, county and tribal entities.

The BMS provides information to assist in selecting bridge projects. The PMS provides information pertaining to ride, surface conditions, maintenance costs, and a suggested list of roadway sections to be improved. This data along with sound engineering judgment and other considerations is used to develop and program the projects for each year.

The NDDOT is working toward a performance-based Long-Range Transportation Plan to incorporate various performance measures and targets. The NDDOT's annual investment strategy used in the development of the STIP is analyzed to ensure that the STIP supports the federal performance measure targets in compliance with Section 450 Subpart B–Statewide and Nonmetropolitan Planning and Programming of the US Code of Federal Regulations. This STIP will allow us to meet our federal pavement, bridge, freight and system reliability targets.

Public Involvement Process

In August of each year, the NDDOT distributes news releases to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public of the Transportation Alternatives Program (TAP) application process and how to locate TAP information on the NDDOT web site. NDDOT meets individually with each tribal entity to discuss items and/or concerns of each respective tribe, and to remind them of the STIP process.

NDDOT representatives may attend the Northern Plains Tribal Technical Assistance Program and the North Dakota League of Cities annual conferences in September of each year. At each of these annual conferences, NDDOT presents information outlining the STIP process and the coming projects for the next year.

At this time, the NDDOT Local Government Division requests state regional and local urban road projects from cities. In December, the cities provide a list of prioritized state regional and local urban road projects (along with their cost estimates) to the NDDOT/MPOs for their review. Each MPO adheres to the Public Participation Process Plan during the development of the TIP. In each TIP, there is a section under the TIP Program that describes this process. Each MPO keeps a copy of the Public Participation Process Plan for inspection by the public at their respective offices. It is the responsibility of the MPOs to ensure these prioritized projects submitted are consistent with the Long-Range Transportation Plan (LRTP). The MPOs are responsible for reviewing the projects and costs prior to approving them and submitting the list to NDDOT.

NDDOT representatives also attend the North Dakota Association of Counties annual meeting in October and present an outline of the STIP process and projects for the upcoming year. The NDDOT distributes a news release to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public the NDDOT has begun prioritizing the construction projects for the next year. This news release also names the NDDOT district points of contact should anyone have any questions or concerns regarding the STIP and directs the public to the

NDDOT web site.

The distribution of TA funds will be an annual competitive application. The TA project selection committee will recommend which projects to fund. TA funds can be used only on projects eligible for TA funding. Selected projects will be incorporated into the STIP.

In the spring of each year, the NDDOT Local Government Division submits the proposed list of urban regional projects (state highway projects within the urban city limits) to the three North Dakota MPOs.

Usually the NDDOT distributes a spring news release, tailored to each district, as well as to statewide media, including all North Dakota daily and weekly newspapers and broadcast media outlets. The news release identifies the major projects in each district.

Each MPO obtains input for the development of its respective program of projects for its TIP by holding public meetings. Each TIP includes a detailed discussion of the public involvement process for its respective metropolitan area.

A news release advising that the draft STIP is available to the public for review and comment is distributed to all daily and weekly newspapers and broadcast media outlets statewide. A copy of the draft STIP is placed on the NDDOT website for viewing. Comments are due within one month of publication of the draft STIP. The FHWA and NDDOT arrange meetings with all local tribal entities to discuss the upcoming projects in their respective areas and listen to any concerns that the tribal entities may have.

Notification of the STIP is sent to the Bismarck-Mandan, Fargo-Moorhead, and Grand Forks-East Grand Forks MPOs; the South Dakota Department of Transportation central office; the Montana Department of Transportation central office; the Minnesota Department of Transportation (MNDOT) central office, the MNDOT Detroit Lakes and Bemidji district offices; the North Dakota Indian Affairs Commission, the North Dakota Tribal Council chairperson and the Tribal Transportation Planner at each of the four North Dakota reservations; and the Bureau of Indian Affairs (BIA) at Aberdeen, South Dakota.

The final STIP is submitted to FHWA and FTA for approval prior to distribution to the public. A final news release is sent to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public that the final STIP is available and can be view on the NDDOT website. Comments regarding the draft STIP, received during the comment period, are listed as follows.

Federal Highway Administration (FHWA) offered the following comments:

General Comments:

Update the Minot District Engineer

Response: This has been updated.

The last paragraph of page 6 refers the reader back to page 5 for the 5 categories, but there is no

key on the figure to show the 5 categories and the line styles they go with.

Response: Updated incorrect reference to the correct page number.

Missing a discussion on how the STIP will have an effect on achieving targets.

Response: Added the following sentence, “This STIP will allow us to meet our federal pavement, bridge, freight and system reliability targets.”

Page 7 – Discusses HSIP, but no mention of the Transportation Alternatives program. How does that program fit in the STIP?

Response: Included discussion about the Transportation Alternatives Program.

The distribution of TA funds will be an annual competitive application. The TA project selection committee will recommend which projects to fund. TA funds can be used only on projects eligible for TA funding. Selected projects will be incorporated into the STIP.

Page 8 – Were copies sent out in light of Covid-19?

Response: Copies of the Draft were not sent. Copies of the final will be sent.

The Definition of Map Key provides more information on what the places in the number mean. It might be more helpful to have an example number with a description for each place holder up higher with the Map Key Designation instead of down further in the definition.

Response: Added Map Key description.

What does the NDDOT use to determine which projects are regionally significant in 23 CFR 450.218(h)?

Response: Working on updating our stewardship agreement to include NDDOT’s definition.

Structural – would this include bridges and box culverts as well?

Response: Yes. Added to the definition.

Maintenance – capitalize Concrete Pavement Repair similar to Portland Concrete Cement and Hot Bituminous Pavement.

Response: Corrected.

Define HTMCG

Response: Added to definitions.

Consider changing “Parks & Rec” to Recreational Trails Program if those are RTP projects.

Response: Changed to Recreational Trails Program.

Discusses that state funds will be available through 2021-2023 biennium, but only shows funding in 2021 for one project. Consider adjusting to “The project is identified with...”.

Response: Deleted mentions of SOIB from the STIP.

Discusses TA program which is included as a separate Work Type in the list of projects. Is the Park & Rec Work Type the Recreational Trails Program? If yes, it may be good to explain here that those are listed out separately.

Response: Added sentence explaining that Recreational Trails Program is listed separately.

The RTP is administered by ND Parks and Recreation as agreed upon in a Memorandum of Understanding between NDDOT, NDPRD, and FHWA. The RTP is shown separately under District 9.

This section discusses TAP and TA, then under Selection of Projects and Eligible Project Sponsor states that TAP funds are administered, but TAP was replaced by TA.

Response: Updated to TA.

Federal Transit Administration (FTA) offered the following comments:

Include TAM performance targets from the TIPs and State Group Plan.

Response: Performance targets and performance-based plans are referenced in the MPO TIPs per 23 CFR 450.324 and 23 CFR 450.326. This information is therefore included in the STIP as the TIPs are incorporated by reference.

The following two paragraphs have been added: Transit asset management is a strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risk, and costs over their life cycle to provide cost effective and reliable service to current and future customers. The NDDOT Public Transportation Sponsor Group Transit Asset Management Plan is available on the NDDOT website at <https://www.dot.nd.gov/divisions/localgov/transit-operator-portal.htm> by clicking on "State TAM Plan" under Additional Resources. The plan describes the performance measures and performance targets used in assessing the performance of the transportation system for transit asset management.

NDDOT uses BlackCat and RouteMatch software tools to assist with transit investment prioritization and funding decisions. Several factors are considered when setting transit investment priorities including asset inventories, condition assessments, safety and accessibility, weather resiliency, grant committee recommendations, and anticipated project funding.

Include TIPs from MPOs and approval letters from Governor.

Response: These will be added when the MPO has completed their TIPs and NDDOT signs the letters for the final STIP.

Fargo-Moorhead Metropolitan Council of Governments:

Metro COG did not see the Urban Grant Program (UGP) project for City of Fargo listed in the STIP. We received an award (FY 2022) letter from NDDOT in March, 2020 but the project is not in the STIP. Is the project moving forward? Has the status of the project changed? If so, this has not been communicated to Metro COG.

Response: NDDOT notified the city of Fargo in March 2020 their application for the Urban Grant Program was selected for funding. The City responded to NDDOT they were declining the award.

Metro COG would like further clarification on developing our Annual Listing of Obligated Projects (ALOP) and how ND DOT determines projects as "obligated". For example, West

Fargo has a couple projects in the urban program (UGP and TA) for FY 2020, however the bid date is October 16, 2020, which is federal FY 2021. Metro COG would normally roll these projects into the program year of 2021 and therefore should see them in the draft STIP in 2021. However, direction from NDDOT has been to keep them in the ALOP (FY 2020). If the determining factor is not the bid date, how does NDDOT determine if such projects are "obligated"? Is there a way for Metro COG to easily find said information?

Response: A project is defined as obligated when NDDOT's request for funding authorization has been approved by FHWA. These requests for authorization are typically 6-10 weeks prior to the bid opening date. For end of fiscal year, NDDOT must have all requests submitted to FHWA by September 15th. Please note bid dates should not be used as an indicator for fiscal year, instead use program year information received from NDDOT or as shown in the STIP.

There was a large 2021 HSIP concrete median project (PCN 22444 8130) in last year's 2021-2023 STIP that is not in the 2021-2024 draft. The safety project was on 1-94 from W of Veterans Blvd to 1-29. It is our understanding that the project now consists of a single project involving the installation of high tension cable median barrier from approximately 42nd Street to the bridges over the Sheyenne Diversion, but the project is not described this way in the STIP. We would appreciate clarification.

Response: PCN's 22444 and 22443 have been updated in the Final STIP with correct locations and work types.

The 2021-2024 STIP maps are a wonderful resource. Can Metro COG get GIS shapefiles for STIP projects in the Fargo District?

Response: NDDOT will work with our mapping team to get GIS information to Metro COG.

LEGEND

Many highway projects for the next four years can be found in the various districts. A district map shows a project's location and type of improvement. The adjacent page provides a detailed description of the work involved and the estimated cost of the project. Most of the NDDOT projects for the next four years are shown on the maps. Each map and facing page refers to one of the following districts:

| | <u>MAP KEY DESIGNATION</u> |
|--------------------------------------|----------------------------|
| • #1 Bismarck | 1000's |
| • #2 Valley City | 2000's |
| • #3 Devils Lake | 3000's |
| • #4 Minot | 4000's |
| • #5 Dickinson | 5000's |
| • #6 Grand Forks | 6000's |
| • #7 Williston | 7000's |
| • #8 Fargo | 8000's |
| • #9 Various and Statewide Locations | 9000's |

Projects are assigned a unique map key number and are located on the maps by color corresponding to improvement type. Every project in the STIP is assigned a unique four digit map key. The first digit represents the district where the work will occur. The second digit indicates the fiscal year of the project, with 0 representing the current STIP year. The last two digits are a unique number assigned sequentially to each project within a year of each district. In summary, map key 1014 means it is a project in the Bismarck District within the current STIP or fiscal year of 2021 and it is the 14th project in 2021

The pages in the STIP list the information below:

- PCN
- Map Key
- Funding Sources
- Pending Obligation Limitation
- Highway
- Direction
- Location
- Length of the Project
- Work Type (description of the type of improvement)
- Total Cost of the Project
- Federal Funds
- State Funds
- Local Funds
- Other Funds

Definitions

| | |
|-----------------------------------|--|
| New Construction | Constructing a new highway on a new location or corridor, example is new grading. |
| Reconstruction | Regrading or restoring the roadbed and surface, or widening an existing roadbed on the existing highway location. |
| Surfacing | Placing asphalt or concrete on a previous surface or roadbed includes Portland Concrete Cement (PCC), Hot Bituminous Pavement (HBP), milling, grinding, etc. |
| Structural | Construction of new structures or reconstruction of existing structures, including bridges and large culverts, or structural features; such as, substructure, piers, and bridge rails. |
| Maintenance | Work which would include Concrete Pavement Repair (CPR), joint seal replacement, drain pipe repairs, seal coats, slurry seals, striping, etc. |
| Safety | Work activities that would provide for improved traffic control operations, guidance, upgrading of obsolete roadside features, or improvement of roadside geometrics related to safety. |
| Miscellaneous Improvements | Construction of new buildings or preservation or reconstruction of existing buildings, and other building, construction, or rehabilitation of transportation related projects funded with Transportation Alternatives funds; such as depots, trail facilities, etc. Activities in this category would also be those activities constructed off the traveled roadway but within or near the right-of-way intended to either improve the roadside environment right-of-way or provide for alternative modes of transportation; such as, bikeways, drainage repair, fencing, etc. |
| Municipal | Any construction activities within the urban city limits (new construction, reconstruction, surfacing, curb & gutter, structural, etc.) |
| Funding Source | An alpha code is used to designate which category of federal funds or state funds will be used with each funding source. |
| Advance Construction | Project designated with “AC” as part of their funding source implies that the funds for these projects will be bid in the outlying years; however, the federal funds will not be obligated until the following year. Federal Highway allows the state to “borrow” on their next year’s obligation limitation as long as the State meets the requirements for doing so. |

| | |
|---|--|
| Pending | Projects designed as pending; shown with a P2020 or P, are projects that are programmed for the pending fiscal year shown. These are the first projects that would be shifted to the following fiscal year if Congress does not provide sufficient obligation authority. |
| Apportionment | The distribution of federal funds as prescribed by a statutory formula. It establishes an upper limit of available funds. Funds not used in the year they were distributed carryover from year to year. |
| Obligational Limitation | This is the total amount of federal funds that may be obligated in a year. The purpose is to limit highway spending each year. It is provided by an Appropriations Act by Congress. These funds must be obligated by the end of the fiscal year they were provided or they are returned to FHWA. |
| Illustrative | Projects scheduled if specific funds are received. |
| Bonded Projects | Funds are bonded, and they will be repaid with federal funds in future years. North Dakota sold bonds for several projects on US 2 and the Liberty Memorial Bridge project to enable the State to move forward with these projects. |
| Projects of Division Interest (PODI) | A risk-based approach by FHWA to select projects or phases of a project that they will have involvement in. A list of PODI will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of PODI is available upon request. PODI will replace Full Involvement Projects. |
| Map Key | Every project in the STIP is assigned a unique four digit map key. The first digit represents the district where the work will occur. The second digit indicates the fiscal year of the project, with 0 representing the current STIP year. The last two digits are a unique number assigned sequentially to each project within a year of each district. In summary, map key 1014 means it is a project in the Bismarck District within the current STIP or fiscal year of 2021 and it is the 14 th project in 2021. |
| HTMCG | High Tension Median Cable Guardrail. |

FUNDING SOURCES

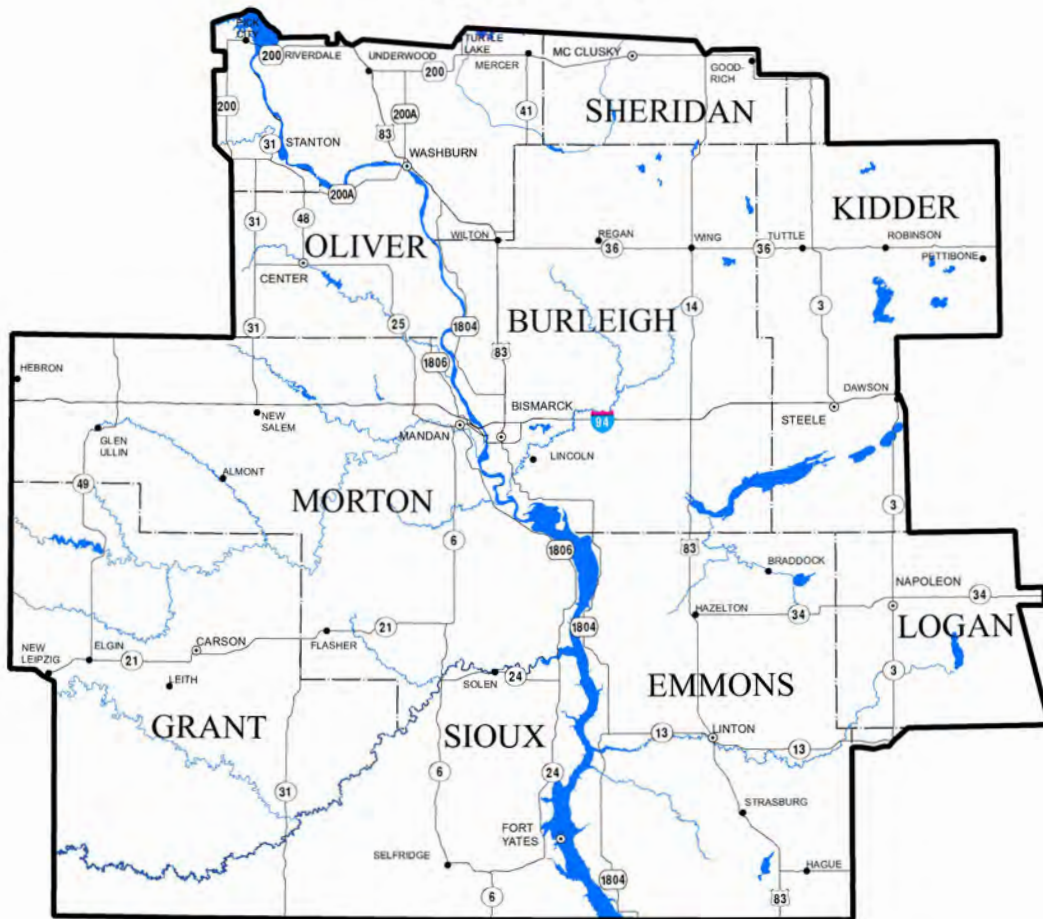
| PROJECT PREFIX | | |
|----------------|---|---|
| IM | = | Interstate Maintenance - State Project |
| NH | = | National Highway System - State Project |
| NHU | = | National Highway System - State Urban Project |
| AC | = | Advance Construction |
| SS | = | Non-National Highway System - State Rural Project |
| SU | = | Non-National Highway System - State or City Urban Project |
| CPU | = | Non-National Highway System - City Urban Project |
| STP | = | Transportation Improvement - Non-National Highway System - State Rural Project |
| STU | = | Transportation Improvement - Non-National Highway System State or City Urban Project |
| SC | = | Non-National Highway System - County Rural Project |
| BRI | = | Bridge Replacement - State Project - Interstate System |
| BRN | = | Bridge Replacement - State Project - National Highway System |
| U-BRN | = | Urban Bridge Replacement - State Project - National Highway System |
| BRS | = | Bridge Replacement - State Project - Non-National Highway System |
| BRU | = | Bridge Replacement - State or City Urban Project - Non-National Highway System |
| BRC | = | Bridge Replacement - County Project - Non-National Highway System |
| BRO | = | Bridge Replacement - County Off-System Project |
| HRR | = | High Risk Rural Roads - State Safety Project - Non-National Highway System |
| HEN | = | High Hazard Elimination - State Safety Project - National Highway System |
| SHE | = | High Hazard Elimination - "Small" State Safety Project - National Highway System |
| HES | = | High Hazard Elimination - State Safety Project - Non-National Highway System |
| HEU | = | High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System |
| HEC | = | High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector) |
| HEO | = | High Hazard Elimination - County Off-System Safety Project |
| HLS | = | High Hazard Elimination - State Safety Project |
| HLU | = | High Hazard Elimination - Urban Safety Project |
| HLC | = | High Hazard Elimination - County Safety Project |
| RSN | = | Railroad Crossing Hazard Elimination - State Safety Project - National Highway System |
| RSS | = | Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System |
| RSU | = | Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System |
| RSC | = | Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector) |
| RSO | = | Railroad Crossing Hazard Elimination - County Off-System Safety Project |
| RPN | = | Railroad Crossing Protection Device - State Safety Project - National Highway System |
| RPS | = | Railroad Crossing Protection Device - State Safety Project - Non-National Highway System |
| RPU | = | Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System |
| RPC | = | Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector) |
| RPO | = | Railroad Crossing Protection Device - County Off-System Safety Project |
| TAU | = | Transportation Alternatives - State or City Urban Project - National or Non-National Highway System |
| TAC | = | Transportation Alternatives - County Project - Non-National Highway System |
| TCAP | = | Transit - Section 5339 Bus & Bus Facilities |
| TE/D | = | Transit - Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities |
| TPL | = | Transit - Section 5303/4 Metropolitan and Statewide Planning |
| TRUR | = | Transit - Section 5311 Formula Grants for other than Urbanized Areas |
| TURB | = | Transit - Section 5307 Urbanized Area Formula Program |
| FHS | = | Forest Highway - State Project |
| FHC | = | Forest Highway - County Project |
| FHO | = | Forest Highway - County Off-System Project |
| TBD | = | Project Funding will be determined at a future date |
| ROM | = | Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD) |
| SER | = | State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program |
| SIB | = | State Infrastructure Bank - Projects funded using the State Infrastructure Bank program |
| BGR | = | BUILD Grant Program - Projects funded using the Build Transportation Grant Program |
| UGP | = | Urban Grant Program - Projects funded using the Urban Grant Program |
| TRP | = | Transportation Research Innovation Projects - State projects using innovation |

North Dakota Roadway Miles per District and HPCS

| | Interstate | Interregional | State Corridor | District Corridor | District Collector | TOTAL |
|--------------|---------------|---------------|----------------|-------------------|--------------------|---------------|
| Bismarck | 224.8 | 214.3 | 224.3 | 348.2 | 367.2 | 1378.8 |
| Valley City | 212.2 | 114.5 | 194.9 | 272.1 | 187.8 | 981.5 |
| Devils Lake | 0 | 376.1 | 176.4 | 506.7 | 90.3 | 1149.5 |
| Minot | 0 | 444.8 | 186.6 | 121.9 | 396.6 | 1149.9 |
| Dickinson | 194.6 | 211.1 | 177.1 | 205.2 | 211.7 | 999.7 |
| Grand Forks | 198.9 | 147.7 | 219.1 | 348.9 | 76.1 | 990.7 |
| Williston | 0 | 422.0 | 236.5 | 303.4 | 95.2 | 1057.1 |
| Fargo | 311.2 | 65.8 | 271.4 | 222.7 | 34.4 | 905.5 |
| TOTAL | 1141.7 | 1996.3 | 1686.3 | 2329.1 | 1459.3 | 8612.7 |

Bismarck District

District 1



Larry Gangl, District Engineer
North Dakota Department of Transportation
218 South Airport Road
Bismarck, ND 58504-6003
Phone: (701) 328-6950

**North Dakota Department of Transportation
District - Bismarck**

(In Thousands)

| PCN Map Key | Fund Source | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|-------------|-------|-------------|--|--------|---|--------------|--------------|-------------|-------------|------------|
| Fiscal Year: 2021 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| 22864 | 1001 SS | | 6 | N ST LN TO SELFRIDGE | 11.5 | Mill/OI 2" Max | 1957 | 1584 | 373 | 0 | 0 |
| 22206 | 1028 SS | | 6 | N SELFRIDGE N TO W JCT BIA 7-PORCUPINE | 11.2 | Box Culv Ext, Mill/OI>2<Or=3", Sliver Grading, Struct/Incid | 6085 | 6085 | 0 | 0 | 0 |
| 22182 | 1002 IM | | 94 | E MANDAN AVENUE INTERCHANGE | 0.3 | PCC Pave, Ramp Revisions | 3500 | 3150 | 350 | 0 | 0 |
| | 1003 IM | P2021 | 94 | WE N SALEM INTR E TO W SWEET BRIAR | 8.9 | CPR, Grinding, HBP on Ramps | 1153 | 1038 | 115 | 0 | 0 |
| | 1004 IM | P2021 | 94 | WW SWEET BRIAR E TO E ND 25 INTR | 10.2 | CPR, Grinding, HBP on Ramps | 1322 | 1190 | 132 | 0 | 0 |
| 22959 | 1005 IM | | 94 | W CO LN E TO DAWSON | 16.2 | CPR, Mill/OI 2" Max | 4776 | 4298 | 478 | 0 | 0 |
| 22865 | 1006 NH | | 200 | E S JCT 83 TO E JCT 41 - MERCER | 20.9 | Mill/OI 2" Max | 3547 | 2871 | 676 | 0 | 0 |
| Subtotal | | | | | | | 22340 | 20216 | 2124 | 0 | 0 |
| Urban | | | | | | | | | | | |
| 22902 | 1007 NHU | P2021 | 94B | MEMORIAL BRIDGE | 0.1 | Structure Items | 250 | 202 | 23 | 25 | 0 |
| 22863 | 1008 NHU | | 810 | E ND 810 EXPRESSWAY BRIDGE | 0.0 | Jt Repair, Structure Paint, Struct/Incid, Grinding | 1112 | 900 | 101 | 111 | 0 |
| 22905 | 1009 NHU | P2021 | 810 | E 2 S 1 W OF I-94 EXIT 161 | 0.0 | Structure Items | 66 | 53 | 6 | 7 | 0 |
| 22435 | 1010 SU | | 981 | E 43RD AV (N 26TH ST-ROOSEVELT DR) | 0.0 | Reconstruction | 5250 | 4200 | 0 | 1050 | 0 |
| 22512 | 1011 UGP | | 981 | N N 4TH ST, N 5TH ST, BROADWAY AVE | 0.0 | CPR, Curb & Gutter, Bikeway/Walkway, Pave Mark, | 1251 | 1000 | 0 | 251 | 0 |
| 22551 | 1012 UGP | | 988 | E 1ST ST NW & FOUR AVENUES | 0.0 | Reconstruction | 4700 | 2428 | 0 | 2272 | 0 |
| 22537 | 1013 SU | P2021 | 988 | E 27TH ST (1806 TO 8TH AVE NW) | 0.0 | Reconstruction | 2000 | 1052 | 0 | 948 | 0 |
| 22903 | 1014 NHU | | 1806 | N ND 1806 (HEART RIVER-MAIN ST) | 0.7 | CPR, Signals, Deck Overlay, Rail Retrofit, Approach Slabs | 1238 | 1002 | 112 | 124 | 0 |
| 22181 | 1015 NHUCPU | | 1806 | N ND 1806 (I-94 RAMPS-27TH ST NW) | 4.2 | Reconstruction, Sanitary Sewer | 8390 | 6417 | 719 | 1254 | 0 |
| Subtotal | | | | | | | 24257 | 17254 | 961 | 6042 | 0 |
| Transportation Alternatives | | | | | | | | | | | |
| 22573 | 1016 TAU | | | MANDAN 19TH ST SE TRAIL | 0.0 | Bikeway/Walkway | 363 | 290 | 0 | 73 | 0 |
| 22576 | 1017 TAC | | | STANDING ROCK PORCUPINE PATHWAY | 0.0 | Bikeway/Walkway | 206 | 167 | 0 | 39 | 0 |
| 22572 | 1018 TAU | | | LINCOLN SRTS IMPROVEMENTS | 0.0 | Bikeway/Walkway | 276 | 223 | 0 | 53 | 0 |
| Subtotal | | | | | | | 845 | 680 | 0 | 165 | 0 |
| Emergency Relief | | | | | | | | | | | |
| 22879 | 1019 SERP | | 14 | N 2 MILES S BURLEIGH/SHERIDAN CO LN | 0.0 | Grade Raise | 6400 | 5180 | 1220 | 0 | 0 |
| 22781 | 1020 SERP | | 14 | N 1 MILE SOUTH OF COUNTY LINE | 0.0 | Grade Raise | 1375 | 1113 | 262 | 0 | 0 |
| 22915 | 1029 SERP | | 36 | E RP 50, 2 MILES EAST OF ROBINSON | 0.0 | Grade Raise | 800 | 647 | 153 | 0 | 0 |
| 22917 | 1030 SERPSS | | 36 | E RP 54, 6 MILES EAST OF ROBINSON | 0.0 | Grade Raise, Inslope Repair | 6707 | 5428 | 1279 | 0 | 0 |
| Subtotal | | | | | | | 15282 | 12368 | 2914 | 0 | 0 |
| Safety | | | | | | | | | | | |
| 22442 | 1021 HEN | | 94 | E W OF SUNSET DR TO E OF MANDAN AVE | 3.1 | HTMCG | 614 | 553 | 61 | 0 | 0 |
| 22440 | 1022 HEN | | 194 | E S OF I-94 TO MEMORIAL HWY - EB/WB | 0.6 | PCC Pave, Con Med Barrier | 2364 | 2128 | 236 | 0 | 0 |
| 22441 | 1023 HEN | | 810 | E MEMORIAL HWY TO MCKENZIE DR - EB/WB | 0.4 | PCC Pave, Con Med Barrier | 1427 | 1285 | 71 | 71 | 0 |
| | 1024 HES | | | BISMARCK CITY - URBAN ROADS | 0.0 | Pave Mark | 559 | 503 | 0 | 56 | 0 |
| 22836 | 1025 SHE | | | BISMARCK 7TH & 9TH ST - RRFBS | 0.0 | Intersect Imp | 334 | 300 | 17 | 17 | 0 |
| 22835 | 1026 HEU | | | BIS INT CENTURY/WASHINGTON & 4TH | 0.0 | Turn Lanes, Alignment Proj | 855 | 770 | 0 | 85 | 0 |
| Subtotal | | | | | | | 6153 | 5539 | 385 | 229 | 0 |
| Transit | | | | | | | | | | | |
| | 1027 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Prev Maint | 2088 | 1357 | 0 | 731 | 0 |
| Subtotal | | | | | | | 2088 | 1357 | 0 | 731 | 0 |
| Total | | | | | | | 70965 | 57414 | 6384 | 7167 | 0 |

**North Dakota Department of Transportation
District - Bismarck**

(In Thousands)

| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|------|--------|------|------|-----|--|--------|---|---------------|--------------|--------------|--------------|-------------|
| | Key | Source | | CMC | | | | | | | | | |
| Fiscal Year: 2022-2024 | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | |
| 18811 | 1101 | NH | | 3 | N | TUTTLE N TO W JCT 200 | 21.1 | Asp OI>2"<Or=3", Pipe Repair, Sliver Grading | 10869 | 8796 | 2073 | 0 | 0 |
| 23029 | 1119 | BGRNH | | 3 | N | NEAR HURDSFIELD - RP 130 | 0.0 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 |
| 23033 | 1120 | BGRSS | | 14 | N | SOUTH OF JCT 200 - RP 36.917 | 0.0 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 |
| 23033 | 1121 | BGRSS | | 14 | N | SOUTH OF JCT 200 - RP 39.200 | 0.0 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 |
| 23033 | 1122 | BGRSS | | 14 | N | SOUTH OF JCT 200 - RP 39.700 | 0.0 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 |
| 23033 | 1123 | BGRSS | | 14 | N | SOUTH OF JCT 200 - RP 39.8250 | 0.0 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 |
| 22866 | 1102 | NH | | 24 | N | CANNONBALL CORNER TO JCT ND 6 | 15.1 | Mill/OI 2" Max | 2673 | 2673 | 0 | 0 | 0 |
| | 1103 | SS | | 25 | N | CENTER WEST TO JCT 31-HANNOVER | 6.1 | Thin Overlay | 1079 | 873 | 206 | 0 | 0 |
| | 1104 | IM | | 94 | E | CO LINE E TO DAWSON | 16.2 | CPR, Mill/OI 2" Max | 4967 | 4470 | 497 | 0 | 0 |
| 22207 | 1202 | SSNH | | 6 | N | W JCT BIA 7-PORCUPINE TO JCT ND 21 | 19.4 | Box Culv Ext, Mill/OI>2<Or=3", Sliver Grading, Struct/Incid | 10566 | 9814 | 752 | 0 | 0 |
| | 1203 | SS | | 14 | N | I-94 N TO WING | 21.3 | Mill/OI 2" Max | 3912 | 3166 | 746 | 0 | 0 |
| | 1204 | SS | | 31 | N | JCT I-94 N TO W JCT 200A | 30.5 | Microsurfacing, Milling | 2207 | 1786 | 421 | 0 | 0 |
| | 1205 | SS | | 31 | N | E JCT 200A N-STANTON SPUR | 1.7 | Microsurfacing, Milling | 121 | 98 | 23 | 0 | 0 |
| | 1206 | IM | | 94 | E | CO LINE E TO DAWSON | 16.2 | Microsurfacing | 1173 | 1056 | 117 | 0 | 0 |
| | 1207 | IM | | 94 | W | CO LN E TO DAWSON | 16.2 | Microsurfacing | 1173 | 1056 | 117 | 0 | 0 |
| | 1208 | NH | | 94B | E | JCT OLD 10 TO WEST MANDAN | 5.7 | Gravel Shldrs, Mill/OI 2" Max, Struct/Incid | 1567 | 1268 | 299 | 0 | 0 |
| | 1209 | NH | | 200A | E | WASHBURN N TO JCT 200 | 10.7 | Thin Overlay | 1971 | 1595 | 376 | 0 | 0 |
| | 1210 | SS | | 1804 | N | HAZELTON JCT TO BURLEIGH AVE | 28.5 | Thin Overlay | 5233 | 4235 | 998 | 0 | 0 |
| | 1301 | NH | | 83 | N | STATE LINE N TO LINTON - S JCT 13 | 24.9 | Thin Overlay | 4763 | 3855 | 908 | 0 | 0 |
| | 1302 | IM | | 94 | E | E N SALEM INTR E TO W SWEET BRIAR | 8.9 | CPR, Grinding, HBP on Ramps | 1248 | 1123 | 125 | 0 | 0 |
| | 1303 | IM | | 94 | E | W SWEET BRIAR E TO E ND 25 INTR | 10.2 | CPR, Grinding, HBP on Ramps | 1431 | 1288 | 143 | 0 | 0 |
| 22648 | 1323 | IM | | 94 | E | 2 EAST OF US 83 NORTH | 0.0 | Struct/Incid, Ramp Revisions | 30000 | 27000 | 3000 | 0 | 0 |
| 22639 | 1304 | IM | | 94 | E | E BIS ENTR E TO E OF MENOKEN INTR | 9.8 | Median X-Overs, Ramp Conn | 1519 | 1367 | 152 | 0 | 0 |
| Subtotal | | | | | | | | | 102572 | 75519 | 19003 | 0 | 8050 |
| Urban | | | | | | | | | | | | | |
| 22904 | 1105 | NHU | | | | 83B N 7TH ST (FRONT AVE - AVE C) | 0.6 | Signals | 1100 | 890 | 100 | 110 | 0 |
| 22904 | 1106 | NHU | | | | 83B S 9TH ST (AVE C - FRONT AVE) | 0.6 | Signals | 1100 | 890 | 100 | 110 | 0 |
| 22005 | 1107 | SUCPU | | 94 | E | MEMORIAL HIGHWAY PHASE 1 | 3.3 | Reconstruction, Drainage Impr., Sanitary Sewer | 11250 | 7081 | 794 | 3375 | 0 |
| 22870 | 1108 | UGP | | 981 | E | THAYER AV, N 6TH ST | 0.0 | CPR, ADA Ramp Rev, Lighting, Landscaping | 1600 | 1280 | 0 | 320 | 0 |
| 22492 | 1109 | SU | | 981 | E | 43RD AV N (MONTREAL-STATE ST) | 0.0 | Reconstruction | 9100 | 7280 | 0 | 1820 | 0 |
| 22770 | 1211 | NHU | | 83 | N | STATE ST(I-94-CALGARY), CENTURY/11TH | 1.0 | Signals, CPR, Grinding | 2310 | 1869 | 441 | 0 | 0 |
| 22769 | 1212 | NHU | | | | 83B N STATE ST (DIVIDE AVE - I-94) | 0.7 | Signals, CPR, Grinding | 816 | 660 | 74 | 82 | 0 |
| | 1213 | SUCPU | | 94 | E | MEMORIAL HIGHWAY PHASE 2 | 3.3 | Reconstruction, Sanitary Sewer, Watermain | 22000 | 13758 | 1542 | 6700 | 0 |
| | 1214 | NHU | | 94B | E | W CITY LIMIT TO HEART RIV BR-MANDAN | 0.6 | Mill/OI 2" Max | 225 | 182 | 43 | 0 | 0 |
| | 1215 | SU | | 981 | N | 66TH ST (APPLE CREEK RD-NORTHGATE) | 0.0 | Reconstruction, Struct Replace | 12700 | 8000 | 0 | 4700 | 0 |
| | 1306 | NHU | P | | | 83B N 9TH ST (BISMARCK EXPY TO FRONT AV) | 0.6 | Mill/OI>2<Or=3", Curb & Gutter | 940 | 761 | 85 | 94 | 0 |
| | 1307 | NHU | P | | | 83B S 7TH ST (FRONT AV TO BISMARCK EXPY) | 0.6 | Reconstruction | 3125 | 2529 | 283 | 313 | 0 |
| | 1308 | SUCPU | | 94 | E | MEMORIAL HIGHWAY PHASE 3 | 3.3 | Reconstruction, Sanitary Sewer, Watermain | 17500 | 11330 | 1270 | 4900 | 0 |
| | 1309 | NHU | | 981 | E | 43RD AVE N, 19TH ST | 0.0 | Reconstruction | 14000 | 4800 | 0 | 9200 | 0 |
| Subtotal | | | | | | | | | 97766 | 61310 | 4732 | 31724 | 0 |
| Bridge | | | | | | | | | | | | | |
| 22612 | 1110 | IM | | 94 | E | 7 WEST OF ND 49 | 0.0 | Median X-Overs | 703 | 633 | 70 | 0 | 0 |

Map Keys 1107, 1213, 1307 & 1308 are Workzone Safety and Mobility Significant Projects

**North Dakota Department of Transportation
District - Bismarck**

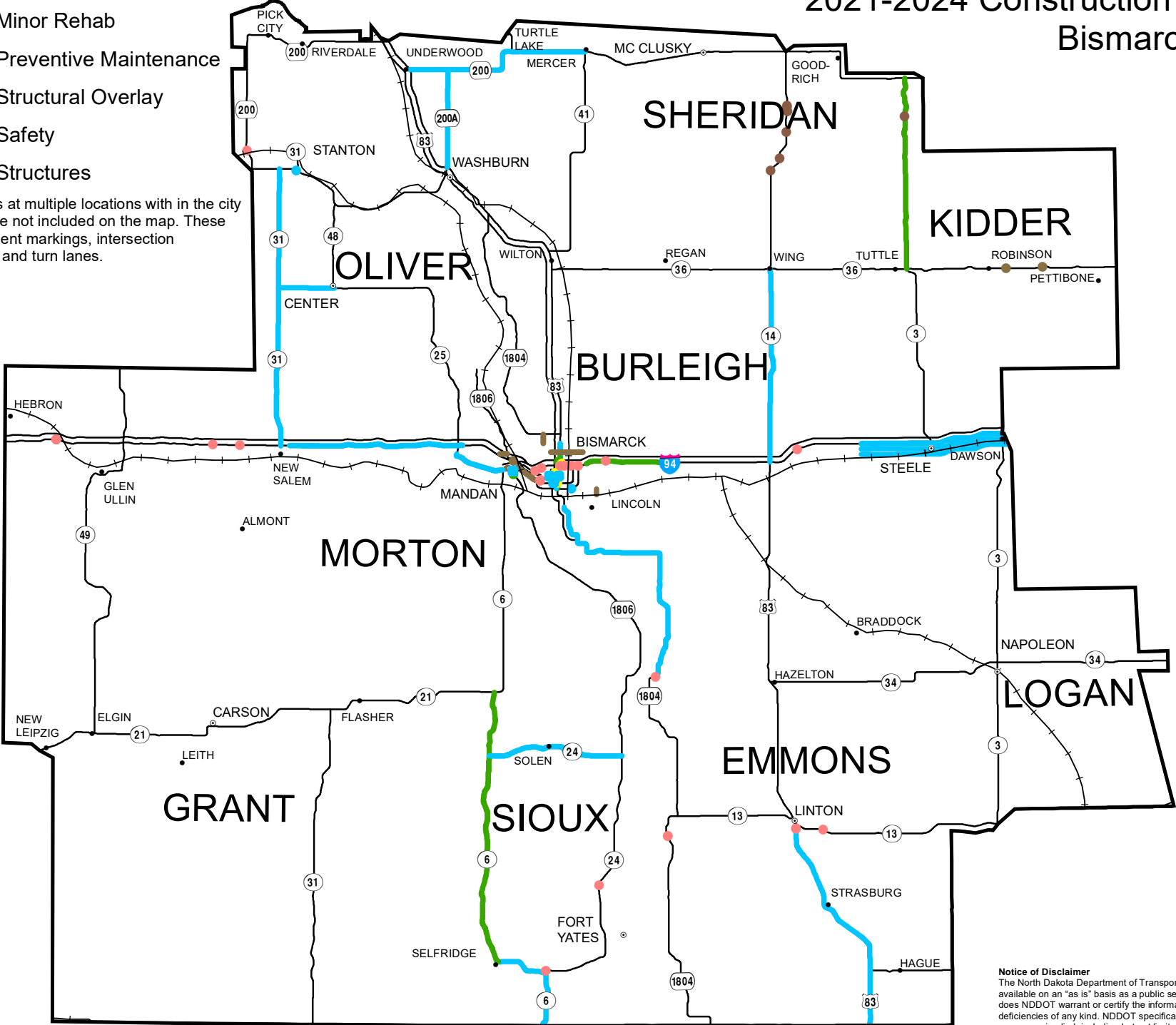
(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|---------------------------------------|--------|---|---------------|---------------|--------------|--------------|-------------|
| Key Source | CMC | | | | | | | | |
| Bridge | | | | | | | | | |
| 22603 1111 IM | 94 | E 3 WEST OF US 83 NORTH | 0.0 | Expan Joint Mod, Approach Slabs, Spall Repair | 832 | 749 | 83 | 0 | 0 |
| 22603 1112 IM | 94 | E 2 WEST OF US 83 NORTH | 0.0 | Approach Slabs, Expan Joint Mod, Spall Repair | 318 | 286 | 32 | 0 | 0 |
| 22610 1216 IM | 94 | E 7 WEST OF ND 49 | 0.0 | Struct Replace | 2997 | 2697 | 300 | 0 | 0 |
| 1217 IM | 94 | E JUNCTION OF US 83N & I-94 | 0.0 | Spall Repair, Struct/Incid | 81 | 73 | 8 | 0 | 0 |
| 23009 1218 IM | 94 | E 1 EAST OF US 83 NORTH | 0.0 | Deck Overlay, Approach Slabs, Rail Retrofit, Struct/Incid | 707 | 636 | 71 | 0 | 0 |
| 23009 1219 IM | 94 | E 1 EAST OF US 83 NORTH | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod | 583 | 525 | 58 | 0 | 0 |
| 22610 1221 IM | 94 | W7 WEST OF ND 49 | 0.0 | Struct Replace | 2997 | 2697 | 300 | 0 | 0 |
| 23010 1222 SS | 1804 | N 2 SOUTH 14 WEST LINTON | 0.0 | Structur Repair, Selective Grade | 506 | 405 | 101 | 0 | 0 |
| 23010 1223 SS | 1804 | N 13 WEST OF HAZELTON | 0.0 | Structur Repair | 81 | 66 | 15 | 0 | 0 |
| 1310 NH | 13 | E 3 EAST OF US 83 | 0.0 | Deck Overlay, Spall Repair | 245 | 198 | 47 | 0 | 0 |
| 1311 SS | 24 | N 11 SOUTHWEST FORT YATES | 0.0 | Struct Replace | 675 | 675 | 0 | 0 | 0 |
| 1312 SS | 24 | N 5 NORTH OF FORT YATES | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 427 | 342 | 85 | 0 | 0 |
| 1313 SS | 24 | N 9 NORTH OF FORT YATES | 0.0 | Selective Grade, Riprap | 56 | 56 | 0 | 0 | 0 |
| 1314 NH | 83 | N SOUTH OF LINTON | 0.0 | Deck Overlay | 315 | 255 | 60 | 0 | 0 |
| 1315 NH | 83 | N IN LINTON | 0.0 | Deck Overlay | 298 | 241 | 57 | 0 | 0 |
| 1316 IM | 94 | E 7 WEST OF ND 31 | 0.0 | Structure Paint | 338 | 304 | 34 | 0 | 0 |
| 1317 IM | 94 | E 5 WEST OF ND 31 | 0.0 | Structure Paint | 169 | 152 | 17 | 0 | 0 |
| 21854 1318 IM | 94 | E 5 EAST OF US 83 NORTH | 0.0 | Struct Replace | 3937 | 3543 | 394 | 0 | 0 |
| 22614 1319 IM | 94 | E 3 EAST OF US 83 SOUTH | 0.0 | Structure Paint | 202 | 182 | 20 | 0 | 0 |
| 22614 1320 NH | 200 | E 2 NORTH OF ND 200A | 0.0 | Structure Paint | 225 | 180 | 45 | 0 | 0 |
| 1321 SS | 1804 | N 2 SOUTH 14 WEST LINTON | 0.0 | Structure Paint | 281 | 225 | 56 | 0 | 0 |
| Subtotal | | | | | 16973 | 15120 | 1853 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | |
| 22951 1114 TAU | | MANDAN OLD RED TRAIL | 0.0 | Bikeway/Walkway | 208 | 168 | 0 | 40 | 0 |
| 22950 1115 TAU | | BISMARCK BPS SAFETY IMPROVEMENT | 0.0 | Signing | 34 | 28 | 0 | 6 | 0 |
| 22945 1116 TAC | | LINTON ADA RAMPS & SIDEWALKS | 0.0 | Walk/Drive Ways | 225 | 182 | 0 | 43 | 0 |
| Subtotal | | | | | 467 | 378 | 0 | 89 | 0 |
| Safety | | | | | | | | | |
| 20098 1117 SHE | 83 | N BISMARCK STATE ST (I-94 TO CALGARY) | 1.0 | Turn Lanes | 2500 | 2250 | 250 | 0 | 0 |
| 20097 1118 SHE | 83B | N BISMARCK STATE ST (DIVIDE TO I-94) | 1.1 | Turn Lanes | 2800 | 2520 | 140 | 140 | 0 |
| Subtotal | | | | | 5300 | 4770 | 390 | 140 | 0 |
| Transit | | | | | | | | | |
| 1113 TURB | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Prev Maint | 2129 | 1384 | 0 | 745 | 0 |
| 1224 TURB | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Prev Maint | 2172 | 1412 | 0 | 760 | 0 |
| 1322 TURB | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Prev Maint | 2216 | 1440 | 0 | 776 | 0 |
| Subtotal | | | | | 6517 | 4236 | 0 | 2281 | 0 |
| Total | | | | | 229595 | 161333 | 25978 | 34234 | 8050 |
| Grand Total | | | | | 300560 | 218747 | 32362 | 41401 | 8050 |

2021-2024 Construction Program Bismarck District

- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

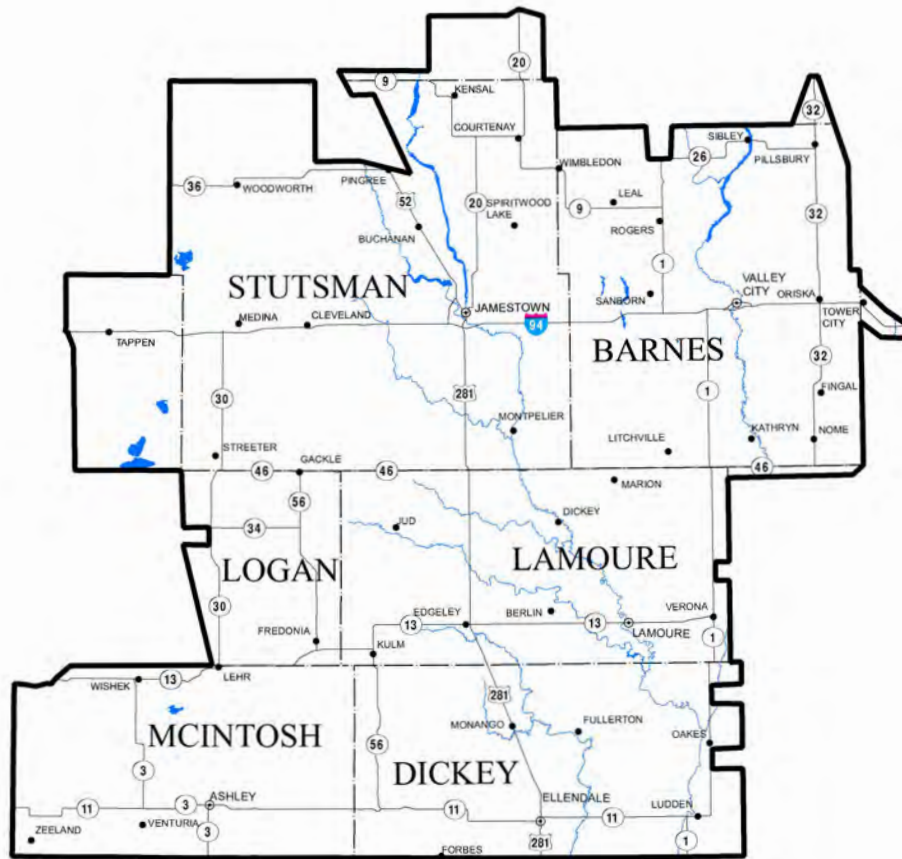
Safety projects at multiple locations within the city of Bismarck are not included on the map. These include pavement markings, intersection improvements and turn lanes.



Notice of Disclaimer
 The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

Valley City District

District 2



Jay Praska, District Engineer
North Dakota Department of Transportation
1524 8th Avenue Southwest
Valley City, ND 58072-4200
Phone: (701) 845-8800

**North Dakota Department of Transportation
District - Valley City**

| | | | | | | | | | | (In Thousands) | | | | |
|--------------------------|--------|-------|---------|--|--------|--|--------------|--------------|-------------|----------------|----------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | | | |
| Key Source | Source | Key | CMC | | | | Cost | Fund | Fund | Fund | Fund | | | |
| Fiscal Year: 2021 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| 22962 | 2001 | NH | 1 | N JCT 46 N TO E JCT I-94 VALLEY CITY | 19.6 | Mill/OI 2" Max | 3335 | 2699 | 636 | 0 | 0 | | | |
| 22647 | 2002 | NH | 13 | E EAST OF VERONA | 3.9 | Grade Raise, Hot Bit Pave, Riprap | 3163 | 2560 | 603 | 0 | 0 | | | |
| 22966 | 2003 | IM | 94 | E E DAWSON INTR TO CRYSTAL SPRINGS | 11.9 | Microsurfacing | 901 | 811 | 90 | 0 | 0 | | | |
| 22350 | 2004 | IM | 94 | WE DAWSON INTR TO CRYSTAL SPRINGS | 11.9 | HBP on Ramps, Mill/OI>2<Or=3", Struct/Incid | 4374 | 3937 | 437 | 0 | 0 | | | |
| 22349 | 2005 | IM | 94 | W CRYSTAL SPRINGS TO ND 30-STREETER | 6.1 | CPR | 763 | 687 | 76 | 0 | 0 | | | |
| 22965 | 2006 | IM | 94 | WE CLEVELAND E TO W LIPPERT | 7.4 | CPR | 1476 | 1328 | 148 | 0 | 0 | | | |
| 22228 | 2007 | IM | 94 | W NEAR EXIT 290 | 0.4 | Drainage Impr. | 2080 | 1872 | 208 | 0 | 0 | | | |
| 22963 | 2008 | NH | 281 | N STATE LINE N TO TWP LINE | 6.1 | Microsurfacing | 409 | 331 | 78 | 0 | 0 | | | |
| 22964 | 2009 | NH | 281 | N EDGELEY N TO JCT ND 46 | 19.0 | Microsurfacing | 1273 | 1030 | 243 | 0 | 0 | | | |
| Subtotal | | | | | | | 17774 | 15255 | 2519 | 0 | 0 | | | |
| Urban | | | | | | | | | | | | | | |
| 22228 | 2010 | NHUIM | 94 | E W MAIN ST & EXIT 290 | 0.7 | Drainage Impr. | 1500 | 1214 | 0 | 286 | 0 | | | |
| 22173 | 2011 | NHU | P2021 | 94B E MAIN ST W (WB I-94 RAMP-3RD ST SW) | 1.2 | Mill/OI>2<Or=3" | 900 | 720 | 90 | 90 | 0 | | | |
| 22172 | 2012 | SU | P2021 | 990 E FRONTAGE RD (I-94 WB RAMP-5TH ST SW) | 0.0 | Mill/OI>2<Or=3" | 400 | 320 | 0 | 80 | 0 | | | |
| Subtotal | | | | | | | 2800 | 2254 | 90 | 456 | 0 | | | |
| Bridge | | | | | | | | | | | | | | |
| 22488 | 2013 | NH | 3 | N JUST WEST OF WISHEK | 0.0 | Deck Overlay, Rail Retrofit | 292 | 234 | 58 | 0 | 0 | | | |
| 22490 | 2014 | IM | 94 | E 2 EAST OF ND 1 SOUTH-VC | 0.0 | Structur Repair | 54 | 49 | 5 | 0 | 0 | | | |
| | 2015 | IM | 94 | E 4 EAST OF ND 1 SOUTH | 0.0 | Approach Slabs, Expan Joint Mod, Structur Repair | 171 | 154 | 17 | 0 | 0 | | | |
| 22490 | 2016 | IM | 94 | W2 EAST OF ND 1 SOUTH-VC | 0.0 | Approach Slabs, Spall Repair | 173 | 156 | 17 | 0 | 0 | | | |
| | 2017 | IM | 94 | W4 EAST OF ND 1 SOUTH | 0.0 | Approach Slabs, Expan Joint Mod, Structur Repair | 171 | 154 | 17 | 0 | 0 | | | |
| Subtotal | | | | | | | 861 | 747 | 114 | 0 | 0 | | | |
| Emergency Relief | | | | | | | | | | | | | | |
| 22876 | 2018 | SERP | 34 | E 3 MILES EAST OF ND 30 | 0.0 | Grade Raise | 1700 | 1376 | 324 | 0 | 0 | | | |
| 22823 | 2019 | SERP | 46 | E 3.8 MI WEST OF GACKLE | 1.0 | Grade Raise, Hot Bit Pave, Riprap | 1620 | 1311 | 309 | 0 | 0 | | | |
| 22874 | 2020 | SERP | 46 | E 1 MILE WEST OF GACKLE | 0.0 | Grade Raise | 1700 | 1376 | 324 | 0 | 0 | | | |
| 22899 | 2021 | SERP | 56 | N RP 48, 2 MILES SOUTH OF GACKLE | 0.0 | Grade Raise | 1620 | 1311 | 309 | 0 | 0 | | | |
| Subtotal | | | | | | | 6640 | 5374 | 1266 | 0 | 0 | | | |
| Total | | | | | | | 28075 | 23630 | 3989 | 456 | 0 | | | |

**North Dakota Department of Transportation
District - Valley City**

(In Thousands)

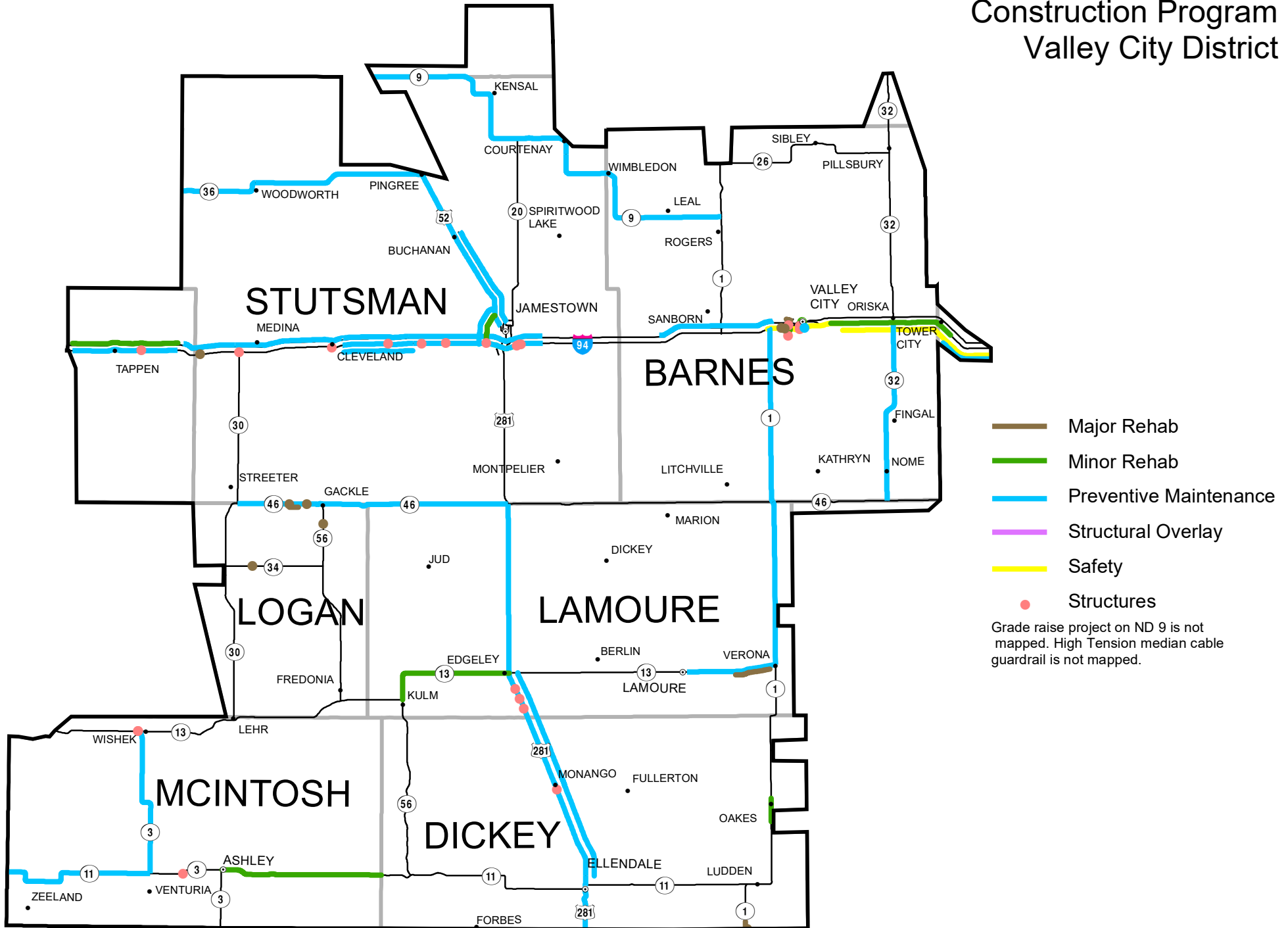
| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|--|--------|---|--------------|--------------|--------------|-------------|-------------|
| Key Source | CMC | | | | | | | | |
| Fiscal Year: 2022-2024 | | | | | | | | | |
| Rural | | | | | | | | | |
| | | 1 N STATE LINE | 1.0 | Grade Raise, Hot Bit Pave, Riprap | 2000 | 1619 | 381 | 0 | 0 |
| | | 11 E CO LN E TO JCT 3 NORTH | 17.7 | Mill/OI 2" Max | 3136 | 2538 | 598 | 0 | 0 |
| 22636 | | 11 E E JCT 3-ASHLEY E TO CO LN | 18.1 | Asp OI>2"<Or=3", Sliver Grading | 6000 | 4856 | 1144 | 0 | 0 |
| | | 13 E LAMOURE E TO N JCT 1-VERONA | 10.0 | Mill/OI 2" Max | 1956 | 1583 | 373 | 0 | 0 |
| | | 36 E COUNTY LINE E TO WOODWORTH | 9.0 | Mill/OI 2" Max | 1594 | 1290 | 304 | 0 | 0 |
| | | 36 E WOODWORTH E TO JCT 52 | 19.1 | Mill/OI 2" Max | 3377 | 2733 | 644 | 0 | 0 |
| | | 46 E STREETER E TO JCT US 281 | 30.6 | Mill/OI 2" Max | 4908 | 3972 | 936 | 0 | 0 |
| 22637 | | 52B E JAMESTOWN BYPASS | 3.5 | Mill/OI>2<Or=3" | 1644 | 1330 | 314 | 0 | 0 |
| 23035 | | 94 E CRYSTAL SPRINGS REST AREA | 0.0 | Grade Raise | 6440 | 0 | 3220 | 0 | 3220 |
| | | 1 N N JCT 11-OAKES-N TO OAKES MUNICIPAL | 2.6 | Mill/OI>2<Or=3", Signing | 830 | 672 | 158 | 0 | 0 |
| | | 1 N N JCT 13 N TO JCT 46 | 18.3 | Mill/OI 2" Max | 3373 | 2730 | 643 | 0 | 0 |
| | | 9 E JCT 52-MELVILLE - 1.8 MI S COURTENAY | 29.6 | Mill/OI 2" Max | 5441 | 4403 | 1038 | 0 | 0 |
| | | 52 E JCT ND 36 S TO 4 LANE BUCHANAN | 7.7 | Thin Overlay | 1420 | 1149 | 271 | 0 | 0 |
| 22965 | P | 94 E E CLEVELAND E TO NEAR LIPPERT | 7.9 | CPR, Grinding | 1116 | 1004 | 112 | 0 | 0 |
| 22638 | | 94 E E VALLEY CITY E TO HILL INTR | 14.0 | Lighting, Mill/OI>2<Or=3" | 6270 | 5643 | 627 | 0 | 0 |
| | P | 94 WW ND 30 INTER E TO E CLEVELAND | 12.2 | CPR | 1717 | 1545 | 172 | 0 | 0 |
| | | 94 WW ECKELSON E TO E ND 1-OAKES | 13.2 | Thin Overlay | 2421 | 2179 | 242 | 0 | 0 |
| | | 281 N TWP LINE N ELLENDALE TO EDGELEY | 24.6 | Thin Overlay | 4521 | 3659 | 862 | 0 | 0 |
| | | 3 N W JCT 11 N TO WISHEK | 16.8 | Mill/OI 2" Max | 3207 | 2595 | 612 | 0 | 0 |
| | | 9 E 1.8 MI S COURTENAY TO JCT 1-ROGERS | 24.0 | Mill/OI 2" Max | 4588 | 3713 | 875 | 0 | 0 |
| | | 13 E E JCT 56 E TO US 281 | 14.8 | Mill/OI>2<Or=3" | 4831 | 3910 | 921 | 0 | 0 |
| | | 32 N W JCT 46 N TO JCT I-94-ORISKA | 20.4 | Mill/OI 2" Max | 3907 | 3162 | 745 | 0 | 0 |
| | | 52 E 4 LANE BUCHANAN SE TO JAMESTOWN | 11.7 | Thin Overlay | 2245 | 1817 | 428 | 0 | 0 |
| | | 52 W4-LANE BUCHANAN SE TO JAMESTOWN | 11.7 | Thin Overlay | 2245 | 1817 | 428 | 0 | 0 |
| | | 52B E JAMESTOWN BYPASS | 3.5 | Microsurfacing | 267 | 216 | 51 | 0 | 0 |
| | | 94 E NEAR LIPPERT INTR TO NEAR US 281 | 10.4 | Mill/OI 2" Max | 1998 | 1798 | 200 | 0 | 0 |
| | | 94 E NEAR US 281 TO BLOOM INTR | 4.3 | CPR, Grinding | 689 | 620 | 69 | 0 | 0 |
| | | 94 E HILL INTR TO BUFFALO | 5.1 | CPR, Grinding | 722 | 650 | 72 | 0 | 0 |
| | | 94 WW LIPPERT E TO E BLOOM INTER | 15.3 | CPR, Grinding | 2134 | 1921 | 213 | 0 | 0 |
| Subtotal | | | | | 84997 | 65124 | 16653 | 0 | 3220 |
| Urban | | | | | | | | | |
| 22934 | | 94 E VALLEY CITY W BUSINESS LOOP | 0.3 | Slide Repair | 1000 | 809 | 91 | 100 | 0 |
| | P | 987 N 12TH AVE SE (3RD ST SE-6TH ST SE) | 0.0 | Reconstruction | 1366 | 1106 | 0 | 260 | 0 |
| | | 990 E 6TH ST NW (5TH AV NW-CENTRAL AV) | 0.0 | Reconstruction | 1250 | 700 | 0 | 550 | 0 |
| | | 990 E 12TH ST N (9TH AV NW-5TH AV NE) | 0.0 | Mill/OI>2<Or=3" | 650 | 500 | 0 | 150 | 0 |
| | | 20 N ND 20 (1ST AVE N TO 12TH AVE NE) | 1.4 | Mill/OI>2<Or=3" | 1074 | 869 | 205 | 0 | 0 |
| | | 52 N 1 NW OF ND 20 | 0.0 | Deck Overlay, Approach Slabs, Structure Items | 415 | 336 | 79 | 0 | 0 |
| | P | 990 E 5TH ST NW (3RD AV NW - CENTRAL AV) | 0.0 | Reconstruction | 651 | 363 | 0 | 288 | 0 |
| | P | 990 E 3RD ST NE (CENTRAL TO 3RD AV NE) | 0.0 | Reconstruction | 651 | 363 | 0 | 288 | 0 |
| | P | 52 N US 52 (2ND AVE SW - 4TH AVE SW) | 0.2 | Reconstruction, Bikeway/Walkway, Storm Sewer, | 3261 | 2639 | 622 | 0 | 0 |
| | | 987 N 2ND AVE W, 9TH ST W | 0.0 | CPR, ADA Ramp Rev | 2382 | 1928 | 0 | 454 | 0 |
| Subtotal | | | | | 12700 | 9613 | 997 | 2090 | 0 |

**North Dakota Department of Transportation
District - Valley City**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|---|--------|---|---------------|---------------|--------------|-------------|-------------|
| Key Source | CMC | | | | | | | | |
| Bridge | | | | | | | | | |
| 22485 2112 IM | 94 | E JCT. ND 30 | 0.0 | Struct Replace | 2068 | 1861 | 207 | 0 | 0 |
| 23012 2214 SS | 3 | N 4 EAST OF ND 11 WEST | 0.0 | Struct Replace | 244 | 195 | 49 | 0 | 0 |
| 23011 2215 IM | 94 | E 10 EAST OF ND 30 | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod | 502 | 452 | 50 | 0 | 0 |
| 23011 2216 IM | 94 | E 13 WEST OF JAMESTOWN | 0.0 | Deck Overlay, Spall Repair | 460 | 414 | 46 | 0 | 0 |
| 23011 2217 IM | 94 | E 9 WEST OF JAMESTOWN | 0.0 | Deck Overlay | 417 | 375 | 42 | 0 | 0 |
| 23011 2218 IM | 94 | E 6 WEST OF JAMESTOWN | 0.0 | Deck Overlay, Structur Repair, Expan Joint Mod | 498 | 448 | 50 | 0 | 0 |
| 23012 2219 NH | 281 | N 1 SOUTH OF MONANGO | 0.0 | Struct Replace | 812 | 657 | 155 | 0 | 0 |
| 23012 2220 NH | 281 | N 4 SOUTH OF ND 13 | 0.0 | Struct/Incid | 54 | 44 | 10 | 0 | 0 |
| 23012 2221 NH | 281 | N 3 SOUTH OF ND 13 | 0.0 | Struct/Incid, Riprap | 81 | 66 | 15 | 0 | 0 |
| 23012 2222 NH | 281 | N 2 SOUTH OF ND 13 | 0.0 | Struct/Incid | 54 | 44 | 10 | 0 | 0 |
| 2314 IM | 94 | E 8 EAST OF ND 3 SOUTH | 0.0 | Struct Replace | 2812 | 2531 | 281 | 0 | 0 |
| 2315 IM | 94 | E 2 WEST OF JAMESTOWN | 0.0 | Deck Overlay | 534 | 481 | 53 | 0 | 0 |
| 2316 IM | 94 | E JUST WEST JCT. 52 & I-94 | 0.0 | Deck Overlay, Approach Slabs | 723 | 651 | 72 | 0 | 0 |
| 2317 IM | 94 | E SE JAMESTOWN INTERCHANGE | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod | 716 | 644 | 72 | 0 | 0 |
| 2318 IM | 94 | E JUST EAST OF JCT.US-52 | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod, Spall Repair, | 706 | 635 | 71 | 0 | 0 |
| Subtotal | | | | | 10681 | 9498 | 1183 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | |
| 22944 2116 TAC | | MILNOR SAFE WALK TO SCHOOL | 0.0 | Walk/Drive Ways | 271 | 200 | 0 | 71 | 0 |
| Subtotal | | | | | 271 | 200 | 0 | 71 | 0 |
| ND Street | | | | | | | | | |
| 22937 2223 SS | 11 | E ND 11, 5TH AVE SW TO 3RD AVE NE | 0.5 | Reconstruction, Sanitary Sewer, Storm Sewer | 2759 | 1780 | 198 | 781 | 0 |
| Subtotal | | | | | 2759 | 1780 | 198 | 781 | 0 |
| Safety | | | | | | | | | |
| 22884 2113 HEN | 94 | E W OF ELDRIDGE INT TO E OF EXIT 260 | 9.6 | HTMCG | 1742 | 1568 | 174 | 0 | 0 |
| 22885 2114 HEN | 94 | E W OF OAKES INT TO E OF PEAK INT | 8.6 | HTMCG | 1677 | 1509 | 168 | 0 | 0 |
| 2117 HES | | ND 9 GRADE RAISE - RADIAL-T | 0.0 | Grade Raise | 1476 | 1328 | 148 | 0 | 0 |
| 22926 2118 HEC | | GRANDVIEW TOWNSHIP - 98 AVE SE | 0.0 | Inslope Repair, Erosion Repair | 318 | 286 | 0 | 32 | 0 |
| 2319 HES | | HIGH TENSION MEDIAN CABLE GUARDRAIL | 0.0 | HTMCG | 6000 | 5400 | 600 | 0 | 0 |
| Subtotal | | | | | 11213 | 10091 | 1090 | 32 | 0 |
| Total | | | | | 122621 | 96306 | 20121 | 2974 | 3220 |
| Grand Total | | | | | 150696 | 119936 | 24110 | 3430 | 3220 |

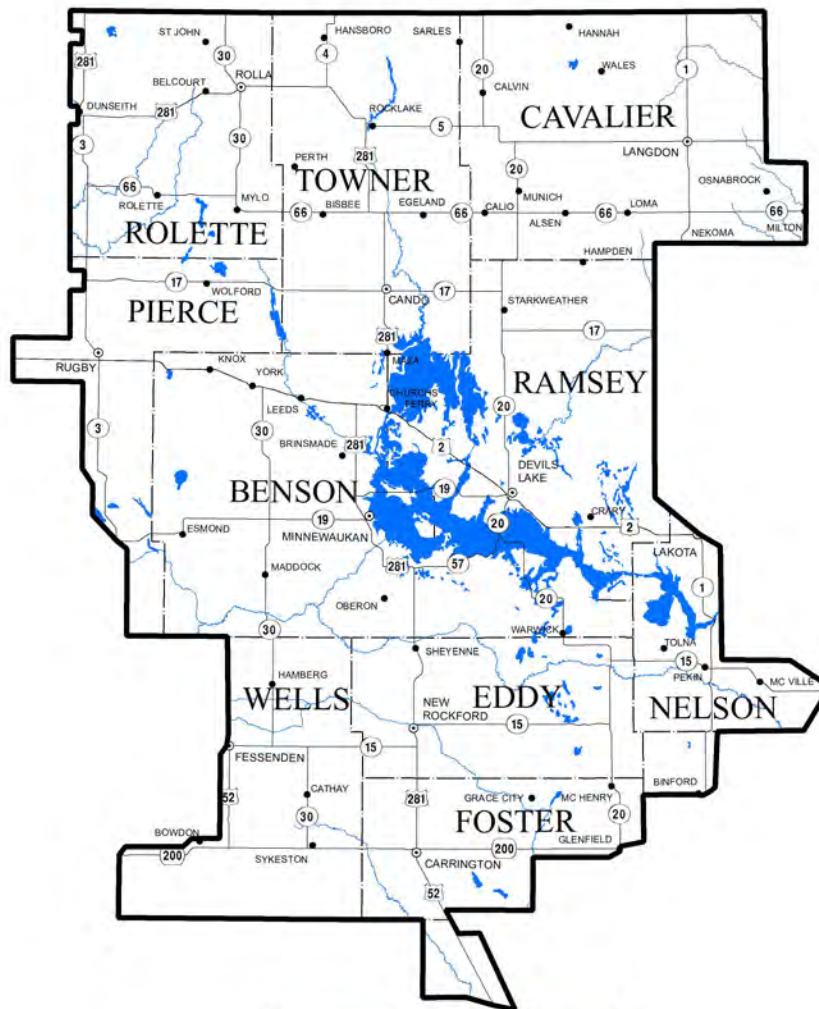
2021-2024 Construction Program Valley City District



Notice of Disclaimer
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Devils Lake District

District 3



Wyatt Hanson, District Engineer
North Dakota Department of Transportation
316 6th Street South
Devils Lake, ND 58301-3628
Phone: (701) 665-5100
Fax: (701) 665-5101

**North Dakota Department of Transportation
District - Devils Lake**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|--------------------------|---------|------------------------------------|--------|--|--------------|--------------|-------------|------------|------------|
| Key Source | CMC | | | | | | | | |
| Fiscal Year: 2021 | | | | | | | | | |
| Rural | | | | | | | | | |
| 22921 3002 NH | 2 E | BERWICK TO 1 MI W OF RUGBY | 9.7 | CPR, Grinding | 1217 | 985 | 232 | 0 | 0 |
| 22273 3003 NH | 2 E | 10 MILES E OF RUGBY | 0.2 | Riprap, Widening | 208 | 168 | 40 | 0 | 0 |
| 22971 3004 NH | 2 E | 2 MI E CHURCHS FERRY TO NEAR PENN | 4.3 | CPR, Grinding | 536 | 434 | 102 | 0 | 0 |
| 22971 3005 NH | 2 E | PENN GRADE RAISE TO CHANNEL A | 3.0 | CPR, Grinding | 381 | 308 | 73 | 0 | 0 |
| 22971 3006 NH | 2 E | CHANNEL A TO DEVILS LAKE | 4.0 | CPR, Grinding | 497 | 402 | 95 | 0 | 0 |
| 22970 3007 NH | 2 WRP | 201 TO 1 MI W OF RUGBY | 8.2 | CPR, Grinding | 1178 | 953 | 225 | 0 | 0 |
| 22969 3008 NH | 2 W2 | MI E CRARY E TO LAKOTA | 11.4 | Mill/OI 2" Max | 1946 | 1575 | 371 | 0 | 0 |
| 22928 3010 NH | 3 N | RUGBY - JCT US 2 TO CITY LIMITS | 1.5 | Mill/OI 2" Max | 346 | 280 | 66 | 0 | 0 |
| 21984 3011 NH | 3 N | RUGBY - 2ND ST SW TO 1ST ST NW | 0.1 | Aggr Base, Curb & Gutter, Intersect Imp, PCC Pave, Storm | 1352 | 1094 | 258 | 0 | 0 |
| 21983 3012 NH | 3 N | CITY OF RUGBY - NORTH CITY LIMITS | 0.2 | Turn Lanes | 360 | 291 | 69 | 0 | 0 |
| 22928 3013 NH | 3 N | RUGBY N TO JCT 66-FONDA | 21.5 | Thin Overlay | 3656 | 2959 | 697 | 0 | 0 |
| 22968 3014 SS | 20 N N | JCT 15 TO COUNTY LINE (WARWICK) | 8.6 | Microsurfacing | 578 | 468 | 110 | 0 | 0 |
| 22967 3015 SS | 30 N | JCT 66 TO JCT US 281 | 13.8 | Microsurfacing | 922 | 746 | 176 | 0 | 0 |
| 21581 3016 NH | 200 E E | JCT 3-HURDSFIELD-E TO W JCT 52 | 14.4 | Mill/OI>2<Or=3", Selectiv Subcut, Sliver Grading | 6498 | 5259 | 1239 | 0 | 0 |
| Subtotal | | | | | 19675 | 15922 | 3753 | 0 | 0 |
| Urban | | | | | | | | | |
| 22860 3018 SU | 982 E | 16TH ST NW & 8TH AVE NW | 0.0 | Mill/OI>2<Or=3" | 468 | 374 | 0 | 94 | 0 |
| Subtotal | | | | | 468 | 374 | 0 | 94 | 0 |
| Bridge | | | | | | | | | |
| 22314 3019 SS | 66 E | EAST OF 281 SOUTH | 0.0 | Struct Replace | 1081 | 865 | 216 | 0 | 0 |
| Subtotal | | | | | 1081 | 865 | 216 | 0 | 0 |
| Safety | | | | | | | | | |
| 21870 3020 HLC | | VARIOUS LOCATIONS - ROLETTE COUNTY | 0.0 | Signing, Lighting | 160 | 129 | 0 | 31 | 0 |
| Subtotal | | | | | 160 | 129 | 0 | 31 | 0 |
| Total | | | | | 21384 | 17290 | 3969 | 125 | 0 |

**North Dakota Department of Transportation
District - Devils Lake**

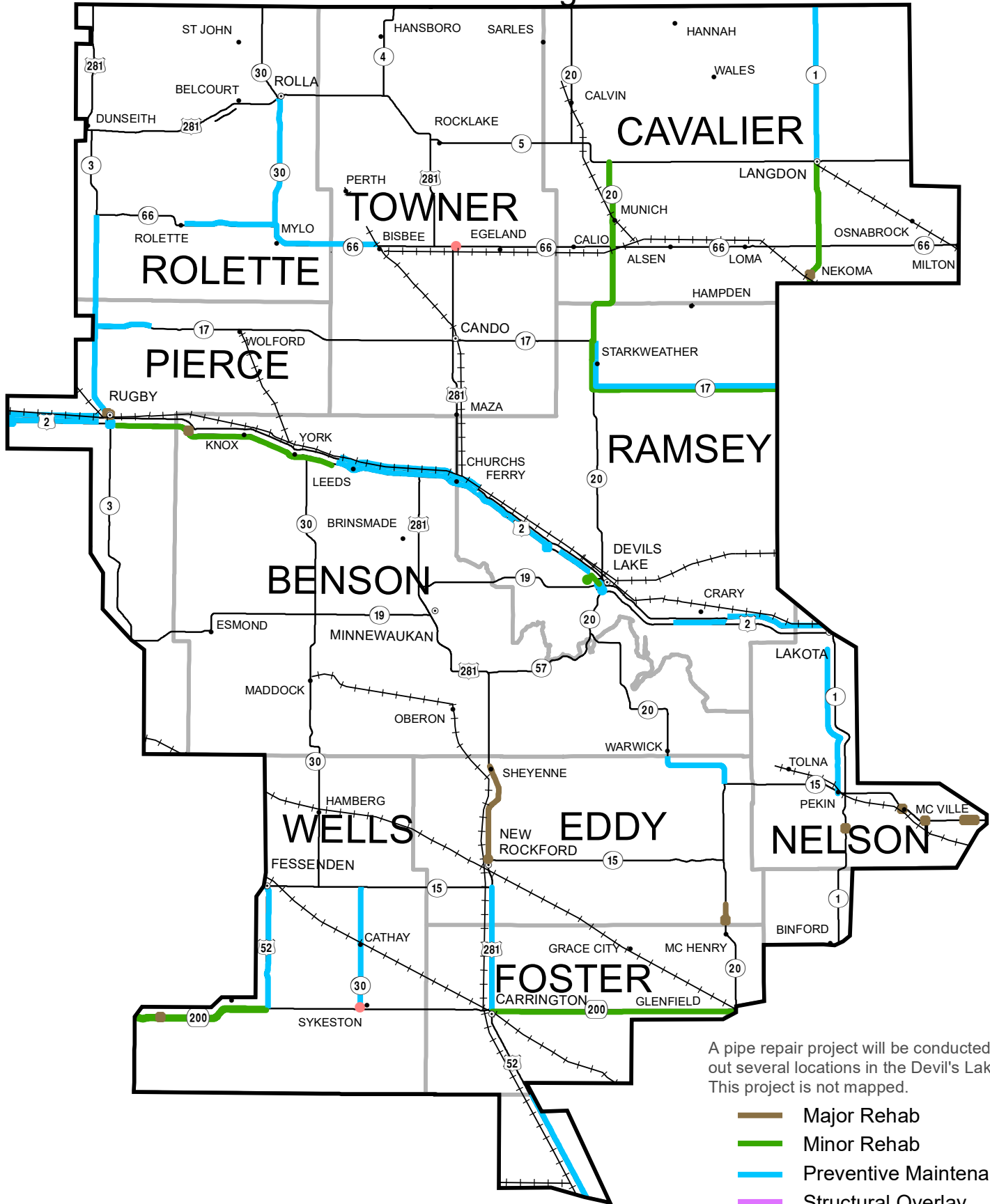
(In Thousands)

| PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Cost Fund Fund Fund Fund | | | | | | | | | | |
|--|-------|---------------------------------------|------|--|--------------|--------------|--------------|------------|-------------|--|
| Fiscal Year: 2022-2024 | | | | | | | | | | |
| Rural | | | | | | | | | | |
| 3111 NH | 1 | N 2 MI SOUTH SHEYENNE RIVER | 0.5 | Slope Flatten, Widening | 209 | 169 | 40 | 0 | 0 | |
| 22617 3101 SS | 15 | E EAST OF MCVILLE | 0.3 | Inslope Widen, Structure Widen | 473 | 383 | 90 | 0 | 0 | |
| 22617 3102 SS | 15 | E 2 MI WEST OF JCT 32 | 0.5 | Inslope Widen, Riprap | 1683 | 1362 | 321 | 0 | 0 | |
| 23037 3113 BGRSS | 15 | E EAST OF MCVILLE - RP 88 | 0.0 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 | |
| 22617 3103 SS | 15 | E 1 MI WEST OF JCT 32 | 0.4 | Inslope Widen, Riprap | 1315 | 1064 | 251 | 0 | 0 | |
| 23031 3114 BGRSS | 20 | N NORTH OF MCHENRY | 1.7 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 | |
| 22633 3104 SS | 20 | N N JCT 17 TO E JCT 5 - CLYDE | 20.8 | Mill/OI>2<Or=3" | 6270 | 5074 | 1196 | 0 | 0 | |
| 3105 NH | 52 | E FESSENDEN S TO W JCT 200 | 13.2 | Mill/OI 2" Max, Underseal | 2327 | 1883 | 444 | 0 | 0 | |
| 23030 3115 BGRNH | 200 | E EAST OF HURDSFIELD - RP 257 | 0.0 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 | |
| 21504 3106 NH | 281 | N N JCT OF 15 TO N OF SHEYENNE | 10.8 | Full Depth Rec, Hot Bit Pave, Turn Lanes, Widening | 13167 | 10656 | 2511 | 0 | 0 | |
| 3112 NHSS | | VAR LOC-DEVILS LAKE DIST NORTH 1/2 | 0.0 | Pipe Repair | 2200 | 1780 | 420 | 0 | 0 | |
| 22616 3201 NH | 1 | N NEKOMA SPUR N TO JCT 5 LANGDON | 13.4 | Thin Overlay, Mill/OI>2<Or=3", Selectiv Subcut | 7043 | 5700 | 1343 | 0 | 0 | |
| 3203 NH | 1 | N JCT 5 LANGDON N TO STATE LINE | 16.5 | Mill/OI 2" Max | 3032 | 2454 | 578 | 0 | 0 | |
| 22270 3204 NH | 2 | E RUGBY E TO NEAR LEEDS | 24.0 | Mill/OI>2<Or=3" | 8674 | 7020 | 1654 | 0 | 0 | |
| 3205 NH | 2 | E W LEEDS E TO CHURCHS FERRY | 12.2 | CPR, Grinding | 1655 | 1339 | 316 | 0 | 0 | |
| 3210 SS | 17 | E N JCT 20 S TO STARKWEATHER | 2.0 | Culvert Rehab | 190 | 154 | 36 | 0 | 0 | |
| 3211 SS | 17 | E STARKWEATHER S TO EDMORE | 22.5 | Culvert Rehab | 341 | 276 | 65 | 0 | 0 | |
| 3212 SS | 20 | N N JCT 17 TO E JCT 5 - CLYDE | 20.8 | Culvert Rehab | 203 | 164 | 39 | 0 | 0 | |
| 3208 SS | 30 | N JCT US 52 N TO E JCT 15 | 13.0 | Microsurfacing, Micro Mill | 2065 | 1671 | 394 | 0 | 0 | |
| 3213 NHSS | | VAR LOC-DEVILS LAKE DIST SOUTH 1/2 | 0.0 | Pipe Repair | 2200 | 1780 | 420 | 0 | 0 | |
| 3302 NH | 1 | N JCT ND 15-PEKIN TO 1 MI S OF LAKOTA | 16.2 | Mill/OI 2" Max | 3102 | 2510 | 592 | 0 | 0 | |
| 3319 NH | 1 | N NEKOMA SEPARATION | 0.3 | Grade, Hot Bit Pave | 1786 | 1445 | 341 | 0 | 0 | |
| 3303 NH | 2 | E 1 MI W CHURCHS TO 2 M E CHURCHS | 3.3 | Thin Overlay | 636 | 515 | 121 | 0 | 0 | |
| 3304 NH | 2 | E PENN GRADE RAISE | 2.2 | Thin Overlay | 430 | 348 | 82 | 0 | 0 | |
| 3305 NH | 2 | E CHANNEL A GRADE RAISE | 1.3 | Thin Overlay | 256 | 207 | 49 | 0 | 0 | |
| 3307 NH | 2 | E HEFTI REST AREA E TO 2 MI E CRARY | 5.6 | Drainage Impr., Mill/OI 2" Max | 1070 | 866 | 204 | 0 | 0 | |
| 3308 NH | 2 | WBERWICK TO EAST OF BERWICK | 1.5 | Thin Overlay | 290 | 235 | 55 | 0 | 0 | |
| 3309 NH | 2 | WW OF LEEDS TO 2 MI E CHURCHS FERRY | 15.3 | Thin Overlay | 2920 | 2363 | 557 | 0 | 0 | |
| 3310 SS | 15 | E CITY OF MCVILLE | 0.4 | Curb & Gutter, Lighting, Storm Sewer | 790 | 639 | 151 | 0 | 0 | |
| 3311 SS | 17 | E FIRST 6 MILES OF 17 - TURBINE AREA | 6.0 | Thin Overlay | 1148 | 929 | 219 | 0 | 0 | |
| 3320 SS | 17 | E N JCT 20 S TO STARKWEATHER | 2.0 | Mill/OI 2" Max | 383 | 310 | 73 | 0 | 0 | |
| 3321 SS | 17 | E STARKWEATHER S TO EDMORE | 22.5 | Mill/OI 2" Max | 4306 | 3485 | 821 | 0 | 0 | |
| 3316 NH | 52 | E CO LN S TO JCT ND 36 | 12.4 | Mill/OI 2" Max | 2377 | 1924 | 453 | 0 | 0 | |
| 3317 SS | 66 | E E OF ROLETTE TO BISBEE | 22.0 | Mill/OI 2" Max | 4202 | 3401 | 801 | 0 | 0 | |
| 3318 NH | 200 | E E JCT 52-CARRINGTON E TO JCT 20 | 25.9 | Mill/OI>2<Or=3", Pipe Repair | 7975 | 6454 | 1521 | 0 | 0 | |
| Subtotal | | | | | 94378 | 68560 | 20988 | 0 | 4830 | |
| Urban | | | | | | | | | | |
| 22908 3108 SU | 19 | N ND 19 (US 2 - E OF 3RD AV NW) | 0.2 | Microsurfacing | 27 | 22 | 2 | 3 | 0 | |
| 22907 3109 SU | 20 | N ND 20 (US 2 - 20TH ST NE) | 1.5 | Microsurfacing, Mill/OI 2" Max | 291 | 236 | 26 | 29 | 0 | |
| 3209 SU | P 982 | N 17TH ST SE, 8TH AVE SE, 10TH AVE SE | 0.0 | Hot Bit Pave, Curb & Gutter | 2006 | 1623 | 0 | 383 | 0 | |
| Subtotal | | | | | 2324 | 1881 | 28 | 415 | 0 | |
| Bridge | | | | | | | | | | |
| 22602 3110 SS | 30 | N NORTH US 52 | 0.0 | Struct Replace | 776 | 621 | 155 | 0 | 0 | |
| Subtotal | | | | | 776 | 621 | 155 | 0 | 0 | |

**North Dakota Department of Transportation
District - Devils Lake**

| PCN Map Key Source | Fund | Pend | Hwy Dir CMC | Location | Length | Work Type | (In Thousands) | | | | |
|-----------------------|------|------|----------------|---------------------------------------|--------|------------|----------------|--------------|---------------|---------------|---------------|
| | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Safety | | | | | | | | | | | |
| 22923 | 3322 | HLU | | BIA 6 AT CANDESKA CIKANA COLLEGE | 0.0 | Turn Lanes | 334 | 334 | 0 | 0 | 0 |
| 22881 | 3323 | HLC | | VARIOUS LOCATIONS CAVALIER CO LRSP | 0.0 | Signing | 144 | 130 | 0 | 14 | 0 |
| Subtotal | | | | | | | 478 | 464 | 0 | 14 | 0 |
| Total | | | | | | | 97956 | 71526 | 21171 | 429 | 4830 |
| Grand Total | | | | | | | 119340 | 88816 | 25140 | 554 | 4830 |

2021-2024 Construction Program - Devils Lake District



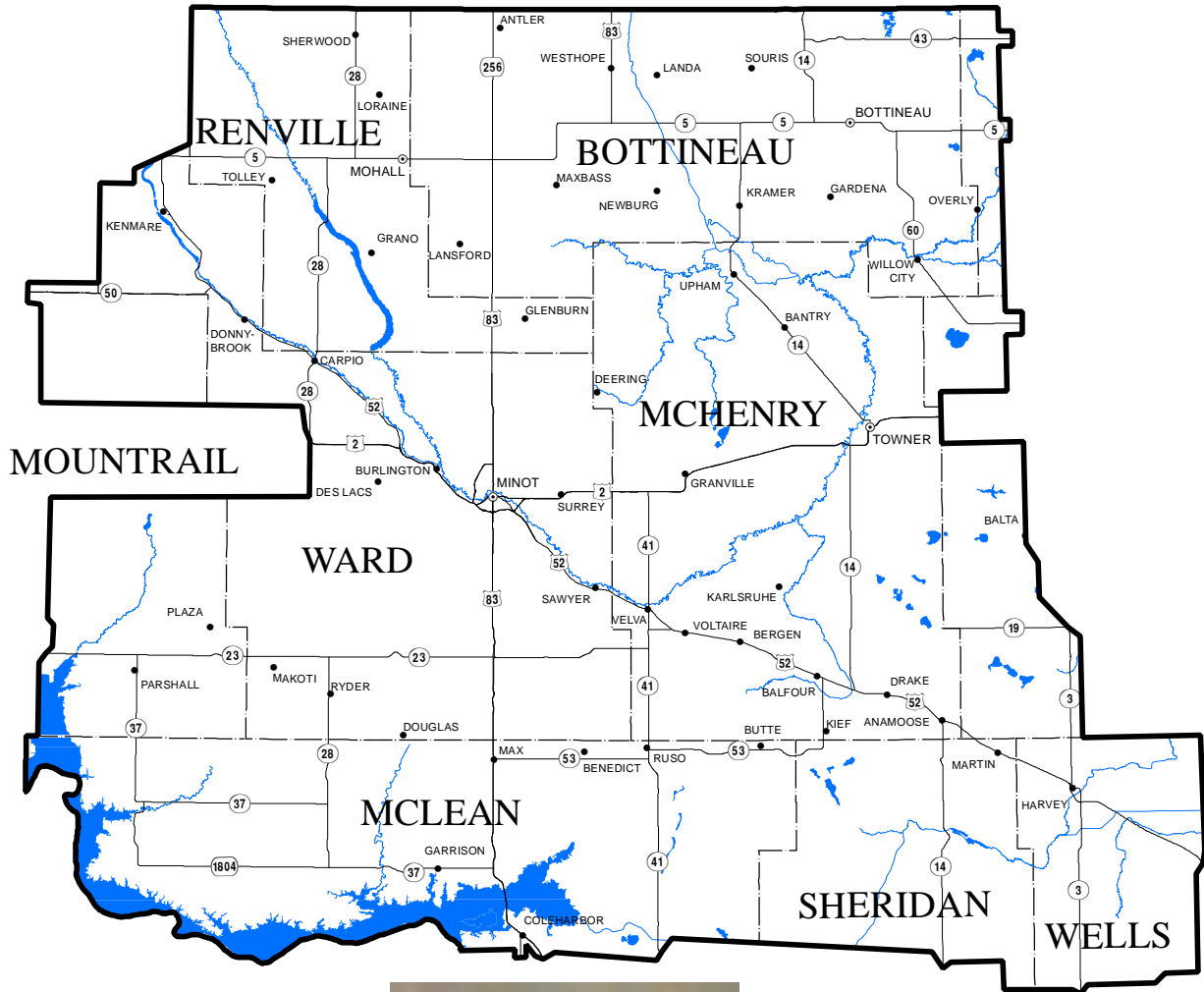
A pipe repair project will be conducted through out several locations in the Devil's Lake district. This project is not mapped.

- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

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Minot District

District 4



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1305 Highway 2 Bypass East
Minot, ND 58701-7922
Phone: (701) 837-6925
Fax: (701) 837-6932

**North Dakota Department of Transportation
District - Minot**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|---------------------------------------|--------|---|--------------|--------------|-------------|------------|------------|
| Key Source | CMC | | | | | | | | |
| Fiscal Year: 2021 | | | | | | | | | |
| Rural | | | | | | | | | |
| 22070 4001 NH | 2 E | JCT 28 E TO E ENTRANCE OF BERTHOLD | 0.4 | Median X-Overs, Concrete Over, Widening | 621 | 503 | 118 | 0 | 0 |
| 22920 4002 NH | 2 E | 1.5 MI E TOWNER TO BERWICK | 5.9 | CPR | 738 | 597 | 141 | 0 | 0 |
| 22216 4014 NH | 2 E | 19/20ADA (16TH SW-US83, 16TH-27TH SE) | 3.0 | Curb Ramps | 470 | 380 | 43 | 47 | 0 |
| 22069 4003 NH | 2 WE | OF BERTHOLD TO 3 MI W JCT 52 | 7.1 | Median X-Overs, Concrete Over, Widening | 10701 | 8660 | 2041 | 0 | 0 |
| 22585 4019 SS | 14 N | TOWNER | 0.9 | CPR, Mill/OI 2" Max | 413 | 334 | 79 | 0 | 0 |
| 18890 4004 SS | 28 N | JCT 52-CARPIO N TO W JCT ND 5 | 22.6 | Mill/OI 2" Max | 3840 | 3108 | 732 | 0 | 0 |
| 22972 4005 SS | 37 E | RAUB E TO JCT 28 | 17.0 | Mill/OI 2" Max | 2886 | 2336 | 550 | 0 | 0 |
| 20850 4006 SS | 52BE | S EDGE OF HARVEY S TO JCT 3 & 52 | 2.6 | Mill/OI 2" Max | 437 | 354 | 83 | 0 | 0 |
| 21988 4015 NH | 83 N W | JCT 5 E TO E JCT 5-WESTHOPE | 16.6 | Box Culv Ext, Mill/OI>2<Or=3", Sliver Grading | 8553 | 6922 | 1631 | 0 | 0 |
| 22973 4007 NH | 83 S | 0.6 MI N MAX TO 0.9 MI S JCT 23 | 8.9 | Thin Overlay | 1509 | 1221 | 288 | 0 | 0 |
| Subtotal | | | | | 30168 | 24415 | 5706 | 47 | 0 |
| Urban | | | | | | | | | |
| 22313 4008 NHU | 2 E | 1 MI NE OF US 2 & 52 JCT | 0.0 | Deck Overlay | 425 | 344 | 81 | 0 | 0 |
| 22446 4009 NHUCPU | 2 E | BURDICK(1ST ST SW-VIADUCT) /VALLEY ST | 0.5 | Mill/OI 2" Max, ADA Ramp Rev, Signals | 1482 | 766 | 86 | 630 | 0 |
| Subtotal | | | | | 1907 | 1110 | 167 | 630 | 0 |
| Transportation Alternatives | | | | | | | | | |
| 22565 4010 TAC | | LAKE METIGOSHE NARROWS VIEWING AREA | 0.0 | Aggr Surface, Riprap | 189 | 153 | 0 | 36 | 0 |
| 22268 4016 TAC | | SURREY WEST SIDEWALK | 0.0 | Bikeway/Walkway | 196 | 159 | 0 | 37 | 0 |
| Subtotal | | | | | 385 | 312 | 0 | 73 | 0 |
| ND Street | | | | | | | | | |
| 22250 4011 NH | 5 E | MOHALL - MAIN ST, 5TH AV E-36TH AV NW | 0.0 | Bikeway/Walkway, Lighting | 412 | 334 | 37 | 41 | 0 |
| Subtotal | | | | | 412 | 334 | 37 | 41 | 0 |
| Safety | | | | | | | | | |
| 21676 4017 HEC | | COUNTY WIDE BOTTINEAU CO LRSP | 0.0 | Rumble Stripes, Pave Mark, Signing, Lighting | 530 | 477 | 0 | 53 | 0 |
| 21872 4018 HEC | | VARIOUS LOCATIONS - BOTTINEAU COUNTY | 0.0 | Guardrail | 346 | 311 | 0 | 35 | 0 |
| Subtotal | | | | | 876 | 788 | 0 | 88 | 0 |
| Total | | | | | 33748 | 26959 | 5910 | 879 | 0 |

**North Dakota Department of Transportation
District - Minot**

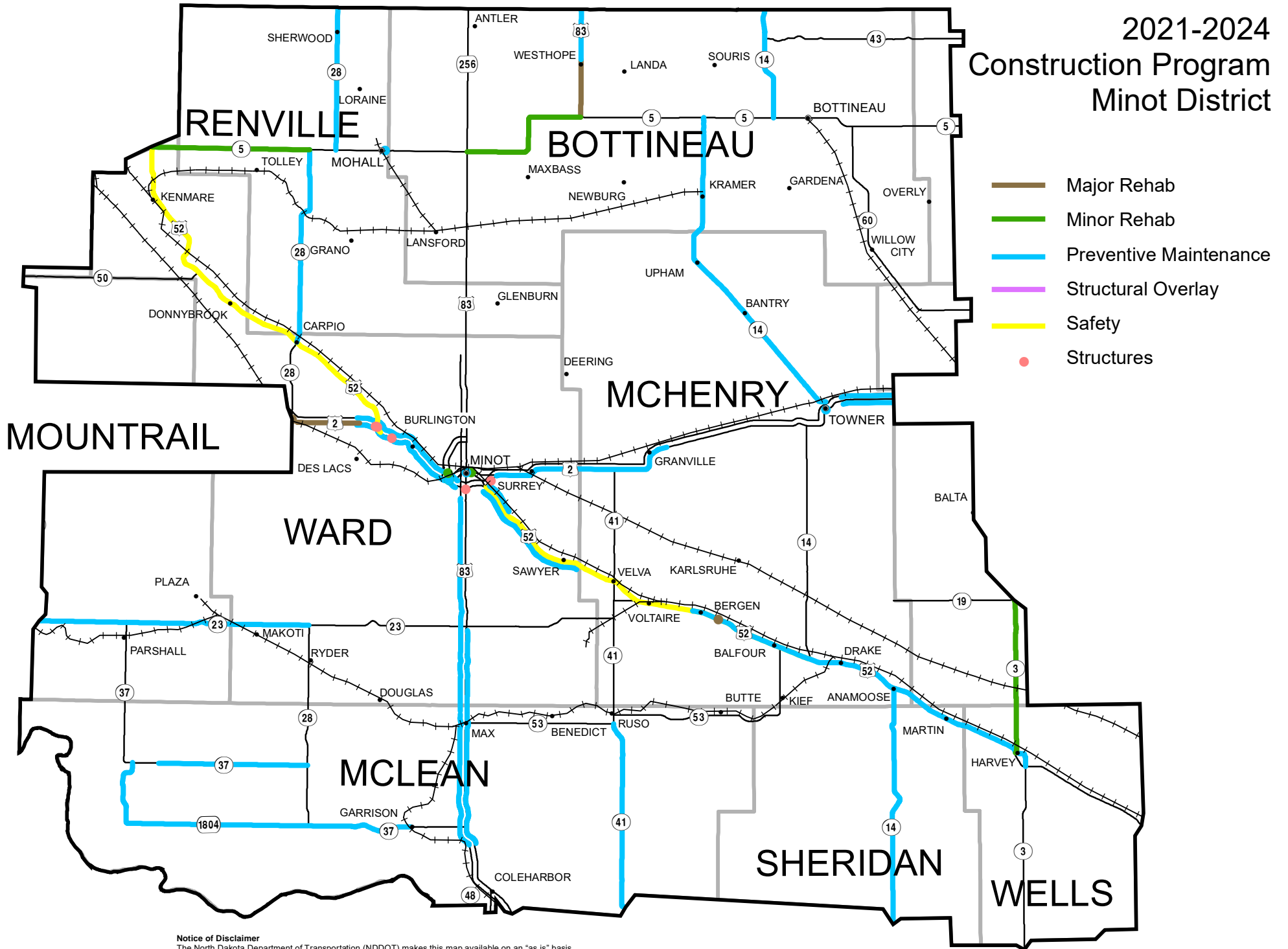
(In Thousands)

| PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Cost Fund Fund Fund Fund | | | | | | | | | | |
|--|------|--|------|---|--------------|--------------|--------------|----------|-------------|--|
| Fiscal Year: 2022-2024 | | | | | | | | | | |
| Rural | | | | | | | | | | |
| 4101 NH | 2 | W 1.5 MI E TOWNER TO BERWICK | 5.9 | Thin Overlay | 1043 | 844 | 199 | 0 | 0 | |
| 23029 4114 BGRNH | 3 | N NEAR HURDSFIELD - RP 137 | 0.0 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 | |
| 22208 4102 NH | 3 | N JCT 52-HARVEY-N TO JCT 19 | 17.6 | Box Culv Ext, Mill/OI>2<Or=3", Riprap, Sliver Grading, | 9871 | 7989 | 1882 | 0 | 0 | |
| 4103 SS | 14 | N JCT 200 N TO E JCT 52 | 27.5 | Mill/OI 2" Max | 4870 | 3941 | 929 | 0 | 0 | |
| 22867 4104 SS | 14 | N E JCT 2-TOWNER N TO 3 MI S UPHAM | 18.7 | Mill/OI 2" Max | 3302 | 2672 | 630 | 0 | 0 | |
| 22867 4105 SS | 14 | N 3 MI S UPHAM N TO KRAMER | 12.0 | Mill/OI 2" Max | 2119 | 1715 | 404 | 0 | 0 | |
| 4106 SS | 37 | E E JCT 1804 E TO GARRISON | 11.8 | Thin Overlay | 2094 | 1695 | 399 | 0 | 0 | |
| 23032 4115 BGRNH | 52 | E EAST OF BERGEN - RP 130 | 0.0 | Grade Raise | 3220 | 0 | 1610 | 0 | 1610 | |
| 23028 4116 BGRNH | 83 | N NORTH OF JCT 23 | 0.0 | Grade Raise | 7000 | 0 | 3500 | 0 | 3500 | |
| 4107 NH | 83 | S S OF JCT 23 N TO URBAN LIMIT | 15.5 | Mill/OI 2" Max | 2740 | 2217 | 523 | 0 | 0 | |
| 4201 NH | 2 | E 3 MI W OF JCT 52 TO 1 MI W JCT 83 | 14.2 | Thin Overlay | 2616 | 2117 | 499 | 0 | 0 | |
| 4202 NH | 2 | W 3 MI W OF JCT 52 TO 1 MI W JCT 83 | 14.2 | Thin Overlay | 2610 | 2112 | 498 | 0 | 0 | |
| 21666 4203 NH | 5 | E E JCT 52-KENMARE TO W JCT 28 | 18.0 | Asp OI>2"<Or=3", Sliver Grading | 7322 | 5926 | 1396 | 0 | 0 | |
| 4204 SS | 14 | N E JCT 5 N TO CANADIAN LINE | 12.8 | Microsurfacing | 2038 | 1649 | 389 | 0 | 0 | |
| 4205 NH | 23 | E JCT 8 E TO JCT 37 | 10.0 | Thin Overlay | 1833 | 1483 | 350 | 0 | 0 | |
| 4206 NH | 23 | E JCT 37 E TO CO LINE | 12.0 | Thin Overlay | 2211 | 1789 | 422 | 0 | 0 | |
| 4207 NH | 23 | E CO LINE E TO JCT 28 | 8.9 | Thin Overlay | 1631 | 1320 | 311 | 0 | 0 | |
| 4208 NH | 52 | E E JCT 2 TO CO LN - SAWYER | 14.4 | Mill/OI 2" Max | 2655 | 2149 | 506 | 0 | 0 | |
| 4209 NH | 52 | WBEGIN 4 LANES MINOT SE TO END 4 LANE | 3.6 | Thin Overlay | 669 | 541 | 128 | 0 | 0 | |
| 4210 NH | 83 | N SNAKE CREEK EMB N TO .5 MI S JCT 23 | 25.0 | Mill/OI 2" Max | 4594 | 3718 | 876 | 0 | 0 | |
| 4211 NH | 83 | S SNAKE CREEK EMB N TO N OF MAX | 15.4 | Thin Overlay | 2827 | 2288 | 539 | 0 | 0 | |
| 4212 SS | 1804 | N JCT ND 37 EMMET COR W&N TO RAUB JCT | 28.5 | Microsurfacing | 2062 | 1669 | 393 | 0 | 0 | |
| 4301 NH | 2 | E 55TH ST E TO 1.7 MI E GRANVILLE | 21.2 | Thin Overlay | 4063 | 3288 | 775 | 0 | 0 | |
| 4302 SS | 14 | N KRAMER N TO W JCT 5 | 9.0 | Microsurfacing | 679 | 550 | 129 | 0 | 0 | |
| 4303 SS | 28 | N E JCT 5-MOHALL N TO STATE LINE | 16.3 | Thin Overlay | 3116 | 2522 | 594 | 0 | 0 | |
| 4304 SS | 41 | N TURTLE LAKE N TO S JCT 53 | 21.6 | Microsurfacing | 1627 | 1317 | 310 | 0 | 0 | |
| 4305 NH | 52 | E 1 MI W OF BERGEN TO JCT 14- ANAMOOSE | 25.0 | Thin Overlay | 4784 | 3872 | 912 | 0 | 0 | |
| 4306 NH | 52 | E JCT 14-ANAMOOSE SE TO W EDGE HARVEY | 16.0 | Thin Overlay | 3051 | 2469 | 582 | 0 | 0 | |
| 22640 4307 NH | 83 | N E JCT 5 N THRU WESTHOPE | 6.6 | Aggr Shoulders, Hot Bit Pave, Widening | 7131 | 5771 | 1360 | 0 | 0 | |
| 18909 4308 NH | 83 | N NORTH END OF WESTHOPE N TO STATE LI | 5.7 | Microsurfacing | 433 | 350 | 83 | 0 | 0 | |
| Subtotal | | | | | 97431 | 67973 | 22738 | 0 | 6720 | |
| Urban | | | | | | | | | | |
| 22911 4108 NHU | 2 | E 2 W US 83 | 0.0 | Bridge Rail Rep, Structure Items | 150 | 121 | 29 | 0 | 0 | |
| 22910 4109 NHU | 2 | E BURDICK EXPY EAST - CP RAILWAY | 0.0 | Approach Slabs, Structure Items, Lighting, PCC Pave, Fencing | 1010 | 817 | 92 | 101 | 0 | |
| 22912 4110 NHU | 83 | N 1 N OF JCT 2 & 52 | 0.0 | Milling, Deck Overlay, Approach Slabs | 486 | 393 | 93 | 0 | 0 | |
| 4111 SU | 989 | N 16TH ST SW, 37TH AV SW | 0.0 | Mill/OI>2<Or=3", ADA Ramp Rev, Lighting | 3025 | 2000 | 0 | 1025 | 0 | |
| 4213 NHU | P | 2 E US 2 SW & NE RAMPS AT JCT 83 | 0.2 | PCC Pave | 566 | 458 | 108 | 0 | 0 | |
| 4309 NHU | 2 | E JCT 2 & 52 EAST (US 2/US 2 & 52 INT) | 0.0 | Deck Overlay, Structure Items | 776 | 628 | 148 | 0 | 0 | |
| 4310 NHU | 2 | E NE JCT US 2 & 52 - EB | 0.0 | Deck Overlay, Structure Items | 376 | 304 | 72 | 0 | 0 | |
| 4311 NHU | 2 | WNE OF JCT 2 & 52 - WB | 0.0 | Deck Overlay, Structure Items | 376 | 304 | 72 | 0 | 0 | |
| 4312 NHU | P | 2BE VALLEY ST (RR XING TO JCT US 2/52) | 1.2 | Spall Repair, Grinding, Joint Sealant, Rehabilitation | 1500 | 1214 | 286 | 0 | 0 | |
| 22048 4313 NH | 83 | N SOUTH OF U.S. HWY 2 | 0.0 | Culvert Rehab | 365 | 295 | 70 | 0 | 0 | |
| 4314 SU | P | 989 N 16TH ST SW (2ND AV SW-11 1/2 AV SW) | 0.0 | Reconstruction | 9381 | 6198 | 0 | 3183 | 0 | |

**North Dakota Department of Transportation
District - Minot**

| PCN Map Key | Fund Source | Pend | Hwy Dir CMC | Location | Length | Work Type | (In Thousands) | | | | |
|------------------------------------|----------------|------|----------------|-------------------------------------|--------|---|----------------|---------------|---------------|---------------|---------------|
| | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Subtotal | | | | | | | 18011 | 12732 | 970 | 4309 | 0 |
| Bridge | | | | | | | | | | | |
| 22609 | 4315 | NH | 2 | E NORTHWEST OF U.S. HWY 52 | 0.0 | Struct Replace | 394 | 315 | 79 | 0 | 0 |
| 22609 | 4316 | NH | 2 | E NORTHWEST US HWY 52 | 0.0 | Struct Replace | 877 | 702 | 175 | 0 | 0 |
| | 4317 | NH | 2 | E JCT. 2 AND 52 WEST | 0.0 | Deck Overlay | 668 | 534 | 134 | 0 | 0 |
| 22609 | 4318 | NH | 2 | E 2 SOUTHEAST OF 2 & 52 JCT | 0.0 | Struct Replace | 1316 | 1053 | 263 | 0 | 0 |
| Subtotal | | | | | | | 3255 | 2604 | 651 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | | | |
| 22952 | 4112 | TAU | | MINOT EDISON SAFE ROUTES TO SCHOOL | 0.0 | Bikeway/Walkway | 446 | 290 | 0 | 156 | 0 |
| Subtotal | | | | | | | 446 | 290 | 0 | 156 | 0 |
| Safety | | | | | | | | | | | |
| 22829 | 4113 | HEN | | MINOT-US 2/52, BURDICK TO EVERGREEN | 0.0 | Intersect Imp, Lighting | 1080 | 972 | 108 | 0 | 0 |
| 22483 | 4214 | HEN | 52 | E E JCT ND 5 TO BROOKS JCT | 45.6 | Passing Lanes, Hot Bit Pave, Drainage Impr. | 10820 | 9738 | 1082 | 0 | 0 |
| | 4319 | HEN | 52 | E MINOT TO ND 14 | 44.4 | Passing Lanes | 10000 | 9000 | 1000 | 0 | 0 |
| 22889 | 4320 | HLC | | RENVILLE CO SHOULDER WIDENING | 0.0 | Widening, Signing, Pave Mark | 670 | 603 | 0 | 67 | 0 |
| Subtotal | | | | | | | 22570 | 20313 | 2190 | 67 | 0 |
| Total | | | | | | | 141713 | 103912 | 26549 | 4532 | 6720 |
| Grand Total | | | | | | | 175461 | 130871 | 32459 | 5411 | 6720 |

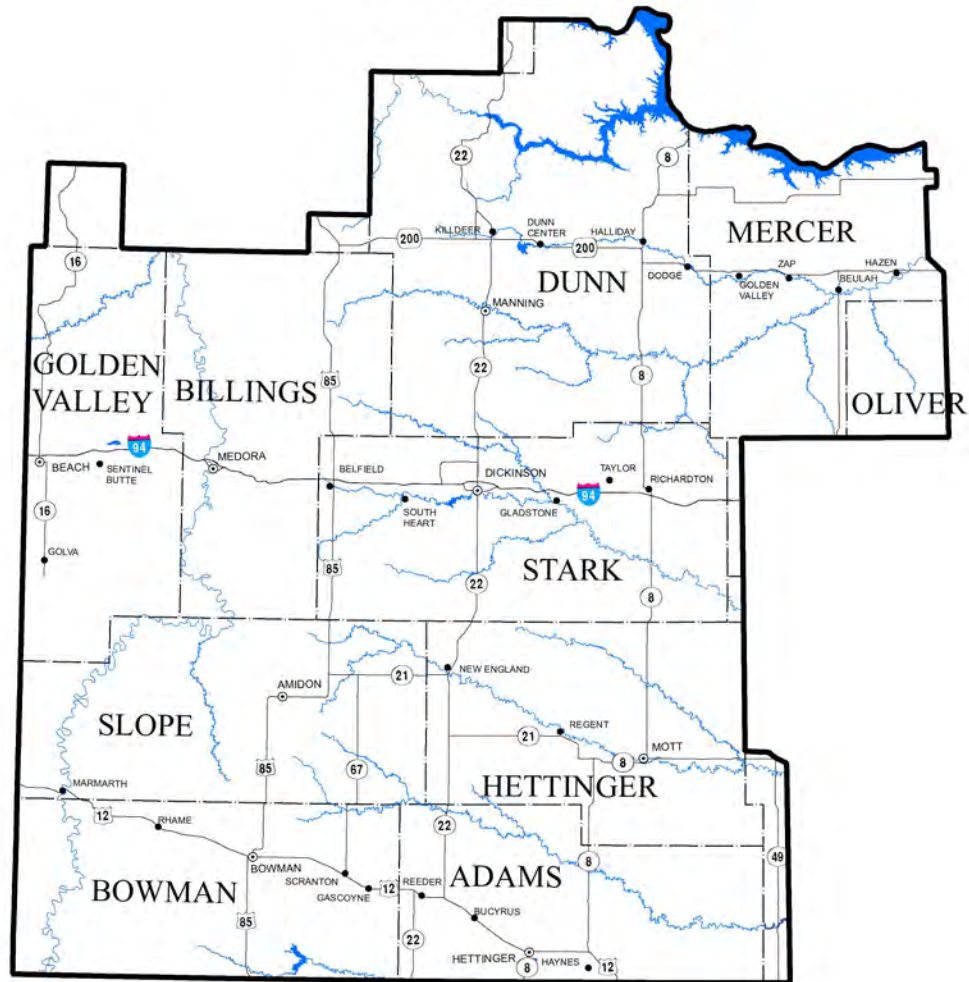
2021-2024 Construction Program Minot District



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Dickinson District

District 5



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North Dakota Department of Transportation
1700 3rd Avenue West, Suite 101
Dickinson, ND 58601-3009
Phone: (701) 227-6500
Fax: (701) 227-6505

**North Dakota Department of Transportation
District - Dickinson**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|--|--------|---|--------------|--------------|-------------|-------------|------------|
| Key Source | CMC | | | | | | | | |
| Fiscal Year: 2021 | | | | | | | | | |
| Rural | | | | | | | | | |
| 22327 5001 SS | 8 | N STATE LINE N TO W JCT 12-HETTINGER | 4.0 | Mill/OI 2" Max | 687 | 556 | 131 | 0 | 0 |
| 22261 5002 NH | 8 | N JCT 12 N TO W JCT 21 | 25.7 | Cold In Place, Pipe Repair, Struct/Incid | 9210 | 7454 | 1756 | 0 | 0 |
| 22328 5003 NH | 12 | E COUNTY LINE TO HETTINGER | 19.4 | Gravel Shldrs, Thin Overlay | 3299 | 2670 | 629 | 0 | 0 |
| 18244 5004 NH | 21 | E JCT 85 TO N JCT 22-NEW ENGLAND | 15.7 | Asp OI>2"<OI=3", Box Culv Ext, Culvert Rehab, Sliver Grading, | 10661 | 8628 | 2033 | 0 | 0 |
| 22827 5005 NH | 21 | E JCT ND 8 E TO 1 MI EAST JCT ND 8 | 1.0 | Curb Ramps | 93 | 75 | 18 | 0 | 0 |
| 22254 5022 NH | 85 | N S OF BELFIELD N TO N OF I-94 | 1.6 | Bikeway, Lighting, Signing | 579 | 469 | 110 | 0 | 0 |
| 22955 5023 IM | 94 | E MEDORA SIGNING, RP 20.1 TO RP 24.7 | 4.6 | Signing | 250 | 225 | 25 | 0 | 0 |
| 22839 5007 IM | 94 | E EXIT 64 | 0.0 | Ramp Revisions | 1743 | 1569 | 174 | 0 | 0 |
| 20344 5008 NH | 200 | E RP 117.5 TO RP 123.335 | 6.0 | Mill/OI 2" Max | 860 | 696 | 164 | 0 | 0 |
| 20344 5009 NH | 200 | E RP 123.75 TO RP 136 | 13.0 | Mill/OI 2" Max | 1866 | 1510 | 356 | 0 | 0 |
| 20344 5010 NH | 200 | E RP 136 TO RP 143.511 | 7.5 | Mill/OI 2" Max | 1075 | 870 | 205 | 0 | 0 |
| Subtotal | | | | | 30323 | 24722 | 5601 | 0 | 0 |
| Urban | | | | | | | | | |
| 22913 5012 NHU | P2021 | 22 N S OF DICKINSON - HEART RIVER BRIDGE | 0.0 | Deck Overlay, Structure Items | 450 | 364 | 86 | 0 | 0 |
| 21175 5013 NHU | 94B E | E BUSINESS LP(10TH AV E-EXIT 64) | 1.7 | Reconstruction | 13750 | 11128 | 1247 | 1375 | 0 |
| Subtotal | | | | | 14200 | 11492 | 1333 | 1375 | 0 |
| Bridge | | | | | | | | | |
| 5015 IM | 94 | E 9 WEST OF JCT. US 85 | 0.0 | Deck Overlay, Struct/Incid | 468 | 421 | 47 | 0 | 0 |
| Subtotal | | | | | 468 | 421 | 47 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | |
| 22673 5016 TAC | 12 | E BOWMAN, 3RD AVE SE TO BUSINEESES | 0.1 | Bikeway/Walkway | 336 | 200 | 0 | 136 | 0 |
| Subtotal | | | | | 336 | 200 | 0 | 136 | 0 |
| Safety | | | | | | | | | |
| 22831 5019 HEN | 12 | E BOWMAN, RP 34.17 TO RP 34.44 | 0.3 | Turn Lanes, Lighting | 590 | 531 | 59 | 0 | 0 |
| 22620 5020 HES | 22B N | KILLDEER PED CROSSING ON ND 22 | 0.0 | Intersect Imp | 100 | 90 | 10 | 0 | 0 |
| 22190 5021 HEN | 200 | E JCT ND 49 - NORTH OF BEULAH | 0.0 | Roundabout, Lighting | 3110 | 2799 | 311 | 0 | 0 |
| Subtotal | | | | | 3800 | 3420 | 380 | 0 | 0 |
| Total | | | | | 49127 | 40255 | 7361 | 1511 | 0 |

**North Dakota Department of Transportation
District - Dickinson**

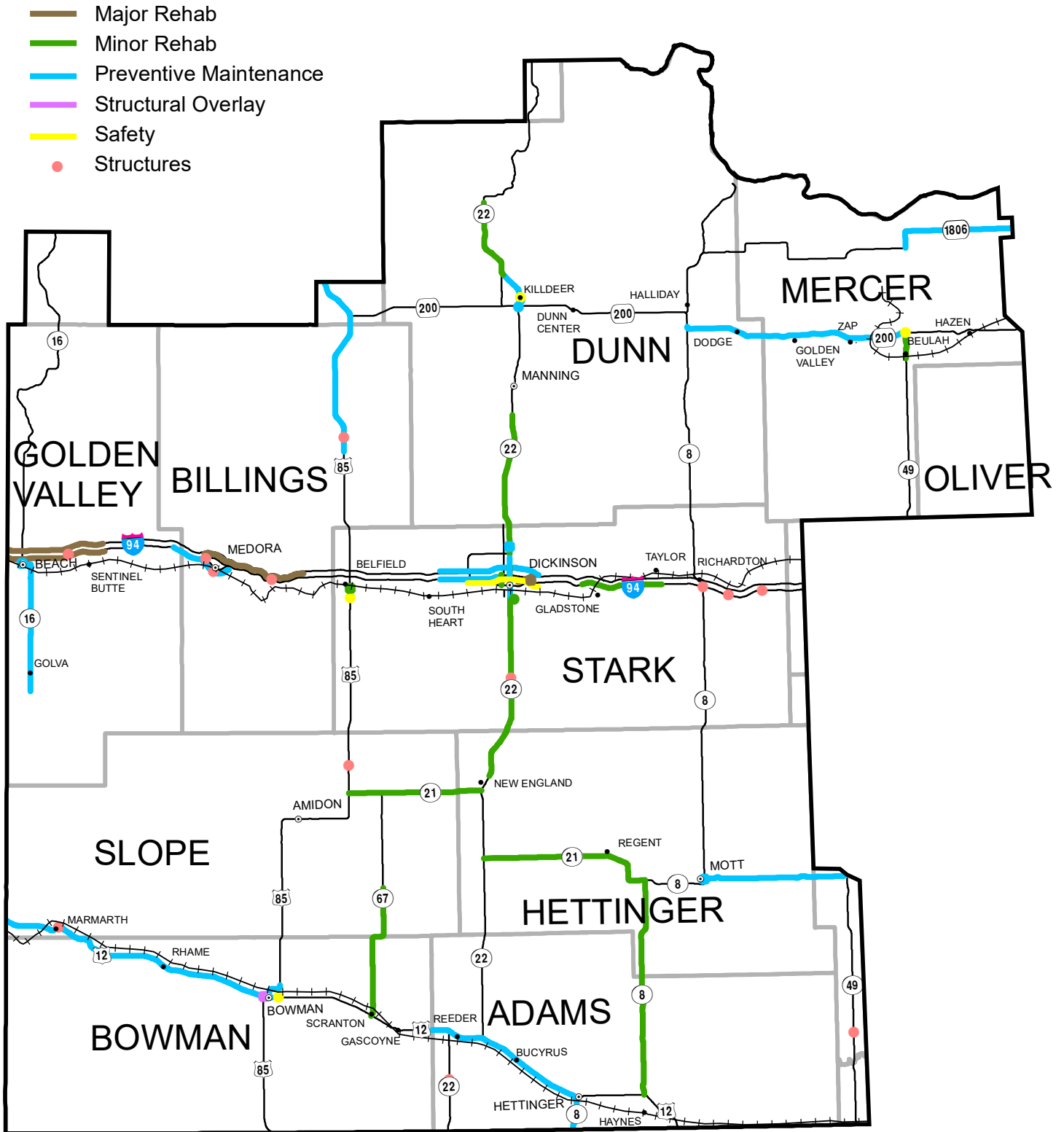
(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|---------------------------------------|--------|--|---------------|---------------|--------------|------------|------------|
| Key Source | CMC | | | | | | | | |
| Fiscal Year: 2022-2024 | | | | | | | | | |
| Rural | | | | | | | | | |
| 5101 SS | 12 | E STATE LINE E TO BOWMAN | 34.2 | Thin Overlay | 6050 | 4896 | 1154 | 0 | 0 |
| 22623 5102 NH | 12 | E BOWMAN MUNICIPAL SECTION | 1.0 | Hot Bit Pave | 1316 | 1065 | 251 | 0 | 0 |
| 22589 5103 SS | 16 | N S GOLVA TO 4 WAY STOP IN BEACH | 16.0 | Microsurfacing, Micro Mill | 2449 | 1982 | 467 | 0 | 0 |
| 5104 SS | 16 | N BEACH - ND 16, 5TH ST TO 6TH ST | 0.1 | Walk/Drive Ways | 208 | 168 | 40 | 0 | 0 |
| 5105 NH | 21 | E E JCT 8 TO W JCT 49 | 17.0 | Microsurfacing, Micro Mill | 2606 | 2109 | 497 | 0 | 0 |
| 22621 5106 SS | 22 | N N NEW ENGLAND N TO DICKINSON | 21.1 | Asp OI>2"<Or=3", Sliver Grading | 7928 | 6416 | 1512 | 0 | 0 |
| 5107 SS | 22BN | KILLDEER BUSINESS LOOP | 4.9 | Mill/OI 2" Max | 1382 | 1118 | 236 | 28 | 0 |
| 22940 5117 SS | 67 | N JCT 12-SCRANTON N APPROX 15 MILES | 16.3 | Hot Bit Pave, Milling, Selectiv Subcut | 5429 | 4394 | 1035 | 0 | 0 |
| 5108 NH | 85 | N BOWMAN CITY SECTION N 2.1 MI | 2.5 | Mill/OI 2" Max | 435 | 352 | 83 | 0 | 0 |
| 5109 IM | 94BE | MEDORA BUSINESS LOOP & CITY SECTION | 3.6 | Culvert Rehab, Drainage Impr., Milling, Thin Overlay | 720 | 583 | 137 | 0 | 0 |
| 5216 SS | 16 | N PIPE AT RP 116.053 | 0.0 | Pipe Repair | 100 | 81 | 19 | 0 | 0 |
| 22622 5201 NH | 21 | E S JCT 22 E TO W JCT ND 8 | 21.0 | Gravel Shldrs, Mill/OI>2<Or=3", Selectiv Subcut, Sliver Grading, | 10344 | 8371 | 1973 | 0 | 0 |
| 5202 SS | 22 | N GREEN RIVER BRIDGE | 0.8 | Drainage Impr. | 162 | 131 | 31 | 0 | 0 |
| 5203 SS | 22 | N N OF KILLDEER TO RP 118 | 9.6 | Mill/OI>2<Or=3" | 3541 | 2866 | 675 | 0 | 0 |
| 5204 NH | P | 49 N BEULAH NORTH TO JCT 200 | 3.1 | Mill/OI>2<Or=3" | 1011 | 818 | 181 | 12 | 0 |
| 5205 NH | P | 85 N GORHAM JCT N TO GRASSY BUTTE | 22.2 | Mill/OI 2" Max | 4237 | 3429 | 808 | 0 | 0 |
| 5206 IM | P | 94 E SOUTH HEART TO W DICKINSON INTR | 6.8 | CPR, Grinding | 950 | 855 | 95 | 0 | 0 |
| 22625 5207 IM | 94 | E GREEN RIVER E TO TAYLOR | 9.6 | CPR, HBP on Ramps, Mill/OI>2<Or=3", Struct/Incid | 6606 | 5945 | 661 | 0 | 0 |
| 22624 5208 IM | 94 | W STATE LINE TO RP 11.7 | 11.7 | Median X-Overs, PCC Pave | 25309 | 22778 | 2531 | 0 | 0 |
| 5209 IM | P | 94 W SOUTH HEART TO E DICKINSON INTR | 12.0 | CPR, Grinding | 1684 | 1516 | 168 | 0 | 0 |
| 5210 IM | | DICKINSON - VARIOUS LOCATIONS - I-94 | 0.0 | Culvert Rehab | 624 | 562 | 62 | 0 | 0 |
| 5301 SS | 22 | N 34TH ST N TO RP 91 | 16.9 | Mill/OI>2<Or=3" | 6061 | 4905 | 1156 | 0 | 0 |
| 22956 5312 IM | 94 | E STATE LINE TO RP 11.7 | 11.7 | PCC Pave | 27916 | 25124 | 2792 | 0 | 0 |
| 5303 SS | 1806 | N ND 200-2 MI W PICK CITY WEST | 14.8 | Mill/OI 2" Max | 4274 | 3459 | 815 | 0 | 0 |
| Subtotal | | | | | 121342 | 103923 | 17379 | 40 | 0 |
| Urban | | | | | | | | | |
| 22621 5110 SU | 22 | N ND 22 (20TH ST SE TO S OF 8TH ST S) | 0.9 | Mill/OI>2<Or=3", Sliver Grading, Turn Lanes | 450 | 364 | 86 | 0 | 0 |
| 5111 SU | 983 | N 4TH AV E (21ST ST TO 26TH ST) | 0.0 | Reconstruction | 1000 | 800 | 0 | 200 | 0 |
| 5211 SU | 983 | E STATE AVE (VILLARD-N OF 15TH ST W) | 0.0 | Mill/OI>2<Or=3", Bikeway/Walkway, Curb & | 3300 | 2671 | 0 | 629 | 0 |
| 5304 NHU | 22 | N S OF 8TH ST S - N CITY LIMITS | 4.6 | Microsurfacing, Chip Seal Coat | 955 | 773 | 182 | 0 | 0 |
| Subtotal | | | | | 5705 | 4608 | 268 | 829 | 0 |
| Bridge | | | | | | | | | |
| 22607 5112 SS | 12 | E AT MARMARTH | 0.0 | Expan Joint Mod, Spall Repair, Structur Repair | 130 | 104 | 26 | 0 | 0 |
| 22653 5113 NH | 85 | N 3 NORTH OF JCT. ND 21 | 0.0 | Culvert Rehab | 780 | 624 | 156 | 0 | 0 |
| 23013 5212 SS | 22 | N 5 SOUTH OF REEDER | 0.0 | Structur Repair | 114 | 91 | 23 | 0 | 0 |
| 23013 5213 SS | 22 | N 11 SOUTH OF DICKINSON | 0.0 | Deck Overlay | 528 | 422 | 106 | 0 | 0 |
| 23013 5214 SS | 49 | N 11 NORTH ND-SD BORDER | 0.0 | Deck Overlay, Rail Retrofit | 386 | 309 | 77 | 0 | 0 |
| 22624 5215 IM | 94 | W5 EAST OF JCT. ND 16 | 0.0 | Approach Slabs, Expan Joint Mod, Joint Sealant, Spall Repair | 208 | 187 | 21 | 0 | 0 |
| 5305 NH | 85 | N 15 SOUTH OF ND 200 | 0.0 | Structur Replace | 880 | 712 | 168 | 0 | 0 |
| 5306 IM | 94 | E 5 EAST OF JCT. ND 16 | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod, Joint Sealant | 470 | 423 | 47 | 0 | 0 |
| 5307 IM | 94 | E JCT. I-94 & ND 8 | 0.0 | Structure Paint | 169 | 152 | 17 | 0 | 0 |
| 5308 IM | 94 | E 3 EAST OF JCT. ND 8 | 0.0 | Structure Paint | 169 | 152 | 17 | 0 | 0 |
| 5309 IM | 94 | E 7 EAST OF JCT. ND 8 | 0.0 | Structure Paint | 169 | 152 | 17 | 0 | 0 |

**North Dakota Department of Transportation
District - Dickinson**

| | | | | | | | | (In Thousands) | | | | |
|------------------------------------|--------|------|---------|--|--------|---|---------------|----------------|--------------|-------------|----------|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | |
| Key Source | Source | | CMC | | | | Cost | Fund | Fund | Fund | Fund | |
| Bridge | | | | | | | | | | | | |
| 5310 | IM | | 94BE | 1 SOUTH OF I-94 | 0.0 | Deck Replacment, Approach Slabs | 556 | 445 | 111 | 0 | 0 | |
| 5311 | IM | | 94BE | 2 SOUTHEAST OF I-94 | 0.0 | Spall Repair, Expan Joint Mod, Struct/Incid | 84 | 67 | 17 | 0 | 0 | |
| Subtotal | | | | | | | 4643 | 3840 | 803 | 0 | 0 | |
| Transportation Alternatives | | | | | | | | | | | | |
| 22946 | 5118 | TAC | | BEACH 3RD ST SW MULTIUSE TRAIL | 0.0 | Bikeway/Walkway | 248 | 200 | 0 | 48 | 0 | |
| Subtotal | | | | | | | 248 | 200 | 0 | 48 | 0 | |
| ND Street | | | | | | | | | | | | |
| 22660 | 5114 | SS | 22 | N KILLDEER, LATHE ST TO ADAMS DR | 0.0 | Bikeway/Walkway, ADA Ramp Rev, Ramp Revisions | 840 | 680 | 76 | 84 | 0 | |
| 22938 | 5217 | NH | 200 | E ND 200, MAIN ST W - HAZEN GOLF COURS | 2.6 | Lighting, Bikeway/Walkway | 1796 | 1175 | 131 | 490 | 0 | |
| Subtotal | | | | | | | 2636 | 1855 | 207 | 574 | 0 | |
| Safety | | | | | | | | | | | | |
| 22832 | 5115 | HEN | 85 | N US 85 & 38TH STREET SW | 0.2 | Turn Lanes | 200 | 180 | 20 | 0 | 0 | |
| 22883 | 5116 | HEN | 94 | E W OF ND 22 BYPASS TO E OF EXIT 64 | 8.6 | HTMCG | 1849 | 1664 | 185 | 0 | 0 | |
| 22901 | 5313 | HEC | | BIA 12 NEAR MANDAREE | 0.0 | Pave Mark, Signing | 114 | 114 | 0 | 0 | 0 | |
| Subtotal | | | | | | | 2163 | 1958 | 205 | 0 | 0 | |
| Total | | | | | | | 136737 | 116384 | 18862 | 1491 | 0 | |
| Grand Total | | | | | | | 185864 | 156639 | 26223 | 3002 | 0 | |

2021-2024 Construction Program - Dickinson District



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Grand Forks District

District 6



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1951 North Washington
Grand Forks, ND 58208-3077
Phone: (701) 787-6500

**North Dakota Department of Transportation
District - Grand Forks**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|--|---|-----------|--------------|--------------|-------------|-------------|------------|
| Key Source | CMC | | | | | | | | |
| Fiscal Year: 2021 | | | | | | | | | |
| Rural | | | | | | | | | |
| 22592 6001 NH | 1 | N JCT CO RD 8 & 15 N TO NEKOMA SPUR | 19.0 Mill/OI 2" Max | | 3225 | 2610 | 615 | 0 | 0 |
| 21980 6002 NH | 2 | W NEAR ARVILLA TO W OF GF AFB | 5.5 Concrete Over | | 6152 | 4979 | 1173 | 0 | 0 |
| 21981 6003 NH | 2 | W W OF GF AFB TO 69TH ST | 11.0 Concrete Over, Struct Replace | | 13599 | 11006 | 2593 | 0 | 0 |
| 22593 6004 SS | 17 | E EDMORE E TO JCT 1 | 3.5 Mill/OI 2" Max | | 594 | 481 | 113 | 0 | 0 |
| 22974 6006 SS | 32 | N S JCT 200 N TO FINLEY | 4.5 Mill/OI 2" Max | | 761 | 616 | 145 | 0 | 0 |
| 22974 6007 SS | 32 | N FINLEY MUNICIPAL TO JCT 45-W SHARON | 13.4 Milling, Thin Overlay | | 2274 | 1840 | 434 | 0 | 0 |
| 22975 6008 SS | 32 | N JCT ND 45 N TO JCT ND 15 | 10.0 Mill/OI 2" Max | | 1696 | 1373 | 323 | 0 | 0 |
| Subtotal | | | | | 28301 | 22905 | 5396 | 0 | 0 |
| Urban | | | | | | | | | |
| 22680 6027 NHU | 2 | E US 2 (55TH ST TO 69TH ST) | 1.0 Mill/OI>2<Or=3" | | 731 | 592 | 139 | 0 | 0 |
| 22682 6009 NHU | 986 | N N COLUMBIA RD(OVERPASS-UNIV AV) | 0.0 Reconstruction | | 6244 | 4376 | 0 | 1868 | 0 |
| 22515 6010 UGP | 986 | N N 3RD ST (UNIVERSITY TO DEMERS AVE) | 0.0 Reconstruction, Lighting, Landscaping | | 3458 | 2447 | 0 | 1011 | 0 |
| Subtotal | | | | | 10433 | 7415 | 139 | 2879 | 0 |
| Bridge | | | | | | | | | |
| 22278 6011 NH | P2021 | 2 W 1 EAST OF ND 32 SOUTH | 0.0 Struct Replace, Median X-Overs | | 10339 | 8271 | 2068 | 0 | 0 |
| 22380 6012 SS | 17 | E 3 EAST OF I-29 | 0.0 Structure Paint | | 1303 | 527 | 124 | 0 | 652 |
| 22494 6013 IM | 29 | N JUNCTION ND 15 | 0.0 Deck Overlay, Struct/Incid | | 539 | 485 | 54 | 0 | 0 |
| 22600 6014 IM | 29 | N NORTH US 2 INTERCHANGE | 0.0 Structure Paint | | 432 | 389 | 43 | 0 | 0 |
| 22600 6015 IM | 29 | N 7 NORTH ND 54 | 0.0 Structure Paint | | 291 | 262 | 29 | 0 | 0 |
| 22600 6016 IM | 29 | N 4 SOUTH OF ND 17 | 0.0 Structure Paint | | 291 | 262 | 29 | 0 | 0 |
| 22600 6017 IM | 29 | N 2 NORTH OF ND 17 | 0.0 Structure Paint | | 291 | 262 | 29 | 0 | 0 |
| 22600 6018 IM | 29 | N 3 NORTH ND 17 | 0.0 Structure Paint | | 291 | 262 | 29 | 0 | 0 |
| 22317 6019 IM | 29 | N 3 NORTH N.D. 66 | 0.0 Struct Replace | | 676 | 608 | 68 | 0 | 0 |
| 22600 6020 IM | 29 | S 3 NORTH OF ND 17 | 0.0 Structure Paint | | 291 | 262 | 29 | 0 | 0 |
| 22317 6021 IM | 29 | S 3 NORTH ND 66 | 0.0 Struct Replace | | 676 | 608 | 68 | 0 | 0 |
| Subtotal | | | | | 15420 | 12198 | 2570 | 0 | 652 |
| Transportation Alternatives | | | | | | | | | |
| 22566 6022 TAU | | SOUTH COLUMBIA ROAD SHARED USE PATH | 0.0 Bikeway/Walkway | | 341 | 290 | 0 | 51 | 0 |
| 22574 6029 TAC | | MINTO SRTS | 0.0 Bikeway/Walkway | | 250 | 200 | 0 | 50 | 0 |
| Subtotal | | | | | 591 | 490 | 0 | 101 | 0 |
| Emergency Relief | | | | | | | | | |
| 22785 6024 SERP | 29 | N GF-US 2 INTERCHANGE | 0.0 Slide Repair | | 1360 | 1224 | 136 | 0 | 0 |
| Subtotal | | | | | 1360 | 1224 | 136 | 0 | 0 |
| Safety | | | | | | | | | |
| 22260 6028 HEN | 2 | E W JCT CTY RD TO TURTLE RIVER ST PARK | 0.7 Lighting, Intersect Imp | | 486 | 437 | 49 | 0 | 0 |
| 6025 HEU | | GRAND FORKS SCHOOL FLASHING BEACONS | 0.0 Signal Revision | | 700 | 630 | 0 | 70 | 0 |
| Subtotal | | | | | 1186 | 1067 | 49 | 70 | 0 |
| Transit | | | | | | | | | |
| 6026 TURB | | GRAND FORKS-CITYWIDE-5307 | 0.0 TR Op Assist, TR Cap Purchase | | 1872 | 1217 | 0 | 655 | 0 |
| Subtotal | | | | | 1872 | 1217 | 0 | 655 | 0 |
| Total | | | | | 59163 | 46516 | 8290 | 3705 | 652 |

**North Dakota Department of Transportation
District - Grand Forks**

(In Thousands)

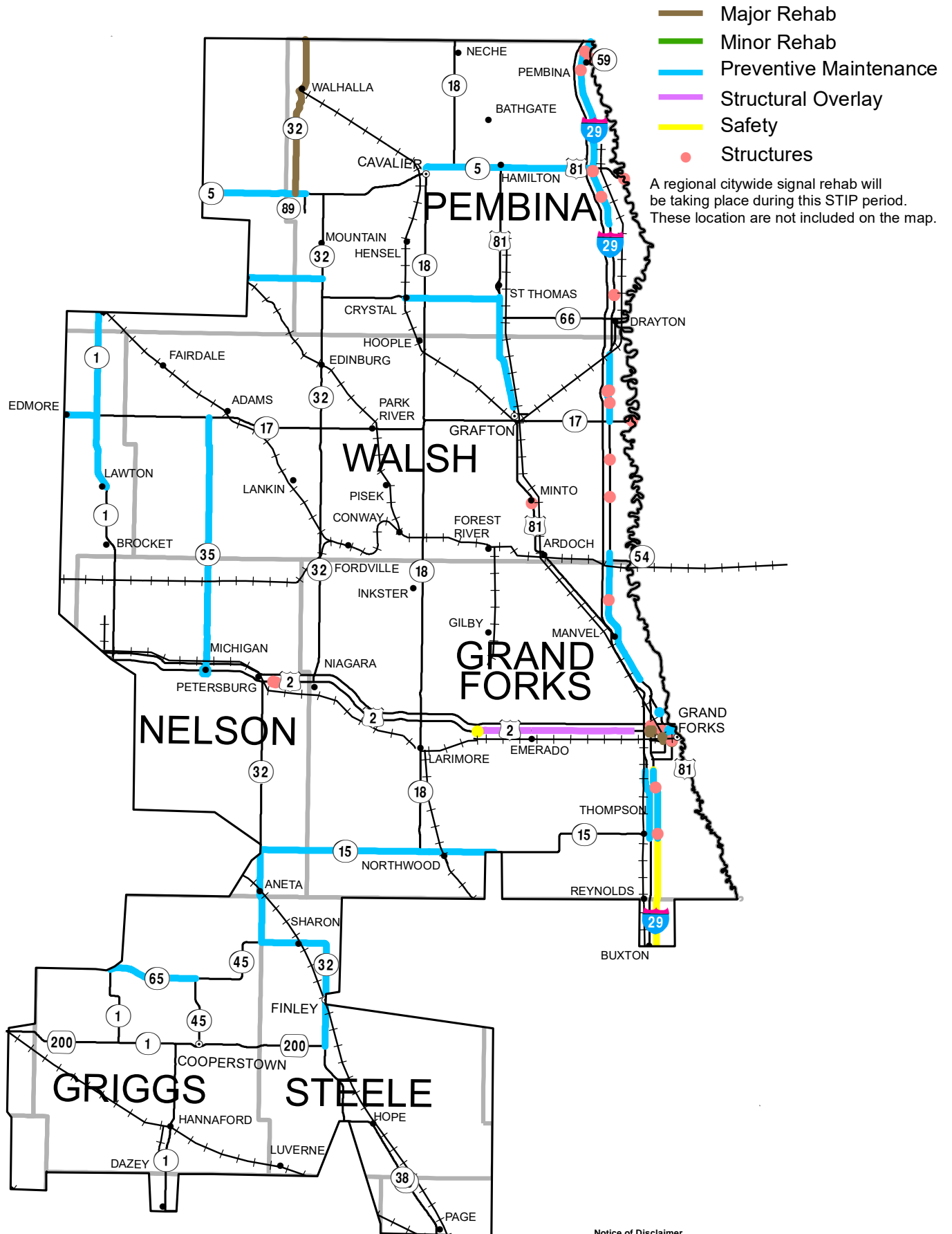
| PCN | Map Key | Fund Source | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|-------------|------|-------------|--|--------|--|--------------|--------------|-------------|-------------|------------|
| Fiscal Year: 2022-2024 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| | 6101 | SS | | 15 | E ND 32 TO 1 MILE WEST OF NORTHWOOD | 18.1 | Mill/OI 2" Max | 3192 | 2583 | 609 | 0 | 0 |
| | 6102 | IM | | 29 | N N BOWSMONT TO CANADIAN LINE | 20.4 | CPR, Mill/OI 2" Max | 6266 | 5639 | 627 | 0 | 0 |
| | 6103 | IM | P | 29 | S N OF N GF INTR TO WALSH CO LINE | 14.5 | CPR, Grinding | 1958 | 1762 | 196 | 0 | 0 |
| | 6104 | IM | P | 29 | S S OF JCT 17 N TO HERRICK INTR | 7.3 | CPR, Grinding | 981 | 883 | 98 | 0 | 0 |
| | 6105 | SS | | 32 | N W JCT 5 CONCRETE N TO STATE LINE | 17.1 | Hot Bit Pave | 9083 | 7351 | 1732 | 0 | 0 |
| 22595 | 6106 | NH | | 81 | N N. URBAN LIMITS GRAFTON TO N JCT 66 | 12.0 | Thin Overlay | 2543 | 2058 | 485 | 0 | 0 |
| | 6201 | NH | | 5 | E END PCC TO PAR ROAD | 11.1 | Mill/OI 2" Max | 2263 | 1831 | 432 | 0 | 0 |
| | 6202 | NH | | 5 | E CAVALIER TO JCT 81-HAMILTON | 8.2 | Mill/OI 2" Max | 1502 | 1216 | 286 | 0 | 0 |
| | 6203 | SS | | 15 | E 1 MILE W OF NORTHWOOD E TO E JCT 18 | 7.0 | Mill/OI 2" Max | 1281 | 1037 | 244 | 0 | 0 |
| | 6204 | IM | | 29 | N S OF ND 15 TO NEAR 32ND AVE-GF | 7.3 | CPR, Grinding | 991 | 892 | 99 | 0 | 0 |
| | 6205 | IM | | 29 | S S OF ND 15 TO NEAR 32ND AVE-GF | 7.3 | CPR, Grinding | 991 | 892 | 99 | 0 | 0 |
| | 6206 | SS | | 65 | E JCT 1-BINFORD E TO JCT 45 | 9.4 | Mill/OI 2" Max | 1725 | 1396 | 329 | 0 | 0 |
| | 6207 | SS | | 66 | E DISTRICT BNDRY E TO N JCT 32 | 8.0 | Mill/OI 2" Max | 1585 | 1283 | 302 | 0 | 0 |
| | 6208 | SS | | 66 | E CRYSTAL E TO N JCT 81 ST THOMAS | 10.1 | Mill/OI 2" Max | 2080 | 1683 | 397 | 0 | 0 |
| | 6301 | SS | | 35 | N MICHIGAN FROM US 2 TO N EDGE OF CITY | 0.4 | Thin Overlay | 77 | 62 | 15 | 0 | 0 |
| | 6302 | SS | | 35 | N MICHIGAN N TO JCT 17 | 26.9 | Milling, Thin Overlay | 5135 | 4156 | 979 | 0 | 0 |
| | 6303 | NH | | 81 | N W JCT 5-HAMILTON E TO I-29 | 9.8 | Mill/OI 2" Max | 1878 | 1520 | 358 | 0 | 0 |
| Subtotal | | | | | | | | 43531 | 36244 | 7287 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| | 6114 | NHU | | 2 | E US 2 (55TH ST TO 69TH ST) | 1.0 | Chip Seal Coat | 120 | 97 | 23 | 0 | 0 |
| 22909 | 6107 | SU | | 2 | E 5TH ST (US 2 TO DEMERS AVE) | 0.9 | Chip Seal Coat | 100 | 81 | 9 | 10 | 0 |
| 22167 | 6108 | NHU | | 81B | N N WASHINGTON ST (5TH AV S-1ST AV N) | 0.2 | Struct Replace, Reconstruction, Lift Station | 8800 | 7122 | 798 | 880 | 0 |
| | 6109 | SU | | 986 | N URBAN ROADS CITYWIDE SIGNAL REHAB | 0.0 | Signal Revision | 3100 | 2280 | 0 | 820 | 0 |
| 22871 | 6110 | UGP | | 986 | N N 4TH ST (DEMERS AVE TO 1ST AVE N) | 0.0 | Reconstruction | 2305 | 1631 | 0 | 674 | 0 |
| | 6209 | NHU | | 297 | E 4TH AVE SOUTH-GRAND FORKS | 0.0 | Structure Items | 834 | 675 | 76 | 83 | 0 |
| | 6304 | NHU | P | 2 | E 2 W OF I-29 | 0.0 | Pipe Replacemt | 245 | 198 | 47 | 0 | 0 |
| | 6305 | NHU | | 986 | N COLUMBIA RD OVERPASS | 0.0 | Struct/Incid | 8930 | 6744 | 0 | 2186 | 0 |
| | 6306 | NHU | P | 999 | N REGIONAL CITYWIDE SIGNAL REHAB | 0.0 | Signal Revision | 6201 | 4960 | 914 | 327 | 0 |
| Subtotal | | | | | | | | 30635 | 23788 | 1867 | 4980 | 0 |
| Bridge | | | | | | | | | | | | |
| 22611 | 6111 | IM | | 29 | N SOUTH OF JOLIETTE INTER. | 0.0 | Median X-Overs | 649 | 584 | 65 | 0 | 0 |
| 22167 | 6112 | NH | | 81B | N WASHINGTON ST | 0.0 | Struct Replace | 8800 | 7040 | 880 | 880 | 0 |
| 23015 | 6210 | NH | | 2 | E 1 EAST OF ND 32 SOUTH | 0.0 | Deck Overlay, Approach Slabs, Spall Repair | 646 | 517 | 129 | 0 | 0 |
| | 6211 | NH | | 5 | E 4 EAST OF I-29 | 0.0 | Structure Paint | 703 | 562 | 141 | 0 | 0 |
| 23015 | 6223 | IM | | 29 | N 5 NORTH ND 15 | 0.0 | Deck Overlay, Spall Repair | 480 | 432 | 48 | 0 | 0 |
| 23015 | 6213 | IM | | 29 | N 4 NORTH OF MANVEL | 0.0 | Deck Overlay | 429 | 386 | 43 | 0 | 0 |
| 22613 | 6214 | IM | | 29 | N 3 SOUTH OF ND 5 | 0.0 | Structur Repair | 141 | 127 | 14 | 0 | 0 |
| 22613 | 6215 | IM | | 29 | N SOUTH OF JOLIETTE INTER. | 0.0 | Struct Replace | 760 | 684 | 76 | 0 | 0 |
| 22613 | 6216 | IM | | 29 | N 1 SOUTH CANADA LINE | 0.0 | Selective Grade, Struct/Incid | 57 | 51 | 6 | 0 | 0 |
| 22613 | 6217 | IM | | 29 | S SOUTH OF JOLIETTE INTER. | 0.0 | Struct Replace | 760 | 684 | 76 | 0 | 0 |
| 23015 | 6218 | IM | | 29 | S 1 SOUTH OF ND 59 | 0.0 | Deck Overlay, Expan Joint Mod, Struct/Incid | 846 | 761 | 85 | 0 | 0 |
| | 6219 | SS | | 59 | E 1 EAST OF I-29 | 0.0 | Structure Paint, Spall Repair, Struct/Incid | 170 | 136 | 34 | 0 | 0 |
| 23015 | 6220 | NH | | 81 | N SOUTH EDGE OF MINTO | 0.0 | Deck Overlay, Spall Repair | 415 | 332 | 83 | 0 | 0 |

Map Keys 6108 & 6112 are Workzone Safety and Mobility Significant Projects

**North Dakota Department of Transportation
District - Grand Forks**

| PCN Map Key Source | Fund Pend | Hwy Dir CMC | Location | Length | Work Type | (In Thousands) | | | | |
|------------------------------------|--------------|----------------|--------------------------------------|--------|-------------------------------|----------------|---------------|---------------|---------------|---------------|
| | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Subtotal | | | | | | 14856 | 12296 | 1680 | 880 | 0 |
| Transportation Alternatives | | | | | | | | | | |
| 22567 | 6115 | TAU | GF UNIVERSITY AVE SHARED USE PATH | 0.0 | Bikeway/Walkway | 405 | 290 | 0 | 115 | 0 |
| Subtotal | | | | | | 405 | 290 | 0 | 115 | 0 |
| Transit | | | | | | | | | | |
| 6113 | TURB | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase | 1911 | 1242 | 0 | 669 | 0 |
| 6222 | TURB | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase | 1948 | 1266 | 0 | 682 | 0 |
| 6307 | TURB | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase | 1988 | 1292 | 0 | 696 | 0 |
| Subtotal | | | | | | 5847 | 3800 | 0 | 2047 | 0 |
| Total | | | | | | 95274 | 76418 | 10834 | 8022 | 0 |
| Grand Total | | | | | | 154437 | 122934 | 19124 | 11727 | 652 |

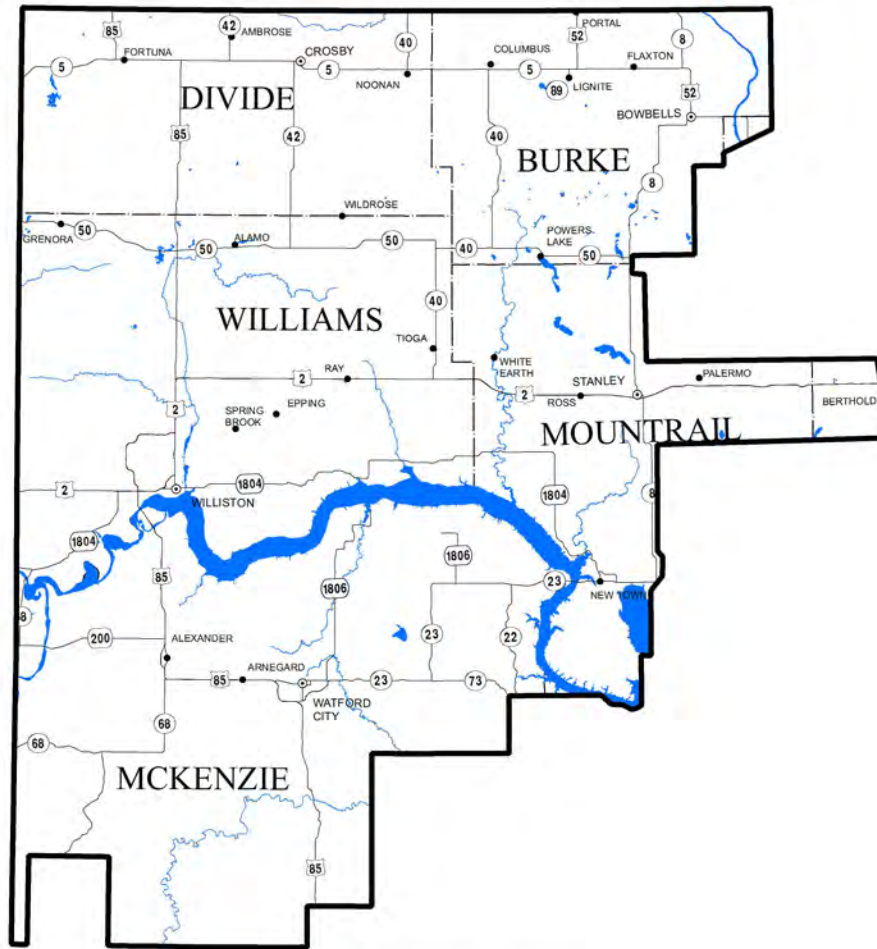
2021- 2024 Construction Program - Grand Forks District



Notice of Disclaimer
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Williston District

District 7



Joel Wilt, District Engineer
North Dakota Department of Transportation
605 Dakota Parkway West
Williston, ND 58802-0698
Phone: (701) 774-2700

**North Dakota Department of Transportation
District - Williston**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|--|--------|---|--------------|--------------|-------------|------------|------------|
| Key Source | CMC | | | | | | | | |
| Fiscal Year: 2021 | | | | | | | | | |
| Rural | | | | | | | | | |
| 22070 7002 NH | 2 | E 2 MI W BERTHOLD TO JCT 28 - BERTHOLD | 2.9 | Median X-Overs, Concrete Over, Widening | 4359 | 3528 | 831 | 0 | 0 |
| 22067 7003 NH | 2 | WE OF STANLEY E TO BLAISDELL | 13.4 | Concrete Over, Median X-Overs, Milling | 14339 | 11605 | 2734 | 0 | 0 |
| 22071 7004 NH | 2 | W 4 MI W OF BERTHOLD TO WEST BND | 0.8 | Median X-Overs, Concrete Over, Widening | 1275 | 1032 | 243 | 0 | 0 |
| 19705 7005 SS | 5 | E STATE LINE E TO W JCT 85-FORTUNA | 12.4 | Hot Bit Pave, Pipe Extension, Sliver Grading | 5867 | 4748 | 1119 | 0 | 0 |
| 22949 7016 NH | 23B E | WATFORD CITY CEMETERY DRAINAGE | 0.0 | Drainage Impr. | 750 | 607 | 143 | 0 | 0 |
| 22988 7006 NH | 85 | N 7.5 MI N GRASSY BUTTE TO S LONG X | 5.3 | Thin Overlay | 906 | 733 | 173 | 0 | 0 |
| 22304 7007 NH | 85 | N N OF LONG X TO BEG OF 4 LANES | 9.7 | Slide Repair | 15830 | 12811 | 3019 | 0 | 0 |
| 22596 7015 NH | 85 | N N OF LONG X TO BEG OF 4 LANES | 9.7 | Mill/OI 2" Max | 2560 | 2072 | 488 | 0 | 0 |
| Subtotal | | | | | 45886 | 37136 | 8750 | 0 | 0 |
| Urban | | | | | | | | | |
| 22906 7009 NHU | | 2B E US 2B (GATE AV TO 2ND AV W) | 1.0 | Mill/OI>2<Or=3" | 1000 | 809 | 91 | 100 | 0 |
| 22529 7010 UGP | 993 | E 4TH ST (2ND AVE W TO MAIN ST) | 0.0 | Bikeway/Walkway, Curb & Gutter, Storm Sewer, ADA Ramp | 255 | 204 | 0 | 51 | 0 |
| 22861 7011 SU | 993 | N US2 E FRONTAGE RD(42ND-58TH ST) | 0.0 | Mill/OI>2<Or=3" | 450 | 360 | 0 | 90 | 0 |
| Subtotal | | | | | 1705 | 1373 | 91 | 241 | 0 |
| Bridge | | | | | | | | | |
| 22880 7020 SS | 1806 | N 3 NORTH ND 23 | 0.0 | Struct Replace | 1000 | 809 | 191 | 0 | 0 |
| Subtotal | | | | | 1000 | 809 | 191 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | |
| 22269 7017 SRCTAC | | TIOGA SIGNAL ROAD | 0.0 | Bikeway/Walkway | 372 | 200 | 0 | 172 | 0 |
| Subtotal | | | | | 372 | 200 | 0 | 172 | 0 |
| Safety | | | | | | | | | |
| 22489 7014 HEC | | WILLIAMS CO 5 | 0.0 | Pave Mark, Rumble Stripes | 410 | 369 | 0 | 41 | 0 |
| 22768 7018 HEC | | BURKE CO 11 & 16 - GRADE RAISE | 0.0 | Grade Raise | 1400 | 1260 | 0 | 140 | 0 |
| 22715 7019 HES | | STANLEY PED CROSSINGS | 0.0 | Signing, Pave Mark | 138 | 124 | 14 | 0 | 0 |
| 21875 7021 HLC | | 2 MILES WEST OF NEW TOWN | 0.0 | HFSRF | 26 | 23 | 0 | 3 | 0 |
| 21874 7022 HLC | | VARIOUS LOCATIONS - MCKENZIE COUNTY | 0.0 | Road Realign, Rumble Stripes | 500 | 450 | 0 | 50 | 0 |
| Subtotal | | | | | 2474 | 2226 | 14 | 234 | 0 |
| Total | | | | | 51437 | 41744 | 9046 | 647 | 0 |

**North Dakota Department of Transportation
District - Williston**

(In Thousands)

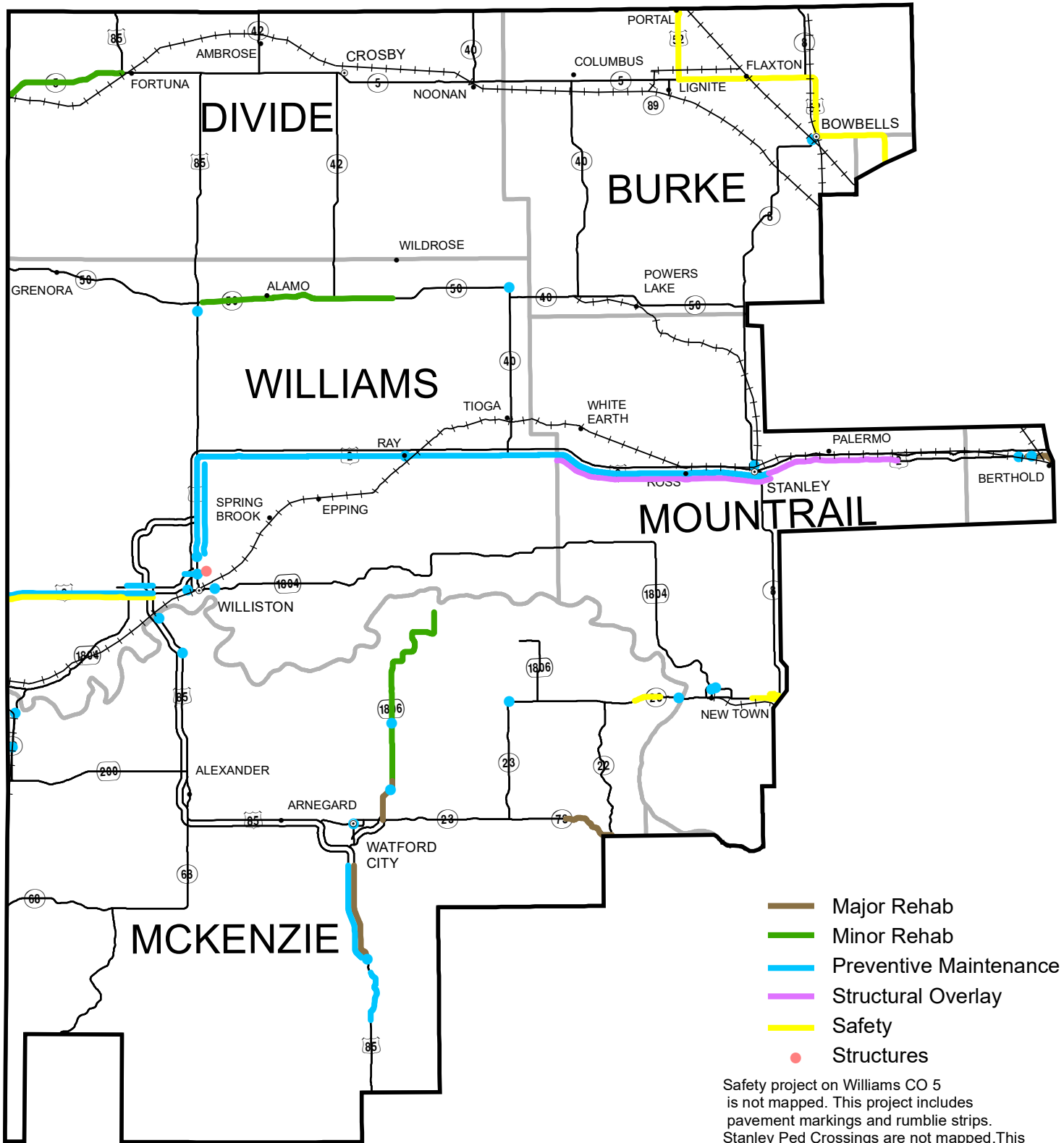
| PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Cost Fund Fund Fund Fund | | | | | | | | | | |
|--|-------|--|------|--|--------------|--------------|--------------|-------------|----------|--|
| Fiscal Year: 2022-2024 | | | | | | | | | | |
| Rural | | | | | | | | | | |
| 22066 7101 NH | 2 | W COUNTY LINE E TO E STANLEY | 22.2 | Hot Bit Pave, Lighting, Subcut | 6900 | 5584 | 1316 | 0 | 0 | |
| 22266 7102 SS | 50 | E 0.5 MILE E OF JCT 85 TO WILDROSE JCT | 19.6 | Asp Ol>2"<Or=3", Signing, Sliver Grading | 13793 | 11163 | 2630 | 0 | 0 | |
| 22361 7103 SS | 73 | E NEAR RP 6 TO JCT ND 22 | 5.5 | Full Depth Rec, Hot Bit Pave, Selective Grade, Struct Replace, | 11187 | 9054 | 2133 | 0 | 0 | |
| 7202 NH | 2 | E NEAR JCT 1804 E TO JCT US 85 | 2.7 | CPR | 361 | 292 | 69 | 0 | 0 | |
| 7203 NH | 2 | E JCT US 85 E TO RAY | 20.8 | CPR | 2809 | 2273 | 536 | 0 | 0 | |
| 7204 NH | 2 | E MUNICIPAL SECTION THRU RAY | 0.7 | CPR | 98 | 79 | 19 | 0 | 0 | |
| 7212 NH | 2 | E RAY E TO RP 91 | 37.4 | Mill/OI 2" Max | 6869 | 5559 | 1310 | 0 | 0 | |
| 7205 NH | 2 | W W TRENTON CORNER TO NEAR JCT 1804 | 1.0 | Thin Overlay | 174 | 141 | 33 | 0 | 0 | |
| 7206 NH | 2 | W NEAR JCT 1804 E TO JCT US 85 | 2.7 | CPR | 361 | 292 | 69 | 0 | 0 | |
| 7207 NH | 2 | W 2 MI N OF WILLISTON TO JCT 85 | 10.5 | CPR | 1422 | 1151 | 271 | 0 | 0 | |
| 7208 NH | 2 | W MUNICIPAL SECTION THRU RAY | 0.7 | CPR | 98 | 79 | 19 | 0 | 0 | |
| 7213 NH | 85 | N INTERSECTION US 85 & CO HWY 7 | 0.2 | Signals | 325 | 263 | 62 | 0 | 0 | |
| 21176 7209 SS | 1806 | N 31ST ST NW TO JCT23 | 4.4 | Hot Bit Pave, Lighting, Turn Lanes, Widening | 9752 | 7892 | 1860 | 0 | 0 | |
| 7307 NH | 2 | E STATE LINE E TO NEAR JCT 1804 | 12.3 | Thin Overlay | 2344 | 1897 | 447 | 0 | 0 | |
| 23008 7301 SS | 1806 | N TOBACCO GARDEN RD TO 31ST ST NW | 21.3 | Asp Ol>2"<Or=3", Sliver Grading | 12495 | 10112 | 2383 | 0 | 0 | |
| Subtotal | | | | | 68988 | 55831 | 13157 | 0 | 0 | |
| Urban | | | | | | | | | | |
| 7104 SU | 993 | N US 2 W FRONTAGE RD(CHINAMAN COULEE) | 0.0 | Struct/Incid | 800 | 640 | 0 | 160 | 0 | |
| 7210 SU | 993 | N US 2 W FRONTAGE RD(42ND-58TH ST) | 0.0 | Mill/OI 2" Max | 450 | 360 | 0 | 90 | 0 | |
| 7302 SU | P 993 | E FAIRGROUNDS RD (US 2 - 13TH AVE E) | 0.0 | Mill/OI>2<Or=3" | 350 | 280 | 0 | 70 | 0 | |
| 7303 SU | 993 | E W BROADWAY (2ND AV W-MAIN ST) | 0.0 | Reconstruction | 4000 | 1920 | 0 | 2080 | 0 | |
| 7304 SU | P 993 | N 13TH AVE E (42ND ST TO URBAN LIMITS) | 0.0 | Mill/OI>2<Or=3" | 550 | 440 | 0 | 110 | 0 | |
| 7305 SU | 1804 | E 2 EAST OF US 2 | 0.0 | Deck Overlay, Structure Items | 610 | 494 | 55 | 61 | 0 | |
| Subtotal | | | | | 6760 | 4134 | 55 | 2571 | 0 | |
| Bridge | | | | | | | | | | |
| 22605 7105 NH | 2 | E CITY OF RAY | 0.0 | Approach Slabs, Expan Joint Mod, Joint Sealant, Spall Repair | 234 | 187 | 47 | 0 | 0 | |
| 22605 7106 NH | 2 | W CITY OF RAY | 0.0 | Approach Slabs, Expan Joint Mod, Spall Repair, Joint Sealant | 234 | 187 | 47 | 0 | 0 | |
| 22170 7306 SS | 1806 | N 10 NORTH ND 23 | 0.0 | Struct Replace | 1708 | 1366 | 342 | 0 | 0 | |
| Subtotal | | | | | 2176 | 1740 | 436 | 0 | 0 | |
| Transportation Alternatives | | | | | | | | | | |
| 22942 7112 TAC | 85 | N WATFORD CITY 2ND AVE SHARED USE PATH | 0.7 | Bikeway/Walkway | 466 | 200 | 0 | 266 | 0 | |
| 22947 7113 TAC | | CROSBY MULTIUSE PATH | 0.0 | Bikeway/Walkway | 246 | 199 | 0 | 47 | 0 | |
| 22954 7114 TAU | | WILLISTON RIVER & PARK TRAIL | 0.0 | Bikeway/Walkway | 93 | 75 | 0 | 18 | 0 | |
| Subtotal | | | | | 805 | 474 | 0 | 331 | 0 | |
| ND Street | | | | | | | | | | |
| 22657 7107 SS | 8 | N STANLEY, 2ND AVE NW TO 6TH ST SE | 1.8 | Walk/Drive Ways, ADA Ramp Rev | 894 | 724 | 81 | 89 | 0 | |
| 22658 7108 SS | 1804 | N NEW TOWN, 7TH ST N - UQC TRAVEL CTR | 0.5 | Walk/Drive Ways | 436 | 352 | 40 | 44 | 0 | |
| Subtotal | | | | | 1330 | 1076 | 121 | 133 | 0 | |
| Safety | | | | | | | | | | |
| 22830 7109 HEN | 23 | E 4.5 MI TO 8 MI WEST OF NEW TOWN | 2.7 | Turn Lanes, Lighting | 2011 | 2011 | 0 | 0 | 0 | |
| 22634 7115 HEN | 23 | E E OF NEW TOWN NEAR JCT ND 8 | 2.7 | Turn Lanes, Lighting, Widening | 2054 | 2054 | 0 | 0 | 0 | |
| 22900 7116 HEN | 23 | E ND 23 & ND 8 ROUNDABOUT | 0.2 | Roundabout | 2300 | 2300 | 0 | 0 | 0 | |

**North Dakota Department of Transportation
District - Williston**

(In Thousands)

| PCN Map Key | Fund Source | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|--------------------|----------------|------|----------------|---------------------------------------|--------|---------------------------------------|---------------|---------------|---------------|---------------|---------------|
| Safety | | | | | | | | | | | |
| 22927 | 7117 | HEN | 23 | E NEW TOWN NE TRUCK RELIEVER ROUTE | 0.5 | Signing, Rumble Stripes | 50 | 50 | 0 | 0 | 0 |
| 22484 | 7110 | HEN | 52 | E STATE LINE TO E JCT ND 5 | 36.9 | Passing Lanes, Hot Bit Pave | 8700 | 7830 | 870 | 0 | 0 |
| 23007 | 7308 | HEN | 2 | E STATE LINE TO WILLISTON US 85 | 14.9 | Turn Lanes, Lighting, Signing, RCI | 5338 | 4804 | 534 | 0 | 0 |
| Subtotal | | | | | | | 20453 | 19049 | 1404 | 0 | 0 |
| Total | | | | | | | 100512 | 82304 | 15173 | 3035 | 0 |
| Grand Total | | | | | | | 151949 | 124048 | 24219 | 3682 | 0 |

2021-2024 Construction Program - Williston District



- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

Safety project on Williams CO 5 is not mapped. This project includes pavement markings and rumble strips. Stanley Ped Crossings are not mapped. This includes Pavement Marking and Signing. Road Realignment and Rumble strips in Various Locations in Mackenzie County are not mapped.

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Fargo District

District 8



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Fargo, ND 58103-1198
Phone: (701) 239-8900
Fax: (701) 239-8915

**North Dakota Department of Transportation
District - Fargo**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|---------------------------------------|--------|--|--------------|--------------|-------------|-------------|------------|
| Key Source | CMC | | | | | | | | |
| Fiscal Year: 2021 | | | | | | | | | |
| Rural | | | | | | | | | |
| 22989 8001 SS | 18 | N COUNTY LINE N TO BLANCHARD | 7.8 | Mill/OI 2" Max | 1328 | 1075 | 253 | 0 | 0 |
| 22991 8002 IM | 29 | N MAIN AVE TO N FGO INTR | 4.0 | CPR, HBP on Ramps | 950 | 855 | 95 | 0 | 0 |
| 18988 8003 IM | 29 | N HUNTER SEP TO NEAR BLANCHARD | 13.5 | Deck Overlay, Fencing, HBP on Ramps, PCC Pave, Struct/Incid | 26032 | 23429 | 2603 | 0 | 0 |
| 22991 8005 IM | 29 | S MAIN AVE TO N FGO INTR | 4.0 | CPR, HBP on Ramps | 950 | 855 | 95 | 0 | 0 |
| 22990 8006 SS | 38 | N JCT I-94 N TO PAGE | 19.7 | Mill/OI 2" Max, Shldr Rehab | 3840 | 3108 | 732 | 0 | 0 |
| 22992 8007 IM | 94 | E W WHEATLAND TO E OF CASSELTON | 8.0 | CPR, HBP on Ramps, Sand Seal | 1202 | 1082 | 120 | 0 | 0 |
| 22993 8008 IM | 94 | W WHEATLAND E TO E CASSELTON | 7.2 | CPR, HBP on Ramps, Sand Seal | 1146 | 1031 | 115 | 0 | 0 |
| 22599 8009 IM | 94 | WE CASSELTON E TO NEAR W FARGO | 10.9 | Mill/OI 2" Max | 2900 | 2610 | 290 | 0 | 0 |
| 22318 8010 IM | 94 | W6 EAST OF ND 18 | 0.0 | Median X-Overs | 911 | 820 | 91 | 0 | 0 |
| Subtotal | | | | | 39259 | 34865 | 4394 | 0 | 0 |
| Urban | | | | | | | | | |
| 22601 8011 SU | 94 | E 2 WEST OF I-29 | 0.0 | Spall Repair, Approach Slabs, Struct/Incid | 154 | 139 | 0 | 15 | 0 |
| 22292 8012 SU | 984 | N N UNIV DR (32ND AV N TO 40TH AV N) | 0.0 | Reconstruction | 6000 | 4500 | 0 | 1500 | 0 |
| Subtotal | | | | | 6154 | 4639 | 0 | 1515 | 0 |
| Bridge | | | | | | | | | |
| 22544 8013 NH | 10 | E 6 EAST OF ND 18 | 0.0 | Struct Replace | 2032 | 1626 | 406 | 0 | 0 |
| 22495 8014 IM | 29 | N 7 NORTH OF ND 11 | 0.0 | Deck Overlay, Structur Repair | 482 | 434 | 48 | 0 | 0 |
| 22495 8036 IM | 29 | N 8 SOUTH OF ND 13 | 0.0 | Deck Overlay, Rail Retrofit, Guardrail | 332 | 299 | 33 | 0 | 0 |
| 22496 8015 IM | 29 | N 6 SOUTH OF ND 46 | 0.0 | Structure Paint | 180 | 162 | 18 | 0 | 0 |
| 22496 8016 IM | 29 | N 6 NORTH OF ND 46 | 0.0 | Structure Paint | 300 | 270 | 30 | 0 | 0 |
| 22496 8017 IM | 29 | N 7 SOUTH OF I-94 | 0.0 | Structure Paint | 300 | 270 | 30 | 0 | 0 |
| 22496 8018 IM | 29 | N ARGUSVILLE CITY LIMITS | 0.0 | Structure Paint | 300 | 270 | 30 | 0 | 0 |
| 22495 8019 IM | 29 | S 7 NORTH OF ND 11 | 0.0 | Structur Repair | 57 | 51 | 6 | 0 | 0 |
| 22495 8020 IM | 29 | S 10 NORTH OF ND 13 | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod | 1147 | 1032 | 115 | 0 | 0 |
| 22319 8021 IM | 94 | E 6 EAST OF ND 18 | 0.0 | Struct Replace | 2306 | 2075 | 231 | 0 | 0 |
| 22601 8022 IM | 94 | E 45 TH ST AND I-94 - FARGO | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod, Spall Repair, | 949 | 854 | 95 | 0 | 0 |
| 22601 8023 IM | 94 | E I-94-I-29 INTERCHNG FARGO | 0.0 | Approach Slabs, Expan Joint Mod, Spall Repair, Joint Sealant | 176 | 158 | 18 | 0 | 0 |
| 22319 8024 IM | 94 | W6 EAST OF ND 18 | 0.0 | Struct Replace, Approach Slabs | 2306 | 2075 | 231 | 0 | 0 |
| 22601 8025 IM | 94 | WI-94-I-29 INTCHNGE-FARGO | 0.0 | Approach Slabs, Expan Joint Mod, Spall Repair, Joint Sealant | 176 | 158 | 18 | 0 | 0 |
| Subtotal | | | | | 11043 | 9734 | 1309 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | |
| 22577 8026 TAU | | WAHPETON SRTS | 0.0 | Bikeway/Walkway | 131 | 106 | 0 | 25 | 0 |
| 22578 8035 TAU | | W FARGO DRAIN 45 MULTIUSE PATH ONE | 0.0 | Bikeway/Walkway | 520 | 232 | 0 | 288 | 0 |
| Subtotal | | | | | 651 | 338 | 0 | 313 | 0 |
| ND Street | | | | | | | | | |
| 22247 8027 SS | 11 | E HANKINSON - W 4TH AV SW-E 3RD AV SE | 0.0 | Reconstruction | 1479 | 1197 | 134 | 148 | 0 |
| 22353 8028 SS | 18 | N WYNDMERE - JCT ND 13 TO BNSF RR | 0.8 | Lighting | 196 | 158 | 18 | 20 | 0 |
| 22246 8029 SS | 18 | N ARTHUR - 21ST ST SE - 22ND ST SE | 0.0 | Bikeway/Walkway | 139 | 112 | 13 | 14 | 0 |
| Subtotal | | | | | 1814 | 1467 | 165 | 182 | 0 |
| Safety | | | | | | | | | |
| 22627 8030 HEN | 29 | N 38TH ST & I-29 RAMP | 0.0 | Turn Lanes, Signals, Pave Mark | 361 | 325 | 36 | 0 | 0 |
| 22443 8031 HEN | 94 | E W OF MAIN AVE TO 42ND ST SEP | 4.1 | HTMCG | 1584 | 1426 | 158 | 0 | 0 |

**North Dakota Department of Transportation
District - Fargo**

| | | | | | | | (In Thousands) | | | | |
|---------------------|------|------|---------|---|--------|---|----------------|--------------|-------------|-------------|--------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
| Key Source | | | CMC | | | | Cost | Fund | Fund | Fund | Fund |
| Safety | | | | | | | | | | | |
| 22444 | 8032 | HEN | 94 | E 42ND ST SEPARATION TO I-29 - EB/WB | 0.4 | Hot Bit Pave, Con Med Barrier | 525 | 473 | 52 | 0 | 0 |
| 21876 | 8037 | HLC | | 6 MILES WEST OF CASSELTON | 0.0 | Intersect Imp | 1153 | 1038 | 0 | 115 | 0 |
| Subtotal | | | | | | | 3623 | 3262 | 246 | 115 | 0 |
| Illustrative | | | | | | | | | | | |
| 22656 | 8033 | NA | 29 | N FM METRO AREA DIVERSION,I-29 S OF FM | 6.5 | Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median X- | 51000 | 0 | 0 | 0 | 51000 |
| Subtotal | | | | | | | 51000 | 0 | 0 | 0 | 51000 |
| Transit | | | | | | | | | | | |
| 8034 | TURB | | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 4405 | 2863 | 0 | 1542 | 0 |
| Subtotal | | | | | | | 4405 | 2863 | 0 | 1542 | 0 |
| Total | | | | | | | 117949 | 57168 | 6114 | 3667 | 51000 |

**North Dakota Department of Transportation
District - Fargo**

(In Thousands)

| PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Cost Fund Fund Fund Fund | | | | | | | | | | | |
|--|---|--|--|--|------|---|---------------|--------------|--------------|--------------|----------|
| Fiscal Year: 2022-2024 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| 8101 SS | | | | 13BE W JCT 13 E TO JCT 127 | 1.5 | Thin Overlay | 257 | 208 | 49 | 0 | 0 |
| 22828 8102 SS | | | | 18 N 7TH ST S TO 3RD ST N - CASSELTON | 0.8 | Curb Ramps | 323 | 261 | 62 | 0 | 0 |
| 8103 SS | | | | 27 E JCT 1 E TO JCT 32 LISBON | 18.8 | Microsurfacing | 4870 | 3941 | 929 | 0 | 0 |
| 21855 8104 IM | | | | 29 S HUNTER SEP TO NEAR BLANCHARD | 12.6 | Deck Overlay, Fencing, HBP on Ramps, PCC Pave, Struct/Incid | 32616 | 29354 | 3262 | 0 | 0 |
| 8105 SS | | | | 32 N LISBON N TO JCT 46 | 12.8 | Mill/OI 2" Max | 2262 | 1831 | 431 | 0 | 0 |
| 22628 8106 IM | | | | 94 E 25TH ST INTER TO RED RIVER | 1.9 | Lift Station, Storm Sewer | 2500 | 2250 | 250 | 0 | 0 |
| 8107 NH | | | | 200 E ND 32 IN FINLEY TO W JCT ND 18 | 18.2 | Mill/OI 2" Max | 3211 | 2599 | 612 | 0 | 0 |
| 8201 SS | | | | 10 E LYNCHBURG INTR TO ND 18 S CASSELTON | 2.7 | CPR, Mill/OI 2" Max | 876 | 709 | 167 | 0 | 0 |
| 8203 SS | P | | | 18 N BNRR NORTH TO ND 46 | 25.0 | Thin Overlay | 4783 | 3871 | 912 | 0 | 0 |
| 8204 SS | | | | 18 N W JCT 200 N TO N HATTON | 9.3 | Mill/OI 2" Max | 1716 | 1389 | 327 | 0 | 0 |
| 8205 SS | | | | 18 N N HATTON N TO E JCT 15 | 5.7 | Mill/OI 2" Max | 1047 | 847 | 200 | 0 | 0 |
| 8206 IM | | | | 29 N 11.3 MI N ST LN N TO JCT 13 | 11.3 | CPR, CL Stitching | 1742 | 1568 | 174 | 0 | 0 |
| 22632 8207 IM | | | | 29 N ND 13 N TO RP 33.5 | 10.9 | Crack & Seat, Lighting, SMA | 7348 | 6613 | 735 | 0 | 0 |
| 22629 8208 IM | | | | 29 N 13TH AVE S NE RAMP | 0.2 | PCC Pave, Widening | 243 | 219 | 24 | 0 | 0 |
| 22630 8209 IM | | | | 29 N NEAR BLANCHARD TO JCT 200 | 9.4 | Median X-Overs, Ramp Conn | 584 | 526 | 58 | 0 | 0 |
| 8210 IM | | | | 29 S 11.3 MI N OF STATE LN N TO JCT 13 | 11.3 | CPR, CL Stitching | 1741 | 1567 | 174 | 0 | 0 |
| 22203 8211 IM | | | | 94 E NEAR W FARGO E TO W HORCE RD | 2.7 | Approach Slabs, Crack & Seat, HBP on Ramps, Lighting, PCC | 3652 | 3287 | 365 | 0 | 0 |
| 8212 IM | P | | | 94 E 1 MI W 45TH TO RED RIVER | 4.9 | CPR | 1810 | 1629 | 181 | 0 | 0 |
| 22631 8213 IM | | | | 94 E I-29 TO 25TH ST. INTERCHANGE | 1.0 | PCC Pave, Ramp Conn, Ramp Revisions, Widening | 1416 | 1274 | 142 | 0 | 0 |
| 22203 8214 IM | | | | 94 W NEAR W FARGO E TO W HORCE RD | 2.7 | Approach Slabs, Crack & Seat, HBP on Ramps, Lighting, PCC | 3652 | 3287 | 365 | 0 | 0 |
| 8215 IM | P | | | 94 W 1 MI W 45TH TO RED RIVER | 4.9 | CPR | 1810 | 1629 | 181 | 0 | 0 |
| 22597 8301 SS | | | | 11 E E JCT 1-OAKES-E TO CO LN | 4.0 | Mill/OI 2" Max | 765 | 619 | 146 | 0 | 0 |
| 8302 NH | | | | 13 E 2.5 MI WEST OF MOORETON | 0.8 | Turn Lanes, Widening | 750 | 607 | 143 | 0 | 0 |
| 8303 NH | | | | 13 E RP 377.5 AND RP 378.0 | 0.5 | Signing, Turn Lanes | 816 | 660 | 156 | 0 | 0 |
| 8304 SS | | | | 18 N W JCT 46 LEONARD N TO CASSELTON | 19.2 | Mill/OI 2" Max | 3670 | 2970 | 700 | 0 | 0 |
| 8305 IM | | | | 29 N NEAR BLANCHARD TO JCT 200 | 9.4 | Crack & Seat, Deck Replacment, HBP on Ramps, SMA | 11070 | 9963 | 1107 | 0 | 0 |
| 8306 IM | | | | 29 S ND 13 N TO RP 33.5 | 10.9 | Crack & Seat, SMA | 7181 | 6463 | 718 | 0 | 0 |
| Subtotal | | | | | | | 102711 | 90141 | 12570 | 0 | 0 |
| Urban | | | | | | | | | | | |
| 22826 8108 SU | | | | 984 E 32ND AV S (32ND-25TH ST) | 0.0 | Reconstruction | 10400 | 4700 | 0 | 5700 | 0 |
| 22877 8109 UGP | | | | 991 N 3RD, 6TH, 9TH, 11TH ST N & 4TH ST S | 0.0 | Reconstruction, Lighting, Landscaping | 2271 | 1506 | 0 | 765 | 0 |
| 8216 NHU | P | | | 10BE MAIN AV (UNIVERSITY TO 25TH ST) | 1.0 | Reconstruction | 15412 | 8370 | 1226 | 5816 | 0 |
| 8217 NHU | | | | 210 N ND 210(JCT ND 13 TO RED RIVER) | 2.9 | CPR, Shldr Rehab | 475 | 384 | 91 | 0 | 0 |
| 23036 8218 SU | | | | 984 E 52ND AVE S (63RD ST - SHEYENNE) | 0.0 | Reconstruction | 7000 | 5000 | 0 | 2000 | 0 |
| 8219 SU | | | | 984 N CITYWIDE CAPITAL BUS PURCHASE | 0.0 | TR Cap Purchase | 1250 | 1000 | 0 | 250 | 0 |
| 8220 SU | | | | 984 N 42ND ST/I-94 GRADE SEPARATION | 0.0 | Structure Items | 276 | 223 | 0 | 53 | 0 |
| 8221 SU | | | | 991 E 8TH AV N (2ND ST N-11TH ST N) | 0.0 | Reconstruction | 4754 | 3071 | 0 | 1683 | 0 |
| 8307 SU | P | | | 984 E 32ND AVE S(25TH ST-UNIVERSITY) | 0.0 | Reconstruction | 9600 | 7680 | 0 | 1920 | 0 |
| 8308 SU | | | | 984 N CITYWIDE CAPITAL BUS PURCHASE | 0.0 | TR Cap Purchase | 1250 | 1000 | 0 | 250 | 0 |
| 8309 SU | P | | | 991 N 2ND/7TH/8TH ST N(DAKOTA AV-2ND AV N) | 0.0 | Reconstruction | 1839 | 1326 | 0 | 513 | 0 |
| Subtotal | | | | | | | 54527 | 34260 | 1317 | 18950 | 0 |
| Bridge | | | | | | | | | | | |
| 8113 SS | | | | 11 E EAST OF FAIRMOUNT | 0.0 | Approach Slabs, Guardrail | 36 | 29 | 7 | 0 | 0 |

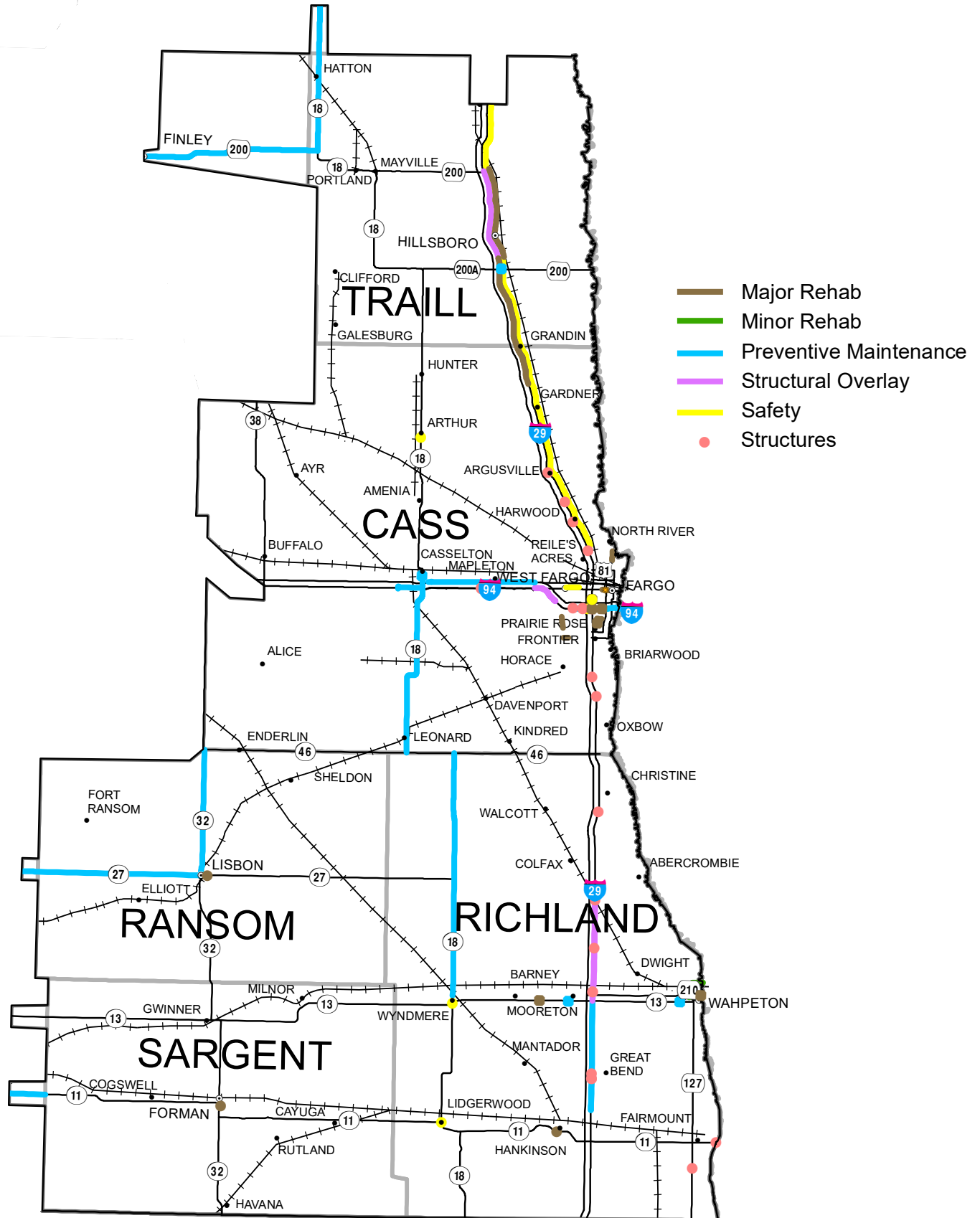
Map Key 8216 is a Workzone Safety and Mobility Significant Project

**North Dakota Department of Transportation
District - Fargo**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
|------------------------------------|---------|--|--------|--|---------------|---------------|--------------|--------------|--------------|
| Key Source | CMC | | | | Cost | Fund | Fund | Fund | Fund |
| Bridge | | | | | | | | | |
| 22632 8232 IM | 29 | N 1 NORTH ND 13 | 0.0 | Deck Overlay, Riprap | 426 | 383 | 43 | 0 | 0 |
| 22632 8222 IM | 29 | N 6 NORTH OF ND 13 | 0.0 | Structur Repair | 760 | 684 | 76 | 0 | 0 |
| 22643 8223 IM | 29 | N 3 SOUTH OF HARWOOD | 0.0 | Structure Paint | 281 | 253 | 28 | 0 | 0 |
| 22643 8224 IM | 29 | N 7 NORTH OF US 10 | 0.0 | Structure Paint | 281 | 253 | 28 | 0 | 0 |
| 22643 8225 IM | 29 | N 2 NORTH HARWOOD INTERCHG | 0.0 | Structure Paint | 281 | 253 | 28 | 0 | 0 |
| 22632 8233 IM | 29 | S 1 NORTH ND 13 | 0.0 | Deck Overlay, Rail Retrofit, Riprap | 396 | 356 | 40 | 0 | 0 |
| 23016 8226 SS | 127 | N 5 NORTH OF SD BORDER | 0.0 | Struct Replace | 506 | 405 | 101 | 0 | 0 |
| Subtotal | | | | | 2967 | 2616 | 351 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | |
| 22943 8114 TAC | | HORACE CR 17 SHARED USE PAT | 0.0 | Bikeway/Walkway | 230 | 186 | 0 | 44 | 0 |
| 22953 8115 TAU | | W FARGO DRAIN 45 MULTIUSE PATH TWO | 0.0 | Bikeway/Walkway | 407 | 290 | 0 | 117 | 0 |
| Subtotal | | | | | 637 | 476 | 0 | 161 | 0 |
| ND Street | | | | | | | | | |
| 22659 8110 SS | 11 | E LIDGERWOOD, 3RD AVE NW - WILEY AVE N | 0.2 | Bikeway/Walkway, Walk/Drive Ways | 361 | 292 | 33 | 36 | 0 |
| Subtotal | | | | | 361 | 292 | 33 | 36 | 0 |
| Safety | | | | | | | | | |
| 8231 HEN | | HIGH TENSION MEDIAN CABLE GUARDRAIL | 0.0 | HTMCG | 6000 | 5400 | 600 | 0 | 0 |
| Subtotal | | | | | 6000 | 5400 | 600 | 0 | 0 |
| Illustrative | | | | | | | | | |
| 20181 8228 NA | 29 | N FM METRO AREA DIVERSION,I-29 N OF FM | 1.4 | Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median X- | 0 | 0 | 0 | 0 | 0 |
| 20181 8229 NA | 94 | E FM METRO AREA DIVERSION,I-94 W OF FM | 0.0 | Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median X- | 0 | 0 | 0 | 0 | 0 |
| Subtotal | | | | | 0 | 0 | 0 | 0 | 0 |
| Transit | | | | | | | | | |
| 8112 TURB | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 4494 | 2921 | 0 | 1573 | 0 |
| 8230 TURB | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 4583 | 2979 | 0 | 1604 | 0 |
| 8310 TURB | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 4675 | 3039 | 0 | 1636 | 0 |
| Subtotal | | | | | 13752 | 8939 | 0 | 4813 | 0 |
| Total | | | | | 180955 | 142124 | 14871 | 23960 | 0 |
| Grand Total | | | | | 298904 | 199292 | 20985 | 27627 | 51000 |

2021-2024 Construction Program - Fargo District



Notice of Disclaimer

The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

**North Dakota Department of Transportation
District - Statewide Various Locations**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
|--------------------------|---------|--------------------------------------|--------|----------------------|--------------|--------------|-------------|-------------|------------|
| Key Source | CMC | | | | Cost | Fund | Fund | Fund | Fund |
| Fiscal Year: 2021 | | | | | | | | | |
| Rural | | | | | | | | | |
| 9001 | STP | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9002 | RPS | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| 9003 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| 9004 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 190 | 154 | 36 | 0 | 0 |
| 9005 | IM | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9006 | SS | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9007 | IMSS | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9008 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 100 | 100 | 0 | 0 | 0 |
| 9009 | IM | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 1111 | 1000 | 111 | 0 | 0 |
| 9010 | STP | HIGHWAY INNVOATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| 9011 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 187 | 151 | 36 | 0 | 0 |
| 9012 | NH | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| 9013 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 9014 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3062 | 1671 | 0 | 418 | 973 |
| 9015 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9016 | RPS | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| 9017 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | DBE & OJT | 90 | 90 | 0 | 0 | 0 |
| 9018 | SS | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9019 | SS | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 6000 | 4856 | 1144 | 0 | 0 |
| 9020 | IM | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9021 | NH | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9022 | NH | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9023 | SS | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9024 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Rec Trails | 1263 | 1010 | 0 | 253 | 0 |
| 9025 | SSNHES | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 7000 | 5665 | 1335 | 0 | 0 |
| 9026 | SS | BILLBOARD CONTROL PROGRAM | 0.0 | Billboard Contr | 150 | 121 | 29 | 0 | 0 |
| 9027 | STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovrtr | 62 | 50 | 12 | 0 | 0 |
| 9028 | STP | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 927 | 750 | 177 | 0 | 0 |
| 9029 | IMSS | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| Subtotal | | | | | 52326 | 42219 | 8121 | 1013 | 973 |
| Urban | | | | | | | | | |
| 9030 | SU | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 |
| 9031 | SU | VARIOUS URBAN LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 | 0 | 20 | 0 |
| Subtotal | | | | | 2350 | 1880 | 0 | 470 | 0 |
| Bridge | | | | | | | | | |
| 9032 | BRNBRS | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 9000 | 7284 | 1716 | 0 | 0 |
| 9033 | BRU | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 |
| Subtotal | | | | | 9309 | 7534 | 1775 | 0 | 0 |

**North Dakota Department of Transportation
District - Statewide Various Locations**

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | |
|-------------------------|---------|----------|--------|-----------------------------------|-----------------|--|---------------|--------------|--------------|--------------|------------|
| Key Source | CMC | | | | | | | | | | |
| County | | | | | | | | | | | |
| 9036 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 9037 | BRC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7278 | 5890 | 0 | 1388 | 0 |
| 9038 | SC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 19936 | 16134 | 0 | 3802 | 0 |
| | | | | | Subtotal | | 27694 | 22344 | 80 | 5270 | 0 |
| Emergency Relief | | | | | | | | | | | |
| 9039 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Emerg Repairs | 1000 | 1000 | 0 | 0 | 0 |
| | | | | | Subtotal | | 1000 | 1000 | 0 | 0 | 0 |
| Missile Roads | | | | | | | | | | | |
| 9040 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 4000 | 4000 | 0 | 0 | 0 |
| | | | | | Subtotal | | 4000 | 4000 | 0 | 0 | 0 |
| Safety | | | | | | | | | | | |
| 9041 | HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 250 | 225 | 25 | 0 | 0 |
| 9042 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| 9043 | HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| 9044 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| | | | | | Subtotal | | 537 | 483 | 54 | 0 | 0 |
| Transit | | | | | | | | | | | |
| 9045 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 1042 | 677 | 0 | 365 | 0 |
| 9046 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 9403 | 6112 | 0 | 3291 | 0 |
| 9047 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 5194 | 4155 | 0 | 1039 | 0 |
| 9048 | TCAP | | | STATEWIDE TRANSIT-RTAP | 0.0 | TR Training | 107 | 107 | 0 | 0 | 0 |
| | | | | | Subtotal | | 15746 | 11051 | 0 | 4695 | 0 |
| | | | | | Total | | 112962 | 90511 | 10030 | 11448 | 973 |

**North Dakota Department of Transportation
District - Statewide Various Locations**

(In Thousands)

| PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Cost Fund Fund Fund Fund | | | | | | | | | | | |
|--|--|--|--|--------------------------------------|-----|----------------------|------|------|------|-----|------|
| Fiscal Year: 2022-2024 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| 9101 SS | | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9102 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9103 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 192 | 155 | 37 | 0 | 0 |
| 9104 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 198 | 160 | 38 | 0 | 0 |
| 9105 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 20 | 20 | 0 | 0 | 0 |
| 9106 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 9107 STP | | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 927 | 750 | 177 | 0 | 0 |
| 9108 IM | | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9109 STP | | | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9110 SSNHHES | | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 7000 | 5665 | 1335 | 0 | 0 |
| 9111 SS | | | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 6000 | 4856 | 1144 | 0 | 0 |
| 9112 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Rec Trails | 1263 | 1010 | 0 | 253 | 0 |
| 9113 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | DBE & OJT | 90 | 90 | 0 | 0 | 0 |
| 9114 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3124 | 1705 | 0 | 426 | 993 |
| 9115 NH | | | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| 9116 IMSS | | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| 9117 STP | | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| 9118 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Overt | 62 | 50 | 12 | 0 | 0 |
| 9119 NH | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9120 RPS | | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| 9121 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| 9122 SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9123 IM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9124 IMSS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9125 RPS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| 9126 SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9127 IM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 1111 | 1000 | 111 | 0 | 0 |
| 9128 NH | | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9201 SS | | | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 6000 | 4856 | 1144 | 0 | 0 |
| 9202 SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9203 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | DBE & OJT | 90 | 90 | 0 | 0 | 0 |
| 9204 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Rec Trails | 1263 | 1010 | 0 | 253 | 0 |
| 9205 RPS | | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| 9206 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9207 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3187 | 1739 | 0 | 435 | 1013 |
| 9208 STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 9209 IM | | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9210 STP | | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 927 | 750 | 177 | 0 | 0 |
| 9211 IMSS | | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |

**North Dakota Department of Transportation
District - Statewide Various Locations**

| | | | | | | | (In Thousands) | | | | |
|--------------|--------|------|---------|--------------------------------------|--------|----------------------|----------------|------|-------|-------|-------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
| Key Source | | | CMC | | | | Cost | Fund | Fund | Fund | Fund |
| Rural | | | | | | | | | | | |
| 9212 | NH | | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| 9213 | NH | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9214 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 198 | 160 | 38 | 0 | 0 |
| 9215 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 205 | 166 | 39 | 0 | 0 |
| 9216 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Overt | 62 | 50 | 12 | 0 | 0 |
| 9217 | STP | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| 9218 | NH | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9219 | SS | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9220 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 1111 | 1000 | 111 | 0 | 0 |
| 9221 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 100 | 100 | 0 | 0 | 0 |
| 9222 | IMSS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9223 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9224 | SSNHES | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 7000 | 5665 | 1335 | 0 | 0 |
| 9225 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9226 | SS | | | BILLBOARD CONTROL PROGRAM | 0.0 | Billboard Contr | 150 | 121 | 29 | 0 | 0 |
| 9227 | STP | | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9228 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| 9229 | RPS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| 9301 | SS | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9302 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 1111 | 1000 | 111 | 0 | 0 |
| 9303 | RPS | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| 9304 | SS | | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 6000 | 4856 | 1144 | 0 | 0 |
| 9305 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 214 | 173 | 41 | 0 | 0 |
| 9306 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| 9307 | IMSS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9308 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9309 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | DBE & OJT | 90 | 90 | 0 | 0 | 0 |
| 9310 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3250 | 1774 | 0 | 443 | 1033 |
| 9311 | NH | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9312 | NH | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9313 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 9314 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 204 | 165 | 39 | 0 | 0 |
| 9315 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 20 | 20 | 0 | 0 | 0 |
| 9316 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9317 | STP | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 927 | 750 | 177 | 0 | 0 |
| 9318 | IM | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9319 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Rec Trails | 1263 | 1010 | 0 | 253 | 0 |
| 9320 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9321 | STP | | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9322 | SSNHES | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 7000 | 5665 | 1335 | 0 | 0 |

**North Dakota Department of Transportation
District - Statewide Various Locations**

(In Thousands)

| PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC | Cost | Fund | Fund | Fund | Fund |
|---|-------------------------------------|------|------------------|---------------|-------------------------------|
| Rural | | | | | |
| 9323 NH | ND 511 ALERT | 0.0 | ITS | 185 | 150 35 0 0 |
| 9324 IMSS | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 236 0 0 |
| 9325 RPS | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 131 131 0 |
| 9326 STP | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 589 0 0 |
| 9327 STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 12 0 0 |
| 9328 STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovrtr | 62 | 50 12 0 0 |
| Subtotal | | | | 156973 | 126524 24321 3089 3039 |
| Urban | | | | | |
| 9129 SU | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 0 450 0 |
| 9130 SU | VARIOUS URBAN LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 0 20 0 |
| 9230 SU | VARIOUS URBAN LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 0 20 0 |
| 9231 SU | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 0 450 0 |
| 9232 UGPNHUSU | URBAN GRANT PROGRAM - VAR LOC | 0.0 | Dir Task Force | 5758 | 4660 522 576 0 |
| 9329 UGPNHUSU | URBAN GRANT PROGRAM - VAR LOC | 0.0 | Dir Task Force | 5758 | 4660 522 576 0 |
| 9330 SU | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 0 450 0 |
| 9331 SU | VARIOUS URBAN LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 0 20 0 |
| Subtotal | | | | 18566 | 14960 1044 2562 0 |
| Bridge | | | | | |
| 9131 BRU | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 59 0 0 |
| 9132 BRNBRS | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 6000 | 4856 1144 0 0 |
| 9233 BRU | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 59 0 0 |
| 9234 BRNBRS | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 6000 | 4856 1144 0 0 |
| 9332 BRU | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 59 0 0 |
| 9333 BRNBRS | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 6000 | 4856 1144 0 0 |
| Subtotal | | | | 18927 | 15318 3609 0 0 |
| Transportation Alternatives | | | | | |
| 9133 TAU | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 1181 | 956 0 225 0 |
| 9134 TAC | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 870 | 704 0 166 0 |
| 9235 TAC | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 870 | 704 0 166 0 |
| 9236 TAU | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 1181 | 956 0 225 0 |
| 9334 TAU | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 1181 | 956 0 225 0 |
| 9335 TAC | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 870 | 704 0 166 0 |
| Subtotal | | | | 6153 | 4980 0 1173 0 |
| County | | | | | |
| 9135 BRC | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7278 | 5890 0 1388 0 |
| 9136 SC | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 20483 | 16577 0 3906 0 |
| 9137 STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 80 80 0 |
| 9237 STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 80 80 0 |
| 9238 SC | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Roadways | 21042 | 17029 0 4013 0 |
| 9239 BRC | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Bridges | 7278 | 5890 0 1388 0 |

**North Dakota Department of Transportation
District - Statewide Various Locations**

(In Thousands)

| PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC | Cost | Fund | Fund | Fund | Fund |
|---|-----------------------------------|--|--------------|--------------|--------------------|
| County | | | | | |
| 9336 STP | VARIOUS LOCATIONS - STATEWIDE | 0.0 SRED | 480 | 320 | 80 80 0 |
| 9337 SC | VARIOUS LOCATIONS - STATEWIDE | 0.0 County Roadways | 21611 | 17490 | 0 4121 0 |
| 9338 BRC | VARIOUS LOCATIONS - STATEWIDE | 0.0 County Bridges | 7278 | 5890 | 0 1388 0 |
| Subtotal | | | 86410 | 69726 | 240 16444 0 |
| Emergency Relief | | | | | |
| 9138 SER | VARIOUS LOCATIONS - STATEWIDE | 0.0 Emerg Repairs | 1000 | 1000 | 0 0 0 |
| 9240 SER | VARIOUS LOCATIONS - STATEWIDE | 0.0 Emerg Repairs | 1000 | 1000 | 0 0 0 |
| 9339 SER | VARIOUS LOCATIONS - STATEWIDE | 0.0 Emerg Repairs | 1000 | 1000 | 0 0 0 |
| Subtotal | | | 3000 | 3000 | 0 0 0 |
| Missile Roads | | | | | |
| 9139 ROM | VARIOUS LOCATIONS - STATEWIDE | 0.0 Missile Roads | 4000 | 4000 | 0 0 0 |
| 9241 ROM | VARIOUS LOCATIONS - STATEWIDE | 0.0 Missile Roads | 4000 | 4000 | 0 0 0 |
| 9340 ROM | VARIOUS LOCATIONS - STATEWIDE | 0.0 Missile Roads | 4000 | 4000 | 0 0 0 |
| Subtotal | | | 12000 | 12000 | 0 0 0 |
| ND Street | | | | | |
| 9140 STP | NDSTREET - VARIOUS LOCATIONS | 0.0 Dir Task Force | 1177 | 952 | 107 118 0 |
| 9242 STP | NDSTREET - VARIOUS LOCATIONS | 0.0 Dir Task Force | 3707 | 3000 | 336 371 0 |
| 9341 STP | NDSTREET - VARIOUS LOCATIONS | 0.0 Dir Task Force | 3707 | 3000 | 336 371 0 |
| Subtotal | | | 8591 | 6952 | 779 860 0 |
| Safety | | | | | |
| 9141 HES | STATEWIDE CRASH REPORT EVALUATION | 0.0 Safety | 250 | 225 | 25 0 0 |
| 9142 HES | SHSP PLANNING AND IMPLEMENTATION | 0.0 Safety | 50 | 45 | 5 0 0 |
| 9143 HES | SMALL SCALE IMPROVEMENTS | 0.0 Safety | 111 | 100 | 11 0 0 |
| 9144 HES | HIGHWAY SAFETY IMPROVEMENTS | 0.0 Safety | 126 | 113 | 13 0 0 |
| 9243 HES | HIGHWAY SAFETY IMPROVEMENTS | 0.0 Safety | 126 | 113 | 13 0 0 |
| 9244 HES | STATEWIDE CRASH REPORT EVALUATION | 0.0 Safety | 250 | 225 | 25 0 0 |
| 9245 HES | SMALL SCALE IMPROVEMENTS | 0.0 Safety | 111 | 100 | 11 0 0 |
| 9246 HES | SHSP PLANNING AND IMPLEMENTATION | 0.0 Safety | 50 | 45 | 5 0 0 |
| 9342 HES | HIGHWAY SAFETY IMPROVEMENTS | 0.0 Safety | 126 | 113 | 13 0 0 |
| 9343 HES | SMALL SCALE IMPROVEMENTS | 0.0 Safety | 111 | 100 | 11 0 0 |
| 9344 HES | SHSP PLANNING AND IMPLEMENTATION | 0.0 Safety | 50 | 45 | 5 0 0 |
| 9345 HES | STATEWIDE CRASH REPORT EVALUATION | 0.0 Safety | 250 | 225 | 25 0 0 |
| Subtotal | | | 1611 | 1449 | 162 0 0 |
| Transit | | | | | |
| 9145 TRUR | STATEWIDE TRANSIT - 5339 | 0.0 TR Capital | 5298 | 4238 | 0 1060 0 |
| 9146 TRUR | STATEWIDE TRANSIT - 5310 | 0.0 TR Capital | 1063 | 691 | 0 372 0 |
| 9147 TRUR | STATEWIDE TRANSIT - 5311 | 0.0 TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 9591 | 6234 | 0 3357 0 |
| 9148 TCAP | STATEWIDE TRANSIT-RTAP | 0.0 TR Training | 109 | 109 | 0 0 0 |
| 9247 TRUR | STATEWIDE TRANSIT - 5311 | 0.0 TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 9783 | 6359 | 0 3424 0 |
| 9248 TCAP | STATEWIDE TRANSIT-RTAP | 0.0 TR Training | 111 | 111 | 0 0 0 |
| 9249 TRUR | STATEWIDE TRANSIT - 5310 | 0.0 TR Capital | 1084 | 705 | 0 379 0 |
| 9250 TRUR | STATEWIDE TRANSIT - 5339 | 0.0 TR Capital | 5404 | 4323 | 0 1081 0 |

**North Dakota Department of Transportation
District - Statewide Various Locations**

| PCN Map Key Source | Fund | Pend | Hwy Dir CMC | Location | Length | Work Type | (In Thousands) | | | | |
|-----------------------|------|------|----------------|--------------------------|--------|---|----------------|---------------|---------------|---------------|---------------|
| | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Transit | | | | | | | | | | | |
| 9346 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 1106 | 719 | 0 | 387 | 0 |
| 9347 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 5512 | 4410 | 0 | 1102 | 0 |
| 9348 | TCAP | | | STATEWIDE TRANSIT - RTAP | 0.0 | TR Training | 113 | 113 | 0 | 0 | 0 |
| 9349 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 9978 | 6486 | 0 | 3492 | 0 |
| | | | | | | Subtotal | 49152 | 34498 | 0 | 14654 | 0 |
| | | | | | | Total | 361383 | 289407 | 30155 | 38782 | 3039 |
| | | | | | | Grand Total | 474345 | 379918 | 40185 | 50230 | 4012 |

PROGRAMS

Federal Funding Programs

With North Dakota’s obligation limitation distribution unknown for fiscal year 2021 or beyond, the funding level for planning purposes was based on projected apportionment for 2021-2024. It was based on \$280 million for 2021, \$286 million for 2022, \$292 million for 2023 and \$298 million for 2024. The NDDOT also programs additional projects known as “Pending”. These projects replace any projects that do not remain in the fiscal year planned or if additional obligation limitation is received.

Federal aid highway funds are apportioned to the state from several sources. The core formula program structure as provided by “Fixing America’s Surface Transportation” (FAST) Act is:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program
- Metropolitan Planning Program
- National Highway Freight Program (NHFP)

Following is a short summary of each of the core formula programs as well as other pertinent programs continued by FAST Act.

Each source of federal funds has its own criteria for eligibility and administration. Recipients of these funds must follow the federal law and administrative rules that apply.

The state is responsible for overall management of these funds. NDDOT makes portions of the funds available to urban areas (Population > 5,000), counties, and other agencies for their use. After the summary of the programs is information on Urban Streets and Highways, County Roads and Bridges, and Public Transit Programs.

The tables in the Funding tab provide a summary of expected federal funding by program areas and amounts of matching funds needed in each area. These tables show that the projected available funds in each category are sufficient to fund the proposed program.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight

movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

The FAST Act continues NHPP which was established under MAP-21. The NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate System.
- All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes.
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.
- STRAHNET - the network of highways important to U.S. strategic defense and its connectors to major military installations.

The NHPP incorporated the funding from pre-MAP-21 programs including the Interstate Maintenance (IM) Program, National Highway System (NHS) Program, and Highway Bridge Program (HBP) for bridge infrastructure on the NHS.

Surface Transportation Block Grant Program (STBGP)

The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP) acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how the Federal Highway Administration (FHWA) has historically administered it. The STBGP promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

The STP, now the STBGP, incorporated the funding from the pre-MAP-21 Highway Bridge Program (HBP) for bridge infrastructure not on the NHS.

Per the FAST Act, a percentage (51% in 2016 with a 1% increase in each fiscal year of the FAST Act thereafter) of the STBGP apportionment (after mandatory set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:

- Urbanized areas with population greater than 200,000.
- Areas with population greater than 5,000 but no more than 200,000
- Areas with population of 5,000 or less

The remaining percentage may be used in any area of the State.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The FAST Act continues the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that

do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). As ND is currently a state without a nonattainment or maintenance area, CMAQ funds can be used for any CMAQ or STGBP eligible project.

Highway Safety Improvement Program (HSIP)

The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A HSIP project is any strategy, activity or project on a public road that is consistent with the data-driven Vision Zero Plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

Projects may provide improvements at identified high accident locations, minimize the potential for accidents, or are part of a system-wide improvement related to safety, as long as they are consistent with the Vision Zero Plan.

Railway-Highway Crossings Program

The FAST Act continues the Railway-Highway Crossing Program. Funds are set aside from the HSIP for the Railway-Highway Crossing Program for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

Funds are used to install or improve protective devices at railroad crossings to include signing, signals, or signals with gates and for improving at-grade railroad crossings and constructing or reconstruction of highway-railroad separation structures.

Metropolitan Planning Program

Continued in the FAST Act, the metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. This funding is provided to the Metropolitan Planning Organizations (MPO) Program for TIP development, planning, transportation plans, and operation of the MPO.

National Highway Freight Program (NHFP)

The FAST Act establishes a new National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;

- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN.

Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State’s freight plan (required in FY 2019 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects.

Other Programs

Transportation Alternatives (TA)

The FAST Act eliminated the Transportation Alternatives Program (TAP) established by MAP-21 and replaced it with a set-aside of the Surface Transportation Block Grant Program (STBGP) funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The TAP previously replaced the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP), and Safe Routes to School (SRTS), wrapping them into a single funding source.

Funds are to be used on projects or activities that are related to surface transportation as noted below:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The RTP under 23 USC 206.
- The SRTS Program under §1404 of SAFETEA–LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Workforce development, training, and education activities that are in accordance with 23 USC 504(e).

Both cities and counties receive a percentage of the set-aside of the STBGP funding for TA, after approximately \$1 million is set aside for the RTP. The RTP is used to provide for the continuation of recreational trails projects and it is administered by the North Dakota Department of Park and Recreation. The state has the option to opt out of the RTP program each year, based on the Governor’s direction.

Selection of Projects

TA funds are administered by the LG Division to large and small urban areas, rural areas, and counties. Using a competitive process, a committee comprised of state, local, MPO, and other officials will select from proposed projects submitted by eligible entities. The match for these projects is generally 80.93 percent federal and 19.07 percent county or city.

The RTP is administered by ND Parks and Recreation as agreed upon in a Memorandum of Understanding between NDDOT, NDPRD, and FHWA. The RTP is shown separately under District 9.

Eligible Project Sponsors

Under 23 U.S.C. 213(c)(4)(B), the eligible entities to receive TA funds are:

- Local governments
- Regional transportation authorities,
- Transit agencies,
- Natural resource or public land agencies,
- School districts, local education agencies or schools,
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or state agency) that the state determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

Highway Bridge Program (HBP)

The HBP was removed as a formula program in MAP-21, as it was rolled into the core formulas of the NHPP and STP, now the STBGP in the FAST Act. But since North Dakota may still have apportionment balance remaining in HBP, the apportionment continues to be available under the applicable rules of the pre-MAP-21 HBP. HBP funds are dedicated to reconstructing or rehabilitating existing bridges that meet certain sufficiency ratings. Generally, a bridge with a sufficiency rating ≤ 50 is eligible for replacement. Bridges rated between 50 and 80 are generally eligible for rehabilitation but not replacement. BR funds can also be used for preventive maintenance activities on bridges. Construction can occur on projects not eligible for BR funds but the funding must come from other federal apportionment sources (NHPP, STBGP, CMAQ, etc.)

North Dakota continues to provide funding equal to half the 2009 HBP Apportionment to the Counties each year for Bridge projects. This amounts to about \$5.9 million.

Emergency Relief (ER) Program

The FAST Act continues the Emergency Relief (ER) provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. This is normally due to a result of flooding caused by heavy rains or large spring run-off. Once the Governor declares a disaster area, and FHWA accepts the State's proposal, special funds are made available for the repair or restoration of these roads. Emergency repair work which is performed to restore essential traffic, minimize the extent of damage, or protect the remaining facilities and is accomplished in the first 180 days after the occurrence of the disaster, may be reimbursed at 100 percent Federal share. Permanent repairs generally are reimbursed at 80.93 percent Federal share.

The FAST Act continues providing up to \$100 million nationally each year for the repair or reconstruction of Federal-aid highways and roads.

Discretionary Program

The FAST Act continues some of the previous Discretionary Programs, which are federal funds specifically designated by Congress for particular projects or programs are not distributed by a mandated distribution formula. Allocated funds are generally congressional appropriation earmarks and Congress acts on these funds each year as part of the new Appropriations Act. The spending level varies from year to year. Allocated discretionary funds generally have their own obligation limitation, which is equal to the amount of the funding. Many discretionary programs were eliminated under MAP-21, but many of the eligibilities are covered in other programs.

Federal Lands and Tribal Transportation Program

The FAST Act continues to acknowledge the importance of access to federal and tribal lands. The Federal Lands and Tribal Transportation Program consists of three programs to create unification and acknowledge the importance of access to federal and tribal lands. The *Federal Lands Transportation Program (FLTP)* is for projects that improve access within the Federal

estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. The Federal land management agency (FLMA) partners will administer the program. The *Federal Lands Access Program* is for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. Representatives from FHWA, NDDOT (LG Division), and local government, in consultation with applicable FLMAs, will administer the program. The *Tribal Transportation Program (TTP)* provides access to basic community services to enhance the quality of life on Indian Reservations. The Bureau of Indian Affairs (BIA) or FHWA- Central Federal Lands (CFL) will administer the program along with the local tribal partners.

Urban and County Federal Funding

Urban Streets and Highways

In urban areas, roads that primarily serve traffic generating outside of the urban area have been designated as the Regional System. The Regional System generally consists of streets and highways on the state system in and through urban areas. Other functionally classified streets are referred to as urban roads. The federal fund apportionment for urban streets and highways is divided between the Urban Roads and Urban Regional systems. Each year, NDDOT Local Government (LG) Division coordinates with the cities above 5,000 in population (including those that have a Metropolitan Planning Organization (MPO)) to prepare and submit requests for urban roads, and bridge replacement projects for the next four construction years. NDDOT requests urban regional system projects for the next five construction years.

Urban areas over 50,000 residents have MPOs, which are involved in program planning for those areas. These areas are required to prepare a TIP each year. Each of the three MPOs has prepared a TIP document which is available upon request:

1. Bismarck-Mandan Metro Area, 221 N. 5th St., PO Box 5503, Bismarck, ND 58506-5503, Telephone (701) 355-1840, Email: mpo@bismarcknd.gov
Website: <http://www.bismarcknd.gov/>
2. Fargo-Moorhead-West Fargo Metro Area, One 2nd St N., Suite #232, Fargo, ND 58102, Telephone (701) 232-3242, Email: metrocoq@fmmetrocog.org
Website: <http://www.fmmetrocog.org>
3. Grand Forks-East Grand Forks Metro Area, 255 N. 4th St., Grand Forks, ND 58206, Telephone (701) 746-2660, Email: info@theforksmmpo.org
Website: <http://www.theforksmmpo.org>

County Roads and Bridges

The LG Division annually allocates money to each county for roads and bridges. The annual allocations are sometimes not sufficient to fund a project within a county. In some instances, counties may allow their allocations to accumulate for two or more years. When sufficient amounts exist, they may then fund a project.

The NDDOT shares the federal highway funds with the 53 counties. MAP-21 does not specifically identify funding for county roads, but the NDDOT has chosen to provide funds for

their roads using the percentages outlined in MAP-21 for areas with populations less than 5000. The counties can use these funds for any project they select as long as it is on their federal aid system of roads. The match on these projects is up to 80.93 percent federal with the remainder being county funds.

NDDOT distributes these funds to the 53 counties based on the following formula:

- 25% - Land area
- 25% - Population
- 25% - Miles of federal aid roads
- 25% - Local effort (mill levy program)

The counties also receive funding for bridges to use on the county and township roads, and on most streets in the cities, but not on the urban (state) system. The FAST Act requires that 15% of the 2009 HBP Apportionment be obligated for off system bridges. See “Highway Bridge Program (HBP)” for more information. The match for these projects is generally 80.93 percent federal and 19.07 percent county or city.

The individual counties select their projects on an annual basis. The projects will be identified when LG meets with the counties in October. A list of proposed projects is sent to FHWA each year. Due to the timing of the yearly meetings with the counties, it is not possible to include a current list of projects in the Appendix.

Public Transit Programs

The NDDOT administers federal transit grant funds to rural, non-urbanized areas and state-aid funding for the entire state, and ensures that transit projects meet federal and state regulations and requirements.

North Dakota’s public transit programs fall into three categories, which are included in this STIP in summary form. The categories are as follows:

1. Urban/Urbanized Transit Programs
2. Rural Transit Programs
3. State Aid Transit Program

Federal Transit Grants

The Federal Transit Administration (FTA) annually apportions federal funding which includes grant monies allotted under sections 5303, 5304, 5307, 5339, 5310, and 5311. The grant funding is administered as follows:

Section 5303 AND 5304 – Statewide Planning and Metropolitan Planning

Section 5304 is a companion program to the Section 5303 program and provides an annual apportionment of federal transit planning funds to North Dakota for a variety of statewide planning activities. The state can use these funds for a variety of transit related purposes such as planning, technical studies and assistance, demonstrations, management training and cooperative research. Currently, these funds are combined with the Section 5303 funds and disbursed to the urbanized areas in the state for metropolitan planning activities. An urbanized area is an

incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Section 5304 funds shifted to the metropolitan areas are rolled into the Consolidated Planning Grant. The combining of FTA and FHWA planning funds allows flexibility in transportation, urban street and highway planning activities. Budget tracking and cost billing are also greatly simplified. Section 5304 and Section 5303 funds are distributed to the three MPOs by means of a distribution formula developed by the MPOs. The MPOs and their respective cities each develop an annual proposed work program that details how each urbanized area will utilize its planning apportionment. The three urbanized areas in North Dakota are: Bismarck-Mandan, Fargo-Moorhead and Grand Forks-East Grand Forks.

Two of North Dakota's urbanized areas (Fargo-Moorhead, and Grand Forks-East Grand Forks) are located at the North Dakota state line with Minnesota and have neighboring state line cities of Moorhead, Minnesota and East Grand Forks, Minnesota respectively. Minnesota planning funds allocated annually to these two Minnesota cities by FTA and FHWA are also pooled into the CPG to facilitate administration of these funds to these state line urbanized areas. The NDDOT is the lead agency and administers the combined CPG funds for both state line urbanized areas.

Section 5307 Urbanized Area Formula Program

Section 5307 makes federal funds available to urbanized areas for transit capital and operating assistance in urbanized areas and also for transit related planning.

In North Dakota, Section 5307 formula transit funds are administered directly to the state's three urbanized areas/cities by the FTA Region VIII Office in Denver, and thus the funds do not pass through the NDDOT. The MPOs and their respective cities jointly develop an annual proposed transit "program of projects" that details how each urbanized area will utilize its transit apportionment. The three urbanized areas in North Dakota are: Bismarck-Mandan, Fargo-Moorhead, and Grand Forks-East Grand Forks.

Section 5339 Bus and Bus Facilities for Major Capital Investment

Section 5339 provides federal funds for transit projects in both urban and rural areas of the state to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. These funds are provided for transit needs that exceed the capabilities of the annual formula funding provided under Sections 5307 and 5311. Providers will submit applications for various programs appropriate to the needs of their agency.

Section 5310 – Enhanced Mobility for Seniors and Persons with Disabilities

Section 5310 program funds may be used for capital and operating expenses in rural and urban areas to support transportation services to improve the mobility of seniors and persons with disabilities. These funds are generally used to purchase vehicles.

Projects selected for funding under Section 5310 must be derived from a locally developed, coordinated public transit/human services transportation plan. These plans identify the transportation needs of persons with disabilities, seniors and people with low incomes and provide strategies for meeting these needs. Eligible subrecipients are private nonprofit

organizations, governmental authorities where no non-profit organizations are available to provide service and intercity carriers, provided all federal qualifications are met.

Sections 5311 Formula Grants for Other than Urbanized Areas

Section 5311 provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. It is apportioned in proportion to each state's non-urbanized population. Funding may be used for capital, operating, state administration, and project administration expenses. Each state prepares an annual "program of projects", which must provide for fair and equitable distribution of funds within the state, including Indian reservations, and must also provide for maximum feasible coordination with transportation services assisted by other federal sources.

Section 5311(b)(3) Rural Transit Assistance Program (RTAP)

The program provides funds for transit related training and technical assistance to the rural transit operators in the state. These RTAP funds can be used for personnel training to improve public transit services in rural areas. These funds are provided at 100%, and therefore, do not require the usual local matching funds.

FTA-RTAP funds will be used to provide local transit projects and personnel a variety of training and technical assistance in the field of public transit. This is made available to all rural transit projects in the state that receive 5311 funding.

Section 5311(j), Public Transportation on Indian Reservations

This transit assistance program provides federal funds directly to Indian Tribes to improve public transportation on Indian Reservations. All four (4) Indian Reservations in North Dakota are eligible for these funds and can apply for them through the FTA Denver Regional Office.

Section 5311(f), Intercity Bus Program

This Intercity program provides federal funds to Intercity operators. The goal of the program is to provide continuous bus transportation across the country. A minimum of 15% of the Section 5311 funding is programed for the Intercity Program.

Urbanized Transit Programs

Urban areas with populations over 50,000 persons are known as urbanized areas, and each has a Metropolitan Planning Organizations (MPO's) that conducts transit planning for its respective urbanized area. North Dakota's three MPO-designated urbanized areas are:

1. Bismarck-Mandan
2. Fargo-Moorhead
3. Grand Forks-East Grand Forks

Each of the three MPOs and their respective cities jointly develop an annual proposed transit "program of projects" that details how each urbanized area will utilize its transit funds. Details of the respective transit program of projects are contained in each MPO area TIP (Transportation Improvement Program).

Rural Transit Programs

Localities with less than 50,000 in population are defined as rural areas. North Dakota currently has 30 rural transit agencies that will receive Section 5311 funding to provide transit services in the rural areas of the state. These rural transit agencies are eligible to receive Sections 5339 and 5310 funding. These funds are administered by the NDDOT based on project needs as determined through an application process.

It is anticipated that the number of rural transit projects receiving federal funding each year will remain relatively constant during the timeframe covered by this STIP document. Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

State Aid for Public Transit Programs

North Dakota has a State Aid for Public Transit assistance program. Since this state-aid program involves only state funds (no federal funding) it is included herein for informational purposes only. 33 public transit projects (both urban and rural) throughout the state receive state funds to support their transit operations.

Transit Performance Management

Performance measures have been established for facilities, equipment, and rolling stock as part of the NDDOT Transit Asset Management (TAM) Plan. These performance measures help the transit agencies quantify the condition of their assets which facilitates setting targets that support funding prioritization.

NDDOT has developed a State Transit Agency Safety Plan with a Safety Management System (SMS) to monitor and improve the safety performance for passengers and employees. Performance measures and targets regarding Injuries, Fatalities, Safety Events, and System Reliability have been established so to reduce the areas of highest or unacceptable safety risk.

Transit asset management is a strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risk, and costs over their life cycle to provide cost effective and reliable service to current and future customers. The NDDOT Public Transportation Sponsor Group Transit Asset Management Plan is available on the NDDOT website at <https://www.dot.nd.gov/divisions/localgov/transit-operator-portal.htm> by clicking on “State TAM Plan” under Additional Resources. The plan describes the performance measures and performance targets used in assessing the performance of the transportation system for transit asset management.

NDDOT uses BlackCat and RouteMatch software tools to assist with transit investment prioritization and funding decisions. Several factors are considered when setting transit investment priorities including asset inventories, condition assessments, safety and accessibility, weather resiliency, grant committee recommendations, and anticipated project funding.

Transit Program Information

For questions or further information on any of the above transit programs, contact the LG Division by phone at (701) 328-4469 or via email to Stacey Hanson at smhanson@nd.gov.

**2021
Program Summary (In Thousands)**

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$60,967 | \$54,759 | \$6,208 | \$0 | \$0 | \$0 |
| National Highway Performance | \$160,627 | \$129,900 | \$30,727 | \$173,096 | \$147,321 | \$25,775 |
| National Highway Freight ⁽⁴⁾ | \$0 | \$0 | \$0 | \$10,490 | \$9,441 | \$1,049 |
| Highway Bridge ⁽⁵⁾ | \$26,503 | \$22,163 | \$4,340 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$12,257 | \$11,032 | \$1,225 | \$7,960 | \$7,164 | \$796 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,564 | \$4,108 | \$456 |
| Surface Transportation | \$71,800 | \$58,369 | \$13,431 | \$49,253 | \$40,039 | \$9,213 |
| Total | \$337,376 | \$280,923 | \$56,453 | \$245,363 | \$208,074 | \$37,289 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$37,537 | \$28,887 | \$8,650 | \$12,219 | \$9,403 | \$2,816 |
| Highway Bridge ⁽⁵⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$1,888 | \$1,700 | \$188 | \$1,888 | \$1,700 | \$188 |
| Surface Transportation/CMAQ/UGP | \$26,736 | \$18,905 | \$7,831 | \$47,058 | \$33,275 | \$13,783 |
| Total | \$66,470 | \$49,742 | \$16,728 | \$61,165 | \$44,378 | \$16,787 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$20,416 | \$16,454 | \$3,962 | \$20,064 | \$16,171 | \$3,893.74 |
| Highway Safety Improvements ⁽⁶⁾ | \$4,661 | \$4,181 | \$480 | \$4,661 | \$4,181 | \$480 |
| Highway Bridge | \$9,310 | \$7,516 | \$1,794 | \$7,296 | \$5,890 | \$1,406 |
| Total | \$34,387 | \$28,151 | \$6,236 | \$32,021 | \$26,242 | \$5,780 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁷⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,288 | \$850 | \$438 | \$1,448 | \$956 | \$492 |
| County Areas | \$1,892 | \$1,370 | \$522 | \$973 | \$704 | \$268 |
| Total | \$3,180 | \$2,220 | \$960 | \$2,421 | \$1,660 | \$761 |
| Emergency Relief | \$24,282 | \$19,965 | \$4,317 | \$24,282 | \$19,965 | \$4,317 |
| Federal Lands Highways | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| SOIB | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Illustrative | \$51,000 | \$0 | \$51,000 | \$0 | \$0 | \$0 |
| Transit | \$24,111 | \$16,489 | \$7,622 | \$24,111 | \$16,489 | \$7,622 |
| Total | \$544,806 | \$401,490 | \$143,316 | \$393,363 | \$320,808 | \$72,555 |
| Maintenance & Operations | \$125,588 | \$0 | \$125,588 | \$125,588 | \$0 | \$125,588 |
| Grand Total | \$670,394 | \$401,490 | \$268,904 | \$518,951 | \$320,808 | \$198,143 |

(1) Contains pending projects - (\$16.9 Million Total, \$13.2 Million Federal), if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21 and FAST, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as \$0, but it will come out of the National Highway Performance Program.

(4) This revenue will be used on an eligible project, generally on the Interstate or Nation Highway systems.

(5) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBGP) with MAP-21 and FAST. The Highway Bridge Program is tracked separately. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STBGP revenues.

(6) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

(7) The Revenue is shown as \$0 under the State Highway portion of the Transportation Alternatives, but the necessary revenue will come out of the STBGP revenues if the projects move forward based on the Program funding decisions.

2022
Program Summary (In Thousands)

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$60,982 | \$48,911 | \$12,071 | \$0 | \$0 | \$0 |
| National Highway Performance | \$92,337 | \$59,150 | \$33,187 | \$210,965 | \$150,268 | \$60,698 |
| National Highway Freight ⁽⁴⁾ | \$0 | \$0 | \$0 | \$10,700 | \$9,630 | \$1,070 |
| Highway Bridge ⁽⁵⁾ | \$21,560 | \$17,761 | \$3,799 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$28,974 | \$26,718 | \$2,256 | \$14,120 | \$13,020 | \$1,099 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,656 | \$4,190 | \$465 |
| Surface Transportation | \$171,323 | \$122,085 | \$49,238 | \$57,327 | \$40,851.32 | \$16,476 |
| Total | \$380,398 | \$279,325 | \$101,073 | \$297,767 | \$217,959 | \$79,808 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$13,765 | \$11,140 | \$2,625 | \$11,852 | \$9,592 | \$2,260 |
| Highway Bridge ⁽⁵⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Surface Transportation/CMAQ/UGP | \$51,336 | \$34,088 | \$17,248 | \$51,158 | \$33,970 | \$17,188 |
| Total | \$65,410 | \$45,478 | \$19,932 | \$63,009 | \$43,561 | \$19,448 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$20,963 | \$16,897 | \$4,066 | \$20,490 | \$16,516 | \$3,974 |
| Highway Safety Improvements ⁽⁶⁾ | \$318 | \$286 | \$32 | \$286 | \$286 | \$0 |
| Highway Bridge | \$7,278 | \$5,890 | \$1,388 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$28,559 | \$23,073 | \$5,486 | \$28,054 | \$22,692 | \$5,362 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁷⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$2,773 | \$2,096 | \$677 | \$1,264 | \$956 | \$309 |
| County Areas | \$2,555 | \$1,872 | \$683 | \$961 | \$704 | \$257 |
| Total | \$5,328 | \$3,968 | \$1,360 | \$2,225 | \$1,660 | \$566 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Highways | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| SOIB | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Illustrative | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transit | \$24,594 | \$16,819 | \$7,775 | \$24,594 | \$16,819 | \$7,775 |
| Total | \$509,289 | \$373,663 | \$135,626 | \$419,650 | \$306,691 | \$112,959 |
| Maintenance & Operations | \$125,588 | \$0 | \$125,588 | \$125,588 | \$0 | \$125,588 |
| Grand Total | \$634,877 | \$373,663 | \$261,214 | \$545,238 | \$306,691 | \$238,547 |

(1) Contains pending projects - (\$4.3 Million Total, \$3.7 Million Federal), if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21 and FAST, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as \$0, but it will come out of the National Highway Performance Program.

(4) This revenue will be used on an eligible project, generally on the Interstate or Nation Highway systems.

(5) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBGP) with MAP-21 and FAST. The Highway Bridge Program is tracked separately. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STBGP revenues.

(6) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

(7) The Revenue is shown as \$0 under the State Highway portion of the Transportation Alternatives, but the necessary revenue will come out of the STBGP revenues if the projects move forward based on the Program funding decisions.

2023
Program Summary (In Thousands)

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$79,560 | \$71,492 | \$8,068 | \$0 | \$0 | \$0 |
| National Highway Performance | \$104,839 | \$84,568 | \$20,271 | \$180,292 | \$153,273 | \$27,018.40 |
| National Highway Freight ⁽⁴⁾ | \$0 | \$0 | \$0 | \$10,914 | \$9,822 | \$1,091 |
| Highway Bridge ⁽⁵⁾ | \$26,644 | \$22,916 | \$3,728 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$17,356 | \$15,621 | \$1,735 | \$15,080 | \$13,572 | \$1,507 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,749 | \$4,274 | \$475 |
| Surface Transportation | \$106,295 | \$85,902 | \$20,393 | \$51,574 | \$41,679.49 | \$9,895 |
| Total | \$339,916 | \$285,199 | \$54,717 | \$262,608 | \$222,621 | \$39,987 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$22,127 | \$13,804 | \$8,323 | \$15,682 | \$9,783 | \$5,899 |
| Highway Bridge ⁽⁵⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Surface Transportation/CMAQ/UGP | \$63,144 | \$42,971 | \$20,173 | \$50,958 | \$34,678 | \$16,280 |
| Total | \$85,580 | \$57,025 | \$28,555 | \$66,640 | \$44,462 | \$22,179 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$21,522 | \$17,349 | \$4,173 | \$20,925 | \$16,867 | \$4,057 |
| Highway Safety Improvements ⁽⁶⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Highway Bridge | \$7,278 | \$5,890 | \$1,388 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$28,800 | \$23,239 | \$5,561 | \$28,203 | \$22,757 | \$5,445 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁷⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,181 | \$956 | \$225 | \$1,180 | \$956 | \$225 |
| County Areas | \$870 | \$704 | \$166 | \$870 | \$704 | \$166 |
| Total | \$2,051 | \$1,660 | \$391 | \$2,051 | \$1,660 | \$391 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Highways | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| SOIB | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Illustrative | \$2 | \$0 | \$2 | \$0 | \$0 | \$0 |
| Transit | \$25,085 | \$17,155 | \$7,930 | \$25,085 | \$17,155 | \$7,930 |
| Total | \$486,434 | \$389,278 | \$97,156 | \$388,587 | \$312,655 | \$75,931 |
| Maintenance & Operations | \$125,588 | \$0 | \$125,588 | \$125,588 | \$0 | \$125,588 |
| Grand Total | \$612,022 | \$389,278 | \$222,744 | \$514,175 | \$312,655 | \$201,519 |

(1) Contains pending projects - (\$38.4 Million Total, \$27.5 Million Federal), if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21 and FAST, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as \$0, but it will come out of the National Highway Performance Program.

(4) This revenue will be used on an eligible project, generally on the Interstate or Nation Highway systems.

(5) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBGP) with MAP-21 and FAST. The Highway Bridge Program is tracked separately. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STBGP revenues.

(6) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

(7) The Revenue is shown as \$0 under the State Highway portion of the Transportation Alternatives, but the necessary revenue will come out of the STBGP revenues if the projects move forward based on the Program funding decisions.

2024
Program Summary (In Thousands)

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$90,442 | \$81,286 | \$9,156 | \$0 | \$0 | \$0 |
| National Highway Performance | \$67,553 | \$54,671 | \$12,882 | \$183,562 | \$156,339 | \$27,223.78 |
| National Highway Freight ⁽⁴⁾ | \$0 | \$0 | \$0 | \$11,132 | \$10,019 | \$1,113 |
| Highway Bridge ⁽⁵⁾ | \$26,119 | \$22,225 | \$3,894 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$21,874 | \$19,687 | \$2,187 | \$13,958 | \$12,563 | \$1,396 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,844 | \$4,360 | \$484 |
| Surface Transportation | \$99,955 | \$79,929 | \$20,026 | \$53,179 | \$42,524.22 | \$10,654 |
| Total | \$311,165 | \$262,498 | \$48,667 | \$266,675 | \$225,804 | \$40,871 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$40,684 | \$25,855 | \$14,829 | \$15,702 | \$9,979 | \$5,723 |
| Highway Bridge ⁽⁵⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁶⁾ | \$334 | \$334 | \$0 | \$334 | \$334 | \$0 |
| Surface Transportation/CMAQ/UGP | \$55,570 | \$39,136 | \$16,434 | \$50,267 | \$35,401 | \$14,866 |
| Total | \$96,897 | \$65,575 | \$31,322 | \$66,303 | \$45,714 | \$20,589 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$22,091 | \$17,810 | \$4,281 | \$21,367 | \$17,226 | \$4,141 |
| Highway Safety Improvements ⁽⁶⁾ | \$928 | \$947 | -\$19 | \$947 | \$947 | \$0 |
| Highway Bridge | \$7,278 | \$5,890 | \$1,388 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$30,297 | \$24,647 | \$5,650 | \$29,592 | \$24,063 | \$5,529 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁷⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,181 | \$956 | \$225 | \$1,180 | \$956 | \$225 |
| County Areas | \$870 | \$704 | \$166 | \$870 | \$704 | \$166 |
| Total | \$2,051 | \$1,660 | \$391 | \$2,051 | \$1,660 | \$391 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Highways | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| SOIB | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Illustrative | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transit | \$25,587 | \$17,498 | \$8,089 | \$25,587 | \$17,498 | \$8,089 |
| Total | \$470,997 | \$376,878 | \$94,119 | \$394,208 | \$318,739 | \$75,469 |
| Maintenance & Operations | \$125,588 | \$0 | \$125,588 | \$125,588 | \$0 | \$125,588 |
| Grand Total | \$596,585 | \$376,878 | \$219,707 | \$519,796 | \$318,739 | \$201,057 |

(1) Contains pending projects - (\$37.0 Million Total, \$28.2 Million Federal), if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21 and FAST, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as \$0, but it will come out of the National Highway Performance Program.

(4) This revenue will be used on an eligible project, generally on the Interstate or Nation Highway systems.

(5) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBGP) with MAP-21 and FAST. The Highway Bridge Program is tracked separately. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STBGP revenues.

(6) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

(7) The Revenue is shown as \$0 under the State Highway portion of the Transportation Alternatives, but the necessary revenue will come out of the STBGP revenues if the projects move forward based on the Program funding decisions.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

REQUIRED FEDERAL CERTIFICATIONS
(PER 23 U.S.C. 135 AND 23 CFR, PART 450.220 - HIGHWAYS)
(PER 49 U.S.C., SECTION 5323(k) - TRANSIT)

The North Dakota Department of Transportation (NDDOT) hereby certifies that its statewide transportation planning process is being carried out in accordance with all respective Federal requirements, including the following:

Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;

Section 1003(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Public Law 102-204, 105 Statute 1914) regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded projects (Section 105(f), Public Law 97-424, 96 Statute 2100, 49 CFR Part 23);

The provisions of the Americans with Disabilities Act (ADA) of 1990 (Public Law 101-336, 104 Statute 327, as amended) and the U.S. DOT regulations "Transportation for Individuals with Disabilities"; and

The provisions of 49 CFR Part 20 regarding restrictions on influencing certain Federal activities.

IN ADDITION,

NDDOT, as an applicant for FHWA programs, grants, or cooperative agreements, certifies that its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (2) of this certification;
4. Have not within a three-year period preceding this certification had one or more public transactions (Federal, State, or local) terminated for cause or default; and
5. Have not engaged in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance and that the entire workplace is drugfree while conducting any activity with grants or subgrants.

NDDOT certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 49 CFR, Part 29, are applicable thereto.

IN ADDITION,

NDDOT certifies that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any Federal contract; the making of any Federal grant; the making of any Federal loan; the entering into of any cooperative agreement; and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S.C. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



NDDOT Director

Wayne Stenehjem

Attorney General

10-13-20

Date

10/12/20

Date

By:


Assistant Attorney General



U.S. Department
of Transportation

Federal Highway Administration
[North Dakota Division](#)
4503 Coleman St, Ste 205
Bismarck, ND 58503
701.250.4204 – Phone
701.250.4395 – Fax

Federal Transit Administration
[Region 8](#)
1961 Stout St, Ste 13-301
Denver, CO 80294-3007
303.362.2400 – Phone
303.362.2424 – Fax

November 19, 2020

Mr. William T. Panos, Director
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Dear Mr. Panos:

Subject: Statewide Planning Finding and State Transportation Improvement Program (STIP) Approval

The North Dakota Department of Transportation 2021-2024 Statewide Transportation Improvement Program submitted October 21, 2020 to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is approved.

We are required to evaluate the planning process as part of the Statewide Transportation Improvement Program (STIP) approval. 23 CFR 450.220(b) instructs the two Administrations to issue a “joint finding on the extent to which the STIP is based on a statewide planning process that meets, or substantially meets, the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and subparts A, B, and C of this part.”

The formal planning finding for the 2021-2024 STIP is attached. The planning finding this year was an extensive look at all the planning elements, including the statewide and metropolitan planning activities, the Statewide Transportation Improvement Plan, performance-based planning, and public involvement activities. The in depth look at the programs comes with an increased national emphasis on the planning finding requirement.

Throughout the year, the FTA and the FHWA have engaged in activities with the Metropolitan Planning Organizations (MPOs), including periodic MPO Directors meetings and regularly scheduled MPO technical committee meetings. The MPOs have also provided copies of documents they have prepared for studies and Transportation Improvement Programs, and invitations to public involvement meetings.

Based on the reviews and participation in the statewide and MPO planning activities, the FTA and the FHWA have identified one corrective action which needs to be addressed both for the short term and before the next STIP approval. There are two recommendations which are intended only to assist the NDDOT in improving their program, not as a corrective action. In addition to the recommendations, there are two commendations for the NDDOT and MPOs. The attached planning finding provides additional details.

If you have questions or need additional information, please contact Ms. Ranae Tunison, FTA, at 303-362-2397, or Ms. Kristen Sperry, FHWA, at 701-221-9464.

Sincerely,

CINDY E
TERWILLIGER

Digitally signed by CINDY E
TERWILLIGER
Date: 2020.11.19 17:30:36 -07'00'

Ms. Cindy Terwilliger
Regional Administrator
Federal Transit Administration

LEE DAVID
POTTER

Digitally signed by LEE
DAVID POTTER
Date: 2020.11.23 08:41:08
-06'00'

Mr. Lee D. Potter, P.E.
Division Administrator
Federal Highway Administration

Enclosure: STIP Federal Planning Finding

Ecc: Steve Salwei, NDDOT
Jane Berger, NDDOT
Paul Benning, NDDOT
Tracey MacDonald, FTA
Kris Reisenberg, FHWA-MN
Anna Pierce, MnDOT
Sandy Zimmer, FHWA-ND

North Dakota FY 2021-2024 STIP Federal Planning Finding

Issued by FTA Region 8 and FHWA North Dakota Division for Statewide, Non-Metropolitan, and Metropolitan Transportation Planning and Programming Processes

This is the documented Federal Planning Finding for the North Dakota FYs 2021-2024 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs).

BACKGROUND INFORMATION

What is a Federal Planning Finding?

- A Federal Planning Finding is a formal action taken by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) to ensure that STIPs and TIPs are developed according to Statewide and Metropolitan transportation planning processes consistent with required statutory and regulatory planning and related provisions.
- A Federal Planning Finding verifies projects in the STIP (including projects from TIPs) are based on a planning process that substantially meets the requirements of Title 23 and Title 49.
- A Federal Planning Finding is a formal opportunity to highlight what works well and what needs improvement in a Statewide or metropolitan transportation planning process.
- A Federal Planning Finding is a prerequisite to FTA/FHWA approval of the STIP and based on a planning process that substantially meets the requirements of Title 23 of the Code of Federal Regulations (CFR) Parts 450 and 771, and Title 49 CFR Part 613.

What are the statutory and regulatory requirements for the planning findings?

- The Fixing America's Surface Transportation Act (FAST Act) contains a statutory requirement for a Federal Planning Finding associated with the STIP, codified in 23 U.S.C. 135(g)(8).
 - 23 U.S.C. does not contain a similar statutory requirement for a Federal Planning Finding associated with TIPs.
- Through regulation, the requirement for a Federal Planning Finding applies to both the TIP (23 CFR 450.330(a)) and the STIP (23 CFR 450.220(b)).

PLANNING PROCESS OBSERVATIONS AND RECOMMENDATIONS

The following is a summary of the statewide and metropolitan transportation planning processes that have been identified:

Statewide Planning Process

Plans

- The North Dakota Department of Transportation (NDDOT) is currently updating their Long-Range Transportation Plan (Transportation Connection) to incorporate performance measures and targets. The NDDOT's annual investment strategy used in the development of the 2021-2024 STIP supports the federal performance measure targets in compliance with 23 USC 450. This STIP will allow them to meet the federal pavement, bridge, freight and system reliability targets. Various forms of public outreach have been used to gather input for Transportation Connection. Due to restrictions in the size of gatherings a virtual townhall meeting was held August 31, 2020. A Spanish Speaking forum and a meeting with the New American/Foreign Born/Immigrant (NFI) Advisory Board were held virtually. Virtual meeting opportunities have been extended to the tribes.
- The NDDOT Local Government Division receives requests from small urban communities to complete long-range planning efforts. Due to unforeseen circumstances Dickinson was not able to initiate an update to their plan and withdrew their request. Minot is currently working on a corridor study on Broadway/US 83 through Minot.
- The NDDOT developed a Statewide Active and Public Transportation Plan in 2019 branded as ND Moves. The plan addresses multiple modes of mobility including public transit, walking, and bicycling—identifying needs and opportunities across the transportation spectrum for all users. This plan is intended to serve as a guide and a resource for accommodating active and public transportation in the development of state and local transportation systems and programs.
- NDDOT is planning to update their Rail and Freight modal plans. NDDOT's State Freight Plan was determined to be FAST Act compliant in December 2017.

STIP Development

- The 2020-2023 STIP was approved on November 13, 2019. At that time, work was already underway on the 2021-2024 STIP. In April 2020, letters were sent to four Native American Tribes that have reservations in North Dakota. The letters requested a planning coordination meeting to receive input on projects to be included in the STIP. All four Tribes responded, and meetings were held virtually with NDDOT Programming Division staff. These meetings discussed projects the Tribes may have planned, as well as those the NDDOT has planned for the state routes in those areas.
- The NDDOT cooperatively developed Local Roads Safety Plans (LRSP) with the 4 Tribes, the 53 counties, 1 National Park, and the 12 largest urban areas in the state. The NDDOT sets aside

Highway Safety Improvement Program funding to cover priority projects from the Tribal and local community LRSPs each year.

- The draft 2021-2024 STIP went out for public comment June 15, 2020. The comment period was open until July 16, 2020.
- Comments received.

- Federal Transit Agency:

Comment: Include TAM performance targets from the TIPs and State Group Plan.

Response: *Performance targets and performance-based plans are referenced in the MPO TIPs per 23 CFR 450.324 and 23 CFR 450.326. This information is therefore included in the STIP as the TIPs are incorporated by reference.*

The following two paragraphs have been added: Transit asset management is a strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risk, and costs over their life cycle to provide cost effective and reliable service to current and future customers. The NDDOT Public Transportation Sponsor Group Transit Asset Management Plan is available on the NDDOT website at

<https://www.dot.nd.gov/divisions/localgov/transit-operator-portal.htm>

by clicking on "State TAM Plan" under Additional Resources. The plan describes the performance measures and performance targets used in assessing the performance of the transportation system for transit asset management.

NDDOT uses BlackCat and RouteMatch software tools to assist with transit investment prioritization and funding decisions. Several factors are considered when setting transit investment priorities including asset inventories, condition assessments, safety and accessibility, weather resiliency, grant committee recommendations, and anticipated project funding.

Comment: Include TIPs from MPOs and approval letters from Governor.

Response: *These will be added when the MPO has completed their TIPs and NDDOT signs the letters for the final STIP.*

- Fargo-Moorhead Metropolitan Council of Governments:

Comment: Metro COG did not see the Urban Grant Program (UGP) project for City of Fargo listed in the STIP. We received an award (FY 2022) letter from NDDOT in March, 2020 but the project is not in the STIP. Is the project moving forward? Has the status of the project changed? If so, this has not been communicated to Metro COG.

Response: *NDDOT notified the city of Fargo in March 2020 their application for the Urban Grant Program was selected for funding. The City responded to NDDOT they were declining the award.*

Comment: Metro COG would like further clarification on developing our Annual Listing of Obligated Projects (ALOP) and how ND DOT determines projects as "obligated". For example, West Fargo has a couple projects in the urban program (UGP and TA) for FY 2020, however the bid date is October 16, 2020, which is federal FY 2021. Metro COG would normally roll these projects into the program year of 2021 and therefore should see them in the draft STIP in 2021. However, direction from NDDOT has been to keep

them in the ALOP (FY 2020). If the determining factor is not the bid date, how does NDDOT determine if such projects are "obligated"? Is there a way for Metro COG to easily find said information?

Response: A project is defined as obligated when NDDOT's request for funding authorization has been approved by FHWA. These requests for authorization are typically 6-10 weeks prior to the bid opening date. For end of fiscal year, NDDOT must have all requests submitted to FHWA by September 15th. Please note bid dates should not be used as an indicator for fiscal year, instead use program year information received from NDDOT or as shown in the STIP.

Comment: There was a large 2021 HSIP concrete median project (PCN 22444 8130) in last year's 2021- 2023 STIP that is not in the 2021-2024 draft. The safety project was on 1-94 from W of Veterans Blvd to 1-29. It is our understanding that the project now consists of a single project involving the installation of high-tension cable median barrier from approximately 42nd Street to the bridges over the Sheyenne Diversion, but the project is not described this way in the STIP. We would appreciate clarification.

Response: PCN's 22444 and 22443 have been updated in the Final STIP with correct locations and work types.

State Planning and Research (SP&R) Work Program

- The Statewide Planning and Research (SPR) Part I work program for 2020-2021 was approved in November 2019. The Part II work program for 2020-2021 was approved in December 2019. The 2019 Part 1 work program annual summary report was submitted April 30, 2020. The activities completed were consistent with the 2019 SPR work program.
- The NDDOT holds yearly Research Advisory Committee (RAC) meetings to discuss proposals and plans for upcoming research topics in support of SP&R funding. This meeting invites committee members and invites various research programs across the state of North Dakota and promotes proposals that includes extensive laboratory material testing, evaluation, and data reporting to determine material characteristics, operation properties, and economic viability of an innovations to improve highway construction, safety, and maintenance.
- The NDDOT participated in a virtual peer exchange with Nebraska and South Dakota in November 2020. Periodic Peer Exchanges are a requirement of SPR Part II 23 CFR 420.209(a)(7).

Meeting and Public Involvement

- The NDDOT public involvement process during the State Planning process has been used effectively. NDDOT has a current plan for consultation with non-metropolitan local officials, adopted February 2016. The NDDOT created a single document clearly outlining how public involvement would be handled for all statewide plans. In accordance with the planning regulations at 23 CFR 450.210(b), the NDDOT included a separate chapter dealing solely with consultation with non-metropolitan local officials.

- By creating a single document dealing with public involvement processes, the public and elected officials have complete information on when and how they can become involved in the statewide planning process.

Review Activities

- No reviews specific to the Statewide Planning Process were conducted this year. Activities are monitored through bi-monthly planning coordination meetings, etc.

Performance Management

- The NDDOT set Safety Performance Targets, per 23 CFR 490, as well as set Pavement & Bridge Targets, and Performance of NHS & Freight Targets. The NDDOT coordinated with the MPOs in adopting NDDOT's PM 1, 2, & 3 target measures but also allowed the MPOs the option to establish their own target measure.
- Based on a consistency determination dated August 27, 2019; the NDDOT has developed and implemented a Transportation Asset Management Plan (TAMP) that is consistent with the requirements established by 23 USC 119 and 23 CFR 515. The consistency determination was dated August 27, 2019.

Coordination with MPOs

- The NDDOT continues to act to improve communication and coordination with the MPOs and meets with the MPOs on a semi-annual basis at the MPO Directors meetings. Representatives from NDDOT Divisions, such as Planning and Asset Management, often attend the MPO Directors meeting to ensure the MPOs receive the most recent information and updates about statewide planning activities.
- NDDOT was able to fill a position that is dedicated to management of the MPO process in 2019.
- The NDDOT continues to work with the MPOs to ensure CPG funds are utilized timely. Progress has been made on reducing the balances. The NDDOT, in coordination with FHWA, will continue to monitor CPG spending.

Metropolitan Planning Process

Plans

- All three MPOs have updated their Metropolitan Transportation Plans (MTP) including elements such bicycle/pedestrian & ADA plans. The GF-EGF MPO plan was finished in February 2019. The FMMCOG plan was completed in November 2019. The BMMPO plan was completed in March 2020.

TIPs

- The 2021-2024 TIPs for each MPO were incorporated into the 2021-2024 STIP by reference.

Unified Planning Work Programs (UPWP)

- UPWPs for the 2021-2022 biennium are planned to be approved in December 2020 and will become the active budget of the MPO in January 2021.
- All three MPOs are on schedule with the implementation of their listed UPWP activities.

Performance Management

- The MPO deadline for Safety target adoption was February 26, 2020.
- MPO adoptions on PM1
 - GF-EGF – adopted their own targets
 - FMMCOG – adopted NDDOT targets
 - BMMPO – adopted NDDOT targets
- The MPO deadline for PM2/3 target adoption was November 16, 2018.
- MPO adoptions on PM2
 - GF-EGF – adopted 4 of 6 NDDOT targets and two of their own
 - FMMCOG – adopted NDDOT targets
 - BMMPO – adopted NDDOT targets
- MPO adoptions on PM3
 - GF-EGF – adopted 1 of 3 NDDOT targets and two of their own
 - FMMCOG – adopted their own targets
 - BMMPO – adopted NDDOT targets

Meetings and Public Involvement

- The MPOs have been very active with planning studies over the last year. Public meetings have been held regularly, in addition to steering committee meetings and stakeholder meetings for each planning project.
- Public participation plans:
 - Bismarck-Mandan MPO – December 2017
 - Fargo-Moorhead Metro COG – May 2016
 - Grand Forks-East Grand Forks – June 2020

TMA

- NDDOT has worked with the MetroCOG in the past as well as the present in preparation of potential TMA status. The MPO has completed a mock TMA Certification was held in 2015, a Congestion Management Plan, and a Peer Exchange.
- NDDOT is internally discussing potential impacts to the MPO in becoming a TMA.

Review Activities

- NDDOT, FHWA and FTA conducted a Mid-Year Review with each of the MPO's in May 2020. During these meetings discussion topics include CPG balances, TIP development, a UPWP status update from the MPO and any other topics needing the group's attention. The review also includes any relevant updates from FHWA and FTA. MnDOT also participated in these reviews for the bi-state MPOs.

Commendations and Recommendations

Definitions

Corrective Actions:

These are activities that are required by statute or regulation and are not being done by the State, and may potentially prevent the STIP from being approved without correction or without an action in place to correct the current processes.

Recommendations:

These are activities that would be good for the NDDOT to incorporate into their planning processes. These activities are not required; however, some of the items that are noted as "strongly recommended" could become a Corrective Action in a future Federal Planning Finding if not appropriately addressed.

Commendations:

These are items that the FHWA and/or FTA deem worthy of recognition for their innovation and improvement to the process.

Resolutions of Previous Recommendations

- The CPG distribution formula and the amount of CPG funds available were discussed in detail during the fall Director's Meeting. NDDOT showed various ways that the formula could be updated as well as where MPOs are in their funding authorizations. No change to the current formula was requested from the MPOs at this time.
- The MPOs requested 2 CFR 200 training. A request has been made by the ND Division office for a training to be brought in by the FHWA Resource Center.
- The Grand Forks-East Grand Forks Public Participation Plan was updated in 2020.

Observations and Recommendations

Corrective Actions:

The MPOs are not identifying resources from public sources that are reasonably expected to be available to carry out the program 23 CFR 134(j)(2)(B)(ii). The MPO TIPs are showing the construction phase for

roadway projects that receive federal funding, but not other phases of projects. 23 CFR 450.326(g) requires each project or phase of a project to include the total project cost and the amount of Federal funds proposed to be obligated.

Recommendations:

- In coordination with the FHWA ND Division, the NDDOT and MPOs should communicate any training needs so that FHWA can help facilitate and organize any trainings or workshops.
- The MPOs and NDDOT when developing the TIP should ensure continuous, cooperative, and comprehensive coordination occurs.

Commendations:

- The NDDOT has been successfully conducting outreach for the state's Transportation Connection with traditionally underserved populations.
- The NDDOT and MPOs have done a great job being able to adapt their processes and procedures while working remotely.

Conclusion

The FHWA and FTA, based on the State DOT and MPO(s) self-certifications of their statewide and metropolitan planning processes, review of self-certification supporting documentation, and our involvement in the State and MPO transportation planning processes, hereby find that the NDDOT STIP for FYs 2021-2024 is based on a statewide transportation planning process that meets the requirements of 23 USC Sections 134 and 135, 49 USC Sections 5303 and 5304, and subparts A, B, and C of 23 CFR 450, 23 CFR 420, and 49 CFR 613 as long as the corrective action is addressed both for the short term and before the next STIP approval.

October 16, 2020

Mrs. Cindy Gray
Executive Director
Fargo-Moorhead Metro COG
One 2nd Street North, Suite 232
Fargo, ND 58102

APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2021-2024 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The current transportation bill, Fixing America's Surface Transportation (FAST) Act, was signed in December 2015 and expired September 30, 2020. However, Congress passed, and the President signed a one year extension on October 1, 2020. The FAST Act is now set to expire on September 30, 2021. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Wayne A. Zacher at (701) 328-4828.



William T. Panos
Director

38/waz

c: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Anna Pierce, Minnesota Department of Transportation
Paul Benning, Local Government Engineer
Bob Walton, Fargo District Engineer

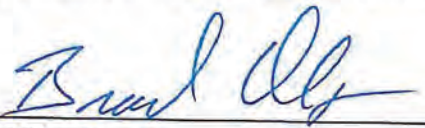
**TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION
STATEMENT**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d)] and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Moving Ahead to Progress to the 21st Century (MAP-21) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and CFR part 27 regarding discrimination against individuals with disabilities.

Full documentation of Metro COG's federal certification can be obtained by contacting Metro COG at (701) 232-3242, metrococg@fmmetrococg.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

F-M Metropolitan Council of Governments



Signature

Chair

Title

9-17-2020

Date

North Dakota Department of Transportation



Signature

Local Government Engineer

Title

9-21-2020

Date

October 16, 2020

Mr. Steve Saunders
Executive Director
Bismarck-Mandan Metropolitan Planning Organization
P.O. Box 5503
Bismarck, ND 58506

APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (BM MPO) 2021-2024 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The current transportation bill, Fixing America's Surface Transportation (FAST) Act, was signed in December 2015 and expired September 30, 2020. However, Congress passed, and the President signed a one year extension on October 1, 2020. The FAST Act is now set to expire on September 30, 2021. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Wayne A. Zacher at (701) 328-4828.



William T. Panos
Director

38/waz

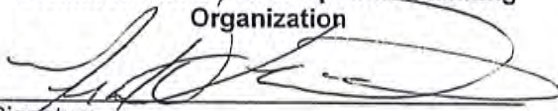
c: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Paul Benning, Local Government Engineer
Larry Gangl, Bismarck District Engineer

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

The Bismarck-Mandan Metropolitan Planning Organization (BMMPO) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process in accordance with the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Bismarck-Mandan Metropolitan Planning
Organization**


Signature

Chair, BmmPO Policy Board
Title

07/21/20
Date

North Dakota Department of Transportation


Signature

Local Government Director
Title

8-31-2020
Date

October 16, 2020

Mr. Earl Haugen
Executive Director
Grand Forks-East Grand Forks Metropolitan Planning Organization
255 North 4th Street
Grand Forks, ND 58203

APPROVAL OF GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Grand Forks-East Grand Forks Metropolitan Planning Organization's (GF MPO) 2021-2024 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The current transportation bill, Fixing America's Surface Transportation (FAST) Act, was signed in December 2015 and expired September 30, 2020. However, Congress passed, and the President signed a one year extension on October 1, 2020. The FAST Act is now set to expire on September 30, 2021. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Wayne A. Zacher at (701) 328-4828.



William T. Panos
Director

38/waz

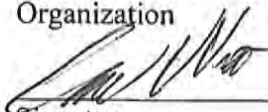
c: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Anna Pierce, Minnesota Department of Transportation
Paul Benning, Local Government Engineer
Les Noehre, Grand Forks District Engineer

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

The Grand Forks – East Grand Forks Metropolitan Planning Organization for the Grand Forks, North Dakota, and East Grand Forks, Minnesota, metropolitan region hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

GF-EGF MPO
Metropolitan Planning
Organization



Signature

Clarence Vetter
Chair

8-19-20
Date

North Dakota Department
of Transportation



Signature

Paul M. Benning
Director

8-31-2020
Date

June 12, 2020

For more information
NDDOT Communications, (701) 328-4444

Draft 2021-2024 STIP ready for public comment until July 13, 2020

The North Dakota Department of Transportation (NDDOT) has published a draft of the Statewide Transportation Improvement Program (STIP) and it will be available for comment from June 12, 2020 to July 13, 2020. The STIP is a four-year program of transportation improvements that are funded with federal highway and transit monies. Improvements include projects on the state and county highways, urban streets, roadway safety features, bikeways, as well as busing programs, which will be funded with federal funds.

An electronic copy of the draft STIP is located on the NDDOT’s website at www.dot.nd.gov by clicking on “Publications” on the top of the page. Copies are also available for viewing at the district offices, or individual copies may be obtained from Logan Beise, NDDOT Programming Division, at 701-328-2139.

Comments on the Draft STIP should be submitted to the appropriate NDDOT contact listed below or by email to dot@nd.gov with “Draft STIP” in the subject line by July 13, 2020.

NDDOT District Offices:

- Larry Gangl - Bismarck District (701) 328-6950
- Jay Praska - Valley City District (701) 845-8800
- Wyatt Hanson - Devils Lake District (701) 665-5100
- Jim Redding - Minot District (701) 857-6925
- Rob Rayhorn - Dickinson District (701) 227-6500
- Les Noehre - Grand Forks District (701) 787-6500
- Joel Wilt - Williston District (701) 774-2700
- Bob Walton - Fargo District (701) 239-8900



U.S. Department
of Transportation
**Federal Highway
Administration**

North Dakota Division

April 23, 2020

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

The Honorable Mark Fox
Chairman, Three Affiliated Tribes
MHA Nation
404 Frontage Rd
New Town, ND 58763

Attention: Mr. Scott Satermo

Dear Chairman Fox:

Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2021-2024. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

The FHWA North Dakota Division and the NDDOT would like to plan this meeting between April 27, 2020, and May 29, 2020, if possible. We would like to accommodate your schedule. Is there a date that would work during that time period? Due to the current Centers for Disease Control and Prevention limitations on group size and to limit exposure, we are proposing to host an online meeting or conference call discussion.

Please contact Kristen Sperry, Planning & Environmental Program Manager, at 701-221-9464, or by email at kristen.sperry@dot.gov, to arrange for a convenient time.

Sincerely yours,

Lee D. Potter, P.E.
Division Administrator

Ecc: Steve Salwei, NDDOT
Jane Berger, NDDOT
Brenda RedWing, BIA



U.S. Department
of Transportation
**Federal Highway
Administration**

North Dakota Division

April 23, 2020

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

The Honorable Peggy Cavanaugh
Chairwoman, Spirit Lake Sioux Tribe
P.O. Box 359
Fort Totten, ND 58335

Attention: Mr. Clarence Green

Dear Chairwoman Cavanaugh:

Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2021-2024. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

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Sincerely yours,

Lee D. Potter, P.E.
Division Administrator

Ecc: Steve Salwei, NDDOT
Jane Berger, NDDOT
Brenda RedWing, BIA



U.S. Department
of Transportation
**Federal Highway
Administration**

North Dakota Division

April 23, 2020

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

The Honorable Jamie Azure
Chairman, Turtle Mountain Band of Chippewa
P.O. Box 661
Belcourt, ND 58316

Attention: Mr. Ron Trottier, Jr.

Dear Chairman Azure:

Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2021-2024. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

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Please contact Kristen Sperry, Planning & Environmental Program Manager, at 701-221-9464, or by email at kristen.sperry@dot.gov, to arrange for a convenient time.

Sincerely yours,

Lee D. Potter, P.E.
Division Administrator

Ecc: Steve Salwei, NDDOT
Jane Berger, NDDOT
Todd Brockmann, CFLHD



U.S. Department
of Transportation
**Federal Highway
Administration**

North Dakota Division

April 23, 2020

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

The Honorable Mike Faith
Chairman, Standing Rock Nation
Standing Rock Avenue Bldg 1
P.O. Box D
Fort Yates, ND 58538

Attention: Mr. Ron His Horse is Thunder

Dear Chairman Faith:

Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2021-2024. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

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Sincerely yours,

Lee D. Potter, P.E.
Division Administrator

Ecc: Steve Salwei, NDDOT
Jane Berger, NDDOT
Roland Silk, Standing Rock Sioux Tribe
Brenda RedWing, BIA