



# NORTH DAKOTA

2022 – 2025

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

prepared by

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION**

Bismarck, North Dakota

[www.dot.nd.gov](http://www.dot.nd.gov)

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October 2021

October 29, 2021

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## 2022-2025 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2022-2025 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.

*for* William T. Panos  
Director

35/ls  
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 21<sup>st</sup> Century” (MAP-21) Act which provided funding for fiscal years 2014 and 2015. Since Congress has not acted on a new transportation bill for 2022 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 2022, 2023, 2024 and 2025. 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 \$286, \$292, \$298 and \$304 million for fiscal years 2022 through 2025, 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 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.

To request accommodations, please call the ADA/504 Compliance Officer at 701-328-2978 or email: [civilrights@nd.gov](mailto:civilrights@nd.gov). TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

## Title VI/Nondiscrimination and ADA Information

It is the NDDOT's policy to ensure that no person or groups of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Anyone who believes that he or she has been discriminated against should contact Ramona Bernard, NDDOT Title VI Liaison Officer and ADA Coordinator, NDDOT 608 E. Boulevard Ave., Bismarck, ND at 701-328-2576. TTY Users may call Relay North Dakota at 711 or 1-800-366-6888 (toll free).

**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.**

# NDDOT Management Team



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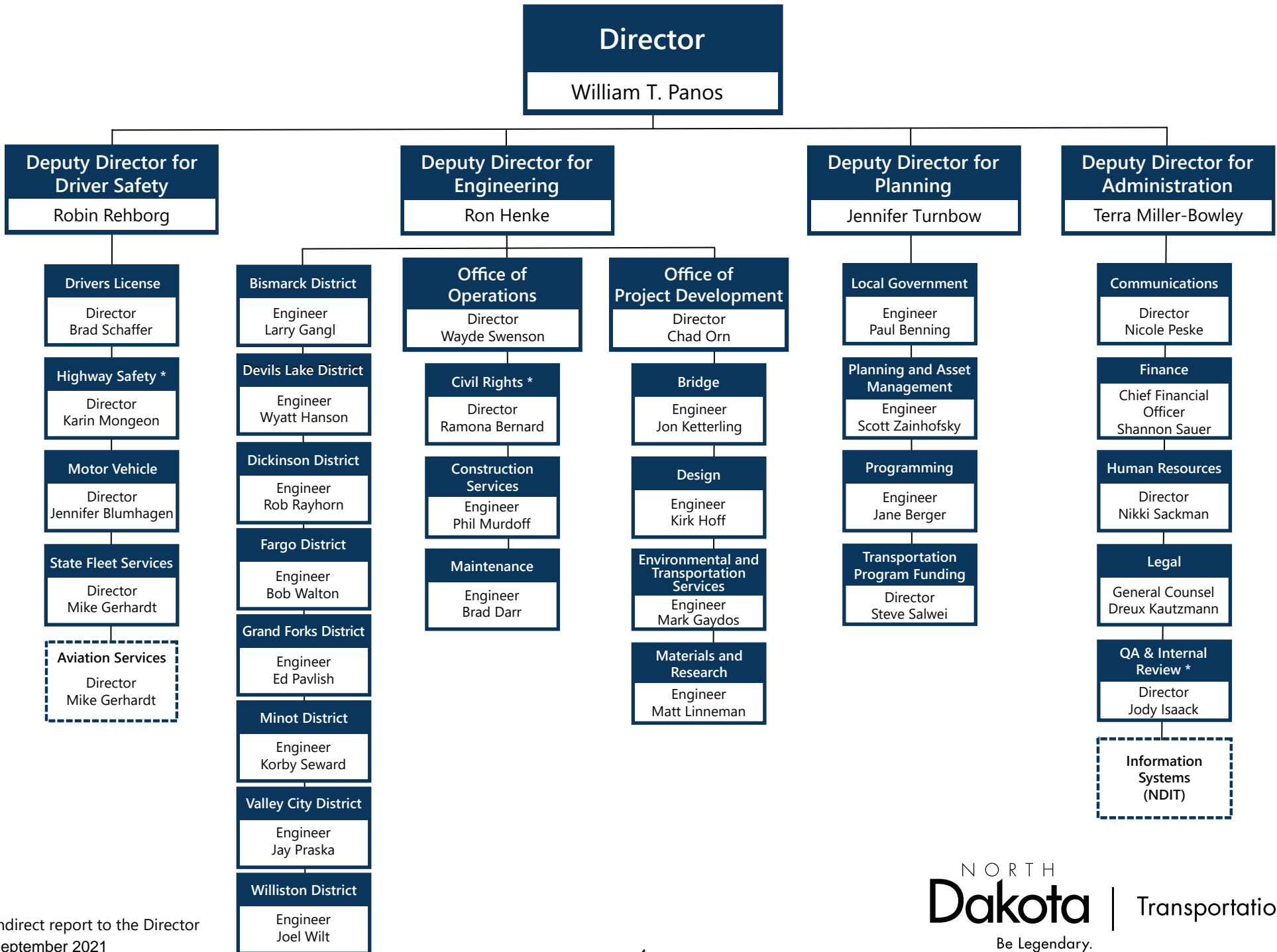


Jane Berger  
Programming Engineer



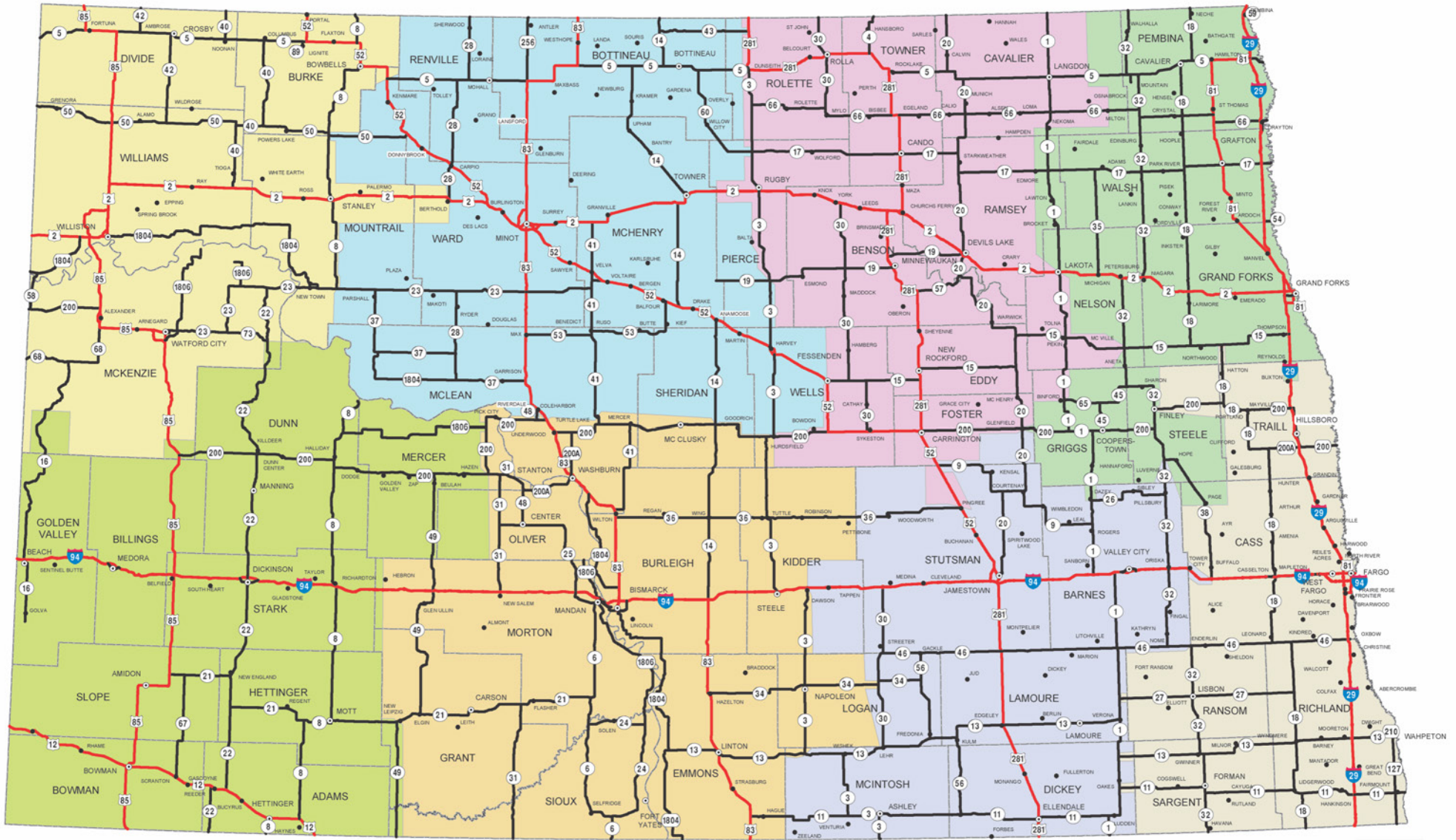
Logan Beise  
Assistant Programming Engineer





\*Indirect report to the Director  
September 2021

# North Dakota Department of Transportation Districts



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

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

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

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

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

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

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

**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 2022-2025 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2022-2025 STIP includes the TIPS developed by designated the Metropolitan Planning Organization (MPO) areas. The three MPO areas in North Dakota are Bismarck-Mandan, Fargo-Moorhead, and Grand Forks-East Grand Forks. 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 13 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 has a performance-based Long-Range Transportation Plan incorporating various scenarios that inform its performance measure 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.

<https://www.dot.nd.gov/dotnet2/view/dotdashboard.aspx>

## **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 (TA) application process and how to locate TA 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 and discusses the upcoming projects in their respective areas and also requests to hear 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.

**Public Comments:**

The junction of ND 22 & ND 73 should be reviewed for a roundabout and adequate lighting. Additionally, the ND 22 junctions with both BIA 12 and BIA 14 should also be reviewed for the same. Many crashes have occurred at all three intersections and with roundabouts being an all-around safer interchange, they should be considered. Center/left and right turn lanes should also be implemented at ND 22 & BIA 30 as well as the intersection to turn off to the Little Missouri State Park.

*Response: Thank you for your comment. A roundabout at the intersection of ND 22 and ND 73 is included on the project on ND 73 from Near RP 6 to Jct ND 22. The NDDOT will evaluate Turn*

lanes at the described locations.

District 5, HWY 22, Lost Bridge to ND 73. Junction of ND 22 & ND 23 in McKenzie County. This intersection should be seriously considered for a roundabout and then adequate, long enough passing lanes for both directions on ND 23 and also southbound on ND 22.

*Response: Thank you for your comment. A roundabout at this location and the passing lanes suggested will be evaluated.*

**Federal Highway Administration (FHWA) offered the following comments:**

General Comments:

Page 6 – third paragraph, first sentence: consider spelling out MPO the first time it is used and listing the three MPOs within ND.

*Response: Updated*

Page 7 – Third paragraph - consider adding a link to the NDDOT dashboard showing the NDDOT's targets or listing what the targets are for performance based planning.

*Response: Added link*

First paragraph under Public Involvement Process – uses TAP and the top of pdf page 8 uses TA, project category in District project listings uses TA.

*Response: TAP has been updated to TA.*

Definitions – Surfacing discusses Portland “Concrete Cement” and should state Portland “Cement Concrete”.

*Response: Updated*

Page 11 –Definition for “Pending” change P2020 to P 2022 so it makes sense with the current STIP years in the example used.

*Response: Updated*

Bonded Projects - Since the bond has been satisfied and there are no longer bond payments identified, could this be deleted?

*Response: Deleted*

Projects of Division Interest (PODI) - Replace with: Risk-Based Project Involvement: A risk-based approach by FHWA to select projects or phases of a project that they will have involvement in. A list of projects will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of projects is available upon request.

*Response: Updated*

Regionally Significant - Will this be confusing if each MPO has a different definition for "Regionally Significant" than NDDOT? Would it be beneficial to have the definitions in one place with NDDOT and the three MPOs?

*Response: DOT's definition is shown in the STIP. Each MPO's definition should be defined in their respective TIP.*

Map Key – last sentence consider updating 2020 to 2022 so it is clear to the reader what the “0” in 1014 is referring to in the current 2022-2025 STIP cycle.

*Response: Updated*

Page 12 – BGR and CVD are used in the different District project listings but does not show up here. TPL – I did not see an estimate for this?

*Response: These funds are included in the CPG. This prefix should be included in the MPO Planning line item under the statewide section.*

Bismarck District:

2<sup>nd</sup> project listed shows BGRSS for the fund and BGR was not in the funding list.

*Response: BGR has been added.*

0.0 Lengths are shown for various Grade Raises – is this correct?

*Response: Lengths have been added where possible to all projects.*

23202 1013 - MPO TIP shows Ave C to Front Ave.

*Response: The project shown in the TIP is a different project and is a fiscal year 2021 project. The project mill and overlay project shown in the STIP is correct.*

22769 1014 – MPO TIP lists 815 for total cost.

*Response: This is the same project cost. The difference is a matter of the TIP using exact dollar amounts while the STIP shows the costs rounded and in thousands.*

23208 1015 – MPO TIP lists 75 for total cost.

*Response: This is the same project cost. The difference is a matter of the TIP using exact dollar amounts while the STIP shows the costs rounded and in thousands.*

Urban - 7th St and 9th St are shown in the MPO TIP in 2022.

*Response: The 7th & 9th St signals project shown in the TIP is a different project and is a fiscal year 2021 project, not 2022.*

Safety - Expressway Lighting is shown in 2022 \$440,000 22.6.14 in the MPO TIP.

*Response: PCN 23155 addresses this project.*

23055 1111 – SUSCCV – “D” is partially visible and “CVD” was not included in the prefix list.

*Response: CVD has been added to the prefix list. Missing “D” is due to limited characters in program.*

Safety - MPO TIP shows 23.1.02 for \$420,000

*Response: The missing Bismarck RRFB project has been added to the STIP.*

Valley City District

Shouldn't the STIP estimates for the BUILD grant match the approved project modification?

*Response: Estimates have been updated to match.*

Are 2112 and 2113 duplicate?

*Response: No. One is the northbound structure and the other is the southbound structure. This information has been added for clarification.*

Grand Forks

22167 6009 - different amount than what is shown in the GF/EGF TIP. TIP shows it as 1 project \$11,150. (\$5576 & \$8800 in STIP)

*Response: The project costs in the STIP have been revised.*

23194 6016 - different amount than what is shown in the GF/EGF TIP \$392.

*Response: Updated.*

2023-2025 - GF/EGF TIP shows a HSIP project for median guardrail within the MPO area in 2023 and speed minders at various locations in 2025.

*Response: Updated.*

Williston

Map Keys 7018, 7110, 7312 – State Williston NE TRR – provide a description for the portion that is planned so it is clear if this is not the whole project. Project does not show up on the project listing map so it is unclear where this project will take place to the reader.

*Response: Added description and length. End of 4-Lane CR 6 to CR 9, 2 Miles*

Fargo

22828 8002 - MPO TIP shows \$334,765

*Response: Updated.*

22953 8016 - \$443 in MPO TIP

*Response: Updated.*

Safety: MPO TIP shows high mast lighting at I-29 and Cty 20, and high tension cable median guardrail. 22444 8021 - MPO TIP shows \$2,044,000.

*Response: Project has been added to STIP.*

Various Locations

MPO Planning shows up under “Rural” – Have you considered showing the totals for the MPOs under the District the funding is split into? Does this fit under Rural since the work type is for MPOs?

*Response: Line moved to be under Statewide Urban Section. Will consider splitting funds into Districts in the for future STIPS.*

**Federal Transit Administration (FTA) offered the following comments:**

Bismarck and Grand Forks 5307 project listings for federal funding amounts are inconsistent in the TIP and STIP for all four years. I have noted this in the review of the MPO’s TIP’s as well, please coordinate with the MPO’s.

*Response: The NDDOT is developing a process to address the inconsistent federal funding amounts for the 2023-2026 STIP. Becky Hanson received a verbal approval on August 25, 2021 from Ranae*



*Tunison to leave the 2022-2025 STIP federal funding amounts as listed.*

Suggestion to add a summary of the FTA COVID-19 Relief Funds descriptions and amounts the State and Small Urban transit agencies received in response to the COVID-19.

*Response: The Public Transit Program section has been updated to address this comment.*

On page 73 there is a description of the TAM Plan. Please add the State Group Plan's targets and list the agencies who are on the group plan. Add the date the Group plan was adopted and how often the targets are updated and when the next update cycle is for the entire plan (every four years). Are the targets being met?

*Response: The Public Transit Program section has been updated to address this comment.*

Suggestion to add a statement regarding transit's requirement for PTASP on page 73 under Transit Performance Management.

*Response: The Public Transit Program section has been updated to address this comment.*

Make sure the Draft STIP is easy to find, add a quick link.

*Response: The NDDOT will look to make the Draft STIP easier to access.*

# 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 refer 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. 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

<b>New Construction</b>	Constructing a new highway on a new location or corridor, example is new grading.
<b>Reconstruction</b>	Regrading or restoring the roadbed and surface or widening an existing roadbed on the existing highway location.
<b>Surfacing</b>	Placing asphalt or concrete on a previous surface or roadbed includes Portland Cement Concrete (PCC), Hot Bituminous Pavement (HBP), milling, grinding, etc.
<b>Structural</b>	Construction of new structures or reconstruction of existing structures or structural features; such as, substructure, piers and bridge rails.
<b>Maintenance</b>	Work which would include concrete pavement repair (CPR), joint seal replacement, drain pipe repairs, seal coats, slurry seals, striping, etc.
<b>Safety</b>	Work activities that would provide for improved traffic control operations, guidance, upgrading of obsolete roadside features, or improvement of roadside geometrics related to safety.
<b>Miscellaneous Improvements</b>	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.
<b>Municipal</b>	Any construction activities within the urban city limits (new construction, reconstruction, surfacing, curb & gutter, structural, etc.)
<b>Funding Source</b>	An alpha code is used to designate which category of federal funds or state funds will be used with each funding source.
<b>Advance Construction</b>	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.

<b>Pending</b>	Projects designed as pending; shown with a P2022 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.
<b>Apportionment</b>	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.
<b>Obligational Limitation</b>	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.
<b>Illustrative</b>	Projects scheduled if specific funds are received.
<b>Risk-Based Project Involvement</b>	A risk-based approach by FHWA to select projects or phases of a project with which FHWA will be involved. A list of projects will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of projects is available upon request.
<b>Regionally Significant</b>	The construction of a new interstate interchange, adding capacity to the Interstate (Adding additional lanes) or creating new roadways on new alignments.
<b>Map Key</b>	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 2022 and it is the 14 <sup>th</sup> project in 2022.
<b>HTMCG</b>	High Tension Median Cable Guardrail.

## FUNDING SOURCES

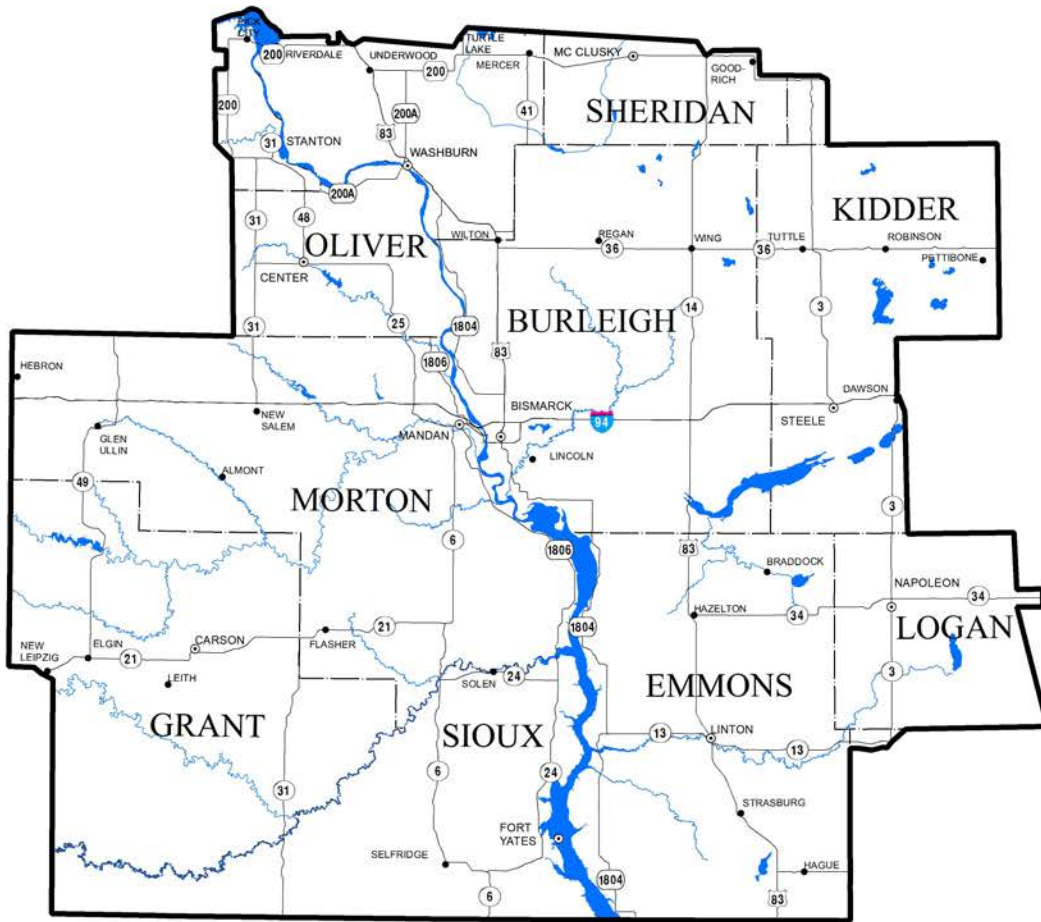
PROJECT PREFIX		
IM	=	Interstate Maintenance - State Project
NH	=	National Highway System - State Project
NHU	=	National Highway System - State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
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
SOIA	=	State Oil Infrastructure - Projects funded with special legislative funding for the 2013-2015 Biennium
SOIB	=	State Oil Infrastructure - Projects funded with special legislative funding for the 2015-2017 Biennium
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
UGP	=	Urban Grant Program - Projects funded using the Urban Grant Program
BGR	=	BUILD Grant Program - Projects funded using the BUILD Transportation Grant Program
CVD	=	COVID Relief Program - Projects funded using the COVID Relief 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	353.5	1365.1
Valley City	212.2	114.5	194.9	272.1	186.7	980.4
Devils Lake	0	376.0	176.4	506.7	86.5	1146.6
Minot	0	450.2	186.7	121.9	394.4	1153.2
Dickinson	194.6	211.2	177.1	205.2	210.9	999.0
Grand Forks	198.9	147.7	219.1	348.9	74.7	986.5
Williston	0	421.9	238.0	303.4	95.5	1058.8
Fargo	311.2	65.8	271.4	222.7	33.6	904.7
<b>TOTAL</b>	<b>1141.7</b>	<b>2001.6</b>	<b>1687.9</b>	<b>2327.3</b>	<b>1435.8</b>	<b>8594.3</b>

# 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
<b>Fiscal Year: 2022</b>												
<b>Rural</b>												
22207	1001	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
23033	1002	BGR		14	N SOUTH OF JCT 200 - RP 36.917	1.2	Grade Raise	5900	0	2569	0	3331
23033	1003	BGR		14	N SOUTH OF JCT 200 - RP 39.200	0.5	Grade Raise	3000	0	1306	0	1694
23033	1004	BGR		14	N SOUTH OF JCT 200 - RP 39.700	0.5	Grade Raise	2300	0	1001	0	1299
	1006	SS		24	N JCT 6 N TO N OF FORT YATES	10.1	Microsurfacing	676	547	129	0	0
22866	1007	NH		24	N CANNONBALL CORNER TO JCT ND 6	15.1	Mill/OI 2" Max	2571	2571	0	0	0
23186	1008	SS		31	N JCT I-94 N TO W JCT 200A	30.5	Micro Mill, Slurry Seal	2041	1652	389	0	0
23187	1009	SS		31	N E JCT 200A N-STANTON SPUR	1.7	Micro Mill, Slurry Seal	112	91	21	0	0
23188	1010	CVDMCH		36	E JCT ND 3 E TO CO LN	23.3	Mill/OI 2" Max	3924	2158	1766	0	0
23185	1011	IM		94	E CO LINE E TO DAWSON	16.2	CPR, Mill/OI 2" Max	5496	4946	550	0	0
<b>Subtotal</b>								<b>36586</b>	<b>21779</b>	<b>8483</b>	<b>0</b>	<b>6324</b>
<b>Urban</b>												
22770	1012	NHU		83	N STATE ST(I-94-CALGARY), CENTURY/11TH	1.0	CPR, Grinding	2310	1869	441	0	0
22769	1014	NHU		83BN	N STATE ST (DIVIDE AVE - I-94)	0.7	CPR, Grinding	816	660	74	82	0
22902	1032	NHU		94	E MEMORIAL BRIDGE	0.1	Structure Items	150	121	14	15	0
23208	1015	NHU	P2022	94	E EXPY (MAIN AVE TO END OF ASPHALT)	0.1	Mill/OI 2" Max, ADA Ramp Rev	76	61	7	8	0
23133	1016	SUCPU		94BE	MEMORIAL HIGHWAY PHASE 1	3.3	Drainage Impr., Sanitary Sewer	6008	2706	303	2999	0
23277	1033	SUCPU		94BE	MEMORIAL HIGHWAY PHASE 2	3.3	Reconstruction, Sanitary Sewer, Watermain	23022	15848	1776	5398	0
23207	1017	CVDMCHP2022		810	E EXPY (WASHINGTON ST-MAIN AVE)	3.5	Mill/OI 2" Max, ADA Ramp Rev	1950	1217	691	42	0
22905	1018	CVDMCH		810	E EXPRESSWAY RR OVERPASS	0.1	Structure Items	211	121	90	0	0
22870	1019	UGP		981	E THAYER AV, N 6TH ST	0.4	CPR, Reconstruction, ADA Ramp Rev, Lighting,	1600	1280	0	320	0
22512	1034	UGP		981	N N 4TH ST, N 5TH ST, BROADWAY AVE	0.5	CPR, Curb & Gutter, Curb Ramps, Reconstruction,	1251	1000	0	251	0
22537	1020	SU	P2022	988	E 27TH ST (1806 TO 8TH AVE NW)	0.3	Reconstruction	2000	1052	0	948	0
23223	1021	SU	P2022	1804	N ND 1804 (SIGNAL ST-EXPRESSWAY)	6.4	Mill/OI 2" Max, ADA Ramp Rev, Lighting	3200	2590	290	320	0
<b>Subtotal</b>								<b>42594</b>	<b>28525</b>	<b>3686</b>	<b>10383</b>	<b>0</b>
<b>Bridge</b>												
22612	1022	IM		94	E 7 WEST OF ND 49	0.0	Median X-Overs	539	485	54	0	0
21854	1023	IM		94	E 5 EAST OF US 83 NORTH	0.0	Struct Replace, Approach Slabs	4000	3600	400	0	0
<b>Subtotal</b>								<b>4539</b>	<b>4085</b>	<b>454</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>												
22573	1024	TAU			MANDAN 19TH ST SE TRAIL	0.9	Bikeway/Walkway	659	290	0	369	0
23057	1025	TAC			CARSON SIDEWALK IMPROVEMENTS	0.1	Bikeway/Walkway	199	161	0	38	0
22950	1026	TAU			BISMARCK BPS SAFETY IMPROVEMENT	0.0	Signing	34	28	0	6	0
22951	1027	TAU			MANDAN OLD RED TRAIL	0.8	Bikeway/Walkway	208	168	0	40	0
<b>Subtotal</b>								<b>1100</b>	<b>647</b>	<b>0</b>	<b>453</b>	<b>0</b>
<b>Safety</b>												
20098	1028	SHE		83	N BISMARCK STATE ST (I-94 TO CALGARY)	1.0	Turn Lanes	2500	2250	250	0	0
20097	1029	SHE		83BN	N BISMARCK STATE ST (DIVIDE TO I-94)	1.1	Turn Lanes	2800	2520	140	140	0
23155	1030	SHE		810	E VERMONT AVENUE TO MAIN AVENUE	1.4	Lighting, Turn Lanes	440	396	22	22	0
21675	1035	HLC			COUNTY WIDE	0.0	Rumble Stripes, Lighting, Signing, Pave Mark	27	27	0	0	0
<b>Subtotal</b>								<b>5767</b>	<b>5193</b>	<b>412</b>	<b>162</b>	<b>0</b>

Map Keys 1016, 1033 & 1021 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	Fed	State	Local	Other	
Key Source			CMC				Cost	Fund	Fund	Fund	Fund	
<b>Transit</b>												
1031	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint	1986	1291	0	695	0	
							<b>Subtotal</b>	<b>1986</b>	<b>1291</b>	<b>0</b>	<b>695</b>	<b>0</b>
							<b>Total</b>	<b>92572</b>	<b>61520</b>	<b>13035</b>	<b>11693</b>	<b>6324</b>

**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
				CMC									
<b>Fiscal Year: 2023-2025</b>													
<b>Rural</b>													
23029	1101	BGR		3	N	9 MILES N OF TUTTLE	0.3	Grade Raise	1400	0	610	0	790
23029	1102	BGR		3	N	NEAR HURDSFIELD - RP 130	0.5	Grade Raise	1600	0	697	0	903
22206	1103	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	6328	6328	0	0	0
	1104	NH		83	N	WASHBURN N TO N JCT 200	16.2	Microsurfacing, Micro Mill	1328	1075	253	0	0
	1105	NH		83	S	WASHBURN N TO N JCT 200	16.5	Microsurfacing, Micro Mill	1328	1075	253	0	0
	1106	IM		94	E	CO LINE E TO DAWSON	16.2	Microsurfacing	1128	1015	113	0	0
	1107	IM		94	W	CO LN E TO DAWSON	16.2	Microsurfacing	1128	1015	113	0	0
23336	1108	SS		1804	N	HAZELTON JCT TO BURLEIGH AVE	24.9	Maintenance	4800	3885	915	0	0
	1201	NH		3	N	W JCT 13 N TO JCT 34	17.7	Chip Seal Coat, Micro Mill	1053	852	201	0	0
18811	1202	NH		3	N	TUTTLE N TO W JCT 200	21.1	Asp OI>2"<Or=3", Pipe Repair, Sliver Grading	11756	9514	2242	0	0
	1203	SS		31	N	STATE LINE TO ND 21	35.2	Chip Seal Coat, Micro Mill	2096	1696	400	0	0
	1204	SS		34	E	NAPOLEON TO JCT ND 30	19.0	Chip Seal Coat, Micro Mill	1128	913	215	0	0
22639	1205	IM		94	E	E BIS ENTR E TO E OF MENOKE INTR	9.8	Median X-Overs, Ramp Conn	1519	1367	152	0	0
22648	1206	IM		94BE	2	EAST OF US 83 NORTH	0.0	Struct/Incid, Ramp Revisions	30000	27000	3000	0	0
	1301	SS		14	N	I-94 N TO WING	21.3	Mill/OI 2" Max	4068	3292	776	0	0
23321	1302	SS		25	N	CENTER WEST TO JCT 31-HANNOVER	6.1	Hot Bit Pave, Widening	4938	3996	942	0	0
	1303	NH		83	N	STATE LINE N TO LINTON - S JCT 13	24.9	Microsurfacing, Micro Mill	1908	1544	364	0	0
	1304	IM		94	E	E N SALEM INTR E TO W SWEET BRIAR	8.9	CPR, Grinding, HBP on Ramps	2024	1822	202	0	0
22957	1305	IM		94	E	E BIS ENTR E TO E OF MENOKE INTR	9.8	Fencing, PCC Pave	26117	23505	2612	0	0
	1306	IM		94	E	E OF MENOKE INTR E TO STERLING	10.4	Median X-Overs, Ramp Conn	1052	947	105	0	0
	1307	IM		94	W	E N SALEM INTR E TO W SWEET BRIAR	8.9	CPR, Grinding, HBP on Ramps	1519	1367	152	0	0
<b>Subtotal</b>									<b>108218</b>	<b>92208</b>	<b>14317</b>	<b>0</b>	<b>1693</b>
<b>Urban</b>													
23202	1127	NHU	P	83BN		9TH ST (BISMARCK EXPY TO FRONT AV)	0.6	Mill/OI>2<Or=3", Curb & Gutter	940	761	85	94	0
23278	1128	SUCPU		94BE		MEMORIAL HIGHWAY PHASE 3	3.3	Reconstruction, Sanitary Sewer, Watermain	24090	16712	1873	5505	0
22929	1110	NHUCVD	P	981	E	43RD AVE N, 19TH ST	1.2	Reconstruction	14000	5374	0	8626	0
23055	1111	SUSCCVD		981	N	66TH ST (APPLE CREEK RD-NORTHGATE)	0.6	Reconstruction, Struct Replace	13600	10881	0	2719	0
23216	1112	UGP		981	N	3RD/4TH/5TH ST, ROSSER AV, BROADWAY	0.8	Mill/OI>2<Or=3", Curb & Gutter, ADA Ramp Rev,	1912	786	0	1126	0
23224	1113	UGP				VARIOUS LOCATIONS ON FIXED BUS RTE	0.0	TR Cap Purchase	14	11	0	3	0
23201	1207	NHU		83BS		7TH ST (FRONT AV TO BISMARCK EXPY)	0.6	Reconstruction	3125	2529	283	313	0
23347	1308	NHU		83	N	7TH/9TH ST (MAIN AVE-BOULEVARD AVE)	0.8	Mill/OI>2<Or=3", ADA Ramp Rev, Lighting	2423	1961	220	242	0
23346	1309	NHU		94	N	EXPRESSWAY (ROSSER TO I-94)	1.7	CPR, Grinding, ADA Ramp Rev	2461	1992	223	246	0
	1310	SU	P	988	E	OLD RED TR(40TH AV NW-URBAN LIMITS)	1.0	Reconstruction	5000	4000	0	1000	0
<b>Subtotal</b>									<b>67565</b>	<b>45007</b>	<b>2684</b>	<b>19874</b>	<b>0</b>
<b>Bridge</b>													
23341	1129	NH		13	E	7 WEST OF US 83	0.0	Jt Repair, Struct/Incid	150	121	29	0	0
23342	1130	SS		31	N	RALEIGH	0.0	Struct Replace	1200	971	229	0	0
22610	1114	IM		94	E	7 WEST OF ND 49	0.0	Struct Replace	6760	6084	676	0	0
22603	1115	IM		94	E	3 WEST OF US 83 NORTH	0.0	Structure Paint, Median X-Overs	586	527	59	0	0
22603	1116	IM		94	E	3 WEST OF US 83 NORTH	0.0	Deck Overlay, Approach Slabs, Structure Paint, Spall Repair,	4993	4494	499	0	0
22603	1117	IM		94	E	2 WEST OF US 83 NORTH	0.0	Approach Slabs, Expan Joint Mod, Spall Repair	343	309	34	0	0
	1118	IM		94	E	JUNCTION OF US 83N & I-94	0.0	Spall Repair, Struct/Incid	81	73	8	0	0

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

(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
<b>Bridge</b>													
23009	1119	IM		94	E	1 EAST OF US 83 NORTH	0.0	Deck Overlay, Rail Retrofit	596	536	60	0	0
23009	1120	IM		94	E	1 EAST OF US 83 NORTH	0.0	Approach Slabs, Expan Joint Mod	187	168	19	0	0
	1131	IM		94	E	JUNCTION US 83 S-STERLING	0.0	Deck Replacment, Approach Slabs	711	640	71	0	0
22610	1121	IM		94	W	7 WEST OF ND 49	0.0	Struct Replace	6760	6084	676	0	0
23341	1132	NH		200	E	6 NORTH OF 200A	0.0	Spall Repair, Jt Repair	100	81	19	0	0
23010	1122	SS		1804	N	2 SOUTH 14 WEST LINTON	0.0	Structur Repair, Selective Grade	507	410	97	0	0
23010	1123	SS		1804	N	13 WEST OF HAZELTON	0.0	Structur Repair	81	66	15	0	0
	1209	NH		3	N	9 SOUTH OF ND 34	0.0	Deck Overlay, Rail Retrofit	199	161	38	0	0
	1210	SS		24	N	5 NORTH OF FORT YATES	0.0	Deck Overlay, Rail Retrofit, Spall Repair	428	346	82	0	0
	1224	SS		41	N	9 NORTH OF US 83	0.0	Deck Overlay	193	156	37	0	0
23342	1225	SS		49	N	1 NORTH OF ND 21	0.0	Struct Replace	650	526	124	0	0
	1211	NH		83	N	SOUTH OF LINTON	0.0	Deck Overlay	315	255	60	0	0
	1212	NH		83	N	IN LINTON	0.0	Deck Overlay	298	241	57	0	0
22614	1213	IM		94	E	7 WEST OF ND 31	0.0	Structure Paint	338	304	34	0	0
22614	1214	IM		94	E	5 WEST OF ND 31	0.0	Structure Paint	169	152	17	0	0
22614	1216	IM		94	E	1 EAST OF US 83 NORTH	0.0	Structure Paint	249	224	25	0	0
22614	1217	IM		94	E	3 EAST OF US 83 SOUTH	0.0	Structure Paint	202	182	20	0	0
22614	1219	NH		200	E	2 NORTH OF ND 200A	0.0	Structure Paint, Structur Repair, Expan Joint Mod	271	219	52	0	0
22614	1220	SS		1804	N	2 SOUTH 14 WEST LINTON	0.0	Structure Paint	282	228	54	0	0
	1311	IM		94	E	8 WEST OF ND 31	0.0	Box Culv Ext, Spall Repair, Selective Grade	507	456	51	0	0
	1312	IM		94	E	7 WEST OF ND 31	0.0	Deck Overlay, Spall Repair	472	425	47	0	0
	1313	IM		94	E	5 WEST OF ND 31	0.0	Structur Repair, Spall Repair, Joint Sealant	59	53	6	0	0
	1314	IM		94	E	JUNCTION OF ND 31 & I-94	0.0	Deck Overlay, Approach Slabs	549	494	55	0	0
	1335	IM		94	E	4 EAST OF ND 31	0.0	Deck Overlay, Approach Slabs, Expan Joint Mod	370	333	37	0	0
	1315	IM		94	E	12 EAST OF ND 31	0.0	Structur Repair	57	51	6	0	0
	1316	IM		94	E	8 WEST OF ND 25	0.0	Structur Repair	57	51	6	0	0
	1317	IM		94	E	6 WEST OF ND 25	0.0	Structur Repair, Spall Repair	57	51	6	0	0
22644	1318	IM		94	E	5 EAST OF ND 25	0.0	Structure Paint	292	263	29	0	0
22644	1319	IM		94	E	6 EAST OF ND 25	0.0	Structure Paint	292	263	29	0	0
22644	1320	IM		94	E	5 WEST OF US 83 NORTH	0.0	Structure Paint	292	263	29	0	0
22644	1321	IM		94	E	1 EAST OF US 83 NORTH	0.0	Structure Paint	351	316	35	0	0
	1322	IM		94	E	8 WEST OF 83 SOUTH	0.0	Spall Repair	59	53	6	0	0
	1324	IM		94	E	8 EAST OF US 83 SOUTH	0.0	Deck Overlay	392	353	39	0	0
	1325	IM		94	E	6 WEST OF ND 3 NORTH	0.0	Deck Overlay	353	318	35	0	0
	1326	IM		94	E	4 WEST OF ND 3 NORTH	0.0	Deck Overlay	353	318	35	0	0
	1327	IM		94	E	4 EAST OF ND 3 NORTH	0.0	Deck Overlay	392	353	39	0	0
	1336	IM		94	W	4 EAST OF ND 31	0.0	Deck Overlay, Approach Slabs, Expan Joint Mod	370	333	37	0	0
22644	1328	IM		94	W	5 EAST OF ND 25	0.0	Structure Paint	292	263	29	0	0
22644	1329	IM		94	W	6 EAST OF ND 25	0.0	Structure Paint	292	263	29	0	0
22644	1330	IM		94	W	5 WEST OF US 83 NORTH	0.0	Structure Paint	292	263	29	0	0
22644	1331	IM		94	W	1 EAST OF US 83 NORTH	0.0	Structure Paint	351	316	35	0	0
<b>Subtotal</b>									<b>33150</b>	<b>29410</b>	<b>3740</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>													
23235	1124	TAU				BISMARCK EXPSY PEDESTRIAN FACILITY	0.7	Structure Items	310	251	0	59	0
23236	1221	TAU				BISMARCK ASH COULEE & TYLER PARKWAY	1.2	Bikeway/Walkway	389	290	0	99	0
<b>Subtotal</b>									<b>699</b>	<b>541</b>	<b>0</b>	<b>158</b>	<b>0</b>

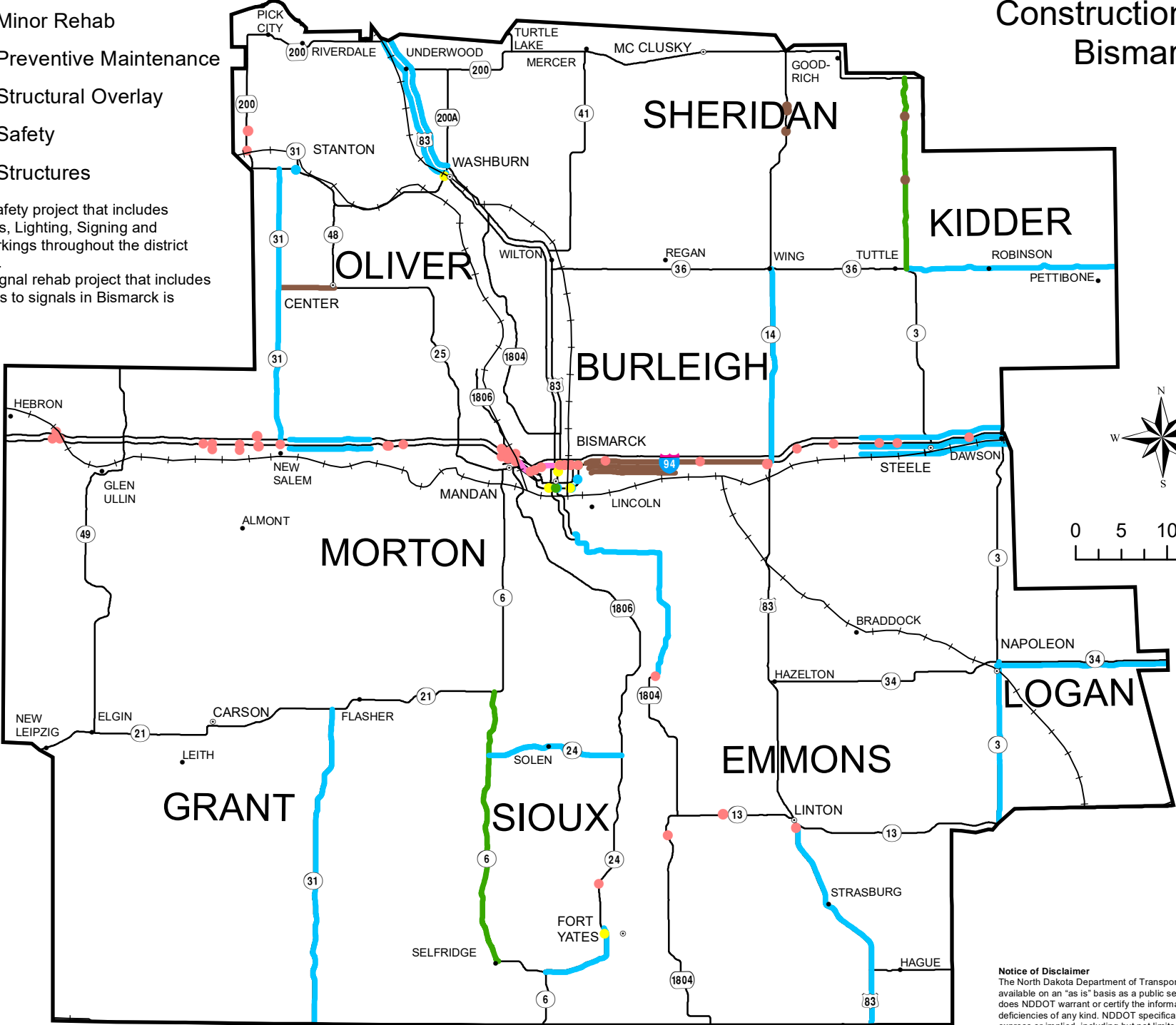
**North Dakota Department of Transportation  
District - Bismarck**

							(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								
<b>Safety</b>											
23225	1125	SHE	810	E W OF WASHINGTON ST TO E OF 2ND ST	0.4	Pave Mark, Intersect Imp, Turn Lanes, Flashing Beacon	222	200	11	11	0
23372	1133	HEU		BISMARCK CITYWIDE RRFB	0.0	Signals	420	378	42	0	0
23193	1222	HES	24	N INTERSECT-ND 24 & BIA 31 FORT YATES	0.0	Roundabout	1500	1350	150	0	0
<b>Subtotal</b>							<b>2142</b>	<b>1928</b>	<b>203</b>	<b>11</b>	<b>0</b>
<b>Transit</b>											
1126	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint	2026	1317	0	709	0
1223	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint	2066	1343	0	723	0
1334	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint	2108	1370	0	738	0
<b>Subtotal</b>							<b>6200</b>	<b>4030</b>	<b>0</b>	<b>2170</b>	<b>0</b>
<b>Total</b>							<b>217974</b>	<b>173124</b>	<b>20944</b>	<b>22213</b>	<b>1693</b>
<b>Grand Total</b>							<b>310546</b>	<b>234644</b>	<b>33979</b>	<b>33906</b>	<b>8017</b>

# 2022-2025 Construction Program Bismarck District

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

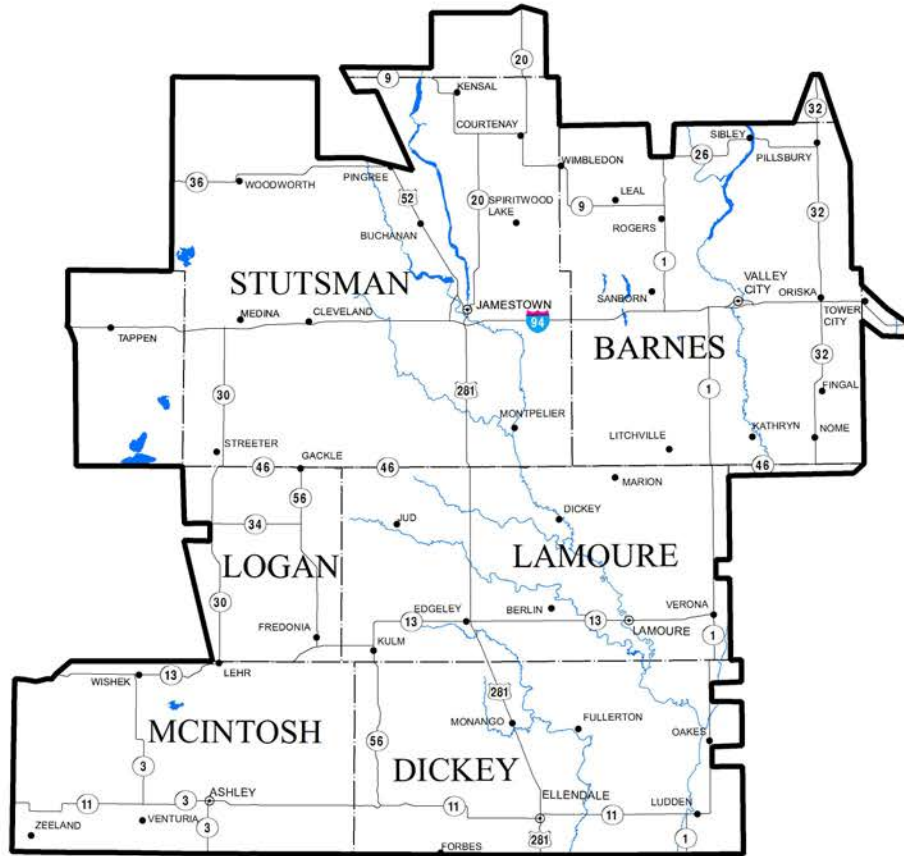
PCN 21675 Safety project that includes Rumble Stripes, Lighting, Signing and Pavement Markings throughout the district is not mapped.  
 PCN 23372 Signal rehab project that includes citywide repairs to signals in Bismarck is not mapped.



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# Valley City District

## District 2



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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 Cost	Fed Fund	State Fund	Local Fund	Other Fund	
Key Source	CMC									
<b>Fiscal Year: 2022</b>										
<b>Rural</b>										
22636	2001	CVDMCH	11	E E JCT 3-ASHLEY E TO CO LN	18.1 Asp Ol>2"<Or=3", Sliver Grading	6000	3300	2700	0	0
23303	2002	NH	13	E LAMOURE E TO N JCT 1-VERONA	10.0 Mill/Ol>2" Max	1956	1583	373	0	0
22637	2004	NH	52B E	JAMESTOWN BYPASS	3.5 Mill/Ol>2<Or=3"	1644	1330	314	0	0
23035	2006	BGR	94	E CRYSTAL SPRINGS REST AREA	1.5 Grade Raise, Median X-Overs	14770	0	6431	0	8339
22638	2007	IM	94	E E VALLEY CITY E TO HILL INTR	14.0 Lighting, Mill/Ol>2<Or=3"	6270	5643	627	0	0
22228	2009	IM	94	W NEAR EXIT 290	0.4 Drainage Impr.	2080	1872	208	0	0
<b>Subtotal</b>					<b>32720</b>	<b>13728</b>	<b>10653</b>	<b>0</b>	<b>8339</b>	
<b>Urban</b>										
23177	2010	CVDMCH	20	N ND 20 (1ST AVE N TO 12TH AVE NE)	1.4 Mill/Ol>2<Or=3", CPR, ADA Ramp Rev, Curb & Gutter,	1329	822	507	0	0
23350	2029	NHU	52	N US 52 (17TH ST-END OF CONCRETE)	0.4 CPR, Joint Sealant	1344	1088	256	0	0
22228	2012	NHUIM	94	E W MAIN ST & EXIT 290	0.7 Drainage Impr.	1500	1214	136	150	0
22173	2013	NHU	P2022 94	E MAIN ST W (WB I-94 RAMP-3RD ST SW)	1.2 Mill/Ol>2<Or=3"	900	720	90	90	0
22934	2014	NHU	94B E	VALLEY CITY W BUSINESS LOOP	0.3 Slide Repair	1034	837	94	103	0
23267	2015	SU	987	N 12TH AVE SE (3RD ST SE-6TH ST SE)	0.3 Reconstruction	1366	1106	0	260	0
23154	2016	SU	990	E 6TH ST NW (5TH AV NW-CENTRAL AV)	0.3 Reconstruction	1650	875	0	775	0
23233	2017	SU	990	E 12TH ST N, 8TH AVE SW/WINTERSHOW RD	1.2 Mill/Ol>2<Or=3", Turn Lanes	700	540	0	160	0
22172	2018	SU	P2022 990	E FRONTAGE RD (I-94 WB RAMP-5TH ST SW)	1.0 Mill/Ol>2<Or=3"	400	320	0	80	0
<b>Subtotal</b>					<b>10223</b>	<b>7522</b>	<b>1083</b>	<b>1618</b>	<b>0</b>	
<b>Bridge</b>										
22485	2019	IM	94	E JCT. ND 30	0.0 Struct Replace	2068	1861	207	0	0
23011	2020	IM	94	E 10 EAST OF ND 30	0.0 Structur Repair, Spall Repair	78	70	8	0	0
23011	2021	IM	94	E 15 WEST OF JAMESTOWN	0.0 Structur Repair	200	180	20	0	0
23011	2022	IM	94	E 13 WEST OF JAMESTOWN	0.0 Deck Overlay, Spall Repair	442	398	44	0	0
23011	2023	IM	94	E 9 WEST OF JAMESTOWN	0.0 Deck Overlay	400	360	40	0	0
23011	2024	IM	94	E 6 WEST OF JAMESTOWN	0.0 Deck Overlay, Structur Repair, Expan Joint Mod	479	431	48	0	0
23011	2025	IM	94B E	1 WEST OF US 281	0.0 Deck Overlay, Approach Slabs, Spall Repair, Expan Joint Mod,	576	518	58	0	0
<b>Subtotal</b>					<b>4243</b>	<b>3818</b>	<b>425</b>	<b>0</b>	<b>0</b>	
<b>Safety</b>										
22884	2026	HEN	94	E W OF ELDRIDGE INT TO E OF EXIT 260	9.6 HTMCG	1742	1568	174	0	0
22885	2027	HEN	94	E W OF OAKES INT TO E OF PEAK INT	8.6 HTMCG	1677	1509	168	0	0
22926	2028	HEC		GRANDVIEW TOWNSHIP - 98 AVE SE	0.0 Inslope Repair, Erosion Repair	318	286	0	32	0
<b>Subtotal</b>					<b>3737</b>	<b>3363</b>	<b>342</b>	<b>32</b>	<b>0</b>	
<b>Total</b>					<b>50923</b>	<b>28431</b>	<b>12503</b>	<b>1650</b>	<b>8339</b>	

**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								
<b>Fiscal Year: 2023-2025</b>									
<b>Rural</b>									
		2101 SS	9 E JCT 52-MELVILLE - 1.8 MI S COURTENAY	29.6 Mill/OI 2" Max	5232	4234	998	0	0
		2102 SS	11 E CO LN E TO JCT 3 NORTH	17.7 Mill/OI 2" Max	3136	2538	598	0	0
23170	2103 BGR	13 E N OF E JCT 56 NEAR KULM	1.6 Grade Raise, Hot Bit Pave, Riprap		3660	0	1594	0	2066
		2104 SS	36 E COUNTY LINE E TO WOODWORTH	9.0 Mill/OI 2" Max	1594	1290	304	0	0
		2105 SS	36 E WOODWORTH E TO JCT 52	19.1 Mill/OI 2" Max	3377	2733	644	0	0
		2106 IM	94 E NEAR US 281 TO BLOOM INTR	4.3 CPR, Grinding	689	620	69	0	0
23304	2122 IM	94 E HILL INTR TO BUFFALO	5.1 CPR, Grinding		1072	965	107	0	0
22350	2107 IM	94 WE DAWSON INTR TO CRYSTAL SPRINGS	11.9 Mill/OI 2" Max		5261	4735	526	0	0
		2108 IM	94 WW ND 30 INTER E TO E CLEVELAND	12.2 CPR	1711	1540	171	0	0
		2201 SS	1 N STATE LINE	1.0 Grade Raise, Hot Bit Pave, Riprap	2000	1619	381	0	0
23196	2202 SS	1 N N JCT 11-OAKES-N TO OAKES MUNICIPAL	2.6 Mill/OI>2<Or=3", Signing		1138	921	217	0	0
		2203 NH	1 N N JCT 13 N TO JCT 46	18.3 Mill/OI 2" Max	3373	2730	643	0	0
		2204 SS	3 N W JCT 11 N TO WISHEK	16.8 Mill/OI 2" Max	3084	2496	588	0	0
		2205 SS	9 E 1.8 MI S COURTENAY TO JCT 1-ROGERS	24.0 Mill/OI 2" Max	4411	3570	841	0	0
		2206 NH	52 E JCT ND 36 S TO 4 LANE BUCHANAN	7.7 Thin Overlay	1420	1149	271	0	0
		2207 IM	94 E 2 MI EAST BLOOM INTER - S DITCH	3.0 Drainage Impr.	1000	900	100	0	0
		2208 IM	94 WW LIPPERT E TO E BLOOM INTER	15.3 CPR, Grinding	2134	1921	213	0	0
		2209 IM	94 WW ECKELSON E TO E ND 1-OAKES	13.2 Thin Overlay	2421	2179	242	0	0
		2210 NH	281 N TWP LINE N ELLENDALE TO EDGELEY	24.6 Thin Overlay	4521	3659	862	0	0
		2301 NH	13 E WISHEK E TO JCT 30	11.1 Mill/OI 2" Max	2124	1719	405	0	0
		2302 NH	13 E E JCT 56 E TO US 281	14.8 Mill/OI 2" Max	2832	2292	540	0	0
		2303 NH	52 E 4 LANE BUCHANAN SE TO JAMESTOWN	11.7 Thin Overlay	2245	1817	428	0	0
		2304 NH	52 W4-LANE BUCHANAN SE TO JAMESTOWN	11.7 Thin Overlay	2245	1817	428	0	0
		2305 NH	52BE JAMESTOWN BYPASS	3.5 Microsurfacing	267	216	51	0	0
		2306 IM	94 E E CLEVELAND E TO NEAR LIPPERT	7.9 CPR, Grinding	1116	1004	112	0	0
		2307 IM	94 E NEAR LIPPERT INTR TO NEAR US 281	10.4 Crack & Seat, Hot Bit Pave, Milling	8359	7523	836	0	0
		2308 IM	94 E E VALLEY CITY E TO HILL INTR	14.0 Microsurfacing	1067	960	107	0	0
		2309 IM	94 WE DAWSON INTR TO CRYSTAL SPRINGS	11.9 Microsurfacing	712	641	71	0	0
<b>Subtotal</b>					<b>72201</b>	<b>57788</b>	<b>12347</b>	<b>0</b>	<b>2066</b>
<b>Urban</b>									
		2114 SU	P 990 E 3RD ST NE (CENTRAL TO 3RD AV NE)	0.1 Reconstruction	825	450	0	375	0
		2123 SU	P 990 N 2ND AVE NE (2ND ST NE - 4TH ST NE)	0.1 Reconstruction	825	450	0	375	0
23162	2222 NHU	P 52 E US 52 JAMES RIVER BRIDGE	0.0 Approach Slabs, Spall Repair, Jt Repair, Struct/Incid		193	156	37	0	0
		2223 NHU	P 52 N US 52(4TH AVE SW-JAMES RIVER BRIDGE)	0.2 Reconstruction, Bikeway/Walkway, Storm Sewer,	3261	2639	622	0	0
		2224 SU	P 94 E 1 E OF SHEYENNE RIVER	0.1 Culvert Rehab, Erosion Repair	150	121	29	0	0
		2225 NHU	P 281 N 1 N OF I-94 (JAMES RIVER) SB	0.1 Deck Overlay, Rail Retrofit, Structur Repair	375	303	72	0	0
		2226 NHU	P 281 N 1 N OF I-94 (JAMES RIVER) NB	0.1 Deck Overlay, Rail Retrofit, Structur Repair	400	324	76	0	0
		2227 SU	987 N 4TH AVE E (10TH ST SE-5TH ST NE)	1.0 Mill/OI>2<Or=3", ADA Ramp Rev, CPR	1693	1370	0	323	0
		2310 SU	987 N 2ND AVE W, 9TH ST W	0.4 CPR, ADA Ramp Rev	2382	1928	0	454	0
<b>Subtotal</b>					<b>10104</b>	<b>7741</b>	<b>836</b>	<b>1527</b>	<b>0</b>

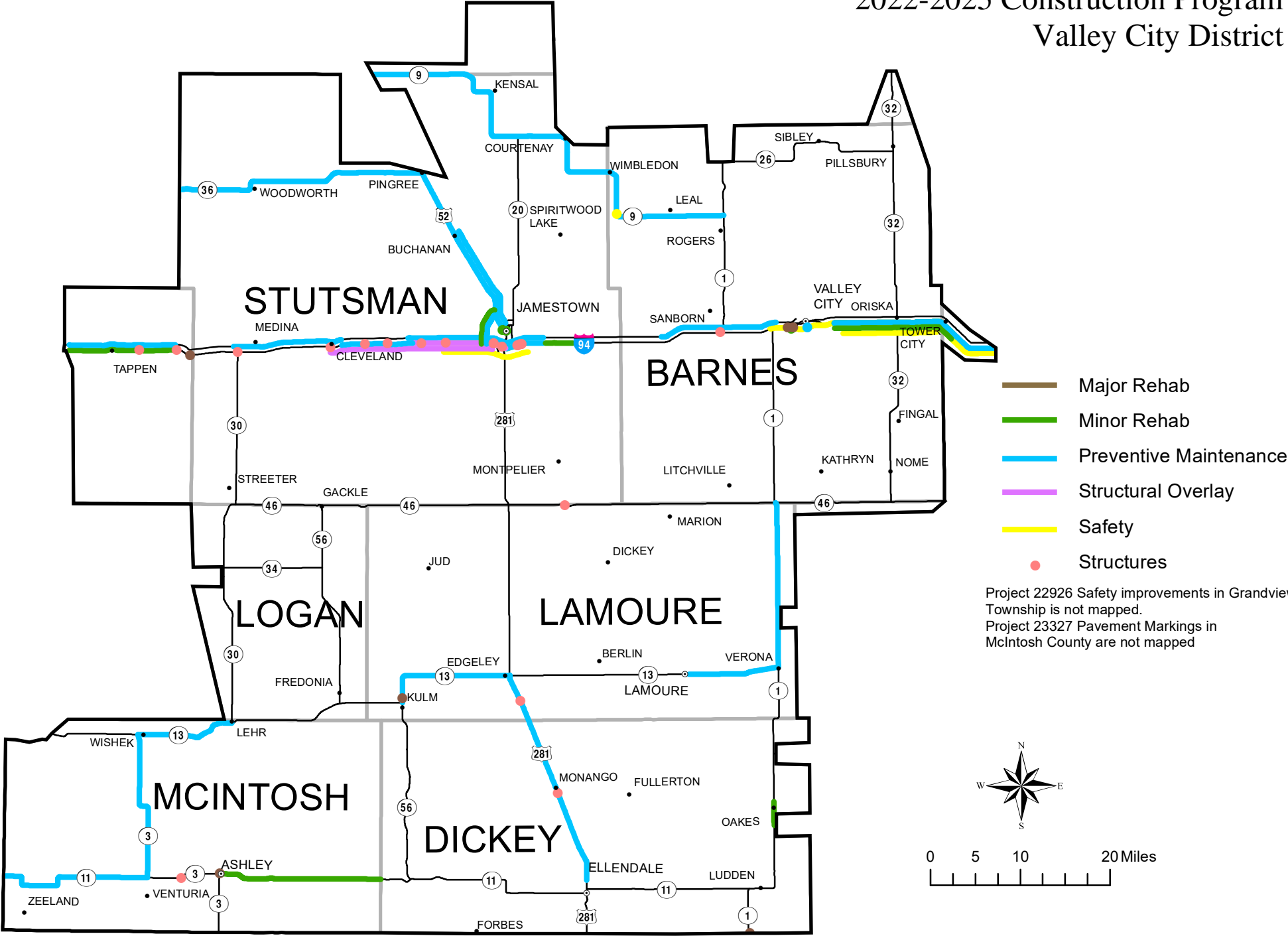


**North Dakota Department of Transportation  
District - Valley City**

(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
<b>Bridge</b>											
23342	2116	SS	3	N 4 EAST OF ND 11 WEST	0.0	Struct Replace	243	197	46	0	0
23341	2117	NH	281	N 1 SOUTH OF MONANGO	0.0	Structur Repair	162	131	31	0	0
23341	2119	NH	281	N 3 SOUTH OF ND 13	0.0	Struct/Incid, Riprap	81	66	15	0	0
	2212	SS	46	E 6 EAST OF US 281	0.0	Deck Overlay	262	212	50	0	0
23344	2213	IM	94	E 8 EAST OF ND 3 SOUTH	0.0	Struct Replace, Approach Slabs, Guardrail	3500	3150	350	0	0
	2214	IM	94	E JCT US 281 & I-94	0.0	Structure Paint	379	341	38	0	0
	2215	IM	94	E JUST WEST JCT. 52 & I-94	0.0	Approach Slabs, Spall Repair, Expan Joint Mod, Struct/Incid	200	180	20	0	0
	2216	IM	94	E SE JAMESTOWN INTERCHANGE	0.0	Deck Overlay, Approach Slabs, Expan Joint Mod	716	644	72	0	0
	2217	IM	94	E JUST EAST OF JCT.US-52	0.0	Expan Joint Mod, Spall Repair, Struct/Incid	189	170	19	0	0
	2218	IM	94	WJUST WEST JCT. 52 & I-94	0.0	Approach Slabs, Spall Repair, Expan Joint Mod, Struct/Incid	206	185	21	0	0
	2219	IM	94	WJUST EAST OF JCT US 52	0.0	Approach Slabs, Spall Repair, Expan Joint Mod, Struct/Incid	217	195	22	0	0
	2228	IM	94	WJCT I 94 & ND 1 NORTH	0.0	Structur Repair	54	49	5	0	0
	2220	IM	94BE	1 WEST OF US 281	0.0	Structure Paint	270	243	27	0	0
23345	2311	IM	94	E 7 WEST OF ND 30	0.0	Struct Replace, Approach Slabs, Guardrail	3000	2700	300	0	0
<b>Subtotal</b>							<b>9479</b>	<b>8463</b>	<b>1016</b>	<b>0</b>	<b>0</b>
<b>ND Street</b>											
22937	2121	SS	11	E ND 11, 5TH AVE SW TO 3RD AVE NE	0.5	Reconstruction, Sanitary Sewer, Storm Sewer	2759	1780	198	781	0
<b>Subtotal</b>							<b>2759</b>	<b>1780</b>	<b>198</b>	<b>781</b>	<b>0</b>
<b>Safety</b>											
23142	2229	HES	9	E 5 MILES SOUTH OF WIMBLEDON	0.7	Grade Raise	2694	2425	269	0	0
22924	2221	HEC		MCINTOSH COUNTYWIDE	0.0	Pave Mark	133	120	0	13	0
22886	2312	HEN	94	E PEAK INTR TO TOWER CITY INTR	11.3	HTMCG	3396	3056	340	0	0
23327	2313	HEN	94	E TOWER CITY INTR TO W OF AYR INTR	9.1	HTMCG	2734	2461	273	0	0
<b>Subtotal</b>							<b>8957</b>	<b>8062</b>	<b>882</b>	<b>13</b>	<b>0</b>
<b>Total</b>							<b>103500</b>	<b>83834</b>	<b>15279</b>	<b>2321</b>	<b>2066</b>
<b>Grand Total</b>							<b>154423</b>	<b>112265</b>	<b>27782</b>	<b>3971</b>	<b>10405</b>

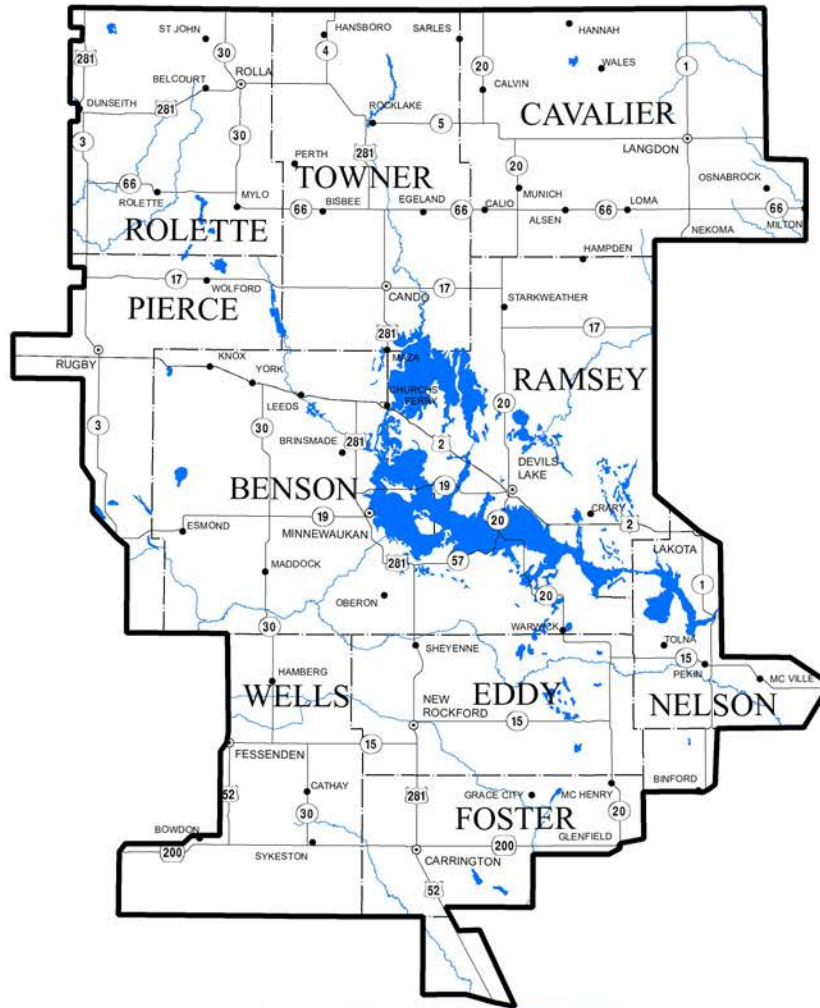
# 2022-2025 Construction Program Valley City District



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# Devils Lake District

## District 3



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**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								
<b>Fiscal Year: 2022</b>									
<b>Rural</b>									
22970 3011 NH	2	WRP 201 TO 1 MI W OF RUGBY	8.2	CPR, Grinding	1178	953	225	0	0
22928 3001 NH	3	N RUGBY - JCT US 2 TO CITY LIMITS	1.5	Mill/OI 2" Max	346	280	66	0	0
21984 3002 NH	3	N RUGBY - 2ND ST SW TO 1ST ST NW	0.1	Aggr Base, Curb & Gutter, Intersect Imp, PCC Pave, Storm	5972	4833	1139	0	0
21983 3003 NH	3	N CITY OF RUGBY - NORTH CITY LIMITS	0.2	Turn Lanes	360	291	69	0	0
22928 3004 NH	3	N RUGBY N TO JCT 66-FONDA	21.5	Thin Overlay	3656	2959	697	0	0
23031 3005 BGR	20	N NORTH OF MCHENRY, RP 54.8	0.5	Grade Raise	2000	0	871	0	1129
23031 3012 BGR	20	N NORTH OF MCHENRY, RP 56.5	0.7	Grade Raise	1100	0	479	0	621
21504 3006 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
3007 NHSS		VAR LOC-DEVILS LAKE DIST NORTH 1/2	0.0	Pipe Repair	2200	1780	420	0	0
<b>Subtotal</b>					<b>29979</b>	<b>21752</b>	<b>6477</b>	<b>0</b>	<b>1750</b>
<b>Urban</b>									
22908 3008 CVD MCH	19	N ND 19 (US 2 - E OF 3RD AV NW)	0.2	Microsurfacing, ADA Ramp Rev	80	46	34	0	0
22907 3009 CVD MCH	20	N ND 20 (US 2 - 20TH ST NE)	1.5	Microsurfacing, Mill/OI 2" Max, ADA Ramp Rev	857	491	366	0	0
<b>Subtotal</b>					<b>937</b>	<b>537</b>	<b>400</b>	<b>0</b>	<b>0</b>
<b>Bridge</b>									
22602 3010 SS	30	N NORTH US 52	0.0	Struct Replace	776	628	148	0	0
<b>Subtotal</b>					<b>776</b>	<b>628</b>	<b>148</b>	<b>0</b>	<b>0</b>
<b>Total</b>					<b>31692</b>	<b>22917</b>	<b>7025</b>	<b>0</b>	<b>1750</b>

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

(In Thousands)

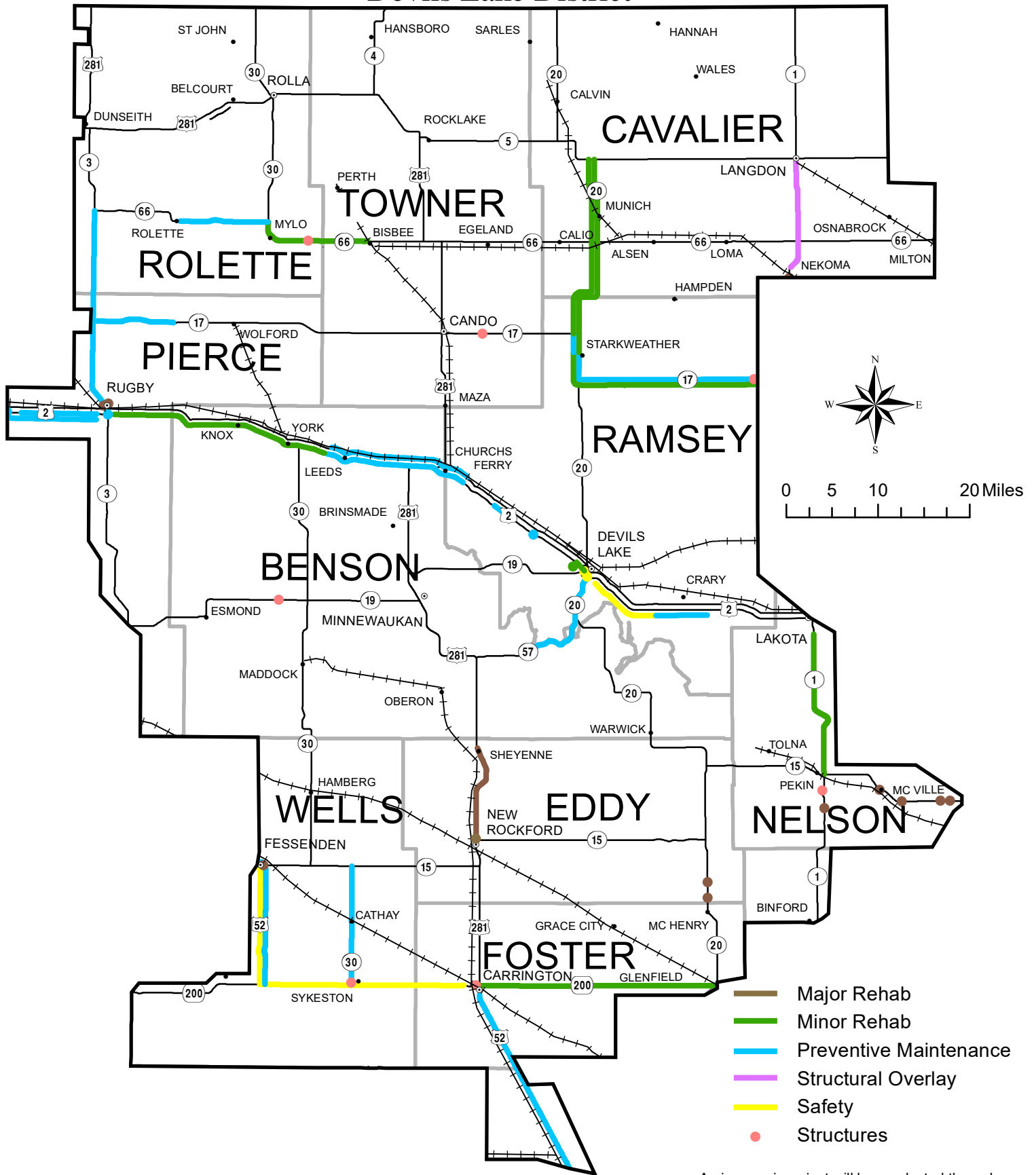
PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Cost Fund Fund Fund Fund										
<b>Fiscal Year: 2023-2025</b>										
<b>Rural</b>										
22921 3101 NH	2	E	BERWICK TO 1 MI W OF RUGBY	9.7	CPR, Grinding	1266	1025	241	0	0
22270 3102 NH	2	E	RUGBY E TO NEAR LEEDS	24.0	Mill/OI>2<Or=3"	8674	7020	1654	0	0
3103 NH	2	E	W LEEDS E TO CHURCHS FERRY	12.2	CPR, Grinding	1591	1288	303	0	0
22617 3104 SS	15	E	EAST OF MCVILLE	0.3	Inslope Widen, Structure Widen	630	510	120	0	0
22617 3105 SS	15	E	2 MI WEST OF JCT 32	0.5	Inslope Widen, Riprap	2241	1814	427	0	0
22617 3106 SS	15	E	1 MI WEST OF JCT 32	0.4	Inslope Widen, Riprap	1751	1417	334	0	0
3107 SS	17	E	N JCT 20 S TO STARKWEATHER	2.0	Culvert Rehab	190	154	36	0	0
3108 SS	17	E	STARKWEATHER S TO EDMORE	22.5	Culvert Rehab	341	276	65	0	0
3109 SS	20	N	N JCT 17 TO E JCT 5 - CLYDE	20.8	Culvert Rehab	203	164	39	0	0
3110 SS	30	N	JCT US 52 N TO E JCT 15	13.0	Microsurfacing, Micro Mill	1175	951	224	0	0
23377 3114 NH	52	E	FESSENDEN S TO W JCT 200	13.2	Mill/OI 2" Max, Underseal	2327	1883	444	0	0
3111 SS	66	E	JCT 30 S & E TO BISBEE	12.3	Asp OI>2"<Or=3"	2565	2076	489	0	0
3112 NHSS			VAR LOC-DEVILS LAKE DIST SOUTH 1/2	0.0	Pipe Repair	2200	1780	420	0	0
3201 NH	1	N	2 MI SOUTH SHEYENNE RIVER	0.5	Slope Flatten, Widening	217	176	41	0	0
23109 3202 NH	1	N	NEKOMA TO NEKOMA SEPARATION	1.2	Hot Bit Pave, Reconstruction, Widening	2783	2252	531	0	0
22616 3203 NH	1	N	NEKOMA SEPARATION N TO JCT 5 LANGDON	12.2	Full Depth Rec, Hot Bit Pave	11380	9210	2170	0	0
3204 NH	2	E	HEFTI REST AREA E TO 2 MI E CRARY	5.6	Drainage Impr., Mill/OI 2" Max	1029	833	196	0	0
3205 SS	15	E	CITY OF MCVILLE	0.4	Curb & Gutter, Lighting, Storm Sewer	790	639	151	0	0
3206 SS	17	E	FIRST 9 MILES OF 17	8.8	Thin Overlay	1624	1314	310	0	0
3207 SS	17	E	N JCT 20 S TO STARKWEATHER	2.0	Mill/OI 2" Max	368	298	70	0	0
3208 SS	17	E	STARKWEATHER S TO EDMORE	22.5	Mill/OI 2" Max	4141	3351	790	0	0
3218 NH	20	N	JCT ND 57 N TO JCT US 2	4.9	Mill/OI 2" Max	903	731	172	0	0
3219 NH	57	E	FORT TOTTEN E TO JCT ND 20	7.2	Thin Overlay	1316	1316	0	0	0
3209 SS	66	E	E OF ROLETTE TO BISBEE	9.6	Mill/OI 2" Max	1769	1432	337	0	0
3301 NH	1	N	JCT ND 15-PEKIN TO 1 MI S OF LAKOTA	16.2	Selectiv Subcut	61	49	12	0	0
3302 NH	2	E	1 MI W CHURCHS TO 2 M E CHURCHS	3.3	Thin Overlay	636	515	121	0	0
3303 NH	2	E	PENN GRADE RAISE	2.2	Thin Overlay	430	348	82	0	0
3304 NH	2	E	CHANNEL A GRADE RAISE	1.3	Thin Overlay	256	207	49	0	0
3306 NH	2	W	BERWICK TO EAST OF BERWICK	1.5	Thin Overlay	290	235	55	0	0
3307 NH	2	W	W OF LEEDS TO 2 MI E CHURCHS FERRY	15.3	Thin Overlay	2920	2363	557	0	0
3309 NH	15	E	RR UNDERPASS	0.3	Aggr Base, Curb & Gutter, PCC Pave, Pumps, Struct/Incid, Storm	1584	1282	302	0	0
22633 3311 SS	20	N	N JCT 17 TO E JCT 5 - CLYDE	20.8	Mill/OI>2<Or=3"	6781	5488	1293	0	0
3313 NH	52	E	S EDGE OF CARRINGTON S TO MELVILLE	9.0	Mill/OI 2" Max	1721	1393	328	0	0
3314 NH	52	E	CO LN S TO JCT ND 36	12.4	Mill/OI 2" Max	2377	1924	453	0	0
3316 NH	200	E	E JCT 52-CARRINGTON E TO JCT 20	25.9	Mill/OI>2<Or=3", Pipe Repair	8294	6712	1582	0	0
<b>Subtotal</b>						<b>76824</b>	<b>62426</b>	<b>14398</b>	<b>0</b>	<b>0</b>
<b>Urban</b>										
23179 3113 SU	P	982	N 17TH ST SE, 8TH AVE SE, 10TH AVE SE	1.6	Hot Bit Pave, Curb & Gutter	2006	1623	0	383	0
3210 SU		982	E 14TH ST NE, 14TH AVE NE	1.0	Aggr Surface	366	293	0	73	0
<b>Subtotal</b>						<b>2372</b>	<b>1916</b>	<b>0</b>	<b>456</b>	<b>0</b>
<b>Bridge</b>										
23342 3115 SS		66	E 6 EAST OF NORTH 30	0.0	Struct Replace	750	607	143	0	0
3211 NH		1	N 2 SOUTH OF ND 15	0.0	Deck Overlay, Rail Retrofit, Spall Repair, Struct/Incid	335	271	64	0	0
3212 SS		17	E 5 EAST OF CANDO	0.0	Deck Overlay, Riprap	232	188	44	0	0

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

(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
<b>Bridge</b>											
3213	SS		17 E	5 WEST OF ND 1	0.0	Deck Overlay, Rail Retrofit, Spall Repair	176	142	34	0	0
3214	SS		19 E	3 WEST OF ND 30	0.0	Deck Overlay, Rail Retrofit, Spall Repair, Riprap	227	184	43	0	0
3215	NH		52 E	WEST OF JUNCTION US 281	0.0	Deck Overlay, Structur Repair	507	410	97	0	0
<b>Subtotal</b>							<b>2227</b>	<b>1802</b>	<b>425</b>	<b>0</b>	<b>0</b>
<b>Safety</b>											
23151	3116	HEN	52 E	FESSENDEN TO CARRINGTON	36.1	Passing Lanes, Hot Bit Pave, Turn Lanes	8057	7251	806	0	0
22923	3216	HLU		BIA 6 AT CANDESKA CIKANA COLLEGE	0.0	Turn Lanes	334	334	0	0	0
22881	3217	HLC		VARIOUS LOCATIONS CAVALIER CO LRSP	0.0	Signing	144	130	0	14	0
23110	3317	HEN	2 E	DEVILS LAKE 4 LN TO HEFTIE REST AREA	7.7	Turn Lanes, Lighting, Signing, Mill/OI 2" Max, RCI	8091	7282	809	0	0
<b>Subtotal</b>							<b>16626</b>	<b>14997</b>	<b>1615</b>	<b>14</b>	<b>0</b>
<b>Total</b>							<b>98049</b>	<b>81141</b>	<b>16438</b>	<b>470</b>	<b>0</b>
<b>Grand Total</b>							<b>129741</b>	<b>104058</b>	<b>23463</b>	<b>470</b>	<b>1750</b>

# 2022 -2025 Construction Program Devils Lake District



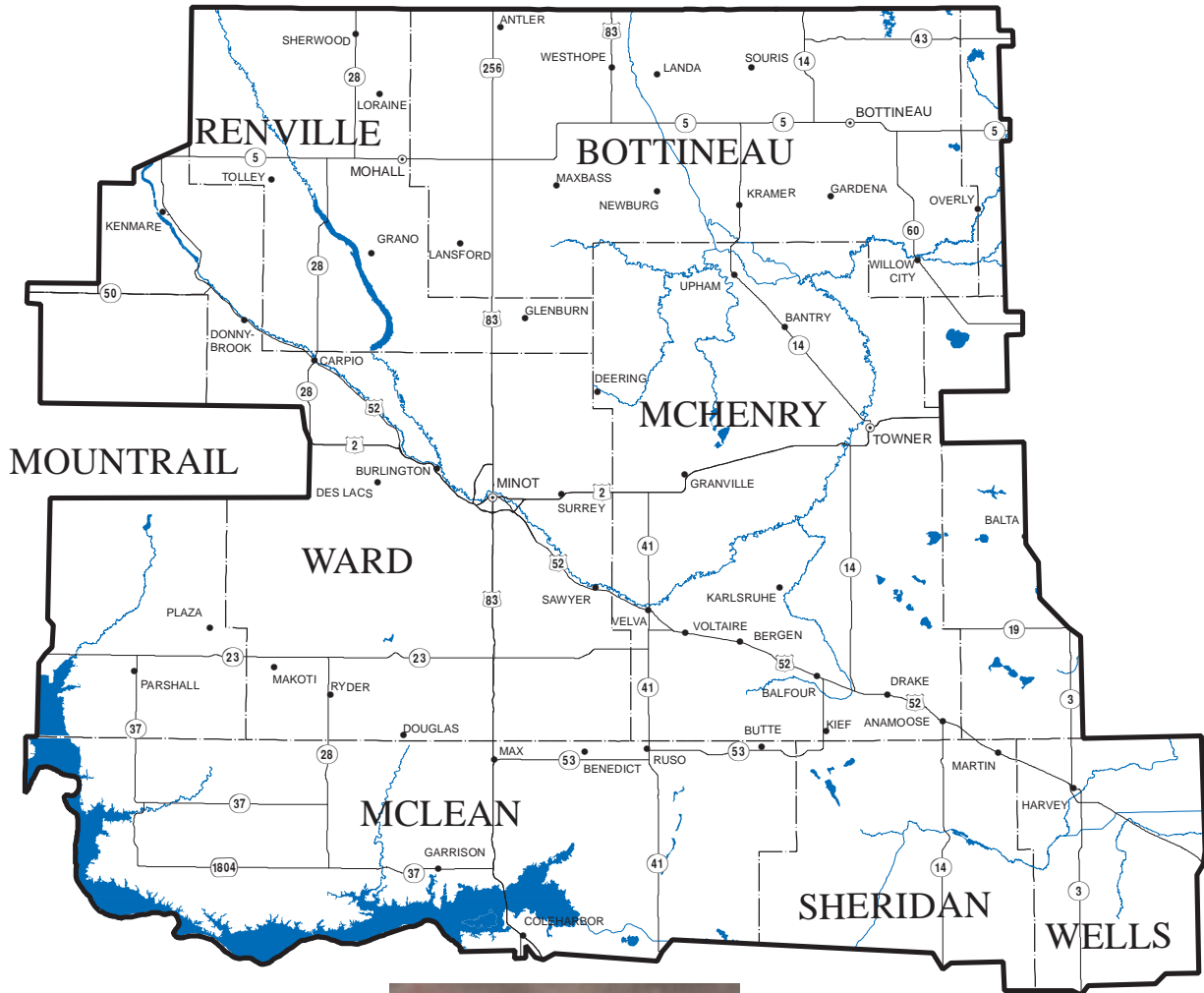
- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

A pipe repair project will be conducted through out several locations in the Devil's Lake district. This project is not mapped.  
PCN 22881 Signing project in various areas of Cavalier County is not mapped.

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# Minot District

## District 4



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**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	Source		CMC				Cost	Fund	Fund	Fund	Fund
<b>Fiscal Year: 2022</b>											
<b>Rural</b>											
22070	4001	NH	2	E JCT 28 E TO E ENTRANCE OF BERTHOLD	0.4	Median X-Overs, Concrete Over, Widening	646	523	123	0	0
22069	4002	NH	2	WE OF BERTHOLD TO 3 MI W JCT 52	7.1	Median X-Overs, Concrete Over, Widening	10712	8669	2043	0	0
23302	4003	SS	14	N JCT 200 N TO E JCT 52	27.5	Mill/OI 2" Max	4682	3789	893	0	0
23300	4007	SS	37	E E JCT 1804 E TO GARRISON	11.8	Thin Overlay	2014	1630	384	0	0
23032	4008	BGR	52	E EAST BERGEN TO RP 130.8	2.6	Grade Raise	8900	0	3875	0	5025
23028	4009	BGR	83	N NORTH OF JCT 23	0.5	Grade Raise	2501	0	1089	0	1412
<b>Subtotal</b>							<b>29455</b>	<b>14611</b>	<b>8407</b>	<b>0</b>	<b>6437</b>
<b>Urban</b>											
22911	4010	CVDMCH	2	E 2 W US 83	0.1	Bridge Rail Rep, Structure Items	553	317	236	0	0
23190	4011	NHU	P2022	2 E US 2 SW & NE RAMPS AT JCT 83	0.2	PCC Pave	566	458	108	0	0
22910	4012	CVDMCH		2B E BURDICK EXPY EAST - CP RAILWAY	0.3	Approach Slabs, Structure Items, Lighting, PCC Pave, Fencing	1949	1117	832	0	0
22912	4013	CVDMCH		83B N 1 N OF JCT 2 & 52	0.1	Milling, Deck Overlay, Approach Slabs	703	403	300	0	0
23168	4014	SU	989	N 16TH ST SW, 37TH AV SW	1.8	Mill/OI>2<Or=3", ADA Ramp Rev, Lighting	3025	2000	0	1025	0
<b>Subtotal</b>							<b>6796</b>	<b>4295</b>	<b>1476</b>	<b>1025</b>	<b>0</b>
<b>Transportation Alternatives</b>											
22952	4015	TAU		MINOT EDISON SAFE ROUTES TO SCHOOL	1.1	Bikeway/Walkway	446	290	0	156	0
<b>Subtotal</b>							<b>446</b>	<b>290</b>	<b>0</b>	<b>156</b>	<b>0</b>
<b>Safety</b>											
22829	4016	HEN		MINOT-US 2/52, BURDICK TO EVERGREEN	0.0	Intersect Imp, Lighting	1511	1360	151	0	0
<b>Subtotal</b>							<b>1511</b>	<b>1360</b>	<b>151</b>	<b>0</b>	<b>0</b>
<b>Total</b>							<b>38208</b>	<b>20556</b>	<b>10034</b>	<b>1181</b>	<b>6437</b>

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

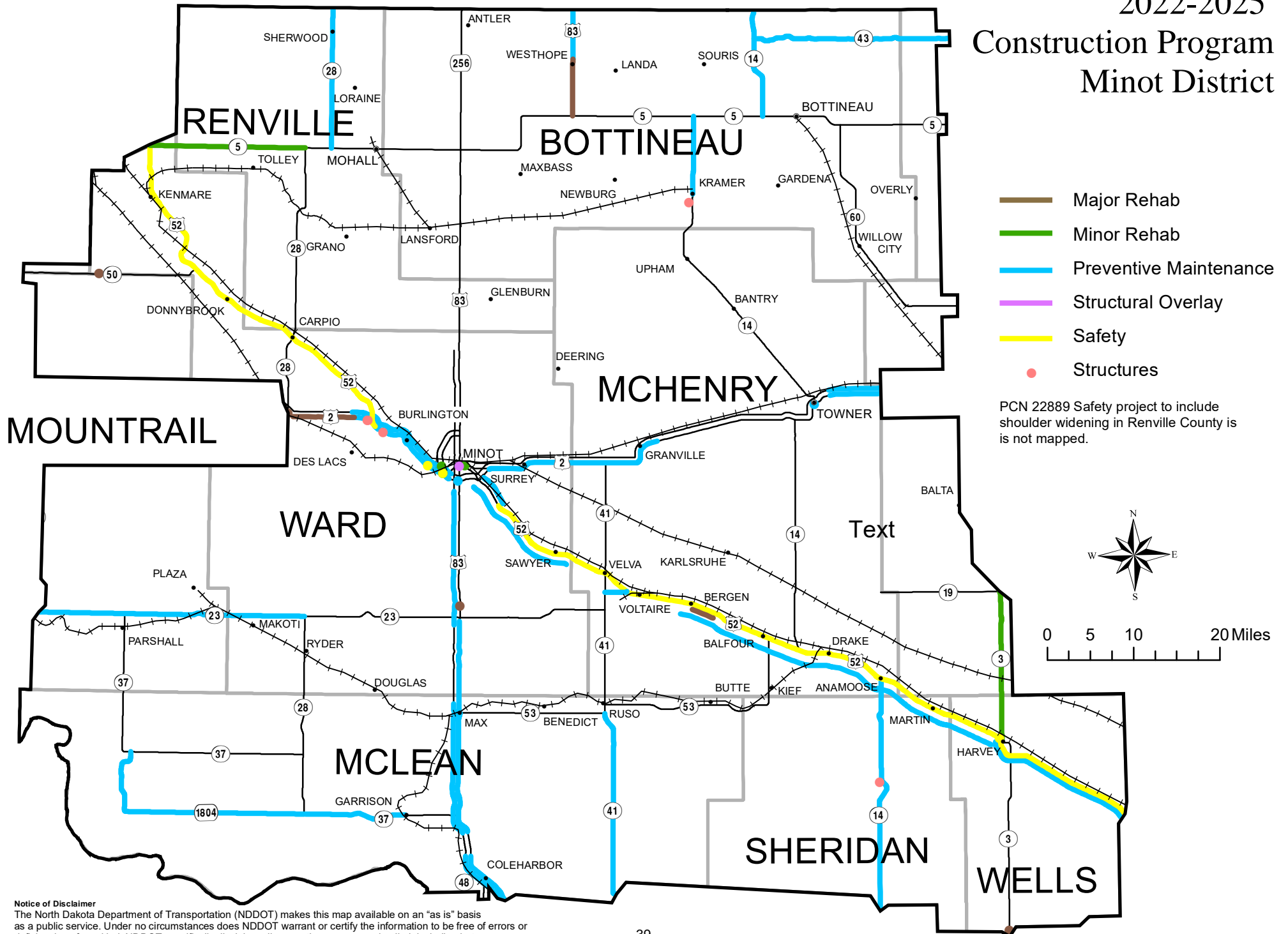
(In Thousands)

PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Cost Fund Fund Fund Fund										
<b>Fiscal Year: 2023-2025</b>										
<b>Rural</b>										
22920 4101 NH	2	E	1.5 MI E TOWNER TO BERWICK	5.9	CPR	766	620	146	0	0
23029 4102 BGR	3	N	NEAR HURDSFIELD - RP 137	0.6	Grade Raise	2300	0	1001	0	1299
22208 4103 CVDMMCH	3	N	JCT 52-HARVEY-N TO JCT 19	17.6	Box Culv Ext, Mill/OI>2<Or=3", Riprap, Sliver Grading,	10266	5646	4620	0	0
21666 4104 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
22585 4115 SS	14	N	TOWNER	0.9	CPR, Mill/OI 2" Max	430	348	82	0	0
4105 SS	14	N	E JCT 5 N TO CANADIAN LINE	12.8	Microsurfacing	1959	1585	374	0	0
4106 NH	23	E	JCT 8 E TO JCT 37	10.0	Thin Overlay	1762	1426	336	0	0
4107 NH	23	E	JCT 37 E TO CO LINE	12.0	Thin Overlay	2125	1720	405	0	0
4108 NH	23	E	CO LINE E TO JCT 28	8.9	Thin Overlay	1568	1269	299	0	0
23138 4109 BGR	50	E	9 MILES W OF S JCT 8	0.4	Grade Raise	1144	0	498	0	646
4110 SS	1804	N	JCT ND 37 EMMET COR W&N TO RAUB JCT	28.5	Microsurfacing	1983	1605	378	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	E	55TH ST E TO 1.7 MI E GRANVILLE	21.2	Thin Overlay	3906	3161	745	0	0
4203 NH	2	W	3 MI W OF JCT 52 TO 1 MI W JCT 83	14.2	Thin Overlay	2610	2112	498	0	0
4204 NH	2	W	1.5 MI E TOWNER TO BERWICK	5.9	Thin Overlay	1085	878	207	0	0
4205 NH	83	N	SNAKE CREEK EMB N TO .5 MI S JCT 23	25.0	Mill/OI 2" Max	4594	3718	876	0	0
22640 4206 NH	83	N	E JCT 5 N THRU WESTHOPE	6.6	Aggr Shoulders, Hot Bit Pave, Widening	7131	5771	1360	0	0
4207 NH	83	S	SNAKE CREEK EMB N TO N OF MAX	15.4	Thin Overlay	2827	2288	539	0	0
4208 NH	83	S	S OF JCT 23 N TO URBAN LIMIT	15.5	Mill/OI 2" Max	2849	2306	543	0	0
4301 SS	14	N	KRAMER N TO W JCT 5	9.0	Microsurfacing	679	550	129	0	0
4302 SS	28	N	E JCT 5-MOHALL N TO STATE LINE	16.3	Thin Overlay	3116	2522	594	0	0
4303 SS	41	N	TURTLE LAKE N TO S JCT 53	21.6	Microsurfacing	1627	1317	310	0	0
4304 SS	43	E	JCT ND 14 E TO JCT US 281	23.3	Mill/OI 2" Max	4453	3604	849	0	0
4305 NH	52	E	E JCT 2 TO CO LN - SAWYER	14.4	Mill/OI 2" Max	2762	2235	527	0	0
4306 NH	52	E	1 MI W OF BERGEN TO JCT 14-ANAMOOSE	25.0	Thin Overlay	4784	3872	912	0	0
4307 NH	52	E	JCT 14-ANAMOOSE SE TO W EDGE HARVEY	16.0	Thin Overlay	3051	2469	582	0	0
4308 NH	52	E	WEST EDGE OF HARVEY TO FESSENDEN	17.3	Mill/OI 2" Max	3317	2684	633	0	0
4309 NH	52	W	BEGIN 4 LANES MINOT SE TO END 4 LANE	3.6	Thin Overlay	696	563	133	0	0
4310 NH	83	N	N JCT 200 N TO SNAKE CREEK EMBANKMNT	6.8	Mill/OI 2" Max	1310	1060	250	0	0
18909 4311 NH	83	N	NORTH END OF WESTHOPE N TO STATE LI	5.7	Microsurfacing	433	350	83	0	0
4312 NH	83	S	N JCT 200 N TO SNAKE CREEK EMBANK.	6.9	Mill/OI 2" Max	1311	1061	250	0	0
4313 SS	97	E	VELVA-SUNFLOWER ROAD	2.5	Thin Overlay	483	391	92	0	0
<b>Subtotal</b>						<b>87265</b>	<b>65174</b>	<b>20146</b>	<b>0</b>	<b>1945</b>
<b>Urban</b>										
23200 4111 NHU	P	2	BE VALLEY ST (RR XING TO JCT US 2/52)	1.2	Spall Repair, Grinding, Joint Sealant, CPR	1500	1214	286	0	0
4209 NHU	P	2	E JCT 2 & 52 EAST (US 2/US 2 & 52 INT)	0.1	Deck Overlay, Structure Items	776	628	148	0	0
4210 NHU	P	2	NE JCT US 2 & 52 - EB (CP RAILWAY)	0.1	Deck Overlay, Structure Items	376	304	72	0	0
4211 NHU	P	2	WNE OF JCT 2 & 52 - WB (CP RAILWAY)	0.1	Deck Overlay, Structure Items	376	304	72	0	0
4213 SU	P	989	N 16TH ST SW (2ND AV SW-11 1/2 AV SW)	0.8	Reconstruction	9381	6198	0	3183	0
4314 NHU	P	2	E 1 W OF US 83 (16TH ST SW)	0.1	Deck Overlay, Approach Slabs	1000	809	91	100	0
4315 NHU	P	2	E 1 W OF US 83 (16TH ST SW)	0.1	Structure Paint	276	223	25	28	0
4316 NHU	P	2	E JCT US 83 & US 2/52	0.1	Structure Paint	275	223	52	0	0

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

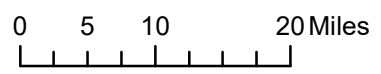
PCN Map Key Source	Fund	Pend	Hwy Dir CMC	Location	Length	Work Type	(In Thousands)				
							Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
<b>Subtotal</b>							<b>13960</b>	<b>9903</b>	<b>746</b>	<b>3311</b>	<b>0</b>
<b>Bridge</b>											
22609 4116 NH			2	E NORTHWEST OF U.S. HWY 52	0.0	Struct Replace	378	306	72	0	0
22609 4117 NH			2	E NORTHWEST US HWY 52	0.0	Struct Replace	844	683	161	0	0
22609 4118 NH			2	E 2 SE OF JCT US 2 & US 52	0.0	Struct Replace	1265	1024	241	0	0
4220 SS			14	N 12 SOUTH OF U.S. HWY 52	0.0	Deck Overlay, Rail Retrofit, Structur Repair, Struct/Incid	507	410	97	0	0
4221 SS			14	N 1 SOUTH OF KRAMER	0.0	Deck Overlay, Rail Retrofit, Spall Repair, Struct/Incid	236	191	45	0	0
<b>Subtotal</b>							<b>3230</b>	<b>2614</b>	<b>616</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>											
23244 4112 TAU				MINOT BEL AIR ELEMENTARY SCHOOL	0.5	Bikeway/Walkway	395	290	0	105	0
23245 4222 TAU				MINOT WASHINGTON ELEMENTARY SCHOOL	0.6	Bikeway/Walkway	319	258	0	61	0
<b>Subtotal</b>							<b>714</b>	<b>548</b>	<b>0</b>	<b>166</b>	<b>0</b>
<b>Safety</b>											
23180 4113 HEN			2	E MINOT, US 2 & 54TH ST	0.0	Lighting	100	90	10	0	0
22483 4114 HEN			52	E E JCT ND 5 TO BROOKS JCT	45.6	Passing Lanes, Hot Bit Pave, Drainage Impr.	10820	9738	1082	0	0
23149 4223 HEN			52	E MINOT TO E OF BALFOUR	38.3	Passing Lanes, Hot Bit Pave	11506	10355	1151	0	0
22889 4224 HLC				RENVILLE CO SHOULDER WIDENING	0.0	Widening, Signing, Pave Mark	670	603	0	67	0
23150 4317 HEN			52	E E OF BALFOUR TO FESSENDEN	45.1	Passing Lanes, Hot Bit Pave	13519	12167	1352	0	0
23153 4318 HEN			52	E INTERSECTION OF US 52 & ND 3- HARVEY	0.4	Intersect Imp	254	229	25	0	0
<b>Subtotal</b>							<b>36869</b>	<b>33182</b>	<b>3620</b>	<b>67</b>	<b>0</b>
<b>Total</b>							<b>142038</b>	<b>111421</b>	<b>25128</b>	<b>3544</b>	<b>1945</b>
<b>Grand Total</b>							<b>180246</b>	<b>131977</b>	<b>35162</b>	<b>4725</b>	<b>8382</b>

# 2022-2025 Construction Program Minot District



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

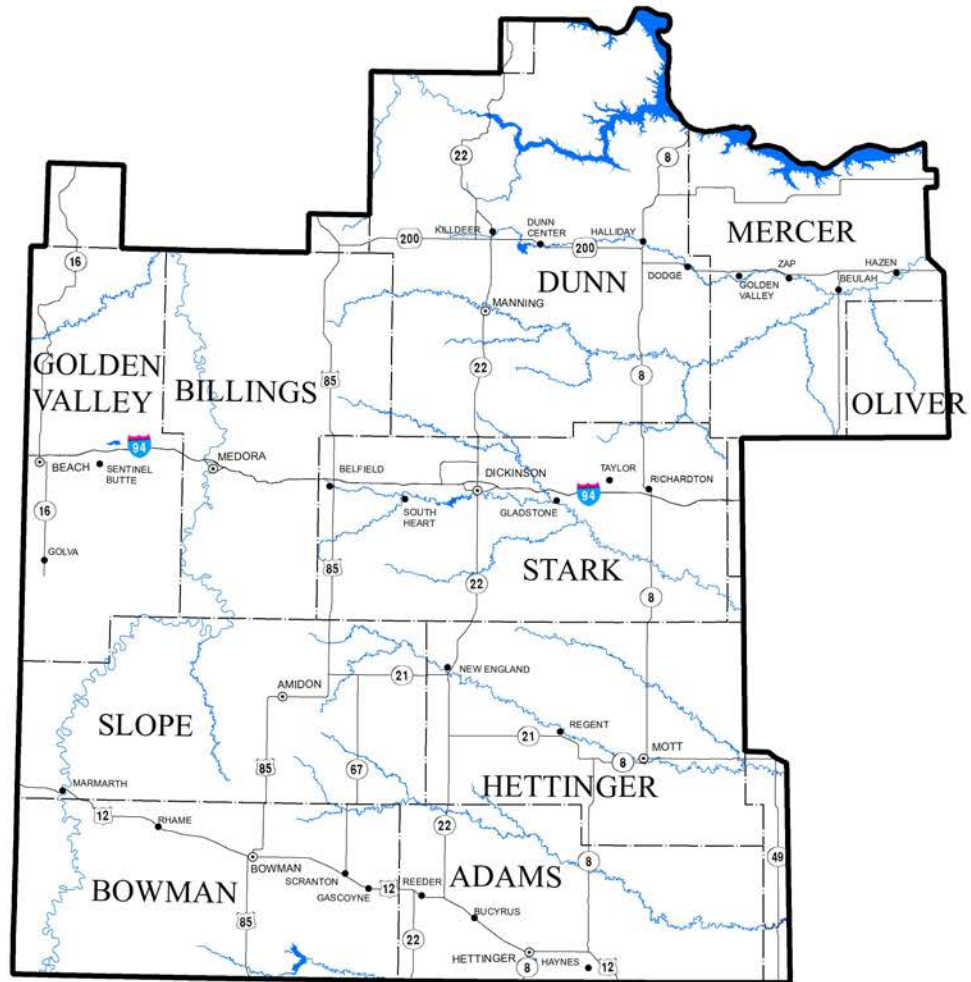
PCN 22889 Safety project to include shoulder widening in Renville County is not mapped.



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# Dickinson District

## District 5



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**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								
<b>Fiscal Year: 2022</b>									
<b>Rural</b>									
22327 5001 SS	8	N STATE LINE N TO W JCT 12-HETTINGER	4.0	Mill/OI 2" Max	687	556	131	0	0
23182 5002 SS	12	E RHAME TO BOWMAN	13.0	Thin Overlay	1900	1538	362	0	0
22623 5003 NH	12	E BOWMAN MUNICIPAL SECTION	1.0	Hot Bit Pave	1977	1600	377	0	0
22328 5004 NH	12	E COUNTY LINE TO HETTINGER	19.4	Gravel Shldrs, Thin Overlay	3299	2670	629	0	0
22621 5007 SS	22	N N NEW ENGLAND N TO DICKINSON	21.1	Asp OI>2"<Or=3", Sliver Grading	13100	10602	2498	0	0
22940 5009 CVD MCH	67	N SCRANTON N TO JCT 21	27.6	Hot Bit Pave, Milling, Pipe Repair, Selectiv Subcut	6200	3410	2790	0	0
23183 5010 NH	85	N BOWMAN CITY SECTION	2.5	Ramp Revisions, Thin Overlay	340	275	65	0	0
23325 5022 IM	94	E MEDORA TO FRYBURG	11.5	Mill/OI 2" Max	200	180	20	0	0
23326 5023 IM	94	E SOUTH HEART TO E DICKINSON INTR	12.0	CPR	1218	1096	122	0	0
23325 5024 IM	94	W MEDORA TO FRYBURG	11.5	Mill/OI 2" Max	200	180	20	0	0
23326 5025 IM	94	W SOUTH HEART TO E DICKINSON INTR	12.0	CPR	1218	1096	122	0	0
23114 5011 IM	94B E	MEDORA BUSINESS LOOP & CITY SECTION	3.6	Culvert Rehab, Drainage Impr., Milling, Thin Overlay	800	720	80	0	0
<b>Subtotal</b>					<b>31139</b>	<b>23923</b>	<b>7216</b>	<b>0</b>	<b>0</b>
<b>Urban</b>									
22621 5012 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	827	669	158	0	0
23189 5013 SU	P2022 983	E STATE AVE (VILLARD-N OF 15TH ST W)	1.3	Mill/OI>2<Or=3", Bikeway/Walkway, Curb &	3300	2671	0	629	0
<b>Subtotal</b>					<b>4127</b>	<b>3340</b>	<b>158</b>	<b>629</b>	<b>0</b>
<b>Bridge</b>									
22607 5015 SS	12	E AT MARMARTH	0.0	Expan Joint Mod, Spall Repair, Structur Repair	205	166	39	0	0
22653 5016 NH	85	N 3 NORTH OF JCT. ND 21	0.0	Culvert Rehab	427	346	81	0	0
<b>Subtotal</b>					<b>632</b>	<b>512</b>	<b>120</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>									
22673 5017 TAC	12	E BOWMAN, 3RD AVE SE TO BUSINESSES	0.1	Bikeway/Walkway	336	200	0	136	0
22946 5018 TAC		BEACH 3RD ST SW MULTIUSE TRAIL	0.3	Bikeway/Walkway	248	200	0	48	0
<b>Subtotal</b>					<b>584</b>	<b>400</b>	<b>0</b>	<b>184</b>	<b>0</b>
<b>ND Street</b>									
22660 5019 SS	22	N KILLDEER, LATHE ST TO ADAMS DR	0.0	Bikeway/Walkway, ADA Ramp Rev, Ramp Revisions	840	680	76	84	0
<b>Subtotal</b>					<b>840</b>	<b>680</b>	<b>76</b>	<b>84</b>	<b>0</b>
<b>Safety</b>									
22832 5020 HEN	85	N US 85 & 38TH STREET SW	0.2	Turn Lanes	200	180	20	0	0
23340 5026 CVD MCH	85	N I-94 TO GRASSY BUTTE	36.2	Signing, Pave Mark, DMS	2332	1283	1049	0	0
22883 5021 HEN	94	E W OF ND 22 BYPASS TO E OF EXIT 64	8.6	HTMCG	1849	1664	185	0	0
<b>Subtotal</b>					<b>4381</b>	<b>3127</b>	<b>1254</b>	<b>0</b>	<b>0</b>
<b>Total</b>					<b>41703</b>	<b>31982</b>	<b>8824</b>	<b>897</b>	<b>0</b>

**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								
<b>Fiscal Year: 2023-2025</b>									
<b>Rural</b>									
23298 5114 SS	16	N BEACH - ND 16, 5TH ST TO 6TH ST	0.2	Drainage Impr., Walk/Drive Ways	216	175	41	0	0
5115 SS	16	N RP 116.053	0.0	Pipe Repair	104	84	20	0	0
22622 5102 NH	21	E S JCT 22 E TO W JCT ND 8	21.0	Gravel Shldr, Mill/OI>2<Or=3", Selectiv Subcut, Sliver Grading,	12978	10503	2475	0	0
23184 5116 NH	21	E E JCT 8 TO W JCT 49	17.0	Microsurfacing, Micro Mill	1542	1248	294	0	0
5103 SS	22	N N OF KILLDEER TO RP 118	9.6	Mill/OI>2<Or=3"	3405	2756	649	0	0
5104 SS	22	N RP 118.9 TO LOST BRIDGE	7.1	Mill/OI>2<Or=3", Riprap	2663	2155	508	0	0
23299 5117 SS	22B	N KILLDEER BUSINESS LOOP	4.9	Mill/OI 2" Max	1382	1118	236	28	0
22625 5106 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 5107 IM	94	W STATE LINE TO RP 11.7	11.7	Median X-Overs, PCC Pave	24336	21902	2434	0	0
5109 IM		DICKINSON - VARIOUS LOCATIONS - I-94	0.0	Culvert Rehab	624	562	62	0	0
5201 NH	12	E HETTINGER TO STATE LINE	8.0	Microsurfacing, Micro Mill	756	612	144	0	0
5202 NH	12	E E JCT 8-HAYNES-EAST TO STATE LINE	5.9	Microsurfacing, Micro Mill	557	451	106	0	0
5203 SS	22	N 34TH ST N TO RP 91	16.9	Mill/OI>2<Or=3"	5827	4716	1111	0	0
5204 SS	22	N GREEN RIVER BRIDGE	0.8	Drainage Impr.	169	137	32	0	0
5205 SS	22	N LOST BRIDGE TO ND 73	14.6	Guardrail, Mill/OI>2<Or=3", Riprap, Structure Widen	5217	4222	995	0	0
5206 NH	49	N BEULAH NORTH TO JCT 200	3.1	Mill/OI>2<Or=3"	972	786	174	12	0
22956 5207 IM	94	E STATE LINE TO RP 11.7	11.7	PCC Pave	27916	25124	2792	0	0
5301 SS	12	E STATE LINE E TO W RHAME	20.5	Thin Overlay	3929	3180	749	0	0
5302 SS	67	N APPROX 16 MI N SCRANTON N TO JCT 21	11.3	Thin Overlay	3100	2509	591	0	0
5303 IM	94	E NEAR YOUNGMANS BUTTE-NEAR EAGLE NEST	12.9	CPR, Grinding	1812	1631	181	0	0
23388 5313 NH	200	E DUNN CENTER TO DODGE	21.5	Full Depth Rec, Structural OI>3	22014	17816	4198	0	0
<b>Subtotal</b>					<b>126125</b>	<b>107632</b>	<b>18453</b>	<b>40</b>	<b>0</b>
<b>Urban</b>									
23203 5110 NHU	P	22 N S OF 8TH ST S - 15TH ST N	2.4	Microsurfacing	1155	935	220	0	0
23204 5208 NHU		22 N ND 22 (29TH ST TO 45TH ST W)	1.0	Mill/OI>2<Or=3"	880	712	168	0	0
<b>Subtotal</b>					<b>2035</b>	<b>1647</b>	<b>388</b>	<b>0</b>	<b>0</b>
<b>Bridge</b>									
23341 5118 NH		85 N 15 SOUTH OF ND 200	0.0	Jt Repair	100	81	19	0	0
23341 5119 IM		94 W 16 WEST OF JCT. US 85	0.0	Structur Repair	200	180	20	0	0
23342 5120 NH	200	E 5 EAST OF SOUTH JCT. ND 8	0.0	Struct Replace	1200	971	229	0	0
5209 NH	8	N SOUTH JCT. US 12	0.0	Deck Overlay, Rail Retrofit	246	199	47	0	0
23342 5217 SS	8	N 7 NORTH OF I-94	0.0	Struct Replace	650	526	124	0	0
5218 SS	8	N NORTH EDGE OF HALLIDAY	0.0	Deck Overlay, Struct/Incid	332	269	63	0	0
5210 SS	22	N AT NEW ENGLAND	0.0	Deck Overlay, Rail Retrofit, Spall Repair, Struct/Incid	356	288	68	0	0
5211 NH	85	N 8 SOUTH OF JCT. I-94	0.0	Deck Overlay, Rail Retrofit	226	183	43	0	0
5212 IM	94	E 3 EAST OF JCT. ND 16	0.0	Deck Overlay, Rail Retrofit	414	373	41	0	0
5213 IM	94	E 1 SOUTH OF I-94	0.0	Deck Replacment, Approach Slabs	658	592	66	0	0
5214 IM	94BE	2 SOUTHEAST OF I-94	0.0	Spall Repair, Expan Joint Mod, Struct/Incid	84	76	8	0	0
5314 SS	22	N 10 SOUTH OF ND 21 EAST	0.0	Structure Paint	253	205	48	0	0
5306 SS	22	N AT NEW ENGLAND	0.0	Structure Paint	169	137	32	0	0
5315 SS	49	N 7 NORTH ND-SD BORDER	0.0	Deck Overlay, Rail Retrofit, Grdrail Upgrade	546	442	104	0	0
5316 SS	49	N 11 NORTH ND-SD BORDER	0.0	Deck Overlay, Rail Retrofit	402	325	77	0	0
5307 IM	94	E 16 WEST OF US 85	0.0	Structure Paint	169	152	17	0	0
5317 IM	94	E 9 WEST OF JCT. US 85	0.0	Structure Paint	169	152	17	0	0

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

(In Thousands)

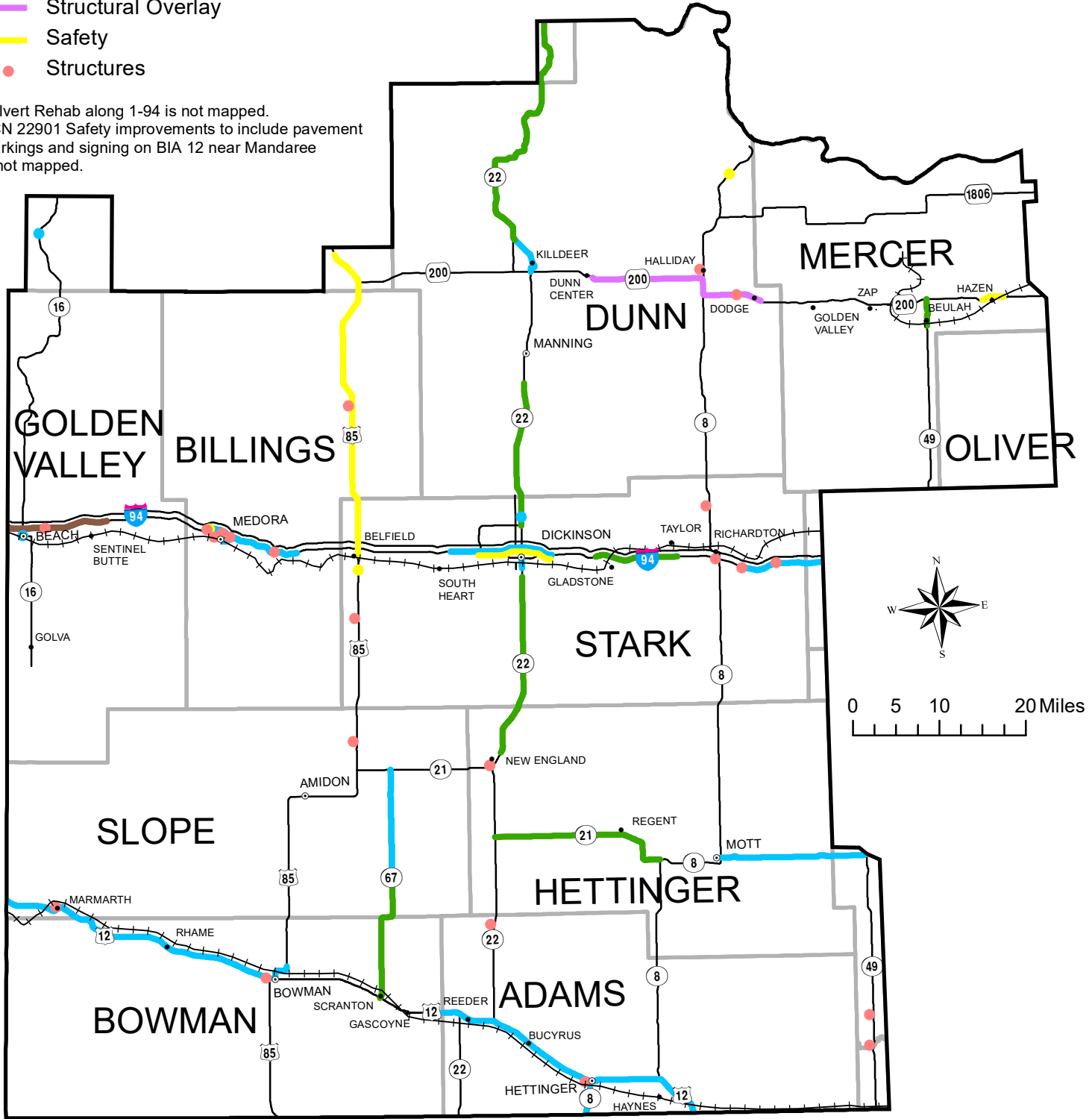
PCN Map Fund Pend	Hwy Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Key Source	CMC								
<b>Bridge</b>									
5308 IM	94	E JCT. I-94 & ND 8	0.0	Structure Paint	169	152	17	0	0
5309 IM	94	E 3 EAST OF JCT. ND 8	0.0	Structure Paint	169	152	17	0	0
5310 IM	94	E 7 EAST OF JCT. ND 8	0.0	Structure Paint	169	152	17	0	0
5311 IM	94	W 16 WEST OF JCT. US 85	0.0	Structure Paint	169	152	17	0	0
5312 IM	94B	E EAST MEDORA INT	0.0	Structure Paint	253	228	25	0	0
<b>Subtotal</b>					<b>7103</b>	<b>5987</b>	<b>1116</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>									
23237 5111 TAC		BOWMAN SAFE SIDEWALK PHASE 2	0.4	Bikeway/Walkway	368	200	0	168	0
23234 5215 TAC		BELFIELD SAFE SIDEWALK	0.2	Bikeway/Walkway	267	200	0	67	0
<b>Subtotal</b>					<b>635</b>	<b>400</b>	<b>0</b>	<b>235</b>	<b>0</b>
<b>ND Street</b>									
22938 5112 NH	200	E ND 200, MAIN ST W - HAZEN GOLF COURSE	2.6	Lighting, Bikeway/Walkway	1796	1175	131	490	0
<b>Subtotal</b>					<b>1796</b>	<b>1175</b>	<b>131</b>	<b>490</b>	<b>0</b>
<b>Safety</b>									
23181 5113 HEN	94	E TRNP CROSSROAD GUARDRAIL	0.0	Grdrail Upgrade	100	90	10	0	0
22901 5216 HEC		BIA 12 NEAR MANDAREE	0.0	Pave Mark, Signing	114	114	0	0	0
22553 5318 HES	8	N INTR ND 8 & BIA 22 - TWIN BUTTES	1.3	Intersect Imp, Road Realign, Hot Bit Pave, Slope Repair	2142	2142	0	0	0
<b>Subtotal</b>					<b>2356</b>	<b>2346</b>	<b>10</b>	<b>0</b>	<b>0</b>
<b>Total</b>					<b>140050</b>	<b>119187</b>	<b>20098</b>	<b>765</b>	<b>0</b>
<b>Grand Total</b>					<b>181753</b>	<b>151169</b>	<b>28922</b>	<b>1662</b>	<b>0</b>



# 2022 - 2025 Construction Program Dickinson District

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

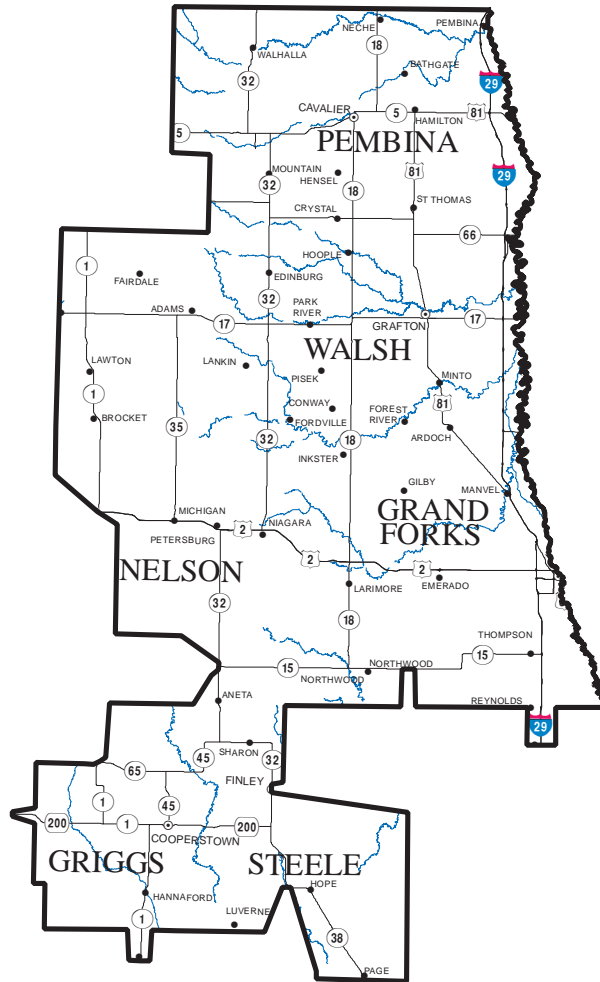
Culvert Rehab along 1-94 is not mapped.  
 PCN 22901 Safety improvements to include pavement markings and signing on BIA 12 near Mandaree is not mapped.



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# Grand Forks District

## District 6



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**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								
<b>Fiscal Year: 2022</b>									
<b>Rural</b>									
22592 6001	CVDMCH	1 N JCT CO RD 8 & 15 N TO NEKOMA SPUR	19.0	Mill/OI 2" Max	4725	2599	2126	0	0
23295 6002	NH	5 E CAVALIER TO JCT 81-HAMILTON	8.2	Mill/OI 2" Max	1389	1124	265	0	0
22593 6003	CVDMCH	17 E EDMORE E TO JCT 1	3.5	Curb Ramps, Mill/OI 2" Max	594	327	267	0	0
23297 6004	IM	29 S N OF N GF INTR TO WALSH CO LINE	14.5	CPR, Grinding	1810	1629	181	0	0
23145 6019	CVDMCH	35 N MICHIGAN FROM US 2 TO N EDGE OF CITY	0.7	Mill/OI 2" Max	282	155	127	0	0
23144 6020	CVDMCH	35 N MICHIGAN N TO JCT 17	26.9	Mill/OI>2<Or=3"	5700	3135	2565	0	0
23296 6005	SS	66 E DISTRICT BNDRY E TO N JCT 32	8.0	Mill/OI 2" Max	1466	1186	280	0	0
23322 6021	SS	91BE ST THOMAS SPUR	1.2	Curb Ramps, Mill/OI 2" Max	500	405	95	0	0
<b>Subtotal</b>					<b>16466</b>	<b>10560</b>	<b>5906</b>	<b>0</b>	<b>0</b>
<b>Urban</b>									
22932 6006	CVDMCH	2 E US 2 (55TH ST TO 69TH ST)	1.0	Chip Seal Coat	120	69	51	0	0
22909 6007	CVDMCH	2BE 5TH ST (US 2 TO DEMERS AVE)	0.9	Chip Seal Coat	100	57	43	0	0
23192 6008	NHU	81 N WASHINGTON ST PEDESTRIAN UNDERPASS	0.1	Struct/Incid	50	40	5	5	0
22167 6009	NHU	81B N N WASHINGTON ST (5TH AV S-1ST AV N)	0.2	Structur Repair, Reconstruction, Lift Station	5576	4512	506	558	0
23191 6010	NHU	297 E DEMERS AVE RR OVERHEAD	0.3	Structure Items	750	607	68	75	0
23231 6022	CVD	986 N MILL RD (GATEWAY DR-N WASHINGTON ST)	1.5	Mill/OI 2" Max	595	480	0	115	0
<b>Subtotal</b>					<b>7191</b>	<b>5765</b>	<b>673</b>	<b>753</b>	<b>0</b>
<b>Bridge</b>									
22278 6012	NH	2 W 1 EAST OF ND 32 SOUTH	0.0	Struct Replace, Median X-Overs	10752	8702	2050	0	0
22611 6013	IM	29 N SOUTH OF JOLIETTE INTER.	0.0	Median X-Overs	650	585	65	0	0
22167 6023	NH	81 N N WASHINGTON ST (5TH AV S-1ST AV N)	0.2	Structur Repair, Reconstruction, Lift Station	5576	4512	506	558	0
<b>Subtotal</b>					<b>16978</b>	<b>13799</b>	<b>2621</b>	<b>558</b>	<b>0</b>
<b>Transportation Alternatives</b>									
23194 6016	TAU	GRAND FORKS 32ND AVENUE SOUTH	0.3	Bikeway/Walkway	292	236	0	56	0
<b>Subtotal</b>					<b>292</b>	<b>236</b>	<b>0</b>	<b>56</b>	<b>0</b>
<b>Emergency Relief</b>									
22785 6017	SERP	29 N GF-US 2 INTERCHANGE	0.0	Slide Repair	9550	8595	955	0	0
<b>Subtotal</b>					<b>9550</b>	<b>8595</b>	<b>955</b>	<b>0</b>	<b>0</b>
<b>Transit</b>									
6018	TURB	GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase	1879	1221	0	658	0
<b>Subtotal</b>					<b>1879</b>	<b>1221</b>	<b>0</b>	<b>658</b>	<b>0</b>
<b>Total</b>					<b>52356</b>	<b>40176</b>	<b>10155</b>	<b>2025</b>	<b>0</b>

Map Keys 6009, 6023 & 6017 are Workzone Safety and Mobility Significant Projects

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

(In Thousands)

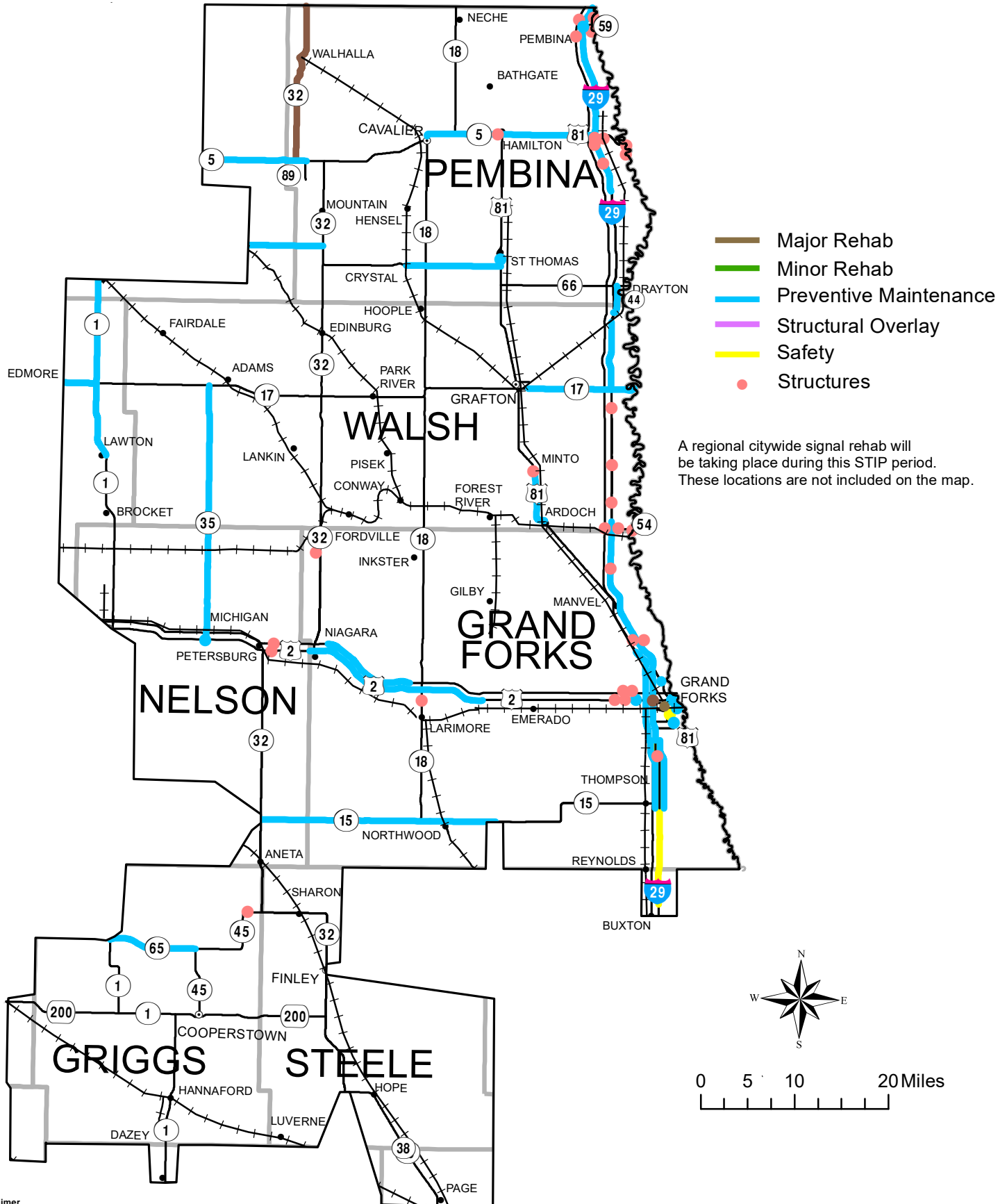
PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Cost Fund Fund Fund Fund											
<b>Fiscal Year: 2023-2025</b>											
<b>Rural</b>											
6101 NH		5	E	END PCC TO PAR ROAD	11.1	Mill/OI 2" Max	2176	1761	415	0	0
6102 SS		15	E	ND 32 TO 1 MILE WEST OF NORTHWOOD	18.1	Mill/OI 2" Max	3192	2583	609	0	0
6103 SS		15	E	1 MILE W OF NORTHWOOD E TO E JCT 18	7.0	Mill/OI 2" Max	1232	997	235	0	0
6104 IM		29	N	N BOWESMONT TO CANADIAN LINE	20.4	CPR, Mill/OI 2" Max	6266	5639	627	0	0
6105 IM		29	S	S OF JCT 17 N TO HERRICK INTR	7.3	CPR, Grinding	943	849	94	0	0
6106 SS		65	E	JCT 1-BINFORD E TO JCT 45	9.4	Mill/OI 2" Max	1658	1342	316	0	0
6201 SS		17	E	GRAFTON E TO NEAR I-29	11.3	Mill/OI 2" Max	2407	1948	459	0	0
6202 IM		29	N	S OF ND 15 TO NEAR 32ND AVE-GF	7.3	CPR, Grinding	991	892	99	0	0
6203 IM		29	S	S OF ND 15 TO NEAR 32ND AVE-GF	7.3	CPR, Grinding	991	892	99	0	0
23210 6204 SS		32	N	W JCT 5 CONCRETE N TO STATE LINE	17.1	Hot Bit Pave	12567	10170	2397	0	0
6205 SS		66	E	CRYSTAL E TO N JCT 81 ST THOMAS	10.1	Mill/OI 2" Max	2080	1683	397	0	0
6206 NH		81	N	W JCT 5-HAMILTON E TO I-29	9.8	Mill/OI 2" Max	1805	1461	344	0	0
6301 NH		2	E	NIAGRA E TO 1.4 MILES W OF JCT ND 18	10.1	CPR	1417	1147	270	0	0
6302 NH		2	W	NIAGARA E TO NEAR ARVILLA	20.3	Mill/OI 2" Max	3877	3138	739	0	0
6303 IM		29	N	NEAR 32ND AVE TO N OF N GF INTER	10.4	CPR	1457	1311	146	0	0
6304 IM		29	S	NEAR 32ND AVE N TO N OF N GF INTR	10.3	CPR	1454	1309	145	0	0
6305 SS		44	N	JCT I-29 N TO JCT 66	3.0	Mill/OI 2" Max	581	470	111	0	0
6306 SS		59	E	JCT I-29 E TO RED RIVER	1.1	Thin Overlay	219	177	42	0	0
6307 NH		81	N	ARDOCH N TO MINTO	5.9	Mill/OI 2" Max	1237	1001	236	0	0
<b>Subtotal</b>							<b>46550</b>	<b>38770</b>	<b>7780</b>	<b>0</b>	<b>0</b>
<b>Urban</b>											
23343 6120 NHU		2	E	1 W OF I-29 (62ND ST)	0.0	Pipe Replacem	200	162	38	0	0
23232 6107 SU		986	N	URBAN ROADS CITYWIDE SIGNAL REHAB	0.0	Signal Revision	3335	2360	0	975	0
6207 NHU		986	N	COLUMBIA RD OVERPASS	0.3	Struct/Incid	8930	6744	0	2186	0
23348 6208 NHU		999	N	REGIONAL CITYWIDE SIGNAL REHAB	0.0	Signal Revision	6668	5334	1059	275	0
23349 6310 NHU		81	E	32ND AVE S (I-29 TO WASHINGTON ST)	2.0	CPR, Grinding	3357	2685	336	336	0
6311 NHU	P			COLUMBIA RD (UNIVERSITY-8TH AVE N)	0.4	Reconstruction	7302	5167	0	2135	0
15857 6312 NA	I			42ND ST/DEMERS RR GRADE SEPARATION	0.4	Reconstruction, Struct/Incid	45000	0	0	45000	0
<b>Subtotal</b>							<b>74792</b>	<b>22452</b>	<b>1433</b>	<b>50907</b>	<b>0</b>
<b>Bridge</b>											
23343 6121 NH		2	E	4 WEST OF GRAND FORKS	0.0	Struct Replace	600	486	114	0	0
23343 6122 NH		2	E	3 WEST OF I-29	0.0	Struct Replace	200	162	38	0	0
23343 6123 NH		2	E	2 WEST OF I-29	0.0	Struct Replace	200	162	38	0	0
23343 6124 NH		2	E	2 WEST OF I-29	0.0	Struct Replace	200	162	38	0	0
22645 6109 NH		5	E	4 EAST OF I-29	0.0	Structure Paint	703	569	134	0	0
23015 6110 IM		29	N	5 NORTH ND 15	0.0	Deck Overlay, Spall Repair	480	432	48	0	0
23343 6125 IM		29	N	4 SOUTH OF MANVEL	0.0	Struct Replace, Approach Slabs	1200	1080	120	0	0
23015 6111 IM		29	N	4 NORTH OF MANVEL	0.0	Deck Overlay	429	386	43	0	0
22613 6112 IM		29	N	3 SOUTH OF ND 5	0.0	Structur Repair	141	127	14	0	0
22613 6113 IM		29	N	SOUTH OF JOLIETTE INTER.	0.0	Struct Replace	743	669	74	0	0
23015 6114 IM		29	N	JCT ND HIGHWAY 59	0.0	Deck Overlay, Spall Repair, Struct/Incid	606	545	61	0	0
23343 6126 IM		29	S	4 SOUTH OF MANVEL	0.0	Struct Replace, Approach Slabs	1200	1080	120	0	0
22613 6115 IM		29	S	SOUTH OF JOLIETTE INTER.	0.0	Struct Replace	743	669	74	0	0

**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								
<b>Bridge</b>									
23015 6116 IM	29 S 1	SOUTH OF ND 59	0.0	Deck Overlay, Expan Joint Mod, Struct/Incid	846	761	85	0	0
23343 6127 SS	32 N 11	NORTH OF NIAGARA	0.0	Struct Replace	850	688	162	0	0
23343 6128 SS	45 N 2	WEST OF ND 32	0.0	Struct Replace, Structur Repair	200	162	38	0	0
22645 6117 SS	59 E 1	EAST OF I-29	0.0	Structure Paint, Struct/Incid	169	137	32	0	0
23015 6118 NH	81 N	SOUTH EDGE OF MINTO	0.0	Deck Overlay, Spall Repair	415	332	83	0	0
23343 6129 NH	81 N	JCT US 81 AND ND 5	0.0	Struct Replace	600	486	114	0	0
23015 6217 NH	2 E 1	EAST OF ND 32 SOUTH	0.0	Deck Overlay, Approach Slabs, Spall Repair	673	538	135	0	0
6209 IM	18 N 2	NORTH OF LARIMORE	0.0	Deck Overlay, Rail Retrofit, Spall Repair	238	193	45	0	0
6210 IM	29 N	JUNCTION ND 54	0.0	Spall Repair	54	49	5	0	0
6211 IM	29 N 3	NORTH ND 54	0.0	Deck Replacment, Guardrail	642	578	64	0	0
6212 IM	29 N 7	NORTH ND 54	0.0	Deck Replacment, Approach Slabs, Struct/Incid	750	675	75	0	0
6213 IM	29 N 2	SOUTH OF ND 17	0.0	Deck Overlay	409	368	41	0	0
6214 IM	29 S	JUNCTION ND 54	0.0	Spall Repair	54	49	5	0	0
6313 NH	5 E 4	EAST OF I-29	0.0	Deck Overlay, Approach Slabs, Spall Repair, Grd rail Upgrade	979	783	196	0	0
6314 SS	54 E	MINNESOTA BORDER	0.0	Structure Paint, Structur Repair	4218	3414	804	0	0
6315 SS	59 E 1	EAST OF I-29	0.0	Deck Overlay	2791	2233	558	0	0
<b>Subtotal</b>					<b>21333</b>	<b>17975</b>	<b>3358</b>	<b>0</b>	<b>0</b>
<b>Safety</b>									
23333 6218 HEN	29 N N	OF BUXTON INTR TO 2 OF 32ND AVE	17.9	HTMCG	4469	4022	447	0	0
<b>Subtotal</b>					<b>4469</b>	<b>4022</b>	<b>447</b>	<b>0</b>	<b>0</b>
<b>Transit</b>									
6119 TURB		GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase	1917	1246	0	671	0
6216 TURB		GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase	1955	1271	0	684	0
6316 TURB		GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase	1994	1296	0	698	0
<b>Subtotal</b>					<b>5866</b>	<b>3813</b>	<b>0</b>	<b>2053</b>	<b>0</b>
<b>Total</b>					<b>153010</b>	<b>87032</b>	<b>13018</b>	<b>52960</b>	<b>0</b>
<b>Grand Total</b>					<b>205366</b>	<b>127208</b>	<b>23173</b>	<b>54985</b>	<b>0</b>

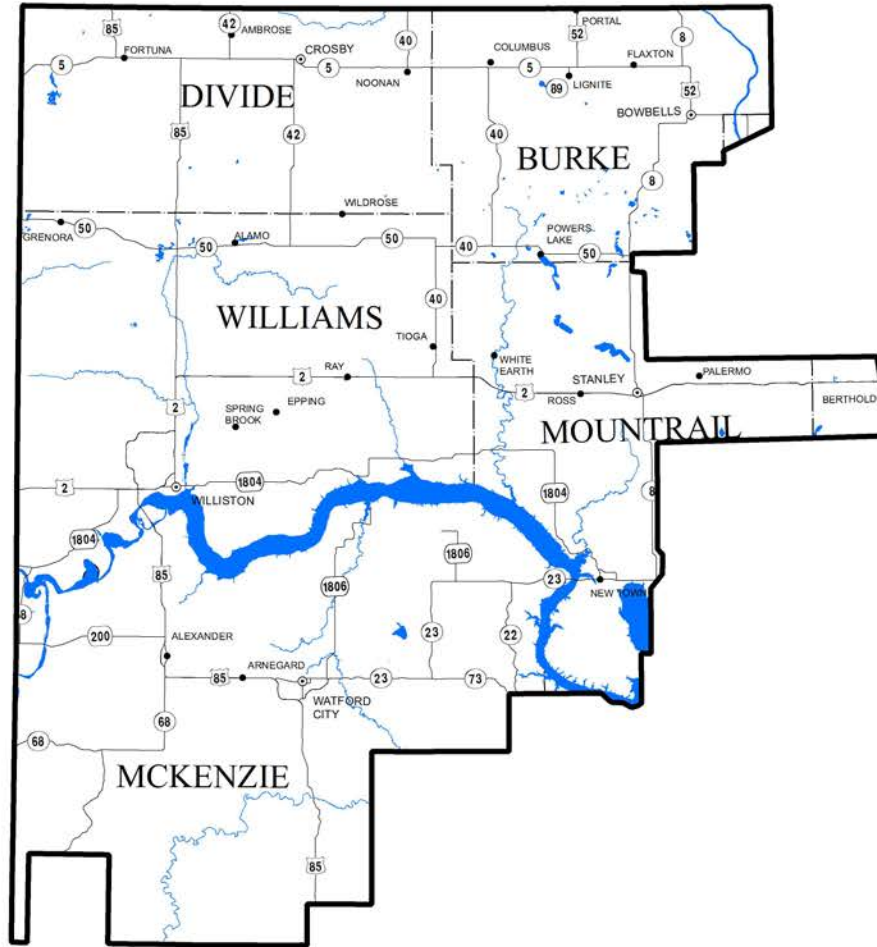
# 2022- 2025 Construction Program Grand Forks District



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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**

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		
<b>Fiscal Year: 2022</b>													
<b>Rural</b>													
22070	7001	NH	2	E	2 MI W BERTHOLD TO JCT 28 - BERTHOLD	2.9 Median X-Overs, Concrete Over, Widening	4534	3669	865	0	0	0	
22067	7002	NH	2	W	E OF STANLEY E TO BLAISDELL	13.4 Concrete Over, Median X-Overs, Milling	14913	12069	2844	0	0	0	
22071	7003	NH	2	W	4 MI W OF BERTHOLD TO WEST BND	0.8 Median X-Overs, Concrete Over, Widening	1275	1032	243	0	0	0	
22949	7004	NH	23B	E	WATFORD CITY CEMETERY DRAINAGE	0.0 Drainage Impr.	770	623	147	0	0	0	
22361	7005	SS	73	E	NEAR RP 6 TO JCT ND 22	5.5 Full Depth Rec, Hot Bit Pave, Roundabout, Selective Grade,	21831	17668	4163	0	0	0	
	7018	SS			WLSN NE TRR, END 4-LANE CR 6 TO CR 9	2.0 Prelim Engineer	1000	809	191	0	0	0	
<b>Subtotal</b>							<b>44323</b>	<b>35870</b>	<b>8453</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Bridge</b>													
22605	7006	NH	2	E	CITY OF RAY	0.0 Approach Slabs, Expan Joint Mod, Joint Sealant, Spall Repair,	234	187	47	0	0	0	
22605	7007	NH	2	W	CITY OF RAY	0.0 Approach Slabs, Expan Joint Mod, Spall Repair, Joint Sealant,	234	187	47	0	0	0	
<b>Subtotal</b>							<b>468</b>	<b>374</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Transportation Alternatives</b>													
22942	7008	TAC	85B	N	WATFORD CITY 2ND AVE SHARED USE PATH	0.7 Bikeway/Walkway	466	200	0	266	0	0	
22954	7009	TAU			WILLISTON RIVER & PARK TRAIL	0.2 Bikeway/Walkway	93	75	0	18	0	0	
22947	7010	TAC			CROSBY MULTIUSE PATH	0.3 Bikeway/Walkway	246	199	0	47	0	0	
<b>Subtotal</b>							<b>805</b>	<b>474</b>	<b>0</b>	<b>331</b>	<b>0</b>	<b>0</b>	
<b>ND Street</b>													
22657	7011	SS	8	N	STANLEY, 2ND AVE NW TO 6TH ST SE	1.8 Walk/Drive Ways, ADA Ramp Rev	894	724	81	89	0	0	
<b>Subtotal</b>							<b>894</b>	<b>724</b>	<b>81</b>	<b>89</b>	<b>0</b>	<b>0</b>	
<b>Safety</b>													
22830	7012	HEN	23	E	4.5 MI TO 8 MI WEST OF NEW TOWN	2.7 Turn Lanes, Lighting	2011	2011	0	0	0	0	
22634	7013	HEN	23	E	E OF NEW TOWN NEAR JCT ND 8	2.7 Turn Lanes, Lighting, Widening	2309	2309	0	0	0	0	
22900	7014	HEN	23	E	ND 23 & ND 8 ROUNDABOUT	0.2 Roundabout	2300	2300	0	0	0	0	
22927	7015	HEN	23B	E	NEW TOWN NE TRUCK RELIEVER ROUTE	0.5 Signing, Rumble Stripes	50	50	0	0	0	0	
22484	7016	HEN	52	E	STATE LINE TO E JCT ND 5	36.9 Passing Lanes, Hot Bit Pave	8700	7830	870	0	0	0	
23340	7019	CVDMCH	85	N	GRASSY BUTTE TO US 85B	33.7 Signing, Pave Mark, DMS	2168	1192	976	0	0	0	
23269	7017	HEN	85	N	W WATFORD CITY TO JCT ND 68	13.2 ESS, ITS	376	338	38	0	0	0	
<b>Subtotal</b>							<b>17914</b>	<b>16030</b>	<b>1884</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>							<b>64404</b>	<b>53472</b>	<b>10512</b>	<b>420</b>	<b>0</b>	<b>0</b>	



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

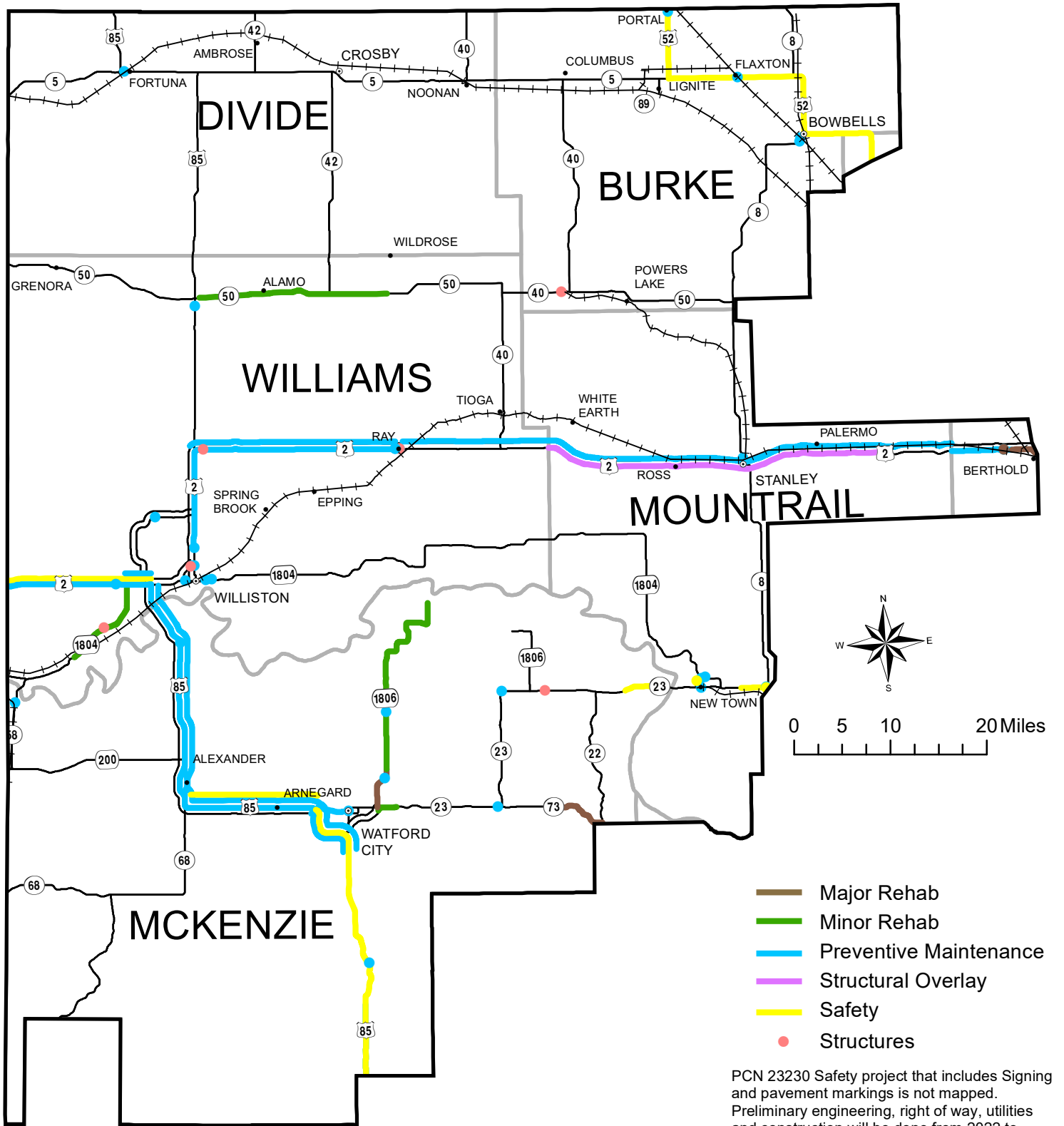
(In Thousands)

PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Cost Fund Fund Fund Fund											
<b>Fiscal Year: 2023-2025</b>											
<b>Rural</b>											
7101 NH		2	E	MUNICIPAL SECTION THRU RAY	0.7	CPR	94	76	18	0	0
7102 NH		2	E	RAY E TO RP 91	37.4	Mill/OI 2" Max	6605	5345	1260	0	0
7103 NH		2	W	TRENTON CORNER TO NEAR JCT 1804	1.0	Thin Overlay	168	136	32	0	0
7104 NH		2	W	MUNICIPAL SECTION THRU RAY	0.7	CPR	94	76	18	0	0
22066 7105 NH		2	W	COUNTY LINE E TO E STANLEY	22.2	Hot Bit Pave, Lighting, Subcut	7176	5808	1368	0	0
22266 7106 SS		50	E	0.5 MILE E OF JCT 85 TO WILDROSE JCT	19.6	Asp OI>2"<Or=3", Signing, Sliver Grading	13793	11163	2630	0	0
7107 NH		85	N	INTERSECTION US 85 & CO HWY 7	0.2	Signals	325	263	62	0	0
21176 7108 SS		1806	N	31ST ST NW TO JCT23	4.4	Hot Bit Pave, Lighting, Turn Lanes, Widening	9752	7892	1860	0	0
7110 SS				WLSN NE TRR, END 4-LANE CR 6 TO CR 9	0.0	Right Of Way	1500	1214	286	0	0
7201 NH		2	E	STATE LINE E TO NEAR JCT 1804	12.3	Thin Overlay	2254	1824	430	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	W	NEAR JCT 1804 E TO JCT US 85	2.7	CPR	361	292	69	0	0
7205 NH		2	W	2 MI N OF WILLISTON TO JCT 85	10.5	CPR	1422	1151	271	0	0
7206 NH		85	N	JCT ND 23 TO NEAR JCT ND 23A	7.2	Mill/OI 2" Max	1325	1072	253	0	0
7207 NH		85	N	4 LANE WATFORD CITY TO JCT US 2	37.8	Mill/OI 2" Max	6950	5625	1325	0	0
7208 NH		85	S	4 LANE S WATFORD CITY TO S OF US 2	44.6	Mill/OI 2" Max	8197	6634	1563	0	0
7213 SS				WLSN NE TRR, END 4-LANE CR 6 TO CR 9	0.0	Utilities	100	81	19	0	0
7301 NH		2	E	E OF STANLEY E 9 MI	7.6	Thin Overlay	1449	1173	276	0	0
7302 NH		2	E	9 MI E STANLEY TO 12 MI W BERTHOLD	13.0	Thin Overlay	2484	2010	474	0	0
7303 NH		2	E	12 MI W BERTHOLD TO 3 MI W BERTHOLD	6.3	Thin Overlay	1197	969	228	0	0
7304 NH		2	W	JCT 85 E TO RAY	20.2	CPR	2842	2300	542	0	0
7305 NH		85	N	GRASSY BUTTE N 7.5 MILES	7.4	Mill/OI 2" Max	1414	1144	270	0	0
7306 NH		85B	N	W 9TH ST TO JCT US 85-WATFORD CITY	2.9	Mill/OI 2" Max	559	452	107	0	0
7307 NH		85B	N	JCT 85 S OF ALEXANDER TO JCT 85 N	2.9	Mill/OI 2" Max	561	454	107	0	0
7308 SS		1804	N	JCT US 2 SW TO RP 327	2.1	Mill/OI>2<Or=3"	1401	1134	267	0	0
7309 SS		1804	N	RP 327 SW TO RP 335	7.9	Mill/OI>2<Or=3"	5139	4159	980	0	0
23008 7310 SS		1806	N	TOBACCO GARDEN RD TO 31ST ST NW	21.3	Asp OI>2"<Or=3", Sliver Grading	12995	10517	2478	0	0
7312 SS				WLSN NE TRR, END 4-LANE CR 6 TO CR 9	0.0	Grade, Aggr Base, Hot Bit Pave	10000	8093	1907	0	0
<b>Subtotal</b>							<b>103327</b>	<b>83622</b>	<b>19705</b>	<b>0</b>	<b>0</b>
<b>Urban</b>											
23335 7311 NHUSUAC		2	E	US 2/26TH ST/2ND AVE W INTERSECTION	1.0	Intersect Imp	31310	25340	2870	3100	0
<b>Subtotal</b>							<b>31310</b>	<b>25340</b>	<b>2870</b>	<b>3100</b>	<b>0</b>
<b>Bridge</b>											
23341 7111 NH		23	E	5 WEST OF ND 22	0.0	Jt Repair	100	81	19	0	0
7209 SS		2	W	1 EAST OF US 85 NORTH	0.0	Deck Overlay, Rail Retrofit, Expan Joint Mod	319	258	61	0	0
7210 SS		40	N	1 WEST JCT ND 50	0.0	Deck Overlay, Rail Retrofit, Spall Repair	308	249	59	0	0
7214 SS		1804	N	1 EAST OF TRENTON	0.0	Deck Overlay, Approach Slabs, Struct/Incid	440	356	84	0	0
<b>Subtotal</b>							<b>1167</b>	<b>944</b>	<b>223</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>											
23248 7109 TAU				WILLISTON 42ND ST PED FACILITY	0.3	Bikeway/Walkway	257	137	0	120	0
<b>Subtotal</b>							<b>257</b>	<b>137</b>	<b>0</b>	<b>120</b>	<b>0</b>

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

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
<b>ND Street</b>											
23396	7215	SS	1804	N NEW TOWN, 7TH ST N TO UQC TRAVEL CTR	1.4	Bikeway/Walkway	288	233	26	29	0
<b>Subtotal</b>							<b>288</b>	<b>233</b>	<b>26</b>	<b>29</b>	<b>0</b>
<b>Safety</b>											
23007	7211	HEN	2	E STATE LINE TO WILLISTON US 85	14.9	Turn Lanes, Lighting, Signing, RCI	5338	4804	534	0	0
23230	7212	HEN		ND 23/12TH ST SE & ND 23/ND 1806	0.0	Signing, Pave Mark, ITS	300	270	30	0	0
<b>Subtotal</b>							<b>5638</b>	<b>5074</b>	<b>564</b>	<b>0</b>	<b>0</b>
<b>Total</b>							<b>141987</b>	<b>115350</b>	<b>23388</b>	<b>3249</b>	<b>0</b>
<b>Grand Total</b>							<b>206391</b>	<b>168822</b>	<b>33900</b>	<b>3669</b>	<b>0</b>

# 2022 - 2025 Construction Program Williston District



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

PCN 23230 Safety project that includes Signing and pavement markings is not mapped. Preliminary engineering, right of way, utilities and construction will be done from 2022 to 2025 on the NE Truck Reliever Route in Williston is not mapped.

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# Fargo District

## District 8



Robert Walton, District Engineer  
North Dakota Department of Transportation  
503 38th Street South  
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								
<b>Fiscal Year: 2022</b>									
<b>Rural</b>									
23291 8001 SS	13BE	W JCT 13 E TO JCT 127	1.5	Thin Overlay	247	200	47	0	0
22828 8002 SS	18	N 7TH ST S TO 3RD ST N - CASSELTON	0.8	Curb Ramps	323	261	62	0	0
23271 8023 IM	29	N EXIT 69 INTERCHANGE	0.0	Lighting	1200	1080	120	0	0
21855 8004 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
23293 8005 CVD MCH	32	N LISBON N TO JCT 46	12.8	Mill/OI 2" Max	2175	1196	979	0	0
22992 8006 IM	94	E W WHEATLAND TO E OF CASSELTON	8.0	CPR, HBP on Ramps, Sand Seal	176	158	18	0	0
23320 8024 IM	94	E NEAR W FARGO E TO W HORCE RD	2.7	Median X-Overs, Ramp Conn	681	613	68	0	0
22992 8007 IM	94	W WHEATLAND E TO E CASSELTON	7.2	CPR, HBP on Ramps, Sand Seal	176	158	18	0	0
22599 8008 IM	94	WE CASSELTON E TO NEAR W FARGO	10.9	Mill/OI 2" Max	2900	2610	290	0	0
23292 8009 NH	200	E ND 32 IN FINLEY TO W JCT ND 18	18.2	Mill/OI 2" Max	3288	2661	627	0	0
<b>Subtotal</b>					<b>43782</b>	<b>38291</b>	<b>5491</b>	<b>0</b>	<b>0</b>
<b>Urban</b>									
23164 8010 CVD MCH	210	N ND 210 (JCT ND 13 TO RED RIVER)	2.9	CPR	475	272	203	0	0
22826 8011 SUCVD	984	E 32ND AV S (32ND-25TH ST)	0.5	Reconstruction	10400	5509	0	4891	0
23036 8012 SU	P2022 984	E 52ND AVE S (63RD ST - SHEYENNE)	0.5	Reconstruction	7000	5000	0	2000	0
8013 SU	P2022 984	N CITYWIDE CAPITAL BUS PURCHASE	0.0	TR Cap Purchase	1250	1000	0	250	0
<b>Subtotal</b>					<b>19125</b>	<b>11781</b>	<b>203</b>	<b>7141</b>	<b>0</b>
<b>Bridge</b>									
8015 SS	11	E EAST OF FAIRMOUNT	0.0	Approach Slabs, Guardrail	46	37	9	0	0
<b>Subtotal</b>					<b>46</b>	<b>37</b>	<b>9</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>									
22953 8016 TAU		W FARGO DRAIN 45 MULTIUSE PATH TWO	0.5	Bikeway/Walkway	407	290	0	117	0
22943 8017 TAC		HORACE CR 17 SHARED USE PAT	0.4	Bikeway/Walkway	230	186	0	44	0
22944 8018 TAC		MILNOR SAFE WALK TO SCHOOL	0.2	Walk/Drive Ways	271	200	0	71	0
<b>Subtotal</b>					<b>908</b>	<b>676</b>	<b>0</b>	<b>232</b>	<b>0</b>
<b>ND Street</b>									
22659 8019 SS	11	E LIDGERWOOD, 3RD AVE NW - WILEY AVE N	0.2	Bikeway/Walkway, Walk/Drive Ways	361	292	33	36	0
<b>Subtotal</b>					<b>361</b>	<b>292</b>	<b>33</b>	<b>36</b>	<b>0</b>
<b>Safety</b>									
22443 8020 HEN	94	E W OF MAIN AVE TO 42ND ST SEP	4.1	HTMCG	1584	1426	158	0	0
22444 8021 HEN	94	E 42ND ST SEPARATION TO I-29 - EB/WB	0.4	Hot Bit Pave, Con Med Barrier	2044	1840	204	0	0
<b>Subtotal</b>					<b>3628</b>	<b>3266</b>	<b>362</b>	<b>0</b>	<b>0</b>
<b>Transit</b>									
8022 TURB		FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	4083	2654	0	1429	0
<b>Subtotal</b>					<b>4083</b>	<b>2654</b>	<b>0</b>	<b>1429</b>	<b>0</b>
<b>Total</b>					<b>71933</b>	<b>56997</b>	<b>6098</b>	<b>8838</b>	<b>0</b>

**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								
<b>Fiscal Year: 2023-2025</b>									
<b>Rural</b>									
8129 SS		10 E LYNCHBURG INTR TO ND 18 S CASSELTON	2.7	CPR, Mill/OI 2" Max	843	682	161	0	0
8101 SS		18 N W JCT 200 N TO N HATTON	9.3	Mill/OI 2" Max	1651	1336	315	0	0
8102 SS		18 N N HATTON N TO E JCT 15	5.7	Mill/OI 2" Max	1006	814	192	0	0
8130 SS		27 E JCT 1 E TO JCT 32 LISBON	18.8	Microsurfacing	4683	3790	893	0	0
8103 IM		29 N 11.3 MI N ST LN N TO JCT 13	11.3	Approach Slabs, CPR, CL Stitching	1674	1507	167	0	0
22632 8104 IM		29 N ND 13 N TO RP 33.5	10.9	Crack & Seat, Lighting, SMA	7348	6613	735	0	0
8105 IM		29 S 11.3 MI N OF STATE LN N TO JCT 13	11.3	Approach Slabs, CPR, CL Stitching	1673	1506	167	0	0
22203 8106 IM		94 E NEAR W FARGO E TO W HORCE RD	2.7	Approach Slabs, Lighting, PCC Pave, SMA	17000	15300	1700	0	0
22631 8107 IM		94 E I-29 TO 25TH ST. INTERCHANGE	1.0	PCC Pave, Ramp Conn, Ramp Revisions, Widening	1416	1274	142	0	0
22203 8108 IM		94 WNEAR W FARGO E TO W HORCE RD	2.7	Approach Slabs, Crack & Seat, HBP on Ramps, Lighting, PCC	3674	3307	367	0	0
23164 8109 NHU		210 E WAHPETON BYPASS	2.9	CPR, Shldr Rehab	475	384	91	0	0
22597 8202 SS		11 E E JCT 1-OAKES-E TO CO LN	4.0	Mill/OI 2" Max	735	595	140	0	0
8203 SS		11 E COUNTY LINE E TO FORMAN	18.1	Mill/OI 2" Max	3324	2690	634	0	0
8204 SS	P	18 N BNRR NORTH TO ND 46	25.0	Thin Overlay	4599	3722	877	0	0
8205 SS		18 N W JCT 46 LEONARD N TO CASSELTON	19.2	Mill/OI 2" Max	3529	2856	673	0	0
22629 8206 IM		29 N 13TH AVE S NE RAMP	0.2	PCC Pave, Widening	253	228	25	0	0
22630 8207 IM		29 N NEAR BLANCHARD TO JCT 200	9.4	Median X-Overs, Ramp Conn	608	547	61	0	0
8208 IM		29 S ND 13 N TO RP 33.5	10.9	Crack & Seat, SMA	7181	6463	718	0	0
8209 IM		94 E 1 MI W 45TH TO RED RIVER	4.9	CPR	1740	1566	174	0	0
22628 8210 IM		94 E 25TH ST INTER TO RED RIVER	1.9	Lift Station, Storm Sewer	2188	1969	219	0	0
8211 IM		94 W 1 MI W 45TH TO RED RIVER	4.9	CPR	1741	1567	174	0	0
8301 SS		11 E LIDGERWOOD E TO HANKINSON	12.7	Mill/OI 2" Max	2427	1964	463	0	0
8302 SS		11 E HANKINSON E TO I-29	3.5	Mill/OI 2" Max	667	540	127	0	0
8303 SS		11 E I-29 TO STATE LINE	13.0	Mill/OI 2" Max	2477	2005	472	0	0
8304 SS		18 N E JCT 200 W THRU PORTLAND	2.5	Aggr Base, Bikeway, Curb & Gutter, Hot Bit Pave, Lighting,	2138	1730	408	0	0
8305 IM		29 N WILD RICE RIVER TO .3 MI N MAIN	12.1	CPR, Grinding	1702	1532	170	0	0
8306 IM	P	29 N 64TH AVENUE SOUTH INTERCHANGE	0.0	Ramp Revisions, Struct/Incid	18250	16425	1825	0	0
23102 8307 IM		29 N NEAR BLANCHARD TO JCT 200	9.4	Crack & Seat, Deck Replacment, HBP on Ramps, SMA	11512	10361	1151	0	0
8308 IM		29 S WILD RICE RIVER TO .3 MI N MAIN	12.1	CPR, Grinding	1702	1532	170	0	0
8309 SS		32 N STATE LINE N TO S JCT 11	10.2	Mill/OI 2" Max	1950	1578	372	0	0
8310 IM		94 E BUFFALO E TO WHEATLAND	9.0	CPR, Grinding, HBP on Ramps	1266	1139	127	0	0
8311 IM		94 WBUFFALO E TO WHEATLAND	9.2	CPR, Sand Seal	1654	1489	165	0	0
<b>Subtotal</b>					<b>113086</b>	<b>99011</b>	<b>14075</b>	<b>0</b>	<b>0</b>
<b>Urban</b>									
23199 8110 NHU	P	10BE MAIN AV (UNIVERSITY TO 25TH ST)	1.0	Reconstruction	15412	8370	1226	5816	0
8111 SU	P	984 N CITYWIDE CAPITAL BUS PURCHASE	0.0	TR Cap Purchase	1250	1000	0	250	0
8112 SU		984 N 42ND ST/I-94 GRADE SEPARATION	0.1	Structure Items	276	223	0	53	0
23218 8113 UGP		984 N 2ND ST PEDESTRIAN/BICYCLE BRIDGE	0.1	Struct/Incid, Bikeway/Walkway, Lighting	3400	2400	0	1000	0
23052 8114 SU	P	991 E 8TH AV N (2ND ST N-11TH ST N)	0.7	Reconstruction	5893	2822	0	3071	0
23217 8115 UGP		991 N 2ND/7TH/8TH ST N, 2ND ST S	0.3	Reconstruction, Landscaping	2093	1402	0	691	0
23288 8224 NHU		10 E WEST FARGO MAIN AVE	0.2	Slide Repair	5001	4047	454	500	0
22925 8212 SU	P	984 E 32ND AVE S(25TH ST-UNIVERSITY)	1.0	Reconstruction	9600	7680	0	1920	0
8213 SU	P	991 N 7TH ST N (8TH AVE TO 16TH AVE)	0.8	Mill/OI>2<Or=3"	1081	805	0	276	0
8312 SU	P	294 E 1 E OF I-29 (12TH AVE N & BNRR)	0.5	Structure Items, Structure Paint	644	522	58	64	0

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

(In Thousands)

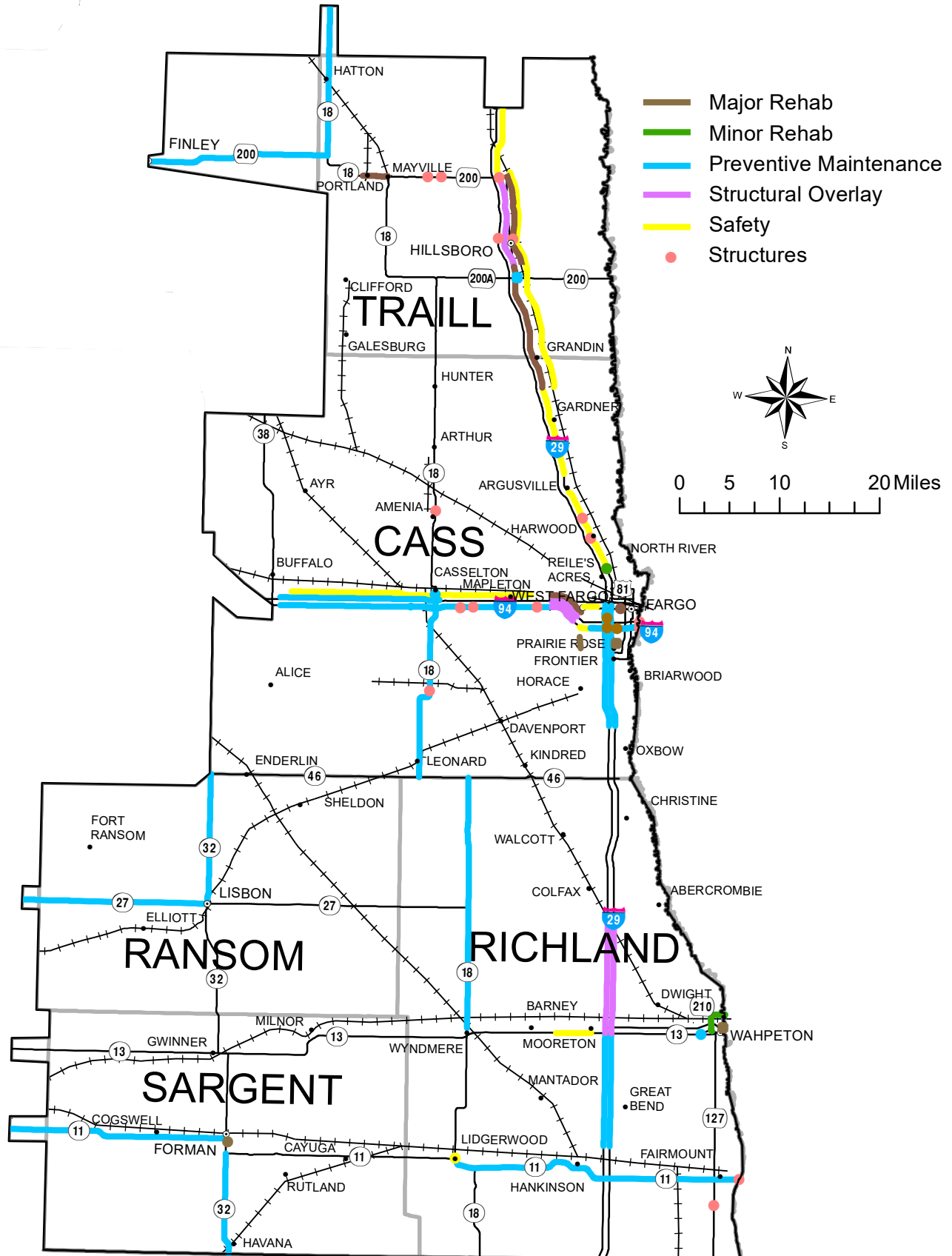
PCN Map Fund Pend	Hwy Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Key Source	CMC								
<b>Urban</b>									
8313 SU		991 N 2ND ST, 4TH ST S	0.5	Mill/OI>2<Or=3"	835	625	0	210	0
8314 SU		992 N 9TH ST E (MAIN AVE TO 12TH AVE N)	1.0	Reconstruction	9400	7520	0	1880	0
8315 SU	P	36TH ST S AT ROSE COULEE	0.1	Deck Overlay, Rail Retrofit, Guardrail	380	308	0	72	0
<b>Subtotal</b>					<b>55265</b>	<b>37724</b>	<b>1738</b>	<b>15803</b>	<b>0</b>
<b>Bridge</b>									
22643 8116 IM		29 N 3 SOUTH OF HARWOOD	0.0	Structure Paint	281	253	28	0	0
22643 8117 IM		29 N 7 NORTH OF US 10	0.0	Structure Paint	281	253	28	0	0
22643 8118 IM		29 N 2 NORTH HARWOOD INTERCHG	0.0	Structure Paint	281	253	28	0	0
22643 8119 IM		29 N JUNCTION ND 200	0.0	Structure Paint	281	253	28	0	0
23016 8120 SS		127 N 5 NORTH OF SD BORDER	0.0	Struct Replace	506	405	101	0	0
23341 8131 NH		200 E 4 EAST OF MAYVILLE	0.0	Jt Repair	100	81	19	0	0
23341 8132 NH		200 E 5 EAST OF MAYVILLE	0.0	Jt Repair	100	81	19	0	0
8214 SS		10 E 3 EAST OF ND 18	0.0	Structur Repair, Selective Grade, Riprap	54	44	10	0	0
8215 SS		10 E 4 EAST OF ND 18	0.0	Deck Overlay, Rail Retrofit, Selective Grade, Riprap	117	95	22	0	0
8216 SS		10 E 8 WEST OF I-29	0.0	Pipe Replacemt, Riprap	162	131	31	0	0
8225 IM		18 N 8 NORTH OF LEONARD	0.0	Structur Repair	1622	1313	309	0	0
8217 SS		18 N 1 NORTH OF AMENIA	0.0	Deck Overlay, Rail Retrofit	189	153	36	0	0
8316 IM		29 N 4 NORTH OF 200 SOUTH	0.0	Structure Paint	314	283	31	0	0
8317 IM		29 S 4 NORTH OF 200 SOUTH	0.0	Structure Paint	314	283	31	0	0
8318 IM		94 E ND-MINN BORDER	0.0	Deck Overlay	1602	1442	160	0	0
8319 IM		94 WND-MINN BORDER	0.0	Deck Overlay	1602	1442	160	0	0
<b>Subtotal</b>					<b>7806</b>	<b>6765</b>	<b>1041</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>									
23238 8121 TAU		FARGO BISON VILLAGE/10TH ST N	0.5	Bikeway/Walkway	225	137	0	88	0
23242 8122 TAC		HORACE CENTER AVE IMPROVEMENTS	0.3	Bikeway/Walkway, Safety	150	68	0	82	0
22941 8123 TAC		HORACE COUNTY RD 17 SHARED USE PATH	0.3	Bikeway/Walkway	268	200	0	68	0
23243 8124 TAC		MILNOR SAFE WALK PHASE TWO	0.2	Bikeway/Walkway	268	200	0	68	0
23240 8218 TAC		HILLSBORO I29 CORRIDOR RIVERWALK	0.4	Bikeway/Walkway	259	200	0	59	0
23247 8219 TAU		WF EAGLEWOOD - THE LIGHTS BIKE PATH	0.6	Bikeway/Walkway	308	249	0	59	0
23239 8220 TAC		GWINNER NORTHWEST AREA SIDEWALKS	0.5	Bikeway/Walkway	250	200	0	50	0
23246 8221 TAU		WAHPETON 14TH ST N SIDEWALK	0.4	Bikeway/Walkway	132	107	0	25	0
<b>Subtotal</b>					<b>1860</b>	<b>1361</b>	<b>0</b>	<b>499</b>	<b>0</b>
<b>ND Street</b>									
23395 8226 SS		18 N HUNTER, 1ST AVE E TO 5TH AVE E	0.3	Lighting	300	243	27	30	0
23394 8227 SS		27 E LISBON, PROSPECT ST TO MAIN ST	0.4	Aggr Base, Hot Bit Pave, Lighting, Walk/Drive Ways, ADA	1820	1473	165	182	0
<b>Subtotal</b>					<b>2120</b>	<b>1716</b>	<b>192</b>	<b>212</b>	<b>0</b>
<b>Safety</b>									
22888 8125 HEN		29 N CASS CTY 20 TO S OF ARGUSVILLE INTR	8.1	HTMCG	2040	1836	204	0	0
23330 8133 HEN		29 N S OF ARGUSVILLE INTR TO GARDNER INTR	8.6	HTMCG	2656	2390	266	0	0
23329 8134 HEN		94 E W LYNCHBURG INTR TO E KINDRED INTR	13.1	HTMCG	3918	3526	392	0	0
23141 8222 HEN		13 E NEAR MOORETON	3.5	Turn Lanes, Lighting	1304	1174	130	0	0
23331 8228 HEN		29 N GARDNER INTR TO MAYVILLE INTR	22.3	HTMCG	5586	5027	559	0	0
23332 8229 HEN		29 N MAYVILLE INTR TO N OF BUXTON INTR	8.3	HTMCG	2078	1870	208	0	0
23328 8321 HEN		94 E W OF AYR INTR TO W OF LYNCHBURG INTR	10.9	HTMCG	3270	2943	327	0	0

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

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
<b>Subtotal</b>							<b>20852</b>	<b>18766</b>	<b>2086</b>	<b>0</b>	<b>0</b>
<b>Illustrative</b>											
20181	8126	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	8127	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
<b>Subtotal</b>							<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Transit</b>											
8128	TURB			FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	4165	2707	0	1458	0
8223	TURB			FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	4249	2762	0	1487	0
8320	TURB			FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	4334	2817	0	1517	0
<b>Subtotal</b>							<b>12748</b>	<b>8286</b>	<b>0</b>	<b>4462</b>	<b>0</b>
<b>Total</b>							<b>213737</b>	<b>173629</b>	<b>19132</b>	<b>20976</b>	<b>0</b>
<b>Grand Total</b>							<b>285670</b>	<b>230626</b>	<b>25230</b>	<b>29814</b>	<b>0</b>



# 2022-2025 Construction Program Fargo District



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**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									
<b>Fiscal Year: 2022</b>										
<b>Rural</b>										
9001	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0	
9002	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	192	155	37	0	0	
9003	SS	VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0	
9004	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	198	160	38	0	0	
9005	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Training	20	20	0	0	0	
9006	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
9007	STP	RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0	
9008	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0	
9009	SS	VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0	
9010	IM	VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0	
9011	IMSS	VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0	
9012	RPS	VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0	
9013	SS	VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0	
9014	IM	VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0	
9015	NH	VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0	
9016	RPS	INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0	
9017	NH	VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0	
9018	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrtr	62	50	12	0	0	
9019	STP	HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0	
9020	IMSS	ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0	
9021	NH	ND 511 ALERT	0.0	ITS	185	150	35	0	0	
9022	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3124	1705	0	426	993	
9023	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0	
9024	STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Rec Trails	1263	1010	0	253	0	
9025	SS	STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0	
9026	SSNHES	VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	7000	5665	1335	0	0	
9027	STP	VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0	
9028	IM	RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0	
9048	NH	OVERSIZE DETECTION SYSTEM	0.0	Signing, ITS	1000	809	191	0	0	
23323	9049	SS	LED LIGHTING = STATEWIDE	0.0	Lighting	920	745	175	0	0
<b>Subtotal</b>					<b>54091</b>	<b>43616</b>	<b>8461</b>	<b>1021</b>	<b>993</b>	
<b>Urban</b>										
9029	SU	VARIOUS URBAN LOCATIONS - STATEWIDE	0.0	Right Of Way	2800	2240	280	280	0	
9030	SU	VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2100	1680	210	210	0	
9031	SU	VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Utilities	700	560	70	70	0	
<b>Subtotal</b>					<b>5600</b>	<b>4480</b>	<b>560</b>	<b>560</b>	<b>0</b>	
<b>Bridge</b>										
9032	BRU	BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0	
9033	BRNBRS	VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	6000	4856	1144	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
	<b>6309</b>	<b>5106</b>	<b>1203</b>	<b>0</b>	<b>0</b>
<b>County</b>					
9034 SC VARIOUS LOCATIONS STATEWIDE 0.0 County Roadways	20483	16577	0	3906	0
9035 STP VARIOUS LOCATIONS - STATEWIDE 0.0 SRED	480	320	80	80	0
9036 BRC VARIOUS LOCATIONS STATEWIDE 0.0 County Bridges	7278	5890	0	1388	0
<b>Subtotal</b>	<b>28241</b>	<b>22787</b>	<b>80</b>	<b>5374</b>	<b>0</b>
<b>Emergency Relief</b>					
9037 SER VARIOUS LOCATIONS - STATEWIDE 0.0 Emerg Repairs	1000	1000	0	0	0
<b>Subtotal</b>	<b>1000</b>	<b>1000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Missile Roads</b>					
9038 ROM VARIOUS LOCATIONS - STATEWIDE 0.0 Missile Roads	4000	4000	0	0	0
<b>Subtotal</b>	<b>4000</b>	<b>4000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Safety</b>					
9040 HES HIGHWAY SAFETY IMPROVEMENTS 0.0 Safety	126	113	13	0	0
9041 HES SHSP PLANNING AND IMPLEMENTATION 0.0 Safety	50	45	5	0	0
9042 HES STATEWIDE CRASH REPORT EVALUATION 0.0 Safety	250	225	25	0	0
9043 HES SMALL SCALE IMPROVEMENTS 0.0 Safety	111	100	11	0	0
9050 CVD STATEWIDE DELINEATORS 0.0 Signing	3500	1925	1575	0	0
23378 9051 HEN WRONG WAY DETECTION 0.0 Signing, ITS	400	360	40	0	0
<b>Subtotal</b>	<b>4437</b>	<b>2768</b>	<b>1669</b>	<b>0</b>	<b>0</b>
<b>Transit</b>					
9044 TRUR STATEWIDE TRANSIT - 5311 0.0 TR Op Assist, TR Admin, TR Cap Purchase, TR Training	9425	6126	0	3299	0
9045 TRUR STATEWIDE TRANSIT - 5339 0.0 TR Capital	5136	4109	0	1027	0
9046 TRUR STATEWIDE TRANSIT - 5310 0.0 TR Capital	1057	687	0	370	0
9047 TCAP STATEWIDE TRANSIT-RTAP 0.0 TR Training	107	107	0	0	0
<b>Subtotal</b>	<b>15725</b>	<b>11029</b>	<b>0</b>	<b>4696</b>	<b>0</b>
<b>Total</b>	<b>119403</b>	<b>94786</b>	<b>11973</b>	<b>11651</b>	<b>993</b>

**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													
<b>Fiscal Year: 2023-2025</b>													
<b>Rural</b>													
9101 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	Rec Trails	1263	1010	0	253	0
9102 IM						VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
9103 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
9104 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3187	1739	0	435	1013
9105 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9106 IM						RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
9107 STP						RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
9108 RPS						INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
9109 SSNHHS						VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	7000	5665	1335	0	0
9110 SS						VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
9111 IMSS						VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
9112 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	Training	100	100	0	0	0
9113 SS						BILLBOARD CONTROL PROGRAM	0.0	Billboard Contr	150	121	29	0	0
9114 STP						VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
9115 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0
9116 RPS						VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
9117 SS						STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
9118 SS						VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
9119 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
9120 IMSS						ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
9121 NH						ND 511 ALERT	0.0	ITS	185	150	35	0	0
9122 NH						VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
9123 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	198	160	38	0	0
9124 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	205	166	39	0	0
9125 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0
9126 STP						HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
9127 NH						VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0
9128 SS						VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0
9129 IM						VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0
23280 9151 SS						LED LIGHTING - FARGO & VALLEY CITY	0.0	Lighting	1000	809	191	0	0
9201 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0
9202 SS						STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
9203 RPS						INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
9204 STP						RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
9205 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	Training	20	20	0	0	0
9206 SS						VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
9207 STP						VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	204	165	39	0	0
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

**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			
<b>Rural</b>								
9210 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Rec Trails	1263	1010	0	253	0
9211 IM	VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
9212 STP	VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
9213 SSNHHES	VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	7000	5665	1335	0	0
9214 NH	ND 511 ALERT	0.0	ITS	185	150	35	0	0
9215 IMSS	ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
9216 RPS	VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
9217 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
9218 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0
9219 NH	VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
9220 NH	VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0
9221 IM	VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0
9222 SS	VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0
9223 STP	HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
9224 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
9225 SS	VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
9226 IMSS	VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
9227 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	214	173	41	0	0
9228 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3250	1774	0	443	1033
23281 9251 SS	LED LIGHTING - BISMARCK & DICKINSON	0.0	Lighting	1000	809	191	0	0
9301 IM	VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
9302 STP	VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
9303 SS	BILLBOARD CONTROL PROGRAM	0.0	Billboard Contr	150	121	29	0	0
9304 SSNHHES	VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	7000	5665	1335	0	0
9305 STP	HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
9306 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
9307 SS	VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
9308 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
9309 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Training	100	100	0	0	0
9310 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0
9311 SS	VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
9312 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0
9313 IMSS	VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
9314 NH	ND 511 ALERT	0.0	ITS	185	150	35	0	0
9315 RPS	VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
9316 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9317 NH	VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
9318 IM	VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0
9319 NH	VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0
9320 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	210	170	40	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		
<b>Rural</b>											
9321	IMSS			ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
9322	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	222	180	42	0	0
9323	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
9324	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
9325	IM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
9326	SS			STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
9327	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3316	1810	0	452	1054
9328	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Rec Trails	1263	1010	0	253	0
9329	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0
23282	9352	SS		LED LIGHTING-WILLISTON & DEVILS LAKE	0.0	Lighting	1000	809	191	0	0
<b>Subtotal</b>							<b>160437</b>	<b>129292</b>	<b>24930</b>	<b>3115</b>	<b>3100</b>
<b>Urban</b>											
9130	SU			VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Utilities	420	336	42	42	0
9131	SU			VARIOUS URBAN LOCATIONS - STATEWIDE	0.0	Right Of Way	130	104	13	13	0
9132	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	800	640	80	80	0
9229	SU			VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Utilities	700	560	70	70	0
9230	SU			VARIOUS URBAN LOCATIONS - STATEWIDE	0.0	Right Of Way	2000	1600	200	200	0
9231	UGPNHU:			URBAN GRANT PROGRAM - VAR LOC	0.0	Dir Task Force	5758	4660	522	576	0
9232	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0
9330	SU			VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Utilities	700	560	70	70	0
9331	UGPNHU:			URBAN GRANT PROGRAM - VAR LOC	0.0	Dir Task Force	5758	4660	522	576	0
9332	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0
9333	SU			VARIOUS URBAN LOCATIONS - STATEWIDE	0.0	Right Of Way	2000	1600	200	200	0
<b>Subtotal</b>							<b>22766</b>	<b>18320</b>	<b>1719</b>	<b>2727</b>	<b>0</b>
<b>Bridge</b>											
9133	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0
9134	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
9334	BRNBRS			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	6000	4856	1144	0	0
9335	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0
<b>Subtotal</b>							<b>18927</b>	<b>15318</b>	<b>3609</b>	<b>0</b>	<b>0</b>
<b>Transportation Alternatives</b>											
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
9336	TAU			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0
9337	TAC			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0
<b>Subtotal</b>							<b>4102</b>	<b>3320</b>	<b>0</b>	<b>782</b>	<b>0</b>
<b>County</b>											
9137	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			
<b>County</b>								
9138 SC	VARIOUS LOCATIONS - STATEWIDE	0.0	County Roadways	21042	17029	0	4013	0
9139 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 BRC	VARIOUS LOCATIONS - STATEWIDE	0.0	County Bridges	7278	5890	0	1388	0
9239 SC	VARIOUS LOCATIONS - STATEWIDE	0.0	County Roadways	21611	17490	0	4121	0
9338 STP	VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9339 SC	VARIOUS LOCATIONS - STATEWIDE	0.0	County Roadways	22204	17970	0	4234	0
9340 BRC	VARIOUS LOCATIONS - STATEWIDE	0.0	County Bridges	7278	5890	0	1388	0
	<b>Subtotal</b>			<b>88131</b>	<b>71119</b>	<b>240</b>	<b>16772</b>	<b>0</b>
<b>Emergency Relief</b>								
9140 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
9341 SER	VARIOUS LOCATIONS - STATEWIDE	0.0	Emerg Repairs	1000	1000	0	0	0
	<b>Subtotal</b>			<b>3000</b>	<b>3000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Missile Roads</b>								
9141 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
9342 ROM	VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0
	<b>Subtotal</b>			<b>12000</b>	<b>12000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ND Street</b>								
9242 STP	NDSTREET - VARIOUS LOCATIONS	0.0	Dir Task Force	1359	1100	123	136	0
9343 STP	NDSTREET - VARIOUS LOCATIONS	0.0	Dir Task Force	3707	3000	336	371	0
	<b>Subtotal</b>			<b>5066</b>	<b>4100</b>	<b>459</b>	<b>507</b>	<b>0</b>
<b>Safety</b>								
9143 HES	STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
9144 HES	SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
9145 HES	SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
9146 HES	HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
9152 HES	STATEWIDE DELINEATORS	0.0	Signing	3500	3150	350	0	0
9243 HES	STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
9244 HES	HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	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
9344 HES	SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
9345 HES	STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
9346 HES	SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
9347 HES	HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
	<b>Subtotal</b>			<b>5111</b>	<b>4599</b>	<b>512</b>	<b>0</b>	<b>0</b>
<b>Transit</b>								
9147 TRUR	STATEWIDE TRANSIT - 5310	0.0	TR Capital	1077	700	0	377	0
9148 TCAP	STATEWIDE TRANSIT-RTAP	0.0	TR Training	109	109	0	0	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
<b>Transit</b>											
9149 TRUR				STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	9614	6249	0	3365	0
9150 TRUR				STATEWIDE TRANSIT - 5339	0.0	TR Capital	5240	4192	0	1048	0
9247 TRUR				STATEWIDE TRANSIT - 5310	0.0	TR Capital	1099	714	0	385	0
9248 TRUR				STATEWIDE TRANSIT - 5339	0.0	TR Capital	5344	4275	0	1069	0
9249 TRUR				STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	9806	6374	0	3432	0
9250 TCAP				STATEWIDE TRANSIT - RTAP	0.0	TR Training	111	111	0	0	0
9348 TRUR				STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	10002	6501	0	3501	0
9349 TCAP				STATEWIDE TRANSIT - RTAP	0.0	TR Training	113	113	0	0	0
9350 TRUR				STATEWIDE TRANSIT - 5310	0.0	TR Capital	1121	729	0	392	0
9351 TRUR				STATEWIDE TRANSIT - 5339	0.0	TR Capital	5451	4361	0	1090	0
						<b>Subtotal</b>	<b>49087</b>	<b>34428</b>	<b>0</b>	<b>14659</b>	<b>0</b>
						<b>Total</b>	<b>368627</b>	<b>295496</b>	<b>31469</b>	<b>38562</b>	<b>3100</b>
						<b>Grand Total</b>	<b>488030</b>	<b>390282</b>	<b>43442</b>	<b>50213</b>	<b>4093</b>



# PROGRAMS

## Federal Funding Programs

With North Dakota’s obligation limitation distribution unknown for fiscal year 2022 or beyond, the funding level for planning purposes was based on projected apportionment for 2022-2025. It was based on \$286 million for 2022, \$292 million for 2023, \$298 million for 2024 and \$304 million for 2025. 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.

### **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  $\leq 50$  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.

The NDDOT conducts statewide evaluations to determine if there are reasonable alternatives to roads, highway, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. NDDOT performs this evaluation in accordance with 23 CFR part 667. This evaluation is prepared before including any project relating to such facility in the STIP.

## **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 FLMA's, 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. 5<sup>th</sup> St., PO Box 5503, Bismarck, ND 58506-5503, Telephone (701) 355-1840, Email: [mpo@bismarcknd.gov](mailto:mpo@bismarcknd.gov)  
Website: <http://www.bismarcknd.gov/>
2. Fargo-Moorhead-West Fargo Metro Area, One 2<sup>nd</sup> St N., Suite #232, Fargo, ND 58102, Telephone (701) 232-3242, Email: [metrocoog@fmmetrocog.org](mailto:metrocoog@fmmetrocog.org)  
Website: <http://www.fmmetrocog.org>
3. Grand Forks-East Grand Forks Metro Area, 255 N. 4<sup>th</sup> St., Grand Forks, ND 58206, Telephone (701) 746-2660, Email: [info@theforksmppo.org](mailto:info@theforksmppo.org)  
Website: <http://www.theforksmppo.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 non-profit 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 and vehicle revenue miles. 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 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 programmed for the Intercity Program.

### **COVID-19 Relief Funds**

NDDOT received emergency funds to award to subrecipients to prevent, prepare for, and respond to COVID-19.

CARES Act funding in the amount of \$17,996,449. These funds are being spent on operating, administration, preventive maintenance, and intercity bus projects.

CRRSSA 5310 funding in the amount of \$115,202. These funds are being spent on operating and mobility manager projects.

ARP Act funding in the amount of \$1,609,357. These funds are being spent on operating, administration, mobility manager, preventive maintenance, and intercity bus projects.

All emergency funding will be awarded to subrecipients for eligible projects and detailed in a Program of Projects document approved by FTA in TrAMS.

### **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 projects that will receive Section 5311 funding during federal FY 2022 to provide transit services in the rural areas of the state. These projects are identified in the FY 2022 Section 5311 Program of Projects. These same 30 projects are also 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 (2022-2025). Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

### **Public Transit Agency Safety Plan**

NDDOT has developed a State Transit Agency Safety Plan that was approved by the NDDOT executive management September 2020. The plan includes 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. All three Urban subrecipients have an approved safety plan.

The Safety Performance Targets include

<b>Mode of Transit Service</b>	<b>Fatalities (total)</b>	<b>Fatalities (per 100 thousand VRM)</b>	<b>Injuries (total)</b>	<b>Injuries (per 100 thousand VRM)</b>	<b>Safety Events (total)</b>	<b>Safety Events (per 100 thousand VRM)</b>	<b>System Reliability (VRM / failures)</b>
<b>Fixed Route Bus</b>	0	0	5 or less	0.2	7 or less	0.28	10,000
<b>ADA / Paratransit</b>	0	0	1 or less	0.1	1 or less	0.1	70,000

### **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**

The state sponsored TAM plan was approved by the NDDOT executive management October 2018 and has been reviewed annually with revisions to performance targets and useful life benchmarks. Annually, the state transit agencies accept the TAM targets through the BlackCat Grant Electronic system. An updated TAM plan will be submitted in July of 2022.

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.

TAM targets include,

- Rolling Stock - up to 10% of state fleet revenue rolling stock meets or exceeds Useful Life Benchmark
- Equipment - up to 10% of equipment meets or exceeds Useful Life Benchmark
- Facilities - all transit facilities accessed a condition rating at 3.0 or above.

The target for facilities has been met every year and the state is making progress towards meeting the rolling stock and equipment targets.

State transit agencies participating in the state sponsored TAM plan include

**Participating Rural 5311 Transit**

**Agencies**

Benson County Transportation	City of Minot
Cando/Towner County Transportation	Nutrition United/Rolette County Transportation
Cavalier County Transit	Pembina County Meals & Transportation
Devils Lake Senior Meals and Services	Souris Basin Transportation
Dickey County Transportation	South Central Adult Services
Dickinson Public Transportation	Southwest Transportation Services
Golden Valley/Billings Council on Aging	Valley Senior Services
Hazen City Busing	Walsh County Transportation
James River Public Transit	West River Transit
Kenmare Wheels & Meals	Wildrose Public Transportation
Kidder Senior Services	Northwest Council on Aging

**Participating Urban Transit Agencies**

Bis-Man Transit Board  
Grand Forks Cities Area Transit

**Participating Tribal Transit Agencies**

Spirit Lake Transit  
Standing Rock Public Transit  
Turtle Mountain Transit

**Participating MPO's**

Bis-Man MPO  
Grand Forks MPO

**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](mailto:smhanson@nd.gov).

**2022  
Program Summary (In Thousands)**

	Expenditures <sup>(1)</sup>			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other <sup>(2)</sup>
<b>State Highway Construction Program</b>						
Interstate Maintenance <sup>(3)</sup>	\$61,574	\$55,305	\$6,269	\$0	\$0	\$0
National Highway Performance	\$83,940	\$68,423	\$15,517	\$175,823	\$150,268	\$25,556
National Highway Freight <sup>(4)</sup>	\$0	\$0	\$0	\$10,700	\$9,630	\$1,070
Highway Bridge <sup>(5)</sup>	\$28,105	\$23,596	\$4,509	\$0	\$0	\$0
Highway Safety Improvements <sup>(6)</sup>	\$41,028	\$34,792	\$6,236	\$15,322	\$12,993	\$2,329
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,656	\$4,190	\$465
Surface Transportation	\$99,826	\$81,121	\$18,705	\$50,271	\$40,851	\$9,420
<b>Total</b>	<b>\$319,695</b>	<b>\$267,937</b>	<b>\$51,758</b>	<b>\$256,772</b>	<b>\$217,932</b>	<b>\$38,839</b>
<b>Urban Highway Construction Program</b>						
National Highway Performance	\$15,069	\$12,187	\$2,882	\$11,860	\$9,592	\$2,268
Highway Bridge <sup>(5)</sup>	\$5,884	\$4,762	\$1,122	\$0	\$0	\$0
Highway Safety Improvements <sup>(6)</sup>	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation/CMAQ/UGP	\$59,348	\$40,855	\$18,493	\$49,346	\$33,970	\$15,376
<b>Total</b>	<b>\$80,301</b>	<b>\$57,804</b>	<b>\$22,497</b>	<b>\$61,206</b>	<b>\$43,561</b>	<b>\$17,645</b>
<b>County Highway Construction Program</b>						
Surface Transportation	\$20,963	\$16,897	\$4,066	\$20,490	\$16,516	\$3,974.20
Highway Safety Improvements <sup>(6)</sup>	\$345	\$313	\$32	\$345	\$313	\$32
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
<b>Total</b>	<b>\$28,586</b>	<b>\$23,100</b>	<b>\$5,486</b>	<b>\$28,113</b>	<b>\$22,719</b>	<b>\$5,394</b>
<b>Transportation Alternatives Program</b>						
State Highways <sup>(7)</sup>	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$2,138	\$1,377	\$761	\$1,484	\$956	\$528
County Areas	\$1,995	\$1,346	\$649	\$1,044	\$704	\$340
<b>Total</b>	<b>\$4,133</b>	<b>\$2,723</b>	<b>\$1,410</b>	<b>\$2,528</b>	<b>\$1,660</b>	<b>\$868</b>
<b>Emergency Relief</b>	<b>\$10,550</b>	<b>\$9,595</b>	<b>\$955</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>CVD</b>	<b>\$48,922</b>	<b>\$27,201</b>	<b>\$21,721</b>	<b>\$48,922</b>	<b>\$27,201</b>	<b>\$21,721</b>
<b>ROM Missile Roads</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>
<b>UGP</b>	<b>\$2,851</b>	<b>\$2,280</b>	<b>\$571</b>	<b>\$2,851</b>	<b>\$2,280</b>	<b>\$571</b>
<b>Illustrative</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>BGR</b>	<b>\$50,530</b>	<b>\$22,000</b>	<b>\$28,530</b>	<b>\$50,530</b>	<b>\$22,000</b>	<b>\$28,530</b>
<b>Transit</b>	<b>\$23,674</b>	<b>\$16,196</b>	<b>\$7,478</b>	<b>\$23,674</b>	<b>\$16,196</b>	<b>\$7,478</b>
<b>Total</b>	<b>\$573,242</b>	<b>\$432,836</b>	<b>\$140,406</b>	<b>\$478,595</b>	<b>\$357,549</b>	<b>\$121,046</b>
<b>Maintenance &amp; Operations</b>	<b>\$125,588</b>	<b>\$0</b>	<b>\$125,588</b>	<b>\$125,588</b>	<b>\$0</b>	<b>\$125,588</b>
<b>Grand Total</b>	<b>\$698,830</b>	<b>\$432,836</b>	<b>\$265,994</b>	<b>\$604,183</b>	<b>\$357,549</b>	<b>\$246,634</b>

(1) Contains pending projects - (\$20.6 Million Total, \$15.1 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, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. 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 <sup>(1)</sup>			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other <sup>(2)</sup>
<b>State Highway Construction Program</b>						
Interstate Maintenance <sup>(3)</sup>	\$87,086	\$78,265	\$8,821	\$0	\$0	\$0
National Highway Performance	\$71,957	\$57,956	\$14,001	\$180,424	\$153,273	\$27,151
National Highway Freight <sup>(4)</sup>		\$0	\$0	\$10,914	\$9,822	\$1,091
Highway Bridge <sup>(5)</sup>	\$46,736	\$40,421	\$6,315	\$0	\$0	\$0
Highway Safety Improvements <sup>(6)</sup>	\$31,949	\$28,754	\$3,195	\$14,660	\$13,194	\$1,466
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,749	\$4,274	\$475
Surface Transportation	\$124,745	\$100,778	\$23,967	\$51,592	\$41,679.49	\$9,912
<b>Total</b>	<b>\$367,695</b>	<b>\$310,874</b>	<b>\$56,821</b>	<b>\$262,339</b>	<b>\$222,243</b>	<b>\$40,096</b>
<b>Urban Highway Construction Program</b>						
National Highway Performance	\$19,483	\$11,663	\$7,820	\$16,343	\$9,783	\$6,560
Highway Bridge <sup>(5)</sup>	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements <sup>(6)</sup>	\$420	\$378	\$42	\$378	\$378	\$0
Surface Transportation/CMAQ/UGP	\$53,650	\$37,763	\$15,887	\$49,267	\$34,678	\$14,589
<b>Total</b>	<b>\$73,862</b>	<b>\$50,054</b>	<b>\$23,808</b>	<b>\$65,989</b>	<b>\$44,840</b>	<b>\$21,149</b>
<b>County Highway Construction Program</b>						
Surface Transportation	\$21,522	\$17,349	\$4,173	\$20,925	\$16,867	\$4,057
Highway Safety Improvements <sup>(6)</sup>		\$0	\$0	\$0	\$0	\$0
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
<b>Total</b>	<b>\$28,800</b>	<b>\$23,239</b>	<b>\$5,561</b>	<b>\$28,203</b>	<b>\$22,757</b>	<b>\$5,445</b>
<b>Transportation Alternatives Program</b>						
State Highways <sup>(7)</sup>	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$1,187	\$815	\$372	\$1,392	\$956	\$436
County Areas	\$1,053	\$668	\$385	\$1,110	\$704	\$406
<b>Total</b>	<b>\$2,240</b>	<b>\$1,483</b>	<b>\$757</b>	<b>\$2,502</b>	<b>\$1,660</b>	<b>\$842</b>
<b>Emergency Relief</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>CVD</b>	<b>\$24,266</b>	<b>\$11,020</b>	<b>\$13,246</b>	<b>\$24,266</b>	<b>\$11,020</b>	<b>\$13,246</b>
<b>ROM Missile Roads</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>
<b>UGP</b>	<b>\$7,419</b>	<b>\$4,600</b>	<b>\$2,819</b>	<b>\$7,419</b>	<b>\$4,600</b>	<b>\$2,819</b>
<b>Illustrative</b>	<b>\$2</b>	<b>\$0</b>	<b>\$2</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transit</b>	<b>\$24,148</b>	<b>\$16,520</b>	<b>\$7,628</b>	<b>\$24,148</b>	<b>\$16,520</b>	<b>\$7,628</b>
<b>Total</b>	<b>\$533,432</b>	<b>\$422,790</b>	<b>\$110,642</b>	<b>\$411,446</b>	<b>\$323,040</b>	<b>\$88,406</b>
<b>Maintenance &amp; Operations</b>	<b>\$125,588</b>	<b>\$0</b>	<b>\$125,588</b>	<b>\$125,588</b>	<b>\$0</b>	<b>\$125,588</b>
<b>Grand Total</b>	<b>\$659,020</b>	<b>\$422,790</b>	<b>\$236,230</b>	<b>\$537,034</b>	<b>\$323,040</b>	<b>\$213,994</b>

(1) Contains pending projects - (\$43.8 Million Total, \$23.0 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, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. 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 <sup>(1)</sup>			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other <sup>(2)</sup>
<b>State Highway Construction Program</b>						
Interstate Maintenance <sup>(3)</sup>	\$85,218	\$76,584	\$8,634	\$0	\$0	\$0
National Highway Performance	\$101,887	\$82,709	\$19,178	\$183,277	\$156,339	\$26,938.09
National Highway Freight <sup>(4)</sup>	\$0	\$0	\$0	\$11,132	\$10,019	\$1,113
Highway Bridge <sup>(5)</sup>	\$26,804	\$22,571	\$4,233	\$0	\$0	\$0
Highway Safety Improvements <sup>(6)</sup>	\$35,310	\$31,779	\$3,531	\$13,937	\$12,544	\$1,394
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,844	\$4,360	\$484
Surface Transportation	\$103,687	\$82,949	\$20,738	\$53,156	\$42,524.22	\$10,631
<b>Total</b>	<b>\$358,128</b>	<b>\$301,292</b>	<b>\$56,836</b>	<b>\$266,346</b>	<b>\$225,785</b>	<b>\$40,561</b>
<b>Urban Highway Construction Program</b>						
National Highway Performance	\$30,360	\$24,025	\$6,335	\$12,610	\$9,979	\$2,631
Highway Bridge <sup>(5)</sup>	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements <sup>(6)</sup>	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation/CMAQ/UGP	\$27,221	\$20,427	\$6,794	\$47,175	\$35,401	\$11,774
<b>Total</b>	<b>\$57,890</b>	<b>\$44,702</b>	<b>\$13,188</b>	<b>\$59,786</b>	<b>\$45,380</b>	<b>\$14,406</b>
<b>County Highway Construction Program</b>						
Surface Transportation	\$22,091	\$17,810	\$4,281	\$21,367	\$17,226	\$4,141
Highway Safety Improvements <sup>(6)</sup>	\$1,395	\$1,300	\$95	\$1,300	\$1,300	\$0
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
<b>Total</b>	<b>\$30,764</b>	<b>\$25,000</b>	<b>\$5,764</b>	<b>\$29,945</b>	<b>\$24,416</b>	<b>\$5,529</b>
<b>Transportation Alternatives Program</b>						
State Highways <sup>(7)</sup>	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$2,329	\$1,860	\$469	\$1,196	\$956	\$241
County Areas	\$1,647	\$1,304	\$343	\$890	\$704	\$185
<b>Total</b>	<b>\$3,976</b>	<b>\$3,164</b>	<b>\$812</b>	<b>\$2,086</b>	<b>\$1,660</b>	<b>\$426</b>
<b>Emergency Relief</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>CVD</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>ROM Missile Roads</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>
<b>UGP</b>	<b>\$5,758</b>	<b>\$4,660</b>	<b>\$1,098</b>	<b>\$5,758</b>	<b>\$4,660</b>	<b>\$1,098</b>
<b>Illustrative</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transit</b>	<b>\$24,631</b>	<b>\$16,851</b>	<b>\$7,780</b>	<b>\$24,631</b>	<b>\$16,851</b>	<b>\$7,780</b>
<b>Total</b>	<b>\$486,147</b>	<b>\$400,669</b>	<b>\$85,478</b>	<b>\$386,793</b>	<b>\$318,092</b>	<b>\$68,701</b>
<b>Maintenance &amp; Operations</b>	<b>\$125,588</b>	<b>\$0</b>	<b>\$125,588</b>	<b>\$125,588</b>	<b>\$0</b>	<b>\$125,588</b>
<b>Grand Total</b>	<b>\$611,735</b>	<b>\$400,669</b>	<b>\$211,066</b>	<b>\$512,381</b>	<b>\$318,092</b>	<b>\$194,289</b>

(1) Contains pending projects - (\$30.6 Million Total, \$23.2 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, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. 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.



**2025  
Program Summary (In Thousands)**

	Expenditures <sup>(1)</sup>			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other <sup>(2)</sup>
<b>State Highway Construction Program</b>						
Interstate Maintenance <sup>(3)</sup>	\$87,311	\$78,468	\$8,843	\$0	\$0	\$0
National Highway Performance	\$93,649	\$75,791	\$17,858	\$187,238	\$159,465	\$27,772.27
National Highway Freight <sup>(4)</sup>	\$0	\$0	\$0	\$11,355	\$10,219	\$1,135
Highway Bridge <sup>(5)</sup>	\$29,957	\$25,534	\$4,423	\$0	\$0	\$0
Highway Safety Improvements <sup>(6)</sup>	\$33,942	\$30,762	\$3,180	\$15,580	\$14,121	\$1,460
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,941	\$4,447	\$494
Surface Transportation	\$114,005	\$91,297	\$22,708	\$54,177	\$43,385.85	\$10,791
<b>Total</b>	<b>\$364,086</b>	<b>\$306,552</b>	<b>\$57,534</b>	<b>\$273,290</b>	<b>\$231,638</b>	<b>\$41,653</b>
<b>Urban Highway Construction Program</b>						
National Highway Performance	\$48,403	\$38,399	\$10,004	\$12,830	\$10,179	\$2,652
Highway Bridge <sup>(5)</sup>	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements <sup>(6)</sup>	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation/CMAQ/UGP	\$23,592	\$18,862	\$4,730	\$45,201	\$36,138	\$9,062
<b>Total</b>	<b>\$72,304</b>	<b>\$57,511</b>	<b>\$14,793</b>	<b>\$58,031</b>	<b>\$46,317</b>	<b>\$11,714</b>
<b>County Highway Construction Program</b>						
Surface Transportation	\$22,684	\$18,290	\$4,394	\$21,819	\$17,592	\$4,226
Highway Safety Improvements <sup>(6)</sup>	\$0	\$0	\$0	\$0	\$0	\$0
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
<b>Total</b>	<b>\$29,962</b>	<b>\$24,180</b>	<b>\$5,782</b>	<b>\$29,097</b>	<b>\$23,482</b>	<b>\$5,614</b>
<b>Transportation Alternatives Program</b>						
State Highways <sup>(7)</sup>	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$1,181	\$956	\$225	\$1,180	\$956	\$225
County Areas	\$870	\$704	\$166	\$870	\$704	\$166
<b>Total</b>	<b>\$2,051</b>	<b>\$1,660</b>	<b>\$391</b>	<b>\$2,051</b>	<b>\$1,660</b>	<b>\$391</b>
<b>Emergency Relief</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>CVD</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>ROM Missile Roads</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>
<b>UGP</b>	<b>\$5,758</b>	<b>\$4,660</b>	<b>\$1,098</b>	<b>\$5,758</b>	<b>\$4,660</b>	<b>\$1,098</b>
<b>Illustrative</b>	<b>\$45,000</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transit</b>	<b>\$25,123</b>	<b>\$17,188</b>	<b>\$7,935</b>	<b>\$25,123</b>	<b>\$17,188</b>	<b>\$7,935</b>
<b>Total</b>	<b>\$549,284</b>	<b>\$416,751</b>	<b>\$132,533</b>	<b>\$391,592</b>	<b>\$324,285</b>	<b>\$67,307</b>
<b>Maintenance &amp; Operations</b>	<b>\$125,588</b>	<b>\$0</b>	<b>\$125,588</b>	<b>\$125,588</b>	<b>\$0</b>	<b>\$125,588</b>
<b>Grand Total</b>	<b>\$674,872</b>	<b>\$416,751</b>	<b>\$258,121</b>	<b>\$517,180</b>	<b>\$324,285</b>	<b>\$192,895</b>

(1) Contains pending projects - (\$33.1 Million Total, \$27.7 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, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. 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**

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**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.

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**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.

  
for the NDDOT Director

Wayne Stenehjem  
Attorney General

10/29/2021  
Date

10/20/21  
Date

By:  J.A. M... J.A.G.  
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

December 22, 2021

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 2022-2025 Statewide Transportation Improvement Program submitted November 2, 2021 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 2022-2025 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 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 four 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 ELISE  
TERWILLIGER

Digitally signed by CINDY  
ELISE TERWILLIGER  
Date: 2021.12.22 16:32:27  
-07'00'

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Ms. Cindy Terwilliger  
Regional Administrator  
Federal Transit Administration

SANDY A  
ZIMMER

Digitally signed by SANDY A  
ZIMMER  
Date: 2021.12.23 08:54:16 -06'00'

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

Enclosure: STIP Federal Planning Finding

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

# North Dakota FY 2022-2025 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 2022-2025 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs). This Federal Planning Finding includes various planning documents and/or studies that have been reviewed since the last annual STIP approval on 11/23/2020. FHWA and FTA have reviewed the following planning documents for North Dakota Department of Transportation (NDDOT) and the North Dakota Metropolitan Planning Organizations (MPOs) BisMan (BMMPO), The Forks (GF-EGF), Fargo-Moorhead (FMMCOG). FHWA Planning document reviews: Long Range Transportation Plan (LRTP), Statewide Transportation Improvement Plan (STIP), Transportation Improvement Programs (TIPs), Unified Planning Work Programs (UPWPs), Public Participation Plan (PPP), State Planning and Research (SPR) Part I and State Planning and Research (SPR) Part II. FTA Planning document reviews: Long Range Transportation Plan (LRTP), Statewide Transportation Improvement Plan (STIP), Transportation Improvement Programs (TIPs), Unified Planning Work Programs (UPWPs), Statewide Management Plan (SMP), Public Participation Plan (PPP), Transit Asset Management (TAM) and Public Transportation Safety Plan (PTASP).

### 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 (23 USC 134 and 135, 49 USC 5303 and 5304, 23 CFR Part 450 and 49 CFR Part 613).
- 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 regulatory requirements of 23 CFR Part 450.

### **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) and 49 USC 5304(g)(8).
  - 23 U.S.C. 134 and 49 USC 5303 do 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**

##### **Long-Range Transportation Plans**

- The North Dakota Department of Transportation (NDDOT) updated their Long-Range Transportation Plan in June 2021 (Transportation Connection) in accordance with 49 USC 5303(f) to incorporate performance measures and targets through the NDDOT Performance Dashboards weblink that is updated as needed and at the very least annually, as well as provide a comprehensive strategic framework for transportation across North Dakota through 2045. The NDDOT's annual investment strategy used in the development of the 2022-2025 STIP supports the federal performance measure targets in compliance with 23 CFR 450. The projects programmed in the STIP will allow NDDOT to meet the federal pavement, bridge, freight, system reliability, transit asset management, and transit safety targets. Various forms of public outreach were used to gather input for Transportation Connection. Due to restrictions in the size of gatherings a virtual town hall 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 on August 20, 2020. Virtual meeting opportunities were extended to the tribes.
- The NDDOT Local Government Division receives requests from small urban communities to complete long-range planning efforts. Minot is currently working on a corridor study on Broadway/US 83 through Minot. Ward County is working on a SE/SW Corridor Connector Study.
- NDDOT is working on updating their Rail and Freight modal plans as one combined plan. The new State Freight and Rail plan needs to be adopted and in place by November 2022 to be compliant. NDDOT's State Freight Plan was determined to be FAST Act compliant in December 2017. Public Virtual Open Houses have been held and stakeholders and industry experts have been met with. A website has also been set up to start outreach with the public.
- The Transit Asset Management Plan is in the process of being updated by October 1, 2022.

- The Transportation Asset Management Plan is in the process of being updated by 2022.
- The NDDOT is planning on updating the Strategic Highway Safety Plan starting in early 2022.
- ND Moves, the NDDOTs Statewide Active and Public Transportation Plan was previously updated on April 25, 2019. This plan was not part of this Federal Planning Review.
- The State Management Plan (SMP) was reviewed by FTA and signed on August 17, 2021.
- The Public Agency Safety Plan (PTASP) was reviewed by FTA and the NDDOT continues to have annual performance updates.

## STIP Development

- The 2021-2024 STIP was approved on November 23, 2020. At that time, work was already underway on the 2022-2025 STIP. In April 2021, letters were sent to four Native American Tribes in North Dakota. The letters requested a planning coordination meeting to receive input on projects to be included in the STIP, the letters are included on page 99-102. All four Tribes responded, and meetings were held virtually with NDDOT Programming Division staff and FHWA. 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 2022-2025 STIP went out for public comment July 15, 2021. The comment period was open until August 15, 2021.
- Comments received.
  - Federal Transit Administration:
 

Comment: Bismarck and Grand Forks 5307 project listings for federal funding amounts are inconsistent in the TIP and STIP for all four years. I have noted this in the review of the MPO's TIPs as well, please coordinate with the MPOs.

*Response: The NDDOT is developing a process to address the inconsistent federal funding amounts for the 2023-2026 STIP. Becky Hanson received a verbal approval on August 25, 2021 from Ranae Tunison to leave the 2022-2025 STIP federal funding amounts as listed.*

Comment: Suggestion to add a summary of the FTA COVID-19 Relief Funds descriptions and amounts the State and Small Urban transit agencies received in response to the COVID-19 pandemic.

*Response: The Public Transit Program section has been updated to address this comment.*

Comment: On page 73 there is a description of the TAM Plan. Please add the State Group Plan's targets and list the agencies who are on the group plan. Add the date the Group plan was adopted and how often the targets are updated and when the next update cycle is for the entire plan (every four years). Are the targets being met?

*Response: The Public Transit Program section has been updated to address this comment.*



Comment: Suggestion to add a statement regarding transit requirements for PTASP on page 73 under Transit Performance Management.

*Response: The Public Transit Program section has been updated to address this comment.*

Comment: Make sure the Draft STIP is easy to find, add a quick link.

*Response: The NDDOT will look to make the Draft STIP easier to access.*

○ Public Comments:

Comment: The junction of ND 22 & ND 73 should be reviewed for a roundabout and adequate lighting. Additionally, the ND 22 junctions with both BIA 12 and BIA 14 should also be reviewed for the same. Many crashes have occurred at all three intersections and with roundabouts being an all-around safer interchange, they should be considered. Center/left and right turn lanes should also be implemented at ND 22 & BIA 30 as well as the intersection to turn off to the Little Missouri State Park.

*Response: Thank you for your comment. A roundabout at the intersection of ND 22 and ND 73 is included on the project on ND 73 from Near RP 6 to Jct ND 22. The NDDOT will evaluate Turn lanes at the described locations.*

Comment: District 5, HWY 22, Lost Bridge to ND 73. Junction of ND 22 & ND 23 in McKenzie County. This intersection should be seriously considered for a roundabout and then adequate, long enough passing lanes for both directions on ND 23 and also southbound on ND 22.

*Response: Thank you for your comment. A roundabout at this location and the passing lanes suggested will be evaluated.*

### **State Planning and Research (SP&R) Work Program**

- The Statewide Planning and Research (SPR) Part I work program for 2022-2023 work program was approved on November 23, 2021. The 2020 Part I work program annual summary report was submitted April 23, 2021. The activities completed were consistent with the SPR work programs. NDDOT includes FTA planning activities in the FHWA SPR. The Part II work program for 2022-2023 was approved on December 9, 2021.
- The NDDOT holds an annual Research Advisory Committee (RAC) meeting to prioritize upcoming research topics in support of SP&R – Part II funding. Proposals can include topics of extensive laboratory material testing, evaluation, and data reporting to determine material characteristics, operation properties, performance-based planning and programming research, and economic viability of innovations to improve highway construction, safety, and maintenance.
- SP&R – Part II funding is used to support University research projects, multi-state pooled fund projects, internal NDDOT research projects, and national research efforts including the Transportation Research Board (TRB) & National Cooperative Highway Research Program (NCHRP).

## **Public Involvement Process**

- The NDDOT Public and Non-Metropolitan Local Official Participation Plan for Statewide Planning and Programming Activities. The intent of this document is to provide guidance in the public involvement process related to the NDDOT's statewide planning and programming activities. The plan was adopted in March 2021 and includes all requirements of 23 CFR 450.210. The NDDOT public involvement process during the State Planning process has been used effectively.
- 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.

## **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 targets.
- Based on a consistency determination dated July 20, 2021; 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 NDDOT group Transit Asset Management plan (TAM) was developed and implemented on September 30, 2018 to meet the requirements of 49 USC 5326 49 CFR Part 625. The NDDOT is working on meeting the FTA requirements of the TAM update to meet the deadline of October 1, 2022.
- The NDDOT group Public Transit Agency Safety Plan (PTASP) was developed and implemented on September 29, 2020 to meet the requirements of 49 USC 5329 and 49 CFR 673.

## **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 Local Government, Planning/Asset Management, and Programming attend the MPO Directors meeting to ensure the MPOs receive the most recent information and updates about statewide planning activities.
- NDDOT filled 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 as bicycle/pedestrian & ADA plans. The GF-EGF MPO plan was finished in February 2019. The FMMCOG plan was completed in November 2019. The BM MPO plan was completed in March 2020.
- Individual MPO Agreements were updated this past year. The BM MPO MOA was updated March 11, 2021, GF-EGF MPO MOA was updated March 26, 2021, and the FMMCOG MPO MOA was updated March 30, 2021.

### **TIPs**

- The 2022-2025 TIPs for each MPO were incorporated into the 2022-2025 STIP by reference.

### **Unified Planning Work Programs (UPWP)**

- UPWPs for the 2021-2022 biennium were approved in November 2020 and became the active budget of the MPO in January 2021.
- All three MPOs are continuing to implement their listed UPWP activities.

### **Performance Management**

- The MPO deadline for Safety target adoption was February 26, 2022.
- MPO adoptions on PM1 - Safety
  - 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 – Bridge and Roadway Condition
  - 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 – System Reliability
  - GF-EGF – adopted 1 of 3 NDDOT targets and two of their own
  - FMMCOG – adopted 1 of 3 NDDOT targets and two of their own
  - BMMPO – adopted NDDOT targets
- Public Transit Agency Safety Plan (PTASP) - Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2021. The plan must be updated and certified by the transit agency annually.
  - GF-EF – adopted the NDDOT group plan
  - FMMCOG – adopted their own plan

- BMMPO –adopted the NDDOT group plan
- Transit Asset Management Plan (TAM) A TAM plan must be updated in its entirety at least every 4 years, and it must cover a horizon period of at least 4 years. An initial TAM plan was required by October 2018; an updated TAM plan is required by October 1, 2022.
  - GF-EF –adopted the NDDOT group plan
  - FMMCOG –adopted their own plan
  - BMMPO –adopted the NDDOT group plan

### **Public Involvement Process**

- 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 in 2015, a Congestion Management Plan, and a Peer Exchange.
- NDDOT and FHWA have been meeting bi-monthly to discuss the MPO becoming a TMA.

### **Review Activities**

- NDDOT, FHWA and FTA conducted a Mid-Year Review with each of the MPOs in June 2021. 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 Corrective Actions:**

The MPOs were 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 were 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.

- The TIPs have been updated to include Annual Lump Sum amounts for Preliminary Engineering, Right of Way, and Utilities for each year.

**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.

**Observations and Recommendations**

***Corrective Actions:***

*None*

***Recommendations:***

- The TIPs and STIP are not clear that NDDOT has been granted the authority by the Governor to approve the TIPs. The STIP Development section in the STIP states that the Governor approves the TIPs, but the cover letter for each of the TIPs included in the STIP state the NDDOT approves the TIP as the Governor’s designee. The TIP cover letters are not included with the TIPs posted on the MPO websites, and the TIP certification page doesn’t explain why NDDOT signs instead of the Governor. The MPO TIP certification page should be updated to state the NDDOT is the Governor appointed approval authority and the STIP Development section should be updated to reflect current practices.
- The MPOs and NDDOT when developing the TIP should ensure continuous, cooperative, and comprehensive coordination occurs. The costs and projects were not consistent between the TIPs and STIP.

**Commendations:**

- The NDDOT and MPOs continue being able to adapt their processes and procedures while working remotely and/or in a hybrid work environment.
- The MPOs have improved the readability of their performance targets and measures in their respective TIPs using easy to read tables.
- The NDDOT PTASP Plan was comprehensive and met the FTA deadline.
- The NDDOT Transit Section did a great job overseeing and obligating the COVID-19 funds.

**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 2022-2025 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.

## 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

( MPO Policy Board chair  
Title

7-20-21  
Date

**North Dakota Department of Transportation**



Signature

Local Government Director  
Title

7/26/2021  
Date

October 21, 2021

Ms. Rachel Drewlow  
Executive Director  
Bismarck-Mandan MPO  
P.O. Box 5503  
Bismarck, ND 58506

Dear Ms. Drewlow:

Re: APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (Bis-Man MPO) 2022-2025 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 has passed, and the President signed various extensions through October 31, 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.

Sincerely,



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



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**TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION  
STATEMENT**

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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 Fixing America's Surface Transportation (FAST) Act (PL 114-94) 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) 532-5100, [metrokog@fmmetrokog.org](mailto:metrokog@fmmetrokog.org), or by visiting in person at One 2<sup>nd</sup> Street North Suite 232, Fargo, North Dakota 58102.

**F-M Metropolitan Council of Governments**

 9/20/2021  
Signature Date

**North Dakota Department of Transportation**

 9/20/2021  
Signature Date

October 5, 2021

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

APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS  
2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2022-2025 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 has passed, and the President signed various extensions through October 31, 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  
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

Jeannie Mock  
Signature

Jeannie Mock  
Chair

8-18-2021  
Date

North Dakota Department  
of Transportation

Paul M. Benning  
Signature

Paul Benning  
Director

9/1/2021  
Date

October 5, 2021

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

**APPROVAL OF GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION 2022-2025 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) 2022-2025 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 has passed, and the President signed various extensions through October 31, 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  
Ed Pavlish, Grand Forks District Engineer

July 14, 2021

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

## Draft 2022-2025 STIP ready for public comment until August 13, 2021

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 July 14, 2021 to August 13, 2021. 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](http://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](mailto:dot@nd.gov) with "Draft STIP" in the subject line by August 13, 2021.

### **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  
Korby Seward - Minot District (701) 857-6925  
Rob Rayhorn - Dickinson District (701) 227-6500  
Ed Pavlish - 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 28, 2021

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 2022-2025. 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 May 3, 2021, and May 28, 2021, 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](mailto:kristen.sperry@dot.gov), to arrange for a convenient time.

Sincerely yours,

Mr. Lee D. Potter, P.E.  
Division Administrator

Ecc: Tyson Alkire, Three Affiliated Tribes  
Steve Salwei, NDDOT  
Jane Berger, NDDOT  
Logan Beise, NDDOT  
Bryon Fuchs, NDDOT  
Brenda RedWing, BIA



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

**North Dakota Division**

April 28, 2021

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

The Honorable Douglas Yankton, Sr.  
Chairman, Spirit Lake Sioux Tribe  
P.O. Box 359  
Fort Totten, ND 58335

Attention: Mr. Clarence Green

Dear Chairman Yankton:

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 2022-2025. The Federal Highway Administration (FHWA) would like to hold a planning coordination meeting on May 5<sup>th</sup> at 2:30 - 3:30 PM as coordinated with Mr. Green to receive input on projects that should be included in this STIP. Should the date and/or time not work please let me know.

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](mailto:kristen.sperry@dot.gov), to arrange for a convenient time.

Sincerely yours,

Mr. Lee D. Potter, P.E.  
Division Administrator

Ecc: Steve Salwei, NDDOT  
Jane Berger, NDDOT  
Logan Biese, NDDOT  
Bryon Fuchs, NDDOT  
Brenda RedWing, BIA



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

**North Dakota Division**

April 28, 2021

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 2022-2025. The Federal Highway Administration (FHWA) would like to hold a planning coordination meeting on May 25<sup>th</sup> at 2:30- 3:30 PM as coordinated with Ron His Horse is Thunder to receive input on projects that should be included in this STIP. Should that date and/or time not work please let me know.

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](mailto: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  
Logan Biese, NDDOT  
Bryon Fuchs, NDDOT  
Roland Silk, Standing Rock Sioux Tribe  
Brenda RedWing, BIA





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

**North Dakota Division**

April 28, 2021

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 2022-2025. 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 May 3, 2021, and May 28, 2021, 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](mailto:kristen.sperry@dot.gov), to arrange for a convenient time.

Sincerely yours,

Mr. Lee D. Potter, P.E.  
Division Administrator

Ecc: Steve Salwei, NDDOT  
Jane Berger, NDDOT  
Logan Biese, NDDOT  
Bryon Fuchs, NDDOT  
Todd Brockmann, CFLHD  
Brenda RedWing, BIA