



North Dakota Statewide Transportation Improvement Program

On the cover:

Construction of Wildlife Crossing on US Highway 85 just south of the Missouri River.

Concrete pour on Burdick Expressway of Minot.

Part of a ribbon cutting ceremony in celebration of the completion of Main Avenue in West Fargo.

Dirt work in the beginning phases of construction on the 32nd Avenue South interchange in Fargo.

prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

Bismarck, North Dakota

dot.nd.gov

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2018-2021 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2018-2021 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.

THOMAS K. SOREL, DIRECTOR

56/sas
Enclosure

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INTRODUCTION

In December of 2015 President Obama signed into law the “Fixing America’s Surface Transportation” (FAST) Act which provides long-term funding for fiscal years 2016 through 2020. The FAST Act replaces the expired "Moving Ahead for Progress in the 21st Century” (MAP-21) Act which provided funding for fiscal years 2014 and 2015.

The STIP is a four-year approved program of projects for fiscal years 2018, 2019, 2020 and 2021. 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 \$263, \$269, \$275, and \$280 million for fiscal years 2018 through 2021, 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 Manuals and Publications icon on the left-hand side, then clicking on the STIP link in the left-hand column under the Plans and Reports section.

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

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



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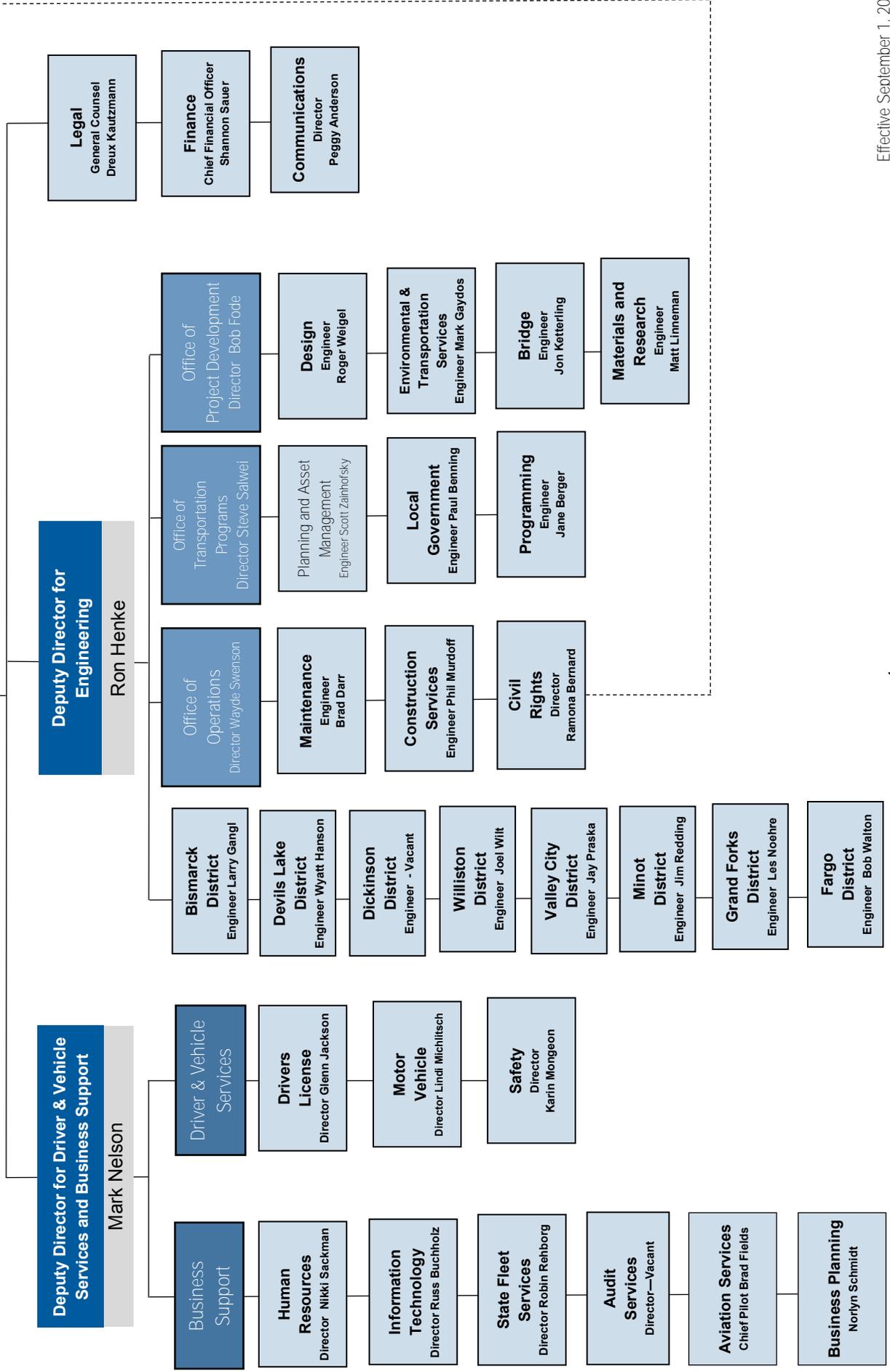


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STIP Development

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 2018-2021 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2018-2021 STIP includes the TIPS developed by designated MPO areas. The NDDOT Local Government Division sends each area MPO the proposed urban/regional program for its review and comments. The MPOs are provided with a copy of the draft STIP, after which, each MPO submits their final TIP. The Governor and each respective MPO approve the TIPS prior to incorporating them into the STIP.

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

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

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

Once the district priorities have been submitted to the NDDOT Programming Division, available federal funding is divided between Interstate and Non-Interstate projects. Selection of projects on the National Highway System and the State Rural Highway System included use of the HPCS, investment strategies, Bridge Management System (BMS) and the Pavement Management System (PMS). The HPCS divides North Dakota highways into five categories: interstate, interregional corridors, state corridors, district corridors, and district collectors. Page 5 illustrates North Dakota's five categories of roadways. Dollars are invested in these facilities according to their performance classification and the department's present investment strategy (Interstate and Non-Interstate). 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 Strategic Highway Safety Plan. This includes a solicitation of projects from the districts, as well as, from city, county and tribal entities.

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

The NDDOT is working toward a performance-based Long Range Transportation Plan to incorporate various performance measures and targets. Upon adoption of the performance-based plan and in compliance with Section 450 Subpart B—Statewide and Nonmetropolitan Planning and Programming of the US Code of Federal Regulations, the STIP will include a description of its effects on achieving the identified targets.

Public Involvement Process

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

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

At this time, the NDDOT Local Government Division requests state regional and local urban road projects from cities. In December, the cities provide a list of prioritized state regional and local urban road projects (along with their cost estimates) to the 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 in their 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 Local

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.

By February 1 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 and requests public comment. The comment period is two weeks and the public is directed to the NDDOT website. The website contains a four-year list of proposed projects for work that is proposed to take place within the district boundaries. Any comments received are forwarded to the respective district engineer for review and comment.

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 NDDOT also meets 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.

Copies of the STIP are also sent to the Bismarck, Fargo, and 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 viewed on the NDDOT website. Comments regarding the draft STIP, received during the comment period, are listed as follows.

Federal Highway Administration (FHWA) offered the following comments:

General Comments:

The photos throughout, and organizational chart, will need to be updated to reflect those in position at the time of approval since there has been turnover of several management positions.

Response: Comment noted.

We noted that several districts do not list urban projects for 2021. If these districts have projects added between the release of this draft and the final document, the NDDOT will need to have an additional public comment period prior to final approval by FTA and FHWA.

Response: Comment noted.

Are there specific funding categories for Borders (within 100 miles) or “Congestion”? Where are those listed in the “Funding Sources” table?

Response: There are no specific categories for border funding. Congestion Mitigation & Air Quality (CMAQ) is explained in the Programs tab starting on Page 55 and shown in the Funding tab starting on Page 66 with the Surface Transportation funding under the Urban Highway Construction Program.

Introduction:

Page 5: You may want to say something about using Performance Management and Asset Management elements for future STIPs, as programming will need to reflect these elements in order to meet targets.

Response: This is covered in the third paragraph on Page 6.

District 4:

Page 29, Map Key 4209: Is this the Surrey Bridge? If so, should it be specifically named?

Response: No, it is a Structural Plate Pipe (SPP) under US Highway 83 just south of US Highway 2. Our STIP system does not allow us to edit descriptions for bridges.

District 5:

Page 32, Map Key 5020 (Little Missouri River Crossing): This is FY 2018 funding, NDDOT will need to expedite EIS approvals or it will be a challenge meeting the timeline.

Response: Comment noted.

District 6:

Page 36, Map Key 6006 (Pembina Border Crossing): This is FY 2018 funding, NDDOT will need to expedite EIS approvals or it will be a challenge meeting the timeline.

Response: Comment noted.

District 7:

Page 41, Map Key 7006: Value Engineering is required for this project by Federal regulations and state policy.

Page 41, Map Key 7006 (Long X Bridge): This is FY2018 funding, NDDOT will need to expedite EIS approvals or it will be a challenge meeting the timeline.

Page 41, Map Key 7007: An EA will be required if the ROW is taken from the US Army Corps of Engineers properties.

Page 42, Map Key 7102: An EA will be required if the ROW is taken from the US Army Corps of Engineers properties

Page 42, Map Key 7202: An EA will be required if the ROW is taken from the US Army Corps of Engineers properties

Response: Comments noted.

District 8:

Page 47: Fargo-Moorhead Diversion Project may shift from illustrative to being funded in FY2018; update status before STIP approval or it will require STIP amendment with public involvement.

Response: Comment noted.

Statewide—Various Locations:

Map Keys 9024, 9124, 9201, and 9314: What are “protect devices?”

Response: It is the installation of protective devices (such as the installation of gates, bell systems, warning lights, and other related devices) at the railway-highway crossings per 23 USC 130(e)(1)(B).

Map Keys 9136, 9236, 9334: The funding does not seem to be directed toward specific planned bridges, but rather just have a generic amount identified. Are there specific bridge projects being considered?

Response: Not at this time.

Program:

Page 60: The ER Program was recently revised. Please check to see if the \$100M cap was removed.

Response: The FAST Act continues the authorization of ER funds at \$100 million per year.

Program Summary:

Pages 66-69: Why are the remaining Highway Bridge Program (HBP) funds being stretched out until 2021, rather than being finished up in the first years of this STIP?

Response: HBP funds are no longer provided but old funds that are released must be used in the Fiscal Year (FY) they are released, so they are used right away. The “Highway Bridge” row in the Funding Summaries starting on Page 66 are used to track the spending on structures, not necessary the apportionment (i.e. HBP) being used.

Pages 67-69: The footnote from the State Highways under the TAP program is either not listed, or the footnote indicator is cut-off. Please check and verify.

Response: The footnote indicator was cut-off, this has been corrected.

Bob Hanson with the city of Williston offered the following comments:

Last December, we had requested the funding and construction scheduling of the projects listed below. These projects should be included in your final STIP plan.

1. Permanent Traffic Signals at the US 2/139th Ave (48th Ave) Intersection.
 - a. This intersection is currently equipped with an interim traffic signal system that was installed 10 years ago. It is time to install a permanent Traffic Signal system at this intersection.
2. Turn Lanes at the US 2/139th Lane intersection.
 - a. Turning traffic from the highway going north onto 139th Lane is heavy enough to warrant the construction of an east bound left turn lane and a west bound right turn lane along US Highway 2. (A west bound left turn lane and an east bound right turn lane have been previously installed to service the less heavily trafficked southern leg of this intersection.)
 - b. This project could be tied to the 139th Avenue intersection Permanent Traffic Signal system requested above.
3. A box culvert along the US Highway 2 West Frontage Road near 51st Street.

- a. The construction of this box culvert will connect the north and south legs of this Frontage Road which should result in a significant reduction of vehicles that now are entering and exiting US Highway 2 to get around this missing box culvert.

Response: On June 6, 2017, the Local Government Division notified the 12 major cities that development of the next Urban Program had been put on hold. We will make note of your comments and take them into consideration with the development of the next urban program.

As your agency goes about preparing this and future STIP plans we ask that you keep the following projects in the forefront of your planning process:

1. North East Truck Reliever Route.

- a. Your design team and their consultants should be closing in on the adoption of an alignment for this project. Once an alignment is determined, this project needs to be funded and scheduled for construction. The North East Truck Reliever Route is the sole missing link in the area's regional transportation network and its construction should be one of your agency's highest priorities.

Response: Thank you for your comments regarding this project. We will share them with the Williston District Engineer for use in development of future project priorities.

2. Sloulin Field Access Improvements.

- a. The City has now under construction a new airport north of town. Upon completion of this airport the Sloulin Field International Air Port will be decommissioned and redeveloped into a mixed use commercial/residential/industrial area with the possible inclusion of an event/convention complex. The success of such a redevelopment project will depend upon ready access from US Highway 2. While we are still in the very beginning of the planning stage of the redevelopment we anticipate the need for a major access US Highway 2 improvement project in the foreseeable future. Such a project could include:
 - i. The reconstruction of the existing US 2/34th Street intersection including Frontage Road Bulb Outs.
 - ii. The construction of a new intersection onto US Highway 2 at some location between 26th and 34th Street. Or.
 - iii. The reconstruction of the existing 26th Street intersection (the concrete in this intersection is nearing its life's end and will need to be replaced soon) with a new leg entering the redevelopment area.
- b. As of now, we anticipate that the new airport will be in operation towards the end of 2019. We would anticipate the construction of the Sloulin Field Access Improvement Project as early as 2020. We would also anticipate using Federal Regional Urban Aid funds for this project.

Response: Thank you for the information regarding the Sloulin Field International Airport site. We recommend the city complete its planning stage for this redevelopment project. Once this process is complete, the city could request an eligible project through the urban priorities process.

LEGEND

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

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

Projects are assigned a unique map key number and are located on the maps by color corresponding to improvement type. The pages in the STIP list the information below:

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

Definitions

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

Pending	Projects designed as pending; shown with a P2018 or P, are projects that are programmed for the pending fiscal year shown. These are the first projects that would be shifted to the following fiscal year if Congress does not provide sufficient obligation authority.
Apportionment	The distribution of federal funds as prescribed by a statutory formula. It establishes an upper limit of available funds. Funds not used in the year they were distributed carryover from year to year.
Obligational Limitation	This is the total amount of federal funds that may be obligated in a year. The purpose is to limit highway spending each year. It is provided by an Appropriations Act by Congress. These funds must be obligated by the end of the fiscal year they were provided or they are returned to FHWA.
Illustrative	Projects scheduled if specific funds are received.
Bonded Projects	Funds are bonded, and they will be repaid with federal funds in future years. North Dakota sold bonds for several projects on US 2 and the Liberty Memorial Bridge project to enable the State to move forward with these projects.
Projects of Division Interest (PODI)	A risk-based approach by FHWA to select projects or phases of a project that they will have involvement in. A list of PODI will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of PODI is available upon request. PODI will replace Full Involvement Projects.
Direction	The way in which a road or highway goes, i.e. north, south, etc.
Map Key	Every project in the STIP is assigned a unique four digit map key. The first digit represents the district where the work will occur. The second digit indicates the fiscal year of the project, with 0 representing the current STIP year. The last two digits are a unique number assigned sequentially to each project within a year of each district. In summary, map key 1014 means it is a project in the Bismarck District within the current STIP or fiscal year of 2018 and it is the 14 th project in 2018.

FUNDING SOURCES

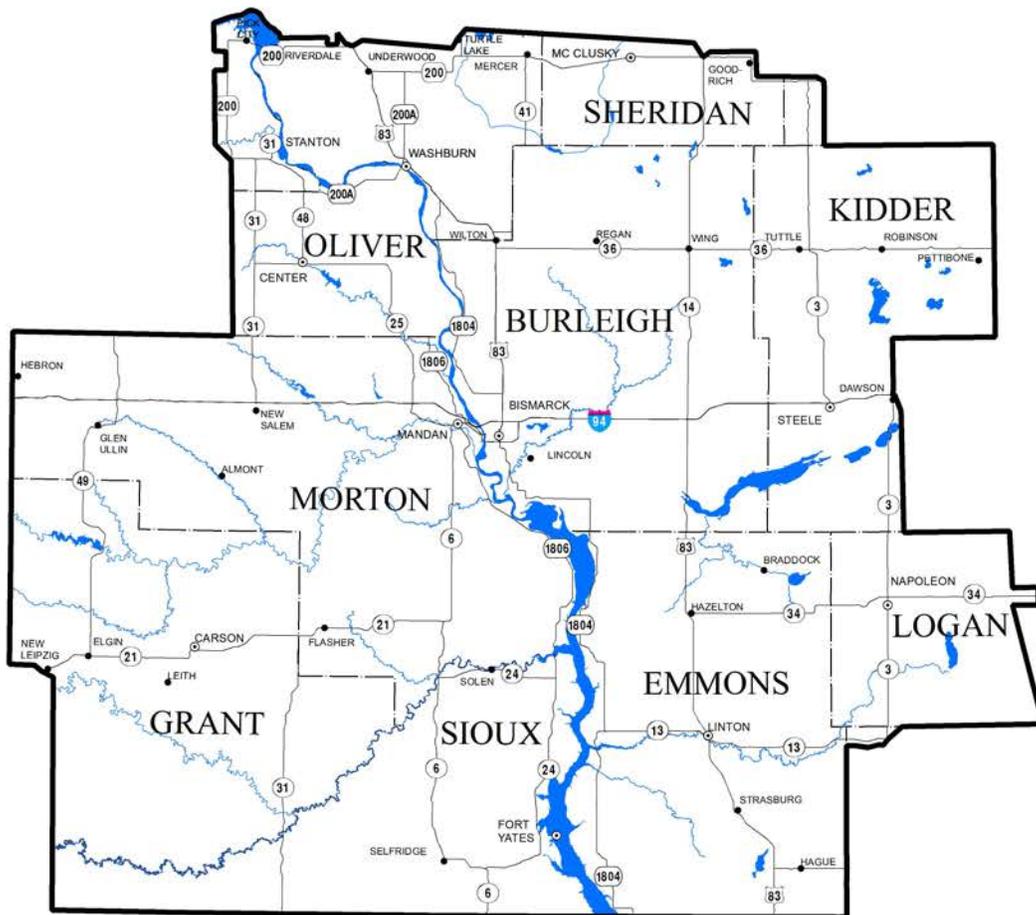
PROJECT PREFIX		
IM	=	Interstate Maintenance - State Project
NH	=	National Highway System - State Project
NHU	=	National Highway System - State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
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
TRP	=	Transportation Research Innovation Projects - State projects using innovation

North Dakota Roadway Miles per District and HPCS

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

Bismarck District

District 1



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

**North Dakota Department of Transportation
District 1 - Bismarck**

										(In Thousands)				
PCN	Map	Fund	Pend	Hwy	Dir	Location	Length	Work Type	Total	Fed	State	Local	Other	
		Key	Sourc	CMC					Cost	Fund	Fund	Fund	Fund	Fund
Fiscal Year: 2018														
Rural														
18810	1001	NH		3	N	STEELE N TO TUTTLE	20.2	Asp OI>2"<Or=3", Pipe Repair, Sliver Grading	10689	8651	2038	0	0	
21509	1002	NH		3	N	W JCT 200 E TO HURDSFIELD	2.0	Asp OI>2"<Or=3", Riprap, Sliver Grading	528	427	101	0	0	
21977	1003	NH		83	N	JCT ND 34 N TO JCT I-94	24.3	Microsurfacing	1823	1475	348	0	0	
21866	1004	IM	P2018	94	E	E ND 25 E TO GRANT MARSH BRIDGE	8.8	CPR, Mill/OI 2" Max, Signals, Innovation	5176	4658	518	0	0	
21865	1005	IM		94	E	GRANT MARSH BRIDGE TO E BIS INTR E	5.6	Microsurfacing	422	380	42	0	0	
21975	1006	IM	P2018	94	E	E BIS INTR E TO CO LINE	30.7	CPR, Hot Bit Pave, Struct/Incid	250	225	25	0	0	
21642	1007	IM	P2018	94	W	HEBRON E TO EAGLES NEST	3.7	Deck Overlay, HBP on Ramps, PCC Pave	8874	7987	887	0	0	
21866	1008	IM	P2018	94	W	E ND 25 E TO GRANT MARSH BRIDGE	8.8	CPR, Mill/OI 2" Max, Innovation	4826	4343	483	0	0	
21865	1009	IM		94	W	GRANT MARSH BR E TO E BIS INTR	5.6	Microsurfacing	418	376	42	0	0	
21975	1010	IM	P2018	94	W	E BIS INTR E TO CO LINE	30.7	CPR, Hot Bit Pave, Struct/Incid	250	225	25	0	0	
21943	1022	IM	P2018	194	E	E MIDWAY INTERCHANGE TO ND 810	0.8	CPR, HBP on Ramps, Mill/OI 2" Max	600	540	60	0	0	
21943	1023	IM	P2018	194	W	E MIDWAY INTERCHANGE TO ND 810	0.8	CPR, HBP on Ramps, Mill/OI 2" Max	600	540	60	0	0	
21508	1012	NH		200	E	JCT 14 E TO W JCT 3	15.8	Intersect Imp, Mill/OI>2<Or=3", Sliver Grading	5816	4707	1109	0	0	
Subtotal									40272	34534	5738	0	0	
Urban														
21173	1013	NHU		94B	E	MAIN ST (ND 6 - ND 1806)	1.1	Signals	1500	1200	150	150	0	
	1014	NHU				INTERSECTION OF 66TH ST & HWY 10	0.0	Intersect Imp	825	660	0	165	0	
Subtotal									2325	1860	150	315	0	
Bridge														
21866	1024	IM	P2018	94	E	5 EAST OF ND 25	0.0	Spall Repair, Joint Sealant	12	11	1	0	0	
21866	1025	IM	P2018	94	E	6 EAST OF ND 25	0.0	Spall Repair, Joint Sealant	10	9	1	0	0	
21866	1026	IM	P2018	94	E	5 WEST OF US 83 NORTH	0.0	Deck Overlay, Joint Sealant	240	216	24	0	0	
21866	1027	IM	P2018	94	E	5 WEST OF US 83 NORTH	0.0	Deck Overlay, Joint Sealant	264	238	26	0	0	
21866	1028	IM	P2018	94	E	4 WEST OF US 83 NORTH	0.0	Deck Overlay	270	243	27	0	0	
21866	1029	IM	P2018	94	E	3 WEST OF US 83 NORTH	0.0	Deck Replacment	680	612	68	0	0	
21853	1015	IM		94	E	7 EAST OF US 83 NORTH	0.0	Struct Replace	2800	2520	280	0	0	
21866	1030	IM	P2018	94	W	5 EAST OF ND 25	0.0	Spall Repair, Joint Sealant	12	11	1	0	0	
21866	1031	IM	P2018	94	W	6 EAST OF ND 25	0.0	Spall Repair, Joint Sealant	10	9	1	0	0	
21866	1032	IM	P2018	94	W	5 WEST OF US 83 NORTH	0.0	Deck Overlay, Joint Sealant	240	216	24	0	0	
21866	1033	IM	P2018	94	W	5 WEST OF US 83 NORTH	0.0	Deck Overlay, Joint Sealant	228	205	23	0	0	
21943	1034	IM	P2018	94B	E	2 EAST OF MANDAN	0.0	Deck Overlay, Approach Slabs, Structur Repair	200	180	20	0	0	
21943	1035	IM	P2018	194	E	1 SOUTHEAST JUNCT 194	0.0	Spall Repair, Joint Sealant	16	14	2	0	0	
21943	1036	IM	P2018	194	W	1 SOUTHEAST OF JUNCT 194	0.0	Joint Sealant	10	9	1	0	0	
Subtotal									4992	4493	499	0	0	
Transportation Alternatives														
21961	1037	TAU				BISMARCK S WASHINGTON ST TRAIL	0.0	Bikeway/Walkway	203	155	0	48	0	
Subtotal									203	155	0	48	0	
ND Street														
20808	1016	NH		83	N	LINTON - S OF 6TH ST TO HICKORY AVE	0.2	Aggr Base, Hot Bit Pave, Lighting	374	303	34	37	0	
Subtotal									374	303	34	37	0	

**North Dakota Department of Transportation
District 1 - Bismarck**

										(In Thousands)				
PCN	Map	Fund	Pend	Hwy	Dir	Location	Length	Work Type	Total	Fed	State	Local	Other	
	Key	Sourc		CMC					Cost	Fund	Fund	Fund	Fund	
Safety														
21768	1017	HEN		94	E	EXIT 161 - I-94/CENTENNIAL ROAD	0.0	Turn Lanes	157	141	16	0	0	
	1018	HLC				SRST ROAD PROJECTS	0.0	Rumble Stripes, Lighting, Signing, Pave Mark	301	301	0	0	0	
21817	1019	HLU				BISMARCK TRAFFIC SIGNALS	0.0	Signal Revision	1128	1016	56	56	0	
Subtotal									1586	1458	72	56	0	
Transit														
	1020	TURB				BISMARCK-CITYWIDE-5307	0.0	TR Op Assist	3000	951	150	1899	0	
	1021	TURB				BISMARCK-CITYWIDE-5307	0.0	TR Prev Maint	413	330	0	83	0	
Subtotal									3413	1281	150	1982	0	
Total									53165	44084	6643	2438	0	

**North Dakota Department of Transportation
District 1 - Bismarck**

(In Thousands)

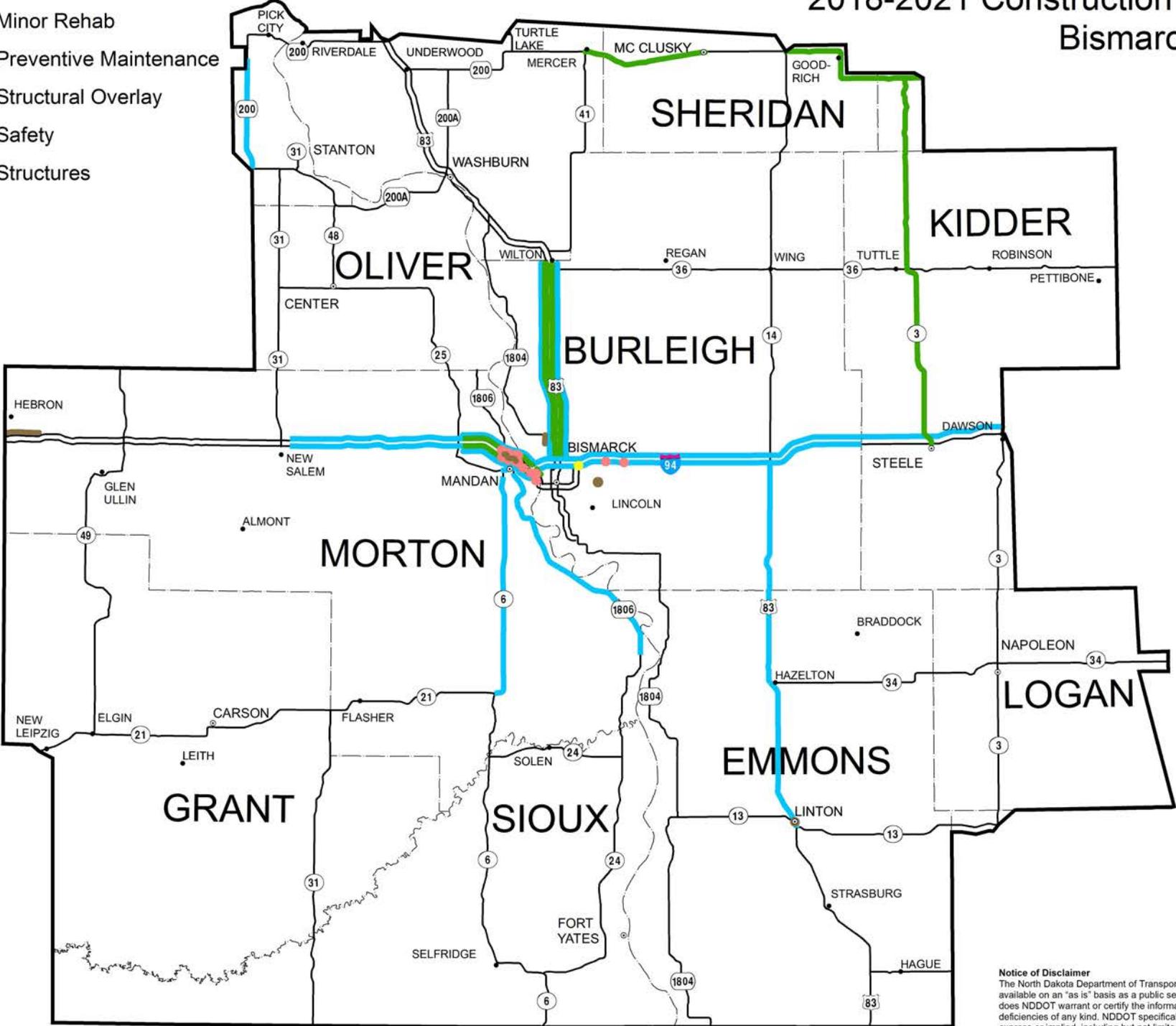
PCN	Map Key	Fund Sourc	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019-2021													
Rural													
21976	1112	NH		83	N	LINTON N TO JCT 34-HAZELTON	16.7	Micro Mill	1388	1123	262	3	0
17378	1101	NH	P	83	N	BIS-57TH AVE NW N TO WILTON	19.8	Mill/OI>2<Or=3", Turn Lanes	7117	5760	1357	0	0
21627	1102	NH	P	83	S	BIS-57TH AVE NW N TO WILTON	19.8	Mill/OI>2<Or=3", Turn Lanes	7929	6417	1512	0	0
21921	1103	NH		200	E	JCT 200A N TO JCT 1806	12.2	Deck Overlay, Mill/OI 2" Max	2903	2349	554	0	0
21510	1104	NH		200	E	E JCT 41-MERCER-E TO MCCLUSKY	13.6	Mill/OI>2<Or=3", Riprap, Sliver Grading	9628	7792	1836	0	0
17415	1201	NH		6	N	JCT 21 N TO HEART RIVER-MANDAN	24.5	Thin Overlay	3256	2635	621	0	0
	1202	IM		94	E	E ND 25 E TO GRANT MARSH BRIDGE	8.8	Microsurfacing	716	644	72	0	0
	1203	IM		94	W	E ND 25 E TO GRANT MARSH BRIDGE	8.8	Microsurfacing	713	642	71	0	0
18811	1301	NH		3	N	TUTTLE N TO W JCT 200	21.1	Asp OI>2"<Or=3", Pipe Repair, Sliver Grading	12672	10255	2417	0	0
	1302	NH		83	N	BIS-57TH AVE NW N TO WILTON	19.8	Microsurfacing	1674	1355	319	0	0
	1303	NH		83	S	BIS-57TH AVE NW N TO WILTON	19.8	Microsurfacing	1674	1355	319	0	0
	1304	IM	P	94	E	E N SALEM INTR E TO W SWEET BRIAR	8.9	CPR, Grinding, HBP on Ramps	1713	1542	171	0	0
	1305	IM	P	94	E	W SWEET BRIAR E TO E ND 25 INTR	10.2	CPR, Grinding, HBP on Ramps	1964	1768	196	0	0
	1306	IM	P	94	W	E N SALEM INTR E TO W SWEET BRIAR	8.9	CPR, Grinding, HBP on Ramps	1713	1542	171	0	0
	1307	IM	P	94	W	W SWEET BRIAR E TO E ND 25 INTR	10.2	CPR, Grinding, HBP on Ramps	1964	1768	196	0	0
	1308	IM		94	W	CO LN E TO DAWSON	16.2	CPR, Mill/OI 2" Max	6282	5654	628	0	0
	1309	SS		1806	N	NEAR FT RICE TO HUFF	7.3	Thin Overlay	1394	1128	266	0	0
	1310	SS		1806	N	HUFF TO NEAR FT MCKEEN	11.5	Thin Overlay	2202	1782	420	0	0
	1311	SS		1806	N	NEAR FT MCKEEN N TO MANDAN	8.2	Thin Overlay	1572	1272	300	0	0
Subtotal									68474	56783	11688	3	0
Urban													
17378	1105	NHU	P	83	N	US 83 (CALGARY AVE TO 57TH AVE) -NB	1.5	Asp OI>2"<Or=3"	1200	971	229	0	0
21627	1106	NHU	P	83	S	US 83 (CALGARY AVE TO 57TH AVE) -SB	1.5	Asp OI>2"<Or=3"	1250	1012	238	0	0
21728	1107	SU		981	N	WASHINGTON ST (57TH AVE - 71ST AVE)	0.0	Reconstruction	4350	3487	0	863	0
	1204	SU		988	N	27TH ST (1806 TO 8TH AVE NW)	0.0	Reconstruction	2000	1052	0	948	0
	1205	NHU		1806	N	ND 1806 (I-94 RAMPS-27TH ST NW)	4.2	Reconstruction	7500	6000	750	750	0
	1312	NHU		83	N	US 83 (CALGARY AVE TO 57TH AVE-NB)	1.5	Microsurfacing	111	90	21	0	0
	1313	NHU		83	S	US 83 (CALGARY AVE TO 57TH AVE-NB)	1.5	Microsurfacing	111	90	21	0	0
Subtotal									16522	12702	1259	2561	0
Bridge													
21854	1108	IM		94	E	5 EAST OF US 83 NORTH	0.0	Struct Replace	3000	2700	300	0	0
Subtotal									3000	2700	300	0	0
Safety													
21848	1109	HESHLS				BISMARCK DIST VAR STATE HIGHWAYS	0.0	Lighting, Signing, Pave Mark	1129	1016	113	0	0
	1314	HES				BISMARCK CITY - URBAN ROADS	0.0	Pave Mark	1770	1593	0	177	0
Subtotal									2899	2609	113	177	0
Transit													
	1110	TURB				BISMARCK-CITYWIDE-5307	0.0	TR Prev Maint	413	330	0	83	0
	1111	TURB				BISMARCK-CITYWIDE-5307	0.0	TR Op Assist	3000	977	150	1873	0
	1206	TURB				BISMARCK-CITYWIDE-5307	0.0	TR Prev Maint	413	330	0	83	0

**North Dakota Department of Transportation
District 1 - Bismarck**

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	(In Thousands)				
								Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Transit												
	1207	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist	3000	1003	150	1847	0
	1315	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist	3000	1030	150	1820	0
	1316	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Prev Maint	413	330	0	83	0
							Subtotal	10239	4000	450	5789	0
							Total	101134	78794	13810	8530	0
							Grand Total	154299	122878	20453	10968	0

2018-2021 Construction Program Bismarck District

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

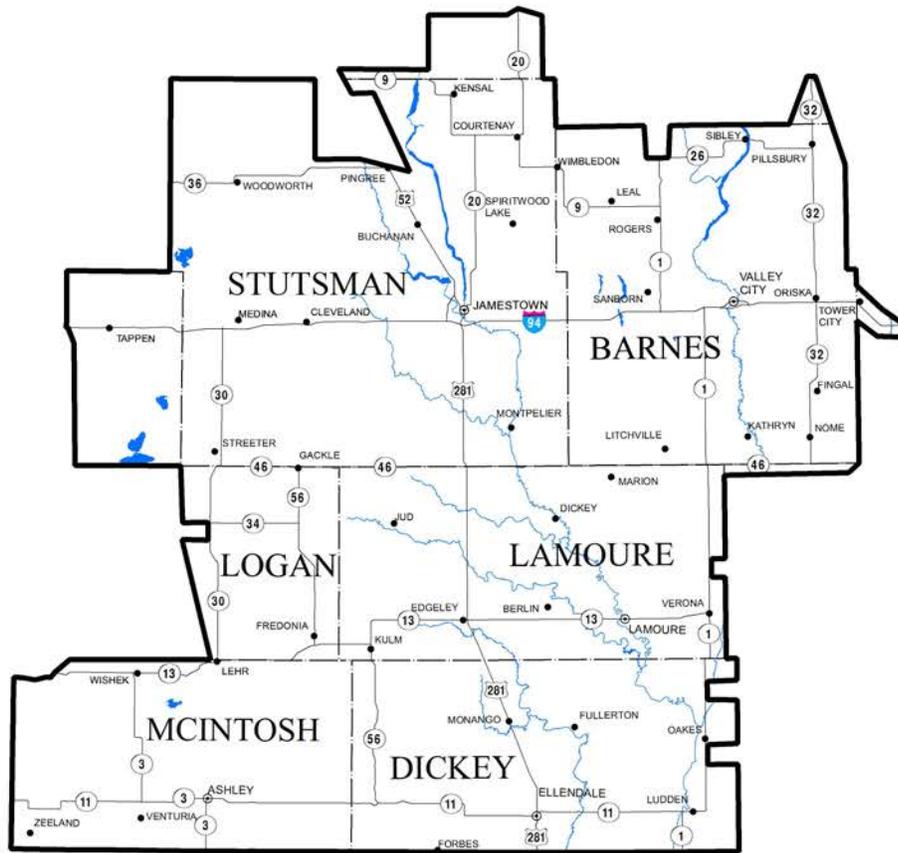


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Valley City District

District 2



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

**North Dakota Department of Transportation
District 2 - Valley City**

(In Thousands)

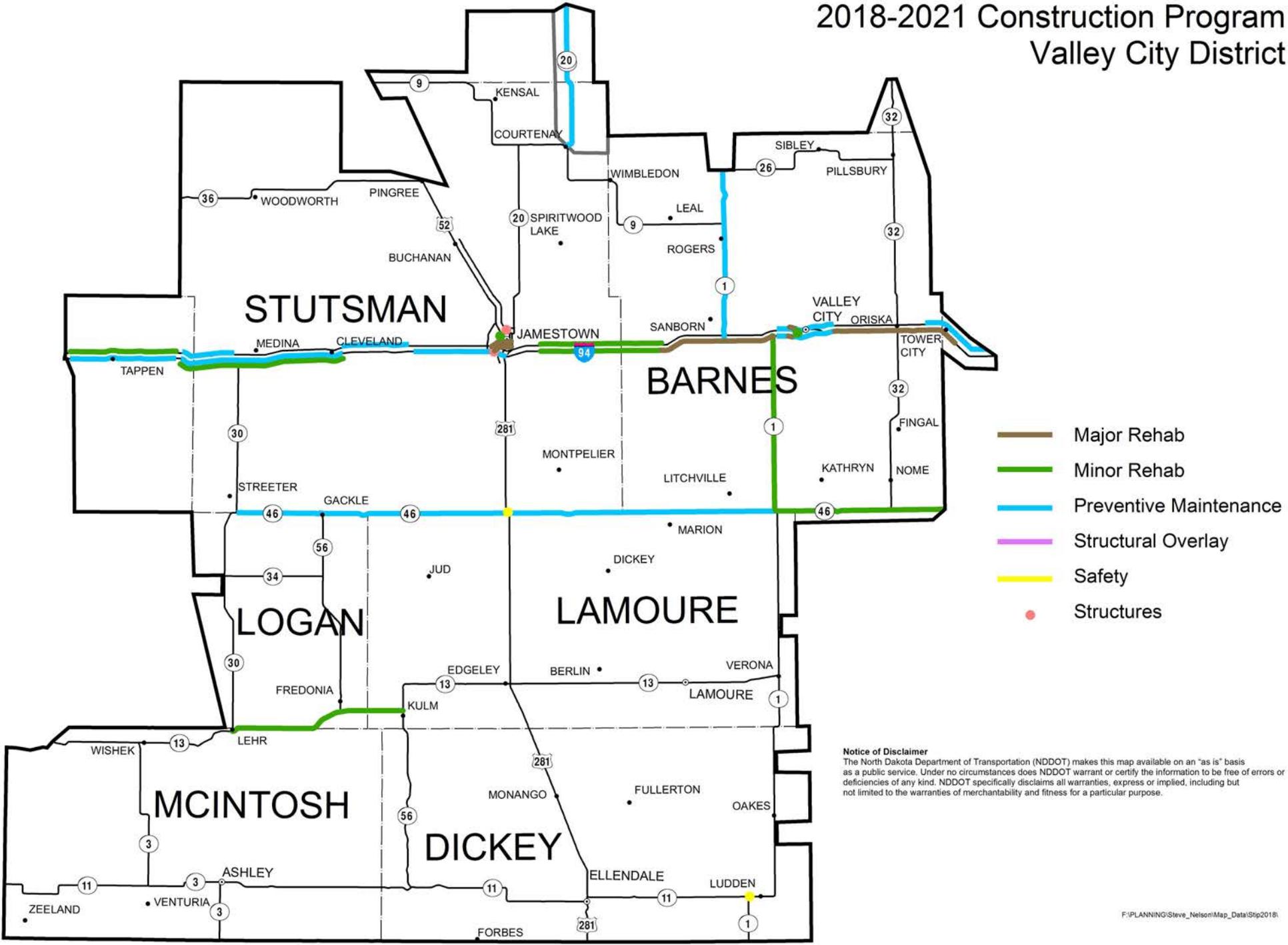
PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2018												
Rural												
18854	2001	SS		20 N	E JCT 9 N TO JCT 200	16.8	Thin Overlay	2858	2313	545	0	0
21514	2002	SS		32 N	E JCT 46 TO W JCT 46-ENDERLIN	6.0	Asp Ol>2"<Or=3"	2069	1674	395	0	0
21515	2003	SS		46 E	JCT 1 HASTINGS E TO W JCT 32	12.9	Asp Ol>2"<Or=3", Grdtrail Upgrade	4788	3875	913	0	0
	2018	IM		94 E	W CRYSTAL SPRINGS TO E CLEVELAND	18.3	CPR	3023	2721	302	0	0
21878	2004	IM		94 E	NEAR LIPPERT INTR TO NEAR US 281	10.4	Microsurfacing	783	705	78	0	0
21656	2006	IM		94 E	E BLOOM TO W ECKELSON	13.5	Approach Slabs, CPR, Guardrail, Grinding, Spall Repair	1502	1352	150	0	0
21867	2007	IM		94 E	E OAKES INTR TO E VALLEY CITY	6.6	CPR, Grinding	1089	980	109	0	0
21765	2019	IM		94 E	NEAR EXIT 290	0.4	Slide Repair	550	495	55	0	0
21656	2008	IM		94 W	E BLOOM TO W ECKELSON	13.5	Approach Slabs, CPR, Guardrail, Grinding, Spall Repair	1502	1352	150	0	0
21867	2009	IM		94 W	E OAKES INTR TO E VALLEY CITY	6.6	CPR, Grinding	1090	981	109	0	0
21765	2010	IM		94 W	NEAR EXIT 290	0.4	Slide Repair	5500	4950	550	0	0
21877	2011	IM		94 W	W OF TOWER CITY E TO BUFFALO	9.8	CPR, Grinding	1620	1458	162	0	0
Subtotal								26374	22856	3518	0	0
Urban												
21847	2012	SU		990 E	7TH ST SE (5TH AV SE-12TH AV SE)	0.0	Mill/Ol>2<Or=3"	325	200	0	125	0
21846	2013	SU		990 N	3RD AVE SE (4TH ST SE-MAIN ST E)	0.0	Reconstruction	650	400	0	250	0
Subtotal								975	600	0	375	0
Bridge												
	2015	IM		94 E	1 WEST OF US 281	0.0	Structur Repair, Structure Paint, Expan Joint Mod	359	323	36	0	0
Subtotal								359	323	36	0	0
Transportation Alternatives												
21964	2020	TAU			JAMESTOWN STRS SIDEWALK	0.0	Bikeway/Walkway	353	277	0	76	0
Subtotal								353	277	0	76	0
Safety												
21886	2016	HLU			VALLEY CITY SIGNAL REVISIONS	0.0	Signal Revision, Pave Mark	145	130	13	2	0
21807	2017	HESHL			VALLEY CITY DIST VAR STATE HIGHWAYS	0.0	Lighting, Signing, Pave Mark	1052	947	105	0	0
Subtotal								1197	1077	118	2	0
Total								29258	25133	3672	453	0

**North Dakota Department of Transportation
District 2 - Valley City**

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019-2021												
Rural												
21701	2101	NH		13 E	JCT 30-LEHR E TO E JCT 56-KULM	19.8	Mill/OI>2<Or=3", Sliver Grading	11415	9238	2177	0	0
21578	2102	SS		46 E	JCT 281 E TO JCT 1 HASTINGS	29.8	Thin Overlay	5270	4265	1005	0	0
	2103	IM		94 E	E DAWSON INTR TO CRYSTAL SPRINGS	11.9	Thin Overlay	2098	1888	210	0	0
21512	2104	IM	P	94 E	W ECKELSON E TO E ND 1-OAKES	12.8	Fencing, HBP on Ramps, PCC Pave	31653	28488	3165	0	0
	2210	IM		94 E	W CRYSTAL SPRINGS TO E CLEVELAND	18.3	Asp OI>2"<Or=3", CPR	8622	7760	862	0	0
	2201	IM	P	94 E	E VALLEY CITY E TO HILL INTR	14.0	Median X-Overs, Ramp Conn	880	792	88	0	0
	2202	IM	P	94 W	E DAWSON INTR TO CRYSTAL SPRINGS	11.9	CPR, Mill/OI>2<Or=3"	6138	5524	614	0	0
	2203	IM		94 W	CRYSTAL SPRINGS TO ND 30-STREETER	6.1	CPR	1091	982	109	0	0
	2301	NH		1 N	JCT 46 N TO E JCT I-94 VALLEY CITY	19.6	Asp OI>2"<Or=3", Sliver Grading	5957	4821	1136	0	0
	2302	NH		1 N	W JCT I-94 N TO JCT ND 26-DAZEY	19.3	Thin Overlay	3696	2991	705	0	0
	2303	SS		46 E	STREETER E TO JCT US 281	30.6	Mill/OI 2" Max	6188	5008	1180	0	0
	2304	IM	P	94 E	E VALLEY CITY E TO HILL INTR	14.0	Lighting, PCC Pave	36321	32689	3632	0	0
	2305	IM		94 W	E CLEVELAND E TO W LIPPERT	7.4	CPR	1994	1795	199	0	0
Subtotal								121323	106241	15082	0	0
Urban												
	2105	NHU		987 W	17TH ST (WB I-94 - US 281)	0.0	Reconstruction	5000	4000	500	500	0
	2106	NHU		987 W	17TH ST (WB I-94 - US 281)	0.0	Reconstruction	5000	4000	0	1000	0
	2107	SU		990 N	5TH AVE NW (MAIN - 12TH ST NW)	0.0	Reconstruction	2500	1500	0	1000	0
	2204	NHU		52 E	5TH ST NW OVER JAMES RIVER	0.2	Approach Slabs, Expan Joint Mod	125	100	25	0	0
	2205	NHU		94B E	MAIN ST W (WB I-94 RAMP-3RD ST SW)	1.2	Mill/OI>2<Or=3"	900	720	90	90	0
	2206	SU		987 N	4TH AVE NW OVER JAMES RIVER	0.0	Struct Replace	700	567	0	133	0
	2207	SU		990 E	FRONTAGE RD (I-94 WB RAMP-5TH ST SW)	0.0	Mill/OI>2<Or=3"	400	320	0	80	0
Subtotal								14625	11207	615	2803	0
Safety												
	21944	2108	HES	1 S	ND 1 & ND 11 SOUTH OF OAKES	0.0	Turn Lanes, Lighting	614	553	61	0	0
	21745	2109	HES	281 N	US 281 AND ND 46	0.2	Hot Bit Pave, Widening	168	151	17	0	0
	21869	2208	HLC		LAMOURE COUNTY ROAD 64	0.0	Guardrail	246	221	0	25	0
	21868	2209	HEC		BARNES COUNTY ROAD 22	0.0	Grade Raise, Widening	1554	1399	155	0	0
Subtotal								2582	2324	233	25	0
Total								138530	119772	15930	2828	0
Grand Total								167788	144905	19602	3281	0

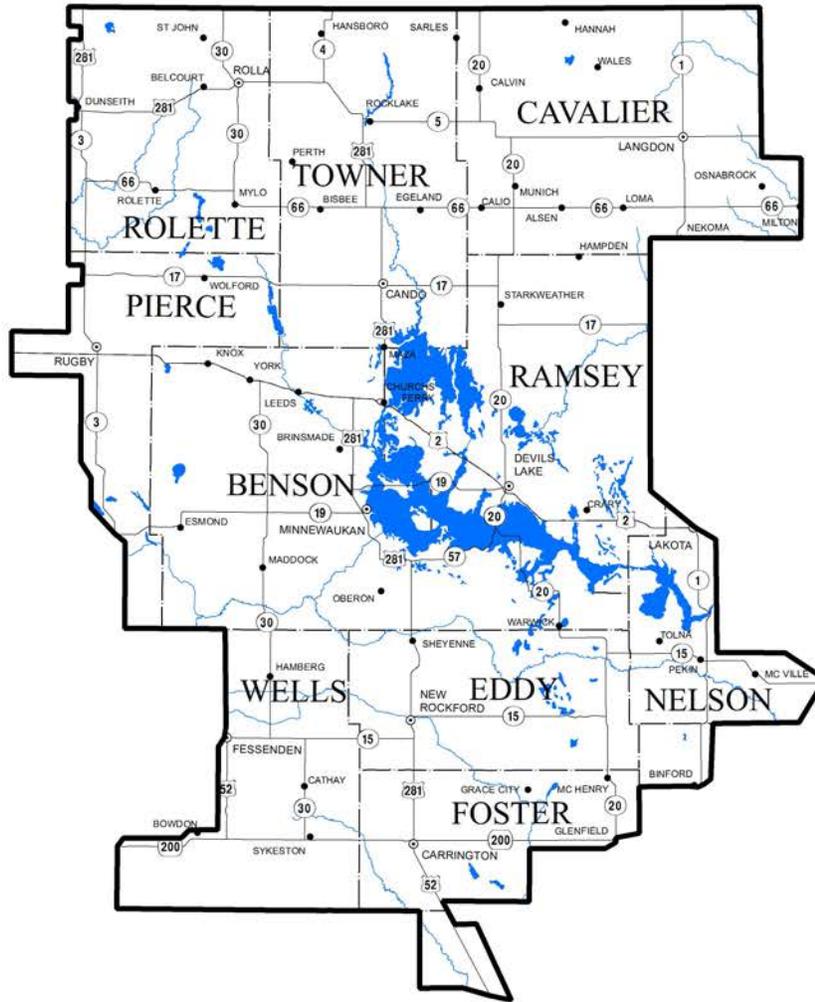
2018-2021 Construction Program Valley City District



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Devils Lake District

District 3



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

**North Dakota Department of Transportation
District 3 - Devils Lake**

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	(In Thousands)				
								Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2018												
Rural												
21667	3001	NH		1	N 1 MI S JCT 2-LAKOTA-N TO JCT 2	1.0	Asp OI>2"<Or=3"	258	209	49	0	0
21500	3002	NH		3	N JCT 19 N TO JCT 2-RUGBY	24.2	Asp OI>2"<Or=3", Pipe Repair, Sliver Grading, Subcut	14710	11905	2805	0	0
21918	3003	NH		52	E CARRINGTON-JCT 200/281 TO 7TH ST S	1.0	ADA Ramp Rev, Hot Bit Pave, Remove HBP	1182	957	107	118	0
21811	3004	NH		57	E JCT US 281 E TO FT TOTTEN	6.2	Selectiv Subcut, Thin Overlay	2282	2282	0	0	0
21506	3005	NH		281	N NEAR JCT 57 TO NEW US 281	5.8	Full Depth Rec, Hot Bit Pave, Intersect Imp, Turn Lanes,	9744	7886	1858	0	0
Subtotal								28176	23239	4819	118	0
Urban												
	3006	SU		982	N DEVILS LAKE - 7 LOCATIONS	0.0	Mill/OI 2" Max	1715	1372	0	343	0
Subtotal								1715	1372	0	343	0
Bridge												
	3007	NH		52	E WEST OF JUNCTION US 281	0.0	Struct/Incid	31	25	6	0	0
	3008	NH		52	E JCT US 52 & ND 200	0.0	Struct/Incid	31	25	6	0	0
	3009	NH		281	N NEW ROCKFORD SOUTH	0.0	Approach Slabs, Struct/Incid	52	42	10	0	0
Subtotal								114	92	22	0	0
Safety												
21315	3011	HLC			CAVALIER COUNTY ROADS	0.0	Pave Mark, Signing	73	66	0	7	0
21771	3012	HES			DEVILS LAKE DISTRICT SRSP #1	0.0	Lighting	780	702	78	0	0
21773	3013	HESHLS			DEVILS LAKE DISTRICT SRSP #2	0.0	Signing, Pave Mark	427	384	43	0	0
Subtotal								1280	1152	121	7	0
Total								31285	25855	4962	468	0

**North Dakota Department of Transportation
District 3 - Devils Lake**

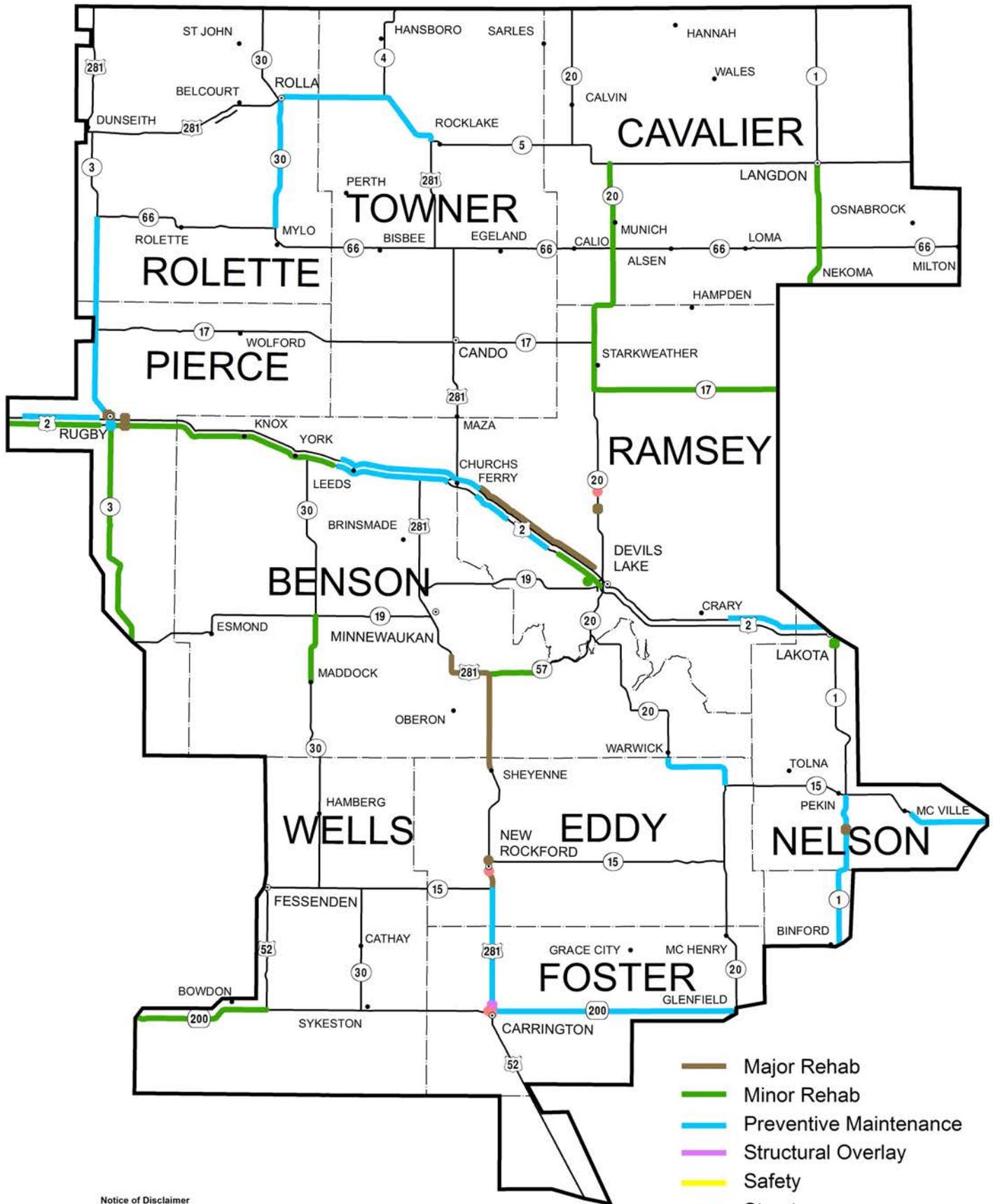
(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019-2021												
Rural												
	3101	NH		1 N	JCT 65 N TO PEKIN	16.7	Microsurfacing	1300	1052	248	0	0
	3102	NH		1 N	2 MI SOUTH SHEYENNE RIVER	0.5	Slope Flatten, Widening	429	347	82	0	0
21919	3103	NH		2 E	1 MI E OF RUGBY	0.6	Grade Raise, Hot Bit Pave, Riprap	2264	1832	432	0	0
21919	3104	NH		2 W	1 MI E OF RUGBY	0.6	Grade Raise, Hot Bit Pave, Riprap	2192	1774	418	0	0
17775	3122	NH		2 W	MAUVAIS COULEE TO W CITY LIMIT	14.8	Full Depth Rec, Hot Bit Pave, Selectiv Subcut, Widening	18392	14885	3507	0	0
21984	3107	NH		3 N	RUGBY - 2ND ST SW TO 1ST ST NW	0.1	Aggr Base, Curb & Gutter, Intersect Imp, PCC Pave, Storm	1352	1094	123	135	0
21983	3108	NH		3 N	CITY OF RUGBY - NORTH CITY LIMITS	0.2	Turn Lanes	360	291	69	0	0
	3109	SS		15 E	MCVILLE E TO JCT 32	8.5	Thin Overlay	1511	1223	288	0	0
	3110	SS		17 E	N JCT 20 S TO STARKWEATHER	2.0	Culvert Rehab	162	131	31	0	0
	3111	SS		17 E	STARKWEATHER S TO EDMORE	22.5	Culvert Rehab	292	236	56	0	0
21920	3112	SS		20 N	6 MI N OF DEVILS LAKE-MAGNUS SLOUGH	0.3	Inslope Widen, Riprap	623	504	119	0	0
	3113	SS		20 N	N JCT 17 TO E JCT 5 - CLYDE	20.8	Culvert Rehab	173	140	33	0	0
21562	3114	SS		30 N	N EDGE MADDOCK TO JCT 19	7.2	Culvert Rehab, Mill/OI>2<Or=3", Selectiv Subcut, Sliver Grading	3641	2947	694	0	0
	3115	SS		30 N	JCT 66 TO JCT US 281	13.8	Microsurfacing	1074	869	205	0	0
21503	3116	NH		281 N	S JCT 15 N THRU NEW ROCKFORD	2.6	Full Depth Rec, Hot Bit Pave, Selectiv Subcut, Widening	2327	1883	444	0	0
	3117	NH		281 N	JCT 5 ROCK LAKE NW TO ROLLA	18.4	Microsurfacing	1431	1158	273	0	0
	3201	NH	P	1 N	NEKOMA SPUR N TO JCT 5 LANGDON	13.4	Thin Overlay, Mill/OI>2<Or=3", Selectiv Subcut	6261	5067	1194	0	0
	3202	NH		2 E	BERWICK TO 1 MI W OF RUGBY	9.7	CPR, Grinding	1468	1188	280	0	0
	3203	NH		2 E	2 MI E CHURCHS FERRY TO NEAR PENN	4.3	CPR, Grinding	765	619	146	0	0
	3204	NH		2 E	PENN GRADE RAISE TO CHANNEL A	3.0	CPR, Grinding	544	440	104	0	0
	3205	NH		2 E	CHANNEL A TO DEVILS LAKE	4.0	CPR, Grinding	709	574	135	0	0
	3206	NH		2 W	RP 201 TO 1 MI W OF RUGBY	8.2	CPR, Grinding	1630	1319	311	0	0
	3207	SS		20 N	N JCT 15 TO COUNTY LINE (WARWICK)	8.6	Microsurfacing	699	566	133	0	0
21581	3208	NH		200 E	E JCT 3-HURDSFIELD-E TO W JCT 52	14.4	Mill/OI>2<Or=3", Selectiv Subcut, Sliver Grading	9246	7483	1763	0	0
	3209	NH		200 E	E JCT 52-CARRINGTON E TO JCT 20	25.9	Mill/OI 2" Max	5047	4085	962	0	0
	3210	NH		281 N	JCT 200 CARRINGTON TO S JCT ND 15	13.1	Microsurfacing	1066	863	203	0	0
21505	3211	NH		281 N	N OF SHEYENNE TO NEAR JCT 57	9.7	Full Depth Rec, Hot Bit Pave, Subcut, Turn Lanes, Widening	7611	6160	1451	0	0
	3301	NH		2 E	RUGBY E TO NEAR LEEDS	24.0	Mill/OI>2<Or=3"	7961	6443	1518	0	0
	3302	NH		2 E	W LEEDS E TO CHURCHS FERRY	12.2	CPR, Grinding	2271	1838	433	0	0
	3303	NH	P	2 W	W OF LEEDS TO 2 MI E CHURCHS FERRY	15.3	Thin Overlay	3036	2457	579	0	0
	3304	NH		2 W	2 MI E CRARY E TO LAKOTA	11.4	Mill/OI 2" Max	2318	1876	442	0	0
16810	3305	NH		2 W	LAKOTA SERVICE ROAD	0.5	Drainage Impr., Hot Bit Pave, Milling	320	259	0	61	0
	3306	NH		3 N	RUGBY - JCT US 2 TO CITY LIMITS	1.5	Mill/OI 2" Max	406	329	77	0	0
	3307	NH		3 N	RUGBY N TO JCT 66-FONDA	21.5	Thin Overlay	4113	3329	784	0	0
Subtotal								92994	75261	17537	196	0
Urban												
	3118	NHU		2 E	US 2 (ND 19 TO URBAN LIMITS)	2.1	Intersect Imp, CPR, Structur Repair	2800	2240	560	0	0
	3119	SU		982 E	SCHWAN AVENUE	0.0	Mill/OI>2<Or=3"	1273	1018	0	255	0
Subtotal								4073	3258	560	255	0

**North Dakota Department of Transportation
District 3 - Devils Lake**

PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	(In Thousands)				
								Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge												
	3120	SS		20 N	2 SOUTH WEBSTER	0.0	Deck Overlay	101	82	19	0	0
Subtotal								101	82	19	0	0
ND Street												
21503	3121	NH		281 N	NEW ROCKFORD - US 281 FRONTAGE RDS	0.3	Aggr Base, Hot Bit Pave, Curb & Gutter	1967	1592	178	197	0
Subtotal								1967	1592	178	197	0
Safety												
21870	3212	HLC			TURTLE MOUNTAIN LRSP INTERSECTIONS	0.0	Lighting, Signing, Pave Mark	160	160	0	0	0
21871	3213	HLC			BIA 6	0.0	Widening, Slope Flatten	470	470	0	0	0
Subtotal								630	630	0	0	0
Total								99765	80823	18294	648	0
Grand Total								131050	106678	23256	1116	0

2018-2021 Construction Program - Devils Lake District



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**North Dakota Department of Transportation
District 4 - Minot**

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2018												
Rural												
21985	4001	NH		3 N	E JCT 200 NORTH TO 8 MI S-HARVEY	13.4	Thin Overlay	2234	1808	426	0	0
21985	4002	NH		3 N	APPROX 8 MI S-HARVEY NORTH TO JCT 52	7.6	Thin Overlay	1289	1043	246	0	0
21879	4003	NH		5 E	E JCT 83 E TO JCT 14	14.0	Thin Overlay	2385	1930	455	0	0
21986	4004	SS		28 N	JCT 2 BERTHOLD N TO JCT 52-CARPIO	9.1	Thin Overlay	1531	1239	292	0	0
21880	4005	SS		50 E	S JCT 8 E TO JCT 52 COULEE	20.6	Thin Overlay	3508	2839	669	0	0
21524	4006	NH		52 E	NE INSLOPE OF US 52 AT RP 47.2	0.0	Slide Repair	169	137	32	0	0
21523	4007	NH		52 E	S OF DONNYBROOK TO BROOKS JCT	22.0	Thin Overlay	3737	3024	713	0	0
19748	4008	NH		52 E	CO LN-SAWYER-SE TO 1 MI W BERGEN	14.3	Thin Overlay	2963	2398	565	0	0
21987	4017	NH		52 E	S JCT 3 HARVEY TO FESSENDEN	15.2	Mill/OI 2" Max	1367	1106	261	0	0
18907	4009	NH		52 W	NEAR JCT US 2 (BROOKS JCT)	0.7	Thin Overlay	124	100	24	0	0
21881	4010	NH		83 N	N OF ND 37 TO S OF JCT 23	22.6	Microsurfacing	1698	1374	324	0	0
Subtotal								21005	16998	4007	0	0
Urban												
	4011	NHUSU		2 E	1 MI W JCT 83-W OF 55TH ST (EB/WB)	5.3	Chip Seal Coat	426	345	81	0	0
21174	4012	NHU		2 E	US 2 & 42ND ST/14TH AVE SE	0.3	Intersect Imp	4205	3403	381	421	0
	4013	NHU		2B E	BURDICK EXPWY (42ND ST-W OF 55TH ST)	0.3	Chip Seal Coat	23	19	2	2	0
Subtotal								4654	3767	464	423	0
Transportation Alternatives												
21156	4018	TEO			VELVA BRIDGE REHABILITATION	0.0	Structur Repair	1202	660	0	542	0
Subtotal								1202	660	0	542	0
Safety												
21685	4014	HEN		52 E	US 52 LOGAN INTERSECTION	0.5	Turn Lanes, Lighting	497	447	50	0	0
21684	4015	HEN		83 N	US 83 & ND 5	0.0	Turn Lanes	368	331	37	0	0
21316	4016	HLC			MCLEAN COUNTY ROAD PROJECTS	0.0	Pave Mark, Rumble Stripes, Signing	149	134	0	15	0
Subtotal								1014	912	87	15	0
Total								27875	22337	4558	980	0

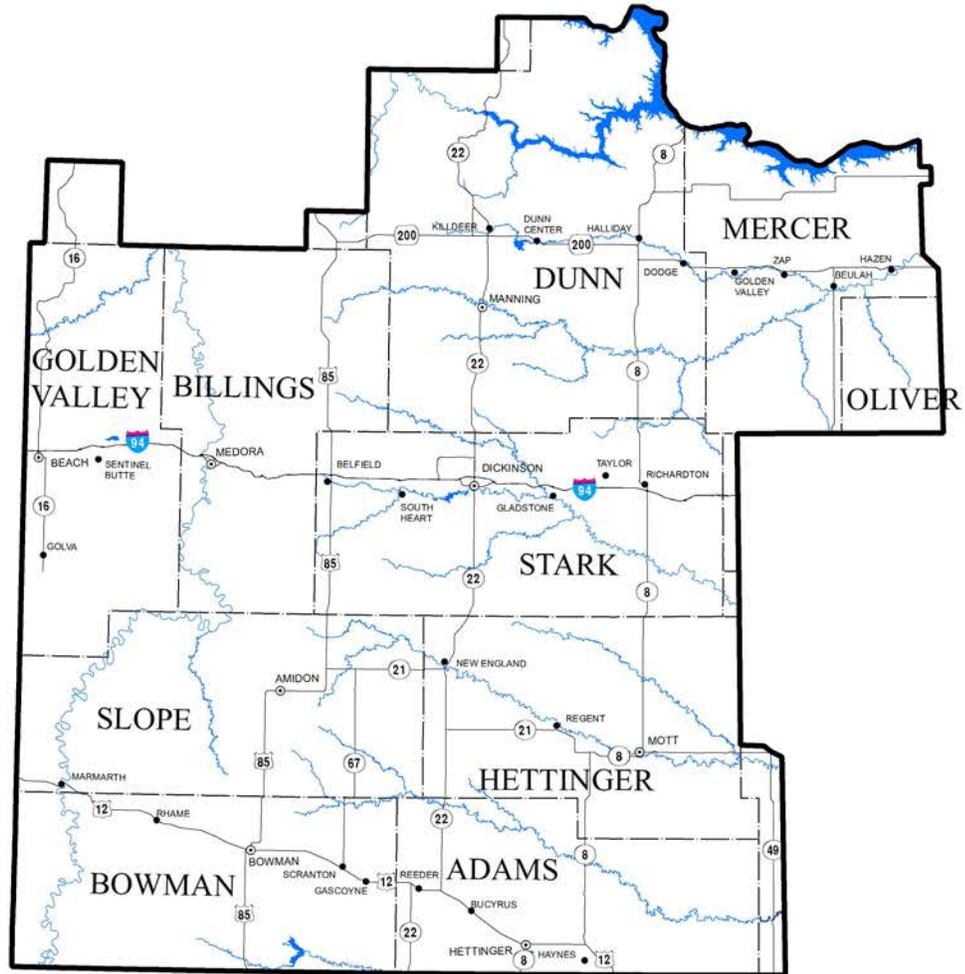
Map Key 4012 is a Workzone Safety and Mobility Significant Project

**North Dakota Department of Transportation
District 4 - Minot**

									(In Thousands)				
PCN Map	Fund	Pend	Hwy Dir	Location	Length	Work Type	Total	Fed	State	Local	Other		
Key	Sourc		CMC				Cost	Fund	Fund	Fund	Fund		
Fiscal Year: 2019-2021													
Rural													
	4114 NH		2 E	2 MI W JCT 14 TO 1.5 MI E TOWNER	7.7	Microsurfacing	599	485	114	0	0		
	4101 NH		2 W	55TH ST E TO E GRANVILLE	19.6	Microsurfacing	1532	1240	292	0	0		
	4115 NH		2 W	2 MI W JCT 14 TO 1.5 MI E TOWNER	7.7	Microsurfacing	598	484	114	0	0		
	4102 SS		14 N	E JCT 2-TOWNER N TO 3 MI S UPHAM	18.7	Microsurfacing	1457	1179	278	0	0		
	4103 SS		14 N	3 MI S UPHAM N TO W JCT 5	20.3	Microsurfacing	1584	1282	302	0	0		
18225	4104 SS		19 E	MCHENRY CO LINE E TO JCT ND 3	13.8	Thin Overlay	1575	1275	300	0	0		
18890	4105 SS		28 N	JCT 52-CARPIO N TO W JCT ND 5	22.6	Thin Overlay	3994	3232	762	0	0		
	4106 SS		43 E	JCT ND 14 E TO JCT US 281	23.3	Microsurfacing	1816	1470	346	0	0		
	4107 NH		83 N	SNAKE CREEK EMBANKMENT	2.9	Microsurfacing	224	181	43	0	0		
	4108 NH		83 N	0.5 MI S JCT 23 TO URBAN LIMIT	15.1	Microsurfacing	1175	951	224	0	0		
	4109 NH		83 N	MINOT TO AFB	10.1	Microsurfacing	790	639	151	0	0		
	4110 NH		83 S	SNAKE CREEK EMBANKMENT	2.9	Microsurfacing	224	181	43	0	0		
	4111 NH		83 S	MINOT TO AFB	9.9	Microsurfacing	773	626	147	0	0		
	4211 NH		2 E	JCT 28 E TO E ENTRANCE OF BERTHOLD	0.4	Concrete Over, Widening	753	609	144	0	0		
	4212 NH		2 E	1.5 MI E TOWNER TO BERWICK	5.9	CPR	1053	852	201	0	0		
	4213 NH		2 W	E OF BERTHOLD TO 3 MI W JCT 52	7.1	Concrete Over, Widening	11301	9146	2155	0	0		
	4214 NH		2 W	1.7 MI E GRANVILLE TO 2 MI W JCT 14	16.0	Microsurfacing	1297	1050	247	0	0		
21666	4203 NH	P	5 E	E JCT 52-KENMARE TO W JCT 28	18.0	Asp Ol>2"<Or=3", Sliver Grading	13146	10639	2507	0	0		
	4204 SS		14 N	JCT 200 N TO E JCT 52	27.5	Mill/OI 2" Max	5363	4340	1023	0	0		
	4205 SS		37 E	JCT 23-PARSHALL TO EMMET CORNER	43.8	Microsurfacing	3554	2876	678	0	0		
21922	4206 NH		83 N	MINOT AFB TO W JCT 5-RENVILLE COR	23.0	Asp Ol>2"<Or=3", Widening	13765	11140	2625	0	0		
21988	4207 NH		83 N	W JCT 5 E TO E JCT 5-WESTHOPE	16.6	Box Culv Ext, Mill/OI>2<Or=3", Sliver Grading, Struct/Incid	8433	6825	1608	0	0		
	4302 NH		83 N	E JCT 5 N THRU WESTHOPE	6.6	Aggr Shoulders, Hot Bit Pave, Widening	6339	5130	1209	0	0		
	4303 NH		83 S	0.6 MI N MAX TO 0.9 MI S JCT 23	8.9	Thin Overlay	1698	1374	324	0	0		
	4304 SS		97 E	VELVA-SUNFLOWER ROAD	2.5	Thin Overlay	483	391	92	0	0		
Subtotal							83526	67597	15929	0	0		
Urban													
	4208 SU		989 E	31ST AVE SE (BROADWAY - 13TH ST SE)	0.0	Reconstruction	8620	6935	0	1685	0		
Subtotal							8620	6935	0	1685	0		
Bridge													
	4209 NH		83 N	SOUTH OF U.S. HWY 2	0.0	Struct Replace	1170	947	223	0	0		
Subtotal							1170	947	223	0	0		
Safety													
21676	4112 HLC			BOTTINEAU COUNTY ROAD PROJECTS	0.0	Rumble Stripes, Signing, Lighting	530	477	0	53	0		
21806	4113 HESHLS			MINOT DIST VAR STATE HIGHWAYS	0.0	Lighting, Signing, Pave Mark	966	869	97	0	0		
21872	4210 HLC			BOTTINEAU COUNTY BRIDGES	0.0	Grdrail Upgrade	346	311	0	35	0		
Subtotal							1842	1657	97	88	0		
Total							95158	77136	16249	1773	0		
Grand Total							123033	99473	20807	2753	0		

Dickinson District

District 5



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

**North Dakota Department of Transportation
District 5 - Dickinson**

										(In Thousands)			
PCN	Map	Fund	Pend	Hwy	Dir	Location	Length	Work Type	Total	Fed	State	Local	Other
		Key	Sourc	CMC					Cost	Fund	Fund	Fund	Fund
Fiscal Year: 2018													
Rural													
21513	5001	SS		8	N	RICHARDTON TO 12 MI N RICHARDTON	12.0	Hot Bit Pave, Lighting, Milling, Struct Replace, Turn Lanes	2979	2411	568	0	0
21700	5002	SS		8	N	12 MI N RICHARDTON TO S JCT 200	18.3	Hot Bit Pave, Milling, Struct/Incid	3970	3213	757	0	0
21882	5003	SS		16	N	I-94 N TO NEAR ODLAND DAM	8.1	Mill/OI 2" Max, Underseal	1464	1185	279	0	0
21882	5004	SS		16	N	NEAR ODLAND DAM TO 2 MI N BEAVER CR	10.4	Mill/OI 2" Max, Underseal	1881	1522	359	0	0
21501	5005	NH	P2018	85	N	9.7 MI N AMIDON TO 0.25 MI S CO LN	6.0	Full Depth Rec, Hot Bit Pave, Widening	9601	7770	1831	0	0
21642	5009	IM	P2018	94	W	YOUNGMANS BUTTE TO HEBRON	9.3	Deck Overlay, HBP on Ramps, PCC Pave	21936	19742	2194	0	0
21640	5010	IM		94	W	YOUNGMANS BUTTE- 2 MI W EAGLES NEST	13.0	Median X-Overs, Ramp Conn	924	832	92	0	0
Subtotal									42755	36675	6080	0	0
Urban													
21175	5011	NHU		94B	E	E BUSINESS LOOP (10TH AV E-EXIT 64)	1.7	Widening, Asp Ol>2"<Or=3"	9400	7520	940	940	0
	5012	SU		983	N	DICKINSON - 8 SITES	0.0	Chip Seal Coat	670	542	0	128	0
Subtotal									10070	8062	940	1068	0
Bridge													
	5013	SS		22	N	11 SOUTH OF DICKINSON	0.0	Deck Replacment	357	289	68	0	0
21895	5014	NH		85	N	2 NORTH S.D. BORDER	0.0	Deck Overlay	200	162	38	0	0
21896	5015	NH		85	N	2 SOUTH OF JCT. ND 21	0.0	Deck Overlay	156	126	30	0	0
21906	5016	IM		94	E	11 EAST OF JCT. ND 16	0.0	Deck Overlay	281	253	28	0	0
21906	5017	IM		94	E	17 EAST OF JCT. ND 16	0.0	Deck Overlay	270	243	27	0	0
21907	5018	BRI		94	E	WEST MEDORA INT	0.0	Expan Joint Mod	100	90	10	0	0
21907	5019	BRI		94	W	WEST MEDORA INT	0.0	Expan Joint Mod	100	90	10	0	0
Subtotal									1464	1253	211	0	0
Transportation Alternatives													
21689	5024	TAU				DICKINSON - 21ST ST TO 10TH AVE	0.0	Bikeway/Walkway	954	250	0	704	0
21695	5025	TAC				BEULAH, 2ND ST NW - 7TH ST NW	0.0	Bikeway/Walkway	351	200	0	151	0
21965	5026	TAC				MEDORA SHARED USE PATH	0.0	Bikeway/Walkway	126	102	0	24	0
Subtotal									1431	552	0	879	0
County													
16970	5020	ACSC				LITTLE MISSOURI RIVER CROSSING	0.0	Construction	15000	12139	0	2861	0
Subtotal									15000	12139	0	2861	0
Safety													
21317	5021	HLC				GOLDEN VALLEY COUNTY PROJECTS	0.0	Rumble Stripes, Pave Mark	38	34	0	4	0
21318	5022	HLC				DUNN COUNTY ROAD PROJECTS	0.0	Rumble Stripes, Signing	77	69	0	8	0
21331	5023	HLC				STARK COUNTY ROAD PROJECTS	0.0	Rumble Stripes	86	77	0	9	0
Subtotal									201	180	0	21	0
Total									70921	58861	7231	4829	0

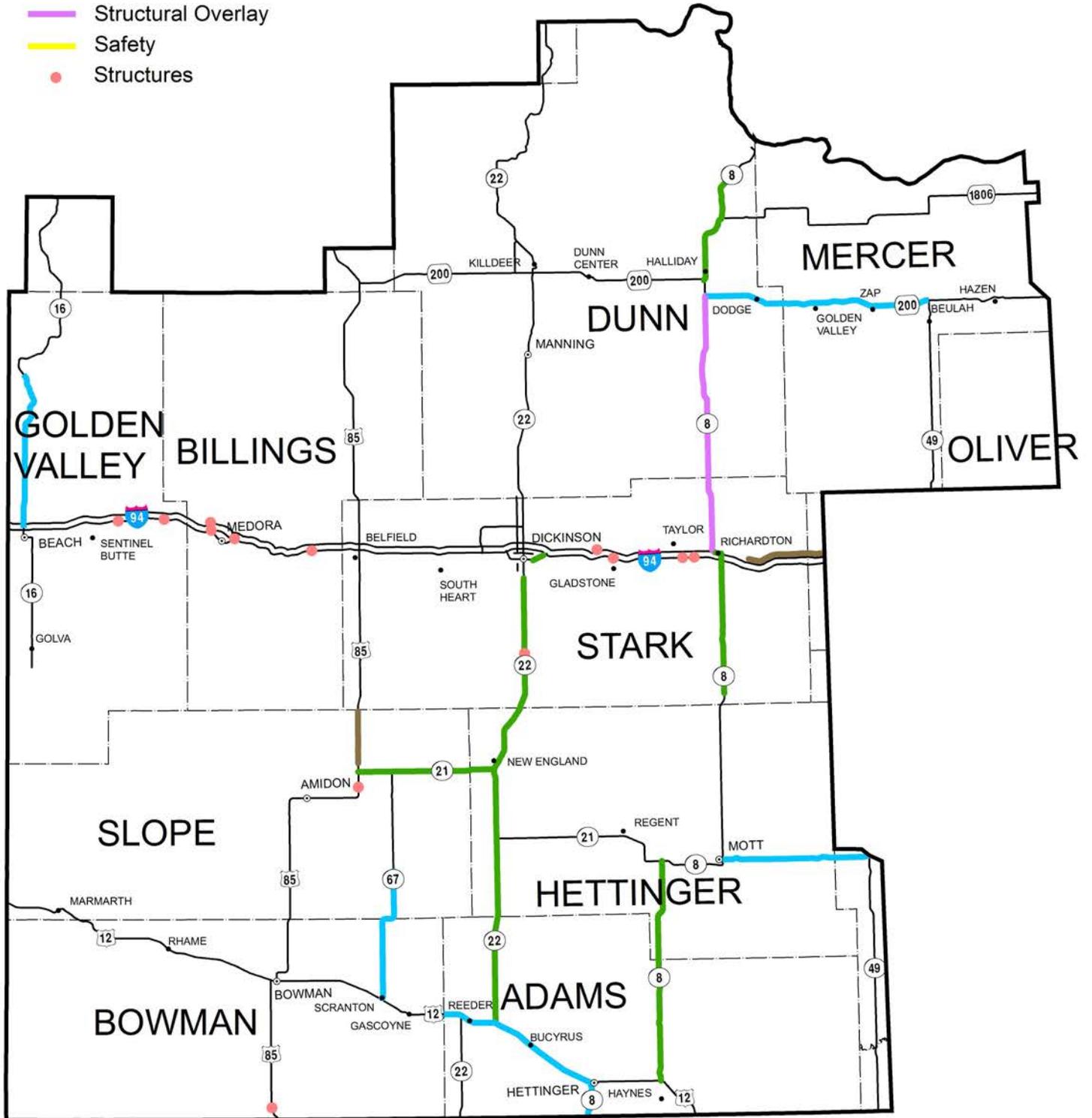
**North Dakota Department of Transportation
District 5 - Dickinson**

(In Thousands)

PCN Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	Total Cost	(In Thousands)			
								Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019-2021											
Rural											
5101 SS			8 N	STATE LINE N TO W JCT 12-HETTINGER	4.0	Thin Overlay	714	578	136	0	0
5201 NH	P		12 E	COUNTY LINE TO HETTINGER	19.4	Gravel Shldrs, Thin Overlay	3711	3003	708	0	0
18244 5202 NH	P		21 E	JCT 85 TO N JCT 22-NEW ENGLAND	15.7	Asp Ol>2"<Or=3", Pipe Replacemt, Sliver Grading	9627	7791	1836	0	0
5203 NH			21 E	E JCT 8 TO W JCT 49	17.0	Thin Overlay	3135	2537	598	0	0
21686 5204 SS			22 N	E JCT US 12 N TO JCT ND 21	29.4	Mill/Ol>2<Or=3", Selectiv Subcut, Sliver Grading	18326	14831	3495	0	0
21686 5205 SS			22 N	JCT ND 21 TO N OF NEW ENGLAND	2.0	Mill/Ol>2<Or=3", Sliver Grading	1170	947	223	0	0
20344 5206 NH			200 E	S JCT ND 8 TO JCT 49-BEULAH	26.3	Mill/Ol 2" Max	5122	4145	977	0	0
5301 NH	P		8 N	JCT 12 N TO W JCT 21	25.7	Lighting, Mill/Ol>2<Or=3", Struct/Incid, Underseal	11173	9042	2131	0	0
5302 NH			8 N	1.4 MI N CO LN N THRU RICHARDTON	16.8	Grdrail Upgrade, Mill/Ol>2<Or=3", Struct/Incid	7846	6350	1496	0	0
21856 5303 SS			8 N	N JCT 200 TO NEAR TWIN BUTTES	13.6	Mill/Ol>2<Or=3"	6514	5272	1242	0	0
5304 SS			22 N	N NEW ENGLAND N TO DICKINSON	21.1	Asp Ol>2"<Or=3", Sliver Grading	7623	6169	1454	0	0
5305 SS			67 N	JCT 12-SCRANTON N APPROX 15 MILES	16.3	Thin Overlay, Walk/Drive Ways	4229	3423	806	0	0
Subtotal							79190	64088	15102	0	0
Bridge											
21702 5104 IM			94 E	EAST MEDORA INT	0.0	Deck Overlay	513	462	51	0	0
21702 5105 IM			94 E	6 WEST OF JCT. US 85	0.0	Deck Overlay	377	339	38	0	0
5207 IM			94 E	4 MILES WEST OF ND 8	0.0	Structur Repair, Pipe Replacemt	147	132	15	0	0
5208 IM			94 E	4 MILES WEST OF ND 8	0.0	Struct/Incid, Pipe Replacemt	154	139	15	0	0
21287 5306 IM			94 E	13 WEST OF ND 8	0.0	Deck Overlay	380	342	38	0	0
21287 5307 IM			94 W	9 EAST OF JCT. 22	0.0	Deck Overlay	394	355	39	0	0
Subtotal							1965	1769	196	0	0
Safety											
21840 5106 HESHLS				DICKINSON DIST VAR STATE HIGHWAYS	0.0	Lighting, Signing, Pave Mark	1063	957	106	0	0
Subtotal							1063	957	106	0	0
Total							82218	66814	15404	0	0
Grand Total							153139	125675	22635	4829	0

2018-2021 Construction Program - Dickinson District

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



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**North Dakota Department of Transportation
District 6 - Grand Forks**

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2018												
Rural												
21341	6001	NH		2 E	DISTRICT BOUNDARY TO RP 295.95	0.5	Concrete Over, Milling	496	401	95	0	0
21346	6002	NH		2 E	.5 MILES E LAKOTA TO MAPES X-OVER	5.0	CPR, Grinding	900	728	172	0	0
21341	6003	NH		2 E	5.7 MI E ND 1 TO 0.8 MI W ND 35	3.9	Concrete Over, Milling	3527	2854	673	0	0
21887	6004	SS		17 E	JCT 1 E TO ADAMS	14.8	Mill/OI 2" Max	2667	2158	509	0	0
21663	6005	IM		29 N	N OF N GR INTR N TO JCT ND 54	14.5	Approach Slabs, CPR, Grinding	6500	5850	650	0	0
20330	6006	IM		29 N	PEMBINA BORDER CROSSING	1.5	Aggr Base, Bikeway/Walkway, ITS, PCC Pave	8999	8099	900	0	0
21958	6017	SS		66 E	S JCT 81 ST THOMAS E TO RED RIVER	13.8	Mill/OI 2" Max	2120	1716	404	0	0
21957	6018	NH		81 N	N JCT 66 N TO W JCT 5 AT HAMILTON	14.1	Mill/OI>2<Or=3"	2854	2310	544	0	0
Subtotal								28063	24116	3947	0	0
Urban												
21590	6008	SU		986 N	N 42ND ST (UNIVERSITY AVE - US 2)	0.0	Reconstruction	7205	4880	0	2325	0
Subtotal								7205	4880	0	2325	0
Bridge												
	6009	IM		29 S	8 SOUTH OF ND 5	0.0	Deck Overlay	281	253	28	0	0
	6010	SS		45 N	4 EAST OF ND 65	0.0	Deck Overlay	450	364	86	0	0
Subtotal								731	617	114	0	0
Transportation Alternatives												
21967	6019	TAC			PARK RIVER SRTS	0.0	Bikeway/Walkway	62	50	0	12	0
21966	6020	TAC			MINTO SRTS SIDEWALK	0.0	Bikeway/Walkway	150	121	0	29	0
21963	6021	TAU			GRAND FORKS 6TH AVE SHARED USE PATH	0.0	Bikeway/Walkway	234	180	0	54	0
21692	6022	TAU			GRAND FORKS N 55TH STREET	0.0	Bikeway/Walkway	262	172	0	90	0
Subtotal								708	523	0	185	0
Safety												
21774	6011	HESHLS			GRAND FORKS DISTRICT SRSP	0.0	Lighting, Signing, Pave Mark	1014	913	99	2	0
21322	6012	HLC			GRIGGS COUNTY ROAD PROJECTS	0.0	Signing, Pave Mark	79	71	0	8	0
21883	6013	HEU			GRAND FORKS SCHOOL SIGN REPLACEMENT	0.0	Signing	46	41	0	5	0
21320	6014	HLC			WALSH COUNTY ROAD PROJECTS	0.0	Pave Mark, Signing	259	233	0	26	0
Subtotal								1398	1258	99	41	0
Transit												
	6015	TURB			GRAND FORKS-CITYWIDE-5307	0.0	TR Cap Purchase	15	12	0	3	0
	6016	TURB			GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist	3365	1051	206	1759	349
Subtotal								3380	1063	206	1762	349
Total								41485	32457	4366	4313	349

**North Dakota Department of Transportation
District 6 - Grand Forks**

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019-2021												
Rural												
	6101 NH			1 N	E JCT 200 TO W JCT 200	6.1 Mill/OI 2" Max		1143	925	218	0	0
	6102 SS			1 N	JCT 2-LAKOTA-N TO JCT CO RD 8 & 15	18.8 Culvert Rehab, Pipe Replacem, Pipe Repair		2600	2104	496	0	0
	6103 SS			1 N	JCT CO RD 8 & 15 N TO NEKOMA SPUR	19.0 Culvert Rehab, Pipe Replacem, Pipe Repair		2600	2104	496	0	0
	6104 NH			2 W	MICHIGAN BYPASS E TO CO LN	10.2 Mill/OI 2" Max		1908	1544	364	0	0
21980	6105 NH		P	2 W	NEAR ARVILLA TO W OF GF AFB	5.5 Mill/OI>2<Or=3"		2631	2129	502	0	0
21981	6106 NH		P	2 W	W OF GF AFB TO 69TH ST	11.0 Milling, Structural OI>3, Struct Replace		9069	7340	1729	0	0
	6107 NH			17 E	GRAFTON MUNICIPAL STA 0 TO 61+00	1.2 CPR, Microsurfacing		392	317	36	39	0
21810	6127 SS			18 N	E JCT 5 N TO STATE LINE	13.5 Mill/OI>2<Or=3", Selectiv Subcut, Sliver Grading, Struct/Incid		7491	6062	1429	0	0
21885	6128 SS			32 N	US 2 N TO 0.5 MI N JCT 17	27.3 Mill/OI 2" Max		5105	4131	974	0	0
	6110 NH			200 E	EAST JCT 1 THRU COOPERSTOWN	3.5 Mill/OI 2" Max		659	533	126	0	0
	6214 SS			38 N	PAGE N TO JCT 32-HOPE	16.8 Mill/OI 2" Max		3274	2650	624	0	0
	6215 SS			45 N	JCT 200-COOPERSTOWN N TO JCT 65	7.4 Milling, Thin Overlay		1356	1098	246	12	0
	6201 SS			45 N	COOPERSTOWN N TO JCT 32	17.2 Milling, Thin Overlay		3172	2567	592	13	0
	6204 NH			81B N	S OF 40TH AVE N TO N OF 40TH AVE N	0.3 CPR, Grinding		100	81	19	0	0
21982	6301 NH			2 E	1 MI W OF GF AFB TO 69TH ST	12.0 Milling, Structural OI>3		7107	5752	1355	0	0
	6303 SS			32 N	FINLEY MUNICIPAL TO JCT 45-W SHARON	13.4 Milling, Thin Overlay		2558	2070	488	0	0
	6304 SS			32 N	JCT ND 45 N TO JCT ND 15	10.0 Milling, Thin Overlay		1908	1544	364	0	0
	6305 SS			32 N	W JCT 5 CONCRETE N TO STATE LINE	17.1 Mill/OI 2" Max		3456	2797	659	0	0
	6306 NH			81 N	GRAFTON-BRIDGE TO N URBAN LIMITS	0.6 Thin Overlay		130	105	25	0	0
	6307 NH			81 N	N. URBAN LIMITS GRAFTON TO N JCT 66	12.0 Thin Overlay		2751	2226	525	0	0
						Subtotal		59410	48079	11267	64	0
Urban												
21842	6111 SU			2B E	5TH ST (US 2 TO DEMERS AVE)	0.9 Mill/OI>2<Or=3"		1110	888	111	111	0
21841	6112 NHU			2B E	DEMERS AVE (RED RIVER TO 5TH ST)	0.2 Reconstruction		3290	2480	310	500	0
	6113 NHU			297 E	DEMERS AV AT 30TH ST/COLUMBIA W RAMP	0.2 Signals, Turn Lanes		600	480	60	60	0
21843	6114 NHU			297 E	DEMERS AVE (6TH ST TO 5TH ST)	0.1 Reconstruction		1000	800	100	100	0
	6205 NHU			2 E	US 2 & 55TH ST INTERSECTION	0.1 Signals, Turn Lanes		600	480	120	0	0
	6206 NHUSU			81B N	US 81(S OF 8TH AV N-0.4 MI N OF US2)	1.0 CPR, Grinding, Dowel Retrofit		1324	1058	133	133	0
	6207 SU			986 E	UNIVERSITY AV (STATE ST-N 3RD ST)	0.0 Mill/OI>2<Or=3", ADA Ramp Rev		3073	2459	0	614	0
						Subtotal		10997	8645	834	1518	0
Bridge												
	6115 SS			15 E	2 WEST OF NORTHWOOD	0.0 Deck Overlay		175	142	33	0	0
	6116 SS			18 N	JUST NORTH OF ND 15	0.0 Deck Overlay		158	128	30	0	0
	6117 SS			18 N	3 NORTH OF ND 15	0.0 Deck Overlay		158	128	30	0	0
	6118 SS			45 N	2 WEST OF ND 32	0.0 Struct Replace		191	155	36	0	0
21286	6119 SS			89 E	2 SOUTH OF JCT ND 5	0.0 Deck Replacment		507	410	97	0	0
	6208 SS			18 N	3 NORTH OF US 2	0.0 Struct Replace		1125	910	215	0	0
	6209 IM			29 N	7 SOUTH ND 17	0.0 Deck Overlay		509	458	51	0	0
	6210 IM			29 N	4 NORTH ND 17	0.0 Deck Overlay		314	283	31	0	0
	6211 IM			29 S	7 SOUTH ND 17	0.0 Deck Overlay		509	458	51	0	0
	6308 IM			29 N	JUNCTION ND 15	0.0 Deck Overlay, Struct/Incid		539	485	54	0	0

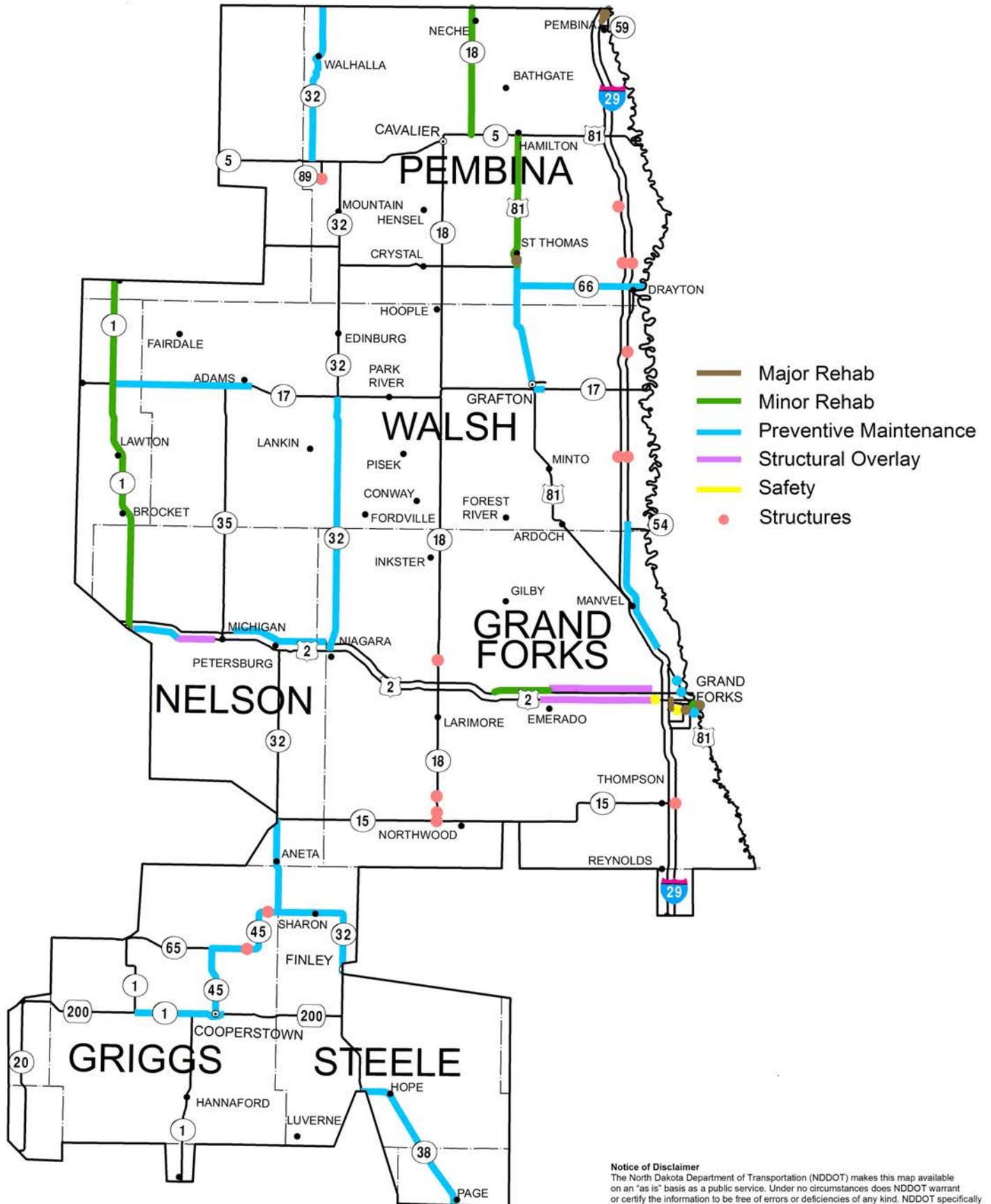
Map Key 6112 is a Workzone Safety and Mobility Significant Project

**North Dakota Department of Transportation
District 6 - Grand Forks**

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge												
	6309	IM		29 N 3	NORTH N.D. 66	0.0	Deck Overlay	190	171	19	0	0
	6310	IM		29 S 3	NORTH ND 66	0.0	Struct Replace	1592	1433	159	0	0
Subtotal								5967	5161	806	0	0
ND Street												
21209	6120	SS		91B N	ST THOMAS - MAIN ST (1ST TO 7TH AVE)	0.6	Bikeway/Walkway	417	337	38	42	0
Subtotal								417	337	38	42	0
Safety												
21677	6121	HLC		STEELE COUNTY ROAD PROJECTS		0.0	Rumble Stripes, Signing, Marking	96	86	0	10	0
21884	6122	HEU		GF 32ND AVENUE SOUTH		0.0	Turn Lanes	7373	6635	369	369	0
	6123	HLUHLS		GRAND FORKS-STATE, URBAN & CITY RDS		0.0	Signal Revision	123	111	1	11	0
21319	6124	HLC		PEMBINA COUNTY ROADS		0.0	Signing, Pave Mark, Lighting	131	118	0	13	0
Subtotal								7723	6950	370	403	0
Transit												
	6125	TURB		GRAND FORKS-CITYWIDE-5307		0.0	TR Op Assist	3465	1072	212	1822	359
	6126	TURB		GRAND FORKS-CITYWIDE-5307		0.0	TR Cap Purchase	15	12	0	3	0
	6212	TURB		GRAND FORKS-CITYWIDE-5307		0.0	TR Cap Purchase	15	12	0	3	0
	6213	TURB		GRAND FORKS-CITYWIDE-5307		0.0	TR Op Assist	3569	1094	218	1887	370
	6311	TURB		GRAND FORKS-CITYWIDE-5307		0.0	TR Cap Purchase	15	12	0	3	0
	6312	TURB		GRAND FORKS-CITYWIDE-5307		0.0	TR Op Assist	3676	1116	225	1954	381
Subtotal								10755	3318	655	5672	1110
Total								95269	72490	13970	7699	1110
Grand Total								136754	104947	18336	12012	1459

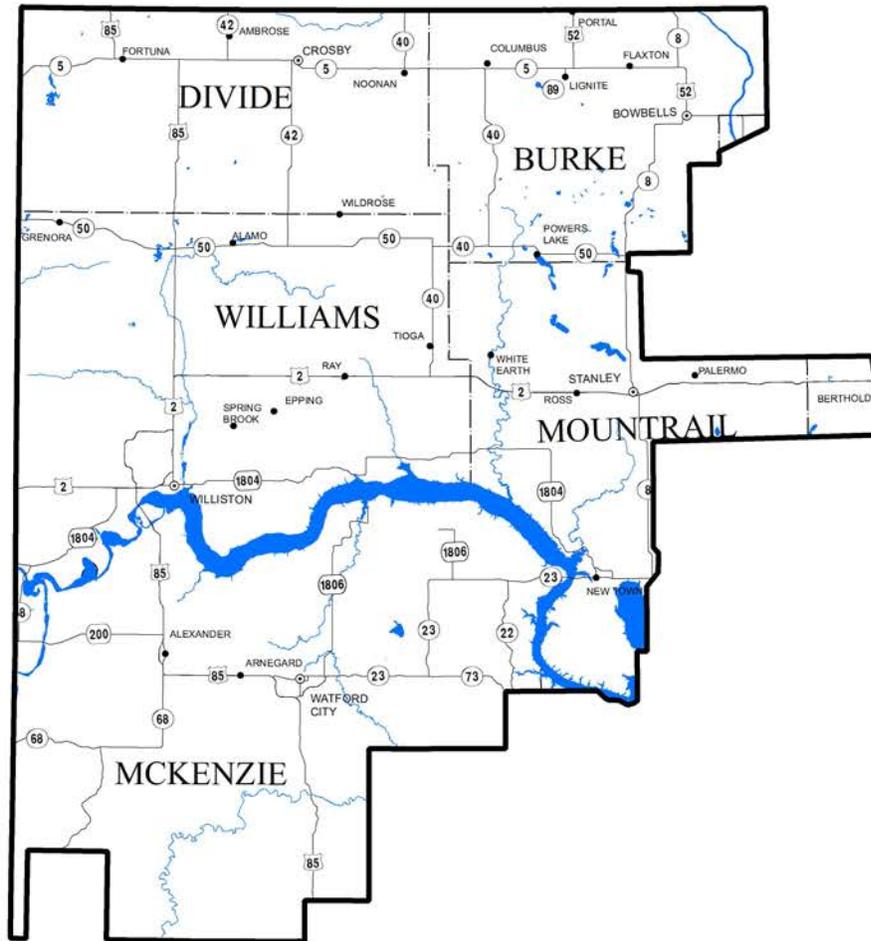
2018-2021 Construction Program - Grand Forks District



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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 7 - Williston**

(In Thousands)

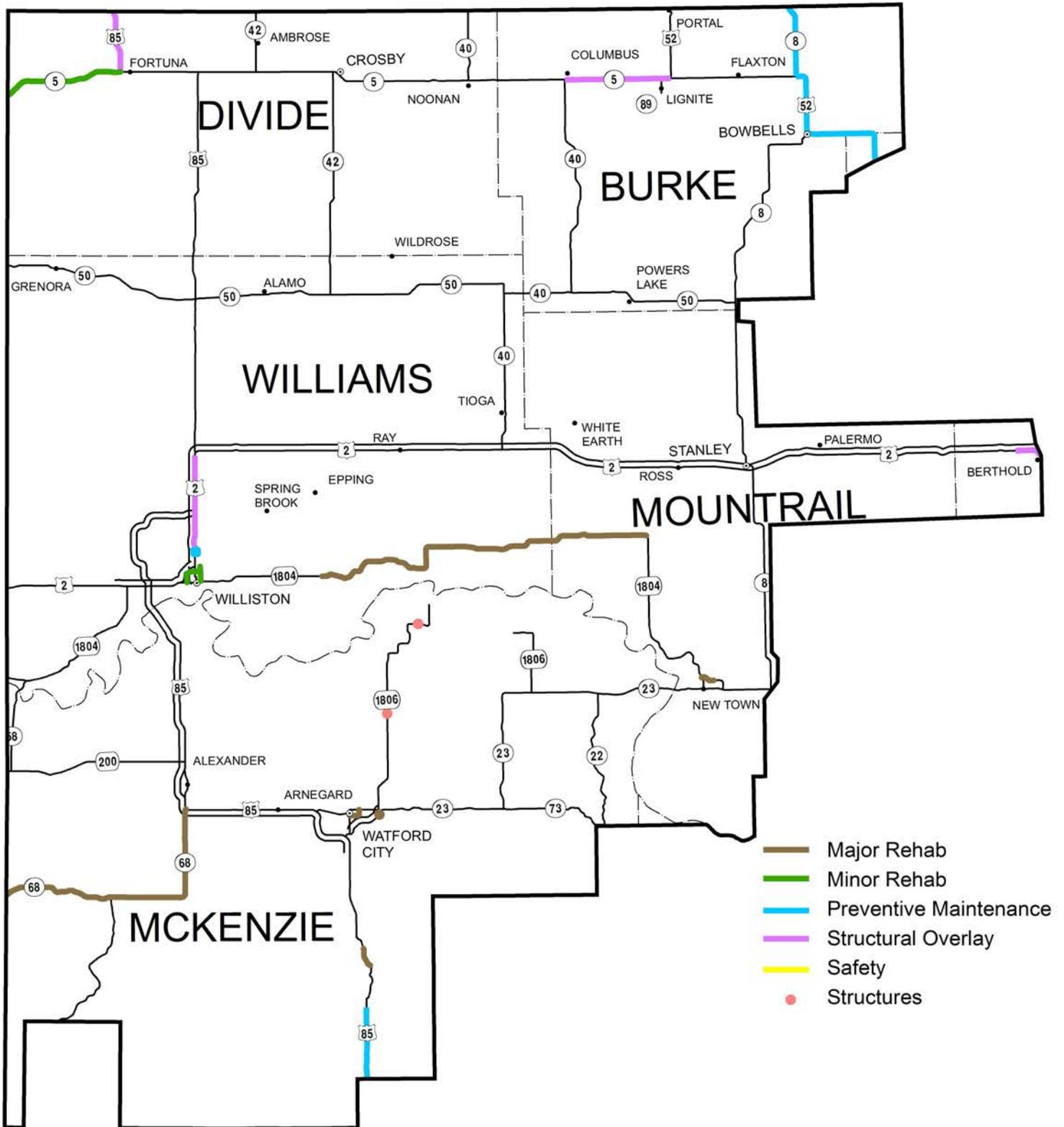
PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2018												
Rural												
14798	7001	NH		2	US 2	101.0	Bonding Repayment	5313	4300	1013	0	0
20845	7002	NH		2	E 2 MI N WILLISTON N TO 63RD ST NW	9.6	Concrete Over, Hot Bit Pave, Lighting, Milling, Signals, Turn	13483	10912	2571	0	0
21889	7003	SS		8	N JCT 52 N TO STATE LINE	7.4	Thin Overlay	1263	1022	241	0	0
21857	7013	SOIB		23	E JCT OF ND1806 E 0.1 MI	0.1	Drainage Impr.	812	0	812	0	0
21172	7014	SOIB		23A	E WATFORD CITY TRUCK ROUTE	1.5	Bikeway/Walkway, Lighting, PCC Pave, Signals, Struct/Incid,	8862	0	8840	22	0
19862	7015	SOIB		23B	E NEW TOWN NW TRR	1.4	Aggr Base, Grade, Hot Bit Pave	20863	0	20863	0	0
21888	7004	NH		52	E N JCT 8 S TO E JCT 52 & 5	16.5	Thin Overlay	2804	2269	535	0	0
21369	7005	SS		68	E STATE LINE E TO JCT US 85	28.1	Recovery App, Turn Lanes	863	698	165	0	0
	7006	SOIB		85	N LONG X BRIDGE	2.0	Aggr Base, Grade, Hot Bit Pave, Struct/Incid	50310	0	50310	0	0
21785	7007	SOIB		1804	N CNTY RD 5 TO JCT TIOGA RD	16.4	Hot Bit Pave, Widening	23746	0	23746	0	0
Subtotal								128319	19201	109096	22	0
Urban												
20845	7008	NHNHU		2	E US 2 & 58TH ST/FRONTAGE RD	0.4	Intersect Imp, Signals, Lighting	1500	1214	96	190	0
21892	7009	SU		993	N 14TH AVE W (2ND ST - 11TH ST)	0.0	Mill/OI>2<Or=3"	650	520	0	130	0
Subtotal								2150	1734	96	320	0
Transportation Alternatives												
21968	7016	TAC			TIOGA SIGNAL ROAD	0.0	Bikeway/Walkway	251	200	0	51	0
Subtotal								251	200	0	51	0
Safety												
21324	7010	HLC			WILLIAMS COUNTY ROAD PROJECTS	0.0	Signing, Shldr Rehab, Rumble Stripes	630	567	0	63	0
21323	7011	HLC			DIVIDE COUNTY ROAD PROJECTS	0.0	Rumble Stripes, Signing	80	72	0	8	0
21326	7012	HLC			MOUNTRAIL COUNTY ROAD PROJECTS	0.0	Signing, Pave Mark, Rumble Stripes	44	40	0	4	0
Subtotal								754	679	0	75	0
Total								131474	21814	109192	468	0

**North Dakota Department of Transportation
District 7 - Williston**

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019-2021												
Rural												
14798	7001	NH		2	US 2	101.0	Bonding Repayment	5314	4301	1013	0	0
20030	7101	NH		85	N W JCT 5-FORTUNA N TO STATE LINE	6.4	Hot Bit Pave, Turn Lanes	3887	3146	741	0	0
21786	7102	SOIB		1804	N JCT TIOGA RD W TO RED MIKE AREA	9.3	Hot Bit Pave, Widening	18012	0	18012	0	0
14798	7001	NH		2	US 2	101.0	Bonding Repayment	5313	4300	1013	0	0
	7208	NH		2	E 2 MI W BERTHOLD TO JCT 28 - BERTHOLD	2.9	Concrete Over, Widening	5494	4446	1048	0	0
19705	7201	SS		5	E STATE LINE E TO W JCT 85-FORTUNA	12.4	Hot Bit Pave, Pipe Extension, Sliver Grading	4786	3873	913	0	0
21787	7202	SOIB		1804	N RED MIKE AREA TO CO RD 42 - EPPING	11.7	Aggr Base, Grade, Hot Bit Pave, Widening	36509	0	36509	0	0
	7301	NH		5	E JCT 40-COLUMBUS-E TO W JCT 52	11.0	Milling, Structural Ol>3	9362	7577	1785	0	0
	7303	NH		85	N GRASSY BUTTE N 7.5 MILES	7.4	Mill/Ol 2" Max	1496	1211	285	0	0
Subtotal								90173	28854	61319	0	0
Urban												
21893	7103	SU		993	N UNIVERSITY (BROADWAY - 26TH ST)	0.0	Mill/Ol>2<Or=3"	1070	856	0	214	0
	7203	SU		993	E 18TH ST (DAVIDSON DR-UNIVERISTY AV)	0.0	Mill/Ol>2<Or=3"	900	720	0	180	0
Subtotal								1970	1576	0	394	0
Bridge												
	7204	SS		1806	N 22 NORTH ND 23	0.0	Deck Overlay	206	167	39	0	0
	7205	SS		1806	N 10 NORTH ND 23	0.0	Struct Replace	1460	1182	278	0	0
Subtotal								1666	1349	317	0	0
Safety												
21863	7104	HESHLS			WILLISTON DIST VAR STATE HIGHWAYS	0.0	Lighting, Signing, Pave Mark	828	745	83	0	0
21874	7206	HLC			MCKENZIE COUNTY - VARIOUS LOCATIONS	0.0	Rumble Stripes, Reconstruction	500	450	0	50	0
21875	7207	HLC			MOUNTRAIL COUNTY ROAD	0.0	Anti-Skid Syst	26	23	0	3	0
Subtotal								1354	1218	83	53	0
Total								95163	32997	61719	447	0
Grand Total								226637	54811	170911	915	0

2018-2021 Construction Program - Williston District

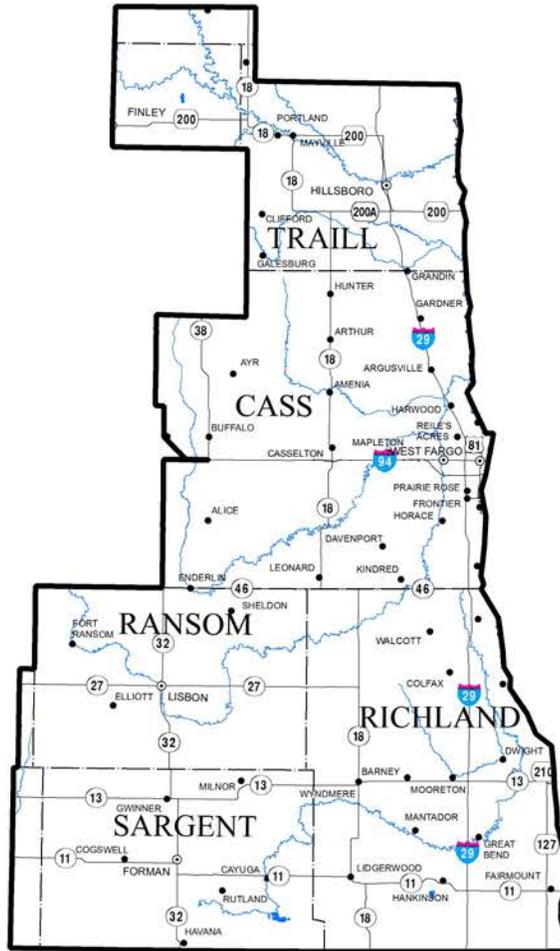


- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

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Fargo District

District 8



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North Dakota Department of Transportation
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Fargo, ND 58103-1198
Phone: (701) 239-8900

**North Dakota Department of Transportation
District 8 - Fargo**

									(In Thousands)				
PCN	Map Key	Fund Sourc	Pend	Hwy Dir	Location CMC	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund	
Fiscal Year: 2018													
Rural													
21495	8001	IM	P2018	29 N	RP 33.5 TO CHRISTINE INTERCHANGE	10.6	CPR, HBP on Ramps, PCC Pave, Struct/Incid	23620	21258	2362	0	0	
21496	8002	IM		29 S	RP 33.5 TO CHRISTINE INTERCHANGE	10.6	PCC Pave	22524	20272	2252	0	0	
21570	8003	IM		94 E	HORACE ROAD INTERCHANGE	0.1	PCC Pave, Ramp Revisions, Struct Replace	14000	12600	1400	0	0	
Subtotal								60144	54130	6014	0	0	
Urban													
21170	8004	NHU		10B E	MAIN AVE (UNIV DR TO 2ND ST)	1.0	Reconstruction	9652	4470	708	4474	0	
21168	8005	NHU		81B N	10TH ST (4TH AVE N TO 12TH AVE N)	0.7	Reconstruction	6257	4071	525	1661	0	
21568	8006	SU		992 N	SHEYENNE ST (32ND AVE - 19TH AVE)	0.0	Reconstruction	8000	5680	0	2320	0	
Subtotal								23909	14221	1233	8455	0	
Bridge													
21746	8007	SS		18 N	8 NORTH OF LEONARD	0.0	Structur Repair	500	405	95	0	0	
20298	8008	IM		29 N	6 NORTH OF ND 46	0.0	Structur Repair, Struct/Incid	101	91	10	0	0	
20298	8009	IM		29 S	6 NORTH OF ND 46	0.0	Structur Repair, Struct/Incid	101	91	10	0	0	
Subtotal								702	587	115	0	0	
Transportation Alternatives													
21690	8023	TAU			MEMORIAL PARKS PED LIFT BRDG	0.0	Struct/Incid	1050	250	0	380	420	
21962	8024	TAU			FARGO 5TH ST SHARED USE PATH	0.0	Bikeway/Walkway	292	227	0	65	0	
Subtotal								1342	477	0	445	420	
ND Street													
20809	8010	SS		11 E	FORMAN-W OF 5TH ST TO S OF WURTH AVE	0.8	Aggr Base, Hot Bit Pave, Lighting	870	704	79	87	0	
20812	8011	SS		13 E	GWINNER - 130TH AVE SE TO INDUSTRIAL	0.7	Lighting	405	328	37	40	0	
21801	8025	SS		32 N	FORMAN-ND 11 TO GREEN AVE	0.3	Hot Bit Pave, Aggr Base, Lighting	222	180	20	22	0	
Subtotal								1497	1212	136	149	0	
Safety													
21682	8012	HES		18 N	CURVES 5 MI N OF LIDGERWOOD	0.0	Intersect Imp, Signing	513	462	51	0	0	
21683	8013	HES		18 N	CURVE 10 MI S OF MAYVILLE	0.0	Intersect Imp	298	268	30	0	0	
21329	8014	HLC			CASS COUNTY SAFETY PROJECTS	0.0	Signing, Lighting	198	178	0	20	0	
21330	8015	HLC			SARGENT COUNTY SAFETY PROJECTS	0.0	Rumble Stripes, Pave Mark, Signing, Lighting	548	493	0	55	0	
21945	8016	HEU			FARGO AREA FYA RETROFIT	0.0	Signals	23	21	2	0	0	
21775	8017	HESHLS			FARGO DISTRICT SRSP	0.0	Lighting, Signing, Pave Mark	903	813	90	0	0	
21328	8018	HLC			RICHLAND COUNTY ROAD PROJECTS	0.0	Rumble Stripes, Pave Mark, Signing, Lighting	257	231	0	26	0	
Subtotal								2740	2466	173	101	0	
Transit													
	8019	TURB			FARGO-CITYWIDE-5307	0.0	TR Cap Purchase	293	234	0	59	0	
	8020	TURB			FARGO-CITYWIDE-5307	0.0	TR Prev Maint	1171	937	0	234	0	
	8021	TURB			FARGO-CITYWIDE-5307	0.0	TR Planning	59	47	0	12	0	
	8022	TURB			FARGO-CITYWIDE-5307	0.0	TR Op Assist	2948	1474	737	737	0	
Subtotal								4471	2692	737	1042	0	
Total								94805	75785	8408	10192	420	

Map Keys 8004 & 8005 are Workzone Safety and Mobility Significant Projects

**North Dakota Department of Transportation
District 8 - Fargo**

(In Thousands)

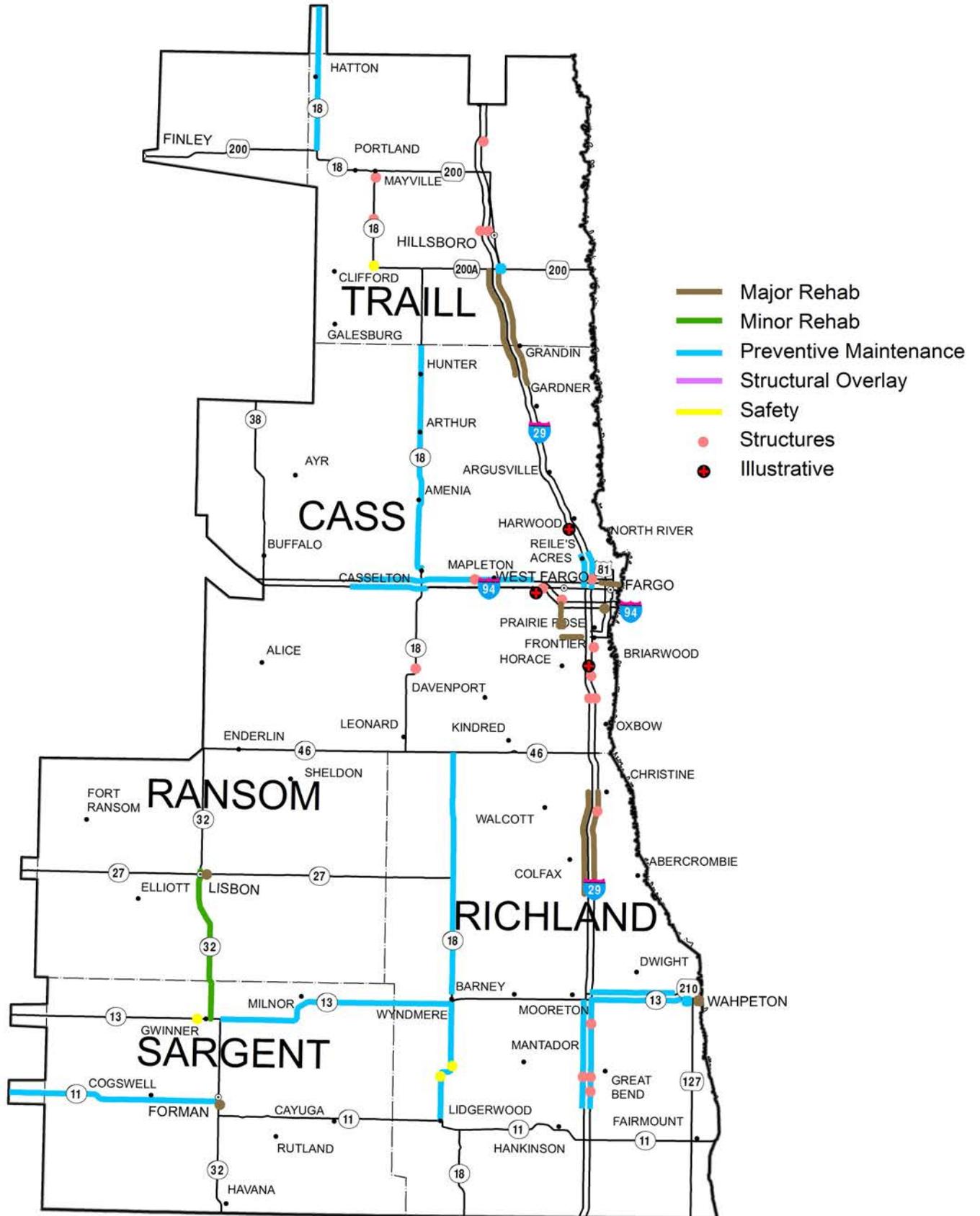
PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019-2021												
Rural												
	8101	NH		13 E	W JCT ND 32 E TO ND 18	25.1	Mill/OI 2" Max	4705	3808	897	0	0
	8102	NH		13 E	W OF I-29 JCT TO 1 MI W OF WAHPETON	9.6	CPR	1641	1328	313	0	0
	8103	NH		13 W	W JCT I-29 TO E JCT I-29	0.6	CPR	104	84	20	0	0
	8104	NH		13 W	E JCT I-29 TO JCT OLD US 81	4.1	Microsurfacing	319	258	61	0	0
	8105	NH		13 W	JCT OLD US-81 TO 2.1 M W WAHPETON	4.1	CPR	709	574	135	0	0
21890	8120	IM		29 N	JUNCTION OF 200A & I29	0.0	Lighting	220	198	22	0	0
	8121	IM		94 E	W WHEATLAND TO E OF CASSELTON	8.0	CPR	1584	1426	158	0	0
	8107	IM		94 W	WHEATLAND E TO E CASSELTON	7.2	CPR	1489	1340	149	0	0
21570	8108	IM		94 W	HORACE ROAD INTERCHANGE	0.0	PCC Pave, Ramp Revisions, Struct Replace	11000	9900	1100	0	0
	8201	SS		11 E	E JCT 1-OAKES-E TO CO LN	4.0	Mill/OI 2" Max	778	630	148	0	0
	8202	SS		11 E	COUNTY LINE E TO FORMAN	18.1	Mill/OI 2" Max	3519	2848	671	0	0
17871	8203	SS		18 N	N JCT 11 TO JCT 13	13.1	Thin Overlay	2405	1946	459	0	0
	8204	SS		18 N	BNRR NORTH TO ND 46	25.0	Thin Overlay	4599	3722	877	0	0
	8205	SS		18 N	JCT CASS CO 10 TO TRAILL COUNTY LINE	23.4	Thin Overlay	4310	3488	822	0	0
19017	8206	IM		29 N	HUNTER SEP TO NEAR BLANCHARD	12.2	Median X-Overs, Ramp Conn	1266	1139	127	0	0
18988	8207	IM	P	29 N	HUNTER SEP TO NEAR BLANCHARD	12.2	HBP on Ramps, PCC Pave	28914	26023	2891	0	0
21812	8208	SS	P	32 N	W JCT 13 N TO LISBON (BNRR)	14.7	Mill/OI>2<Or=3", Struct/Incid	7282	5893	1389	0	0
21812	8209	SS	P	32 N	JACKSON AVE TO RIVERSIDE DR-LISBON	1.0	ADA Ramp Rev, Mill/OI>2<Or=3", Sliver Grading,	950	769	86	95	0
	8301	SS		18 N	W JCT 200 N TO N HATTON	9.3	Thin Overlay	1721	1393	328	0	0
	8302	SS		18 N	N HATTON N TO E JCT 15	5.7	Mill/OI 2" Max	1153	933	220	0	0
	8303	IM		29 N	11.3 MI N ST LN N TO JCT 13	11.3	CPR, CL Stitching	2319	2087	232	0	0
	8304	IM		29 N	MAIN AVE TO N FGO INTR	4.0	CPR	938	844	94	0	0
	8305	IM		29 S	11.3 MI N OF STATE LN N TO JCT 13	11.3	CPR	2092	1883	209	0	0
	8306	IM		29 S	MAIN AVE TO N FGO INTR	4.0	CPR	937	843	94	0	0
21855	8307	IM	P	29 S	HUNTER SEP TO NEAR BLANCHARD	11.3	HBP on Ramps, PCC Pave	27771	24994	2777	0	0
	8318	IM		94 W	E CASSELTON E TO NEAR W FARGO	10.9	Thin Overlay	2077	1869	208	0	0
Subtotal								114802	100220	14487	95	0
Urban												
	8109	NH		13 E	1 MI W OF WAHPETON TO ND 210	0.7	CPR	60	49	11	0	0
21564	8110	SU		984 E	64TH AVE S (38TH ST SW - 36TH ST SW)	0.0	Struct/Incid, Construction	12416	9933	0	2483	0
21569	8111	SU			SHEYENNE ST (32ND AVE - 40TH AVE S)	0.0	Reconstruction	5439	4351	0	1088	0
	8212	NHU		10B E	MAIN AV (UNIVERSITY TO 25TH ST)	1.0	Reconstruction	15412	8370	1226	5816	0
	8213	SU		984 E	52ND AV S (45TH ST-SHEYENNE ST)	0.0	Reconstruction	15936	8749	0	7187	0
	8214	SU		984 N	CITYWIDE CAPITAL BUS PURCHASE	0.0	TR Cap Purchase	1250	1000	0	250	0
	8215	SU		991 E	4TH AV S (4TH ST S - 6TH ST S)	0.0	Reconstruction	776	628	0	148	0
Subtotal								51289	33080	1237	16972	0
Bridge												
	8112	SS		18 N	5 SOUTH MAYVILLE	0.0	Struct Replace	337	273	64	0	0
	8113	SS		18 N	1 SOUTH OF MAYVILLE	0.0	Struct Replace	2000	1619	381	0	0
	8114	IM		29 N	4 NORTH OF 200 SOUTH	0.0	Deck Overlay, Struct/Incid	379	341	38	0	0
	8115	IM		94 E	5 WEST OF I-29	0.0	Deck Overlay	789	710	79	0	0
	8216	BRI		29 N	5 NORTH OF ND 11	0.0	Structure Paint	297	267	30	0	0

**North Dakota Department of Transportation
District 8 - Fargo**

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge													
	8217	BRI		29	N	3 SOUTH OF ND 13	0.0	Structure Paint	297	267	30	0	0
	8218	BRI		29	N	6 SOUTH OF ND 46	0.0	Structure Paint	186	167	19	0	0
	8219	BRI		29	N	7 SOUTH OF I-94	0.0	Structure Paint	358	322	36	0	0
	8220	IM		29	N	JCT I-29-12TH AVE N FARGO	0.0	Deck Overlay, Structur Repair	1514	1363	151	0	0
	8221	IM		29	N	3 NORTH OF ND 200	0.0	Struct Replace	2691	2422	269	0	0
	8308	IM		29	N	7 NORTH OF ND 11	0.0	Deck Overlay, Structur Repair	450	405	45	0	0
	8309	IM		29	S	7 NORTH OF ND 11	0.0	Deck Overlay, Structur Repair	450	405	45	0	0
	8310	IM		29	S	4 NORTH OF 200 SOUTH	0.0	Deck Overlay	643	579	64	0	0
	8311	IM		94	W	6 EAST OF ND 18	0.0	Struct Replace	2531	2278	253	0	0
Subtotal									12922	11418	1504	0	0
ND Street													
21208	8116	SS		27	E	LISBON - 5TH AV (MAIN ST-RIVERSIDE)	0.3	Aggr Base, Hot Bit Pave, Bikeway/Walkway	1927	1559	175	193	0
Subtotal									1927	1559	175	193	0
Safety													
21876	8222	HLC				CASS COUNTY 5 & CASS COUNTY 10	0.0	Intersect Imp, Turn Lanes, Shldr Rehab	771	694	0	77	0
Subtotal									771	694	0	77	0
Illustrative													
	8312	NA		29	N	FM METRO AREA DIVERSION,I-29 S OF FM	0.0	Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median	0	0	0	0	0
20181	8313	NA		29	N	FM METRO AREA DIVERSION,I-29 N OF FM	1.4	Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median	0	0	0	0	0
	8314	NA		94	E	FM METRO AREA DIVERSION,I-94 W OF FM	0.0	Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median	0	0	0	0	0
Subtotal									0	0	0	0	0
Transit													
	8117	TURB				FARGO-CITYWIDE-5307	0.0	TR Cap Purchase	297	238	0	59	0
	8118	TURB				FARGO-CITYWIDE-5307	0.0	TR Prev Maint	1189	951	0	238	0
	8119	TURB				FARGO-CITYWIDE-5307	0.0	TR Op Assist	2992	1496	748	748	0
	8223	TURB				FARGO-CITYWIDE-5307	0.0	TR Op Assist	3052	1526	763	763	0
	8224	TURB				FARGO-CITYWIDE-5307	0.0	TR Prev Maint	1213	970	0	243	0
	8225	TURB				FARGO-CITYWIDE-5307	0.0	TR Cap Purchase	304	243	0	61	0
	8315	TURB				FARGO-CITYWIDE-5307	0.0	TR Op Assist	3112	1556	778	778	0
	8316	TURB				FARGO-CITYWIDE-5307	0.0	TR Prev Maint	1236	989	0	247	0
	8317	TURB				FARGO-CITYWIDE-5307	0.0	TR Cap Purchase	310	248	0	62	0
Subtotal									13705	8217	2289	3199	0
Total									195416	155188	19692	20536	0
Grand Total									290221	230973	28100	30728	420

2018-2021 Construction Program - Fargo District



Notice of Disclaimer

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**North Dakota Department of Transportation
District 9 - Statewide Various Locations**

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2018												
Rural												
	9001	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
	9002	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
	9003	STP			HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
	9004	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9005	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training	20	20	0	0	0
	9006	SS			STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
21645	9007	NH			VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
	9008	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0
	9009	SIMSS			VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
	9010	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	2873	1568	0	392	913
	9011	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	173	140	33	0	0
	9012	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	90	0	0	0
	9013	NH			VAR LOC - STATEWIDE - 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	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0
	9016	IM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
	9017	STP			VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
	9018	SSNHES			VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	2000	1619	381	0	0
	9019	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1263	1010	0	253	0
	9020	NH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
21809	9021	IMSS			ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
	9022	NH			ND 511 ALERT	0.0	ITS	185	150	35	0	0
	9023	RSS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
	9024	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
	9025	IM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
	9026	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	169	137	32	0	0
	9027	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
	9028	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovr	62	50	12	0	0
							Subtotal	46872	37841	7131	987	913
Urban												
	9029	SU			VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way	100	80	0	20	0
	9030	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0
							Subtotal	2350	1880	0	470	0
Bridge												
	9031	BRNBRS			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0
	9032	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0
							Subtotal	872	700	172	0	0
County												
	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
	9037	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways	18032	14593	0	3439	0
							Subtotal	25790	20803	80	4907	0
Federal Lands Highways												
	9038	FHO			VARIOUS LOCATIONS STATEWIDE	0.0	Access Program	1100	890	0	210	0

**North Dakota Department of Transportation
District 9 - Statewide Various Locations**

PCN Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	(In Thousands)				
							Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019-2021											
Rural											
9101	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 Hwy Patrol Ovrtr	62	50	12	0	0
9102	NH				VARIOUS LOCATIONS - STATEWIDE	0.0 Weigh In Motion, ATR	1000	809	191	0	0
9103	IMSS				ROAD WEATHER (DMS & ESS)	0.0 ITS	1236	1000	236	0	0
9104	SS				BILLBOARD CONTROL PROGRAM	0.0 Billboard Contr	150	121	29	0	0
9105	NH				VAR LOC - STATEWIDE - NHS	0.0 Seal Coats	5560	4500	1060	0	0
9106	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0 Seal Coats	1111	1000	111	0	0
9107	SS				VAR LOC - STATEWIDE - NON-NHS	0.0 Seal Coats	5560	4500	1060	0	0
9108	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 SPR Univ Study	5000	4000	1000	0	0
9109	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 Training	100	100	0	0	0
9110	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 US Corps Eng	175	142	33	0	0
9111	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 Utilities	62	50	12	0	0
9112	SS				VARIOUS LOCATIONS - STATEWIDE	0.0 Wetlands/Tree	188	150	38	0	0
9113	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 US Fish Wild	175	142	33	0	0
9114	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 SRED	480	320	80	80	0
9115	SS				STATEWIDE PAVEMENT MARKING	0.0 Pave Mark	6000	4856	1144	0	0
9116	NH				ND 511 ALERT	0.0 ITS	185	150	35	0	0
9117	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 MPO Planning	2934	1601	0	400	933
9118	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 OJT	90	90	0	0	0
9119	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 Parks & Rec	1263	1010	0	253	0
9120	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0 Prelim Engineer	1111	1000	111	0	0
9121	STP				VAR LOC - STATEWIDE - NON-INTERSTATE	0.0 Prelim Engineer	2162	1750	412	0	0
9122	SSNHES				VAR LOC - STATEWIDE - INDIVIDUAL	0.0 Prelim Engineer	2000	1619	381	0	0
9123	SIMSS				VARIOUS LOCATIONS - STATEWIDE	0.0 Preventive Mtce	833	750	83	0	0
9124	RPS				VARIOUS LOCATIONS - STATEWIDE	0.0 Protect Devices	2612	2350	131	131	0
9125	STP				RIGHT OF WAY - NON-INTERSTATE	0.0 Right Of Way	927	750	177	0	0
9126	IM				RIGHT OF WAY - INTERSTATE	0.0 Right Of Way	244	220	24	0	0
9127	RPS				INDIVIDUAL PROJECTS - STATEWIDE	0.0 Crossing Impr	2612	2350	131	131	0
9128	SS				VARIOUS LOCATIONS - STATEWIDE	0.0 ADA Ramp Rev	250	202	48	0	0
9129	STP				HIGHWAY INNOVATION FUNDING	0.0 Innovation	3089	2500	589	0	0
9201	RPS				VARIOUS LOCATIONS - STATEWIDE	0.0 Protect Devices	2612	2350	131	131	0
9202	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 MPO Planning	3001	1638	0	409	954
9203	RPS				INDIVIDUAL PROJECTS - STATEWIDE	0.0 Crossing Impr	2612	2350	131	131	0
9204	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 US Fish Wild	180	146	34	0	0
9205	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0 Seal Coats	1111	1000	111	0	0
9206	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0 Prelim Engineer	1111	1000	111	0	0
9207	STP				VAR LOC - STATEWIDE - NON-INTERSTATE	0.0 Prelim Engineer	2162	1750	412	0	0
9208	SSNHES				VAR LOC - STATEWIDE - INDIVIDUAL	0.0 Prelim Engineer	2000	1619	381	0	0
9209	STP				HIGHWAY INNVOATION FUNDING	0.0 Innovation	3089	2500	589	0	0
9210	NH				ND 511 ALERT	0.0 ITS	185	150	35	0	0
9211	IMSS				ROAD WEATHER (DMS & ESS)	0.0 ITS	1236	1000	236	0	0
9212	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 Parks & Rec	1263	1010	0	253	0
9213	IM				RIGHT OF WAY - INTERSTATE	0.0 Right Of Way	244	220	24	0	0
9214	STP				RIGHT OF WAY - NON-INTERSTATE	0.0 Right Of Way	927	750	177	0	0
9215	STP				VARIOUS LOCATIONS - STATEWIDE	0.0 SPR Univ Study	5000	4000	1000	0	0

**North Dakota Department of Transportation
District 9 - Statewide Various Locations**

(In Thousands)

PCN	Map	Fund	Pend	Hwy Dir	Location	Length	Work Type	Total	Fed	State	Local	Other
Key	Sourc	CMC						Cost	Fund	Fund	Fund	Fund
Rural												
9216	NH				VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0
9217	SS				VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0
9218	NH				VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
9219	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0
9220	SS				STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
9221	SS				VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
9222	IMSS				VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
9223	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	183	148	35	0	0
9224	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
9225	SS				VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
9226	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9227	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Training	20	20	0	0	0
9228	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	90	0	0	0
9301	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3062	1671	0	418	973
9302	NH				VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
9303	NH				ND 511 ALERT	0.0	ITS	185	150	35	0	0
9304	IM				RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
9305	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	187	151	36	0	0
9306	STP				HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
9307	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0
9308	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Training	100	100	0	0	0
9309	IMSS				VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
9310	SS				VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
9311	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
9312	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	190	154	36	0	0
9313	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0
9314	RPS				VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
9315	SS				BILLBOARD CONTROL PROGRAM	0.0	Billboard Contr	150	121	29	0	0
9316	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9317	IMSS				ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
9318	STP				RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
9319	RPS				INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
9320	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	OJT	90	90	0	0	0
9321	SS				VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
9322	SS				STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
9323	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0
9324	STP				VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
9325	SSNHES				VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	2000	1619	381	0	0
9326	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1263	1010	0	253	0
9327	SS				VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0
9328	NH				VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0
9329	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
Subtotal								141518	114183	21463	3012	2860
Urban												
9130	SU				VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0
9131	SU				VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way	100	80	0	20	0
9229	SU				VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way	100	80	0	20	0

**North Dakota Department of Transportation
District 9 - Statewide Various Locations**

(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund	
Urban													
	9230	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0	
								Subtotal	4700	3760	0	940	0
Bridge													
	9132	BRNBRS			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0	
	9133	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0	
	9231	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0	
	9232	BRNBRS			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0	
	9330	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0	
	9331	BRNBRS			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0	
								Subtotal	2616	2100	516	0	0
Transportation Alternatives													
	9134	TAU			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0	
	9135	TAC			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0	
	9233	TAU			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0	
	9234	TAC			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0	
	9332	TAU			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0	
	9333	TAC			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0	
								Subtotal	6153	4980	0	1173	0
County													
	9136	BRC			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges	7278	5890	0	1388	0	
	9137	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
	9138	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways	18602	15055	0	3547	0	
	9235	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways	19560	15830	0	3730	0	
	9236	BRC			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges	7278	5890	0	1388	0	
	9237	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
	9334	BRC			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges	7278	5890	0	1388	0	
	9335	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways	20098	16265	0	3833	0	
	9336	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
								Subtotal	81534	65780	240	15514	0
Federal Lands Highways													
	9139	FHO			VARIOUS LOCATIONS STATEWIDE	0.0	Access Program	1100	890	0	210	0	
	9238	FHO			VARIOUS LOCATIONS STATEWIDE	0.0	Access Program	1100	890	0	210	0	
	9337	FHO			VARIOUS LOCATIONS STATEWIDE	0.0	Access Program	1100	890	0	210	0	
								Subtotal	3300	2670	0	630	0
Emergency Relief													
	9140	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise	1000	1000	0	0	0	
	9239	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise	1000	1000	0	0	0	
	9338	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise	1000	1000	0	0	0	
								Subtotal	3000	3000	0	0	0
Missile Roads													
	9141	ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0	
	9240	ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0	
	9339	ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0	
								Subtotal	12000	12000	0	0	0
Safety													
	9142	HES			SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0	

**North Dakota Department of Transportation
District 9 - Statewide Various Locations**

(In Thousands)

PCN	Map	Fund	Pend	Hwy Dir	Location	Length	Work Type	Total	Fed	State	Local	Other
Key	Sourc	CMC						Cost	Fund	Fund	Fund	Fund
Safety												
9143	HES				SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
9144	HES				HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
9145	HES				STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
9241	HES				SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
9242	HES				HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
9243	HES				SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
9244	HES				STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
9340	HES				STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
9341	HES				HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
9342	HES				SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
9343	HES				SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
Subtotal								1611	1449	162	0	0
Transit												
9146	TRUR				STATEWIDE TRANSIT - 5310	0.0	TR Capital	493	394	0	99	0
9147	TRUR				STATEWIDE TRANSIT - 5339	0.0	TR Capital	2892	2314	0	578	0
9148	TCAP				STATEWIDE TRANSIT-RTAP	0.0	TR Training	104	104	0	0	0
9149	TRUR				STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	6886	5509	0	1377	0
9245	TRUR				STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	7024	5619	0	1405	0
9246	TRUR				STATEWIDE TRANSIT - 5339	0.0	TR Capital	2950	2360	0	590	0
9247	TCAP				STATEWIDE TRANSIT-RTAP	0.0	TR Training	106	106	0	0	0
9248	TRUR				STATEWIDE TRANSIT - 5310	0.0	TR Capital	503	402	0	101	0
9344	TCAP				STATEWIDE TRANSIT-RTAP	0.0	TR Training	108	108	0	0	0
9345	TRUR				STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	7164	5731	0	1433	0
9346	TRUR				STATEWIDE TRANSIT - 5310	0.0	TR Capital	512	410	0	102	0
9347	TRUR				STATEWIDE TRANSIT - 5339	0.0	TR Capital	3009	2407	0	602	0
Subtotal								31751	25464	0	6287	0
Total								288183	235386	22381	27556	2860
Grand Total								381025	311275	29833	36144	3773

PROGRAMS

State Funding Programs

The 64th Legislative Assembly of North Dakota appropriated one-time funding for state highway construction and maintenance. Senate Bill No. 2103 provided \$450 million, House Bill No. 1012 provided \$503.1 million, and Senate Bill No. 2015 provided \$18.0 million. Legislative measures are in place to provide additional funding if certain events occur. Together the bills provided \$971.1 million to the NDDOT for the 2015-2017 biennium, and carried over into the 2017-2019 biennium, for projects in the state affected by oil production. The 65th Legislative Assembly of North Dakota, through Senate Bill No. 2012, provided legislation to carry over the funds thru the 2019-2021 biennium. The projects are identified with a “SOIB” funding source.

Federal Funding Programs

With North Dakota’s obligation limitation distribution unknown for fiscal year 2018 or beyond, the funding level for planning purposes was based on projected apportionment for 2018-2021. It was based on \$263 million for 2018, \$269 million for 2019, \$275 million for 2020 and \$280 million for 2021. 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. Carryover apportionments from previous years are available to handle any obligation limitation that may be received above those that are planned.

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 State Strategic Highway Safety Plan (SHSP) 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 of substandard geometric properties related to safety, as long as they are consistent with the State SHSP.

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 2018 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

TAP 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 TAP funds are:

- Local governments
- Regional transportation authorities,
- Transit agencies,
- Natural resource or public land agencies,
- School districts, local education agencies or schools,
- Tribal governments

- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or state agency) that the state determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

Highway Bridge Program (HBP)

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

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

Emergency Relief (ER) Program

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

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

Discretionary Program

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

Federal Lands and Tribal Transportation Program

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

Urban and County Federal Funding

Urban Streets and Highways

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

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

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

Two of North Dakota's urbanized areas (Fargo-West Fargo, 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/West Fargo, and Grand Forks/East Grand Forks.

FTA Funded 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.

FTA Funded Section 5310 – Enhanced Mobility for Seniors and Persons with Disabilities

Section 5310 program funds may be used for capital and operating expenses in rural and urban

areas to support transportation services to improve the mobility of seniors and persons with disabilities. These funds are generally used to purchase vehicles.

Projects selected for funding under Section 5310 must be derived from a locally developed, coordinated public transit/human services transportation plan. These plans identify the transportation needs of persons with disabilities, seniors and people with low incomes and provide strategies for meeting these needs. Eligible subrecipients are private nonprofit organizations, governmental authorities where no non-profit organizations are available to provide service and intercity carriers, provided all federal qualifications are met.

FTA Funded Sections 5311 Formula Grants for Other than Urbanized Areas

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

FTA 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.

FTA Funded Section 5311(j), Public Transportation on Indian Reservations

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

FTA Funded Section 5311(f), Intercity Bus Program

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

Urbanized Transit Programs

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

1. Bismarck-Mandan
2. Fargo-West Fargo

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 27 rural transit projects that will receive Section 5311 funding during federal FY 2018 to provide transit services in the rural areas of the state. These projects are identified in the FY 2018 Section 5311 Program of Projects. These same 27 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 (2018-2021). Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

State Aid for Public Transit Programs

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

Transit 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 shanson@nd.gov.

**2018
Program Summary (In Thousands)**

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$143,306	\$128,864	\$14,442	\$0	\$0	\$0
National Highway Performance	\$109,344	\$88,928	\$20,416	\$162,321	\$138,638	\$23,683
National Highway Freight ⁽⁴⁾	\$0	\$0	\$0	\$8,227	\$7,405	\$823
Highway Bridge ⁽⁵⁾	\$6,732	\$5,842	\$890	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$6,696	\$6,027	\$669	\$9,499	\$8,550	\$949
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,292	\$3,863	\$429
Surface Transportation	\$62,079	\$49,376	\$12,703	\$48,870	\$38,870	\$10,000
Total	\$333,379	\$283,737	\$49,642	\$233,210	\$197,326	\$35,884
Urban Highway Construction Program						
National Highway Performance	\$33,788	\$22,902	\$10,886	\$13,056	\$8,849	\$4,206
Highway Bridge ⁽⁴⁾	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements ⁽⁵⁾	\$1,340	\$1,207	\$133	\$1,340	\$1,207	\$133
Surface Transportation/CMAQ	\$23,062	\$16,686	\$6,376	\$42,149	\$30,496	\$11,653
Total	\$58,499	\$41,045	\$17,454	\$56,545	\$40,552	\$15,992
County Highway Construction Program						
Surface Transportation	\$33,512	\$27,053	\$6,459	\$18,078	\$14,594	\$3,484
Highway Safety Improvements ⁽⁵⁾	\$2,817	\$2,565	\$252	\$2,817	\$2,565	\$252
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
Total	\$43,607	\$35,508	\$8,099	\$28,173	\$23,049	\$5,124
Transportation Alternatives Program						
State Highways ⁽⁷⁾	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$3,348	\$1,511	\$1,837	\$2,117	\$956	\$1,162
County Areas	\$2,141	\$1,332	\$809	\$1,132	\$704	\$428
Total	\$5,489	\$2,843	\$2,646	\$3,249	\$1,660	\$1,589
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$1,100	\$890	\$210	\$1,100	\$890	\$210
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0
SOIB	\$104,593	\$0	\$104,593	\$104,593	\$0	\$104,593
Illustrative	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$21,434	\$13,194	\$8,240	\$21,434	\$13,194	\$8,240
Total	\$573,101	\$382,217	\$190,884	\$452,303	\$280,670	\$171,633
Maintenance & Operations	\$126,567	\$0	\$126,567	\$126,567	\$0	\$126,567
Grand Total	\$699,668	\$382,217	\$317,451	\$578,870	\$280,670	\$298,200

(1) Contains pending projects - (\$77.9 Million Total, \$69.3 Million Federal), if additional funding/revenues would be available. Some of the projects shown may be funded with 2017 Obligational Limitation.

(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.

**2019
Program Summary (In Thousands)**

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$52,579	\$47,210	\$5,369	\$0	\$0	\$0
National Highway Performance	\$115,568	\$93,529	\$22,039	\$166,204	\$141,489	\$24,716
National Highway Freight ⁽⁴⁾	\$0	\$0	\$0	\$9,256	\$8,330	\$926
Highway Bridge ⁽⁵⁾	\$9,248	\$7,938	\$1,310	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$5,304	\$4,774	\$530	\$5,676	\$5,108	\$567
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,384	\$3,945	\$438
Surface Transportation	\$72,351	\$57,688	\$14,663	\$48,899	\$38,989	\$9,910
Total	\$260,272	\$215,839	\$44,433	\$234,419	\$197,862	\$36,557
Urban Highway Construction Program						
National Highway Performance	\$22,167	\$17,623	\$4,544	\$11,360	\$9,031	\$2,329
Highway Bridge ⁽⁵⁾	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$7,496	\$6,746	\$750	\$7,496	\$6,746	\$750
Surface Transportation/CMAQ	\$32,851	\$25,810	\$7,041	\$40,059	\$31,473	\$8,586
Total	\$62,823	\$50,429	\$12,394	\$58,914	\$47,250	\$11,664
County Highway Construction Program						
Surface Transportation	\$19,082	\$15,375	\$3,707	\$18,827	\$15,169	\$3,657
Highway Safety Improvements ⁽⁶⁾	\$758	\$682	\$76	\$758	\$682	\$76
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
Total	\$27,118	\$21,947	\$5,171	\$26,863	\$21,741	\$5,121
Transportation Alternatives Program						
State Highways ⁽⁷⁾	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$1,181	\$956	\$225	\$1,180	\$956	\$225
County Areas	\$870	\$704	\$166	\$870	\$704	\$166
Total	\$2,051	\$1,660	\$391	\$2,051	\$1,660	\$391
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$1,100	\$890	\$210	\$1,100	\$890	\$210
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0
SOIB	\$18,012	\$0	\$18,012	\$18,012	\$0	\$18,012
Illustrative	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$21,746	\$13,397	\$8,349	\$21,746	\$13,397	\$8,349
Total	\$398,122	\$309,162	\$88,960	\$367,105	\$286,800	\$80,304
Maintenance & Operations	\$126,567	\$0	\$126,567	\$126,567	\$0	\$126,567
Grand Total	\$524,689	\$309,162	\$215,527	\$493,672	\$286,800	\$206,871

(1) Contains pending projects - (\$60.8 Million Total, \$52.1 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.

**2020
Program Summary (In Thousands)**

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$52,875	\$47,476	\$5,399	\$0	\$0	\$0
National Highway Performance	\$126,596	\$102,454	\$24,142	\$169,662	\$144,433	\$25,229
National Highway Freight ⁽⁴⁾	\$0	\$0	\$0	\$10,284	\$9,256	\$1,028
Highway Bridge ⁽⁵⁾	\$11,501	\$9,935	\$1,566	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$536	\$482	\$54	\$10,079	\$9,063	\$1,015
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,475	\$4,028	\$447
Surface Transportation	\$96,060	\$76,843	\$19,217	\$49,057	\$39,243	\$9,814
Total	\$292,790	\$241,890	\$50,900	\$243,558	\$206,023	\$37,535
Urban Highway Construction Program						
National Highway Performance	\$25,861	\$16,728	\$9,133	\$14,252	\$9,219	\$5,033
Highway Bridge ⁽⁵⁾	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation/CMAAQ	\$36,005	\$24,309	\$11,696	\$48,276	\$32,594	\$15,682
Total	\$62,175	\$41,287	\$20,888	\$62,528	\$41,813	\$20,715
County Highway Construction Program						
Surface Transportation	\$20,040	\$16,150	\$3,890	\$19,646	\$15,832	\$3,813
Highway Safety Improvements ⁽⁶⁾	\$4,070	\$3,726	\$344	\$3,726	\$3,726	\$0
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
Total	\$31,388	\$25,766	\$5,622	\$30,650	\$25,448	\$5,201
Transportation Alternatives Program						
State Highways ⁽⁷⁾	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$1,181	\$956	\$225	\$1,180	\$956	\$225
County Areas	\$870	\$704	\$166	\$870	\$704	\$166
Total	\$2,051	\$1,660	\$391	\$2,051	\$1,660	\$391
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$1,100	\$890	\$210	\$1,100	\$890	\$210
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0
SOIB	\$36,509	\$0	\$36,509	\$36,509	\$0	\$36,509
Illustrative	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$22,147	\$13,665	\$8,482	\$22,147	\$13,665	\$8,482
Total	\$453,160	\$330,158	\$123,002	\$402,542	\$293,499	\$109,043
Maintenance & Operations	\$126,567	\$0	\$126,567	\$126,567	\$0	\$126,567
Grand Total	\$579,727	\$330,158	\$249,569	\$529,109	\$293,499	\$235,610

(1) Contains pending projects - (\$76.9 Million Total, \$65.5 Million Federal), if additional funding/revenues would be available.

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

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

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

(5) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBGP) with MAP-21 and FAST, 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.

**2021
Program Summary (In Thousands)**

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$92,621	\$83,248	\$9,373	\$0	\$0	\$0
National Highway Performance	\$100,746	\$81,535	\$19,211	\$172,971	\$147,321	\$25,649
National Highway Freight ⁽⁴⁾	\$0	\$0	\$0	\$10,490	\$9,441	\$1,049
Highway Bridge ⁽⁵⁾	\$7,732	\$6,903	\$829	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$2,306	\$2,076	\$230	\$14,491	\$13,045	\$1,445
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,564	\$4,108	\$456
Surface Transportation	\$71,820	\$57,224	\$14,596	\$50,252	\$40,039	\$10,213
Total	\$280,447	\$235,686	\$44,761	\$252,768	\$213,955	\$38,813
Urban Highway Construction Program						
National Highway Performance	\$224	\$181	\$43	\$11,637	\$9,403	\$2,234
Highway Bridge ⁽⁵⁾	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation/CMAQ	\$0	\$0	\$0	\$33,275	\$33,275	\$0
Total	\$533	\$431	\$102	\$44,912	\$42,678	\$2,234
County Highway Construction Program						
Surface Transportation	\$20,578	\$16,585	\$3,993	\$20,064	\$16,171	\$3,893
Highway Safety Improvements ⁽⁶⁾	\$0	\$0	\$0	\$0	\$0	\$0
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
Total	\$27,856	\$22,475	\$5,381	\$27,342	\$22,061	\$5,281
Transportation Alternatives Program						
State Highways ⁽⁷⁾	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$1,181	\$956	\$225	\$1,180	\$956	\$225
County Areas	\$870	\$704	\$166	\$870	\$704	\$166
Total	\$2,051	\$1,660	\$391	\$2,051	\$1,660	\$391
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$1,100	\$890	\$210	\$1,100	\$890	\$210
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0
SOIB	\$0	\$0	\$0	\$0	\$0	\$0
Illustrative	\$3	\$0	\$3	\$0	\$0	\$0
Transit	\$22,556	\$13,938	\$8,618	\$22,556	\$13,938	\$8,618
Total	\$339,546	\$280,080	\$59,466	\$354,728	\$299,182	\$55,547
Maintenance & Operations	\$126,567	\$0	\$126,567	\$126,567	\$0	\$126,567
Grand Total	\$466,113	\$280,080	\$186,033	\$481,295	\$299,182	\$182,114

(1) Contains pending projects - (\$85.7 Million Total, \$75.8 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

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

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

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

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

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

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

IN ADDITION,

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

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

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

IN ADDITION,

NDDOT certifies that:

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

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



NDDOT Director

Wayne Stenehjem

Attorney General

9-5-17

Date

9/1/2017

Date

By:  S.A.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 13301
Denver, CO 80294-3007
303.362.2400 – Phone
303.362.2424 – Fax

October 24, 2017

Mr. Thomas K. Sorel, Director
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Dear Mr. Sorel:

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

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are in receipt of your letter dated September 15, 2017. We, hereby, approve the North Dakota Department of Transportation (NDDOT) 2018-2021 STIP.

We are required to evaluate the planning process as part of the STIP approval. Twenty-three (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 2018-2021 STIP is enclosed. The planning finding this year was a more 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 more in-depth look at the programs comes with an increased national emphasis on the planning finding requirement.

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

Based on the reviews and participation in the statewide and MPO planning activities, the FTA and the FHWA have identified one area which needs immediate attention. The FHWA and the FTA strongly recommend the NDDOT continue to take steps to address issues associated with the obligations and expenditures of the Consolidated Planning Grant. If this issue is not resolved by the approval of the next STIP, this issue may become a corrective action.

There is one additional recommendation which is intended only to assist the NDDOT in stepping up their program, not as a corrective action. In addition to the recommendations, there are two commendations for the NDDOT and MPOs. The enclosed planning finding provides additional details.

If you have questions or need additional information, please contact Mr. Darin Allan, FTA, at 303-362-2386, or Mr. Richard Duran, FHWA, at 701-221-9464.

Sincerely,

**WENDALL
L MEYER**

Digitally signed by WENDALL L MEYER
DN: c=US, o=U.S. Government,
ou=FWHA FHWA Bismark ND,
ou=DOT FHWA Bismark ND,
cn=WENDALL L MEYER
Date: 2017.10.24 12:18:39 -05'00'

Wendall L. Meyer
Division Administrator
FHWA ND Division

**CINDY E
TERWILLIGER**

Digitally signed by CINDY E TERWILLIGER
DN: c=US, o=U.S. Government,
ou=FTA HQ, ou=DOT Headquarters,
cn=CINDY E TERWILLIGER
Date: 2017.10.19 17:34:10 -06'00'

Cindy Terwilliger
Regional Administrator
FTA Region 8

Enclosure: STIP Federal Planning Finding

Ecc: Steve Salwei, Director of Transportation Programs, NDDOT w/enclosure
Jane Berger, Programming Division, NDDOT w/enclosure
Paul Benning, Local Government Engineer, NDDOT w/enclosure
Darin Allan, FTA w/enclosure
Ranae Tunison, FTA w/enclosure
Kris Reisenberg, FHWA-MN w/enclosure
Bobbi Retzlaff, MnDOT w/enclosure
Sandy Zimmer, FHWA-ND w/enclosure
Richard Duran, FHWA-ND w/enclosure

North Dakota FY 2018-2021 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 2018-2021 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs).

BACKGROUND INFORMATION

What is a Federal Planning Finding?

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

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

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

PLANNING PROCESS OBSERVATIONS AND SUGGESTED IMPROVEMENTS

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

Statewide Planning Process

Plans

- Since the passage of the FAST Act, the State Freight Plan (SFP) is required to include information on specific bottlenecks, and specific freight related projects. The SFP may reference the STIP, and the STIP may list freight-specific projects, where appropriate. The state DOTs have until December 4, 2017 to complete the update of the State Freight Plans in order to avoid issues with expenditure of the National Highway Freight Program (NHFP) funding included in the FAST Act. The North Dakota Department of Transportation (NDDOT) has submitted its State Freight Plan to be reviewed by FHWA and the plan is on track to be updated by the December 4, 2017 deadline.
- The NDDOT is working toward a performance-based Long Range Transportation Plan to incorporate various performance measures and targets. Upon adoption of the performance-based plan, the STIP will include a description of its effects on achieving the identified targets.
- In the past, the North Dakota Department of Transportation Local Government Division received request from small urban communities to complete long-range planning efforts. The communities of Watford City and Valley City have completed their initial drafts and have held public presentations for their long-range transportation plans.
- The NDDOT is supporting a “Snow Proof Pavement Markings” using the SP&R funding. This is a North Dakota State University Transportation Innovation Program proposal that includes extensive laboratory material testing, evaluation, and data reporting to determine the material characteristics, operation properties, and economic viability of an innovative material that is being proposed to increase pavement marking visibility during snow events.

STIP Development

- The 2017-2020 STIP was approved in October 2016. The NDDOT began development of the 2018-2021 STIP in March 2017. In April and May, the NDDOT Programming Division staff met with all four Native American Tribes with reservations in North Dakota. These meetings discussed projects the Tribes may have planned, as well as those the NDDOT has planned for the state routes in these areas.
- The NDDOT cooperatively developed the 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 MPOs were not included. The NDDOT has set aside sufficient Highway Safety Improvement Program funding to cover priority projects from the Tribal and local community LRSPs each year. The funding allows the Tribes or local public agencies (LPAs) to select a project from the LRSP and have it funded under the HSIP for that year.
- It was noted that there were lumped programs in the STIP where modifications were in order, but no modifications had been processed making the STIP appear to be not fiscally constrained.

However, the NDDOT is following the established Program Overview guidance for modifying an approved STIP. That guidance is found in the Stewardship and Oversight Agreement.

- FTA expressed concern on the STIP project dating system the NDDOT utilizes, due to the difficulty of interpreting year entries for specific FTA programs align. The NDDOT is open to developing a new dating system however it currently has limited funding to change their project dating system within the STIP.

State Planning and Research (SP&R) Work Program

- The Statewide Planning and Research (SPR) Part I work program for 2017-2018 was approved in December 2016. The NDDOT submitted its annual summary report for the 2016 work program within 60 days of the close of the program year. The activities completed were consistent with the 2016 SPR work program.

Meeting and Public Involvement

- The NDDOT public involvement process during the State Planning process has been used effectively. NDDOT has a current plan for consultation with non-metropolitan local officials, adopted February 2016. During 2016, the NDDOT created a single document clearly outlining how public involvement would be handled for all statewide plans. In accordance with the planning regulations at 23 CFR 450.210(b), the NDDOT included a separate chapter dealing solely with consultation with non-metropolitan local officials. By creating a single document dealing with public involvement processes, the public and elected officials have complete information on when and how they can become involved in the statewide planning process.

Review Activities

- In 2014-2015, the FHWA conducted an MPO Financial Review, including how the NDDOT provided oversight of the financial submittals from the MPOs. As a result of that review, there were several recommendations for the NDDOT, including documentation of the Consolidated Planning Grant (CPG) administrative processes. In June 2016, the NDDOT submitted its action plan which was approved by the FHWA.

Performance Management

- The NDDOT set Safety Performance Targets, per 23 CFR 490, and will publish them in the 2018 HSIP. The NDDOT has started coordinating with the MPOs in adopting NDDOT's Safety target measures but also allowing the MPOs to establish their own target measures by December 31, 2017, to meet the February 28, 2018 deadline, as required by the FAST Act.
- As part of the performance management and risk processes, the NDDOT has begun working on risk management guidelines. These guidelines will be used to make more informed decisions

and address existing or potential risks and will complement the TAMP and LRTP. These guidelines will be complete and incorporated into the NDDOT updated TAMP June 30, 2019, as required by MAP-21 and the FAST Act.

Coordination with MPOs

- The NDDOT continues to act to improve communication and coordination with the MPOs. The NDDOT continues to meet with the MPOs on a semi-annual basis at the MPO Directors meetings. Representatives from other NDDOT Divisions, such as Planning and Asset Management, often attend to ensure the MPOs receive the most recent information about statewide planning activities.
- Along with NDDOT, FTA and FHWA participated in regular meetings of the North Dakota MPO Directors during 2017. The meetings covered concerns about the FAST Act and MAP-21 requirements, TIP/STIP Coordination, CPG Balances and distribution, and Performance Measure/Targets updates. The last MPO Directors meeting was held October 5, 2017.
- The NDDOT has also met individually with the MPOs regarding specific areas of concern, working with them on CPG fund spending. The Fargo-Moorhead Metro COG currently has encumbered funds and is looking for ways to spend the funds so as not have future FY Grant funds withheld. The NDDOT, in coordination with FHWA, will monitor CPG spending over FY 2018 and look for potential solutions to resolve Metro COG's excess funds.

Metropolitan Planning Process

Plans

- All three MPOs are working on elements for their long-range transportation plans or Metropolitan Transportation Plans (MTP) (such as bicycle/pedestrian & ADA plans) that will be incorporated into their next plan updates. In addition, the MPOs have identified activities for the next plan update in their UPWPs. Most of those activities are focused on data collection and model validation. The MTP updates are due in 2019 and 2020.

TIPs

- The 2017-2020 TIPs at each MPO were adopted fall of 2016. The TIPs are incorporated into the STIP by reference. However, any Federally-funded projects are also shown in the STIP to facilitate the public review of all Federal-aid projects in a single document.

Unified Planning Work Programs (UPWP)

- UPWPs for the 2017-2018 biennium were approved in December 2016, and became the active budget of the MPO in January 2017.

- All three MPOs are on schedule with the implementation of their listed UPWP activities.

Meetings and Public Involvement

- The MPOs have been very active with planning studies over the last year. Public meetings have been held regularly, in addition to steering committee meetings and stakeholder meetings for each planning project.
- The MPOs have begun updating their Public Participation Plans. Update activities were included in the 2017-2018 UPWP for all three MPOs.

MPO Operations

- As a result of the MPO Financial Review conducted in 2014 – 2015, the FHWA-ND Division identified the need for all MPOs and the NDDOT to receive training on eligibility of activities under the metropolitan planning program. The review also revealed issues regarding documentation and internal process controls. The NDDOT and the FHWA-ND Division worked with the FHWA Office of Planning and the FHWA Resource Center and developed a workshop on the administration of planning grants. This workshop addressed administrative and documentation requirements for the metropolitan planning grants. It was held in November 2016.

Review Activities

- The FHWA and FTA conducted a single subject review of all three MPOs in the Spring of 2017. These reviews were conducted, in conjunction with the NDDOT Mid-Year Review, and the MPOs were found to be successfully executing the two of the ten Planning Factors per 23 CFR 450.306 (b) selected to be reviewed. The Planning Factors reviewed were Safety and Security.
- The FHWA and FTA conducted a Triennial Process Review for the Bismarck-Mandan MPO in June 2017. This review is based off of TMA Planning Certification Review standards. Even though the planning area of the Bismarck-Mandan MPO is not projected to transition to a TMA as a result of the 2020 Census, conducting a Triennial Review for each MPO serves as a broad way to better understand the MPO's processes and offer any assistance, if needed. The review was extensive, covering major planning requirements for TMAs. The final report was completed in August 2017. The FHWA and FTA found that the MPO meets the minimum requirements of all the planning regulations and no significant issues were identified.

Commendations and Recommendations

Definitions

Corrective Actions:

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

Recommendations:

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

Commendations:

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

Resolutions of Previous Recommendations

- The MPOs have been providing key documents for review directly to the Federal agencies. At present, the TIPs and UPWPs as examples, have been provided directly to the Federal agencies with at least 30 days for review. This item was flagged as a “strongly recommended” action for the 2016 Federal Planning Review and since then, has been addressed.
- The NDDOT has worked towards an update of the State Freight Plan that will comply with the new requirements set out in the FAST Act. The NDDOT has submitted its State Freight Plan to FHWA to be uploaded to the DOT SharePoint Site for review and comments. The update and FHWA approval of the revised plan is anticipated to be completed by the December 4, 2017 deadline.
- The NDDOT and the MPO staffs participated in the administration of planning grants workshop that took place in October 2016.
- Each of the MPOs successfully scheduled sessions with the Policy Boards for the FHWA to present the finance overview and “MPO 101” materials to ensure their members have a better understanding of the metropolitan planning program. These were completed in December 2016.
- Last year the FHWA emphasized the development of ADA Transition Plans and ADA Program Access Plans for MPOs and state DOTs. They have referenced their MPO policies and ADA Transition Plans of their member communities. Copies of the documentation are maintained in the individual MPO offices and are available to the public upon request. Courtesy copies of the

approved self-certification documentation are provided to the Federal oversight agencies. MPOs complete full documentation supporting the self-certification statement at least triennially.

Observations and Recommendations

Corrective Actions:

There are no corrective actions associated with this planning finding.

Strongly Recommended:

- The NDDOT should continue to monitor the use of the metropolitan consolidated planning grant (CPG) funds, and work with the MPOs to identify ways to ensure full use of the planning funds in a timely manner. The NDDOT may need to revise the distribution formula to allow a more even expenditure of funds among the three MPOs. NDDOT also has the option to use excess metropolitan planning funding for statewide planning under the eligibility rules in 23 CFR 420.109.

Recommendations:

- The NDDOT and MPO staffs should plan to participate in the “Statewide and Metropolitan Planning” course through the NHI web-based training course when it becomes available.

Commendations:

- The NDDOT has been successfully meeting the FAST Act timelines to coordinate and update the state’s LRTP, the TAMP, and their Risk Management processes. This coordination will be important as we move toward additional performance management activities.
- During the Mid-Year Reviews, all three MPOs presented very clear goals based off the Metropolitan Planning Factors (CFR 450.306), that were broken down into objectives providing descriptive performance targets and measures.

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 2018-2021 is based on a statewide transportation planning process that substantially 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.



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 11, 2016

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

APPROVAL OF GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Grand Forks-East Grand Forks Metropolitan Planning Organization's (BM MPO) 2017-2020 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The Fixing America's Surface Transportation (FAST) Act was signed in December 2015 and provided long-term funding for surface transportation infrastructure planning and investment. FAST covers fiscal years 2016-2020 and 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 Michael E. Johnson at (701) 328-2118.


GRANT LEVI, P.E., DIRECTOR

38/mej

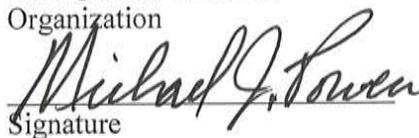
c: Stephanie Hickman, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Paul Benning, Local Government Engineer
Les Noehre, Grand Forks District Engineer

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

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

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

GF-EGF MPO
Metropolitan Planning
Organization


Signature

Michael J. Powers
Chair

September 21, 2016
Date

North Dakota Department
of Transportation


Signature

Local Government Engineer
Director

September 30, 2016
Date



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 11, 2016

Mr. Bill Christian
Executive Director
Fargo-Moorhead Metro COG
One 2nd Street North, Suite 232
Fargo, ND 58102

APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2017-2020 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The Fixing America's Surface Transportation (FAST) Act was signed in December 2015 and provided long-term funding for surface transportation infrastructure planning and investment. FAST covers fiscal years 2016-2020 and 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 Michael E. Johnson at (701) 328-2118.

A handwritten signature in blue ink that reads "Grant Levi".

GRANT LEVI, P.E., DIRECTOR

38/mej

c: Stephanie Hickman, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Paul Benning, Local Government Engineer
Bob Walton, Fargo District Engineer

**TRANSPORTATION PLANNING PROCESS SELF
CERTIFICATION STATEMENT**

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

- (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 DOT 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.

Full documentation of Metro Cog's federal certification can be obtained by contacting Metro COG at 701.232.3242, metrocoq@fmmetrocoq.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

F-M Metropolitan Council of Governments



Signature

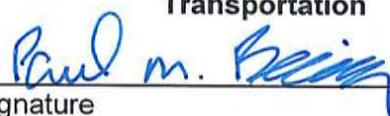
Chair, Metro COG Policy Bd.

Title

7/21/16

Date

**North Dakota Department of
Transportation**



Signature

Local Government Engineer

Title

9-28-16

Date



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 11, 2016

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

APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (BM MPO) 2017-2020 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The Fixing America's Surface Transportation (FAST) Act was signed in December 2015 and provided long-term funding for surface transportation infrastructure planning and investment. FAST covers fiscal years 2016-2020 and 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 Michael E. Johnson at (701) 328-2118.

A handwritten signature in blue ink that reads "Grant Levi".

GRANT LEVI, P.E., DIRECTOR

38/mej

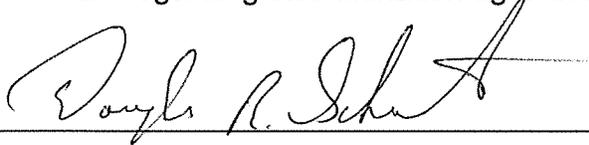
c: Stephanie Hickman, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Paul Benning, Local Government Engineer
Kevin Levi, Bismarck District Engineer

MPO Self Certification

This is an abridged version of the complete MPO Self Certification document. The complete document, in its entirety, can be viewed at the Bismarck-Mandan MPO offices.

23 United States Code (U.S.C.) 450.336 requires Metropolitan Planning Organizations to regularly certify that their planning process is being carried out in accordance with applicable requirements; also, that the planning process supports the development of a comprehensive Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program that are consistent concerning the following applicable federal regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
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 (DBE) 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 MPO Policy Board Chair

08/16/16

Date

June 5, 2017

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

Draft 2018-2021 STIP ready for public comment until July 6, 2017

The North Dakota Department of Transportation (NDDOT) has published a draft of the Statewide Transportation Improvement Program (STIP) and it will be available for comment from June 5, 2017 to July 6, 2017. The STIP is a four-year program of transportation improvements that are funded with federal highway and transit monies. Improvements include projects on the state and county highways, urban streets, roadway safety features, bikeways, as well as busing programs, which will be funded with federal funds.

An electronic copy of the draft STIP is located on the NDDOT's website at www.dot.nd.gov by clicking on "Publications" on the top of the page, then clicking on the "2018-2021 Draft STIP (Statewide Transportation Improvement Program)" link under the Plans and Reports section. Copies are also available for viewing at the district offices, or individual copies may be obtained from Chad M. Orn, NDDOT Programming Division, at 701-328-4587.

Comments on the Draft STIP should be submitted to the appropriate NDDOT contact listed below or by email to dot@nd.gov with "Draft STIP" in the subject line by July 6, 2017.

NDDOT District Offices:

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



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

North Dakota Division

April 11, 2017

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

The Honorable Myra Pearson
Chairwoman, Spirit Lake Sioux Tribe
P.O. Box 129
Fort Totten, ND 58335

Attention: Mr. Clarence Green

Dear Chairwoman Pearson:

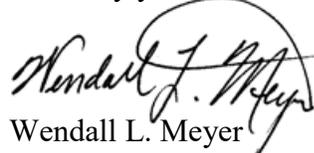
Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2018-2021. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

The FHWA North Dakota Division and the NDDOT would like to plan this meeting between April 22, 2017, and May 31, 2017, if at all possible. Is there a date that would work during that time period? To accommodate your schedule, we would be willing to host a discussion here at our office in Bismarck, or we can make arrangements to travel to your offices.

Please contact Stephanie Hickman, our Planning and Program Team Leader, at 701-221-9462, or by email at stephanie.hickman@dot.gov, to arrange for a convenient time.

Sincerely yours,



Wendall L. Meyer
Division Administrator

Ecc: Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT
Thomas Croymans, BIA



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

North Dakota Division

April 11, 2017

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. Richard Hall

Dear Chairman Fox:

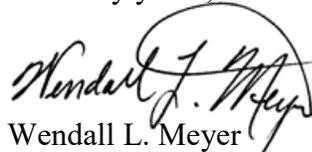
Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2018-2021. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

The FHWA North Dakota Division and the NDDOT would like to plan this meeting between April 22, 2017, and May 31, 2017, if at all possible. Is there a date that would work during that time period? To accommodate your schedule, we would be willing to host a discussion here at our office in Bismarck, or we can make arrangements to travel to your offices.

Please contact Stephanie Hickman, our Planning and Program Team Leader, at 701-221-9462, or by email at stephanie.hickman@dot.gov, to arrange for a convenient time.

Sincerely yours,



Wendall L. Meyer
Division Administrator

Ecc: Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT
Airwin Irwin, MHA Nation
Thomas Croymans, BIA



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

North Dakota Division

April 11, 2017

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

The Honorable Dave Archambault II
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 Archambault:

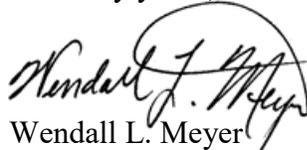
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Wendall L. Meyer
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Ecc: Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT
Leah Fool Bear, Standing Rock Sioux Tribe
Thomas Croymans, BIA



U.S. Department
of Transportation
**Federal Highway
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North Dakota Division

April 11, 2017

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

The Honorable Wayne Keplin
Chairman, Turtle Mountain Band of Chippewa
P.O. Box 900
Belcourt, ND 58316

Attention: Mr. Ron Trottier, Jr.

Dear Chairman Keplin:

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

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Sincerely yours,

Wendall L. Meyer
Division Administrator

Ecc: Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT
Manuel Sanchez, CFLHD