

North Dakota Statewide Transportation Improvement Program

Final Document
2019-2022

THE
NORTH DAKOTA
NDDOT
100
YEARS
Transportation
EXPO

DRIVING PROGRESS- PAST, PRESENT & FUTURE

On the cover:

Cover design by Odney Advertising. This artwork was created for the Transportation Expo held in May 2018 to recognize NDDOT for providing transportation services for 100 years.

prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

Bismarck, North Dakota

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October 2018



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2019-2022 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2019-2022 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 2019, 2020, 2021 and 2022. 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 \$269, \$275, \$280, and \$286 million for fiscal years 2019 through 2022, 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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NDDOT will consider every request for reasonable accommodation to provide:

- accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access NDDOT programs and information.

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

Title VI/Nondiscrimination and ADA Information

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

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



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Thomas K. Sorel
Director



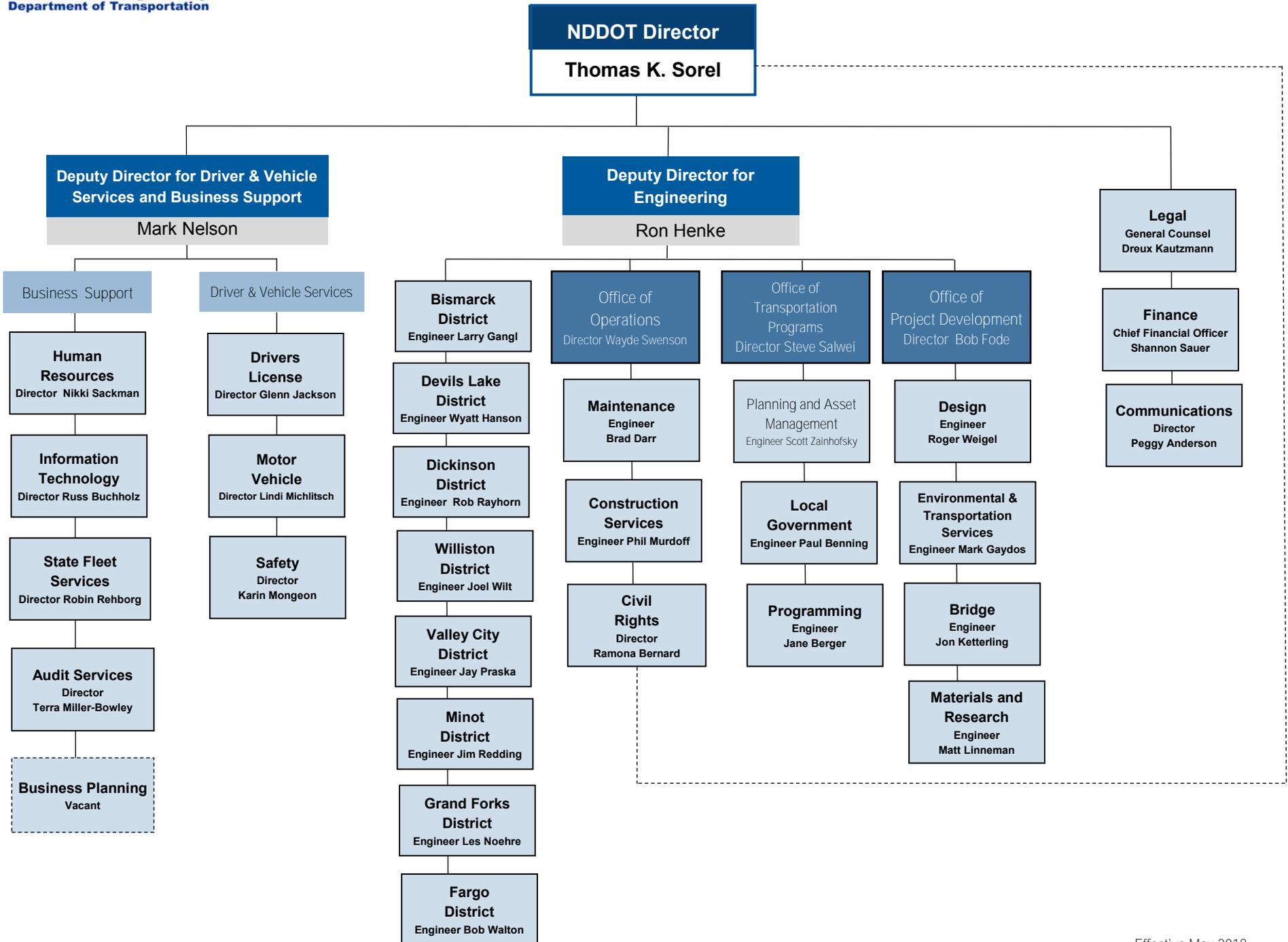
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STIP Development

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 2019-2022 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2019-2022 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 year of the STIP on the bottom of the cover page is incorrect.

Response: This has been corrected.

Microsurfacing is used extensively throughout STIP and is an alteration treatment per DOJ/DOT agreement, and would need to consider the extent of pedestrian accommodation.

Response: Per the current NDDOT Americans with Disabilities Act ADA Transition Plan, page 4 considers Microsurfacing an alteration. Alteration projects will include curb ramp improvements within the limits of the project.

Throughout the document there are references to “micro-surfacing.” Back in 2013 we concurred with the NDDOT’s request that Micro-surfacing used as preventive maintenance should be called “micro-seal,” since “micro-surfacing” is technically an alteration and therefore would require ADA improvements to be included in the project. Please have the NDDOT check whether these are, indeed, micro-surfacing or micro-seals.

Response: The NDDOT does use the term Microsurfacing. Per the current NDDOT Americans with Disabilities Act ADA Transition Plan, page 4 considers Microsurfacing an alteration. Alteration projects will include curb ramp improvements within the limits of the project.

District 1:

Page 14, Map Key 1030, PCN 22191: Commitment in the environmental document (two separate construction projects; one for curb ramps and one for the roadway).

Response: That is correct.

District 6:

Page 37, Map Key 6014, PCN 22211: It shows the project on Highway 200. Based on the location, this should probably be Highway 1804. Please verify.

Response: It should be Highway 1804, this has been corrected

District 8:

Where is the 52nd Ave S project (West Fargo/Fargo) from 45th St to Sheyenne? This project is not listed.

Response: It is in the Final 2018-2021 STIP as it is being funded with 2018 federal fiscal year funds and therefore does not need to be in the 2019-2022 STIP.

Program:

Page 61: The discretionary grant programs are managed traditionally by USDOT who makes decisions on specific project allocations (i.e., BUILD, INFRA, etc.). Should the STIP include an amount for the new discretionary rural bridge bundling program (soon to be released)? Or, would these be included in a modification or amendment to the STIP?

Response: Because these programs are generally grant programs which require the applicant to apply for, it is unknown from year to year which programs the applicant may get chosen for by the USDOT. Therefore, the selected project(s) under a given program(s) would be added to the current STIP by amendment.

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

Is the NE Truck Reliever Route (TRR) in the STIP? Could not find it.

Response: The NE TRR is not in the Draft STIP.

Did not see the US Highway 2 & 26th St intersection roundabout or intersection improvement that was submitted with the city priorities. Need it.

Response: The intersection is currently not in the Draft STIP. After the recent conversation the NDDOT had with the City of Williston, NDDOT will begin work on the environmental document for improvements at the US Highway 2 & 26th St intersection.

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 P2019 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 2019 and it is the 14 th project in 2019.

FUNDING SOURCES

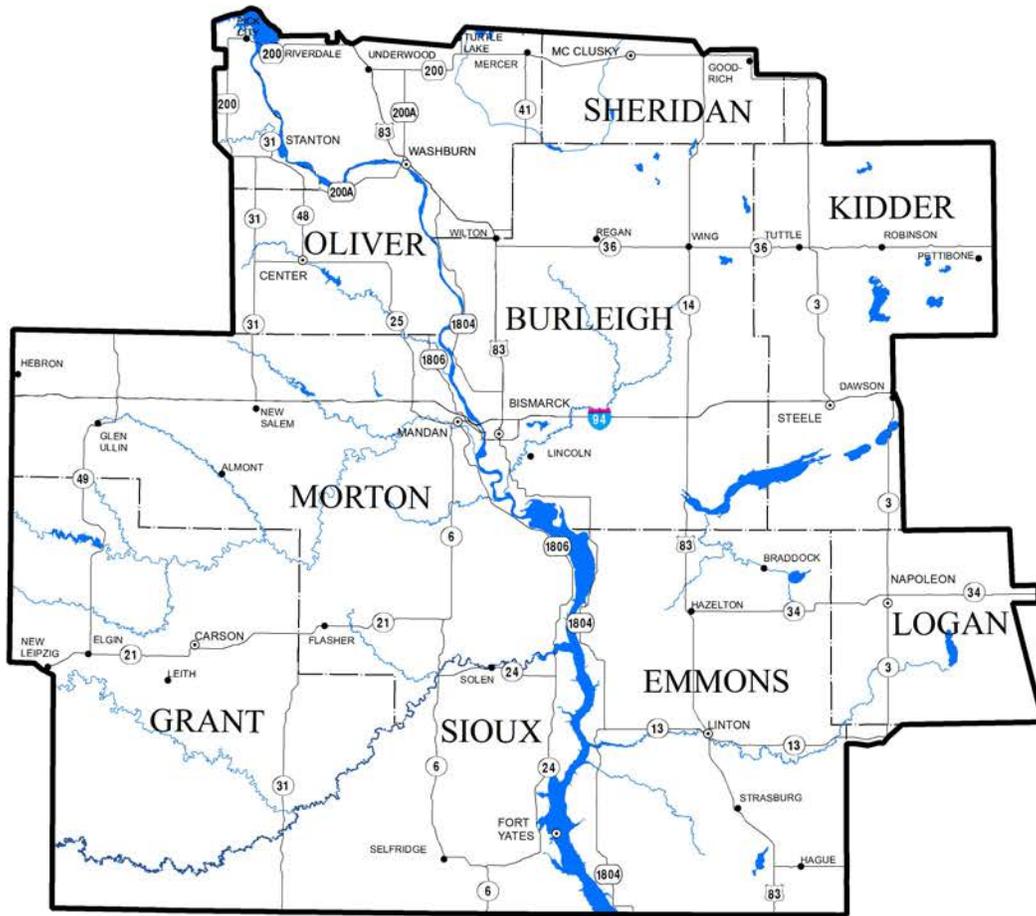
PROJECT PREFIX		
IM	=	Interstate Maintenance - State Project
NH	=	National Highway System - State Project
NHU	=	National Highway System - State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
CPU	=	Non-National Highway System - City Urban or County 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 Areas
TRUR	=	Transit - Section 5311 Formula Grants for other than Urbanized Areas
TURB	=	Transit - Section 5307 Urbanized Area Formula Program
FHS	=	Forest Highway - State Project
FHC	=	Forest Highway - County Project
FHO	=	Forest Highway - County Off-System Project
SOIA	=	State Oil Infrastructure - Projects funded with special legislative funding for the 2013-2015 Biennium
SOIB	=	State Oil Infrastructure - Projects funded with special legislative funding for the 2015-2017 Biennium
TBD	=	Project Funding will be determined at a future date
ROM	=	Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD)
SER	=	State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program
SIB	=	State Infrastructure Bank - Projects funded using the State Infrastructure Bank program
UGP	=	Urban Grant Program - Projects funded using the Urban Grant Program
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	255.3	187.7	964.6
Devils Lake	0	376.1	176.4	507.7	90.3	1150.5
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	365.7	76.1	1007.5
Williston	0	422.0	236.5	303.4	95.5	1057.4
Fargo	311.2	65.8	271.4	222.7	34.4	905.5
TOTAL	1141.7	1996.3	1686.3	2330.1	1459.5	8613.9

Bismarck District

District 1



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

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												
Rural												
21976	1001	NH		83 N	LINTON N TO JCT 34-HAZELTON	16.7	Micro Mill	1335	1080	252	3	0
17378	1002	NH	P2019	83 N	BIS-57TH AVE NW N TO WILTON	19.8	Mill/OI>2<Or=3", Turn Lanes	5636	4561	1075	0	0
21627	1003	NH	P2019	83 S	BIS-57TH AVE NW N TO WILTON	19.8	Mill/OI>2<Or=3", Turn Lanes	4992	4040	952	0	0
21866	1004	IM		94 E	E ND 25 E TO GRANT MARSH BRIDGE	8.8	CPR, Mill/OI 2" Max, Signals, Slurry Seal, Innovation	5224	4702	522	0	0
21975	1005	IM		94 E	E BIS INTR E TO CO LINE	30.7	CPR, Hot Bit Pave, Struct/Incid	250	225	25	0	0
21642	1006	IM		94 W	HEBRON E TO EAGLES NEST	3.7	Deck Overlay, HBP on Ramps, PCC Pave, Struct/Incid	8138	7324	814	0	0
21866	1007	IM		94 W	E ND 25 E TO GRANT MARSH BRIDGE	8.8	CPR, Mill/OI 2" Max, Signals, Slurry Seal, Innovation	5224	4702	522	0	0
21975	1008	IM		94 W	E BIS INTR E TO CO LINE	30.7	CPR, Hot Bit Pave, Struct/Incid	250	225	25	0	0
21943	1010	IM		194 E	E MIDWAY INTER TO START OF 810	1.1	CPR, HBP on Ramps, Mill/OI 2" Max, Slurry Seal	1997	1797	200	0	0
21943	1011	IM		194 W	E MIDWAY INTER TO START OF 810	1.1	CPR, HBP on Ramps, Mill/OI 2" Max, Slurry Seal	1997	1797	200	0	0
21921	1012	NH		200 E	JCT 200A N TO JCT 1806	12.2	Deck Overlay, Mill/OI 2" Max	1543	1249	294	0	0
Subtotal								36586	31702	4881	3	0
Urban												
17378	1013	NHU	P2019	83 N	US 83 (CALGARY AVE TO 57TH AVE) -NB	1.5	Asp OI>2"<Or=3"	528	427	101	0	0
21627	1014	NHU	P2019	83 S	US 83 (CALGARY AVE TO 57TH AVE) -SB	1.5	Asp OI>2"<Or=3"	483	391	92	0	0
22282	1015	NHUUGP		94 E	MAIN ST(HEART RVR BR - TWIN CITY DR)	3.1	Pave Mark, CPR, Signals, Curb & Gutter, Lighting, Landscaping	2650	2138	247	265	0
22199	1016	NHU		810 E	ND 810 (MEMORIAL HWY-WASHINGTON ST)	1.8	Mill/OI 2" Max, Slurry Seal	1230	995	112	123	0
22259	1035	UGP		981 E	MAIN AVE (W OF WASHINGTON-7TH ST)	0.0	Pave Mark, Curb & Gutter, Signal Revision, ADA Ramp	1103	710	0	393	0
21728	1036	SU		981 N	WASHINGTON ST (57TH AVE - 71ST AVE)	0.0	Reconstruction	4350	3487	0	863	0
Subtotal								10344	8148	552	1644	0
Bridge												
21866	1017	IM		94 E	5 EAST OF ND 25	0.0	Spall Repair, Joint Sealant	12	11	1	0	0
21866	1018	IM		94 E	6 EAST OF ND 25	0.0	Spall Repair, Joint Sealant	10	9	1	0	0
21866	1019	IM		94 E	5 WEST OF US 83 NORTH	0.0	Deck Overlay, Joint Sealant	240	216	24	0	0
21866	1020	IM		94 E	5 WEST OF US 83 NORTH	0.0	Deck Overlay, Joint Sealant	264	238	26	0	0
21866	1021	IM		94 E	4 WEST OF US 83 NORTH	0.0	Deck Overlay	270	243	27	0	0
21866	1022	IM		94 E	3 WEST OF US 83 NORTH	0.0	Deck Replacment	680	612	68	0	0
21866	1023	IM		94 W	5 EAST OF ND 25	0.0	Spall Repair, Joint Sealant	12	11	1	0	0
21866	1024	IM		94 W	6 EAST OF ND 25	0.0	Spall Repair, Joint Sealant	10	9	1	0	0
21866	1025	IM		94 W	5 WEST OF US 83 NORTH	0.0	Deck Overlay, Joint Sealant	240	216	24	0	0
21866	1026	IM		94 W	5 WEST OF US 83 NORTH	0.0	Deck Overlay, Joint Sealant	228	205	23	0	0
21943	1027	IM		94B E	2 EAST OF MANDAN	0.0	Deck Overlay, Approach Slabs, Structur Repair	200	180	20	0	0
21943	1028	IM		194 E	1 SOUTHEAST JUNCT 194	0.0	Spall Repair, Joint Sealant	16	14	2	0	0
21943	1029	IM		194 W	1 SOUTHEAST OF JUNCT 194	0.0	Joint Sealant	10	9	1	0	0
Subtotal								2192	1973	219	0	0
Transportation Alternatives												
22265	1037	TAU			MANDAN FORT LINCOLN 19TH ST SE TRAIL	0.0	Bikeway/Walkway, Signing	198	148	0	50	0
22262	1038	TAU			BISMARCK SUNRISE TRAIL	0.0	Bikeway/Walkway	214	173	0	41	0
Subtotal								412	321	0	91	0
Safety												
22191	1030	HEU		1804 N	INT OF WASHINGTON ST-BISMARCK	0.5	Roundabout, Lighting	2571	2313	129	129	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												
22158	1031	HEU			BISMARCK CITY - VARIOUS URBAN RDS	0.0	Pave Mark	1211	1090	0	121	0
21675	1032	HLC			SRST ROAD PROJECTS	0.0	Rumble Stripes, Lighting, Signing, Pave Mark	301	301	0	0	0
21848	1033	HESHLS			BISMARCK DIST VAR STATE HIGHWAYS	0.0	Lighting, Signing, Pave Mark	1129	1016	113	0	0
Subtotal								5212	4720	242	250	0
Transit												
	1034	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint, TR Cap Purchase	2277	1480	0	797	0
Subtotal								2277	1480	0	797	0
Total								57023	48344	5894	2785	0

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

(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: 2020-2022												
Rural												
22217	1101	SS		36 E	WILTON EAST TO JCT 14 WING	23.9	Mill/OI>2<Or=3", Shldr Rehab	7734	6259	1475	0	0
22182	1103	IM		94 E	MANDAN AVENUE INTERCHANGE	0.3	PCC Pave, Ramp Revisions	3500	3150	350	0	0
	1105	IM		194 E	EAST MIDWAY INTR TO START 810	1.1	Microsurfacing	82	74	8	0	0
	1106	IM		194 W	EAST MIDWAY INTR TO START 810	1.1	Microsurfacing	82	74	8	0	0
18811	1201	NH		3 N	TUTTLE N TO W JCT 200	21.1	Asp OI>2"<Or=3", Pipe Repair, Sliver Grading	10451	8458	1993	0	0
	1202	NH		83 N	BIS-57TH AVE NW N TO WILTON	19.8	Microsurfacing	1610	1303	307	0	0
	1203	NH		83 S	BIS-57TH AVE NW N TO WILTON	19.8	Microsurfacing	1610	1303	307	0	0
	1204	IM	P	94 E	E N SALEM INTR E TO W SWEET BRIAR	8.9	CPR, Grinding, HBP on Ramps	1648	1483	165	0	0
	1205	IM	P	94 E	W SWEET BRIAR E TO E ND 25 INTR	10.2	CPR, Grinding, HBP on Ramps	1889	1700	189	0	0
	1206	IM	P	94 W	E N SALEM INTR E TO W SWEET BRIAR	8.9	CPR, Grinding, HBP on Ramps	1648	1483	165	0	0
	1207	IM	P	94 W	W SWEET BRIAR E TO E ND 25 INTR	10.2	CPR, Grinding, HBP on Ramps	1889	1700	189	0	0
	1208	IM		94 W	CO LN E TO DAWSON	16.2	CPR, Mill/OI 2" Max	6041	5437	604	0	0
	1209	SS		1806 N	NEAR FT RICE TO MANDAN	27.0	Microsurfacing, Milling	2192	1774	418	0	0
	1301	SS	P	6 N	ST LN TO SELFRIDGE	11.5	Mill/OI 2" Max	2424	1962	462	0	0
22206	1302	SS	P	6 N	SELFRRIDGE N TO W JCT BIA 7-PORCUPINE	11.2	Box Culv Ext, Mill/OI>2<Or=3", Sliver Grading, Struct/Incid	6085	6085	0	0	0
22207	1303	SSNH		6 N	W JCT BIA 7-PORCUPINE TO JCT ND 21	12.2	Box Culv Ext, Mill/OI>2<Or=3", Sliver Grading, Struct/Incid	10566	9814	752	0	0
	1304	IM		94 E	CO LINE E TO DAWSON	16.2	CPR, Mill/OI 2" Max	6282	5654	628	0	0
Subtotal								65733	57713	8020	0	0
Urban												
	1107	NHU		810 E	ND 810 EXPRESSWAY BRIDGE	0.0	Jt Repair, Structure Paint	700	567	63	70	0
	1108	NHU	P	981 E	43RD AV (N 26TH ST-ROOSEVELT DR)	0.0	Reconstruction	5250	4200	0	1050	0
	1109	SU		988 N	27TH ST (1806 TO 8TH AVE NW)	0.0	Reconstruction	2000	1052	0	948	0
	1110	NHU	P	1806 N	ND 1806 (HEART RIVER-MAIN ST)	0.7	CPR, Signals, Deck Overlay, Rail Retrofit, Approach Slabs	1238	1002	112	124	0
22181	1111	NHU		1806 N	ND 1806 (I-94 RAMPS-27TH ST NW)	4.2	Reconstruction	7500	6000	750	750	0
	1210	NHU		83 N	US 83 (CALGARY AVE TO 57TH AVE-NB)	1.5	Microsurfacing	111	90	21	0	0
	1211	NHU		83 S	US 83 (CALGARY AVE TO 57TH AVE-SB)	1.5	Microsurfacing	111	90	21	0	0
22005	1212	SU		94 E	MEMORIAL HIGHWAY PHASE 1	0.9	Reconstruction	10000	8000	1000	1000	0
	1213	NHU		94 E	MEMORIAL BRIDGE	0.1	Structure Items	702	568	64	70	0
	1305	NHU	P	83 N	9TH ST (BISMARCK EXPY TO FRONT AV)	0.6	Mill/OI>2<Or=3", Curb & Gutter	940	761	85	94	0
	1306	NHU	P	83 S	7TH ST (FRONT AV TO BISMARCK EXPY)	0.6	Reconstruction	3125	2529	283	313	0
	1307	SU		94 E	MEMORIAL HIGHWAY PHASE 2	0.6	Reconstruction	10000	8000	1000	1000	0
	1309	NHU		981 E	43RD AV N (MONTREAL-STATE ST)	0.0	Reconstruction	9100	7280	0	1820	0
Subtotal								50777	40139	3399	7239	0
Bridge												
	1112	IM		94 E	9 EAST OF US 83 NORTH	0.0	Deck Overlay	453	408	45	0	0
	1310			94 E	2 EAST OF US 83 NORTH	0.0	Deck Overlay, Struct/Incid	942	848	94	0	0
	1311			94 E	3 EAST OF US 83 SOUTH	0.0	Structure Paint	319	287	32	0	0
	1312			200 E	2 NORTH OF ND 200A	0.0	Structure Paint	167	150	17	0	0
Subtotal								1881	1693	188	0	0
Safety												
22230	1214	HEN		83 N	4 MILES N OF WILTON	0.3	Hot Bit Pave, Widening	474	427	47	0	0

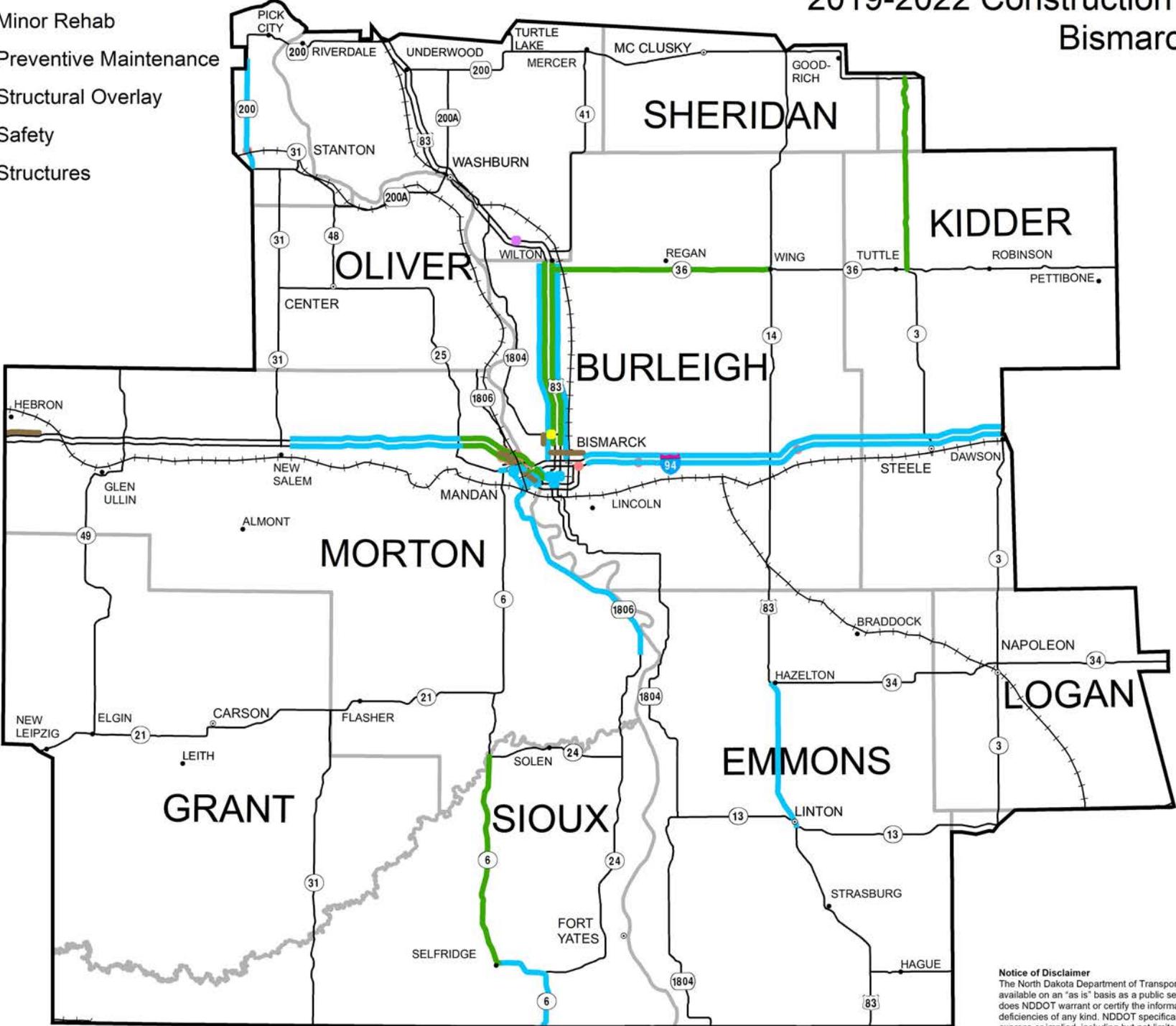
Map Keys 1111, 1212, 1306 & 1307 are Workzone Safety and Mobility Significant Projects

**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
Safety												
	1215	HEU			BISMARCK INTERSECTIONS LEFT TURNS	0.0	Turn Lanes	775	698	0	77	0
	1216	HES			BISMARCK CITY - URBAN ROADS	0.0	Pave Mark	559	503	0	56	0
							Subtotal	1808	1628	47	133	0
Transit												
	1114	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint, TR Cap Purchase	2323	1510	0	813	0
	1217	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint, TR Cap Purchase	2369	1540	0	829	0
	1313	TURB			BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint, TR Cap Purchase	2417	1571	0	846	0
							Subtotal	7109	4621	0	2488	0
							Total	127308	105794	11654	9860	0
							Grand Total	184331	154138	17548	12645	0

2019-2022 Construction Program Bismarck District

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

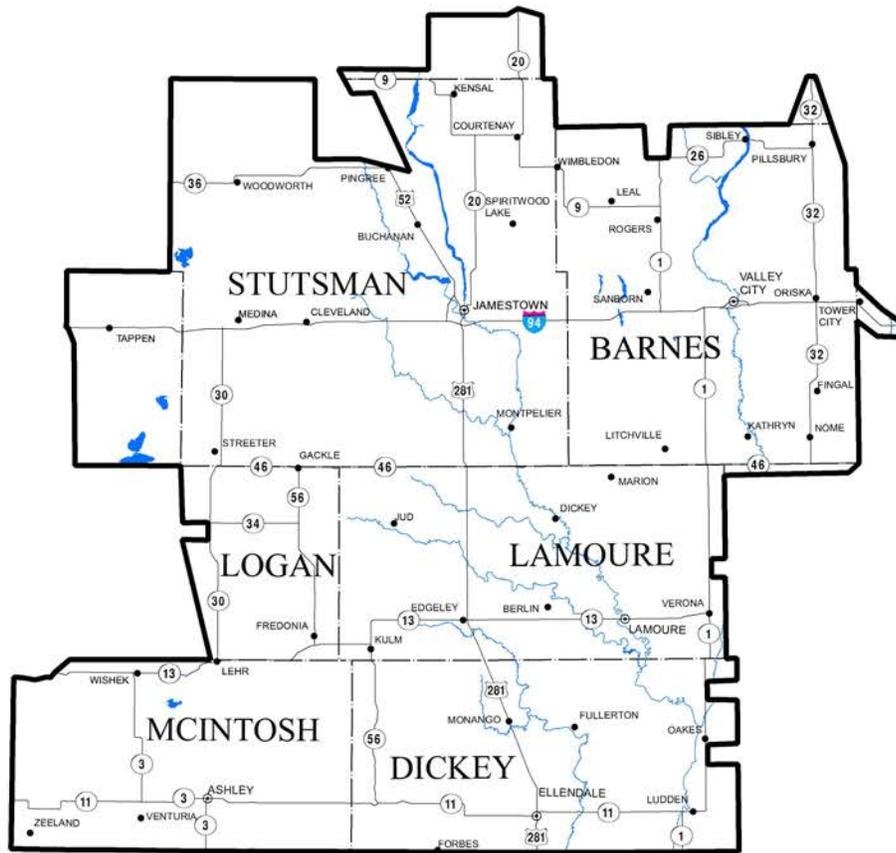


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Valley City District

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**

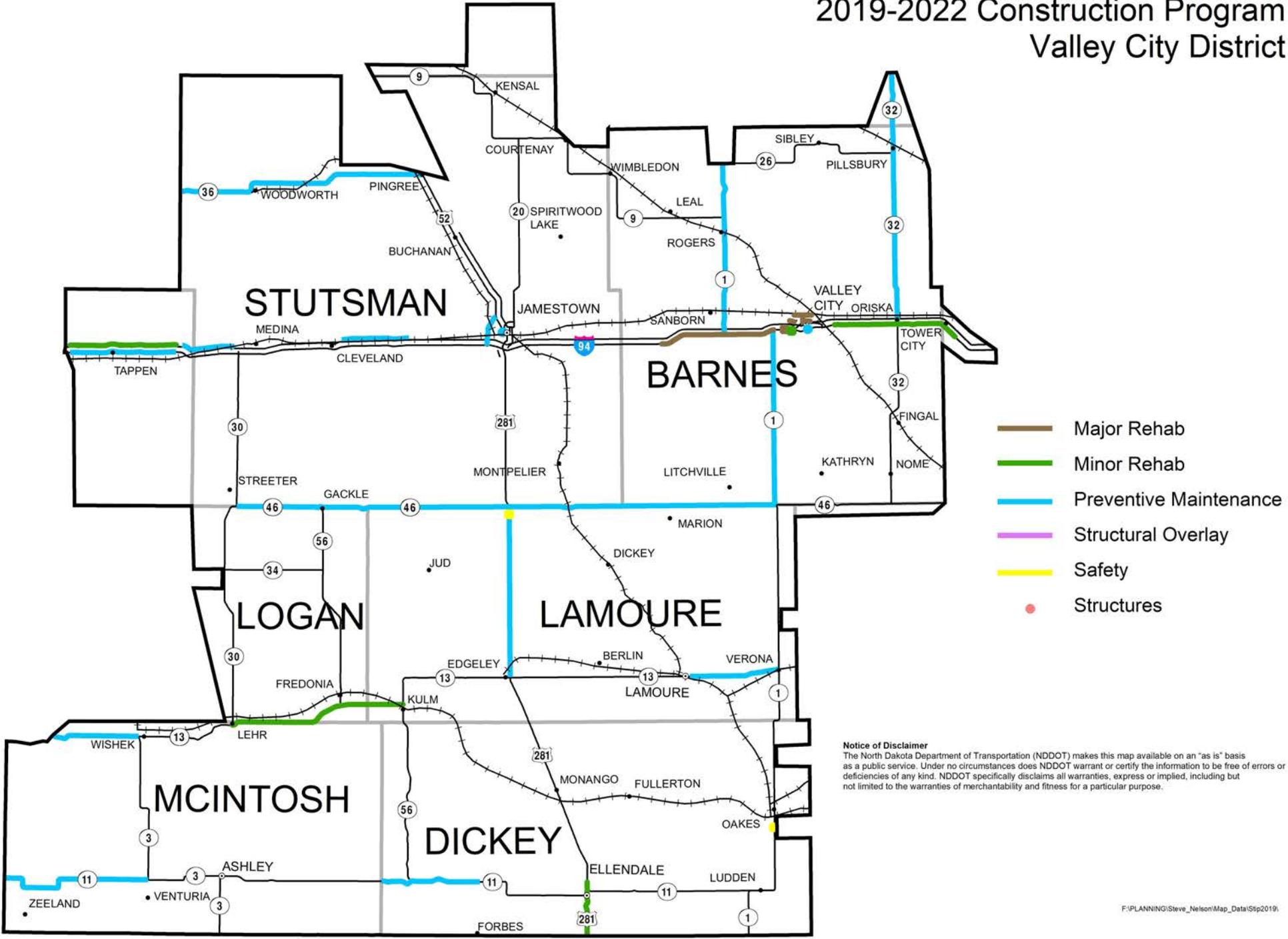
(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019													
Rural													
21701	2001	NH		13	E	JCT 30-LEHR E TO E JCT 56-KULM	19.8	Grade Raise, Mill/OI>2<Or=3", Sliver Grading, Subcut	6582	5327	1255	0	0
21578	2002	SS		46	E	JCT 281 E TO JCT 1 HASTINGS	29.8	Mill/OI 2" Max, Underseal	4339	3512	827	0	0
	2003	IM		94	E	E DAWSON INTR TO CRYSTAL SPRINGS	11.9	Thin Overlay	2017	1815	202	0	0
21512	2004	IM	P2019	94	E	W ECKELSON E TO E ND 1-OAKES	12.8	Fencing, HBP on Ramps, PCC Pave	27817	25035	2782	0	0
22229	2005	IM		94	E	NEAR EXIT 290	0.4	Slide Repair	1000	900	100	0	0
	2014	IM		94	W	CRYSTAL SPRINGS TO ND 30-STREETER	6.1	CPR	1008	907	101	0	0
22228	2006	IM		94	W	NEAR EXIT 290	0.4	Drainage Impr.	2000	1800	200	0	0
22222	2007	NH		281	N	STATE LINE N TO TWP LINE	6.1	Curb & Gutter, Mill/OI>2<Or=3", Selectiv Subcut	2825	2286	475	64	0
22223	2008	NH		281	N	EDGELEY N TO JCT ND 46	19.0	Mill/OI 2" Max	3418	2766	652	0	0
Subtotal									51006	44348	6594	64	0
Urban													
22228	2009	NHUIM		94	E	W MAIN ST & EXIT 290	0.7	Drainage Impr.	1500	1214	0	286	0
22245	2010	SU		990	N	5TH AVE NW (MAIN - 12TH ST NW)	0.0	Reconstruction	2500	1500	0	1000	0
22280	2015	UGP				MAIN ST, CENTRAL, CITY PARK	0.0	Lighting, Signals, Walk/Drive Ways, ADA Ramp Rev, Mill/OI	2285	1528	115	642	0
Subtotal									6285	4242	115	1928	0
Bridge													
	2011	IM		94	E	1 WEST OF US 281	0.0	Deck Replacment, Approach Slabs, Expan Joint Mod	620	558	62	0	0
Subtotal									620	558	62	0	0
Safety													
21944	2012	HES		1	S	ND 1 & ND 11 SOUTH OF OAKES	0.3	Turn Lanes, Lighting	522	470	52	0	0
21745	2013	HEN		281	N	NEAR INT OF US 281 AND ND 46	0.2	Hot Bit Pave, Widening	158	142	16	0	0
Subtotal									680	612	68	0	0
Total									58591	49760	6839	1992	0

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

									(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: 2020-2022													
Rural													
2101	NH			1	N	W JCT I-94 N TO JCT ND 26-DAZEY	19.3	Thin Overlay	3418	2766	652	0	0
2102	NH			3	N	WISHEK W TO JCT 13	9.9	Thin Overlay	1748	1415	333	0	0
2103	SS			46	E	STREETER E TO JCT US 281	30.6	Mill/OI 2" Max	5721	4630	1091	0	0
2104	IM		P	94	W	E DAWSON INTR TO CRYSTAL SPRINGS	11.9	HBP on Ramps, Mill/OI>2<Or=3", Struct/Incid	4374	3937	437	0	0
2201	NH			1	N	JCT 46 N TO E JCT I-94 VALLEY CITY	19.6	Mill/OI 2" Max	3819	3091	728	0	0
2202	SS			11	E	CO LN E TO JCT 3 NORTH	17.7	Mill/OI 2" Max	3454	2795	659	0	0
2203	NH			13	E	LAMOURE E TO N JCT 1-VERONA	10.0	Mill/OI 2" Max	1956	1583	373	0	0
2204	IM			94	W	E CLEVELAND E TO W LIPPERT	7.4	CPR	1918	1726	192	0	0
2301	SS			11	E	CO LN E TO FORBES ROAD	11.3	Mill/OI 2" Max	2280	1845	435	0	0
2302	SS			32	N	JCT I-94-ORISKA-N TO CO LN	22.2	Thin Overlay	4237	3429	808	0	0
2303	SS			32	N	CO LN N TO JCT 38-HOPE	5.9	Thin Overlay	1133	917	216	0	0
2304	SS			36	E	COUNTY LINE E TO WOODWORTH	9.0	Thin Overlay	1724	1395	329	0	0
2305	SS			36	E	WOODWORTH E TO JCT 52	19.1	Thin Overlay	3653	2956	697	0	0
2309	NH			52B	E	JAMESTOWN BYPASS	3.5	Thin Overlay	677	548	129	0	0
2306	IM		P	94	E	E VALLEY CITY E TO HILL INTR	14.0	Lighting, Mill/OI>2<Or=3"	6270	5643	627	0	0
Subtotal									46382	38676	7706	0	0
Urban													
22279	2110	UGP		52	S	US 52 (8TH AVE W TO 8TH ST S)	1.2	Curb & Gutter, Signals, Lighting, Storm Sewer, Landscaping	3101	2463	276	362	0
22173	2106	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
22172	2107	SU		990	E	FRONTAGE RD (I-94 WB RAMP-5TH ST SW)	0.0	Mill/OI>2<Or=3"	400	320	0	80	0
2205	SU			990	E	12TH ST N (9TH AV NW-5TH AV NE)	0.0	Mill/OI>2<Or=3"	650	500	0	150	0
2206	SU			990	E	6TH ST NW (5TH AV NW-CENTRAL AV)	0.0	Mill/OI>2<Or=3"	425	150	0	275	0
2207	SU			990	E	5TH ST NW (3RD AV NW - CENTRAL AV)	0.0	Mill/OI>2<Or=3"	225	75	0	150	0
2307	SU			990	E	3RD ST NE (CENTRAL TO 3RD AV NE)	0.0	Reconstruction	600	400	0	200	0
Subtotal									6301	4628	366	1307	0
Bridge													
2208	SS			3	N	JUST WEST OF WISHEK	0.0	Deck Overlay, Rail Retrofit	198	178	20	0	0
2209	IM			94	E	2 EAST OF ND 1 SOUTH-VC	0.0	Structur Repair	54	49	5	0	0
2210	IM			94	W	2 EAST OF ND 1 SOUTH-VC	0.0	Approach Slabs, Structur Repair	173	156	17	0	0
2308	IM			94	E	JCT. ND 30	0.0	Struct Replace	2068	1861	207	0	0
Subtotal									2493	2244	249	0	0
Safety													
21869	2108	HLC				LAMOURE COUNTY ROAD 64	0.0	Guardrail	246	221	0	25	0
21868	2109	HEC				BARNES COUNTY ROAD 22	0.0	Grade Raise, Widening	1554	1399	155	0	0
2211	HEC					EROSION CONTROL DICKEY COUNTY ROADS	0.0	Inslope Repair, Riprap	750	675	0	0	75
Subtotal									2550	2295	155	25	75
Total									57726	47843	8476	1332	75
Grand Total									116317	97603	15315	3324	75

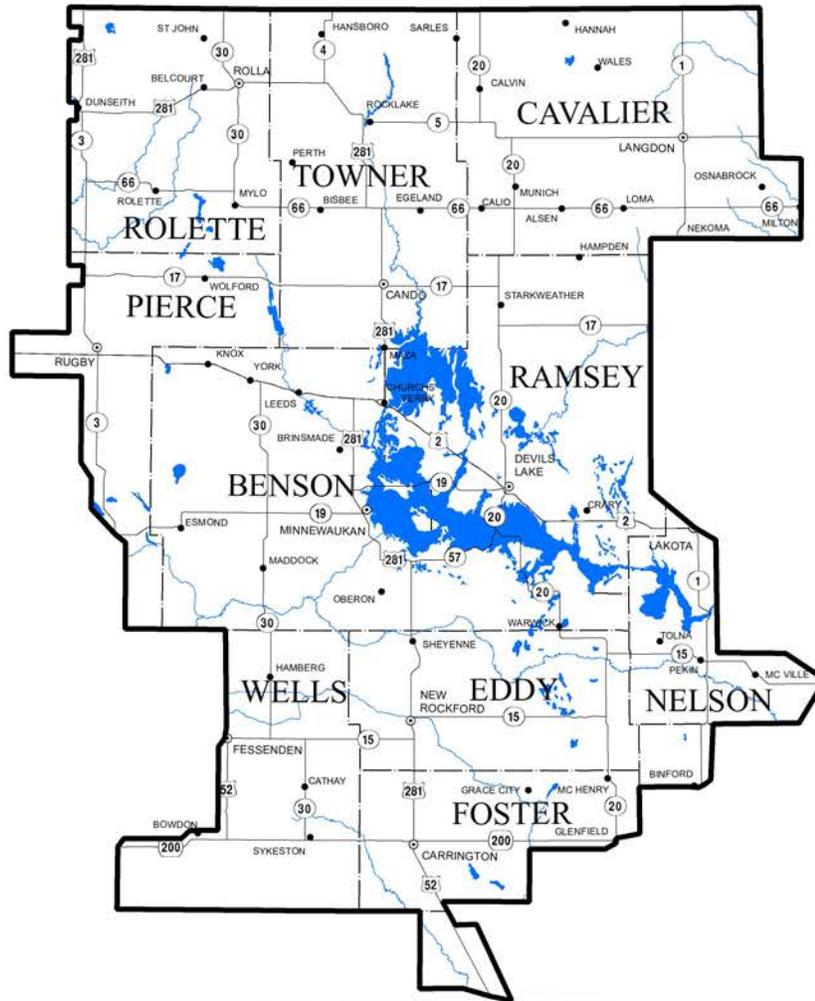
2019-2022 Construction Program Valley City District



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Devils Lake District

District 3



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**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												
Rural												
	3001	NH		1	N JCT 65 N TO PEKIN	16.7	Microsurfacing	1250	1012	238	0	0
21919	3002	NH		2	E 1 MI E OF RUGBY	0.6	Grade Raise, Hot Bit Pave, Riprap	2786	2255	531	0	0
21919	3003	NH		2	W 1 MI E OF RUGBY	0.6	Grade Raise, Hot Bit Pave, Riprap	2786	2255	531	0	0
17775	3004	NH		2	W MAUVAIS COULEE TO W CITY LIMIT	14.8	Full Depth Rec, Hot Bit Pave, Median X-Overs, Selectiv	18392	14885	3507	0	0
21984	3005	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	3006	NH		3	N CITY OF RUGBY - NORTH CITY LIMITS	0.2	Turn Lanes	360	291	69	0	0
	3007	SS		15	E MCVILLE E TO JCT 32	8.5	Mill/OI 2" Max	1538	1245	293	0	0
21920	3008	SS		20	N 6 MI N OF DEVILS LAKE-MAGNUS SLOUGH	0.3	Inslope Widen, Riprap	623	504	119	0	0
	3009	SS		66	E JCT 20 E TO JCT 1	21.9	Mill/OI 2" Max	3947	3194	753	0	0
21503	3010	NH		281	N S JCT 15 N THRU NEW ROCKFORD	2.6	Full Depth Rec, Hot Bit Pave, Structur Repair, Turn Lanes,	3204	2593	611	0	0
Subtotal								36238	29328	6775	135	0
Urban												
22183	3011	NHU		2	E US 2 (ND 19 TO URBAN LIMITS)	2.1	Intersect Imp, CPR, Structur Repair	5500	4451	1049	0	0
17775	3012	NHNHU		2	W US 2 WEST (W CITY LIMIT - JCT 19)	1.6	Full Depth Rec, Widening, Hot Bit Pave	2149	1739	410	0	0
	3013	SU		982	E SCHWAN AVENUE	0.0	Mill/OI>2<Or=3"	1273	1018	0	255	0
Subtotal								8922	7208	1459	255	0
Federal Lands Highways												
	3014	TBD			JACK RABBIT RD (US 281 - BIA 15/8)	5.0	Reconstruction	8318	6000	0	2318	0
Subtotal								8318	6000	0	2318	0
ND Street												
21503	3015	NH		281	N NEW ROCKFORD - US 281 FRONTAGE RDS	0.7	Aggr Base, Hot Bit Pave, Curb & Gutter	1772	1434	161	177	0
Subtotal								1772	1434	161	177	0
Safety												
21651	3016	HLC			SPIRIT LAKE - BIA 6 & 21	0.0	Widening, Signing, Rumble Stripes, Recovery App	430	430	0	0	0
Subtotal								430	430	0	0	0
Total								55680	44400	8395	2885	0

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

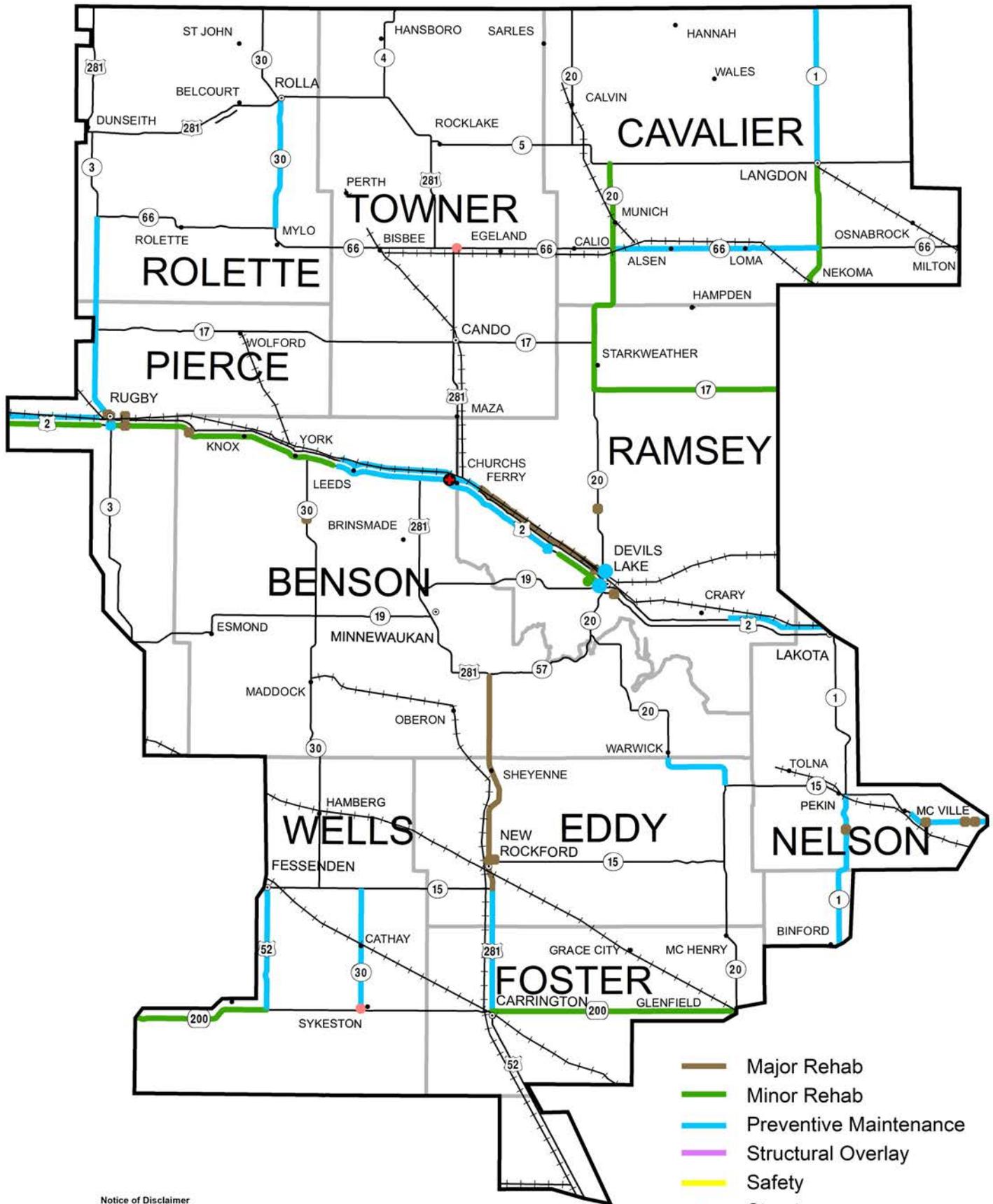
(In Thousands)

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: 2020-2022												
Rural												
	3101 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
	3102 NH			2 E	BERWICK TO 1 MI W OF RUGBY	9.7	CPR, Grinding	1411	1142	269	0	0
22273	3115 NH			2 E	10 MILES E OF RUGBY	0.2	Riprap, Widening	200	162	38	0	0
	3103 NH			2 E	2 MI E CHURCHS FERRY TO NEAR PENN	4.3	CPR, Grinding	735	595	140	0	0
	3104 NH			2 E	PENN GRADE RAISE TO CHANNEL A	3.0	CPR, Grinding	523	423	100	0	0
	3105 NH			2 E	CHANNEL A TO DEVILS LAKE	4.0	CPR, Grinding	682	552	130	0	0
	3106 NH			2 W	RP 201 TO 1 MI W OF RUGBY	8.2	CPR, Grinding	1567	1268	299	0	0
	3107 SS			17 E	N JCT 20 S TO STARKWEATHER	2.0	Culvert Rehab	169	137	32	0	0
	3108 SS			17 E	STARKWEATHER S TO EDMORE	22.5	Culvert Rehab	304	246	58	0	0
	3109 SS			20 N	N JCT 15 TO COUNTY LINE (WARWICK)	8.6	Microsurfacing	673	545	128	0	0
	3110 SS			20 N	N JCT 17 TO E JCT 5 - CLYDE	20.8	Culvert Rehab	180	146	34	0	0
21581	3111 NH			200 E	E JCT 3-HURDSFIELD-E TO W JCT 52	14.4	Mill/OI>2<Or=3", Selectiv Subcut, Sliver Grading	6498	5259	1239	0	0
	3112 NH			281 N	JCT 200 CARRINGTON TO S JCT ND 15	13.1	Micro Mill	1094	885	209	0	0
21505	3113 NH			281 N	N OF SHEYENNE TO NEAR JCT 57	9.7	Full Depth Rec, Hot Bit Pave, Subcut, Turn Lanes, Widening	15686	12695	2991	0	0
	3201 NH			1 N	2 MI SOUTH SHEYENNE RIVER	0.5	Slope Flatten, Widening	408	330	78	0	0
22270	3202 NH			2 E	RUGBY E TO NEAR LEEDS	24.0	Mill/OI>2<Or=3"	8340	6750	1590	0	0
	3203 NH			2 E	W LEEDS E TO CHURCHS FERRY	12.2	CPR, Grinding	2185	1768	417	0	0
	3204 NH		P	2 W	W OF LEEDS TO 2 MI E CHURCHS FERRY	15.3	Thin Overlay	2920	2363	557	0	0
	3205 NH			2 W	2 MI E CRARY E TO LAKOTA	11.4	Mill/OI 2" Max	2229	1804	425	0	0
	3206 NH			3 N	RUGBY - JCT US 2 TO CITY LIMITS	1.5	Mill/OI 2" Max	390	316	74	0	0
	3207 NH			3 N	RUGBY N TO JCT 66-FONDA	21.5	Thin Overlay	3955	3201	754	0	0
	3208 SS			30 N	JCT 66 TO JCT US 281	13.8	Microsurfacing	1116	903	213	0	0
	3211 NH			52 E	FESSENDEN S TO W JCT 200	13.2	Mill/OI 2" Max, Underseal	2563	2074	489	0	0
	3301 NH			1 N	JCT 5 LANGDON N TO STATE LINE	16.5	Mill/OI 2" Max	3339	2702	637	0	0
	3302 NH			2 E	1 MI W CHURCHS TO 2 MI E CHURCHS	3.3	Thin Overlay	636	515	121	0	0
	3303 NH			2 E	PENN GRADE RAISE	2.2	Thin Overlay	430	348	82	0	0
	3304 NH			2 E	CHANNEL A GRADE RAISE	1.3	Thin Overlay	256	207	49	0	0
	3305 NH			2 W	BERWICK TO EAST OF BERWICK	1.5	Thin Overlay	290	235	55	0	0
	3306 SS			15 E	EAST OF MCVILLE	0.3	Inslope Widen, Structure Widen	473	383	90	0	0
	3307 SS			15 E	2 MI WEST OF JCT 32	0.5	Inslope Widen, Riprap	1683	1362	321	0	0
	3308 SS			15 E	1 MI WEST OF JCT 32	0.4	Inslope Widen, Riprap	1315	1064	251	0	0
	3309 SS			20 N	N JCT 17 TO E JCT 5 - CLYDE	20.8	Mill/OI>2<Or=3"	6897	5582	1315	0	0
	3310 SS			30 N	JCT US 52 N TO E JCT 15	13.0	Microsurfacing	1095	886	209	0	0
	3311 SS			30 N	NORTH OF HARLOW	0.9	Grade Raise, Hot Bit Pave, Riprap	1404	1136	268	0	0
	3312 NH		P	200 E	E JCT 52-CARRINGTON E TO JCT 20	25.9	Mill/OI>2<Or=3", Pipe Repair, Sliver Grading	8946	7240	1706	0	0
21504	3313 NH			281 N	N JCT OF 15 TO N OF SHEYENNE	10.8	Full Depth Rec, Hot Bit Pave, Widening	13167	10656	2511	0	0
Subtotal								100020	80947	19073	0	0
Urban												
	3209 SU			982 E	16TH ST NW & 8TH AVE NW	0.0	Mill/OI>2<Or=3"	468	374	0	94	0
18109	3314 NHU			2 E	US 2 WEST (W CITY LIMIT - JCT 19)	1.6	Slurry Seal	262	212	50	0	0
	3315 SU			19 N	ND 19 (US 2 - E OF 3RD AV NW)	0.2	Microsurfacing	40	32	4	4	0
	3316 SU			20 N	ND 20 (US 2 - 20TH ST NE)	1.5	Microsurfacing	276	223	25	28	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
							Subtotal	1046	841	79	126	0
Bridge												
	3210	SS		66 E	EAST OF 281 SOUTH	0.0	Struct Replace	1081	973	108	0	0
	3317	SS		30 N	NORTH US 52	0.0	Struct Replace	777	699	78	0	0
							Subtotal	1858	1672	186	0	0
Safety												
21870	3114	HLC			TURTLE MOUNTAIN LRSP INTERSECTIONS	0.0	Lighting, Signing, Pave Mark	160	160	0	0	0
							Subtotal	160	160	0	0	0
Illustrative												
18882	3318	NH		281 N	1 NORTH US 2	0.0	Struct Replace	12659	0	0	0	12659
							Subtotal	12659	0	0	0	12659
							Total	115743	83620	19338	126	12659
							Grand Total	171423	128020	27733	3011	12659

2019-2022 Construction Program - Devils Lake District

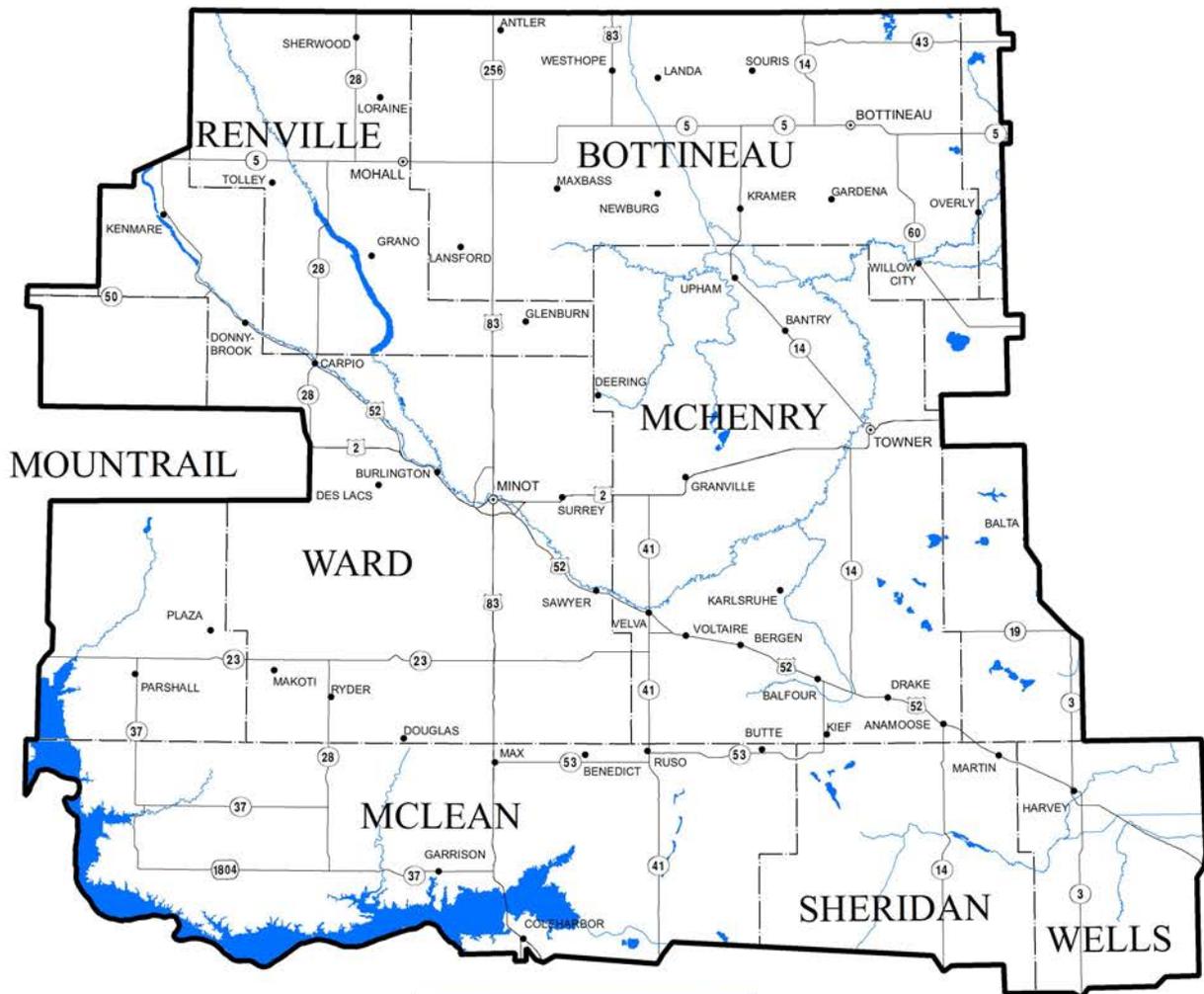


- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures
- Illustrative

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Minot District

District 4



Jim Redding, District Engineer
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Phone: (701) 857-6925

**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: 2019												
Rural												
	4001 NH			2 E	2 MI W JCT 14 TO 1.5 MI E TOWNER	7.7	Microsurfacing	576	466	110	0	0
	4002 NH			2 W	55TH ST E TO E GRANVILLE	19.6	Microsurfacing	1474	1193	281	0	0
21399	4003 NH			2 W	US2 & 2ND ST SE & 111TH ST NE-SURREY	1.0	Lighting, Turn Lanes	750	607	143	0	0
	4004 NH			2 W	2 MI W JCT 14 TO 1.5 MI E TOWNER	7.7	Microsurfacing	576	466	110	0	0
18225	4005 SS			19 E	MCHENRY CO LINE E TO JCT ND 3	13.8	Thin Overlay	1515	1226	289	0	0
	4006 SS			43 E	JCT ND 14 E TO JCT US 281	23.3	Microsurfacing	1747	1414	333	0	0
	4017 NH			83 N	SNAKE CREEK EMBANKMENT	2.9	Microsurfacing	215	174	41	0	0
	4008 NH			83 N	0.5 MI S JCT 23 TO URBAN LIMIT	15.1	Microsurfacing	1131	915	216	0	0
	4009 NH			83 N	MINOT TO AFB	10.1	Microsurfacing	759	614	145	0	0
21922	4010 NH			83 N	MINOT AFB TO W JCT 5-RENVILLE COR	23.0	Asp Ol>2"<Or=3"	8000	6474	1526	0	0
	4018 NH			83 S	SNAKE CREEK EMBANKMENT	2.9	Microsurfacing	215	174	41	0	0
	4012 NH			83 S	MINOT TO AFB	9.9	Microsurfacing	744	602	142	0	0
							Subtotal	17702	14325	3377	0	0
Urban												
22161	4013 SOIB			83 N	4TH AVE NW TO JCT US 83	4.3	Widening, Grade, Hot Bit Pave, Struct/Incid	15946	0	15946	0	0
							Subtotal	15946	0	15946	0	0
Bridge												
21399	4014 NH			2 W	9 WEST OF N.D. HWY 41	0.0	Struct Replace	3279	2654	625	0	0
							Subtotal	3279	2654	625	0	0
Transportation Alternatives												
22267	4019 TAUSRU				MINOT WASHINGTON SCHOOL SIDEWALK	0.0	Bikeway/Walkway	290	235	0	55	0
21156	4020 TEO				VELVA BRIDGE REHABILITATION	0.0	Structur Repair	1600	1295	305	0	0
22268	4021 TACSRC				SURREY WEST SIDEWALK	0.0	Bikeway/Walkway	196	159	0	37	0
							Subtotal	2086	1689	305	92	0
Safety												
21676	4015 HLC				BOTTINEAU COUNTY ROAD PROJECTS	0.0	Rumble Stripes, Signing, Lighting	530	477	0	53	0
21806	4016 HESHLS				MINOT DIST VAR STATE HIGHWAYS	0.0	Lighting, Signing, Pave Mark, ITS	910	819	91	0	0
							Subtotal	1440	1296	91	53	0
							Total	40453	19964	20344	145	0

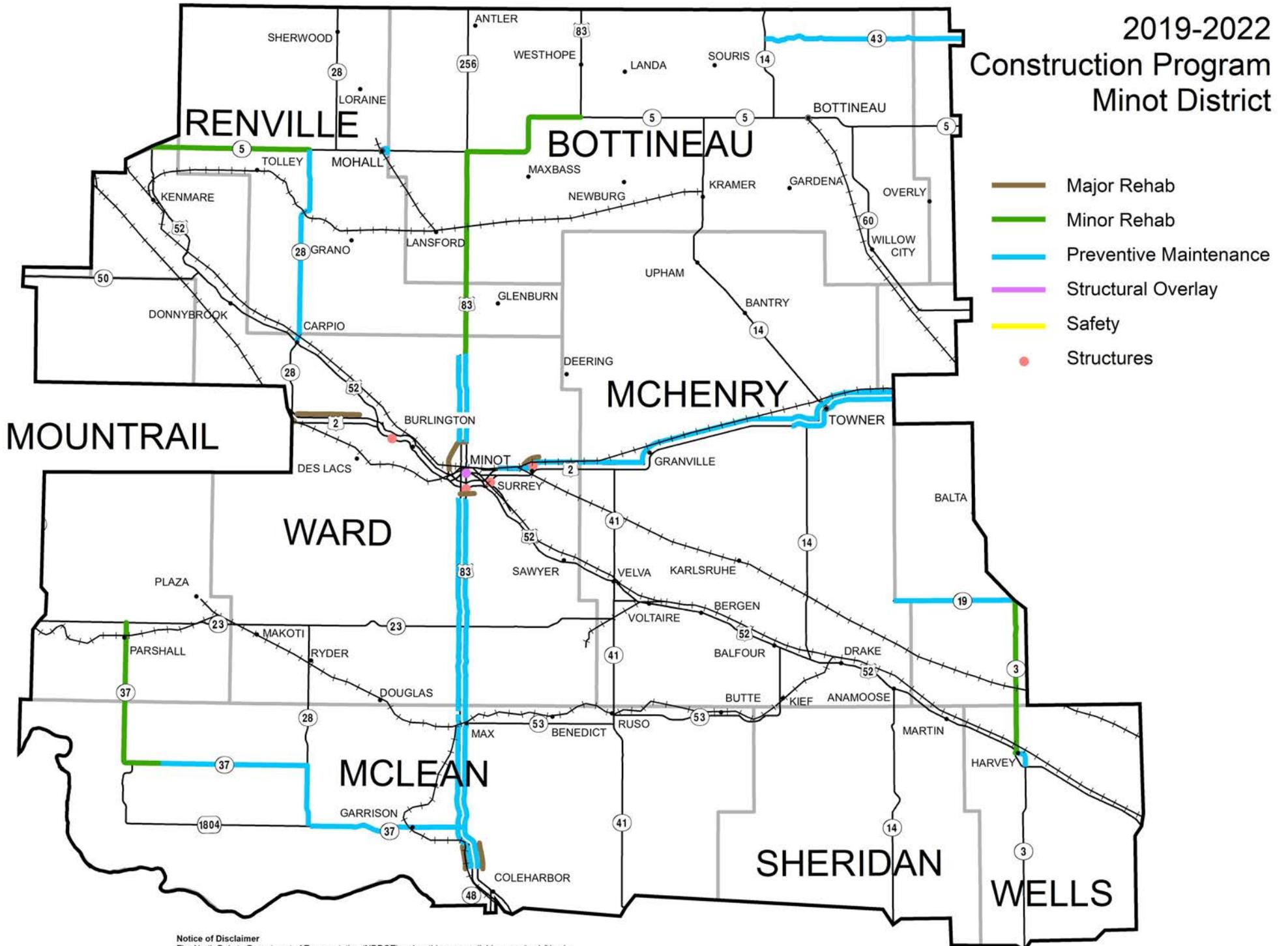
Map Key 4013 is a Workzone Safety and Mobility Significant Project

**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: 2020-2022												
Rural												
22070	4101	NH	P	2 E	JCT 28 E TO E ENTRANCE OF BERTHOLD	0.4	Median X-Overs, Concrete Over, Widening	597	483	114	0	0
	4102	NH		2 E	1.5 MI E TOWNER TO BERWICK	5.9	CPR	1012	819	193	0	0
22069	4103	NH	P	2 W	E OF BERTHOLD TO 3 MI W JCT 52	7.1	Median X-Overs, Concrete Over, Widening	10701	8660	2041	0	0
	4104	NH		2 W	1.7 MI E GRANVILLE TO 2 MI W JCT 14	16.0	Microsurfacing	1247	1009	238	0	0
21666	4105	NH	P	5 E	E JCT 52-KENMARE TO W JCT 28	18.0	Asp Ol>2"<Or=3", Sliver Grading	12000	9712	2288	0	0
18890	4106	SS		28 N	JCT 52-CARPIO N TO W JCT ND 5	22.6	Thin Overlay	3994	3232	762	0	0
	4107	SS		37 E	GARRISON E TO JCT 83	6.2	Thin Overlay	1089	881	208	0	0
21988	4108	NH		83 N	W JCT 5 E TO E JCT 5-WESTHOPE	16.6	Box Culv Ext, Mill/Ol>2<Or=3", Sliver Grading, Struct/Incid	8239	6668	1571	0	0
	4109	NH		83 S	0.6 MI N MAX TO 0.9 MI S JCT 23	8.9	Thin Overlay	1569	1270	299	0	0
22208	4201	NH	P	3 N	JCT 52-HARVEY-N TO JCT 19	17.6	Box Culv Ext, Mill/Ol>2<Or=3", Riprap, Sliver Grading,	8651	7001	1650	0	0
22160	4202	SS		37 E	JCT 23-PARSHALL TO JCT 1804	16.9	Asp Ol>2"<Or=3", Sliver Grading, Struct/Incid	6756	5468	1288	0	0
22160	4203	SS		37 E	JCT ND 1804 E TO RAUB	3.0	Asp Ol>2"<Or=3", Sliver Grading	1620	1311	309	0	0
	4204	SS		37 E	RAUB E TO EMMET CORNER	23.9	Microsurfacing	1940	1570	370	0	0
20850	4205	SS		52B E	S EDGE OF HARVEY S TO JCT 3 & 52	2.6	Mill/Ol 2" Max	501	405	96	0	0
	4301	NH		2 W	1.5 MI E TOWNER TO BERWICK	5.9	Thin Overlay	1128	913	215	0	0
	4302	SS		37 E	E JCT 1804 E TO GARRISON	11.8	Thin Overlay	2265	1833	432	0	0
	4304	NH		83 N	SNAKE CREEK EMB N TO .5 MI S JCT 23	25.0	Mill/Ol 2" Max	5059	4094	965	0	0
	4306	NH		83 S	SNAKE CREEK EMB N TO N OF MAX	15.4	Thin Overlay	2941	2380	561	0	0
	4307	NH		83 S	S OF JCT 23 N TO URBAN LIMIT	15.5	Mill/Ol 2" Max	3137	2539	598	0	0
Subtotal								74446	60248	14198	0	0
Urban												
	4110	NHU		2 E	BURDICK (1ST ST SW-BURDICK VIADUCT)	0.5	Structural Ol>3, Intersect Imp, Storm Sewer, Curb & Gutter,	1658	1342	150	166	0
22134	4111	SU		989 E	31ST AVE SE (BROADWAY - 13TH ST SE)	0.0	Reconstruction	8620	6935	0	1685	0
Subtotal								10278	8277	150	1851	0
Bridge												
	4112	NH		2 E	1 N.E. OF U.S. 2 & 52 JCT	0.0	Deck Replacment, Rail Retrofit	628	565	63	0	0
22048	4113	NH		83 N	SOUTH OF U.S. HWY 2	0.0	Struct Replace	1170	947	223	0	0
	4308	NH		2 E	2 SOUTHEAST OF 2 & 52 JCT	0.0	Struct Replace	1266	1139	127	0	0
Subtotal								3064	2651	413	0	0
ND Street												
22250	4206	NH		5 E	MOHALL - MAIN ST,5TH AV E-36TH AV NW	0.0	Bikeway/Walkway, Lighting	412	334	37	41	0
Subtotal								412	334	37	41	0
Safety												
	4114	HEN			MINOT INTERSECTION REVISION-US 2/52	0.0	Intersect Imp, Lighting	1080	972	108	0	0
	4115	HEU			MINOT CROSSWALKS	0.0	Pave Mark, Signals	30	27	0	3	0
21872	4116	HLC			BOTTINEAU COUNTY BRIDGES	0.0	Grdrail Upgrade	346	311	0	35	0
Subtotal								1456	1310	108	38	0
Total								89656	72820	14906	1930	0
Grand Total								130109	92784	35250	2075	0

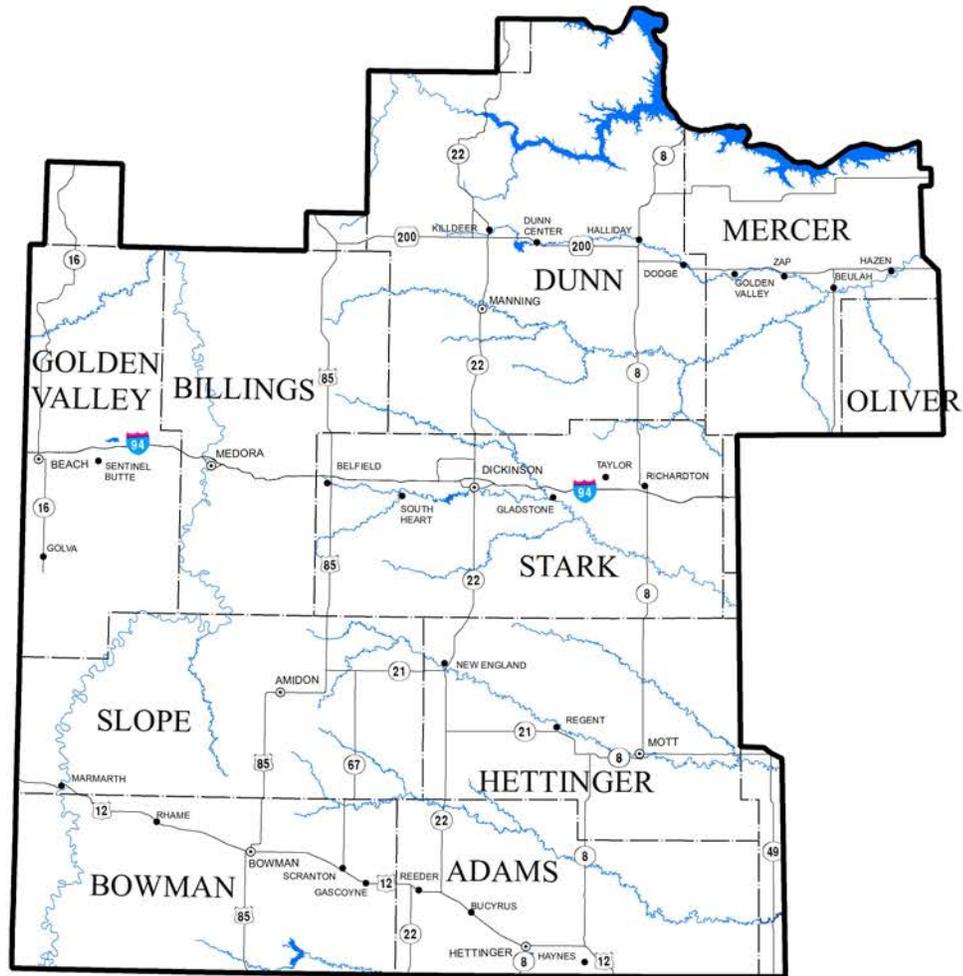
2019-2022 Construction Program Minot District



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Dickinson District

District 5



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

(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													
Rural													
	5001	SS		8	N	STATE LINE N TO W JCT 12-HETTINGER	4.0	Milling, Thin Overlay	761	616	145	0	0
21501	5002	NH		85	N	9.7 MI N AMIDON TO 0.25 MI S CO LN	6.0	Full Depth Rec, Hot Bit Pave, Widening	8673	7019	1654	0	0
21642	5003	IM		94	W	YOUNGMANS BUTTE TO HEBRON	9.3	Deck Overlay, HBP on Ramps, PCC Pave, Struct/Incid	20116	18104	2012	0	0
Subtotal									29550	25739	3811	0	0
Urban													
22163	5004	NHU		22	N	S OF 8TH ST S TO HEART RIVER BRIDGE	0.7	Mill/OI 2" Max	1200	971	229	0	0
22275	5010	UGP		94	E	VILLARD ST (STATE AVE - 10TH AVE E)	2.0	Lighting, Signals	2550	1642	184	724	0
	5005	SU		983	E	12TH ST W (HILLSIDE DR-STATE AV)	0.0	Mill/OI 2" Max	1100	880	0	220	0
	5006	SU		983	N	10TH AV W (15TH ST-21ST ST)	0.0	Mill/OI 2" Max	850	680	0	170	0
Subtotal									5700	4173	413	1114	0
Transportation Alternatives													
22009	5011	TAC				RICHARDTON SIDEWALK EXPANSION	0.0	Walk/Drive Ways	143	124	0	19	0
21695	5012	TAC				BEULAH, 2ND ST NW - 7TH ST NW	0.0	Bikeway/Walkway	471	200	0	271	0
Subtotal									614	324	0	290	0
County													
16970	5007	CPU				LITTLE MISSOURI RIVER CROSSING	0.0	Construction	15000	0	0	15000	0
Subtotal									15000	0	0	15000	0
Safety													
22190	5008	HEN		200	E	JCT ND 200 & ND 49 - N OF BEULAH	0.4	Roundabout, Lighting, Mill/OI>2<Or=3"	650	585	65	0	0
21840	5009	HESHLS				DICKINSON DIST VAR STATE HIGHWAYS	0.0	Lighting, Signing, Pave Mark	1063	957	106	0	0
Subtotal									1713	1542	171	0	0
Total									52577	31778	4395	16404	0

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

(In Thousands)

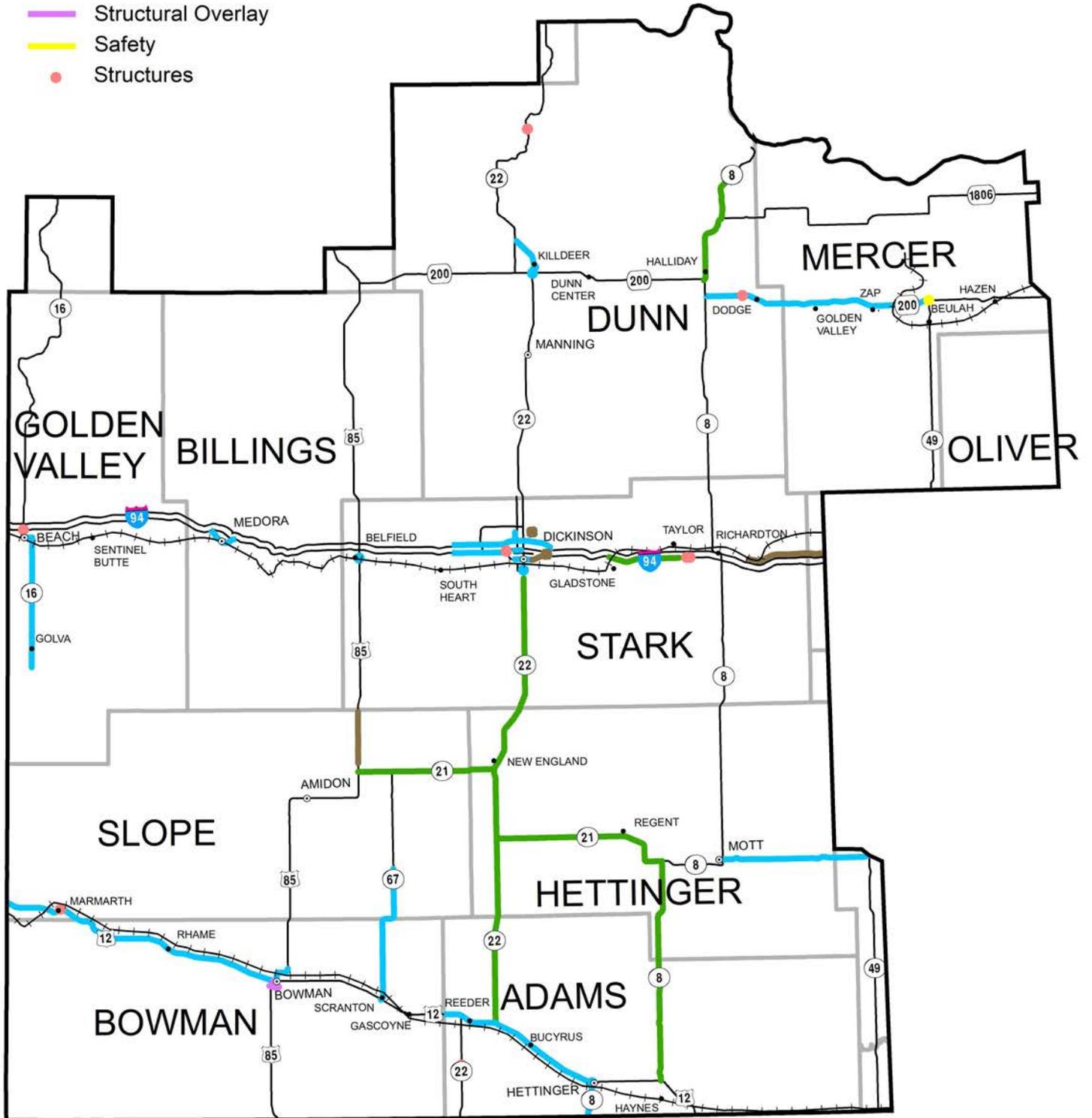
PCN	Map Key	Fund Sourc	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2020-2022												
Rural												
18244	5101	NH		21 E	JCT 85 TO N JCT 22-NEW ENGLAND	15.7	Asp Ol>2"<Or=3", Sliver Grading, Struct/Incid, Turn Lanes	6404	5183	1221	0	0
	5102	NH		21 E	E JCT 8 TO W JCT 49	17.0	Microsurfacing, Micro Mill	2748	2224	524	0	0
21686	5103	SS		22 N	E JCT US 12 N TO JCT ND 21	29.4	Mill/Ol>2<Or=3", Sliver Grading, Struct/Incid, Turn Lanes	15233	12328	2905	0	0
21686	5104	SS		22 N	JCT ND 21 TO N OF NEW ENGLAND	2.0	Mill/Ol>2<Or=3", Sliver Grading, Turn Lanes	972	787	185	0	0
20344	5105	NH		200 E	S JCT ND 8 TO JCT 49-BEULAH	26.3	Mill/Ol 2" Max	4925	3986	939	0	0
22261	5201	NH	P	8 N	JCT 12 N TO W JCT 21	25.7	Cold In Place, Pipe Repair, Struct/Incid	5789	4685	1104	0	0
21856	5202	SS		8 N	N JCT 200 TO NEAR TWIN BUTTES	13.6	Bikeway/Walkway, Lighting, Mill/Ol>2<Or=3"	3005	2432	573	0	0
	5203	NH		12 E	COUNTY LINE TO HETTINGER	19.4	Gravel Shldrs, Thin Overlay	3568	2888	680	0	0
	5204	SS		16 N	S GOLVA TO 4 WAY STOP IN BEACH	16.0	Microsurfacing, Micro Mill	2686	2174	512	0	0
	5205	SS		22 N	N NEW ENGLAND N TO DICKINSON	21.1	Asp Ol>2"<Or=3", Sliver Grading	7623	6169	1454	0	0
	5206	SS		22B N	KILLDEER BUSINESS LOOP	4.9	Microsurfacing, Micro Mill	924	748	158	18	0
	5207	SS		67 N	JCT 12-SCRANTON N APPROX 15 MILES	16.3	Thin Overlay, Walk/Drive Ways	4229	3423	806	0	0
	5208	IM		94 E	EXIT 64	0.0	Ramp Revisions	2000	1800	200	0	0
	5214	SS		94B E	MEDORA BUSINESS LOOP & CITY SECTION	3.6	Milling, Thin Overlay	660	534	126	0	0
	5301	SS		12 E	STATE LINE E TO BOWMAN	34.2	Thin Overlay	6543	5295	1248	0	0
	5302	NH		12 E	BOWMAN MUNICIPAL SECTION	1.0	Hot Bit Pave	1316	1065	251	0	0
	5303	NH		21 E	S JCT 22 E TO W JCT ND 8	21.0	Gravel Shldrs, Mill/Ol>2<Or=3", Selectiv Subcut, Sliver Grading,	8963	7254	1709	0	0
	5312	NH		85 N	BOWMAN CITY SECTION N 2.1 MI	2.5	Mill/Ol 2" Max	498	403	95	0	0
	5304	IM	P	94 E	SOUTH HEART TO W DICKINSON INTR	6.8	CPR, Grinding	1303	1173	130	0	0
	5305	IM		94 E	GLADSTONE E TO TAYLOR	8.2	CPR, HBP on Ramps, Mill/Ol>2<Or=3", Struct/Incid	5716	5144	572	0	0
	5306	IM	P	94 W	SOUTH HEART TO E DICKINSON INTR	12.0	CPR, Grinding	2313	2082	231	0	0
Subtotal								87418	71777	15623	18	0
Urban												
22219	5106	NHU		94 E	94B (8TH ST W - I-94 EXIT 59 N RAMP)	0.2	Bikeway/Walkway, Lighting	500	405	45	50	0
	5209	SU		22 N	ND 22 (20TH ST SE TO S OF 8TH ST S)	0.9	Mill/Ol>2<Or=3", Sliver Grading, Turn Lanes	450	364	86	0	0
21175	5210	NHU		94 E	E BUSINESS LP(10TH AV E-EXIT 64)	1.7	Reconstruction	20559	16638	1865	2056	0
	5211	SU		983 N	4TH AV E (21ST ST TO 26TH ST)	0.0	Reconstruction	900	720	0	180	0
Subtotal								22409	18127	1996	2286	0
Bridge												
22219	5107	IM		94 E	2 WEST OF ND 22	0.0	Walk/Drive Ways, Deck Overlay, Approach Slabs	728	655	73	0	0
	5212	SS		22 N	15 SOUTH OF ND 73	0.0	Structure Items	200	180	20	0	0
	5213	IM		94 E	JUNCTION OF I-94 & ND 16	0.0	Deck Overlay	508	457	51	0	0
	5307	NH		12 E	AT MARMARTH	0.0	Structure Items	82	74	8	0	0
	5308	SS		22 N	5 SOUTH OF REEDER	0.0	Structure Items	57	51	6	0	0
	5309	IM		94 E	4 MILES WEST OF ND 8	0.0	Structur Repair, Pipe Replacemt	159	143	16	0	0
	5310	IM		94 E	4 MILES WEST OF ND 8	0.0	Struct/Incid, Pipe Replacemt	168	151	17	0	0
	5311	NH		200 E	5 EAST OF SOUTH JCT. ND 8	0.0	Struct Replace	883	795	88	0	0
Subtotal								2785	2506	279	0	0
ND Street												
22251	5108	NH		12 E	HETTINGER - 2ND ST TO 10TH ST	0.0	Bikeway/Walkway, ADA Ramp Rev	751	608	68	75	0

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

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
ND Street												
22249	5109	SS		22 N	KILLDEER - LATHE ST INT - ADAMS DR	0.0	Bikeway/Walkway, ADA Ramp Rev, Ramp Revisions	670	462	51	157	0
22254	5110	NH		85 N	BELFIELD-BNRR SEP TO S JCT I-94	0.8	Turn Lanes, Signing	1993	1613	181	199	0
Subtotal								3414	2683	300	431	0
Total								116026	95093	18198	2735	0
Grand Total								168603	126871	22593	19139	0

2019-2022 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: 2019												
Rural												
	6001	NH		1 N	E JCT 200 TO W JCT 200	6.1	Mill/OI 2" Max	1100	890	210	0	0
	6002	SS		1 N	JCT 2-LAKOTA-N TO JCT CO RD 8 & 15	18.8	Culvert Rehab, Pipe Replacem, Pipe Repair	2500	2023	477	0	0
	6003	SS		1 N	JCT CO RD 8 & 15 N TO NEKOMA SPUR	19.0	Culvert Rehab, Pipe Replacem, Pipe Repair	2500	2023	477	0	0
	6004	NH		2 W	MICHIGAN BYPASS E TO CO LN	10.2	Mill/OI 2" Max	1834	1484	350	0	0
21980	6005	NH	P2019	2 W	NEAR ARVILLA TO W OF GF AFB	5.5	Mill/OI>2<Or=3"	2631	2129	502	0	0
21981	6006	NH	P2019	2 W	W OF GF AFB TO 69TH ST	11.0	Milling, Structural OI>3, Struct Replace	9069	7340	1729	0	0
	6007	NH		17 E	GRAFTON MUNICIPAL STA 0 TO 61+00	1.2	CPR, Microsurfacing	377	305	34	38	0
21810	6008	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	6009	SS		32 N	US 2 N TO 0.5 MI N JCT 17	27.3	Mill/OI 2" Max	4713	3814	899	0	0
22180	6010	SS		81B N	S OF 40TH AVE N TO N OF 40TH AVE N	0.3	CPR, Grinding	96	78	18	0	0
	6011	NH		200 E	EAST JCT 1 THRU COOPERSTOWN	3.5	Mill/OI 2" Max	634	513	121	0	0
Subtotal								32945	26661	6246	38	0
Urban												
22165	6012	NHU		2 E	US 2 & 55TH ST INTERSECTION	0.1	Signals, Turn Lanes	600	486	114	0	0
21841	6013	NHU		2B E	DEMERS AVE (RED RIVER TO 5TH ST)	0.2	Reconstruction	5406	4375	490	541	0
22211	6014	NHU		81 N	N WASHINGTON ST(HAMMERLING-8TH AV N)	1.4	ADA Ramp Rev	476	385	43	48	0
22180	6015	NHUSU		81B N	US 81(S OF 8TH AV N-0.4 MI N OF US2)	1.0	CPR, Grinding, Dowel Retrofit	1324	1071	120	133	0
22164	6016	NHU		297 E	DEMERS AV AT 30TH ST/COLUMBIA W RAMP	0.2	Signals, Turn Lanes	600	486	54	60	0
21843	6017	NHU		297 E	DEMERS AVE (6TH ST TO 5TH ST)	0.1	Reconstruction	1743	1411	158	174	0
	6018	SU		986 E	UNIVERSITY AV (STATE ST-N 3RD ST)	0.0	Mill/OI>2<Or=3", ADA Ramp Rev	3461	2459	0	1002	0
Subtotal								13610	10673	979	1958	0
Bridge												
22014	6019	SS		15 E	2 WEST OF NORTHWOOD	0.0	Deck Overlay	175	142	33	0	0
22015	6020	SS		18 N	JUST NORTH OF ND 15	0.0	Deck Overlay	158	128	30	0	0
22015	6021	SS		18 N	3 NORTH OF ND 15	0.0	Deck Overlay	158	128	30	0	0
22047	6022	SS		18 N	3 NORTH OF US 2	0.0	Deck Overlay	90	73	17	0	0
21999	6023	SS		45 N	4 EAST OF ND 65	0.0	Deck Overlay, Rail Retrofit	525	425	100	0	0
Subtotal								1106	896	210	0	0
Transportation Alternatives												
22274	6029	TACRTP		5 E	CAVLANDIC TRAIL REPAIR	6.1	Hot Bit Pave	400	160	0	80	160
22263	6030	TAU			GRAND FORKS 17TH AVE SHARED USE PATH	0.0	Bikeway/Walkway	346	214	0	132	0
21963	6031	TAU			GRAND FORKS 6TH AVE SHARED USE PATH	0.0	Bikeway/Walkway	321	180	0	141	0
22272	6032	TACSRC			WALHALLA OAK AVE & 10TH ST SIDEWALK	0.0	Bikeway/Walkway	46	37	0	9	0
Subtotal								1113	591	0	362	160
Safety												
21884	6024	HEU		81 N	GF 32ND AVE S (I-29 TO 20TH ST)	1.6	Turn Lanes, Signal Revision	7373	6635	369	369	0
	6025	HLUHLS			GRAND FORKS-STATE, URBAN & CITY RDS	0.0	Signal Revision	398	359	3	36	0
21677	6026	HLC			STEELE COUNTY ROAD PROJECTS	0.0	Rumble Stripes, Signing, Marking	96	86	0	10	0
Subtotal								7867	7080	372	415	0

Map Keys 6013 & 6024 are Workzone Safety and Mobility Significant Projects

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

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		
	Transit													
	6028	TURB			GRAND FORKS-CITYWIDE-5307		0.0 TR Op Assist, TR Prev Maint, TR Cap Purchase	1678	1091	0	587	0		
							Subtotal	1678	1091	0	587	0		
							Total	58319	46992	7807	3360	160		

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

(In Thousands)

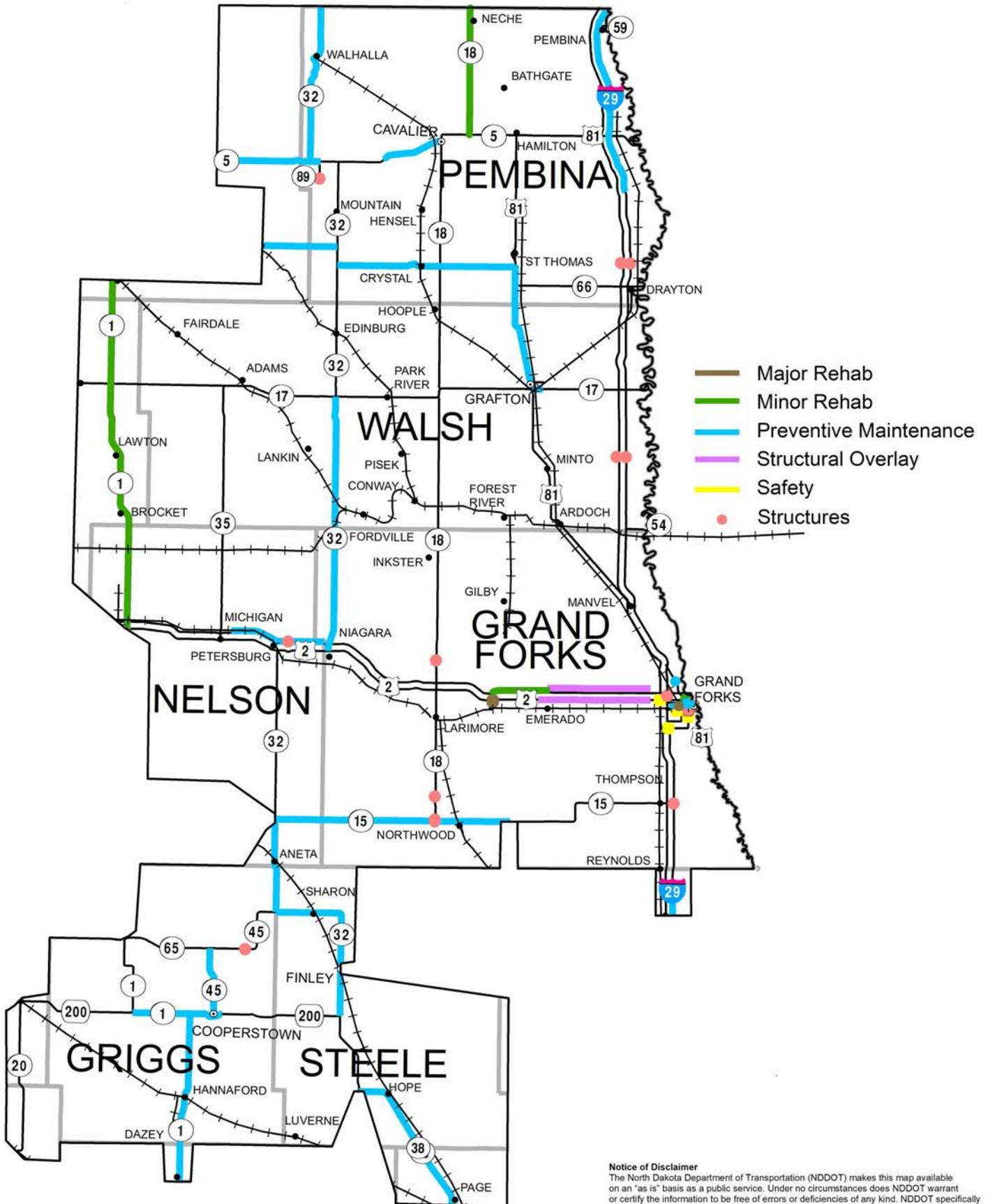
PCN	Map Key	Fund Sourc	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2020-2022													
Rural													
	6101	SS		32	N	FINLEY MUNICIPAL TO JCT 45-W SHARON	13.4	Milling, Thin Overlay	2365	1914	451	0	0
	6102	SS		38	N	PAGE N TO JCT 32-HOPE	16.8	Mill/OI 2" Max	3148	2548	600	0	0
	6103	SS		45	N	JCT 200-COOPERSTOWN N TO JCT 65	7.4	Milling, Thin Overlay	1305	1056	237	12	0
21982	6201	NH		2	E	1 MI W OF GF AFB TO 69TH ST	12.0	Milling, Structural OI>3	7107	5752	1355	0	0
	6214	IM		29	N	N OF BUXTON N TO RP 119.245	1.1	CPR	200	180	20	0	0
	6202	SS		32	N	JCT ND 45 N TO JCT ND 15	10.0	Milling, Thin Overlay	1835	1485	350	0	0
	6203	SS		32	N	W JCT 5 CONCRETE N TO STATE LINE	17.1	Mill/OI 2" Max	3323	2689	634	0	0
	6204	NH		81	N	GRAFTON-BRIDGE TO N URBAN LIMITS	0.6	Thin Overlay	125	101	24	0	0
	6205	NH		81	N	N. URBAN LIMITS GRAFTON TO N JCT 66	12.0	Thin Overlay	2645	2141	504	0	0
	6301	NH		1	N	JCT ND 26 N TO E JCT ND 200	18.0	Milling, Thin Overlay	3451	2793	658	0	0
	6302	NH		5	E	END PCC TO PAR ROAD	11.1	Mill/OI 2" Max	2479	2006	473	0	0
	6303	SS		15	E	ND 32 TO 1 MILE WEST OF NORTHWOOD	18.1	Mill/OI 2" Max	3656	2959	697	0	0
	6304	SS		15	E	1 MILE W OF NORTHWOOD E TO E JCT 18	7.0	Mill/OI 2" Max	1411	1142	269	0	0
	6305	IM	P	29	N	N BOWESMONT TO CANADIAN LINE	20.4	CPR, Mill/OI 2" Max	8243	7419	824	0	0
	6306	SS		32	N	S JCT 200 N TO FINLEY	4.5	Mill/OI 2" Max	906	733	173	0	0
	6307	SS		66	E	DISTRICT BNDRY E TO N JCT 32	8.0	Mill/OI 2" Max	1739	1407	332	0	0
	6308	SS		66	E	S JCT 32 GARDAR E TO N JCT 81	19.1	Mill/OI 2" Max	4086	3307	779	0	0
	6309	SS		66	E	CRYSTAL E TO N JCT 81 ST THOMAS	10.1	Mill/OI 2" Max	2276	1842	434	0	0
								Subtotal	50300	41474	8814	12	0
Urban													
21842	6104	SU		2B	E	5TH ST (US 2 TO DEMERS AVE)	0.9	Mill/OI>2<Or=3"	1046	846	95	105	0
	6206	NHU		986	N	N COLUMBIA RD(OVERPASS-UNIV AV)	0.0	Reconstruction	6244	4376	0	1868	0
22167	6310	NHU		81B	N	N WASHINGTON ST (5TH AV S-1ST AV N)	0.2	Struct Replace, Reconstruction, Lift Station	8800	7122	798	880	0
	6311	SU	P	986	N	URBAN ROADS CITYWIDE SIGNAL REHAB	0.0	Signal Revision	3100	2280	0	820	0
	6312	NHU	P	999	N	REGIONAL CITYWIDE SIGNAL REHAB	0.0	Signal Revision	6201	4960	914	327	0
								Subtotal	25391	19584	1807	4000	0
Bridge													
	6105	IM		29	N	7 SOUTH ND 17	0.0	Deck Overlay, Rail Retrofit	524	472	52	0	0
	6107	IM		29	S	7 SOUTH ND 17	0.0	Deck Overlay, Rail Retrofit	524	472	52	0	0
21286	6108	SS		89	E	2 SOUTH OF JCT ND 5	0.0	Deck Overlay	414	335	79	0	0
22278	6215	NH	P	2	W	1 EAST OF ND 32 SOUTH	0.0	Struct Replace, Median X-Overs	5783	4680	1103	0	0
	6207	IM		29	N	JUNCTION ND 15	0.0	Deck Overlay, Struct/Incid	539	485	54	0	0
	6208	IM		29	N	NORTH US 2 INTERCHANGE	0.0	Structure Paint	432	389	43	0	0
	6209	IM		29	N	3 NORTH N.D. 66	0.0	Struct Replace	909	818	91	0	0
	6210	IM		29	S	3 NORTH ND 66	0.0	Struct Replace	909	818	91	0	0
22167	6313	NH		81B	N	WASHINGTON ST	0.0	Struct Replace	8800	7122	798	880	0
								Subtotal	18834	15591	2363	880	0
Safety													
22260	6111	HEN		2	E	W JCT CTY RD TO TURTLE RIVER ST PARK	0.7	J-Turn, Lighting, Turn Lanes, Intersect Imp	1380	1242	138	0	0
	6211	HEU				GRAND FORKS SCHOOL FLASHING BEACONS	0.0	Signal Revision	700	630	0	70	0
								Subtotal	2080	1872	138	70	0

Map Keys 6310 & 6313 are Workzone Safety and Mobility Significant Projects

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

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												
	6110	TURB			GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint, TR Cap Purchase	1711	1112	0	599	0
	6213	TURB			GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint, TR Cap Purchase	1746	1135	0	611	0
	6314	TURB			GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint, TR Cap Purchase	1780	1157	0	623	0
							Subtotal	5237	3404	0	1833	0
							Total	101842	81925	13122	6795	0
							Grand Total	160161	128917	20929	10155	160

2019-2022 Construction Program - Grand Forks District

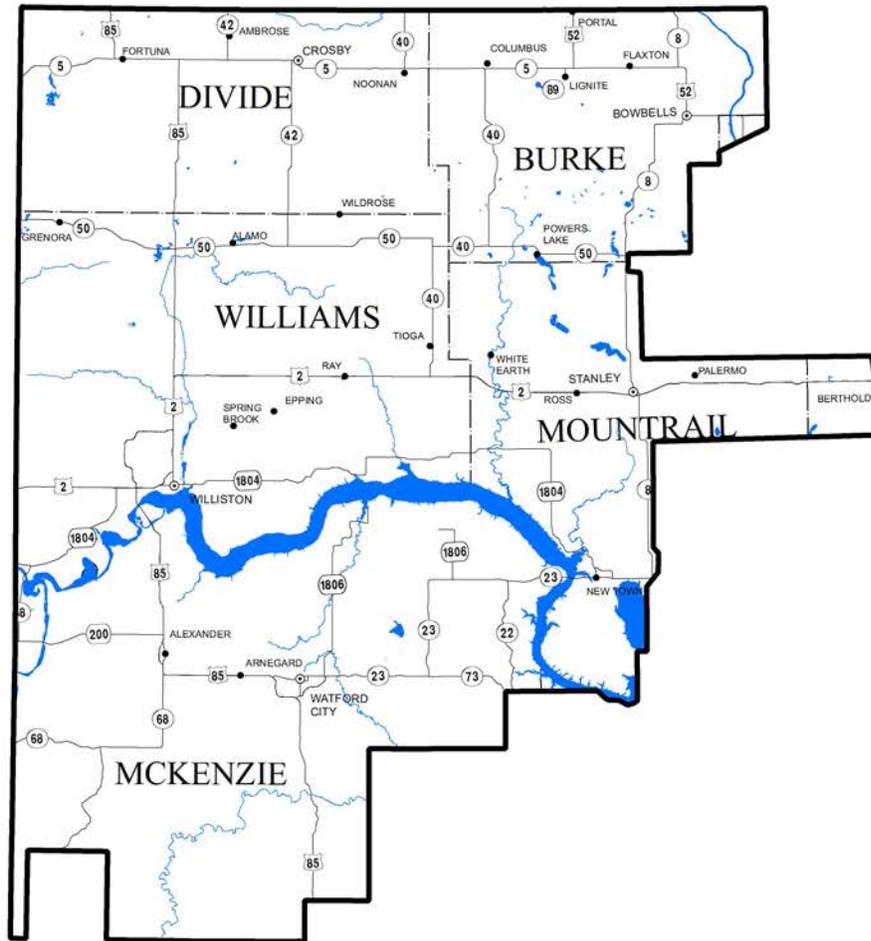


- Major Rehab
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Williston District

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**

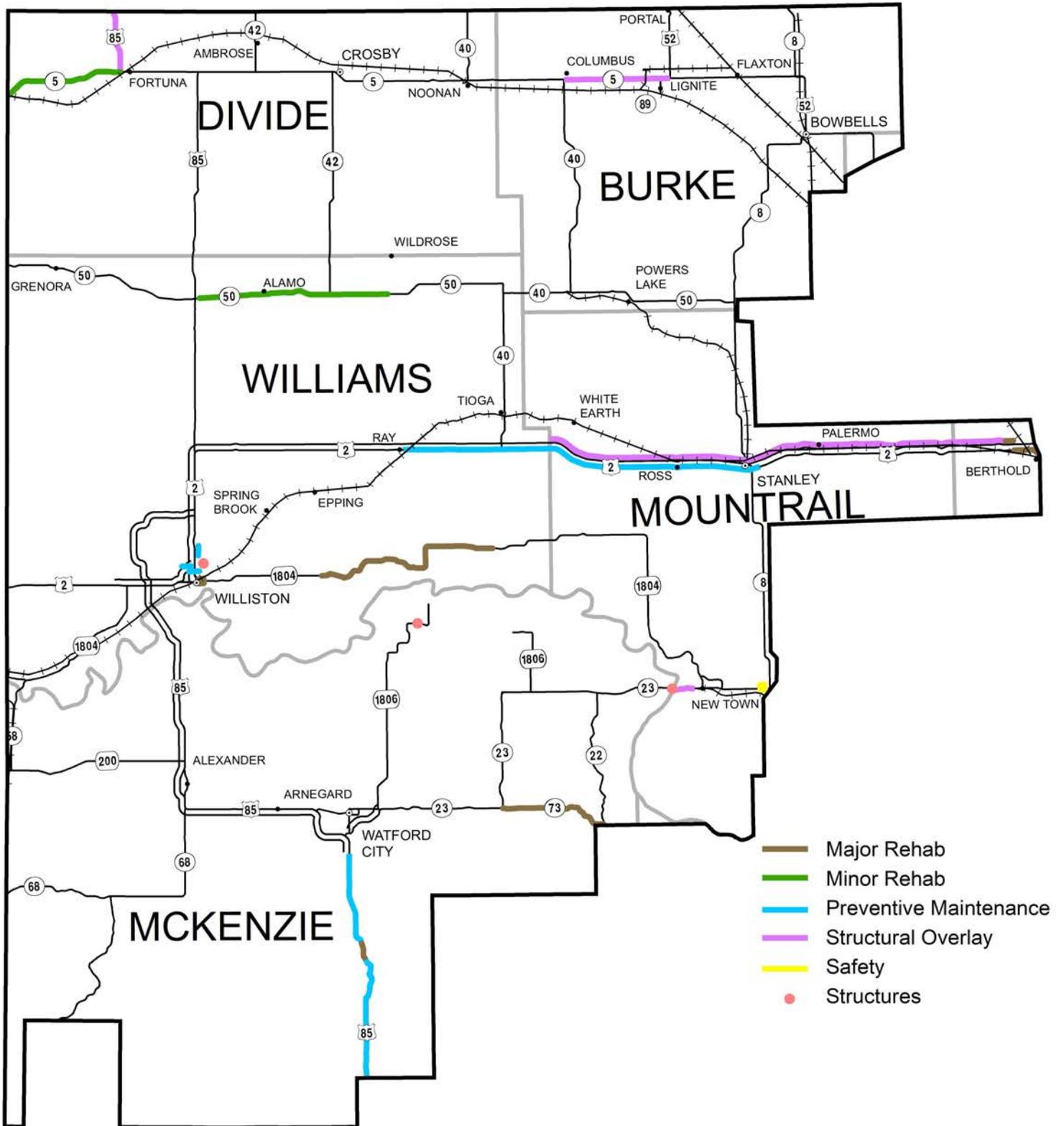
(In Thousands)

PCN	Map Key	Fund Sourc	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2019													
Rural													
14798	7001	NH		2		US 2	101.0	Bonding Repayment	5314	4301	1013	0	0
22200	7002	NH		5	E	E JCT 40-COLUMBUS-E TO W JCT 52	11.0	Milling, Structural Ol>3	5127	4149	978	0	0
22159	7003	SOIB		23	E	4 BEARS BRDG TO W NEW TOWN NW TRR	2.3	Milling, Structural Ol>3	1030	0	1030	0	0
	7009	NH		85	N	GRASSY BUTTE N 7.5 MILES	7.4	Microsurfacing	555	449	106	0	0
22041	7004	SOIB		85	N	LONG X BRIDGE	1.8	Aggr Base, Grade, Hot Bit Pave, Struct/Incid	37000	0	37000	0	0
20030	7005	NH		85	N	W JCT 5-FORTUNA N TO STATE LINE	6.4	Hot Bit Pave, Turn Lanes	2151	1741	410	0	0
21786	7006	SOIB		1804	N	JCT TIOGA RD W TO RED MIKE AREA	9.3	Hot Bit Pave, Widening	10982	0	10982	0	0
Subtotal									62159	10640	51519	0	0
Urban													
22218	7007	SU		993	E	26TH ST (PHEASANT RUN PKY-6TH AV W)	0.0	Mill/Ol>2<Or=3"	1200	960	0	240	0
Subtotal									1200	960	0	240	0
Transportation Alternatives													
22264	7010	TACSRC				GRENORA SCHOOL SIDEWALK	0.0	Walk/Drive Ways	251	200	0	51	0
22269	7011	TACSRC				TIOGA SIGNAL ROAD	0.0	Bikeway/Walkway	296	200	0	96	0
Subtotal									547	400	0	147	0
Safety													
21863	7008	HESHLS				WILLISTON DIST VAR STATE HIGHWAYS	0.0	Lighting, Signing, Pave Mark	828	745	83	0	0
Subtotal									828	745	83	0	0
Total									64734	12745	51602	387	0

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

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: 2020-2022												
Rural												
14798	7001	NH		2	US 2	101.0	Bonding Repayment	5313	4300	1013	0	0
22070	7101	NH	P	2	E 2 MI W BERTHOLD TO JCT 28 - BERTHOLD	2.9	Median X-Overs, Concrete Over, Widening	4359	3528	831	0	0
22066	7102	NH		2	W COUNTY LINE E TO E STANLEY	22.2	Hot Bit Pave	9206	7450	1756	0	0
22067	7103	NH	P	2	W E OF STANLEY E TO BLAISDELL	13.4	Concrete Over, Median X-Overs, Milling	14339	11605	2734	0	0
22068	7104	NH		2	W BLAISDELL TO 4 MI W BERTHOLD	12.6	Concrete Over, Median X-Overs, Milling	13365	10816	2549	0	0
22071	7105	NH	P	2	W 4 MI W OF BERTHOLD TO WEST BND	0.8	Median X-Overs, Concrete Over, Widening	1275	1032	243	0	0
19705	7106	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
	7116	NH		85	N N OF LONG X TO BEG OF 4 LANES	9.7	Mill/OI 2" Max	1807	1462	345	0	0
21787	7107	SOIB		1804	N RED MIKE AREA TO CO RD 42 - EPPING	11.7	Aggr Base, Grade, Hot Bit Pave, Widening	31012	0	31012	0	0
	7205	NH		85	N 7.5 MI N GRASSY BUTTE TO S LONG X	5.3	Thin Overlay	979	792	187	0	0
	7301	NH		2	E RAY E TO RP 91	37.4	Thin Overlay	7144	5782	1362	0	0
22266	7302	SS		50	E 0.5 MILE E OF JCT 85 TO WILDROSE JCT	19.6	Asp Ol>2"<Or=3", Signing, Sliver Grading	10218	8269	1949	0	0
	7303	SS	P	73	E JOHNSONS CORNER E TO JCT 22	11.3	Hot Bit Pave, Widening	18229	14753	3476	0	0
Subtotal								122032	73662	48370	0	0
Urban												
	7108	SU		993	E 18TH ST (DAVIDSON DR-UNIVERISTY AV)	0.0	Mill/OI>2<Or=3"	1300	1040	0	260	0
22166	7109	NHU		1804	N ND 1804 & 7TH AV E	0.0	Intersect Imp	3000	2400	300	300	0
	7202	NHU		2	E US 2B (GATE AV TO 2ND AV W)	1.0	Mill/OI>2<Or=3"	1000	809	91	100	0
	7203	SU		993	N US2 E FRONTAGE RD(42ND-58TH ST)	0.0	Mill/OI>2<Or=3"	450	360	0	90	0
	7304	SU	P	993	N US 2 W FRONTAGE RD(CHINAMAN COULEE)	0.0	Struct/Incid	700	560	0	140	0
Subtotal								6450	5169	391	890	0
Bridge												
	7110	NH		23	E 3 WEST OF ND 1804	0.0	Deck Overlay	1800	1800	0	0	0
22171	7111	SS		1806	N 22 NORTH ND 23	0.0	Deck Overlay	206	167	39	0	0
Subtotal								2006	1967	39	0	0
Safety												
21874	7113	HLC			MCKENZIE COUNTY - VARIOUS LOCATIONS	0.0	Rumble Stripes, Reconstruction	500	450	0	50	0
21875	7114	HLC			MOUNTRAIL COUNTY ROAD	0.0	Anti-Skid Syst	26	23	0	3	0
	7115	HEN			ND 23 NEAR ND 8 AND TRUCK STOP	0.0	Turn Lanes, Lighting	1000	900	100	0	0
	7204	HEC			WILLIAMS CO 5	0.0	Pave Mark, Rumble Stripes	410	369	0	41	0
Subtotal								1936	1742	100	94	0
Total								132424	82540	48900	984	0
Grand Total								197158	95285	100502	1371	0

2019-2022 Construction Program - Williston District



- Major Rehab
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Fargo District

District 8



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

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

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: 2019												
Rural												
22189	8001	NH		13	E	W JCT ND 32 E TO ND 18	25.1 Mill/OI 2" Max	4524	3661	863	0	0
22188	8002	NH		13	E	W OF I-29 JCT TO 1 MI W OF WAHPETON	9.6 CPR	750	607	143	0	0
22188	8003	NH		13	W	W JCT I-29 TO E JCT I-29	0.6 CPR	99	80	19	0	0
22188	8004	NH		13	W	E JCT I-29 TO JCT OLD US 81	4.1 Microsurfacing	306	248	58	0	0
22188	8005	NH		13	W	JCT OLD US 81 TO 1 MI W OF WAHPETON	4.8 CPR	450	364	86	0	0
22201	8006	SS		18	N	JCT I-94 TO SWAN CREEK	1.2 Mill/OI>2<Or=3"	497	402	95	0	0
22202	8007	SS		18	N	JCT CASS CO 10 TO TRAILL COUNTY LINE	23.4 Mill/OI 2" Max	4219	3414	805	0	0
21495	8008	IM		29	N	RP 33.5 TO CHRISTINE INTERCHANGE	10.6 CPR, HBP on Ramps, PCC Pave, Struct/Incid	19460	17514	1946	0	0
Subtotal								30305	26290	4015	0	0
Urban												
21170	8009	NHUCPU		10	E	MAIN AVE (UNIV DR TO 2ND ST)	1.0 Reconstruction	18444	12863	1442	4139	0
22188	8010	NH		13	E	1 MI W OF WAHPETON TO ND 210	0.7 CPR	60	49	11	0	0
	8011	SU		984	N	CITYWIDE CAPITAL BUS PURCHASE	0.0 TR Cap Purchase	1250	1000	0	250	0
21569	8012	SU				SHEYENNE ST (32ND AVE - 40TH AVE S)	0.0 Reconstruction	12650	4351	0	8299	0
Subtotal								32404	18263	1453	12688	0
Bridge												
	8019	SS		18	N	3 W OF BLANCHARD	0.0 Struct Replace	500	405	95	0	0
22013	8013	SS		18	N	1 SOUTH OF MAYVILLE	0.0 Struct Replace	2000	1619	381	0	0
22168	8014	IM		29	N	4 NORTH OF 200 SOUTH	0.0 Deck Overlay, Struct/Incid	472	425	47	0	0
22169	8015	IM		29	S	4 NORTH OF 200 SOUTH	0.0 Deck Overlay, Struct/Incid	472	425	47	0	0
Subtotal								3444	2874	570	0	0
Transportation Alternatives												
22271	8020	TAUSRU				WAHPETON WHEATLAND RD SHARED USEPATH	0.0 Bikeway/Walkway	415	290	0	125	0
Subtotal								415	290	0	125	0
ND Street												
21208	8016	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
Transit												
	8018	TURB				FARGO-CITYWIDE-5307	0.0 TR Op Assist, TR Cap Purchase, TR Prev Maint	3776	2454	0	1322	0
Subtotal								3776	2454	0	1322	0
Total								72271	51730	6213	14328	0

Map Key 8009 is a Workzone Safety and Mobility Significant Project

**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: 2020-2022												
Rural												
	8101	SS		11 E	E JCT 1-OAKES-E TO CO LN	4.0	Mill/OI 2" Max	749	606	143	0	0
	8102	SS		11 E	COUNTY LINE E TO FORMAN	18.1	Mill/OI 2" Max	3384	2739	645	0	0
17871	8103	SS		18 N	N JCT 11 TO JCT 13	13.1	Mill/OI 2" Max	2448	1981	467	0	0
22285	8118	IM		29 N	RP 33.5 TO CHRISTINE INTERCHANGE	10.6	Pave Mark	150	135	15	0	0
19017	8104	IM		29 N	HUNTER SEP TO NEAR BLANCHARD	12.2	Median X-Overs, Ramp Conn	780	702	78	0	0
18988	8105	IM	P	29 N	HUNTER SEP TO NEAR BLANCHARD	12.2	Deck Overlay, HBP on Ramps, PCC Pave, Struct/Incid	28072	25265	2807	0	0
22285	8119	IM		29 S	RP 33.5 TO CHRISTINE INTERCHANGE	10.6	Pave Mark	150	135	15	0	0
21812	8106	SS		32 N	W JCT 13 N TO LISBON (BNRR)	14.7	Thin Overlay, Struct/Incid	3678	2977	701	0	0
21812	8107	SS		32 N	JACKSON AVE TO RIVERSIDE DR-LISBON	1.0	ADA Ramp Rev, Curb & Gutter, Lighting, Mill/OI>2<Or=3", Sliver	860	696	78	86	0
	8120	IM		94 W	E CASSELTON E TO NEAR W FARGO	10.9	Thin Overlay	1920	1728	192	0	0
	8201	SS		18 N	W JCT 200 N TO N HATTON	9.3	Mill/OI 2" Max	1818	1471	347	0	0
	8202	SS		18 N	N HATTON N TO E JCT 15	5.7	Mill/OI 2" Max	1108	897	211	0	0
	8204	IM		29 N	MAIN AVE TO N FGO INTR	4.0	CPR	901	811	90	0	0
	8223	IM		29 N	N JCT 200 N TO N OF BUXTON	7.1	CPR	1263	1137	126	0	0
	8206	IM		29 S	MAIN AVE TO N FGO INTR	4.0	CPR	900	810	90	0	0
21855	8207	IM	P	29 S	HUNTER SEP TO NEAR BLANCHARD	11.3	Deck Overlay, HBP on Ramps, PCC Pave, Struct/Incid	28201	25381	2820	0	0
	8208	SS		32 N	LISBON N TO JCT 46	12.8	Mill/OI 2" Max	2491	2016	475	0	0
	8209	IM		94 E	W WHEATLAND TO E OF CASSELTON	8.0	CPR, HBP on Ramps, Sand Seal	1648	1483	165	0	0
	8210	IM		94 W	WHEATLAND E TO E CASSELTON	7.2	CPR, HBP on Ramps, Sand Seal	1549	1394	155	0	0
	8301	SS		10 E	LYNCHBURG INTR TO ND 18 S CASSELTON	2.7	CPR, Mill/OI 2" Max	1066	863	203	0	0
	8302	SS		10 E	ND 18 E TO RAYMOND INTR	12.1	Mill/OI 2" Max	2450	1983	467	0	0
	8303	SS		18 N	W JCT 46 LEONARD N TO CASSELTON	19.2	Mill/OI 2" Max	3886	3145	741	0	0
	8320	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	NEAR BLANCHARD TO JCT 200	10.7	Median X-Overs, Ramp Conn	562	506	56	0	0
	8321	IM		29 S	11.3 MI N OF STATE LN N TO JCT 13	11.3	CPR, CL Stitching	2318	2086	232	0	0
	8305	IM		29 S	ND 13 N TO RP 33.5	10.9	Median X-Overs	1423	1281	142	0	0
	8306	SS		38 N	JCT I-94 N TO PAGE	19.7	Mill/OI 2" Max, Shldr Rehab	4541	3675	866	0	0
22203	8307	IM	P	94 E	NEAR W FARGO E TO W HORCE RD	2.7	Approach Slabs, Crack & Seat, HBP on Ramps, Lighting, PCC	3652	3287	365	0	0
	8322	IM		94 E	25TH ST INTER TO RED RIVER	1.9	Lift Station, Storm Sewer	2500	2250	250	0	0
22203	8309	IM	P	94 W	NEAR W FARGO E TO W HORCE RD	2.7	Approach Slabs, Crack & Seat, HBP on Ramps, Lighting, PCC	3652	3287	365	0	0
Subtotal								110439	96814	13539	86	0
Urban												
21564	8108	SU		984 E	64TH AVE S (38TH ST SW - 36TH ST SW)	0.0	Struct/Incid, Construction	12416	9933	0	2483	0
	8109	SU		984 N	CITYWIDE CAPITAL BUS PURCHASE	0.0	TR Cap Purchase	1250	1000	0	250	0
	8110	SU		984 N	N UNIV DR (32ND AV N TO 40TH AV N)	0.0	Reconstruction	6000	4500	0	1500	0
22277	8121	UGP		992 N	SHEYENNE ST (7TH AVE TO MAIN AVE)	0.0	Curb & Gutter, Walk/Drive Ways, Marking, Lighting,	3600	2377	0	1223	0
	8212	SU	P	984 E	32ND AV S (32ND-25TH ST)	0.0	Reconstruction	10400	4700	0	5700	0
	8311	NHU		10B E	MAIN AV (UNIVERSITY TO 25TH ST)	1.0	Reconstruction	15412	8370	1226	5816	0
	8312	SU		991 E	8TH AV N (4TH ST N-11TH ST N)	0.0	Reconstruction	4754	3071	0	1683	0
Subtotal								53832	33951	1226	18655	0

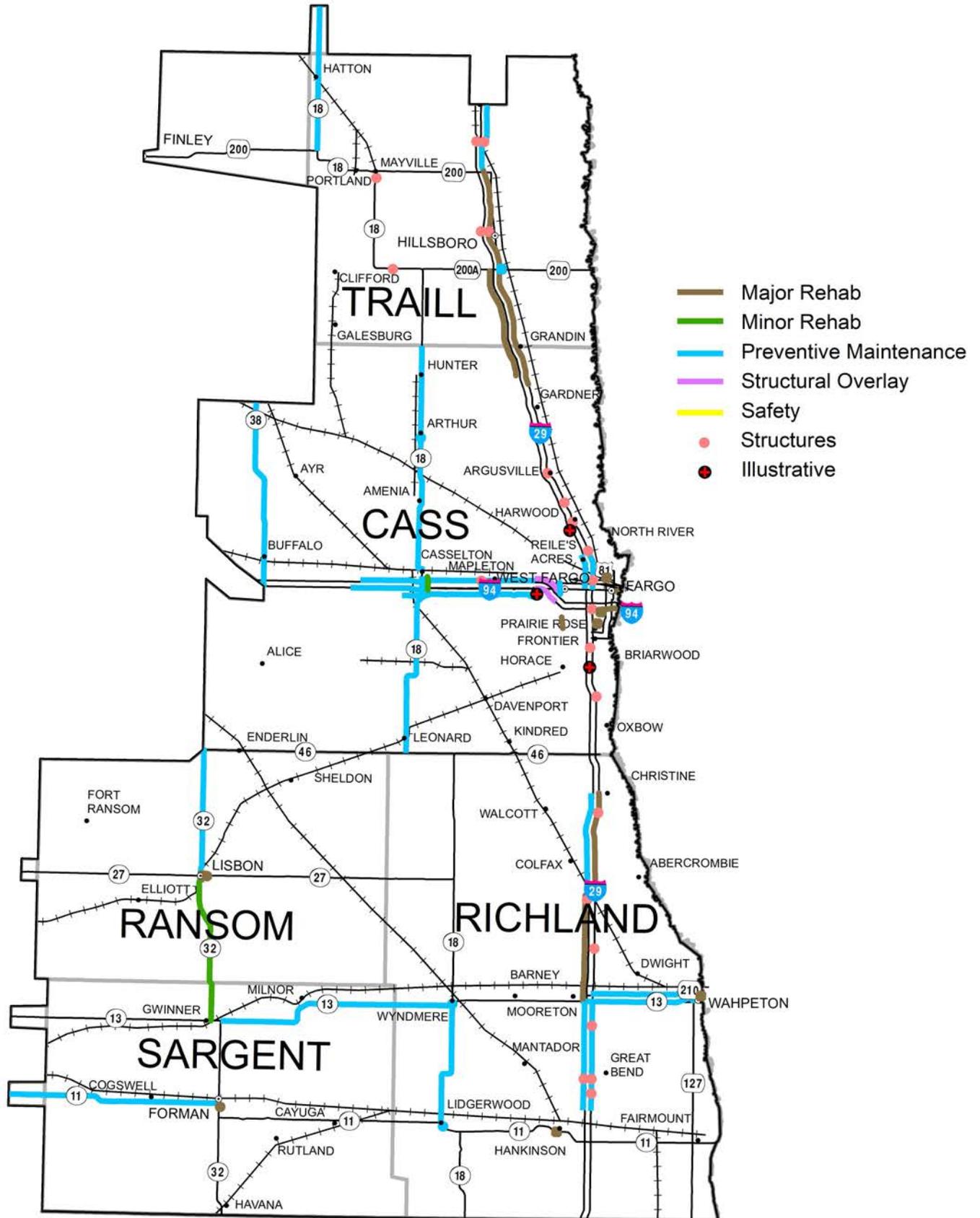
Map Key 8311 is a Workzone Safety and Mobility Significant Project

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

(In Thousands)

PCN	Map	Fund	Pend	Hwy	Dir	Location	Length	Work Type	(In Thousands)				
									Total	Fed	State	Local	Other
Key	Sourc	CMC						Cost	Fund	Fund	Fund	Fund	
Bridge													
	8111	BRI		29	N	5 NORTH OF ND 11	0.0	Structure Paint	297	267	30	0	0
	8112	BRI		29	N	3 SOUTH OF ND 13	0.0	Structure Paint	297	267	30	0	0
	8113	IM		29	N	JCT I-29-12TH AVE N FARGO	0.0	Deck Overlay, Structur Repair	1298	1168	130	0	0
	8114	IM		29	N	3 NORTH OF ND 200	0.0	Deck Overlay, Approach Slabs, Spall Repair	746	671	75	0	0
	8115	IM		29	S	3 NORTH OF ND 200	0.0	Deck Overlay, Spall Repair	618	556	62	0	0
	8213	IM		29	N	7 NORTH OF ND 11	0.0	Deck Overlay, Structur Repair	482	434	48	0	0
	8214	BRI		29	N	6 SOUTH OF ND 46	0.0	Structure Paint	159	143	16	0	0
	8215	IM		29	N	6 NORTH OF ND 46	0.0	Structure Paint	289	260	29	0	0
	8216	NH		29	N	I-29 & I-94 INTCHG-FARGO	0.0	Structur Repair	422	380	42	0	0
	8217	IM		29	N	ARGUSVILLE CITY LIMITS	0.0	Structure Paint	368	331	37	0	0
	8218	IM		29	S	7 NORTH OF ND 11	0.0	Structur Repair	57	51	6	0	0
	8219	IM		29	S	10 NORTH OF ND 13	0.0	Deck Overlay, Approach Slabs, Expan Joint Mod	1147	1032	115	0	0
	8220	IM		94	W	6 EAST OF ND 18	0.0	Deck Replacment, Approach Slabs, Structure Items	1112	1001	111	0	0
	8313	IM		29	N	6 NORTH OF ND 13	0.0	Structur Repair	731	658	73	0	0
	8314	IM		29	N	3 SOUTH OF HARWOOD	0.0	Structure Paint	362	326	36	0	0
	8315	IM		29	N	7 NORTH OF US 10	0.0	Structure Paint	383	345	38	0	0
	8316	IM		29	N	2 NORTH HARWOOD INTERCHG	0.0	Structure Paint	358	322	36	0	0
								Subtotal	9126	8212	914	0	0
ND Street													
22248	8122	SS		11	E	LIDGERWOOD - N 3RD ST SW-S 5TH ST SW	0.0	Bikeway/Walkway, ADA Ramp Rev, Ramp Revisions	310	251	28	31	0
22247	8224	SS		11	E	HANKINSON - W 4TH AV SW-E 3RD AV SE	0.0	Reconstruction	1479	1197	134	148	0
22252	8225	NH		13	E	WYNDMERE-ND 13 & ND 18 INTERSECTION	0.0	Lighting	420	340	38	42	0
22246	8226	SS		18	N	ARTHUR - 21ST ST SE - 22ND ST SE	0.0	Bikeway/Walkway	139	112	13	14	0
								Subtotal	2348	1900	213	235	0
Safety													
21876	8116	HLC				CASS COUNTY 5 & CASS COUNTY 10	0.0	Intersect Imp, Turn Lanes, Shldr Rehab	771	694	0	77	0
	8221	HEN				38TH ST & I-29 RAMP	0.0	Turn Lanes, Signals, Pave Mark	361	325	36	0	0
								Subtotal	1132	1019	36	77	0
Illustrative													
	8317	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	8318	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
	8319	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 Op Assist, TR Cap Purchase, TR Prev Maint	3852	2504	0	1348	0
	8222	TURB				FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	3929	2554	0	1375	0
	8323	TURB				FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	4008	2605	0	1403	0
								Subtotal	11789	7663	0	4126	0
								Total	188666	149559	15928	23179	0
								Grand Total	260937	201289	22141	37507	0

2019-2022 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	Fund	Pend	Hwy Dir	Location	Length	Work Type	Total	Fed	State	Local	Other	
	Key	Sourc		CMC				Cost	Fund	Fund	Fund	Fund	
Fiscal Year: 2019													
Rural													
	9001	SS			BILLBOARD CONTROL PROGRAM	0.0	Billboard Contr	150	121	29	0	0	
	9002	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
	9003	IM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0	
	9004	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0	
	9005	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0	
	9006	NH			VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0	
	9007	IM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0	
	9008	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0	
	9009	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0	
	9010	SIMSS			VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0	
22212	9011	IMSS			ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0	
	9012	STP			HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0	
	9013	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrt	62	50	12	0	0	
	9014	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0	
	9015	NH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0	
22216	9016	NH			VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0	
	9017	SSNHES			VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	2000	1619	381	0	0	
	9018	STP			VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0	
	9019	IM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0	
	9020	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1263	1010	0	253	0	
	9021	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0	
	9022	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	2934	1601	0	400	933	
	9023	NH			ND 511 ALERT	0.0	ITS	185	150	35	0	0	
	9024	SS			STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0	
	9025	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	175	142	33	0	0	
	9026	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training	100	100	0	0	0	
	9027	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	175	142	33	0	0	
	9028	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0	
	9029	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0	
Subtotal								47171	38082	7161	995	933	
Urban													
	9030	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0	
	9032	SU			VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way	100	80	0	20	0	
Subtotal								2350	1880	0	470	0	
Bridge													
	9033	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0	
	9034	BRNBRS			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0	
Subtotal								872	700	172	0	0	
County													
	9037	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways	18442	14925	0	3517	0	
	9038	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0	
	9039	BRC			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges	7278	5890	0	1388	0	
Subtotal								26200	21135	80	4985	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	
Emergency Relief													
9040	SER				VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise	1000	1000	0	0	0	
							Subtotal	1000	1000	0	0	0	
Missile Roads													
9041	ROM				VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0	
							Subtotal	4000	4000	0	0	0	
Safety													
9042	HES				HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0	
9043	HES				STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0	
9044	HES				SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0	
9045	HES				SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0	
							Subtotal	537	483	54	0	0	
Transit													
9046	TRUR				STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	8475	5509	0	2966	0	
9047	TCAP				STATEWIDE TRANSIT-RTAP	0.0	TR Training	100	100	0	0	0	
9048	TRUR				STATEWIDE TRANSIT - 5339	0.0	TR Capital	5438	4350	0	1088	0	
9049	TRUR				STATEWIDE TRANSIT - 5310	0.0	TR Capital	775	620	0	155	0	
							Subtotal	14788	10579	0	4209	0	
							Total	96918	77859	7467	10659	933	

**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: 2020-2022												
Rural												
	9101	SS			STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
	9102	IM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
	9103	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
	9104	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3001	1638	0	409	954
	9105	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Training	20	20	0	0	0
	9106	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9107	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
	9108	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	183	148	35	0	0
	9109	IMSS			VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
22216	9110	NH			VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
	9111	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrt	62	50	12	0	0
	9112	NH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
	9113	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0
	9114	NH			VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0
	9115	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0
	9116	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
	9117	IM			RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
	9118	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1263	1010	0	253	0
	9119	IMSS			ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
	9120	NH			ND 511 ALERT	0.0	ITS	185	150	35	0	0
	9121	STP			HIGHWAY INNVOATION FUNDING	0.0	Innovation	3089	2500	589	0	0
	9122	SSNHES			VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	2000	1619	381	0	0
	9123	IM			VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0
	9124	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	180	146	34	0	0
	9125	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
	9126	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
	9127	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
	9128	STP			VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
	9201	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0
	9202	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	190	154	36	0	0
	9203	NH			VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
	9204	NH			VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0
	9205	SS			VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0
	9206	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1263	1010	0	253	0
	9207	SSNHES			VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	2000	1619	381	0	0
	9208	STP			VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
	9209	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrt	62	50	12	0	0
	9210	STP			RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
	9211	IMSS			ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
	9212	SS			STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
	9213	SS			BILLBOARD CONTROL PROGRAM	0.0	Billboard Contr	150	121	29	0	0
	9214	SS			VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
	9215	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
	9216	RPS			INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
	9217	RPS			VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	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
Rural												
9218	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
9219	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3062	1671	0	418	973
9220	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9221	NH				ND 511 ALERT	0.0	ITS	185	150	35	0	0
9222	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	187	151	36	0	0
9223	STP				HIGHWAY INNVOATION FUNDING	0.0	Innovation	3089	2500	589	0	0
9224	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0
9225	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Training	100	100	0	0	0
9226	IMSS				VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
9227	SS				VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
9228	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
9229	IM				RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
9301	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	198	160	38	0	0
9302	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	192	155	37	0	0
9303	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
9304	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	1111	1000	111	0	0
9305	SS				VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	5560	4500	1060	0	0
9306	RPS				VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
9307	IMSS				VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
9308	IM				VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
9309	SS				VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
9310	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	5000	4000	1000	0	0
9311	NH				VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	5560	4500	1060	0	0
9312	RPS				INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
9313	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9314	STP				RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
9315	IM				RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
9316	STP				VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
9317	SSNHES				VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	2000	1619	381	0	0
9318	SS				STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
9319	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Parks & Rec	1263	1010	0	253	0
9320	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
9321	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3124	1705	0	426	993
9322	SS				VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
9323	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Training	20	20	0	0	0
9324	NH				VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
9325	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Overt	62	50	12	0	0
9326	STP				HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
9327	IMSS				ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
9328	NH				ND 511 ALERT	0.0	ITS	185	150	35	0	0
Subtotal								141518	114117	21443	3038	2920
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
9230	SU				VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	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												
	9231	SU			VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way	100	80	0	20	0
	9232	UGPNHUS			URBAN GRANT PROGRAM - VAR LOC	0.0	Dir Task Force	5758	4660	522	576	0
	9329	SU			VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0
	9330	UGPNHUS			URBAN GRANT PROGRAM - VAR LOC	0.0	Dir Task Force	5758	4660	522	576	0
	9331	SU			VARIOUS LOCATIONS - STATEWIDE	0.0	Right Of Way	100	80	0	20	0
							Subtotal	18566	14960	1044	2562	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
	9233	BRNBRS			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0
	9234	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0
	9332	BRNBRS			VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	563	450	113	0	0
	9333	BRU			BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0
							Subtotal	2616	2100	516	0	0
Transportation Alternatives												
	9134	TAC			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0
	9135	TAU			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0
	9235	TAC			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0
	9236	TAU			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0
	9334	TAC			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0
	9335	TAU			VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0
							Subtotal	6153	4980	0	1173	0
County												
	9136	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9137	BRC			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges	7278	5890	0	1388	0
	9138	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways	19398	15699	0	3699	0
	9237	BRC			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges	7278	5890	0	1388	0
	9238	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways	19936	16134	0	3802	0
	9239	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9336	STP			VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9337	BRC			VARIOUS LOCATIONS STATEWIDE	0.0	County Bridges	7278	5890	0	1388	0
	9338	SC			VARIOUS LOCATIONS STATEWIDE	0.0	County Roadways	20483	16577	0	3906	0
							Subtotal	83091	67040	240	15811	0
Emergency Relief												
	9139	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise	1000	1000	0	0	0
	9240	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise	1000	1000	0	0	0
	9339	SER			VARIOUS LOCATIONS - STATEWIDE	0.0	Grade Raise	1000	1000	0	0	0
							Subtotal	3000	3000	0	0	0
Missile Roads												
	9140	ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0
	9241	ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0
	9340	ROM			VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0
							Subtotal	12000	12000	0	0	0
ND Street												
	9341	STP			NDSTREET - VARIOUS LOCATIONS	0.0	Dir Task Force	3707	3000	336	371	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	(In Thousands)				
								Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
							Subtotal	3707	3000	336	371	0
Safety												
	9142	HES			HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
	9143	HES			SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
	9144	HES			STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
	9145	HES			SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
	9243	HES			STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
	9244	HES			HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
	9245	HES			SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
	9246	HES			SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
	9342	HES			HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
	9343	HES			SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
	9344	HES			STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
	9345	HES			SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
							Subtotal	1611	1449	162	0	0
Transit												
	9146	TRUR			STATEWIDE TRANSIT - 5339	0.0	TR Capital	5546	4437	0	1109	0
	9147	TRUR			STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	8645	5619	0	3026	0
	9148	TRUR			STATEWIDE TRANSIT - 5310	0.0	TR Capital	790	632	0	158	0
	9149	TCAP			STATEWIDE TRANSIT-RTAP	0.0	TR Training	101	101	0	0	0
	9247	TRUR			STATEWIDE TRANSIT - 5339	0.0	TR Capital	5657	4526	0	1131	0
	9248	TCAP			STATEWIDE TRANSIT-RTAP	0.0	TR Training	104	104	0	0	0
	9249	TRUR			STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	8994	5846	0	3148	0
	9250	TRUR			STATEWIDE TRANSIT - 5310	0.0	TR Capital	806	645	0	161	0
	9346	TRUR			STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	9174	5963	0	3211	0
	9347	TRUR			STATEWIDE TRANSIT - 5339	0.0	TR Capital	5770	4616	0	1154	0
	9348	TRUR			STATEWIDE TRANSIT - 5310	0.0	TR Capital	822	658	0	164	0
	9349	TCAP			STATEWIDE TRANSIT-RTAP	0.0	TR Training	106	106	0	0	0
							Subtotal	46515	33253	0	13262	0
							Total	318777	255899	23741	36217	2920
							Grand Total	415695	333758	31208	46876	3853

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 2019 or beyond, the funding level for planning purposes was based on projected apportionment for 2019-2022. It was based on \$269 million for 2019, \$275 million for 2020, \$280 million for 2021 and \$286 million for 2022. 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 2019 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects.

Other Programs

Transportation Alternatives (TA)

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

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

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

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The RTP under 23 USC 206.
- The SRTS Program under §1404 of SAFETEA–LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Workforce development, training, and education activities that are in accordance with 23 USC 504(e).

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

Selection of Projects

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 FLMA's, will administer the program. The *Tribal Transportation Program (TTP)* provides access to basic community services to enhance the quality of life on Indian Reservations. The Bureau of Indian Affairs (BIA) or FHWA- Central Federal Lands (CFL) will administer the program along with the local tribal partners.

Urban and County Federal Funding

Urban Streets and Highways

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

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

1. Bismarck-Mandan Metro Area, 221 N. 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: metrocof@fmmetrocog.org
Website: <http://www.fmmetrocog.org>
3. Grand Forks-East Grand Forks Metro Area, 255 N. 4th St., Grand Forks, ND 58206, Telephone (701) 746-2660, Email: info@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-Moorhead and Grand Forks-East Grand Forks.

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

Section 5307 Urbanized Area Formula Program

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

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

Section 5339 Bus and Bus Facilities for Major Capital Investment

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

Section 5310 – Enhanced Mobility for Seniors and Persons with Disabilities

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

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

Sections 5311 Formula Grants for Other than Urbanized Areas

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

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

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

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

Section 5311(j), Public Transportation on Indian Reservations

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

Section 5311(f), Intercity Bus Program

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

Urbanized Transit Programs

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

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

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

Rural Transit Programs

Localities with less than 50,000 in population are defined as rural areas. North Dakota currently has 30 rural transit projects that will receive Section 5311 funding during federal FY 2019 to provide transit services in the rural areas of the state. These projects are identified in the FY 2019 Section 5311 Program of Projects. These same 30 projects are also eligible to receive Sections 5339 and 5310 funding. These funds are administered by the NDDOT based on project needs as determined through an application process.

It is anticipated that the number of rural transit projects receiving federal funding each year will remain relatively constant during the timeframe covered by this STIP document (2019-2022). Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

State Aid for Public Transit Programs

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

Transit Performance Management

Performance targets are currently under development for facilities, equipment and rolling stock as part of the NDDOT Transit Asset Management (TAM) Plan. Upon completion, these targets will be added to the State Management Plan for Public Transportation.

Transit Program Information

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

**2019
Program Summary (In Thousands)**

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$101,031	\$90,816	\$10,215	\$0	\$0	\$0
National Highway Performance	\$125,468	\$101,541	\$23,927	\$166,116	\$141,489	\$24,627
National Highway Freight ⁽⁴⁾	\$0	\$0	\$0	\$9,256	\$8,330	\$926
Highway Bridge ⁽⁵⁾	\$11,203	\$9,402	\$1,801	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$5,796	\$5,216	\$580	\$938	\$844	\$94
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,384	\$3,945	\$438
Surface Transportation	\$66,903	\$53,279	\$13,624	\$48,959	\$38,989	\$9,970
Total	\$315,623	\$264,954	\$50,669	\$229,653	\$193,598	\$36,055
Urban Highway Construction Program						
National Highway Performance	\$41,682	\$31,662	\$10,020	\$11,889	\$9,031	\$2,858
Highway Bridge ⁽⁵⁾	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$11,553	\$10,397	\$1,156	\$11,553	\$10,397	\$1,156
Surface Transportation/CMAQ	\$38,848	\$23,654	\$15,194	\$51,689	\$31,473	\$20,216
Total	\$92,392	\$65,963	\$26,429	\$75,131	\$50,901	\$24,230
County Highway Construction Program						
Surface Transportation	\$33,922	\$15,245	\$18,677	\$33,753	\$15,169	\$18,584
Highway Safety Improvements ⁽⁶⁾	\$1,357	\$1,295	\$62	\$1,357	\$1,295	\$62
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
Total	\$42,557	\$22,430	\$20,127	\$42,388	\$22,354	\$20,034
Transportation Alternatives Program						
State Highways ⁽⁷⁾	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$1,784	\$1,240	\$544	\$1,375	\$956	\$419
County Areas	\$3,402	\$2,375	\$1,027	\$1,009	\$704	\$305
Total	\$5,186	\$3,615	\$1,571	\$2,384	\$1,660	\$724
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$8,318	\$6,000	\$2,318	\$8,318	\$6,000	\$2,318
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0
SOIB	\$64,958	\$0	\$64,958	\$64,958	\$0	\$64,958
Illustrative	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$22,518	\$15,604	\$6,914	\$22,518	\$15,604	\$6,914
Total	\$556,552	\$383,566	\$172,986	\$449,351	\$294,117	\$155,233
Maintenance & Operations	\$125,588	\$0	\$125,588	\$125,588	\$0	\$125,588
Grand Total	\$682,140	\$383,566	\$298,574	\$574,939	\$294,117	\$280,821

(1) Contains pending projects - (\$51.2 Million Total, \$43.9 Million Federal), if additional funding/revenues would be available. Some of the projects shown may be funded with 2018 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.

2020
Program Summary (In Thousands)

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$43,646	\$39,169	\$4,477	\$0	\$0	\$0
National Highway Performance	\$148,671	\$120,319	\$28,352	\$169,704	\$144,433	\$25,271
National Highway Freight ⁽⁴⁾	\$0	\$0	\$0	\$10,284	\$9,256	\$1,028
Highway Bridge ⁽⁵⁾	\$10,264	\$9,199	\$1,065	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$3,996	\$3,596	\$400	\$10,564	\$9,506	\$1,057
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,475	\$4,028	\$447
Surface Transportation	\$89,059	\$71,177	\$17,882	\$49,103	\$39,243	\$9,859
Total	\$300,858	\$248,160	\$52,698	\$244,130	\$206,466	\$37,664
Urban Highway Construction Program						
National Highway Performance	\$20,746	\$16,635	\$4,111	\$11,497	\$9,219	\$2,278
Highway Bridge ⁽⁵⁾	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$30	\$27	\$3	\$30	\$27	\$3
Surface Transportation/CMAQ	\$43,061	\$33,059	\$10,002	\$42,455	\$32,594	\$9,861
Total	\$64,146	\$49,971	\$14,175	\$53,982	\$41,840	\$12,143
County Highway Construction Program						
Surface Transportation	\$19,878	\$16,019	\$3,859	\$19,646	\$15,832	\$3,814
Highway Safety Improvements ⁽⁶⁾	\$3,600	\$3,256	\$344	\$3,600	\$3,256	\$344
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
Total	\$30,756	\$25,165	\$5,591	\$30,524	\$24,978	\$5,546
Transportation Alternatives Program						
State Highways ⁽⁷⁾	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$1,181	\$956	\$225	\$1,180	\$956	\$225
County Areas	\$870	\$704	\$166	\$870	\$704	\$166
Total	\$2,051	\$1,660	\$391	\$2,051	\$1,660	\$391
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$0	\$0	\$0	\$0	\$0	\$0
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0
SOIB	\$31,012	\$0	\$31,012	\$31,012	\$0	\$31,012
Illustrative	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$22,969	\$15,916	\$7,053	\$22,969	\$15,916	\$7,053
Total	\$456,792	\$345,872	\$110,920	\$388,668	\$294,860	\$93,808
Maintenance & Operations	\$125,588	\$0	\$125,588	\$125,588	\$0	\$125,588
Grand Total	\$582,380	\$345,872	\$236,508	\$514,256	\$294,860	\$219,396

(1) Contains pending projects - (\$88.5 Million Total, \$74.5 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⁾	\$56,229	\$50,495	\$5,734	\$0	\$0	\$0
National Highway Performance	\$84,659	\$68,514	\$16,145	\$173,044	\$147,321	\$25,722
National Highway Freight ⁽⁴⁾	\$0	\$0	\$0	\$10,490	\$9,441	\$1,049
Highway Bridge ⁽⁵⁾	\$9,599	\$8,583	\$1,016	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$1,930	\$1,738	\$192	\$11,852	\$10,673	\$1,179
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,564	\$4,108	\$456
Surface Transportation	\$78,101	\$62,308	\$15,793	\$50,188	\$40,039	\$10,149
Total	\$235,740	\$196,338	\$39,402	\$250,138	\$211,583	\$38,555
Urban Highway Construction Program						
National Highway Performance	\$28,729	\$22,572	\$6,157	\$11,968	\$9,403	\$2,565
Highway Bridge ⁽⁵⁾	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$1,475	\$1,328	\$147	\$1,475	\$1,328	\$147
Surface Transportation/CMAQ	\$33,694	\$23,093	\$10,601	\$48,550	\$33,275	\$15,275
Total	\$64,207	\$47,243	\$16,964	\$61,993	\$44,006	\$17,987
County Highway Construction Program						
Surface Transportation	\$20,416	\$16,454	\$3,962	\$20,064	\$16,171	\$3,894
Highway Safety Improvements ⁽⁶⁾	\$1,160	\$1,044	\$116	\$1,160	\$1,044	\$116
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
Total	\$28,854	\$23,388	\$5,466	\$28,502	\$23,105	\$5,398
Transportation Alternatives Program						
State Highways ⁽⁷⁾	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$1,181	\$956	\$225	\$1,180	\$956	\$225
County Areas	\$870	\$704	\$166	\$870	\$704	\$166
Total	\$2,051	\$1,660	\$391	\$2,051	\$1,660	\$391
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$0	\$0	\$0	\$0	\$0	\$0
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0
SOIB	\$0	\$0	\$0	\$0	\$0	\$0
Illustrative	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$23,604	\$16,349	\$7,255	\$23,604	\$16,349	\$7,255
Total	\$359,456	\$289,978	\$69,478	\$370,289	\$300,703	\$69,586
Maintenance & Operations	\$125,588	\$0	\$125,588	\$125,588	\$0	\$125,588
Grand Total	\$485,044	\$289,978	\$195,066	\$495,877	\$300,703	\$195,174

(1) Contains pending projects - (\$68.8 Million Total, \$55.2 Million Federal), if additional funding/revenues would be available.

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

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

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

(5) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBGP) with MAP-21 and FAST, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STBGP revenues.

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

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

2022
Program Summary (In Thousands)

	Expenditures ⁽¹⁾			Revenues		
	Total	Federal	State/Other	Total	Federal	State/Other ⁽²⁾
State Highway Construction Program						
Interstate Maintenance ⁽³⁾	\$51,089	\$45,868	\$5,221	\$0	\$0	\$0
National Highway Performance	\$70,604	\$57,140	\$13,464	\$176,524	\$150,268	\$26,256
National Highway Freight ⁽⁴⁾	\$0	\$0	\$0	\$10,700	\$9,630	\$1,070
Highway Bridge ⁽⁵⁾	\$18,083	\$15,420	\$2,663	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$536	\$482	\$54	\$14,797	\$13,306	\$1,491
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,656	\$4,190	\$465
Surface Transportation	\$138,909	\$113,911	\$24,998	\$49,816	\$40,851	\$8,965
Total	\$284,443	\$237,521	\$46,922	\$256,493	\$218,245	\$38,247
Urban Highway Construction Program						
National Highway Performance	\$43,839	\$31,234	\$12,605	\$13,462	\$9,592	\$3,871
Highway Bridge ⁽⁵⁾	\$309	\$250	\$59	\$0	\$0	\$0
Highway Safety Improvements ⁽⁶⁾	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation/CMAQ	\$31,284	\$24,106	\$7,178	\$44,085	\$33,970	\$10,115
Total	\$75,432	\$55,590	\$19,842	\$57,547	\$43,561	\$13,986
County Highway Construction Program						
Surface Transportation	\$20,963	\$16,897	\$4,066	\$20,490	\$16,516	\$3,974
Highway Safety Improvements ⁽⁶⁾	\$0	\$0	\$0	\$0	\$0	\$0
Highway Bridge	\$7,278	\$5,890	\$1,388	\$7,278	\$5,890	\$1,388
Total	\$28,241	\$22,787	\$5,454	\$27,768	\$22,406	\$5,362
Transportation Alternatives Program						
State Highways ⁽⁷⁾	\$0	\$0	\$0	\$0	\$0	\$0
Urban Areas	\$1,181	\$956	\$225	\$1,180	\$956	\$225
County Areas	\$870	\$704	\$166	\$870	\$704	\$166
Total	\$2,051	\$1,660	\$391	\$2,051	\$1,660	\$391
Emergency Relief	\$1,000	\$1,000	\$0	\$0	\$0	\$0
Federal Lands Highways	\$0	\$0	\$0	\$0	\$0	\$0
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0
SOIB	\$0	\$0	\$0	\$0	\$0	\$0
Illustrative	\$12,659	\$0	\$12,659	\$0	\$0	\$0
Transit	\$24,076	\$16,676	\$7,400	\$24,076	\$16,676	\$7,400
Total	\$431,902	\$339,234	\$92,668	\$371,934	\$306,548	\$65,386
Maintenance & Operations	\$125,588	\$0	\$125,588	\$125,588	\$0	\$125,588
Grand Total	\$557,490	\$339,234	\$218,256	\$497,522	\$306,548	\$190,974

(1) Contains pending projects - (\$75.2 Million Total, \$64.0 Million Federal), if additional funding/revenues would be available.

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

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

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

(5) The Highway Bridge Program was combined into the National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBGP) with MAP-21 and FAST, but carryover apportionment still remains in the Highway Bridge Program so it is tracked separately. This apportionment will continue to be used until it is exhausted. The Revenue is shown as \$0 under the State & Urban Highway Construction Programs, but the necessary revenue will come out of the NHPP or STBGP revenues.

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

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

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.

Ronald J. Henke

 *For the*

NDDOT Director

Wayne Stenehjem

Attorney General

10/3/18

Date

10/2/18

Date

By:

 *SACG*

Assistant Attorney General



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

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

November 6, 2018

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 October 5, 2018. We, hereby, approve the NDDOT 2019-2022 Statewide Transportation Improvement Program.

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

The formal planning finding for the 2019-2022 STIP is attached. The planning finding this year was an extensive look at all the planning elements, including the statewide and metropolitan planning activities, the Statewide Transportation Improvement Plan, performance-based planning, and public involvement activities. The in depth look at the programs comes with an increased national emphasis on the planning finding requirement.

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

Based on the reviews and participation in the statewide and MPO planning activities, the FTA and the FHWA have identified one strong recommendation which needs immediate attention. The FHWA and the FTA strongly recommend the Bismarck-Mandan and Grand Forks-East Grand Forks MPOS should make it a priority, if not already, to update their TIPs to be in compliance with the FTA Transit Asset Management target requirements.

There are three additional recommendations which are intended only to assist the NDDOT in improving their program, not as a corrective action. In addition to the recommendations, there are three commendations for the NDDOT and MPOs. The attached planning finding provides additional details.

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

Sincerely,

CINDY E
TERWILLIGER

Digitally signed by
CINDY E TERWILLIGER
Date: 2018.11.07
12:52:39 -07'00'

Cindy Terwilliger
Regional Administrator
Federal Transit Administration

WENDALL
L MEYER

Digitally signed by
WENDALL L MEYER
Date: 2018.11.06
13:55:33 -06'00'

Wendall L. Meyer
Division Administrator
Federal Highway Administration

Enclosure: STIP Federal Planning Finding

Ecc: Steve Salwei, Director of Transportation Programs, NDDOT
Jane Berger, Programming Division, NDDOT
Paul Benning, Local Government Engineer, NDDOT
Tracey MacDonald, FTA
Kris Reisenberg, FHWA-MN
Bobbi Retzlaff, MnDOT
Sandy Zimmer, FHWA-ND

North Dakota FY 2019-2022 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 2019-2022 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs).

BACKGROUND INFORMATION

What is a Federal Planning Finding?

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

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

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

PLANNING PROCESS OBSERVATIONS AND RECOMMENDATIONS

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

Statewide Planning Process

Plans

- The North Dakota Department of Transportation (NDDOT) continues to work 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 NDDOT Local Government Division received request from small urban communities to complete long-range planning efforts. Currently the NDDOT is working on completing its statewide active transportation and transit plan called North Dakota Moves.
- The NDDOT holds yearly Research Advisory Committee (RAC) meetings to discuss proposals and plans for upcoming research topics in support of SP&R funding. This meeting invites committee members and invites various research programs across the state of North Dakota and promotes proposals that includes extensive laboratory material testing, evaluation, and data reporting to determine material characteristics, operation properties, and economic viability of an innovations to improve highway construction, safety, and maintenance.

STIP Development

- The 2018-2021 STIP was approved on October 24, 2017. The NDDOT began development of the 2019-2022 STIP in March 2018. In May 2018, 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.
- The 2019-2022 STIP went out for public comment June 6, 2018 and the comment period was open until July 9, 2018.
- 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 & II work programs for 2018-2019 was approved in December 2017 and the 2017 work program annual summary report was submitted within 60 days of the close of the program year. The activities completed were consistent with the 2017 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. 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. In 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 (published in the 2018 HSIP), per 23 CFR 490, as well as set Pavement & Bridge Targets, and Performance of NHS & Freight Targets. The NDDOT coordinated with the MPOs in adopting NDDOT's PM 1, 2, & 3 target measures but also allowed the MPOs the option to establish their own target measure. The North Dakota MPOs chose to adopt the NDDOT set targets and met the Safety target measure February 28, 2018 deadline and are on track to meet the May 20, 2018 deadline as required by MAP-21 and the FAST Act.
- As part of the performance management and risk processes, the NDDOT continues to work 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 and meets with the MPOs on a semi-annual basis at the MPO Directors meetings. Representatives from NDDOT Divisions, such as Planning and Asset Management, often attend the MPO Directors meeting to ensure the MPOs receive the most recent information and updates about statewide planning activities.
- Along with NDDOT, FTA and FHWA participated in the regular MPO Directors during 2018. The meetings covered concerns about TIP/STIP Coordination, CPG Balances and distribution, Metropolitan Transportation Plan Financial Forecasting Coordination, and Performance Measure/Targets updates. The last MPO Directors meeting was held October 22, 2018.
- In previous years, the NDDOT has also met individually with the MPOs to work with them on drawing down CPG funds. The Fargo-Moorhead Metro COG currently has encumbered funds but has been proactive in drawing down their funds and utilizing funds for appropriate use, in accordance with 23 U.S.C. 134. The NDDOT, in coordination with FHWA, will continue to monitor CPG spending over FY 2019 and provide any oversight assistance to the MPOs in North Dakota.

Metropolitan Planning Process

Plans

- All three MPOs are working on elements for their Metropolitan Transportation Plans (MTP) (such as bicycle/pedestrian & ADA plans) that will be incorporated into their next plan updates. The MPOs have initiated kick-off discussions and assembled MTP review committees to prepare updates to their current MTPs. The MTP updates are due for GF-EGF MPO January 2019, FMMCOG October 2019 and BMMPO March 2020.

TIPs

- The 2019-2022 TIPs for each MPO were incorporated into the 2019-2022 STIP by reference. Any Federally-funded projects are also shown in the STIP to facilitate the public review of all Federal-aid projects in a single document.
- FTA requested that Bismarck-Mandan & Grand Forks-East Grand Forks MPOs update their TIPs to include the Transit Asset Management (TAM) targets, required by FTA for their October 1, 2018 deadline. Fargo-Moorhead Metro COG was already in compliance with FTA's TAM target requirements. Grand Forks-East Grand Forks MPO submitted an amendment for their TIP to be compliant with FTA but still pending final update to their TIP. Bismarck-Mandan MPO is still

pending completing their amendment approved by their Technical Advisory Council and Policy Board. Once the pending TIPs are updated, the NDDOT will need to update the STIP accordingly.

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.
- UPWPs for the 2019-2020 biennium have completed drafts by the MPOs and are undergoing a comment period before being presented to their Technical Advisory Committees and Policy Boards for approval, with final approval completed by FHWA. Anticipated approval is December 2018.
- 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.
- Bismarck-Mandan MPO & Fargo-Moorhead Metro COG already had or have updated their Public Participation Plans since the last Federal Planning Finding.
- Updated 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 Summer of 2018. These reviews were conducted, in conjunction with the NDDOT Mid-Year Review, and the MPOs were found to be successfully executing Environmental Mitigation in their planning process, in accordance with 23 CFR 450.316 (a) and (b) and 23 CFR 450.324 (f) (10), (g), and (m).
- The FHWA and FTA conducted a Triennial Process Review for the Grand Forks-East Grand Forks MPO in June 2018. This review is based off TMA Planning Certification Review standards. Although the planning area of the Grand Forks-East Grand Forks MPO is not projected to

transition to a TMA due 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 similar to TMA reviews. The FHWA and FTA found that the Grand Forks-East Grand Forks MPO meets Federal Planning requirements and no compliance 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 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 was completed for the December 4, 2017 deadline.

Observations and Recommendations

Corrective Actions:

There are no corrective actions associated with this planning finding.

Strongly Recommended:

- The Bismarck-Mandan and Grand Forks-East Grand Forks MPO should make it a priority to update their TIPs to be in compliance with the FTA Transit Asset Management target requirements. The NDDOT will then update the STIP in order to reflect the MPOs TIP updates.

Recommendations:

- The NDDOT with FHWA ND Division 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.
- In coordination with the FHWA ND Division, the NDDOT and MPOs should communicate any training needs so that FHWA can help facilitate and organize any trainings or workshops.
- Grand Forks-East Grand Forks should consider updating their Public Participation Plan, the last update was 2012.

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 demonstrated that they had a clear Environmental Mitigation planning process in place, as well as having a strong outreach process to consult with Federal, State, Tribal, and local agencies. The MPO demonstrates its process effectively in its MTPs and outlines the necessary actions required to consult with the agencies.
- Fargo-Moorhead Metro COG updated and greatly improved their website. The webpage demonstrates easier access and navigation for public access.

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 2019-2022, on the condition that the above strongly recommended item is addressed, is based on a statewide transportation planning process that meets the requirements of 23 USC Sections 134 and 135, 49 USC Sections 5303 and 5304, and subparts A, B, and C of 23 CFR 450, 23 CFR 420, and 49 CFR 613.



North Dakota Department of Transportation

Thomas K. Sorel
Director

Doug Burgum
Governor

October 3, 2018

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

APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2019-2022 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.

THOMAS K. SOREL, DIRECTOR

38/mej

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

**TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION
STATEMENT**

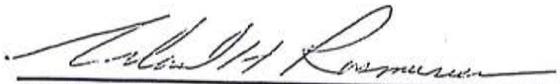
The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 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 Moving Ahead to Progress to the 21st Century (MAP-21) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 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.

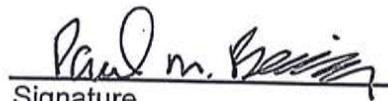
Full documentation of Metro Cog's federal certification can be obtained by contacting Metro COG at 701.232.3242, metrokog@fmmetrocog.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

**F-M Metropolitan Council of
Governments**

**North Dakota Department of
Transportation**



Signature



Signature

Policy Board Chair

Title

Local Government Engineer

Title

Sept. 20, 2018

Date

10-2-18

Date



North Dakota Department of Transportation

Thomas K. Sorel
Director

Doug Burgum
Governor

October 3, 2018

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 2019-2022 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) 2019-2022 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, appearing to read "T.K.S.", written over a horizontal line.

THOMAS K. SOREL, DIRECTOR

38/mej

c: Richard Duran, 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, the 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;
- 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 MAP-21 (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 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.

Grand Forks – East Grand Forks
Metropolitan Planning
Organization

Kenneth Vew
Signature

Chairman
Title

August 22, 2018
Date

North Dakota Department
of Transportation

Paul M. [Signature]
Signature

Local Government Engineer
Title

September 13, 2018
Date



North Dakota Department of Transportation

Thomas K. Sorel
Director

Doug Burgum
Governor

October 3, 2018

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

APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (BM MPO) 2019-2022 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.

THOMAS K. SOREL, DIRECTOR

38/mej

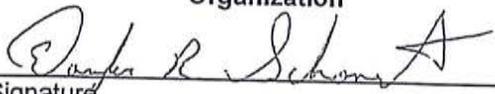
c: Richard Duran, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Paul Benning, Local Government Engineer
Larry Gangl, Bismarck District Engineer

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

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

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

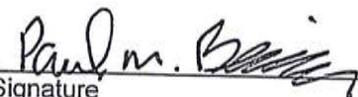
**Bismarck-Mandan Metropolitan Planning
Organization**


Signature

Policy Board Chair
Title

06/19/18
Date

North Dakota Department of Transportation


Signature

Local Government Engineer
Title

9-7-18
Date

June 6, 2018

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

Draft 2019-2022 STIP ready for public comment until July 9, 2018

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 6, 2018 to July 9, 2018. 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 "2019-2022 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 9, 2018.

NDDOT District Offices:

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



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

North Dakota Division

April 6, 2018

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:

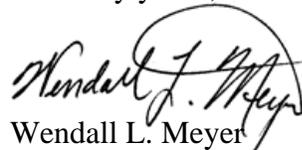
Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2019-2022. 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 16, 2018, and May 31, 2018, 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 Richard Duran, our Environmental & Planning Specialist, at 701-221-9464, or by email at richard.duran@dot.gov, to arrange for a convenient time.

Sincerely yours,


Wendall L. Meyer
Division Administrator

Ecc: Jane Berger, NDDOT
Chad Orn, NDDOT
Thomas Croymans, BIA



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

North Dakota Division

April 6, 2018

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 359
Fort Totten, ND 58335

Attention: Mr. Clarence Green

Dear Chairwoman Pearson:

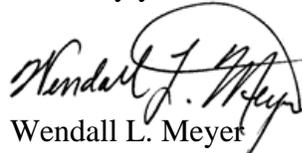
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Sincerely yours,


Wendall L. Meyer
Division Administrator

Ecc: Jane Berger, NDDOT
Chad Orn, NDDOT
Thomas Croymans, BIA

**SPIRIT LAKE TRIBE
RESOLUTION A05-17-335**

WHEREAS, the Spirit Lake Tribe of Indians is a federally recognized tribe acting under the revised Constitution dated May 5, 1960, approved by the Acting Commissioner, Bureau of Indian Affairs, July 14, 1961, and as subsequently amended which amendments were approved by the Commissioner, Bureau of Indian Affairs; and August 19, 1996; and

WHEREAS, the Constitution of the Spirit Lake Tribe generally authorizes and empowers the Spirit Lake Tribal Council to engage in activities on behalf of and in the interest of the welfare and benefit of the Tribe and of the enrolled members thereof; and

WHEREAS, the Spirit Lake Tribal Council (hereinafter the Tribal Council) is the governing body of the Tribe and is empowered to administer the economic resources and financial affairs beneficial to the economic safety of all who reside on the reservation: especially those school children; and

WHEREAS, the Tribal Council has established good working relationships with the Bureau of Indian Affairs, Great Plains Regional Office- Division of Transportation- Contracting Section; and

WHEREAS, the Tribal Council hereby authorizes Kadrmas, Lee & Jackson, Inc. (KLJ) to provide engineering services on the below referenced project(s); and

WHEREAS, the Tribal Council authorizes the use of a portion of the tribe's yearly allocation of Tribal Transportation Program (TTP) fund to supplement maintenance activities on the BIA road system; and

WHEREAS, any subcontractors on the below referenced projects will be required to comply with Spirit Lake TERO and Spirit Lake Tribal Tax Department requirements; and

NOW THEREFORE BE IT RESOLVED, that the Spirit Lake Tribal Council hereby authorizes And approves that the Spirit Lake Tribal Roads Department contracts with the Bureau of Indian Affairs-Branch of Roads under P.L. 93-638 the below referenced work as Prime Contractor so as to maximize contracting and Indian employment opportunities on the Spirit Lake Nation.

AND BE IT FURTHER RESOLVED, that the Spirit Lake Tribal Council hereby authorizes Greene, Spirit Lake Tribal Roads Director to represent their interests as Project Superintendent on these project; and

AND BE IT FURTHER RESOLVED, the Tribal Council feels to ensure the safety of the traveling Public the following TTP projects should be prioritized for the next five (5) years:

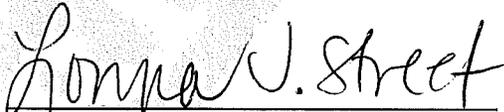
- 1.) Roads Maintenance (\$500,000 for Fiscal Year 2018 and 25% of the yearly TTP allocation from FY 2019 through FY 2022)**
- 2.) 2% Planning**
- 3.) TTP Safety Fund – BIA Route 6 Sliver Grading**
- 4.) Multi-Route Sweeping & Patching & Chip Seal of all paved BIA Routes**
- 5.) Multi-Route Striping of all paved BIA Routes & IRR Route 77**
- 6.) Multi-Route Graveling of all graveled BIA Routes**
- 7.) Fort Totten Pathways – BIA Routes 700 & 710 –Repair & Reconstruction**

- 8.) BIA 25 – Gravel Reconstruction & Paving
- 9.) IRR Route 212 - 79th Ave NE – Gravel Reconstruction & Grade Raise
- 10.) BIA 17 – Devils Heart Road Reconstruction
- 11.) BIA 50 – Paving of Housing Streets North St. Michael

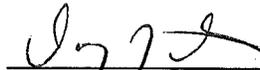
BE IT FINALLY RESOLVED, that the Spirit Lake Tribal Council hereby agrees to prioritize the above road construction projects for the next five (5) years.

CERTIFICATION

I, the undersigned as Secretary-Treasurer of the Tribal Council, do hereby certify that the Tribal Council is composed of six (6) members of whom five (5) were present, constituting a quorum for a Special Meeting duly called and convened on this 13th day of September 2017 and approved this resolution by an affirmative vote of three (3) in favor, none (0) opposed, none (0) abstaining, and one (1) absent. The Secretary-Treasurer does not vote and the Chairman votes only in case of a tie.)



Lonna J. Street
Secretary-Treasurer



Douglas Yankton
Vice-Chairman

**SPIRIT LAKE TRIBE
RESOLUTION A05-17-336**

WHEREAS, the Spirit Lake Tribe of Indians is a federally recognized tribe acting under the revised Constitution dated May 5, 1960, approved by the Acting Commissioner, Bureau of Indian Affairs, July 14, 1961, and as subsequently amended which amendments were approved by the Commissioner, Bureau of Indian Affairs; and August 19, 1996; and

WHEREAS, the Constitution of the Spirit Lake Tribe generally authorizes and empowers the Spirit Lake Tribal Council to engage in activities on behalf of and in the interest of the welfare and benefit of the Tribe and of the enrolled members thereof; and

WHEREAS, the Spirit Lake Tribal Council (hereinafter the Tribal Council) is the governing body of the Tribe and is empowered to administer the economic resources and financial affairs beneficial to the economic safety of all who reside on the reservation: especially those school children; and

WHEREAS, the Spirit Lake Tribe, through Memorandum of Agreement with the North Dakota Department of Transportation, annually receives \$110,00.00 in Highway Safety Improvement Program (HSIP) Funds; and

WHEREAS, the Tribal Council has established good working relationships with the Bureau of Indian Affairs, Great Plains Regional Office- Division of Transportation- Contracting Section; and

WHEREAS, the Tribal Council hereby authorizes Kadrmas, Lee & Jackson, Inc. (KLJ) to provide engineering services on the below referenced project(s); and

WHEREAS, any subcontractors on the below referenced projects will be required to comply with the Spirit Lake TERO and Spirit Lake Tribal Tax Department requirements; and

NOW THEREFORE BE IT RESOLVED, that the Spirit Lake Tribal Council hereby authorizes And approves that the Spirit Lake Tribal Roads Department contracts with the Bureau of Indian Affairs-Branch of Roads under P.L. 93-638 the below referenced work as Prime Contractor so as to maximize contracting and Indian employment opportunities on the Spirit Lake Nation.

AND BE IT FURTHER RESOLVED, that the Spirit Lake Tribal Council hereby authorizes Greene, Spirit Lake Tribal Roads Director to represent their interests as Project Superintendent on these project; and

AND BE IT FURTHER RESOLVED, the Tribal Council feels to ensure the safety of the public the following HSIP projects should be prioritized for the next five (5) years:

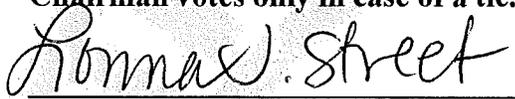
- 1.) HLC-0003 (021) Destination Lighting**
- 2.) HLC-0003 (020) BIA Route 1 & 6 Recovery Approach and BIA Route 21 Shoulder Widening**
- 3.) BIA Route 6 Sliver Widening**
- 4.) BIA 15- Ski Jump Road Chevron Installation**
- 5.) Rural 911 Addressing and Intersection Signing**
- 6.) Community Street Naming and Sign Installation**
- 7.) Mile Markers on BIA Routes**

- 8.) BIA Routes 700 and 710 – Fort Totten Pathways – Reconstruction
- 9.) BIA 17 – Devils Heart Road Reconstruction
- 10.) Shoulder Widening

BE IT FINALLY RESOLVED, that the Spirit Lake Tribal Council hereby agrees to prioritize the above HSIP projects for the next five (5) years.

CERTIFICATION

I, the undersigned as Secretary-Treasurer of the Tribal Council, do hereby certify that the Tribal Council is composed of six (6) members of whom five (5) were present, constituting a quorum for a Special Meeting duly called and convened on this 13th day of September 2017 and approved this resolution by an affirmative vote of three (3) in favor, none (0) opposed, none (0) abstaining, and one (1) absent. The Secretary-Treasurer does not vote and the Chairman votes only in case of a tie.)



Lonna J. Street
Secretary-Treasurer



Douglas Yankton
Vice-Chairman



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

North Dakota Division

April 6, 2018

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

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

Attention: Mr. Ron His Horse is Thunder

Dear Chairman Faith:

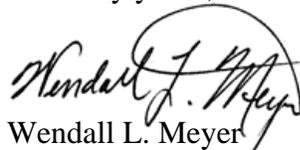
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Sincerely yours,


Wendall L. Meyer
Division Administrator

Ecc: Jane Berger, NDDOT
Chad Orn, NDDOT
Thomas Croymans, BIA



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

April 6, 2018

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

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

Attention: Mr. Ron Trottier, Jr.

Dear Chairman Azure:

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

The NDDOT is beginning the process of developing the North Dakota STIP for years 2019-2022. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

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Sincerely yours,

Wendall L. Meyer
Division Administrator

Ecc: Jane Berger, NDDOT
Chad Orn, NDDOT
Manuel Sanchez, CFLHD