MEMORANDUM

Bob Fode – Office of Project Development Director		
FROM: Paul Benning – Local Government Engineer		
DATE: August 1, 2018		
SUBJECT: Request for Decision on Project Development Activities		
Project: UGP-5-094(134)905, PCN 22275 – Dickinson, I-94 Business Loop (Villard St) from State Avenue to 10 th Avenue E		
Length: 2.01 Miles		
Classification: I-94 Business Loop – Principal Arterial, Interregional Corridor		
Cost Participation: Secondary Regional – 80.93% Federal, 9.07% State, 10% Local		
Funding: \$2,550,000 Total \$1,641,703 Federal (capped) \$183,989 State (capped) \$724,308 Local		
Proposed STIP Info:		
Proposed Improvement: Decorative LED Lighting, Traffic Signals, Enhancements Tentative Bid Date: October 11, 2019 Construction Year: 2020		

Purpose and Need Statement:

The current light standards and traffic signals have aged and are in need of upgrade or replacement. The City desires to enhance the visual appeal of the corridor with these improvements. The proposed work will provide for an improved corridor from a vibrant community and safety standpoint. This project is an Urban Grant Program project and as such is a byproduct of the goals and objectives of that program.

Proposed Improvements:

The project consists of replacing and enhancing the existing lighting along the project corridor. Decorative LED light poles may also include electrical outlets and brackets for flag poles or other decorative features. The traffic signals at ND Highway 22 and Sims St should be reviewed for replacement. New conduit and conductor cable will also be included with the project. Preliminary Scoping Study August 1, 2018 Page 2 of 3

Decision Requested:

Would the NDDOT Office of Project Development like to prepare the environmental document and design for this project, or would you recommend that a consultant be hired to do this work?



NDDOT Office of Project Development will do this work

A consultant should be hired to do this work *

* If it is a Consultant, which of the following items should be included in their contract?

	<u>Cc</u>	onsultant	NDDOT	<u>N/A</u>
0	Environmental Document	V		
0	Survey	and the second s		
0	Cultural Resources/Delineation	Lana .		
0	Wetland Delineation			
0	Bridge Preliminary Concept			
0	Materials and Research			/ 🔀
0	Borrow			\boxtimes
0	Hydraulic Report			\boxtimes
0	Roadway Design			
0	Right of Way			
	 Title Information 	V		
	 Plats 	Y		
	 Appraisals 			
	 Acquisition 			
	 Relocation 			X
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	 Permit Application(s) 	Land and the second sec		
0	Bridge Design			\boxtimes
0	Materials and Research			\boxtimes

Preliminary Scoping Study August 1, 2018 Page 3 of 3

0	Roadway Hydraulics		\boxtimes

• Bridge Hydraulics

Comments:

0

Bob Fode – Office of Project Development

3 Aug 18 Date

 \times



CITY OF DICKINSON

Engineering Department

99 2ND STREET EAST · DICKINSON, ND 58601 Phone: 701.456.7020 www.dickinsongov.com

February 23, 2018

Stacey M. Hanson, PE, Assistant Local Government Engineer North Dakota Department of Transportation 608 East Boulevard Avenue Bismarck, ND 58505-0700

DICKINSON URBAN GRANT APPLICATION 2020

Dear Ms. Hanson,

On behalf of City Commission President, Scott Decker and the entire community of Dickinson, we are pleased to submit this application for a 2020 Urban Grant for Villard Street Lighting and Traffic Signal Improvements. In the summer of 2017, the Dickinson City Commission created three goals. One involves funding public safety, another focuses on overall walkability while the third goal is "Development of our Downtown District and Renaissance Zone to create a pathway from Dickinson State University to our downtown". This project will be a clear improvement towards the safety and walkability goals. However, we simply can't think of any other stand-alone transportation project that is a better means of kick starting the goal of downtown development.

You will find attached, letters of support from our Downtown Association, Dickinson State University and Stark Development Corporation. These entities, together with the City understand how all our futures are intertwined. The project will promote accessibility to the downtown and specifically between DSU and the downtown. It will create a safer corridor while still having that warm inviting feel that we expect in our downtowns.

Stark Development in particular understands how the visual appeal of a storefront can improve business and generate a return on investment. That is why they began a competitive grant program to assist local business owners to improve their business's facades. We feel the Villard Street lighting project is the exact same concept on a larger scale. We are improving the façade of our entire downtown. This will attract more customers, residents, recreationalists and simply visitors to our downtown.



This is only our first step in potential future phases of Villard Street improvements. Other improvements that will enhance the sense of place we envision for our downtown are:

- Planting street trees evenly spaced between the new street lights. This will create a much more walkable corridor, especially in the summer.
- Creating a green median in the core downtown area of Villard. This will slow traffic and create safer pedestrian crossings, all while helping to reduce runoff.
- Street art, murals and utility box wraps: Dickinson has begun to dedicate a
 portion of sales tax dollars to projects that transform the stark necessities of
 urban life like underpasses, alleyways, and electrical cabinets into
 something that people not only notice but can appreciate.

Just this week, the City Downtown Task Force has begun discussion with JLG Architects about plans for a downtown plaza. These are really exciting times to be able to help shape the vision and future of our city and our downtown. We hope the funding from the Urban Grant Program will be able to start shaping that vision.

Thank you again for the opportunity to submit this exciting project. We anticipate your favorable consideration and would welcome any questions or comments you might have.

Sincerely,

City of Dickinson

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Craig F. Kubas, P.E. City Engineer

Urban Grant Program Application

Coversheet

LPA

City of Dickinson

Contact Person Shawn Kessel

Title City Administrator

Address 99 2nd Street East

Telephone (701) 456-7739

Email Shawn.kessel@dickinsongov.com

Project Name Villard Street Lighting and Traffic Signals

LPA Applicant Signature (Highest Elected Official)

NDDOT District Engineer Signature if project is located on/impacts a State Highway

Date Submitted 2/22/2018

Application Attachment Checklist (check all that have been attached)

⊠Relevant excerpts from adopted plans ⊠Map(s) depicting project location

⊠Cross Section of Roadway/facility

⊠Pictures, Graphics, and/or other visual aids □Relevant supporting data

⊠Other Attachments (describe) Letters of Support

Information in this Box is for NDDOT to Complete

Date Received

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route? Yes□ No□

Community Enhancement Program Grant Application Page 1

General Project Information

Project Description (including location and scope of work for which funding is requested)

The project would replace and enhance the existing lighting on the portion of the I-94 Business Loop referred to as Villard Street. The project limits would extend from State Avenue on the west side to 10th Avenue East to the East. Staggered lighting would generally follow existing light locations with a shorter "decorative" pole integrated into the layout as you near the core of the downtown. Conduit and new conductor cable would replace aging infrastructure that was installed when the business loop was designated in the late 1960's. Many of the light standards would have electrical outlets, flag pole holders and decoration hangers integrated into the pole design. Two traffic signals at Hwy 22 and Sims would also be replaced. A third signal at Sims and 1st Street may also be included if funding is available.

Total Project Cost \$2,550,000

Amount of Grant Funds Requested (cannot exceed 80% of total project cost) \$2,000,000

Competitive Criteria

- 1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project that are part of the overall project or other planned projects that may compliment this project. Documentation of information to support the need such as relevant data, existing and if appropriate projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.
 - A. Replace aging infrastructure with efficient LED's
 - B. Increase visual appeal
 - C. Provide great lighting to help the downtown to be vibrant beyond the traditional 8:00 to 5:00 business hours
 - D. Create a safe corridor between the Dickinson State University Campus and the core downtown area.
- 2. **Community Impact of Project:** Describe how the project will offer significant long term value to the community specifically in addressing the following program objectives (a-f):

a) Preserve existing transportation assets

There will be minimal street disturbance and sidewalks will be used in place. Control panels were recently replaced on the traffic signals downtown. Our intent would be to use those control panels in place with aesthetic upgrades. Pavement has recently been upgraded via a mill and overlay project in 2013. Our project will bore conduit wherever possible and trenching will be kept to an absolute minimum. This will preserve the existing pavement investment while minimizing impacts to the traveling public during construction.

b) Ensure safety of all users of the transportation system

The white light of LED luminaires provides a high degree of safety. Since the "white light" of LED's better mimics daylight, people are more able to distinguish color at night which can help criminal investigations. The clear bright light also gives a pedestrian a sense of safety that only a well-lit area can provide.

c) Improve multi-modal transportation options such as walking, bicycling, and public transportation

We want Dickinson to be synonymous with "livability." Current research shows that people and employers are choosing to locate their lives, families and businesses based on a community's "livability." This proves the need for a community to offer a vibrant, dynamic downtown area that offers folks plenty of opportunities to walk, gather, shop, dine, work, and be educated and entertained. Getting to and from that downtown area is integral to its success. Dickinson's residents, advocates, patrons, businesses, visitors and policymakers value our downtown sidewalks, crosswalks and walking paths. Dickinson's ongoing "art in the alleyways" makes sure alleys are suitable for walking and other conveyance methods. Downtown Dickinson has good (and free) parking opportunities both on the street and in parking lots. Now, Dickinson is about to launch a public transportation effort. A year of transportation studies have shown that Dickinson can support three fixed-route bus loops. Over the next three years, the town's Public Transit plans to implement these routes, most of which will visit the downtown Dickinson area. In addition, Public Transit plans to immediately open a late-night service between the Dickinson State University campus and Downtown Dickinson. DSU is collaborating with City of Dickinson and the Downtown Dickinson Association to also develop an enhanced walking/biking corridor between the two areas. This is exactly the path the proposed Urban Grant Program streetlight replacement/enhancement project would follow. Walking and public transit would both greatly benefit from the proposed improvements to Villard Avenue's lighting. Not only would this enhance safety and visibility, it would further define the Downtown Dickinson area as a destination for residents, students, visitors, merchants, investors, and existing and potential employers and would improve multi-modal transportation options.

d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities

Dickinson is currently all-in on what the City Administrator has called a "cultural upgrade." There is a robust collaboration happening among the City, the Chamber, the CVB, Downtown Dickinson Association, Dickinson State University, and merchants, businesses and investors to really step up and make this vision a reality. A team representing most of these interests attended Gov. Burgum's Main Street ND Summit in Bismarck February 12-13, 2018, and presented the overall vision to all who would listen. A main goal: Downtown Dickinson's revitalization and beautification. Plans are being manifested for the next stage of a Town Square development; mergers are happening between ad hoc event organizers and the Downtown Dickinson Association to boost downtown programming; Public Transit is embarking on an ambitious new plan that will, over three years, bring three fixed-route bus routes to the city; DSU is committed to Supporting, in words and deeds, a growing corridor between campus and downtown. All signs point to Downtown Dickinson. Transportation assets such as replaced and enhanced lighting along Downtown Dickinson's main thoroughfare will greatly contribute to the success of all these other revitalization and development/redevelopment efforts.

transportation infrastructure and associated services

There's no question about it: As Boomers, Xers, Millennials and the iGen continue to demand a greater sense of gathering and experiential living in their communities, they are moving from the edges back to the middles of their towns. Or, in the case of our younger generations, they are choosing right away to move to downtown areas. Like so many things that are happening in the 21st century, this trend toward "urban infill" is largely due to technology. Many living-wage jobs are no longer tied to a factory or a set location traditionally built on the edge of a town or city. Kids straight out of high school, young adults graduating from college, tech workers, AND the merchants, retailers and developers that support these demographics, can often work just as easily from a laptop in a coffee shop or a stylish urban office or retail space as earlier generations did from a "corporate campus" on the outskirts. Given the choice, folks are gravitating to central locations in numbers not seen since the first third of the 20th century. In other words, suburban sprawl no longer fills the formula for what today's (and tomorrow's) seniors and young people define as a positive cultural experience. Even ag and oilfield workers, who, by the very nature of their employment, are far away from a community setting, choose more often to visit a downtown area for entertainment, dining and gathering opportunities. Downtown Dickinson is poised to acknowledge and accommodate this growing trend. Last year, Time named Dickinson one of its "10 Best Places to Live in America." That's partly because of the great downtown events the city has developed in its downtown in the past few years. We are pulling people back to the core of their community. Replaced and enhanced lighting along the downtown core's main corridor will help further this development by adding to Downtown Dickinson's visual appeal and further defining its main retail/dining/entertainment area. This, in turn, will continue to attract more businesses, residents and investors to the core, reducing the need for outward expansion of community transportation infrastructure and associated services.

3. Consistency with an LPA Associated Plan: Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process. Relevant excerpts from such documents are encouraged to attach with the application. Examples of publicly accepted/adopted plans might include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

Program Core Area matches the Renaissance Zone. The project includes lighting that mimics an older style of street light at the approximate boundary of the Renaissance Zone. The intent will be to have renaissance projects that want to match the vision the City is trying to create with the decorative lighting style that reflects a more traditional downtown style.

This project is in step with the City Commission goal of a revitalized downtown Consistent with City's move towards eye appealing black light standards and efficient LED luminaires Consistent with the City's replacement of 4 lights on Sims St. from Villard to 1st.

This project was advertised as an agenda item on the February 20, 2018 City Commission meeting. No one from the public commented on the project. The Commission voted unanimously to approve this submittal.

4. Project Support of Urban Core/Central Business District: Projects which directly support the urban core/central

business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5" x 11" or 11" x 17" color map depicting project location in relation to urban core/CBD if applicable to the project type)

Dickinson's urban core/CBD directly follows Villard Avenue as described in the project description of this Urban Growth Program grant application. Likewise, it fits within the city's Renaissance Zone, which, as described herein, is in the early stages of a major renaissance. Replaced and enhanced streetlights along Villard Avenue will directly support this quickly-revitalizing area.

5. Projects that Maximize the Return on Investment from Public Funds: Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

> We feel that nothing can help make a downtown more economically and socially vibrant than stretching the business hours beyond the traditional 8:00 to 5:00. With that in mind, no single transportation improvement can provide more after-hours allure than a well-lit street and sidewalk. When more people feel the draw of an inviting downtown, more businesses will tend to stay open: when more businesses are open, more people will tend to come. We believe it's simply a matter of taking the first step and investing in the downtown with this project.

> This project will also create a safe corridor for the students of DSU living on campus to walk or Lyft to the downtown.

> By installing the lighting we strongly believe that a large renaissance zone project of the lvanhoe Hotel renovation will be one of the first projects to take off. This project was approved by the City Commission and had a live/work component.

Existing Conditions

(information requested in this section may not be appropriate for all project types)

Community Enhancement Program Grant Application Page 5

Functional Classification of Roadway

Urban Regional

Current AADT (including source)

Near State Ave = 7,740

- W of Hwy 22 = 9,395
- E of Hwy 22 = 10,345
- Near 4^{th} Ave E = 8,575
- Near 7^{th} Ave E = 10,335
- Corridor Average Daily Traffic = 9,278

All counts were taken from NDDOT Interactive traffic mapping (2017 counts)

Forecasted AADT (including source)

AADT = 13,786 in 2037 (2% growth)

Posted or Statutory Speed Limit

25 mph from State Ave to 4th Ave E

35 mph from 4th Ave E to 10th Ave E

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements) Curb and Gutter with asphalt pavement. 55' – 64' wide. See attached drawings

Pavement rating or condition

Click here to enter text.

Year of Last Federal Investment at this Location

2013

When was the current section built?

1960's

Year last surfaced or received maintenance?

2013

Lighting

Lighting is in place

Crash Rate or Number of Crashes?

See Attachment F: Local road safety program. Crash data has been requested from NDDOT.

Other Known Safety Concerns?

Yes. Many existing parking lots are south of Villard St. and tend to serve businesses north of Villard Street. While we can't eliminate pedestrian vehicle conflicts, well-lit intersections are a significant safety measure.

Intersections (how many, type, control, etc.)

There are 29 intersections on the corridor. This excludes State Ave and 10th Ave E, which have been or will be improved with other NDDOT projects. There are 12 4-way intersection and 17 3way intersections. All intersection have the side streets stop controlled except for Hwy 22 and Sims St which are signalized

Is parking allowed and what type?

Yes. Parallel parking is allowed on one or both sides of the street. No parking is allowed where left turn lanes are introduced at Hwy 22 and at each end of the project.

Are there any bridges, box culverts, etc. within the project corridor?

- What is the condition of the existing sanitary sewer, storm sewer, and water lines? Water, Sewer and Storm are adequate
- Are there any Access points to adjoining property that present a special concern? Some businesses have parking lot driveways that are wider than the 40' currently allowed by our design standards
- **Bicycle/Pedestrian, and Public Transportation Accommodations (Sidewalk, shared use paths, bicycle lanes)?** Yes. Sidewalks are present on both sides of Villard St.
- Is there an existing transit or other public transportation facility located within the project limits? No.

Do any school buses, transit buses, other multi-modal vehicles, etc. use this route?

Yes. The Dickinson Public School District operates the school buses and Dickinson Public Transit operates an on demand busing service. DPS's bus station is located just south of Villard St. Eleven out of the 12 schools in Dickinson are located north of Villard Street. Twenty four routes service these schools. Of the 24, half use or cross Villard twice per day and half use or cross Villard 4 times per day. That means the school buses cross or travel on Villard St. and estimated 75 times per day. Mileage in winter months is even higher since Villard is a high priority snow route, meaning it gets plowed earlier and more often than other streets. Public Transit uses or crosses Villard an estimated 200 times per day during the week and 30-40 times per day on the weekends.

Does a RRX or RR facility exist within the project limits?

No. However the BNSF RR depot is adjacent to and south of the project corridor near Sims St.

Other existing conditions that are not listed identified above? None.

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

The City proposed to replace the existing street lighting, traffic signals and lighted crosswalks with new matte black poles and LED lights. Approximately half of the poles will be fitted with brackets to hang seasonal decorations and flag holders to display the colors during patriotic holidays. Those poles will also include outlets for festoon lighting displays to be added during the Holiday season.

Proposed Length

1.96 miles

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

The proposed project would utilized the existing typical section.

Proposed Surfacing Type

Existing Asphalt will be used in place

Proposed Lighting, if applicable

New lighting and signals will be installed with the project.

Proposed Traffic Control changes

Existing signs will be used in place. New signals are proposed at Hwy 22 and Sims St.

Proposed Safety Improvements

4th Ave East and 1st Ave West. 4th Ave East is the nearest RR crossing east of the core downtown

area and 1st Ave West has heavily used parking lots on the south side of Villard Street.

Proposed Intersection Improvements

New matte black light standards will be installed at the intersections of Hwy 22 and Villard St., Villard St. and Sims St and Sims St. and 1^{st} Ave

Proposed Traffic Calming Measures

Traffic Calming in the form of a median are being discussed as a Phase 2 to the Villard Improvements.

Will parking be allowed and type?

Yes. Parking will be maintained as it is currently. Future phasing that includes the median as described in the Traffic Calming Measures above. The median work would cause one lane of parking to be removed.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

No.

Will any private utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project or potentially in the recent future (identify year)? Have private utilities been coordinated with?

Deficient storm sewer has been identified in the downtown area. An improvement project has yet to be programmed, but the project will need to incorporate a pipe crossing Villard Street to the Heart River in the area of 3rd Ave E to 6th Ave E. It is anticipated that the pipe will be jacked and bored to minimize impact to traffic. The depth of the underground work on the lighting project will not affect the storm sewer which will be able to go under the wiring.

Montana Dakota Utility, who operates and maintains the lighting along Villard for the City, has been notified of our intent to submit this grant application.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

No.

Will a Sidewalk or shared use path be installed or replaced?

Sidewalk will be replace only where light standards are removed or set.

What ADA improvements will need to be made on this project?

Yes. ADA intersection improvements (pedestrian ramps) where implemented with a 2013 Mill and Overlay project. New traffic signals will have ADA pushbutton controls.

Do any special accommodations need to be made for school buses, public transportation, other multi-modal vehicles, etc. on this route?

Not at this time.

Proposed Railroad Crossing Work

No

Other Proposed Improvements

No other improvements are proposed in this phase.

Environmental/Cultural Issues on the proposed Projects

Identify Yes, No, or Unknown for each environmental/cultural issue. If Yes, provide a brief description of the issue in the Comments box.

Community Enhancement Program Grant Application Page 8

Agricultural, Archeological sites, and/or Historical sites No Lakes, waterways, floodplains Wetland No Stormwater management No Hazardous materials sites No Hazardous materials on existing structure No Upland habitat No Endangered/threatened/migratory species No Section 4(f) (Refers to the use of publicly owned park and recreati

Section 4(f) (Refers to the use of <u>publicly owned</u> park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

No. Dickinson does own land on the corner of Villard and Sims that is used as a park, but no conversion of the park will occur with this project.

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

No

Through/adjacent to tribal land No

Additional comments on Environmental/Cultural Issues section

No

Miscellaneous Issues of Proposed Improvements

Construction Restrictions (migratory bird, local events, etc.)

Villard is a community parade route during the local Roughrider Days (Independence Day) and during the Dickinson State University homecoming. During past parades, work was not allowed during the day of the event unless construction would render Villard unusable or unsafe in which case the parade route was changed. In the spirit of keeping these events in the heart of the city, we feel this lighting project could be delayed for one or two days or work could continue on the far ends of the corridor which are typically not on the parade routes.

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

It is anticipated that no permanent right of way will be needed. The city does own lots adjacent to the project which may be available for contractor staging areas. ADA pedestrian ramps were installed as part of the NDDOT-led Mill and Overlay in 2013, so easements at intersection corners will not be required.

Proposed Traffic Control during Construction

Typical traffic control will be a standard lane closure of the outside travel lanes. The typical section is either 55' or 64' wide from curb to curb. This generally allows for 4-12' travel lanes and one or two parking lanes. There would not be enough space for a safe work area if only the parking lane was closed. In locations where there is no parking lane, 1.5 lanes will need to be closed and a lane shift will be implemented.

Ineligible Project Items

We anticipate that all work will be related to lighting, transportation and transportation enhancements. No ineligible items are planned for.

Additional comments on Miscellaneous Issues section

None.

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total	Federal	State	Local
Construction	\$2,000,000	\$1,600,000		\$400,000
Design Engineering	\$ 200,000	\$ 160,000		\$ 40,000
Construction Engineering	\$ 300,000	\$ 240,000		\$ 60,000
Utilities	\$ 50,000	\$ 0		\$ 50,000
Right of Way	\$ 0	\$ 0		\$ 0
Totals	\$2,550,000	\$2,000,000		\$550,000

What is the source of the local funds?

The City of Dickinson would match the Federal Aid with local sales tax revenue. This has been the past practice for Dickinson Urban Roads and Urban Regional projects to have local match dollars come from 50% of the 1% sales tax, which by a vote of the citizens has been dedicated to infrastructure improvements among other things.

ATTACHMENTS:

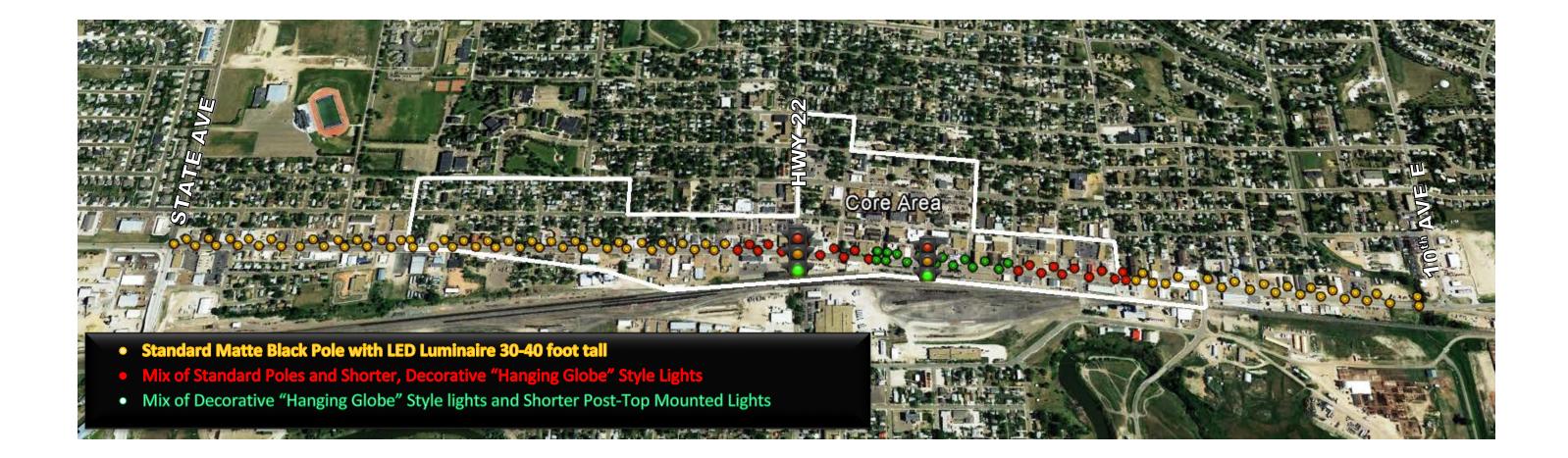
- Attachment A: Project Map
- Attachment B: *Project Photos*
- Attachment C: Letters of Support
- Attachment D: *Typical Sections*
- Attachment E: Excerpt from 2013 Comprehensive Plan
- Attachment F: Excerpt from City of Dickinson Local Road Safety Program

Attachment A:

Project Map

2020 Urban Grant Application Villard Street Lighting and Traffic Control Improvements

Villard Street Lighting and Traffic Signal Improvement Project Urban Grant Project Submittal Dickinson, North Dakota



Attachment B:

Project Photos

2020 Urban Grant Application Villard Street Lighting and Traffic Control Improvements



Figure 1: Villard St. at Sims St existing conditions



Figure 2: Sims St at 1st St

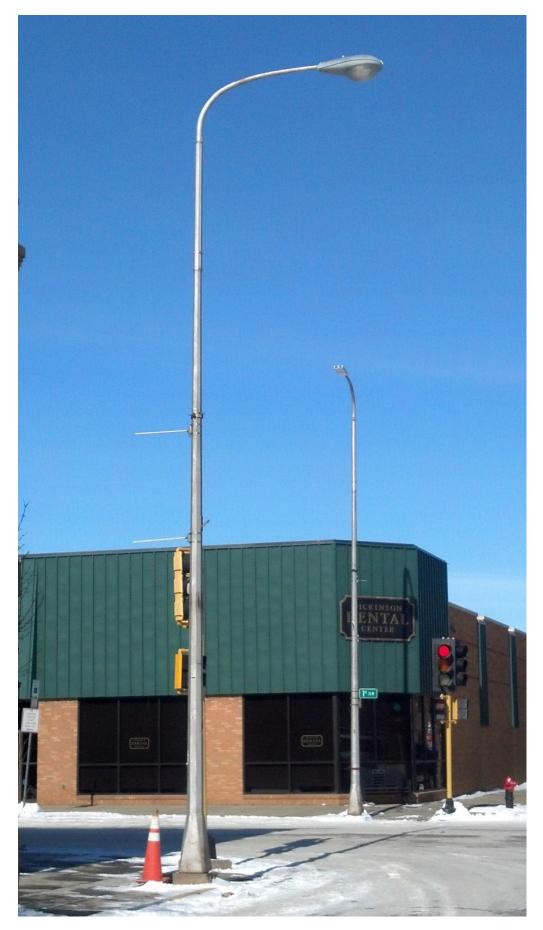


Figure 3: Existing condition at Sims St and 1st St with mixture of LED and HPS lights and outdated signals



Figures 4&5: Outdated light standards on Villard St. These poles are seriously corroded, especially near the bottoms where snow, salt and brine have the most contact with the metal.



Figure 6: New City Standard Metal Light Poles in Residential Neighborhood installed in 2016. These are 30' metal poles with 8' mast arms and LED luminaires. The poles and arms are galvanized and powder coat painted in matte black. The city began installing these poles as our city standard on residential street and on collector/arterial roadways back in 2013. So far we have seen excellent corrosion and fade resistance. Depending on final lighting design we anticipate using this pole design, or something slightly taller for the west and east ends of the project. Lighting styles would transitions from this style of pole to the decorative style around the renaissance zone boundary



Figure 7: New Matte Black Traffic Signals by Dickinson State University 2017. We will install signal standards and mast arms similar to these at ND Hwy 22/Villard St. and Sims St./Villard intersection. If roadway lighting is necessary to be mounted on top of the signals, we will use matte black arms instead of the galvanized arms we had used on these signals



Figure 8: Taller style Holophane decorative lighting on State Ave RR Bridge installed in 2016. This was an NDDOT led project that created a second grade separated RR crossing in Dickinson. Working with the design team, the City selected these Holophane brand lights as our decorative standard at that time because of the company's longevity and reputation



Figure 9: Taller style Holophane hanging light. The city has installed 4 poles of differing heights and styles like these over the past two year on Sims Street between Villard and 1st St. We have received positive feedback from the community. These luminaires are also LED, providing modern efficiency with the warm look of a period correct light that matches the era of the buildings.

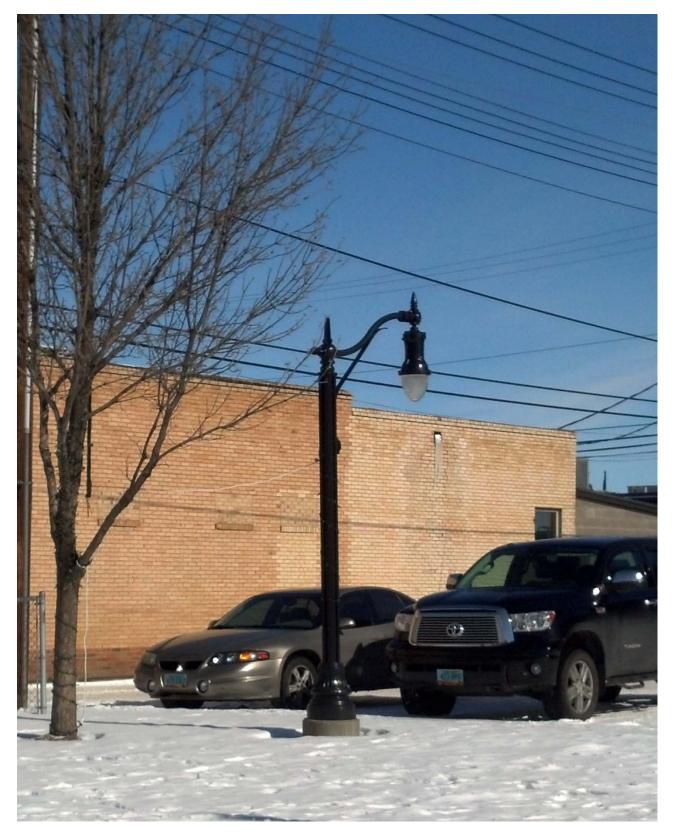


Figure 10: Shorter style Holophane hanging fixture. This is the same light as in Figure 6 with a shorter pole. This pole is near the alley of Sims St. north of Villard and helps light an area called the Downtown Park. There is not much for public gathering places right now, but the City is working with a Downtown Task Force to redevelop this whole block into the Downtown Plaza.

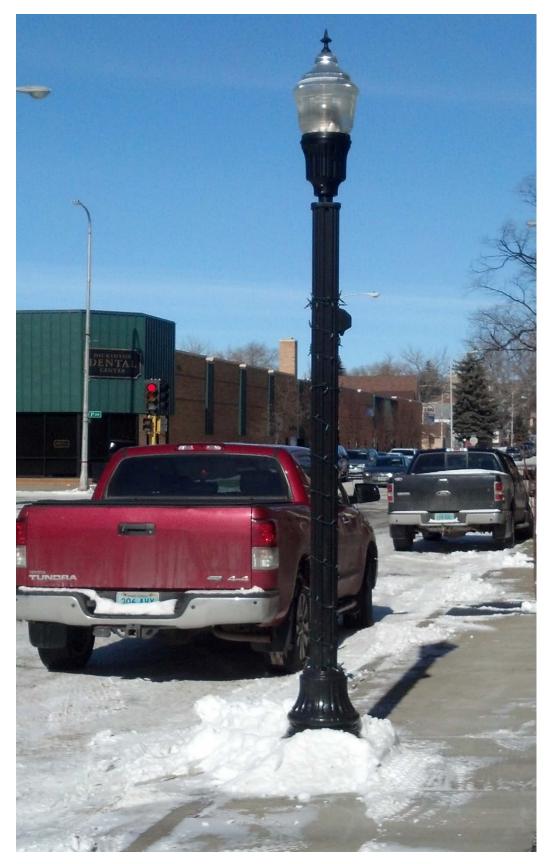


Figure 11: New Holophane post-top mounted decorative light installed in 2017. These poles by themselves won't be expected to provide adequate roadway lighting. However, they offer the most intimate lighting for pedestrians. Supplemented with taller lights for adequate roadway lighting, you can already begin to feel the difference this project will create compared to the much taller galvanized poles by the dental office in the background.

Attachment C:

Letters of Support

2020 Urban Grant Application Villard Street Lighting and Traffic Control Improvements



PO Box 2072 • 111 2nd St W • Dickinson, ND 58602 701.483.6949 • director@downtowndickinson.com www.downtowndickinson.com

February 22, 2018

City of Dickinson Commissioners, Administrator and Engineer 99 2nd Street East Dickinson, ND 58601

Re: Letter of support from Downtown Dickinson Association for City's Urban Grant Program application

Dear President Decker, City Commissioners, Administrator Kessel and Engineer Kubas,

Thank you for this opportunity to lend our wholehearted support to the City of Dickinson's application for the NDDOT's Urban Grant Program. The Board and leadership of Downtown Dickinson Association is in full agreement that replaced and enhanced lighting along Villard Avenue is both timely and worthy.

DDA appreciates the robust and ongoing collaboration with the City of Dickinson and other individuals, agencies and organizations to further our shared vision for the revitalization of downtown Dickinson. Our mission is to create a vibrant downtown through effective development. Replacing and enhancing the street lighting along Villard Avenue certainly supports that mission.

Sincerely,

Jennifer Strange, DDA Executive Director

Kristi Schwartz, DDA Board President & owner of Kristi Schwartz Allstate Insurance Agency Kelly Gillen, DDA Board Vice President & operations manager at Keithley Holdings, LLC Laurie Strommen, DDA Board Secretary and owner of Quality Quick Print Jeff Anderson, DDA Board Member and co-owner of J P Frameshop & Western Edge Gallery Christa Keidrowski, DDA Board Member and Marketing Director at American Bank Center Bernie Marsh, DDA Board Member and owner of Bernie's Esquire Club Bryan Nelson, DDA Board Member and real estate agent at American West Real Estate City of Dickinson Commissioner Sarah Jennings-Trustem, DDA Board Member and executive director of Dickinson Area Chamber of Commerce Dana Shagunn, DDA Board Member and CPA at Hoerner Rodakowski PC Jared Twogood, DDA Board Member and principal at GT Architecture Tracy Tooz, DDA Board Member and president of Tooz Construction



February 22, 2018

Mr. Shawn Kessel, City Administrator City of Dickinson 99 2ns ST E Dickinson, ND 58601

Mr. Kessel,

Stark Development Corporation would like to formally acknowledge and support the City of Dickinson's submission to the Urban Grant Program. Villard Street in Dickinson truly is our Main Street with many blocks of it consisting of our downtown. Villard also serves as the main east-west artery through the City.

Workforce recruitment and retention is one of the city's and Stark Development Corporation's greatest current challenges and data suggests that one of the leading successful recruiting indicators is a safe and vibrant downtown. The lighting infrastructure requested as part of this application provides a critical step in creating a safe, warm and inviting corridor to our city and downtown.

Therefore, Stark Development Corporation would like to express their support of this project and would ask the North Dakota Department of Transportation to consider this application with the highest priority.

Sincerely an

Ryan Jilek, Executive Vice-President Stark Development Corporation





Dickinson State University

291 Campus Drive Dickinson, North Dakota 58601-4896

Thomas MitzelOffice of the PresidentTelephone(701) 483-2326Fax(701) 483-3712



To: NDDOT grant committee From: Thomas Mitzel, President, Dickinson State University Re: Urban Grant Program Application February 21, 2018

Dear City Commission Members,

I write in support of the Urban Grant Program Application that has been filed by the City of Dickinson.

As president of DSU, I could not be more pleased to see this proposed project to upgrade and replace lighting systems along the Villard Street corridor. With 100 years of education and community relations, DSU and the surrounding city have a synergistic relationship that makes the whole much better than the individual parts. The proposed project to enhance lighting will help further the positive transformation underway in Dickinson within its Renaissance zone, and strengthening connection with the vibrancy of a University community. The interaction between these two entities will bolster their relationship beyond that realized even at present. This potential change will give the city a better "walkability" score for its residents, and will prove to be a wonderful recruiting tool for both the city and the university. As younger couples continue to be drawn to downtown neighborhoods and walkable areas in which to work and seek entertainment, this lighting project will prove to be paramount to increased livability and health.

I look forward with enthusiasm to working with the city in any way possible to help with the proposed changes. I am excited about the potential arising from this rearrangement and the forethought of the positive nature of the arrangement for the city and university in both the short and long term planning of our region.

Thank you and please let me know if you have any questions.

Sincerely,

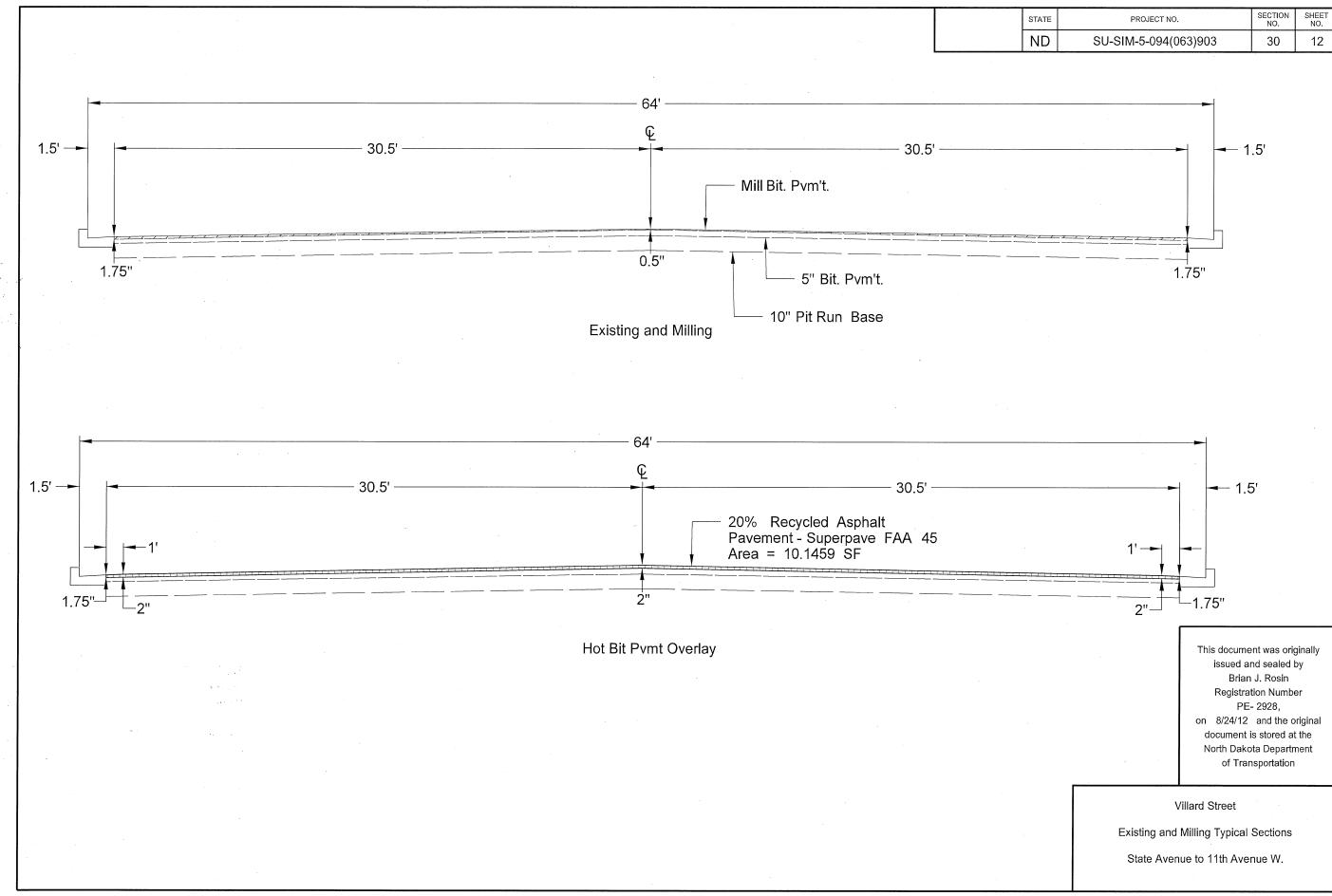
Tom Mitel

Thomas Mitzel President, Dickinson State University

Attachment D:

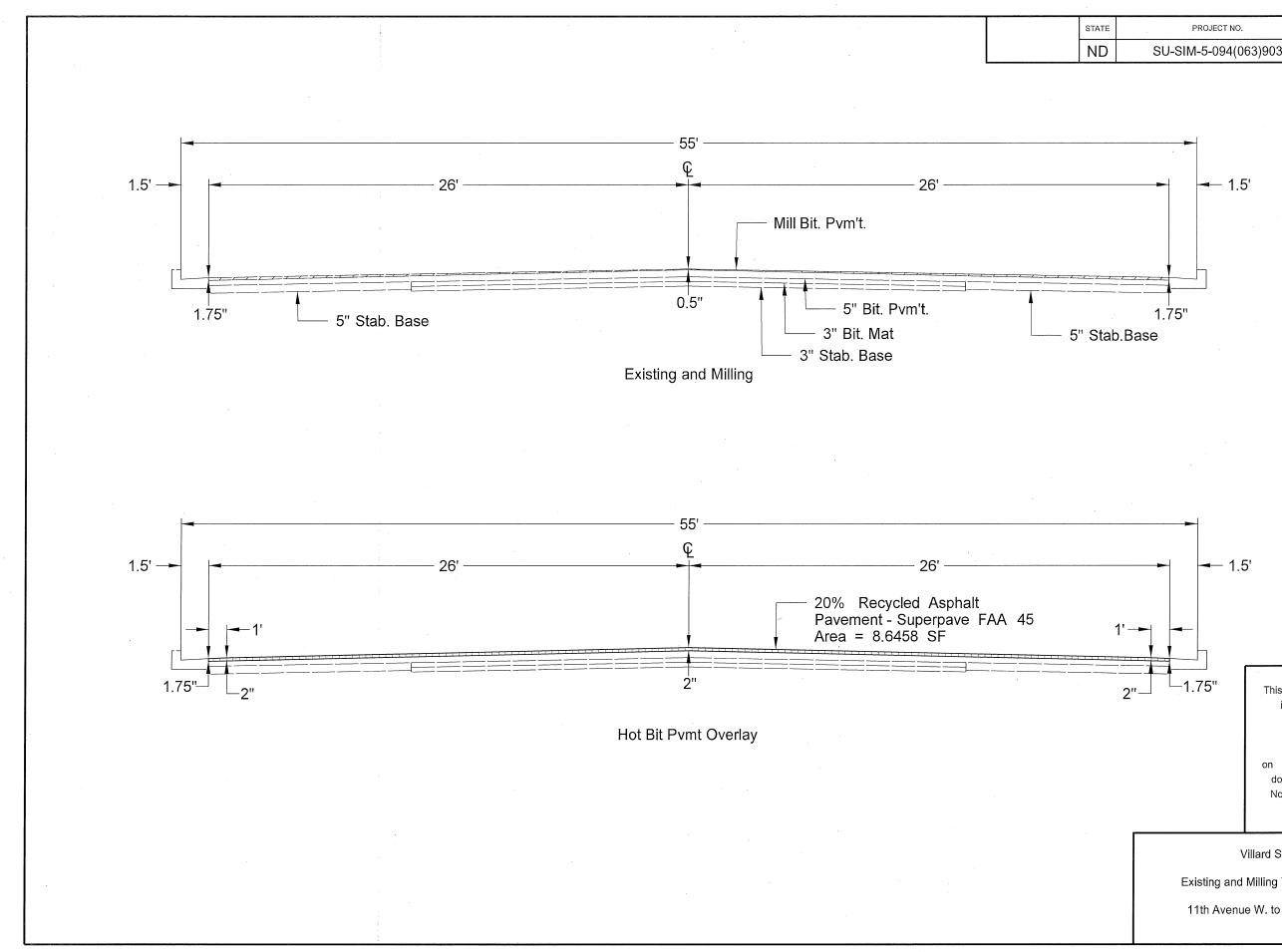
Typical Sections

2020 Urban Grant Application Villard Street Lighting and Traffic Control Improvements



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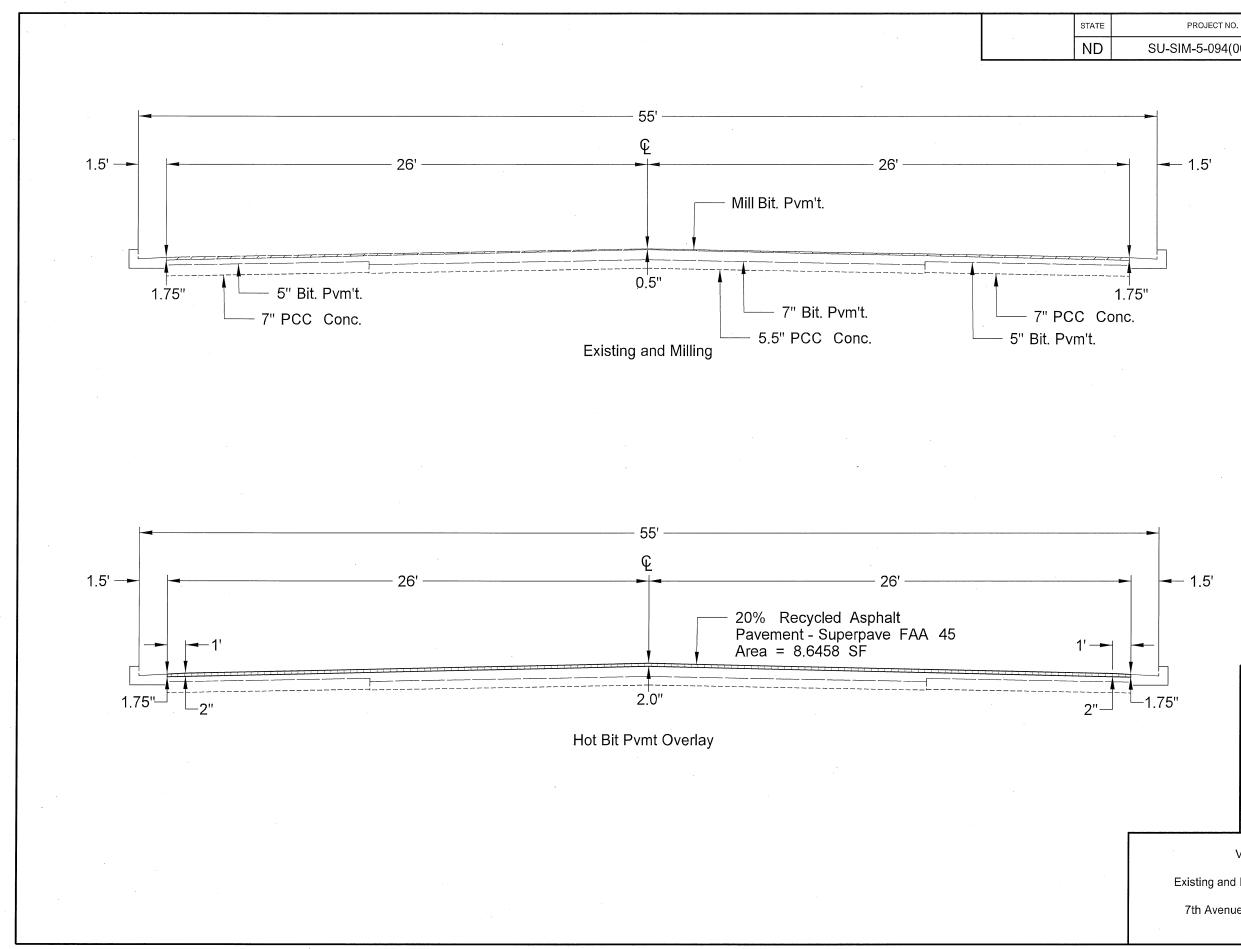
ΓE	PROJECT NO.	SECTION NO.	SHEET NO.
C	SU-SIM-5-094(063)903	30	13

This document was originally issued and sealed by Brian J. Rosin Registration Number , PE- 2928, on 8/24/12 and the original document is stored at the North Dakota Department of Transportation

Villard Street

Existing and Milling Typical Sections

11th Avenue W. to 7th Avenue W.



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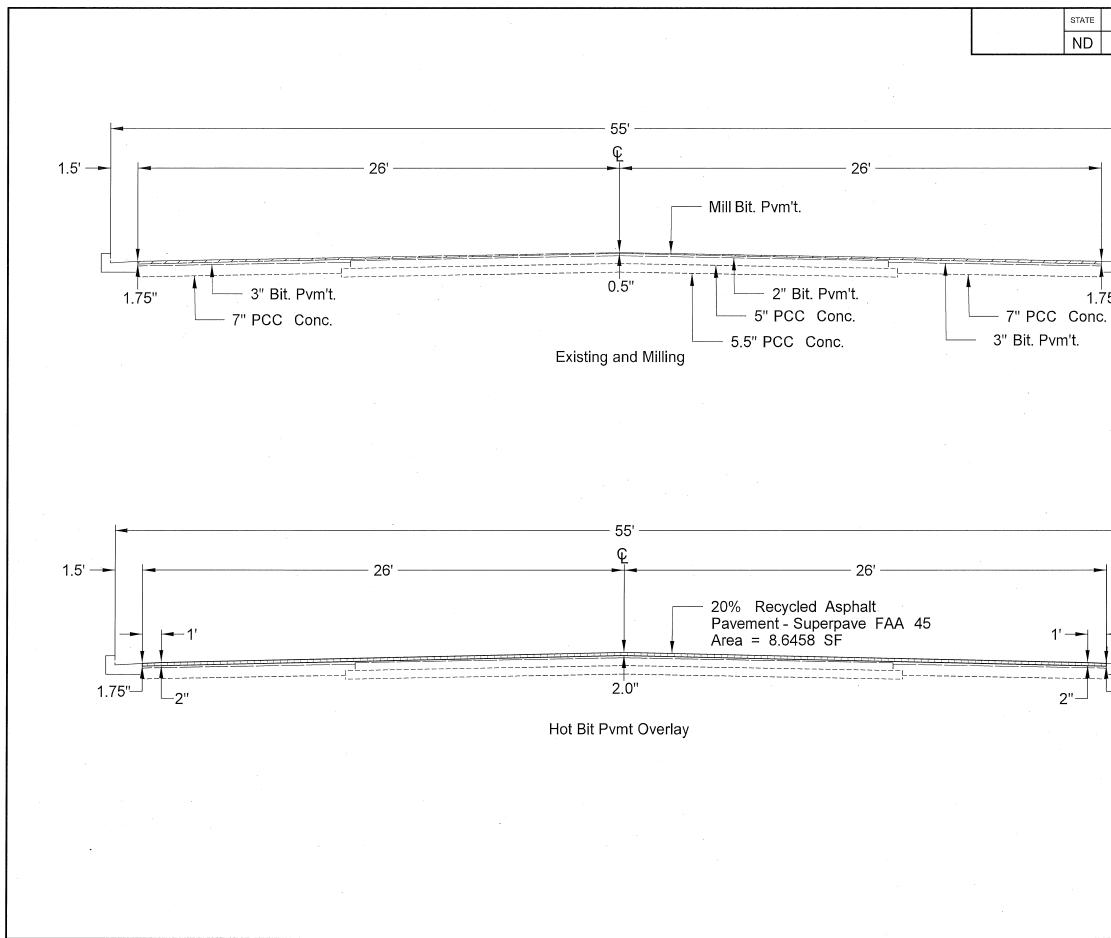
ΓE	PROJECT NO.	SECTION NO.	SHEET NO
C	SU-SIM-5-094(063)903	30	14

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Villard Street

Existing and Milling Typical Sections

7th Avenue W. to 4th Avenue W.



O SU-SIM-5-094(063)903 30 15	ΓE	PROJECT NO.	SECTION NO.	SHEET NO.
)	SU-SIM-5-094(063)903	30	15

- 1.5' 1.75"

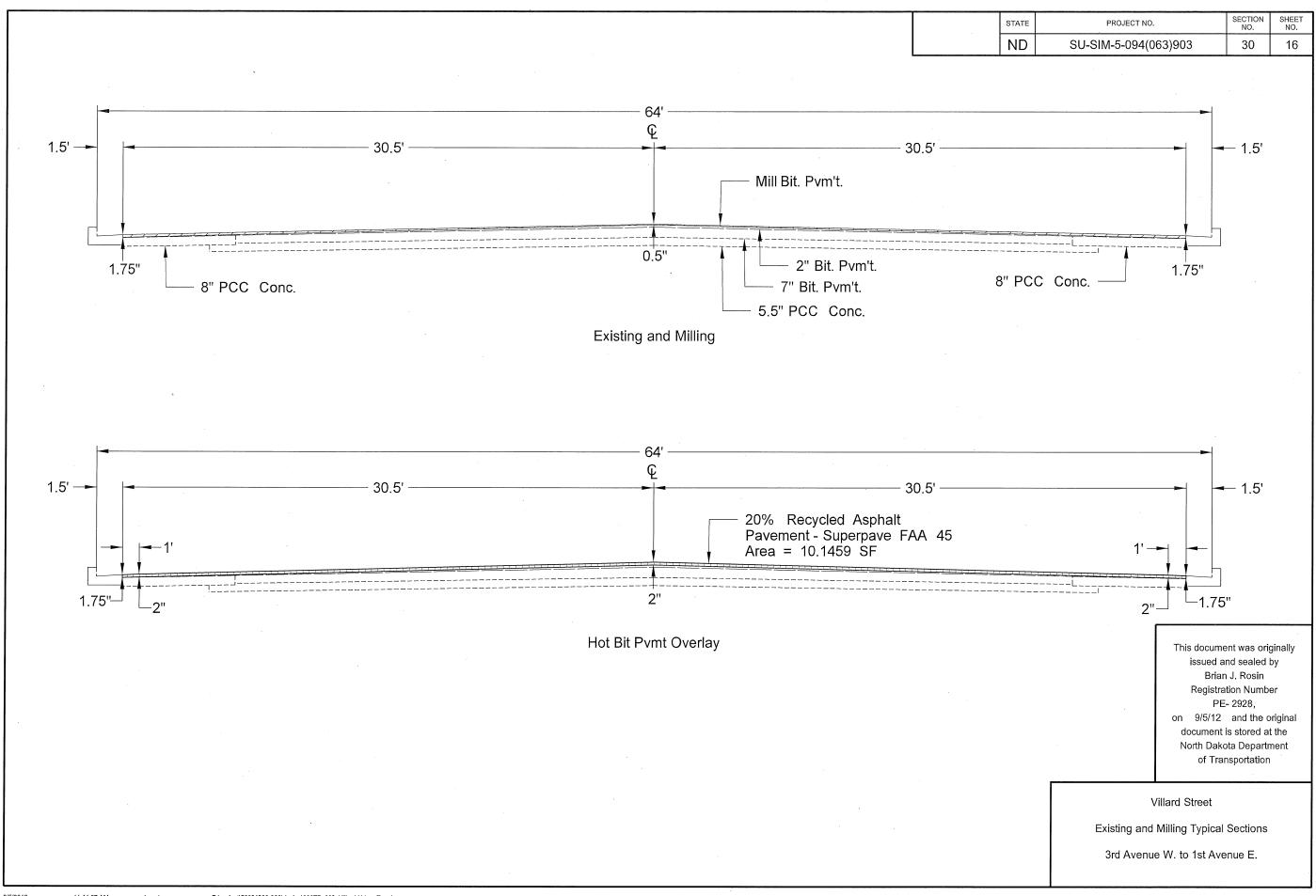
- 1.5' <u>1.75</u>

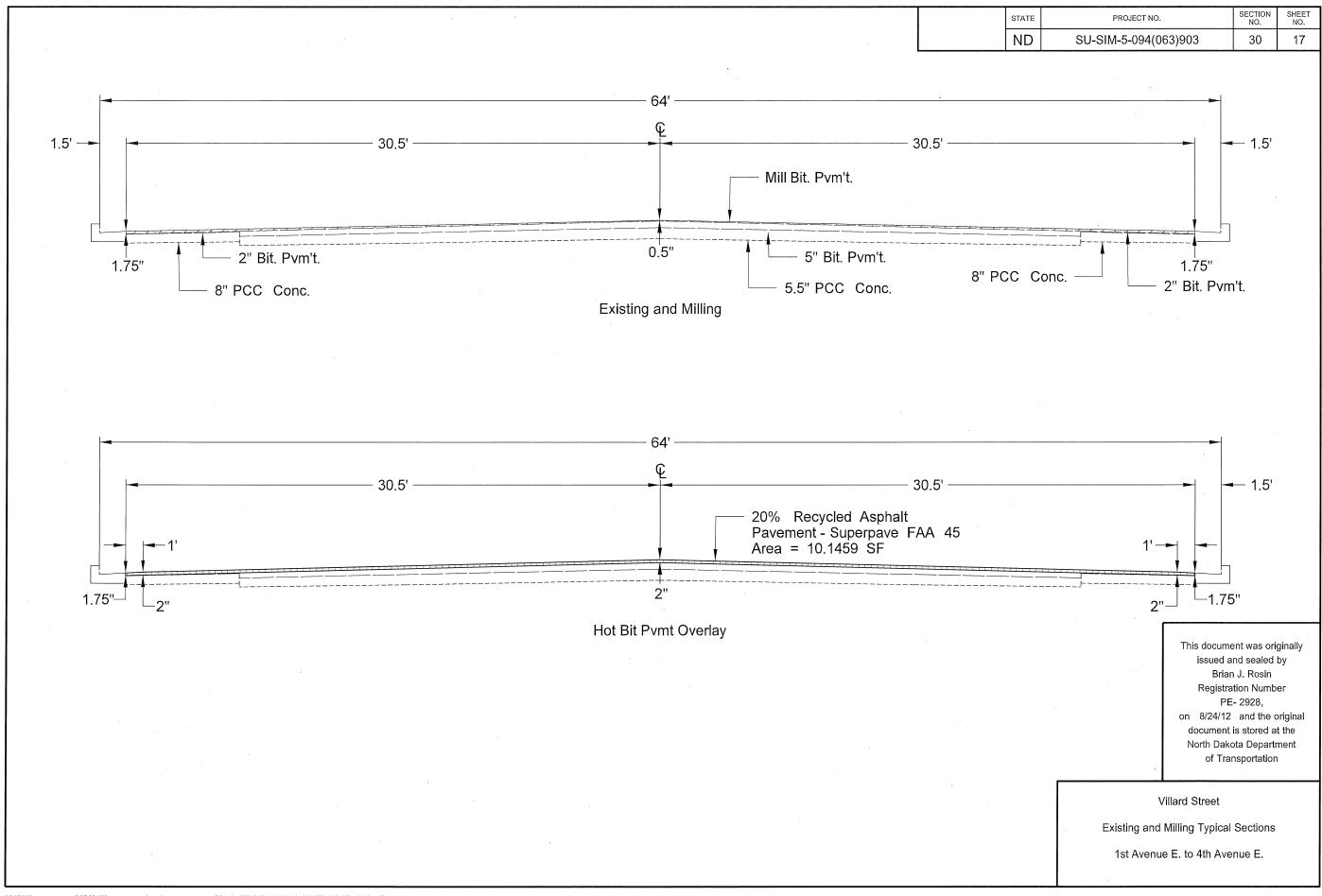
This document was originally issued and sealed by Brian J. Rosin Registration Number PE- 2928, on 8/24/12 and the original document is stored at the North Dakota Department of Transportation

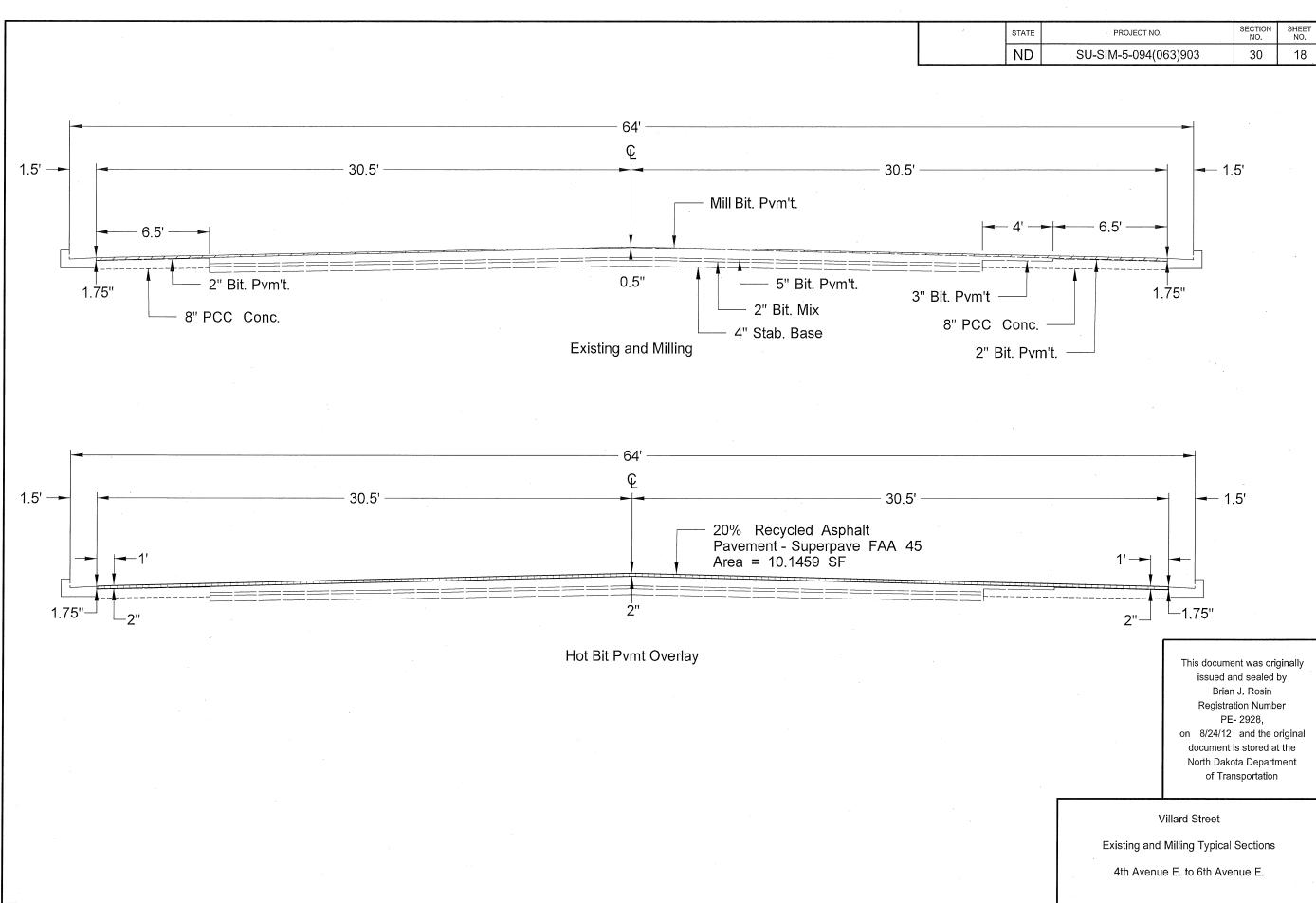
Villard Street

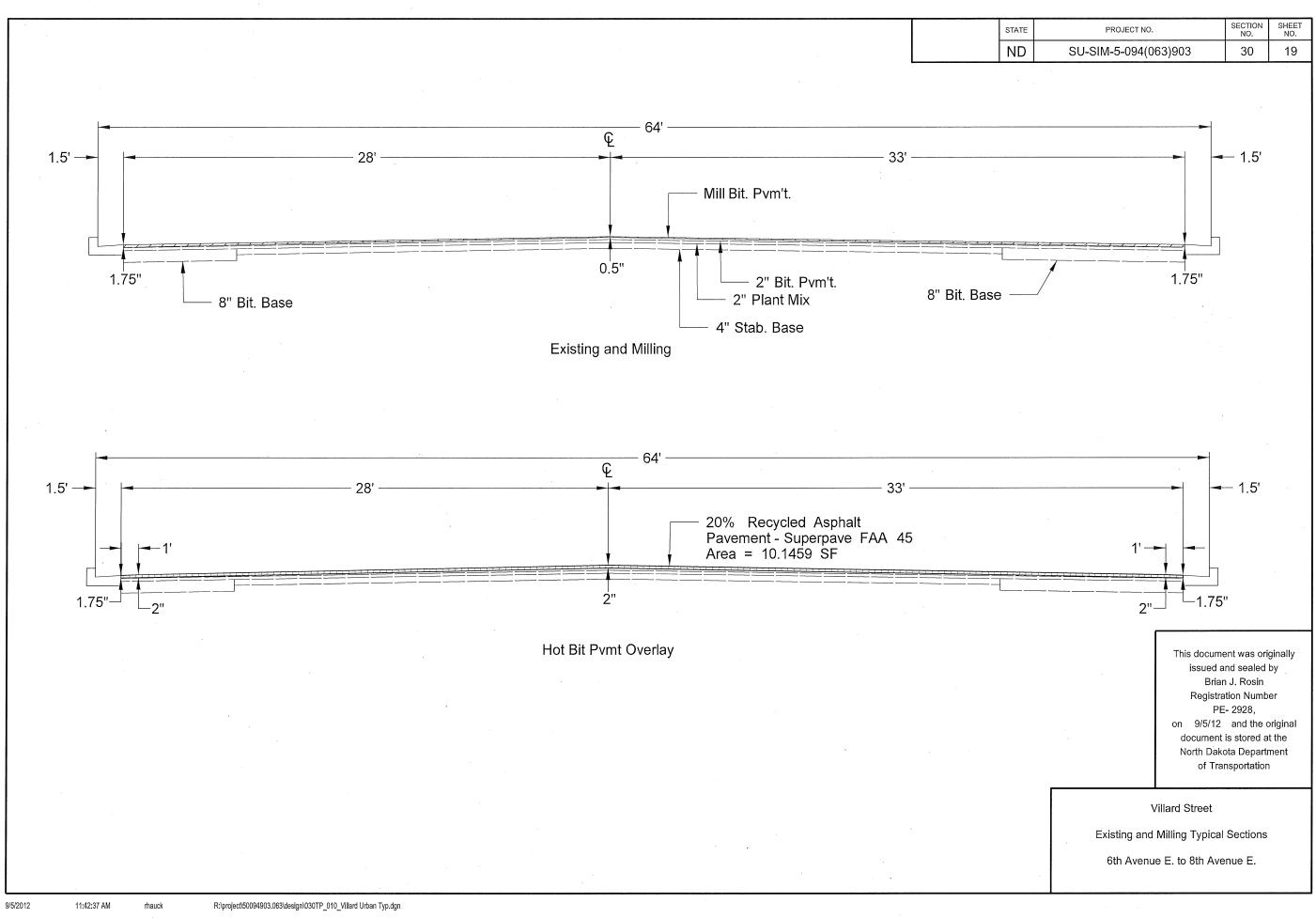
Existing and Milling Typical Sections

4th Avenue W. to 3rd Avenue W.



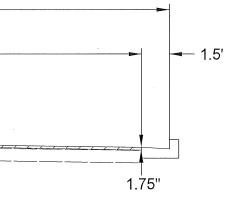


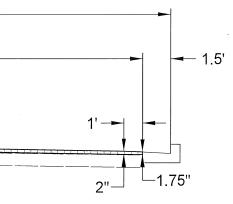




STATE ND 64' Ę 1.5' ---28' 33' - Mill Bit. Pvm't. 0.5" 1.75" 2" Bit. Pvm't. - 8" Bit. Base 8" Plant Mix Existing and Milling 64' ¢ 1.5' ---28' 33' 20% Recycled Asphalt Pavement - Superpave FAA 45 Area = 10.1459 SF -1' 2" 1.75"— -2" Hot Bit Pvmt Overlay This typical section transitions ahead to Sta. 375+10.

ΤE	PROJECT NO.	SECTION NO.	SHEET NO.
C	SU-SIM-5-094(063)903	30	20





This document was originally issued and sealed by Brian J. Rosin Registration Number PE- 2928, on 8/24/12 and the original document is stored at the North Dakota Department of Transportation

Villard Street & East I-94 Business Loop Existing and Milling Typical Sections 8th Avenue E. to 10th. Avenue E.

Attachment E:

Excerpt from 2013 Comprehensive Plan

2020 Urban Grant Application Villard Street Lighting and Traffic Control Improvements Only less than one-fifth of respondents rejected the idea of encouraging development within the existing city limits and discourage development along the fringe of the city to reduce infrastructure cost.

Based on the community's responses to the above survey questions, it appears the shared perception of a significant population segment is the recent rapid growth has negative impact on the community and there is a sentiment the pace should slow down. However, based on the strong market forces being exerted on the community, the city is expected to experience continued rapid growth into the foreseeable future. The challenge for the City is to effectively manage the future growth to ensure impacts are mitigated to the greatest extent possible and moving forward a high quality of life is maintained.

Revitalize Downtown

In the early stages of North Dakota's development, cities were built along the railroad, and downtowns were the business and civic hubs of communities. Typically, as a city grows, new commercial centers are developed at the intersection of major highway corridors. Eventually, the new automobile-oriented commercial centers become a community's new commercial hub and the downtown area experiences a protracted period of stagnation or decline. The city of Dickinson's downtown has undergone this evolution.

A series of community survey questions were devoted to the downtown. Approximately 10 percent of respondents reported they did most of their shopping downtown. When asked what would increase their patronage of downtown businesses, a variety of measures were supported by the respondents. Most noteworthy was less than 8 percent of respondents reported nothing would change their shopping habits. By implication, more than 90 percent of respondents indicated their patronage of downtown business would increase if adequate measures were implemented. In another community survey, 40 percent of respondents reported much attention should be devoted to downtown revitalization and 80 percent reported that much or some attention should be devoted to the subject.

Downtown is not geographically defined, particularly along Villard Street. Figures 4-9 and 4-10 illustrate the issue. Figure 4-9 shows strip commercial just a few blocks for the downtown area and Figure 4-10 shows buildings along Villard Street representative of a downtown setting. With the Downtown Visioning project currently underway, the city should geographically define the limits of the downtown core, particularly along Villard Street, establish policies and regulations and provide public improvements that accentuate the boundary of the core downtown area.



Figure 4-9: Villard Street Looking West, Approximately One Mile West of Downtown



Figure 4-10: Downtown Retail on Villard Street



www.dickinsonplan.com

The downtown core area is much more defined north of Villard Street with building intensities and design that "fit" a downtown setting. Figure 4-11 shows a section of the downtown two blocks immediately north of Villard Street. Also noteworthy is the pedestrian-friendly environment with street trees, a wide sidewalk and on-street parking that creates a buffer between pedestrians and traffic on the street.

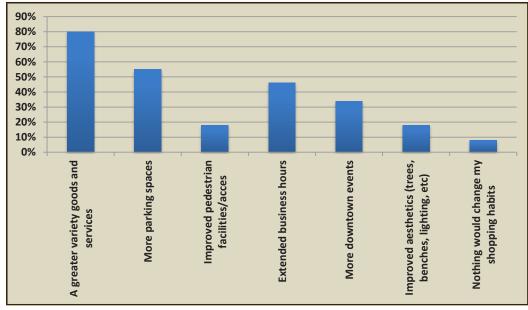




Upon completion of the Downtown Visioning project, the City should consider two follow-up studies to support the revitalization of the downtown. The first should be a downtown master plan that identifies specific redevelopment opportunities and strategies and capital improvements that would enhance the downtown's quality of place. A community survey question asked what would increase patronage of downtown businesses. Figure 4-12 shows the response to a variety of strategies to increase downtown business activity.



Figure 4-12: "What would increase your patronage of downtown businesses?"



SOURCE: COMMUNITY SURVEY NO. 1

Having a greater variety of goods and services was the most favored strategy. More parking spaces, extended business hours and more downtown events were other strategies that received high ranking. Response to the community survey question provides a starting point for developing policies and programs to increase downtown activity.

Other strategies contained in the land use objectives and policies include:

- Establishing a downtown capital improvement fund in the Capital Improvement Program.
- More actively promoting the Renaissance Zone and make potential participants aware of the state tax credits and local property tax exemption that are available for eligible projects.
- Establish a Tax Increment Finance District in the downtown area as a means for funding downtown improvements that will stimulate redevelopment activities.
- Consider establishing a Business Improvement District, funded by an assessment on downtown businesses, to make downtown public investments. The funds could also be used to hire a downtown manager who would be responsible for administering all downtown redevelopment programs..
- Consider establishing a no interest revolving loan fund for façade and other improvements.

Attachment F:

Excerpt from City of Dickinson Local Road Safety Program

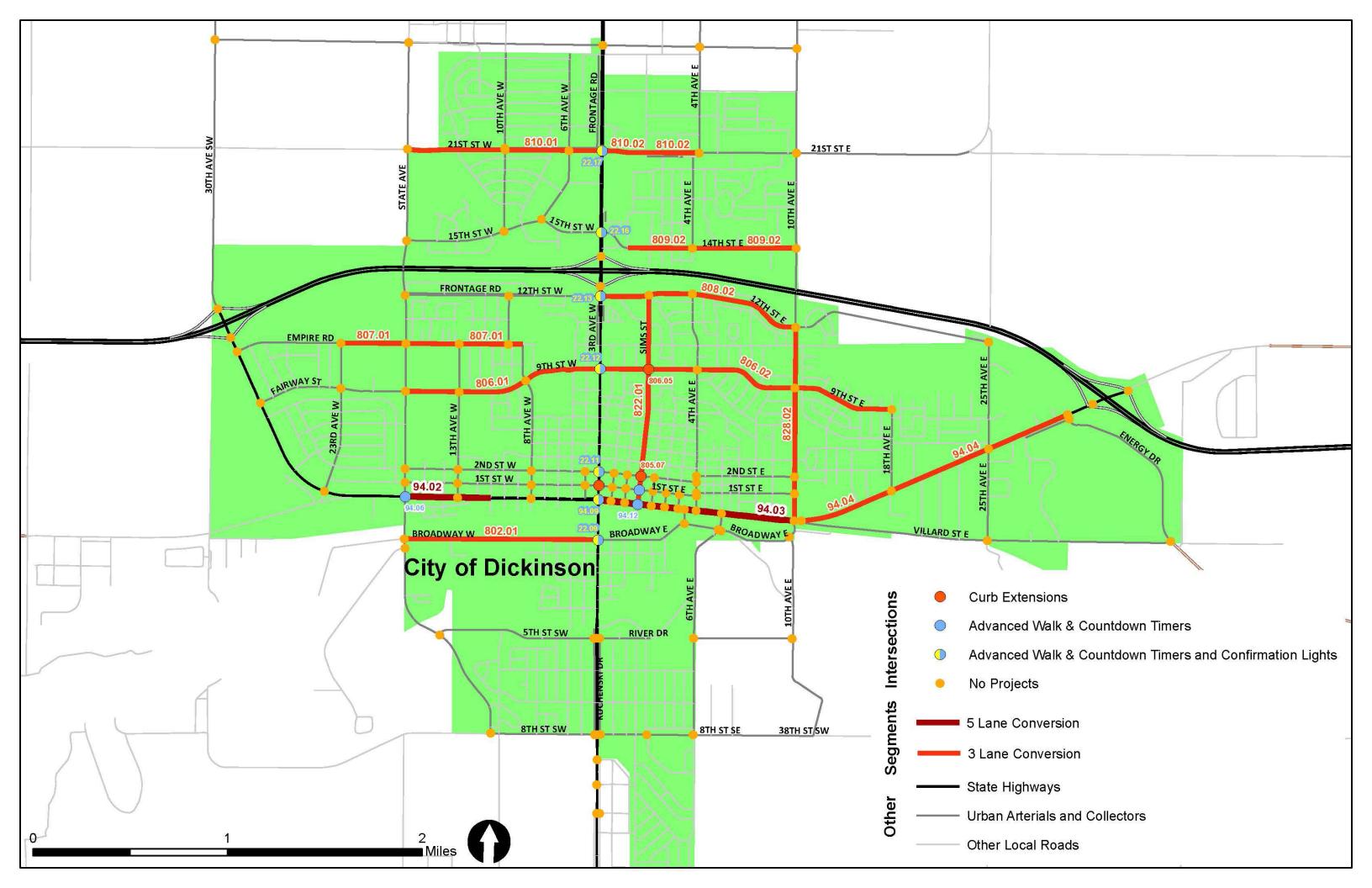
2020 Urban Grant Application Villard Street Lighting and Traffic Control Improvements

NDDOT Reserves All Objections

23 USC 409

APPENDIX City of Dickinson

LOCAL ROAD SAFETY PROGRAM APPENDIX - CHAPTER 4: WESTERN REGION INFRASTRUCTURE SAFETY PROJECTS



City of Dickinson Urban Segment Listing

23 USC 409 NDDOT Reserves All Objections

	Sys	Local Name	Start	End	Length	ADT	Major Lanes	Access Density	Major Speed Limit	Total Severe Rear End / Sideswipe / Head On Crash	Crash Cost
22.01	ND 22	S Main Ave	12th St SE	8th St SW	0.404	6,605	2	17.33	45	0	\$ 239,000
22.02	ND 22	S Main Ave	8th St SW	94 Business Loop	1.202	8,818	4	39.93	25		\$ 2,858,000 \$ 8,199,000
22.03 22.04	ND 22 ND 22	3rd Ave W 3rd Ave W	94 Business Loop I-94		1.173 2.622	14,891 13.850	2	58.82 9.53	25 55		\$ 8,199,000 \$ 6,895,000
94.01	94	94 Business Loop	I-94	33rd St SW State Ave	1.4699	5.502	2	9.53	55		\$ 965,000
94.02	94	94 Business Loop	State Ave	ND 22	0.995	9.003	4	94.47	25		\$ 3.524.000
94.03	94	94 Business Loop	ND 22	10th Ave E	1.014	10,471	4	69.03	25	0	\$ 2,814,000
94.04	94	94 Business Loop	10th Ave E	1-94	1.8514	7,966	2	25.93	45	3	\$ 3,533,000
800.01	No Designation	8th St SW	State Ave	ND 22	0.5463	3,040	4	12.81	35	0	\$ 139,000
	No Designation	8th St SE	ND 22	10th Ave E/E Broadway St	1.1127	3,328	2	27.86	25		\$ 970,000
	No Designation	5th St SW	Stave Ave	22	0.8249	814	2	38.79	25		\$ 148,000
	No Designation	5th St SE	ND 22	Kuchenski Dr ND 22	0.2816	1,065 2,582	2	35.51 43.28	25	-	\$ 103,000 \$ 345,000
	No Designation No Designation	Broadway W Broadway E	Stave Ave ND 22	10th Ave E	1.1218	2,582	2	43.28	35 25	-	\$ 345,000 \$ 168,000
	No Designation	County Rd 10	114th Ave SW	94 Business Loop	1.7143	3.659	2	9.33	45	-	\$ 1,865,000
	No Designation	Villard St E	94 Business Loop	Energy Dr	1.9122	708	2	20.92	45		\$ 208,000
	No Designation	1st St W	State Ave	ND 22	0.9957	990	2	97.42	25		\$ 1,053,000
	No Designation	1st St W/1st St E	ND 22	4th Ave E	0.5051	2,865	2	87.11	25	0	\$ 772,000
804.03	No Designation	1st St E	4th Ave E	10th Ave E	0.5044	816	2	99.12	25	0	\$ 211,000
	No Designation	2nd St W	State Ave	ND 22	0.9969	1,656	2	81.25	25	0	\$ 778,000
	No Designation	2nd St W/2nd St E	ND 22	4th Ave E	0.5048	2,062	2	91.12	25		\$ 1,015,000
	No Designation	2nd St E	4th Ave E	10th Ave E	0.5042	513	2	93.22	25	-	\$ 84,000
	No Designation	Fairway St/9th St W	94 Business Loop	ND 22	1.7923	2,684	2	30.69	25		\$ 793,000
	No Designation	9th St W	ND 22	18th Ave E	1.5567	3,025	2	97.65	25		\$ 1,214,000
	No Designation	18th Ave E	94 Business Loop	9th St E	0.4193	1,490	2	33.39	25	-	\$ 24,000
	No Designation	Empire Rd	94 Business Loop	8th Ave W	1.4775	1,620	2	30.46 28.94	35		\$ 1,119,000 \$ 755,000
	No Designation No Designation	12th St W Museum Drive/12th St	State Ave ND 22	ND 22 Dead End East of 10th Ave E	1.0022 2.0875	3.056	2	28.94	35 35	0	\$ 755,000 \$ 2,048,000
	No Designation	25th Ave E	Villard St	Dead End East of 10th Ave E Dead End North of 9th St E	1.019	3,056	2	7.85	35	0	\$ 2,048,000
	No Designation	15th St W	6th Ave W	ND 22	0.3224	2,465	2	21.71	25	0	\$ 635,000
	No Designation	15th St W/15th St E	ND 22	10th Ave E	1.0367	2,915	2	47.27	25		\$ 1,518,000
	No Designation	21st St W	State Ave	ND 22	0.9959	7,260	2	17.07	35	0	\$ 1,095,000
	No Designation	21st St W/21st St E	ND 22	35th St SW	1.898	3,218	2	16.33	35	1	\$ 1,744,000
	No Designation	34th St SW	30th Ave SW	ND 22	2.0031	875	2	9.98	40		\$ 196,000
	No Designation	40th St W/40th St E	ND 22	10th Ave E	0.9943	1,140	2	20.11	35		\$ 24,000
	No Designation	30th Ave SW	I-94	34th St SW	1.9057	2,090	2	7.35	45		\$ 24,000
	No Designation	23rd Ave W	94 Business Loop	Empire Rd	0.7759	1,283	2	25.78	25		\$ 172,000
	No Designation	State Ave	8th St SW	94 Business Loop	1.3896	4,318	4	17.99	35		\$ 1,030,000
815.02 815.03	No Designation No Designation	State Ave State Ave	94 Business Loop I-94	I-94 Marilyn Way	1.1672	9,378 2.738	2	20.56	35 35		\$ 1,930,000 \$ 644,000
	No Designation	13th Ave W	94 Business Loop	Empire Rd	0.7875	1.350	2	53.33	25	-	\$ 560,000
	No Designation	8th Ave W	94 Business Loop	Empire Rd	0.8028	1,982	2	98.40	25	-	\$ 756,000
	No Designation	10th Ave W	Empire Rd	12th St W	0.2491	1,430	2	72.25	25		\$ 24,000
	No Designation	10th Ave W	21st St W	Dead End	0.9207	1,188	2	79.28	25	0	\$ 280,000
	No Designation	15th St W/6th Ave W	State Ave	Dead End	1.6039	3,943	2	36.16	25	0	\$ 1,225,000
	No Designation	4th Ave W	94 Business Loop	2nd St W	0.1415	1,070	2	98.97	20		\$ 299,000
820.01	No Designation	2nd Ave W	94 Business Loop	2nd St W	0.1398	1,180	2	114.49	25		\$ 48,000
821.01	No Designation	1st Ave W	94 Business Loop	2nd St W	0.1421	1,610	2	56.30	25		\$ 426,000
	No Designation	Sims St 1st Ave E	94 Business Loop 94 Business Loop	Musuem Dr 2nd St E	1.0738	3,120 1.365	2	94.99 84.62	25 25		\$ 1,581,000 \$ 96,000
	No Designation No Designation	2nd Ave E	94 Business Loop 94 Business Loop	2nd St E 1st St E	0.1418	1,365	2	155.34	25		\$ 96,000 \$ 115,000
	No Designation	3rd Ave E	94 Business Loop 94 Business Loop	1st St E	0.0708	1,245	2	70.45	25		\$ 12,000
	No Designation	3rd Ave E 3rd Ave E	Broadway East	94 Business Loop	0.0726	1,243	2	96.39	25		\$ 24,000
	No Designation	4th Ave E	94 Business Loop	9th St E	1.1163	2,415	2	85.11	25	0	\$ 1,234,000
	No Designation	4th Ave E	14th St E	21st St E	0.4707	290	2	44.61	25	0	\$ -
826.04	No Designation	4th Ave E	21st St E	40th St E	1.0044	670	2	8.96	25		\$ -
827.01	No Designation	6th Ave E	8th St SE	94 Business Loop	1.1745	3,362	2	13.62	40	-	\$ 619,000
	No Designation	10th Ave E/Livestock Ln	38th St SW	Broadway East	1.1118	243	2	16.19	35		\$ 675,000
	No Designation	10th Ave E	94 Business Loop	1-94	1.1695	7,080	2	40.19	35	Ū	\$ 523,000
	No Designation	10th Ave E	I-94	40th St E	1.7273	3,043	2	12.74	45		\$ 459,000
	No Designation	Energy Drive	Villard St 8th St SW	94 Business Loop Dead End	0.9655 0.5427	1,243 68	2	21.75 58.96	35 25		\$ 103,000 \$ -
	No Designation No Designation	Kuchenski Dr (Frontage Road) Frontage Road	8th St SW 8th St SE	5th St SE	0.5427	253	2	58.96	25		\$ - \$ 91,000
	No Designation	Frontage Road	28th Ave E	Energy Dr	0.2439	253	2	24.60	25		\$ 91,000
833.01	No Designation	3rd Ave E (Frontage Road)	10th St W	Dead End	0.2439	455	2	57.92	25		\$ 139,000
	No Designation	3rd Ave W (Frontage Road)	ND 22	ND 22	0.0852	70	2	82.13	25	-	\$ 48,000
	No Designation	Frontage Road	13th St W	13th St W	0.6568	64	2	74.60	25	-	\$ 24,000
	No Designation	16th St W	16th St W	Unknown Street Name	0.0585	0	2	51.30	25		\$ 24,000
836.01		Frontage Road	10th Ave W	Dead End	0.33	50	2	75.76	25		\$ 503,000
	No Designation										
837.01	No Designation	Frontage Road 20th St E (Frontage Road)	Dead End Sims St	29th St N Dead End	0.4806 0.1899	600 200	2	58.27 36.86	25 25	0	\$ 139,000

_	Min	Max
ADT	5000	5000000
Major Lanes	4	40
Access Density	30	5000000
Major Speed Limit	30	40

													Tiebre	akers
Rank	Seg #	Sys	Local Name	Start	End	Length	ADT	Major Lane:	Access Density		Severe Rear End Sideswipe or Head-on Crash	Priority	Crash Cost	Access Density
1	94.02	94	94 Business Loop	State Ave	ND 22	1.0	*	*	*		*	****	\$3,524,000	94.5
2	22.02	ND 22	S Main Ave	8th St SW	94 Business Loop	1.2	*	*	*		*	****	\$2,858,000	39.9
3	22.03	ND 22	3rd Ave W	94 Business Loop	I-94	1.2	*		*		*	***	\$8,199,000	
4	94.03	94	94 Business Loop	ND 22	10th Ave E	1.0	*	*	*			***	\$2,814,000	
5	807.01	No Designation	Empire Rd	94 Business Loop	8th Ave W	1.5			*	*	*	***	\$1,119,000	
6	815.01 828.02	No Designation	State Ave 10th Ave E	8th St SW	94 Business Loop I-94	1.4	*	*	*	*	*	***	\$1,030,000 \$523,000	
8	22.04	No Designation ND 22	3rd Ave W	94 Business Loop I-94	1-94 33rd St SW	2.6	*		×	×	*	***	\$523,000	
9	94.04	94	94 Business Loop	10th Ave E	I-94	1.9	÷				*	**	\$3,533,000	
10	808.02	No Designation	Museum Drive/12th St	ND 22	Dead End East of 10th Ave E	2.1	~			*	*	**	\$2,048,000	
11	815.02	No Designation	State Ave	94 Business Loop	I-94	1.2	*			*		**	\$1,930,000	
12	810.02	No Designation	21st St W/21st St E	ND 22	35th St SW	1.9				*	*	**	\$1,744,000	
13	822.01	No Designation	Sims St	94 Business Loop	Musuem Dr	1.1			*		*	**	\$1,581,000	95.0
14	809.02	No Designation	15th St W/15th St E	ND 22	10th Ave E	1.0			*		*	**	\$1,518,000	
15	806.02	No Designation	9th St W	ND 22	18th Ave E	1.6			*		*	**	\$1,214,000	
16	810.01	No Designation	21st St W	State Ave	ND 22	1.0	*			*		**	\$1,095,000	
17	806.01	No Designation	Fairway St/9th St W	94 Business Loop	ND 22	1.8			*		*	**	\$793,000	
18 19	828.01	No Designation	10th Ave E/Livestock Ln	38th St SW	Broadway East	1.1			*	×	*	**	\$675,000 \$503,000	
20	837.01 802.01	No Designation No Designation	Frontage Road Broadway W	10th Ave W Stave Ave	Dead End ND 22	0.3			*	*	×	**	\$345,000	
20	800.01	No Designation	8th St SW	State Ave	ND 22	0.5		*	~	*		**	\$139,000	
22	803.01	No Designation	County Rd 10	114th Ave SW	94 Business Loop	1.7					*	*	\$1,865,000	-
23	826.02	No Designation	4th Ave E	94 Business Loop	9th St E	1.1			*		2	*	\$1,234,000	
24	818.01	No Designation	15th St W/6th Ave W	State Ave	Dead End	1.6			*			*	\$1,225,000	
25	804.01	No Designation	1st St W	State Ave	ND 22	1.0			*			*	\$1,053,000	
26	805.02	No Designation	2nd St W/2nd St E	ND 22	4th Ave E	0.5			*			*	\$1,015,000	91.1
27	94.01	94	94 Business Loop	1-94	State Ave	1.5	*					*	\$965,000	9.5
28	805.01	No Designation	2nd St W	State Ave	ND 22	1.0			*			*	\$778,000	81.3
29	804.02	No Designation	1st St W/1st St E	ND 22	4th Ave E	0.5			*			*	\$772,000	
30	817.01	No Designation	8th Ave W	94 Business Loop	Empire Rd	0.8			*			*	\$756,000	98.4
31 32	808.01 815.03	No Designation No Designation	12th St W State Ave	I-94	ND 22 Marilyn Way	1.0				*		*	\$755,000 \$644,000	
32	815.03	No Designation	6th Ave E	8th St SE	94 Business Loop	1.2				*		*	\$619,000	
34	816.01	No Designation	13th Ave W	94 Business Loop	Empire Rd	0.8			*	~		*	\$560,000	
35	821.01	No Designation	1st Ave W	94 Business Loop	2nd St W	0.1			*			*	\$426,000	
36	819.01	No Designation	4th Ave W	94 Business Loop	2nd St W	0.1			*			*	\$299,000	99.0
37	817.03	No Designation	10th Ave W	21st St W	Dead End	0.9			*			*	\$280,000	
38	22.01	ND 22	S Main Ave	12th St SE	8th St SW	0.4	*					*	\$239,000	
39	804.03	No Designation	1st St E	4th Ave E	10th Ave E	0.5			*			*	\$211,000	
40 41	812.01 802.02	No Designation	34th St SW	30th Ave SW	ND 22	2.0			*	*		*	\$196,000 \$168,000	
41 42	802.02	No Designation No Designation	Broadway E 5th St SW	ND 22 Stave Ave	10th Ave E 22.00	1.1			*			*	\$168,000 \$148,000	
42	838.01	No Designation	Frontage Road	Dead End	22.00 29th St N	0.8			*			* *	\$139,000	
44	833.01	No Designation	3rd Ave E (Frontage Road)	10th St W	Dead End	0.2			*			^ *	\$139,000	
45	824.01	No Designation	2nd Ave E	94 Business Loop	1st St E	0.1			*			*	\$115,000	
46	801.02	No Designation	5th St SE	ND 22	Kuchenski Dr	0.3			*			*	\$103,000	35.5
47	829.01	No Designation	Energy Drive	Villard St	94 Business Loop	1.0				*		*	\$103,000	
48	823.01	No Designation	1st Ave E	94 Business Loop	2nd St E	0.1			*			*	\$96,000	
49	831.01	No Designation	Frontage Road	8th St SE	5th St SE	0.5			*			*	\$91,000	
50 51	805.03 820.01	No Designation	2nd St E 2nd Ave W	4th Ave E 94 Business Loop	10th Ave E 2nd St W	0.5			*			*	\$84,000 \$48,000	
	820.01 834.01	No Designation				0.1			*			*		
52 53	834.01 826.01	No Designation No Designation	3rd Ave W (Frontage Road) 3rd Ave E	ND 22 Broadway East	ND 22 94 Business Loop	0.1			*			*	\$48,000 \$24,000	
54	835.01	No Designation	Frontage Road	13th St W	13th St W	0.7			*			*	\$24,000	
55	817.02	No Designation	10th Ave W	Empire Rd	12th St W	0.2			*			*	\$24,000	
56	836.01	No Designation	16th St W	16th St W	Unknown Street Name	0.1			*			*	\$24,000	51.3
57	806.03	No Designation	18th Ave E	94 Business Loop	9th St E	0.4			*			*	\$24,000	
58	812.02	No Designation	40th St W/40th St E	ND 22	10th Ave E	1.0	-			*		*	\$24,000	
59	825.01	No Designation	3rd Ave E	94 Business Loop	1st St E	0.1			*			*	\$12,000	
60	808.03	No Designation	25th Ave E	Villard St	Dead End North of 9th St E	1.0			*	*		*	\$12,000	
61 62	830.01 826.03	No Designation No Designation	Kuchenski Dr (Frontage Road) 4th Ave E	8th St SW 14th St E	Dead End 21st St E	0.5			*			*	\$0 \$0	
62	826.03	No Designation	20th St E (Frontage Road)	Sims St	Dead End	0.5			*			*	\$0 \$0	
64	800.02	No Designation	8th St SE	ND 22	10th Ave E/E Broadway St	1.1			~			- Î	\$970.000	
65	809.01	No Designation	15th St W	6th Ave W	ND 22	0.3							\$635,000	
66	828.03	No Designation	10th Ave E	I-94	40th St E	1.7							\$459,000	12.7
67	803.02	No Designation	Villard St E	94 Business Loop	Energy Dr	1.9							\$208,000	20.9
68	814.01	No Designation	23rd Ave W	94 Business Loop	Empire Rd	0.8	-						\$172,000	
69	813.01	No Designation	30th Ave SW	I-94	34th St SW	1.9							\$24,000	
70	832.01	No Designation	Frontage Road	28th Ave E	Energy Dr	0.2							\$0	
71	826.04	No Designation	4th Ave E	21st St E	40th St E Total Sta	1.0	11	-	44	17	16		\$0	9.0
		Totals			% That Gets St		11 15%	5 7%	44 62%	17 24%	23%			
		#	% Miles	%	70 11141 0613 31		.070	1 /0	02 /0	2470	2070			
	*****	0	0% 0.0	0%				Stars						
	****	0	0% 0.0	0%				If segment h	nas a majo	r entering	ADT greater than or equal to 5	i000 vpd.		•
	****	2	3% 2.2	3%							an or equal to 4.			

	#	%	Miles	%
*****	0	0%	0.0	0%
****	0	0%	0.0	0%
****	2	3%	2.2	3%
***	5	7%	6.2	10%
**	14	20%	19.1	30%
*	42	59%	28.0	43%
-	8	11%	9.0	14%
	71	100%	64.5	100%

Stars If segment has a major entering ADT greater than or equal to 5000 vpd. If segment has lanes greater than or equal to 4. If segment has a speed less than or equal to 40 mph. If segment has a tleast 1 severe rear end or sideswipe or head on crash.

City of Dickinson Urban Segment Prioritization

North Dakota Depa	FETY IMPROVEMEN artment of Transportation					
SFN 59959 (06-20	94 Busi Agency Name: Contact Name: Email Address:	City of Dickinson Mike Grafsgaard mikeg@dvInd.com		N Teler	D DOT District	-
	tion map(s). You may use ad	ditional sheets to furth	ner describe your proje	ct.		
Location Descri	iption				0.105 -	
End: City/Rural: County:	94 Business Loop State Ave ND 22 Urban Ramsey	Lanes Access Density Speed Limit Length (miles)	y 94 : 25 : 1.00		Reduce Alcohol Increase the Usa Younger Driver/ Curb Aggressive Improvements to Enhancing Eme	e of Safety Restraints for all Occupants Older Driver Safety e Driving o Address Lane Departure Crashes rgency Medical Capabilities to Increase
Describe Currer North Dakota Crash	nt Safety Issues & Syst		o years			
	Severe		Crashes Rear End Sideswipe Passing Head On Sideswipe Opposing ADT: lajor Approach Lanes: Access Density: Speed Limit: e / Head On Crashes:	K+A 0 0 0 0 0 Value 9,003 4 94 25 0	- - - - - - - - - - - - - -	Star Ranking * * * * *
Describe Propo	sed Safety Improveme	nts				
	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions	Type Proactive Proactive Proactive Conside	Cost per mi \$48,000 \$54,000 \$36,000 r Access Management	Mileage / # 0.0 0.4 0 in the Future	\$ - \$ 23,641 \$ -	_Notes - Do not convert East of 11th Ave W - inadequate room. -
Project Cost Es	timate (attach detailed	CODV)		Proposed	Year of Cons	truction
	Federal Funds h (10% of Total project cost) Total Project Cost	\$ 21,277 \$ 2,364		TTOPOSEU		
NDDOT Central	Office Only					
Project Accepted?	Yes No	Reference Number			ID Number	
Notes						
	3 USC 409					Segment ID: 94.02
NDDOT Res	serves All Objections					Date: 11/5/2014

Contact Name: Mike Grafsgaard Email Address: mikeg@dvInd.com Tele Please attach a location map(s). You may use additional sheets to further describe your project. Location Description Location Description Number: 94.03 ADT: 10471 [] Local Road Name: 94 Business Loop Lanes: 4 [] End: 10th Ave E Speed Limit: 25 [] City/Rural: Urban Length (miles): 1.01 [] County: Ramsey [] Describe Current Safety Issues & Systemic Ranking Review North Dakota Crashes, 2009 - 2013 5 years Describe Current Safety Issues & Systemic Ranking Review North Dakota Crashes, 2009 - 2013 5 years Output Sideswipe Passing 0 Head On 0 Sideswipe Opposing 0 Output 0 Value ADT: 10,471 Major Approach Lanes: 4 Access Density: 69 Severe Rear End / Sideswipe / Head On Crashes: 0 0 Value Value Describe Proposed Safety Improvements 0 Severe Rear End / Sideswipe / Head On Crashes: 0 0 Signal Revisions Proactive \$36,000 0.0 S-Lane Conversion Proactive \$48,000 0.0 S-Lane Conversion Proactive \$36,000 0.0 Signal Revisions Proactive \$36,000 0.0	ID DOT District: 5 phone Number: 701-662-7600 ext 2 SHSP Emphasis Area (check all that apply) Reduce Alcohol Impaired Driving Increase the Use of Safety Restraints for all Occupants Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase
Please attach a location map(s). You may use additional sheets to further describe your project. Location Description Number: 94.03 ADT: 10471 [] Local Road Name: 94 Business Loop Lanes: 4 [] Start: ND 22 Access Density 69 [] End: 10th Ave E Speed Limit: 25 [] City/Rural: Urban Length (miles): 1.01 [] County: Ramsey [] Describe Current Safety Issues & Systemic Ranking Review North Dakota Crashes, 2009 - 2013 5 years	Reduce Alcohol Impaired Driving Increase the Use of Safety Restraints for all Occupants Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety Critical Star Ranking > 5000 ★
Location Description Number: 94.03 ADT: 104711 Local Road Name: 94 Business Loop Lanes: 4 Start: ND 22 Access Density 69 End: 10th Ave E Speed Limit: 25 City/Rural: Urban Length (miles): 1.01 County: Ramsey E Describe Current Safety Issues & Systemic Ranking Review North Dakota Crashes, 2009 - 2013 5 years Describe Opposing 0 Value Sideswipe Passing ADT: 10,471 Major Approach Lanes: ADT: 10,471 Major Approach Lanes: Value ADT: 10,471 Major Approach Lanes: 4 ACcess Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Value 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Severe Rear End / Sideswipe / Head On Crashes: 0 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Octonersion Proactive	Reduce Alcohol Impaired Driving Increase the Use of Safety Restraints for all Occupants Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety Critical Star Ranking > 5000 ★
Number: 94.03 ADT: 10471 Image: Construct of the system of the sys	Reduce Alcohol Impaired Driving Increase the Use of Safety Restraints for all Occupants Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety Critical Star Ranking > 5000 ★
Local Road Name: 94 Business Loop Lanes: 4 Start: ND 22 Access Density 69 End: 10h Ave E Speed Limit: 25 City/Rurai: Urban Length (miles): 1.01 County: Ramsey	Reduce Alcohol Impaired Driving Increase the Use of Safety Restraints for all Occupants Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety Critical Star Ranking > 5000 ★
Start: ND 22 Access Density 69 □ End: 10th Ave E Speed Limit: 25 □ City/Rural: Urban Length (miles): 1.01 □ County: Ramsey □ □ Describe Current Safety Issues & Systemic Ranking Review □ North Dakota Crashes. 2009 - 2013 5 years □ □ North Dakota Crashes. 2009 - 2013 5 years □ □ North Dakota Crashes. 2009 - 2013 5 years □ □ North Dakota Crashes. 2009 - 2013 5 years □ □ North Dakota Crashes. 2009 - 2013 0 □ □ North Dakota Crashes. 2009 - 2013 0 □ □ □ □ □ □ □ □ Not Rear End 0 Sideswipe Opposing □ □ □ □ □ Bajor Approach Lanes: 4 □ Describe Proposed Safety Improvements □ </td <td>Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety</td>	Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety
End: 10th Ave E City/Rural: Urban Speed Limit: 25 Length (miles): 1.01 Image: Construct Sector Secto	Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety
City/Rural: Urban County: Ramsey Length (miles): 1.01 Image: County image: Count	Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety
County: Ramsey E Describe Current Safety Issues & Systemic Ranking Review North Dakota Crashes, 2009 - 2013 5 years Crashes K+A Rear End 0 Sideswipe Passing 0 Head On 0 Sideswipe Opposing 0 Value ADT: 10,471 Major Approach Lanes: 4 Access Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Describe Proposed Safety Improvements 0 Describe Proposed Safety Improvements 0 Signal Revisions Proactive \$48,000 0.0 S-Lane Conversion Proactive \$54,000 1.0 Signal Revisions Proactive \$54,000 0 Consider Access Management in the Futu Project Cost Estimate (attach detailed copy) Propose Federal Funds \$49,280 \$.4756 10 NDDOT Central Office Only Project Cost \$54,756 10 NDDOT Central Office Only Project Accepted? Yes No Reference Number	Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety Critical Star Ranking > 5000 ★
Image: Second	Improve Intersection Safety
North Dakota Crashes, 2009 - 2013 5 years Crashes K+A Rear End 0 Sideswipe Passing 0 Head On 0 Sideswipe Opposing 0 Value ADT: ADT: 10,471 Major Approach Lanes: 4 Access Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Describe Proposed Safety Improvements 0 Signal Revisions Proactive \$48,000 0.0 Signal Revisions Proactive \$36,000 0 Consider Access Management in the Futu Consider Access Management in the Futu Project Cost Estimate (attach detailed copy) Propose Federal Funds<	> 5000 *
North Dakota Crashes, 2009 - 2013 5 years Crashes K+A Rear End 0 Sideswipe Passing 0 Head On 0 Sideswipe Opposing 0 Value ADT: ADT: 10,471 Major Approach Lanes: 4 Access Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Describe Proposed Safety Improvements 0 Signal Revisions Proactive \$48,000 0.0 Signal Revisions Proactive \$36,000 0 Consider Access Management in the Futu Project Cost Estimate (attach detailed copy) Propose Federal Funds \$ 49,280 \$49,280 Local Match (10% of Total project cost) \$ 5,476 Propose Federal Funds \$ 49,280 \$49,280 Local Match (10% of Total Project Cost \$ 54,756 \$ NDDOT Central Office Only Project Accepted? No	> 5000 *
Crashes K+A Rear End 0 Sideswipe Passing 0 Head On 0 Sideswipe Opposing 0 O 0 Sideswipe Opposing 0 Value ADT: ADT: 10,471 Major Approach Lanes: 4 Access Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Describe Proposed Safety Improvements 0 Signal Revision Proactive \$48,000 0.0 S-Lane Conversion Proactive \$48,000 0.0 Signal Revisions Proactive \$36,000 0 Consider Access Management in the Futu Project Cost Estimate (attach detailed copy) Propose Federal Funds \$ 49,280 1.0 Local Match (10% of Total project cost) \$ 54,476 Total Project Cost \$ 54,756 No NDDOT Central Office Only Project Accepted? Ves No	> 5000 *
Rear End 0 Sideswipe Passing 0 Head On 0 Sideswipe Opposing 0 ADT: 10,471 Major Approach Lanes: 4 Access Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Describe Proposed Safety Improvements 0 Description Type Cost per mi Mileage / i 3-Lane Conversion Proactive \$48,000 0.0 0 Signal Revisions Proactive \$48,000 0.0 Signal Revisions Proactive \$36,000 0 Consider Access Management in the Futu Project Cost Estimate (attach detailed copy) Propose Federal Funds \$49,280 \$54,776 Total Project Cost \$54,756 Propose NDDOT Central Office Only Project Accepted? No Project Accepted? No Reference Number	> 5000 *
Rear End 0 Sideswipe Passing 0 Head On 0 Sideswipe Opposing 0 0 0 ADT: 10,471 Major Approach Lanes: 4 ACcess Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Describe Proposed Safety Improvements 0 0 - - 3-Lane Conversion Proactive \$48,000 0.0 5-Lane Conversion Proactive \$36,000 0 Consider Access Management in the Futu - - Project Cost Estimate (attach detailed copy) Propose Federal Funds \$ 49,280 - Local Match (10% of Total project cost) \$ 5,476 - Total Project Cost \$ 54,756 - - NDDOT Central Office Only - - Project Accepted? No Reference Number	> 5000 *
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Value ADT: 10,471 Major Approach Lanes: 4 Access Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Describe Proposed Safety Improvements Description Type Cost per mi Mileage / i Access Density: 69 Speed Limit: 25 Description Type Cost per mi Mileage / i 3-Lane Conversion Proactive \$48,000 0.0 State Conversion Proactive \$48,000 0.0 Signal Revisions Proactive \$54,000 1.0 Signal Revisions Proactive \$36,000 0 Consider Access Management in the Futu Project Cost Estimate (attach detailed copy) Propose Federal Funds \$ 49,280 Local Match (10% of Total project cost) \$ 5,476 Total Project Cost \$ 54,756 MDDOT Central Office Only Project Accepted? No Reference Number	> 5000 *
ADT: 10,471 Major Approach Lanes: 4 Access Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0	> 5000 *
ADT: 10,471 Major Approach Lanes: 4 Access Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0	> 5000 *
Access Density: 69 Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Describe Proposed Safety Improvements Describe Proposed Safety Improvements Description Type Cost per mi Mileage / iteration 3-Lane Conversion Proactive 5-Lane Conversion Proactive Signal Revisions Propose Federal Funds \$ 49,280 Local Match (10% of Total project cost) \$ 5,476 Total Project Cost \$ 54,756 NDDOT Central Office Only Project Accepted? Project Accepted? Yes	>4 ★
Speed Limit: 25 Severe Rear End / Sideswipe / Head On Crashes: 0 Describe Proposed Safety Improvements Description Type Cost per mi Mileage / i 3-Lane Conversion Proactive \$48,000 0.0 5-Lane Conversion Proactive \$54,000 1.0 Signal Revisions Proactive \$36,000 0 Cost per mi Mileage / i 3-Lane Conversion Proactive \$48,000 0.0 5-Lane Conversion Proactive \$36,000 0 Consider Access Management in the Futu Project Cost Estimate (attach detailed copy) Propose Federal Funds \$ 49,280 Local Match (10% of Total project cost) \$ 5,476 54,756 NDDOT Central Office Only Project Accepted? Yes No Reference Number Ves No	
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Description Type Cost per mi Mileage / i 3-Lane Conversion Proactive \$48,000 0.0 5-Lane Conversion Proactive \$54,000 1.0 Signal Revisions Proactive \$36,000 0 Cost per mi Mileage / i Signal Revisions Proactive \$54,000 1.0 Signal Revisions Proactive \$36,000 0 Consider Access Management in the Futu Project Cost Estimate (attach detailed copy) Propose Federal Funds \$ 49,280 Local Match (10% of Total project cost) \$ 5,476 Total Project Cost \$ 54,756 NDDOT Central Office Only Project Accepted? Yes No Reference Number Ves No	***
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Signal Revisions Proactive \$36,000 0 Consider Access Management in the Futu Project Cost Estimate (attach detailed copy) Propose Federal Funds \$49,280 Local Match (10% of Total project cost) \$5,476 Total Project Cost \$54,756 NDDOT Central Office Only Project Accepted? Yes No Reference Number	<u> </u>
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Project Cost Estimate (attach detailed copy) Propose Federal Funds \$ 49,280 Local Match (10% of Total project cost) \$ 5,476 Total Project Cost \$ 54,756 NDDOT Central Office Only Project Accepted? Yes No Reference Number	\$ -
Federal Funds \$ 49,280 Local Match (10% of Total project cost) \$ 5,476 Total Project Cost \$ 54,756 NDDOT Central Office Only Project Accepted? Yes No Reference Number Image: State Sta	e Yes
Federal Funds \$ 49,280 Local Match (10% of Total project cost) \$ 5,476 Total Project Cost \$ 54,756 NDDOT Central Office Only Project Accepted? Yes No Reference Number Image: State Sta	Year of Construction
Local Match (10% of Total project cost) 5,476 Total Project Cost \$ 54,756 NDDOT Central Office Only Seference Number Project Accepted? Yes No	
NDDOT Central Office Only \$ 54,756 Project Accepted? Yes No Reference Number	
NDDOT Central Office Only Project Accepted? Yes No Reference Number	
Project Accepted?	
Project Accepted?	
	ID Number
23 USC 409 NDDOT Reserves All Objections	Page: 2 Segment ID: 94.03

	FETY IMPROVEME artment of Transportation		(HSIP) PROJEC	T APPLI	CATION	
	/	from 94 R	usiness Loo	n to 8t	h Ave W I	Project
	-	City of Dickinson		-	D DOT District	-
		Mike Grafsgaard				: 701-662-7600 ext 2
		mikeg@dvInd.cor	n	1010		
Please attach a loca	ation map(s). You may use ac			ct.		
Location Descri	i x /					
				_	SHSP Emphasi	s Area (check all that apply)
Number:			: 1620			Impaired Driving
Local Road Name:	•	Lanes				e of Safety Restraints for all Occupants
	94 Business Loop 8th Ave W	Access Densit Speed Limi			Curb Aggressive	Older Driver Safety
City/Rural:		Length (miles)		H		o Address Lane Departure Crashes
	Ramsey	- 3 * (*)	-		•	rgency Medical Capabilities to Increase
,	,			7		
Describe Currer	nt Safety Issues & Sys	temic Ranking Re	eview			
North Dakota Crash	es, 2009 - 2013		5 years			
			Crashaa	K . A		
			Crashes Rear End	<u>K+A</u> 0	-	
			Sideswipe Passing	0		
			Head On	0		
			Sideswipe Opposing	0		
			Sides the opposing	0	-	
				-		
				Value	Critical	Star Ranking
			ADT:	1,620	> 5000	
		Ν	And Approach Lanes:	2	> 4	
			Access Density: Speed Limit:	30 35	> 30 30 - 40	*
	Sever	e Rear End / Sideswir	be / Head On Crashes:	0	20 - 40 ≥ 1	*

Describe Propo	sed Safety Improveme	ents				
			_		_	
	Description		Cost per mi	Mileage / #	Cost	_Notes - Do not convert West of 23rd Ave
	3-Lane Conversion 5-Lane Conversion		\$48,000 \$54,000	0.9 0.0	\$	W - no access points.
	Signal Revisions		\$36,000	0.0	\$- \$-	
	olghai revisions		er Access Management			
			Ŭ			-
Project Cost Es	timate (attach detailed	Гсору)		Proposed	Year of Cons	truction
	Federal Funds					
Local Mate	ch (10% of Total project cost)					
	Total Project Cost	\$ 44,679				
NDDOT Central					T	
Project Accepted?	Yes No	Reference Number			ID Number	
Notes						
						Page: 3
23	3 USC 409	1				Segment ID: 807.01
	serves All Objections					Date: 11/5/2014

	FETY IMPROVEMEI artment of Transportation		(HSIP) PROJEC		CATION	
00-20	10th Av		4 Business I			
	Contact Name:	City of Dickinson Mike Grafsgaard mikeg@dvInd.con	n		D DOT District phone Number	: 5 : 701-662-7600 ext 2
Please attach a loca	tion map(s). You may use ad	•		ct.		
Location Descri						
				_		s Area (check all that apply)
Number:			: 7080			Impaired Driving
Local Road Name:		Lanes				e of Safety Restraints for all Occupants
	94 Business Loop	Access Density				Older Driver Safety
End: City/Rural:		Speed Limit Length (miles)		H	Curb Aggressive	o Address Lane Departure Crashes
-	Ramsey	Length (miles)	. 1.17	H		rgency Medical Capabilities to Increase
County.	Runocy			- -	Improve Interse	
					inprovo intereo	
Describe Currer	nt Safety Issues & Syst	temic Ranking Re	eview			
North Dakota Crashe			5 years			
			-			
			Crashes	K+A	_	
			Rear End	0		
			Sideswipe Passing	0		
			Head On	0		
			Sideswipe Opposing	0	_	
				0		
				Value	Critical	Star Ranking
			ADT:	7,080	> 5000	*
		N	lajor Approach Lanes:	2	> 4	
			Access Density:	40	> 30	*
	Sover	Door End / Sidoowin	Speed Limit:	35 0	30 - 40 ≥ 1	*
	Severe	e Real End / Sideswip	e / Head On Crashes:	0	21	***
		•				
Describe Propo	sed Safety Improveme	nts				
2000						
	Description	Type	Cost per mi	Mileage / #	Cost	Notes - Do not convert South of 12th St
	3-Lane Conversion	Proactive	\$48,000	1.0	\$ 48,277	E - inadequate room.
	5-Lane Conversion	Proactive	\$54,000	0.0	\$-	
	Signal Revisions	Proactive	\$36,000	0	\$-	
		Conside	r Access Management	in the Future	e No	_
Project Cost Es	timate (attach detailed	copy)		Proposed	Year of Cons	truction
	Federal Funds	\$ 43,449				
Local Mate	th (10% of Total project cost)					
	Total Project Cost	\$ 48,277				
	Office Orth					
NDDOT Central					1	
Project Accepted?	Yes No	Reference Number			ID Number	
Notes						
						Page: 4
23	3 USC 409					Segment ID: 828.02
	serves All Objections					Date: 11/5/2014
1122011103						Bate. 11/0/2019

North Dakota Dep	FETY IMPROVEMEI artment of Transportation		(HSIP) PROJEC		CATION	
SFN 59959 (06-20	94 Bus Agency Name:	iness Loop City of Dickinson Mike Grafsgaard	from 10th A	Ν	D DOT District	-
		mikeg@dvInd.com				
	tion map(s). You may use ad	ditional sheets to furth	her describe your proje	ct.		
Location Descri	iption					in Area (aback all that apply)
Number: Local Road Name: Start: End:	94 Business Loop 10th Ave E	ADT Lanes Access Densit Speed Limit	y 26		Reduce Alcoho Increase the Us	is Area (check all that apply) I Impaired Driving se of Safety Restraints for all Occupants /Older Driver Safety e Driving
City/Rural: County:	Urban Ramsey	Length (miles)			Enhancing Eme	to Address Lane Departure Crashes ergency Medical Capabilities to Increase action Safety
	nt Safety Issues & Syst					
North Dakota Crash	es, 2009 - 2013	:	5 years			
			Crashes Rear End Sideswipe Passing Head On Sideswipe Opposing	K+A 0 0 1 0	-	
		Μ	ADT: 1ajor Approach Lanes:	Value 7,966 2	Critical > 5000 > 4	Star Ranking ★
	Sever		Access Density: Speed Limit: be / Head On Crashes:	26 45 1	> 30 30 - 40 ≥ 1	*
Describe Propo	sed Safety Improveme	nts				
	Description 3-Lane Conversion	Type Proactive	Cost per mi \$48,000	Mileage / # 1.5	Cost \$ 72,871	Notes - Do no convert East of Energy [- no longer urban.
	5-Lane Conversion Signal Revisions	Proactive	\$54,000 \$36,000 r Access Management	0.0 0 in the Future	\$ - \$ - e Yes	
						_
Project Cost Es	timate (attach detailed	сору)		Proposed	Year of Cons	struction
Local Mate	Federal Funds th (10% of Total project cost)	\$ 7,287				
	Total Project Cost	\$ 72,871				
NDDOT Central	Office Only					
Project Accepted?	Yes No	Reference Number			ID Number	
Notes						
01	3 USC 409					Page: 5 Segment ID: 94.04
	serves All Objections					Segment ID: 94.04 Date: 11/5/201

	FETY IMPROVEMEN partment of Transportation P 011)		ISIP) PROJEC	T APPLI	CATION		
	eum Drive/12th Agency Name: Contact Name:	City of Dickinson Mike Grafsgaard		Ν	D DOT District		-
Please attach a loca	Email Address: ation map(s). You may use ado	mikeg@dvInd.com		ct			
Location Descr			describe your projec				
Start: End: City/Rural:	Museum Drive/12th St ND 22 Dead End East of 10th Ave E	ADT: Lanes: Access Density Speed Limit: Length (miles):	25 35		Reduce Alcohol Increase the Us Younger Driver/ Curb Aggressiv/ Improvements t Enhancing Eme	Older Driver Safe e Driving o Address Lane D rgency Medical C	aints for all Occupants
	nt Safety Issues & Syste						
North Dakota Crash	ies, 2009 - 2013		years Crashes Rear End Sideswipe Passing Head On Sideswipe Opposing	K+A 0 0 0 0 0	-		
	Severe	Ma Rear End / Sideswipe	ADT: jor Approach Lanes: Access Density: Speed Limit: / Head On Crashes:	Value 3,056 2 25 35 0	Critical > 5000 > 4 > 30 30 - 40 ≥ 1	Star Ranking * * *	
Describe Propo	osed Safety Improvemen	nts					
	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions	Proactive Proactive Proactive	Cost per mi \$48,000 \$54,000 \$36,000 Access Management	Mileage / # 1.0 0.0 0 in the Future	\$- \$-		convert East of 10th Ave ds shortly to the East.
Project Cost Es	stimate (attach detailed o	copy)		Proposed	Year of Cons	struction	
	Federal Funds atch (10% of Total project cost) Total Project Cost	\$ 5,010	-				
NDDOT Central					1		
Project Accepted? Notes	Yes No	Reference Number			ID Number		Page: 6
	23 USC 409 eserves All Objections						Segment ID: 808.02 Date: 11/5/2014

North Dakota Depa	FETY IMPROVEMEI artment of Transportation		(HSIP) PROJEC	T APPLI	CATION	
SFN 59959 (06-20	/	//21st St F f	rom ND 22	to 35th	St SW P	roject
		City of Dickinson			D DOT District	-
		Mike Grafsgaard				: 701-662-7600 ext 2
		mikeg@dvlnd.con				
	tion map(s). You may use ad	lditional sheets to furth	ner describe your proje	ct.		
Location Descri	ρτιοπ				SHSP Emphas	is Area (check all that apply)
Number:			: 3218		Reduce Alcohol	Impaired Driving
	21st St W/21st St E	Lanes Access Density				e of Safety Restraints for all Occupants Older Driver Safety
	ND 22 35th St SW	Speed Limit	·		Curb Aggressive	
City/Rural:		Length (miles)			Improvements t	o Address Lane Departure Crashes
County:	Ramsey				Enhancing Eme Improve Interse	ergency Medical Capabilities to Increase
Describe Curren North Dakota Crashe	nt Safety Issues & Syst					
North Dakota Crashe	es, 2009 - 2013		5 years			
			Crashes	K+A	_	
			Rear End	0		
			Sideswipe Passing Head On	0 0		
			Sideswipe Opposing	0		
				0	-	
				Value	Critical	Ctor Donking
			ADT:	Value 3,218	Critical > 5000	Star Ranking
		N	lajor Approach Lanes:	2	> 4	
			Access Density:	16	> 30	+
	Sever	e Rear End / Sideswip	Speed Limit: e / Head On Crashes:	35 0	30 - 40 ≥ 1	*
		· · · · · · · · · · · · · · · · · · ·		-		**
Describe Propo	sed Safety Improveme	nte				
Describerropo	sed Galety Improveme	1113				
	Description		Cost per mi	Mileage / #	Cost	Notes - Do not convert East of 4th Ave E
	3-Lane Conversion 5-Lane Conversion		\$48,000 \$54,000	0.8 0.0	\$	- little development.
	Signal Revisions		\$36,000	0.0	\$-	
		Conside	r Access Management	in the Future	Yes	_
Project Cost Es	timate (attach detailed	copv)		Proposed	Year of Cons	struction
-				•		
Local Mate	Federal Funds (10% of Total project cost)					
Local Mate	Total Project Cost					
		• ••••				
NDDOT Central						
Project Accepted?	Yes No	Reference Number			ID Number	
Notes						
						Page: 7
I	3 USC 409	1				Segment ID: 810.02
23						Date: 11/5/2014

	FETY IMPROVEMEN artment of Transportation 11)		(HSIP) PROJEC	T APPLI	CATION			
	Sims St fr Agency Name: Contact Name: Email Address:	City of Dickinson Mike Grafsgaard mikeg@dvInd.con		N Telep	D DOT District		0 ext 2	
	tion map(s). You may use ad	ditional sheets to furth	er describe your proje	ct.				
Location Descri			: 3120			is Area (check a I Impaired Driving		
Local Road Name: Start: End: City/Rural:	Sims St 94 Business Loop Musuem Dr	Lanes Access Density Speed Limit Length (miles)	: 2 / 95 : 25		Increase the Us Younger Driver/ Curb Aggressiv Improvements t	e of Safety Rest Older Driver Saf e Driving o Address Lane ergency Medical (raints for all Oc ety Departure Cras	shes
	nt Safety Issues & Syst							
North Dakota Crashe		Proactive Proactive Proactive Proactive	5 years Crashes Rear End Sideswipe Passing Head On Sideswipe Opposing ADT: ADT: Access Density: Speed Limit: e / Head On Crashes: Cost per mi \$48,000 \$54,000 \$36,000 r Access Management	K+A 0 0 0 0 Value 3,120 2 95 25 0 Mileage / # 1.1 0.0 0 tin the Euture	- - - - - - - - - - - - - -	Star Ranking	-	
Project Cost Est	timate (attach detailed	сору)		Proposed	Year of Cons	struction		
Local Matc	Federal Funds <u>h (10% of Total project cost)</u> Total Project Cost	\$ 5,154	_					
NDDOT Central	Office Only							
Project Accepted?	Yes No	Reference Number			ID Number			
Notes							Page:	8
	BUSC 409 Serves All Objections						Segment ID: Date:	822.01 11/5/2014

	FETY IMPROVEMEN artment of Transportation I 11)		(HSIP) PROJEC	T APPLI	CATION		
	/	//15th St E	from ND 22	to 10th	Ave E P	roject	
	Agency Name: Contact Name:	City of Dickinson Mike Grafsgaard mikeg@dvInd.con		Ν	D DOT District	•	
Please attach a locat	tion map(s). You may use ad			ct.			
Location Descri	ption						
Start: End: City/Rural: County:	15th St W/15th St E ND 22 10th Ave E Urban Ramsey	Lanes Access Density Speed Limit Length (miles)	/ 47 : 25 : 1.04		Reduce Alcohol Increase the Us Younger Driver/ Curb Aggressiv Improvements t	to Address Lane Departure ergency Medical Capabiliti	all Occupants
Describe Currer North Dakota Crashe	nt Safety Issues & Syst		view				
Describe Propo	sed Safety Improvement Description 3-Lane Conversion	e Rear End / Sideswip	Crashes Rear End Sideswipe Passing Head On Sideswipe Opposing ADT: ADT: Access Density: Speed Limit: e / Head On Crashes: Cost per mi \$48,000 \$54,000	K+A 0 0 0 0 Value 2,915 2 47 25 0 0 Mileage / # 0.9	- - - - - - - - - - - - - -	Star Ranking * * * * * * * * * * * * * * * * * * *	West of 2nd Ave
	5-Lane Conversion Signal Revisions	Proactive Proactive	\$54,000 \$36,000	0.0 0	\$- \$-		
	olghar roviolono		r Access Management				
						-	
Project Cost Est	timate (attach detailed	сору)		Proposed	Year of Cons	struction	
Local Matc	Federal Funds <u>h (10% of Total project cost)</u> Total Project Cost	\$ 4,080	-				
NDDOT Central							
Project Accepted? Notes	Yes No	Reference Number			ID Number		
	B USC 409 serves All Objections					Segme	² age: 9 nt ID: 809.02 Date: 11/5/2014

North Dakota Departmer SFN 59959 (06-2011)	nt of Transportation	NT PROGRAM Programming	· · ·				
<i></i>	9th	St W from	ND 22 to 18	h Ave E	Project	t	
		City of Dickinson			DOT Distric		
		Mike Grafsgaard		Telep	hone Numbe	r: 701-662-7600 ext 2	
		mikeg@dvInd.con	n	· · ·			
Please attach a location ma				ct.			
Location Description							
						sis Area (check all that apply)	
Number: 806.02			: 3025			ol Impaired Driving	
Local Road Name: 9th St		Lanes				se of Safety Restraints for all Oc	cupants
Start: ND 22 End: 18th A		Access Density Speed Limit			Curb Aggressiv	r/Older Driver Safety	
City/Rural: Urban		Length (miles)				to Address Lane Departure Cras	hes
County: Rams					•	ergency Medical Capabilities to I	
					Improve Interse		
					•	-	
Describe Current Saf	ety Issues & Syst	temic Ranking Re	eview				
North Dakota Crashes, 200	9 - 2013	Ę	5 years				
			Crashes	K+A			
			Rear End	0			
			Sideswipe Passing	0			
			Head On	0			
			Sideswipe Opposing	0			
				0			
				Value	Critical	Star Ranking	
			ADT:	3,025	> 5000		
		Ν	lajor Approach Lanes:	2	> 4		
			Access Density:	98	> 30	*	
			Speed Limit:	25	30 - 40		
	Severe	e Rear End / Sideswip	e / Head On Crashes:	0	≥1	*	
		•				**	
	ofaty Improvomo	nto					
Describe Proposed S	afety Improveme	nts					
Describe Proposed S			Cost per mi	Mileage / #	Cost	Notes -	
Describe Proposed S	Description 3-Lane Conversion	nts Type Proactive	Cost per mi \$48,000	Mileage / #	Cost \$ 74,719	Notes - 9	
Describe Proposed S	Description	Type Proactive			\$ 74,719 \$ -		
Describe Proposed S	Description 3-Lane Conversion	Type Proactive Proactive Proactive	\$48,000 \$54,000 \$36,000	1.6 0.0 0	\$ 74,719 \$ - \$ -		
Describe Proposed S	Description 3-Lane Conversion 5-Lane Conversion	Type Proactive Proactive Proactive	\$48,000 \$54,000	1.6 0.0 0	\$ 74,719 \$ -		
	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions	Type Proactive Proactive Proactive Conside	\$48,000 \$54,000 \$36,000	1.6 0.0 0 in the Future	\$ 74,719 \$ - \$ - Yes	9	
Project Cost Estimate	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions	Type Proactive Proactive Proactive Conside	\$48,000 \$54,000 \$36,000	1.6 0.0 0 in the Future	\$ 74,719 \$ - \$ -	9	
	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed	Type Proactive Proactive Proactive Conside	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,719 \$ - \$ - Yes	9	
Project Cost Estimate	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds	Type Proactive Proactive Proactive Conside	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,719 \$ - \$ - Yes	9	
Project Cost Estimate	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost)	Type Proactive Proactive Proactive Conside	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,719 \$ - \$ - Yes	9	
Project Cost Estimate	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds	Type Proactive Proactive Proactive Conside	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,719 \$ - \$ - Yes	9	
Project Cost Estimate	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost	Type Proactive Proactive Proactive Conside	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,719 \$ - \$ - Yes	9	
Project Cost Estimate Local Match (10%	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,719 \$ - \$ - Yes	9	
Project Cost Estimate Local Match (10%	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9 	
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project cost) Total Project Cost e Only es No	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9 struction	10
Project Cost Estimate Local Match (10% NDDOT Central Offic Project Accepted?	Description 3-Lane Conversion 5-Lane Conversion Signal Revisions e (attach detailed Federal Funds 5 of Total project Cost Total Project Cost e Only es No No	Type Proactive Proactive Proactive Conside copy \$ 67,247 \$ 7,472 \$ 74,719	\$48,000 \$54,000 \$36,000 r Access Management	1.6 0.0 0 in the Future	\$ 74,715 \$ - Yes Year of Cons	9 struction Page: Segment ID:	10 806.02 11/5/2014

21st St W from State Ave to ND 22 Project Magerey Name: City of Diokinson Context Evil of Diokinson Context City of Diokinson Context City of Diokinson The Diamage Context City of Diokinson Supervised City of Diokinson Property Cit		FETY IMPROVEMEI artment of Transportation 11)		(HSIP) PROJEC		CATION	
Agency Name: Big of Big Name ND EXT Bis f: Titlephone Number:		1	t St W from	State Ave t		2 Project	•
Contact Name: Kike Grafsgard Tieghone Number: 701-662-7600 ext 2 Page and to bootion megol. You may use additional identities to further describe your preset. Sind Standard a contain megol. You may use additional identities to further describe your preset. Sind Standard a contain megol. You may use additional identities to further describe your preset. Section Description ADT: 7200 Bisto Endpains Asia Chack all that apply). Bisto Endpains Asia Chack all that apply. Suit: Suit: Sint: Bisto Endpains Asia Chack all that apply. Bisto Endpains Asia Chack all that apply. Courts: Suit: Suit: Suit: Sint: Bisto Endpains Asia Chack all that apply. Courts: Suit: Suit: Suit: Bisto Endpains Asia Chack all that apply. Courts: Suit: Suit: Suit: Bisto Endpains Asia Courts: Suit: Suit: Suit: Suit: Courts: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: Suit: </th <th></th> <th></th> <th></th> <th></th> <th></th> <th>-</th> <th></th>						-	
Enail Address: milkeg @dvind.org SHSP Emphasis Area (check all that apply) Dece ation 4 account on major. View us additional a heels to further decome your project. SHSP Emphasis Area (check all that apply) Local Rob Exercition SHSP Emphasis Area (check all that apply) SHSP Emphasis Area (check all that apply) Local Rob Exercition SHSP Emphasis Area (check all that apply) SHSP Emphasis Area (check all that apply) End NO 22 Status Area Should Implied Town Should Implied Town County, Ramsey Should Implied Town Should Implied Town Should Implied Town Describe Current Should Issues & Systemic Ranking Review Implied Town Should Implied Town Should Implied Town Note: Should Town Should Town Should Town Should Town Scheweige Oppoing Should Town Should Town Should Town Should Town Scheweige Oppoing Should Town Should Town Should Town Should Town Scheweige Oppoing Should Town Should Town Should Town Should Town Scheweige Oppoing Should Town Should Town Should Town Should Town Scheweige Oppoing Should Town Should Town Should Town S							
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	FETY IMPROVEMEI Intment of Transportation 11)		(HSIP) PROJEC		CATION	
	Fairway St/9t	th St W from	n 94 Busine	ss Loo	p to ND 2	22 Project
	-	City of Dickinson			D DOT District	-
		Mike Grafsgaard				: 701-662-7600 ext 2
		mikeg@dvInd.con	า			
Please attach a locati	ion map(s). You may use ad			ct.		
Location Descrip	otion				01100 5	
Number:	806.01		: 2684			is Area (check all that apply) Impaired Driving
Local Road Name:		Lanes				e of Safety Restraints for all Occupant
	94 Business Loop	Access Density				Older Driver Safety
	ND 22	Speed Limit			Curb Aggressive	
City/Rural:		Length (miles)	: 1.79			o Address Lane Departure Crashes
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North Dakota Depa	FETY IMPROVEME artment of Transportation		(HSIP) PROJEC		CATION			
SFN 59959 (06-20	,				00 D	<u></u>		
		•	m Stave Ave		-			
	Contact Name:	City of Dickinson Mike Grafsgaard			D DOT District	: 5 : 701-662-7600) ext 2	
Plassa attach a loca	Email Address: ation map(s). You may use ac	mikeg@dvInd.com		ot				
Location Descri	i x /		ier describe your proje	<i>ы.</i>				
Looution Deson	paon				SHSP Emphas	is Area (check al	that apply)	
Number:			: 2582			Impaired Driving		
Local Road Name:		Lanes				e of Safety Restr		cupants
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	Signal Revisions		\$36,000	0	\$-			
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		•					Page:	13
	3 USC 409						Segment ID:	802.01
	serves All Objections						D - 1	11/5/2014

Right Angle Crash High Priority Corridors

City of Dickinson Right Angle Crash Corridor Analysis

		_		Proj	ects		
Segment #	Int #	Local Name	Cross Street	Access Management	Confirmation Lights	Pro	oject Cost
22.03	22.09	S Main St (ND 22)	Broadway St	0	1	\$	1,200
22.03	94.09	I-94 Business Loop	S Main Ave	0	1	\$	1,200
22.03	22.10	3rd Ave W (ND 22)	1st St W	0	0	\$	-
22.03	22.11	3rd Ave W (ND 22)	2nd St W	0	1	\$	1,200
22.03	22.12	3rd Ave W (ND 22)	9th St W	0	1	\$	1,200
22.03	22.13	3rd Ave W (ND 22)	12th St W	0	1	\$	1,200
22.04	22.16	3rd Ave W (ND 22)	15th St W	0	1	\$	1,200
22.04	22.17	3rd Ave W (ND 22)	21st St W	0	1	\$	1,200

23 USC 409	
NDDOT Reserves All Objectives	

ise attach a location cation Descript	Agency Name: Contact Name: Email Address: on map(s). You may use additio	rsections on I City of Dickinson Mike Grafsgaard		Crashes @ Signals				oo Leee	n to 1 0/	
	on map(s). You may use additio				ND DOT D	District: 5	01-662-7600		p to 1-94	
ation Descrip		: mikeg@dvInd.com onal sheets to further desc	ribe your project.							
	tion									
Corridor 22.03 SHSP Emphasis Area (check all that apply) Street Name North Dakota State Hwy 22 Reduce Alcohol Impaired Driving Urban/Rurat: Urban (Stark County) Ounger Driver/Older Driver Safety County: Dickinson Urban (Stark County) Curb Aggressive Driving Length 1.2 Enhancing Emergency Medical Capabilities to Increase Survivability Describe Proposed Safety Improvements More Ourge DA										
cribe Propose	ed Safety Improvements	5								
ntersection ID	Street Name	Cross Street	Config	Taffic Control Enter		Major S Config S	evere Crashes	Severe RA Crashes	Confirmation Lights	Notes
22.09 94.09 22.10 22.11 22.12 22.13	S Main St (ND 22) I-94 Business Loop 3rd Ave W (ND 22) 3rd Ave W (ND 22) 3rd Ave W (ND 22) 3rd Ave W (ND 22)	Broadway St S Main Ave 1st St W 2nd St W 9th St W 12th St W	X X X X X X	Signal 24 Thru-Stop 16 Signal 16 Signal 20	7,400 Un <mark>4,133 </mark> Un 6,080 Un 6,275 Un <mark>0,408 </mark> Un	ndivided ndivided ndivided ndivided ndivided ndivided	0 1 0 0 0	0 1 0 0 0	1 1 1 1 1 1 1	- - - - - -
cribe Current	Safety Issues & System		North	1 Dakota Crashes, 2009) - 2013			years		
scribe Current	Traffic Control Device Entering ADT Speed Limit	Intersection Criteria Signal ≥ 17500 30 - 50	North	Description Confirmatio Unsignalized and	on Lights d Divided _	Unit \$1,200 pr \$360,000 pr	Cost er intersection	years Quanity 5 0.0	<u>Total Cost</u> \$ 6,000 \$ -	
cribe Current	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes	Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5	Norti	Description Confirmatio	on Lights d Divided agement	\$1,200 pe \$360,000 pe	Cost er intersection	Quanity 5	\$ 6,000	
-	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes Severe Crashes	Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5 ≥ 1	North	Description Confirmatio Unsignalized and Access Man	on Lights d Divided agement iles of divided	\$1,200 pe \$360,000 pe d roadway.	Cost er intersection er mile	Quanity 5 0.0	\$ 6,000 \$ -	
-	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes Severe Crashes mate (attach detailed co	Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5 ≥ 1	\$	Description Confirmati Unsignalized and Access Man *Corridor includes mi	on Lights d Divided agement iles of divided	\$1,200 pe \$360,000 pe d roadway.	Cost er intersection	Quanity 5 0.0	\$ 6,000 \$ -	
- iect Cost Estir	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes Severe Crashes mate (attach detailed co Local Match (10'	Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5 ≥ 1 Ppy) Federal Funds \$ % of Total project cost \$	\$ 5,400 \$ 600 \$ 6,000	Description Confirmati Unsignalized and Access Man *Corridor includes mi	on Lights d Divided agement iles of divided	\$1,200 pe \$360,000 pe d roadway.	Cost er intersection er mile	Quanity 5 0.0	\$ 6,000 \$ -	
- iect Cost Estir	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes Severe Crashes mate (attach detailed co Local Match (10)	Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5 ≥ 1 Ppy) Federal Funds \$ % of Total project cost \$	\$ 5,400 \$ 600 \$ 6,000	Description Confirmati Unsignalized and Access Man *Corridor includes mi	on Lights d Divided agement iles of divided	\$1,200 pe \$360,000 pe d roadway.	Cost er intersection er mile	Quanity 5 0.0	\$ 6,000 \$ -	

	FETY IMPROVEMEN artment of Transportation Pro 11)		SIP) PROJECT	APPLICATI	ON							
Please attach a locati	Agency Name Contact Name Email Address ion map(s). You may use additio	Intersections : City of Dickinson : Mike Grafsgaard : mikeg@dvInd.com onal sheets to further des	on North [Crashes @ Sig Dakota Si	ate Hw	y 22 fro	om I-94		t SW			
	Corridor 22.04 SHSP Emphasis Area (check all that apply) Street Name North Dakota State Hwy 22 Reduce Alcohol Impaired Driving Urban/Rural: Urban County: Dickinson Urban (Stark County) Length 2.6 Curb Aggressive Driver Describe Proposed Safety Improvements Enhancing Emergency Medical Capabilities to Increase Survivability Urban/Rural: Urban Corriging ID Street Name Corriging ID											
						Maior		Severe RA	Confirmation			
Intersection ID 22.16	Street Name 3rd Ave W (ND 22)	Cross Street 15th St W	Config X	Taffic Control Signal	Enterting ADT 26,815	Config	Severe Cras	hes Crashes	Lights	Notes		
22.17	3rd Ave W (ND 22)	21st St W	x	Signal	24,815	Undivided	i	1	1			
Describe Curren	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes Severe Crashes	nic Ranking Review Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5 ≥ 1	North	Unsignalize	ption rmation Lights d and Divided Management	\$1,200 \$360,000		5 years Quanity on 2 0.0	Total Cost \$ 2,400 \$ - \$ 2,400			
	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes	Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5 ≥ 1	North	Descri Confi Unsignalize Access	ption rmation Lights d and Divided Management	\$1,200 \$360,000 ided roadway	per intersecti per mile	Quanity ion 2	\$ 2,400 \$ -			
Project Cost Est	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes Severe Crashes timate (attach detailed co Local Match (10 DDOT costs (March 2014); includ	Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5 ≥ 1 Popy) Federal Funds % of Total project cost) *Total Project Cost	North \$ 2,160 \$ 240 \$ 2,400	Descri Confi Unsignalize Access *Corridor include	ption rmation Lights d and Divided Management	\$1,200 \$360,000 ided roadway	per intersecti per mile	Quanity ion 2 0.0	\$ 2,400 \$ -			
Project Cost Est *Based on typical ND NDDOT Central Project Accepted?	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes Severe Crashes timate (attach detailed co Local Match (10 DDOT costs (March 2014); includ	Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5 ≥ 1 Popy) Federal Funds % of Total project cost) *Total Project Cost	North \$ 2,160 \$ 240 \$ 2,400	Descri Confi Unsignalize Access *Corridor include	ption rmation Lights d and Divided Management	\$1,200 \$360,000 ided roadway	per intersecti per mile	Quanity ion 2 0.0	\$ 2,400 \$ -			
Project Cost Est *Based on typical ND NDDOT Central	Traffic Control Device Entering ADT Speed Limit Road Geometry Major Lanes Severe Crashes timate (attach detailed co Local Match (10 DOT costs (March 2014); includ Office Only	Intersection Criteria Signal ≥ 17500 30 - 50 Divided ≥ 5 ≥ 1 Popy) Federal Funds % of Total project cost) *Total Project Cost	North \$ 2,160 \$ 240 \$ 2,400 ction and contingency	Descri Confi Unsignalize Access *Corridor include	ption rmation Lights d and Divided Management	\$1,200 \$360,000 ided roadway	per intersecti per mile	Quanity on 2 0.0	\$ 2,400 \$ -			

					Pro	jects		
Segment #	Int #	Local Name	Cross Street	Advanced Walk	Countdown Timers	Curb Extensions	Median Refuge	ersection
22.03	22.09	S Main St (ND 22)	Broadway St	1	1	0	0	\$ 12,600
22.03	22.10	3rd Ave W (ND 22)	1st St W	0	0	4	0	\$ 144,000
22.03	22.11	3rd Ave W (ND 22)	2nd St W	1	1	0	0	\$ 12,600
22.03	22.12	3rd Ave W (ND 22)	9th St W	1	1	0	0	\$ 12,600
22.03	22.13	3rd Ave W (ND 22)	12th St W	1	1	0	0	\$ 12,600
22.04	22.16	3rd Ave W (ND 22)	15th St W	1	1	0	0	\$ 12,600
22.04	22.17	3rd Ave W (ND 22)	21st St W	1	1	0	0	\$ 12,600
822.01	94.12	I-94 Business Loop	Sims St	1	1	0	0	\$ 12,600
822.01	804.07	Sims St	1st St W/E	1	1	0	0	\$ 12,600
822.01	805.07	Sims St	2nd St W/E	0	0	4	0	\$ 144,000
822.01	806.05	9th St W/E	Sims St	0	0	4	0	\$ 144,000
822.01	808.03	12th St W	Sims St	0	0	0	0	\$ -
94.02	94.06	I-94 Business Loop	State Ave	1	1	0	0	\$ 12,600
94.02	94.07	I-94 Business Loop	13th Ave W	0	0	0	0	\$ -
94.02	94.08	I-94 Business Loop	8th Ave W	0	0	0	0	\$ -
94.02	94.09	I-94 Business Loop	S Main Ave	1	1	0	0	\$ 12,600

23 USC 409 NDDOT Reserves All Objectives

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION North Dakota Department of Transportation Programming SFN 59959 (06-2011)

Pedestrian and Bicycle Intersection Improvements Intersections on 3rd Ave W (ND 22) from 94 Business Loop to I-94

Agency Name: City of Dickinson Contact Name: Mike Grafsgaard Email Address: mikeg@dvInd.com

ND DOT District: 5 Telephone Number: 701-662-7600 ext 2

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description SHSP Emphasis Area (check all that apply) Reduce Alcohol Impaired Driving Increase the Use of Safety Restraints for all Occupants Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety Corridor 22.03 Street Name 3rd Ave W (ND 22) Urban/Rural: Urban County: Dickinson Urban (Stark County) Corridor ADT: 14,891 Describe Proposed Safety Improvements

Describe i ropose	su dalety improvements										
Intersection ID	Street Name	Cross Street	Traffic Control	Enterting ADT	Development / Ped Generator		Advanced Walk	Countdown Timers	Curb Extensions	Median Refuge Island	Notes
22.09	S Main St (ND 22)	Broadway St	Signal	17,400	Yes	0	1	1	0	0	-
22.1	3rd Ave W (ND 22)	1st St W	Thru-Stop	16,080	Yes	1	0	0	4	0	Northeast quadrant may pose complications for curb extension due to existing access points.
22.11	3rd Ave W (ND 22)	2nd St W	Signal	16,275	Yes	0	1	1	0	0	-
22.12	3rd Ave W (ND 22)	9th St W	Signal	20,408	No	0	1	1	0	0	-
22.13	3rd Ave W (ND 22)	12th St W	Signal	29,163	Yes	1	1	1	0	0	

Describe Currer	nt Safety	Issues & System	nic Ranking Review									
			North Dakota Crashes, 2009 - 2013 5 years									
				Intersection Crite	ria							
			Traffic Control Device	Signal		Description	Unit Cost	Quanity	Total Cost			
			Entering ADT	≥ 15000		**Advanced Walk	\$600 per intersection	4	\$ 2,400			
			Speed Limit	30 - 40		Countdown Timers	\$12,000 per intersection	4	\$ 48,000			
			Total Lanes on Major Approach	2 - 5		Curb Extensions	\$36,000 per corner	4	\$ 144,000			
			Development / Ped Generator	Yes		Median Refuge Island	\$24,000 per side	0	\$-			
			Total Ped/Bike Crashes	≥ 1					\$ 194,400			
Project Cost Es	timate (a	ttach detailed co	py)				Proposed Year of Con	struction				
			Federal Funds									
			Local Match (10% of Total project cost)									
			*Total Project Cost	\$ 194,4	0							
*Based on typical NDDOT cos	sts (March 2014); includes engineering, constr	uction and contingency		**Cost for traffic	counts and signal timing plan development						
NDDOT Central	Office O	nly										
Project Accepted?	Yes	No No	F	Reference Numb	er		ID Number					
Notes												
									_			
			_						Page:	1		
	23 USC 4								Intersection ID:	22.03		
NDDOT	Reserves A	II Objections							Date:	11/5/2014		

		Intersecti	ons on 3rd			Improvements		rd St SW			
	Agency Name: Ci	ty of Dickinson	513 011 JIU		N	DOT District:	5				
	Contact Name: Mi Email Address: mi	ikeg@dvInd.com			Telep	hone Number:	701-662-7	500 ext 2			
e attach a location ation Descrip	on map(s). You may use additional she	eets to further describe your projec	t								
							SHSP Emp Reduce Alc	ohasis Area (cheo ohol Impaired Dri	k all that apply)	
	Corridor 22 Street Name 3rd	.04 d Ave W (ND 22)					Increase the	Use of Safety R ver/Older Driver	estraints for all	Occupants	
	Urban/Rural: Ur						Curb Aggre	ssive Driving nts to Address La		rashes	
	Corridor ADT: 13						Enhancing E	Emergency Medic ersection Safety	cal Capabilities	to Increase	
cribe Pronos	ed Safety Improvements						inipiove inte	ersection Salety			
ersection ID	Street Name	Cross Street	Traffic Control	Enterting ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Extensions	Median Refuge Island	Notes
22.16	3rd Ave W (ND 22)	15th St W	Signal	26,815	Yes	0	1	1	0	0	
22.10	3rd Ave W (ND 22)	istn St W	Signal	20,815	res	U	1	I	0	U	-
22.17	3rd Ave W (ND 22)	21st St W	Signal	24,815	Yes	o	1	1	0	0	-
ribe Curren											
	t Safety Issues & Systemic R	anking Review	North Dakota	Crashes 20	109 - 2013	5	Vears				
_	t Safety Issues & Systemic R		North Dakota Intersection Criteria		009 - 2013		years	nit Cont	Quantu	Total Cost	
_	t Safety Issues & Systemic R	Traffic Control Device	Intersection Criteria Signal			Description	U	nit Cost	Quanity 2	Total Cost	
-	t Safety Issues & Systemic R	Traffic Control Device Entering ADT	Intersection Criteria Signal ≥ 15000		·,	Description **Advanced Walk	U \$600	per intersection	2	\$ 1,200	
-	t Safety Issues & Systemic R	Traffic Control Device Entering ADT Speed Limit	Intersection Criteria Signal ≥ 15000 30 - 40		·,	Description **Advanced Walk ountdown Timers	U \$600 \$12,000	per intersection per intersection	2	\$ 1,200 \$ 24,000	
-	t Safety Issues & Systemic R	Traffic Control Device Entering ADT	Intersection Criteria Signal ≥ 15000		,	Description **Advanced Walk	U \$600 \$12,000 \$36,000	per intersection per intersection per corner	2	\$ 1,200 \$ 24,000	
-	t Safety Issues & Systemic R	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Approach	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5		,	Description **Advanced Walk ountdown Timers Curb Extensions	U \$600 \$12,000 \$36,000	per intersection per intersection per corner	2 2 0	\$ 1,200 \$ 24,000 \$ -	
-		Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Approach Development / Ped Generator	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes		,	Description **Advanced Walk ountdown Timers Curb Extensions	U \$600 \$12,000 \$36,000 \$24,000	per intersection per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
-	t Safety Issues & Systemic R	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Approach Development / Ped Generator Total Ped/Bike Crashes	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1	- -	,	Description **Advanced Walk ountdown Timers Curb Extensions	U \$600 \$12,000 \$36,000 \$24,000	per intersection per intersection per corner	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
-	imate (attach detailed copy)	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Approach Development / Ped Generator	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ 22,680	_	,	Description **Advanced Walk ountdown Timers Curb Extensions	U \$600 \$12,000 \$36,000 \$24,000	per intersection per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
- iect Cost Esti	imate (attach detailed copy)	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Approach Development / Ped Generator Total Ped/Bike Crashes Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
	imate (attach detailed copy) Local	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Approach Development / Ped Generator Total Ped/Bike Crashes Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ 22,680 \$ 2,520	-	,	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
iect Cost Esti on typical NDDOT costi DOT Central (ect Accepted?	imate (attach detailed copy) Local	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
ect Cost Esti on typical NDDOT costin DOT Central (ect Accepted?	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
ject Cost Esti on typical NDDOT costo DOT Central (imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
ect Cost Esti on typical NDD0T costs DOT Central (act Accepted?	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
ect Cost Esti on typical NDD0T costs DOT Central (act Accepted?	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
ect Cost Esti on typical NDDOT cost DOT Central (ect Accepted?	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
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ect Cost Esti on typical NDDOT costin DOT Central (ect Accepted?	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
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ect Cost Esti on typical NDD0T costs DOT Central (act Accepted?	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
ect Cost Esti en typical NDDOT cost to T Central (est Accepted?	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
ect Cost Esti en typical NDDOT cost to T Central (est Accepted?	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	
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n typical NDDOT costs OT Central (ct Accepted?	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ - \$ 25,200 	
n ypical NDDOT costs	imate (attach detailed copy) Local s (March 2014): Includes engineering, construction a Office Only	Traffic Control Device Entering ADT Speed Limit Total Lanes on Major Aproach Development / Ped Generator Total Ped/Bike Crashes Federal Funds Match (10% of Total project cost) *Total Project Cost ad contingency	Intersection Criteria Signal ≥ 15000 30 - 40 2 - 5 Yes ≥ 1 \$ \$ 22,680 \$ 2,520	-	C Med	Description **Advanced Walk ountdown Timers Curb Extensions ian Refuge Island	U \$600 \$12,000 \$36,000 \$24,000	per intersection per corner per side	2 2 0 0	\$ 1,200 \$ 24,000 \$ - \$ -	2 22.04

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION North Dakota Department of Transportation Programming SFN 59959 (06-2011)

Pedestrian and Bicycle Intersection Improvements Intersections on Sims St from 94 Business Loop to Musuem Dr

Agency Name: City of Dickinson Contact Name: Mike Grafsgaard Email Address: mikeg@dvInd.com

ND DOT District: 5 Telephone Number: 701-662-7600 ext 2

Please attach a location map(s). You may use additional sheets to further describe your project. Location Description SHSP Emphasis Area (check all that apply) Reduce Alcohol Impaired Driving Increase the Use of Safety Restraints for all Occupants Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety Corridor 822.01 Street Name Sims St Urban/Rural: Urban County: Dickinson Urban (Stark County) Corridor ADT: 3,120 Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Traffic Control	Enterting ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Extensions	Median Refuge Island	Notes
22.17	3rd Ave W (ND 22)	21st St W	Signal	24,815	Yes	0	1	1	0	0	-
94.12	I-94 Business Loop	Sims St	Signal	12,335	Yes	0	1	1	0	0	-
804.07	Sims St	1st St W/E	Signal	7,663	Yes	0	1	1	0	0	-
805.07	Sims St	2nd St W/E	All-way Stop	5,798	Yes	0	0	0	4	0	Note that 3-lane conversion proposed as segment project - would result in inadequate road width for curb extensions along Sims St.
806.05	9th St W/E	Sims St	All-way Stop	7,265	No	0	0	0	4	0	Note that 3-lane conversion proposed as segment project - would result in inadequate road width for curb extensions along Sims St.

Describe Curren	nt Safety	Issues & System	nic Ranking Review							
	North Dakota Crashes, 2009 - 2013 5 years									
				Intersection Criteria	_					
			Traffic Control Device	Signal	_	Description	Unit Cost	Quanity	Total Cost	
			Entering ADT	≥ 15000		**Advanced Walk	\$600 per intersection	3	\$ 1,800	
			Speed Limit	30 - 40		Countdown Timers	\$12,000 per intersection	3	\$ 36,000	
			Total Lanes on Major Approach	2 - 5		Curb Extensions	\$36,000 per corner	8	\$ 288,000	
			Development / Ped Generator	Yes		Median Refuge Island	\$24,000 per side	0	\$ -	
			Total Ped/Bike Crashes	≥1					\$ 325,800	
Project Cost Est	timate (a	ttach detailed co	ipy)				Proposed Year of Con	struction		
			Federal Funds							
-			Local Match (10% of Total project cost)		-					
			*Total Project Cost	\$ 325,800						
		 includes engineering, constr 	ruction and contingency		**Cost for traffic cou	nts and signal timing plan development				
NDDOT Central	Office O	nly								
Project Accepted?	Yes	No No	F	Reference Number			ID Number			
Notes										
									Page:	3
	23 USC 40	00	_						Page: Intersection ID:	822.01
		All Objections							Date:	11/5/2014
	ACOULTES A	al ODIECTIOUS							Dale:	11/3/2014

North Dakota Depa SFN 59959 (06-201	rtment of Transportation Progra I1)	mming	Podostri	an and Rico	cle Intersection	Improvements							
	Agency Name: Contact Name: Email Address: ion map(s). You may use additional	tersections on 94 City of Dickinson Mike Grafsgaard mikeg@dvInd.com sheets to further describe your project	Business L		om State		5		ate Hwy	22			
	Cartion Description Corridor 94.02 Street Name 94 Business Loop Urban/Rural: Urban County: Dickinson Urban (Stark County) Corridor ADT: 9,003							SHSP Emphasis Area (check all that apply) Reduce Alcohol Impaired Driving Increase the Use of Safety Restraints for all Occupants Younger Driver/Older Driver Safety Curb Aggressive Driving Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety					
Describe Propos	sed Safety Improvements Street Name	Cross Street	Traffic Control	Enterting ADT	Development / Ped Generator	Total Ped/Bike	Advanced Walk	Countdown	Curb Extensions	Median Refuge	Notes		
94.12	I-94 Business Loop	Sims St	Signal	12,335	Yes	Crashes 0	1	Timers 1	0	Island 0	-		
804.07	Sims St	1st St W/E	Signal	7,663	Yes	0	1	1	0	0	-		
805.07	Sims St	2nd St W/E	All-way Stop	5,798	Yes	0	0	0	4	0	Note that 3-lane conversion proposed segment project - would result in inadequate road width for curb extensions along Sims St. Note that 3-lane conversion proposed		
806.05	9th St W/E	Sims St	All-way Stop	7,265	No	0	0	0	4	0	segment project - would result in inadequate road width for curb extensions along Sims St.		
Describe Curren	nt Safety Issues & Systemic	Ranking Review	North Dakota Intersection Criteria		009 - 2013	5	years						
-		Traffic Control Device Entering ADT	Signal ≥ 15000	-		Description **Advanced Walk	\$600	nit Cost per intersection	Quanity 2	Total Cost \$ 1,200	-		
		Speed Limit Total Lanes on Major Approach Development / Ped Generator	30 - 40 2 - 5 Yes			ountdown Timers Curb Extensions ian Refuge Island	\$36,000	per intersection per corner	2 8 0	\$ 24,000 \$ 288,000 \$ -			
-		Total Ped/Bike Crashes	≥ 1	_		lan Kenuge Island	φ2 4 ,000	per side	0	\$ 313,200	-		
Project Cost Est	imate (attach detailed copy		¢ 004.000				Proposed	Year of Con	struction				
-	Loc	Federal Funds al Match (10% of Total project cost) *Total Project Cost	\$ 31,320										
Based on typical NDDOT cost	ts (March 2014); includes engineering, construction Office Only				counts and signal timin	g plan development							
Project Accepted? lotes	Yes No		Reference Number					ID Number					
	23 USC 409									Page: Intersection ID:	4 94.02		
	Reserves All Objections									Date:	11/5/2014		