

MEMORANDUM

TO: Bob Fode – Office of Project Development Director
FROM: Paul Benning – Local Government Engineer **PB**
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 10th 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.

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>Consultant</u>	<u>NDDOT</u>	<u>N/A</u>
o Environmental Document	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o Survey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o Cultural Resources/Delineation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o Wetland Delineation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o Bridge Preliminary Concept	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Materials and Research	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Borrow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Hydraulic Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Roadway Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o Right of Way			
▪ Title Information	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ Plats	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ Appraisals	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ Acquisition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ Relocation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Borrow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Environmental			
▪ Mitigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ Permit Application(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o Bridge Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Materials and Research	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Roadway Hydraulics
- Bridge Hydraulics

Comments:

Bob Fode
Bob Fode – Office of Project Development

3 Aug 18
Date



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.



Engineering
Department

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

A handwritten signature in blue ink that reads "Craig F. Kubas". The signature is written in a cursive style with a large, looping initial 'C'.

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

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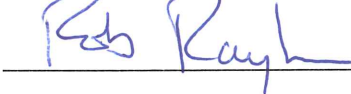
Project Name

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

<p>Information in this Box is for NDDOT to Complete</p> <p>Date Received _____</p> <p>Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route? Yes <input type="checkbox"/> No <input type="checkbox"/></p>
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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.

e) Support economically sustainable growth, lessening the need for outward expansion of community

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 Ivanhoe 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)

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 4th Ave E = 8,575

Near 7th 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 3-way 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?

No

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 1st 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.

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 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.

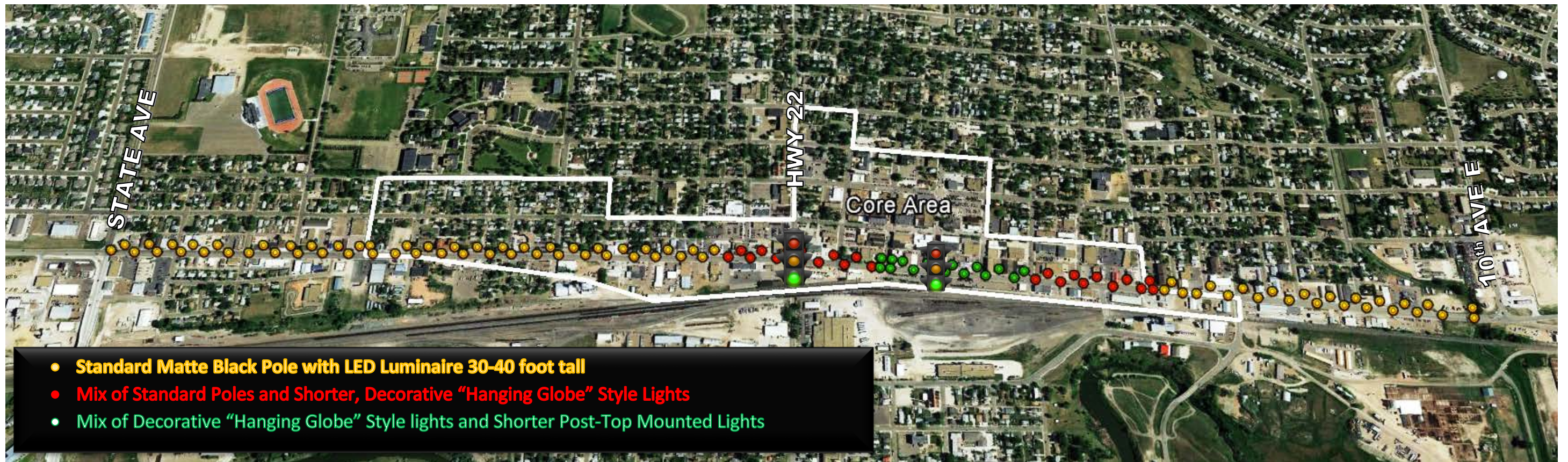
ATTACHMENTS:

- 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

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



Attachment B:

Project Photos



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 transition 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.

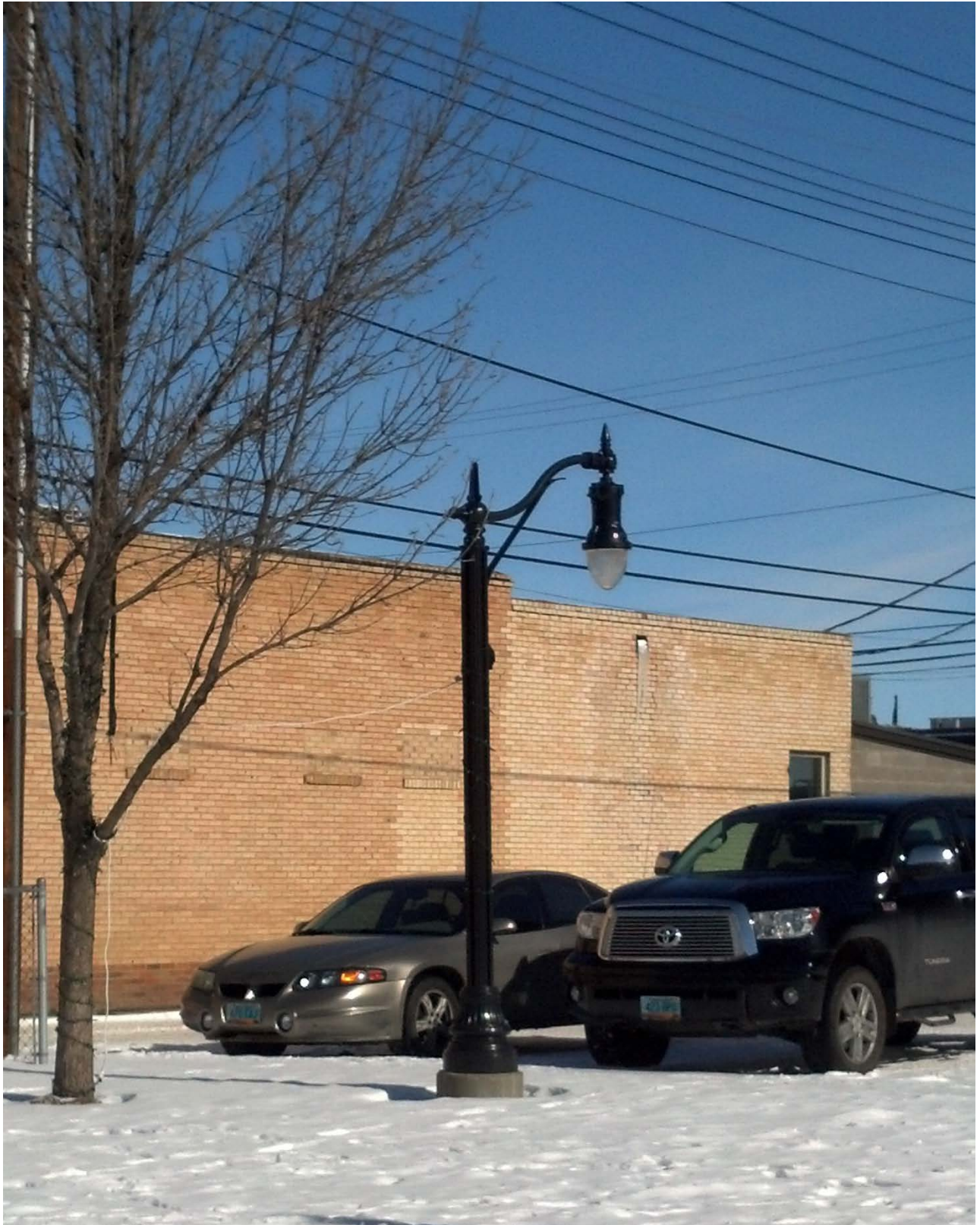


Figure 10: Shorter style Holophane hanging fixture. This is the same light as in Figure 6 with a shorter pole. This pole is near the alley of Sims St. north of Villard and helps light an area called the Downtown Park. There is not much for public gathering places right now, but the City is working with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



DOWNTOWN DICKINSON ASSOCIATION

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



P.O. Box 765 • 314 3rd Avenue West • Dickinson, ND 58602-0765

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,

A handwritten signature in blue ink, appearing to read "Ryan Jilek". The signature is fluid and cursive, written over a white background.

Ryan Jilek, Executive Vice-President
Stark Development Corporation

Dickinson State University

291 Campus Drive
Dickinson, North Dakota 58601-4896



Thomas Mitzel
Office of the President

Telephone (701) 483-2326

Fax (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,

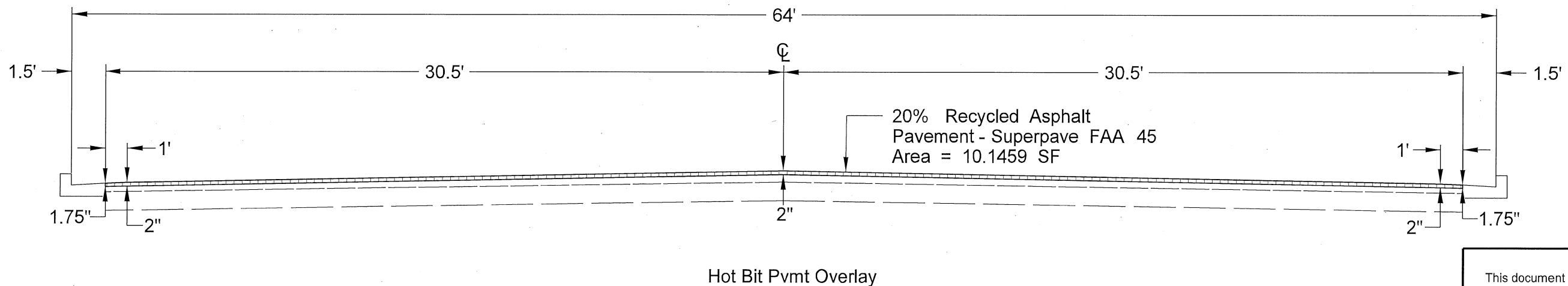
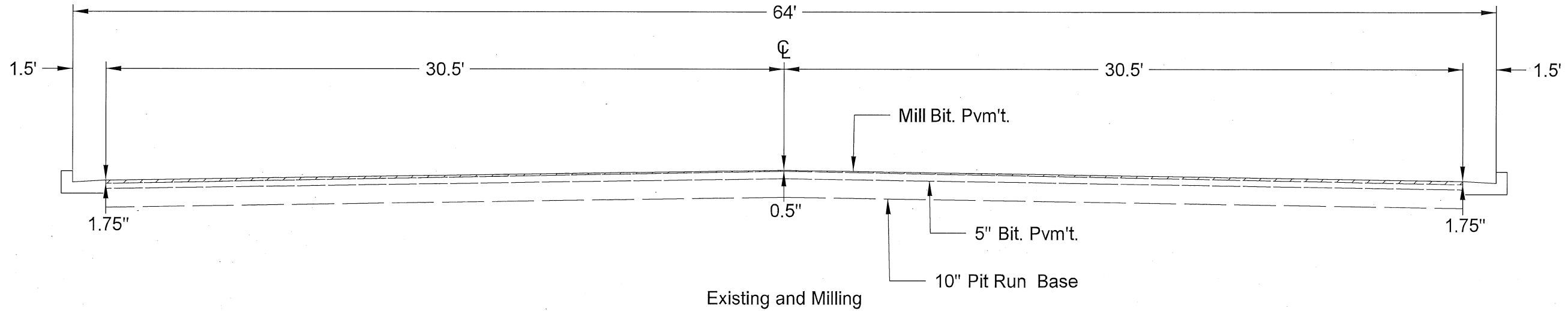
A handwritten signature in cursive script that reads 'Tom Mitzel'.

Thomas Mitzel
President, Dickinson State University

Attachment D:

Typical Sections

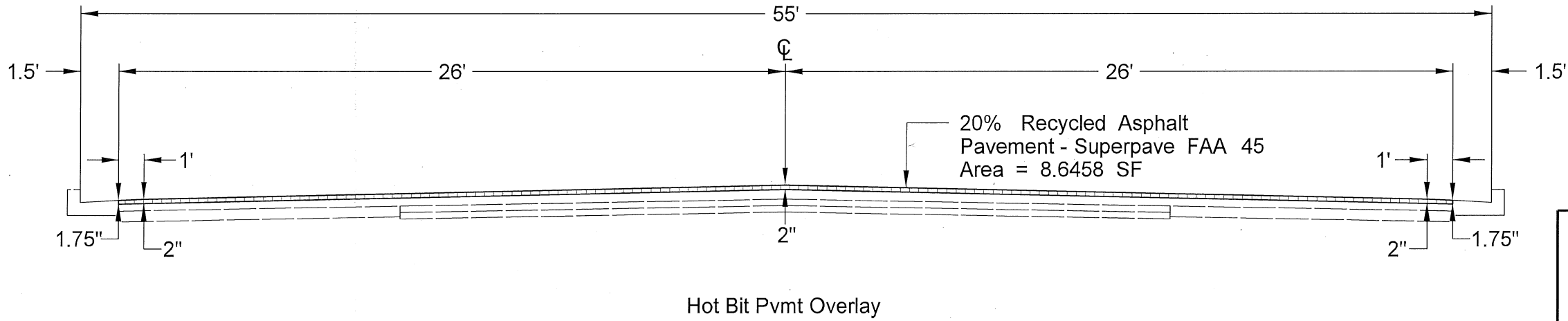
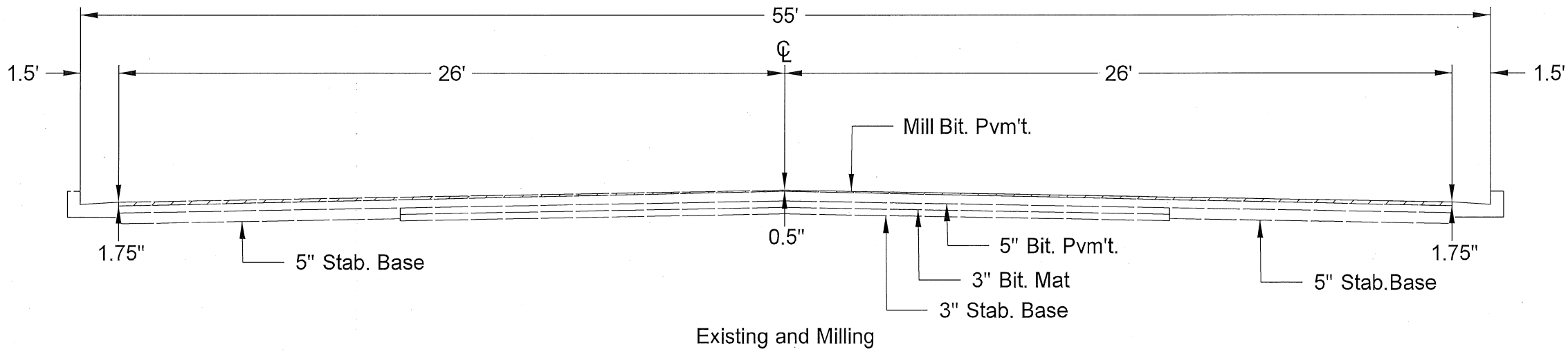
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SU-SIM-5-094(063)903	30	12



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 Registration Number
 PE- 2928,
 on 8/24/12 and the original document is stored at the
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Villard Street
 Existing and Milling Typical Sections
 State Avenue to 11th Avenue W.

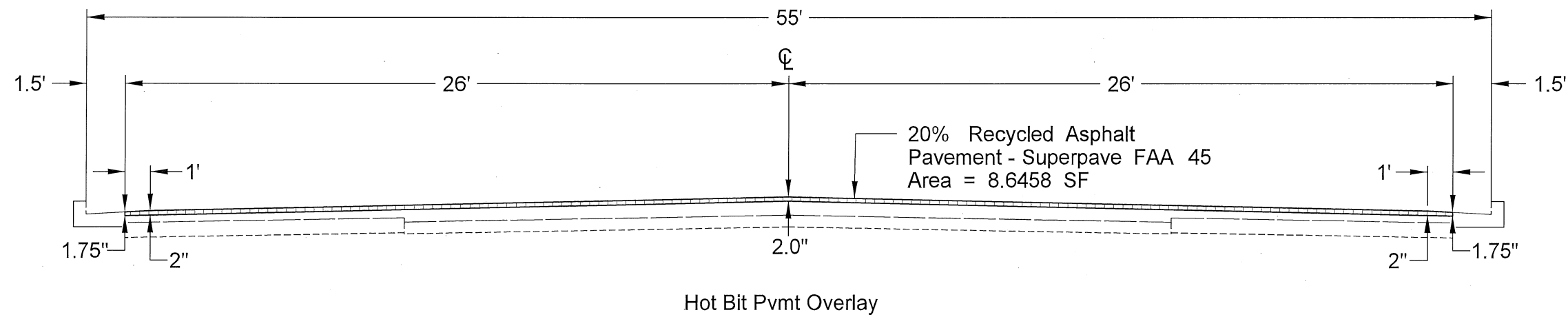
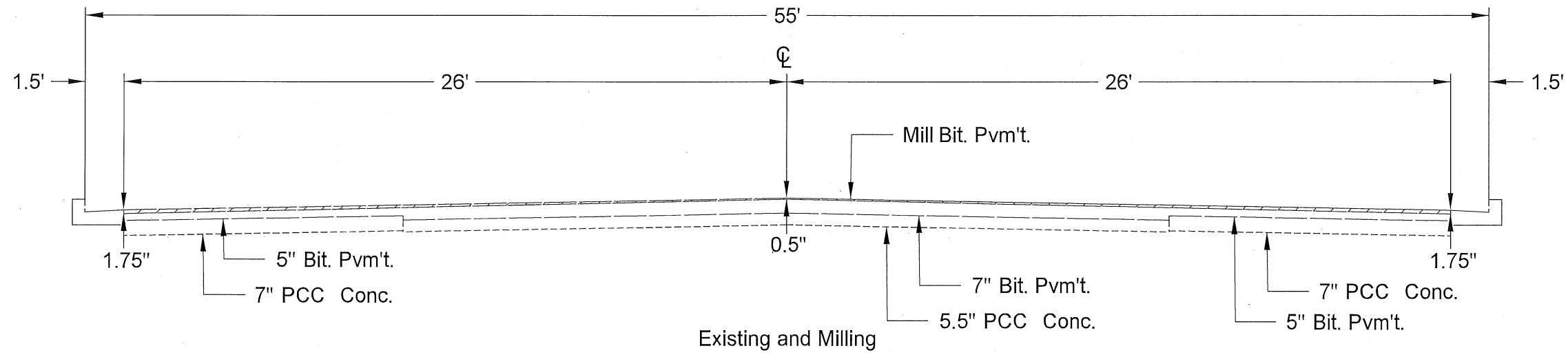
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SU-SIM-5-094(063)903	30	13



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Villard Street
Existing and Milling Typical Sections
11th Avenue W. to 7th Avenue W.

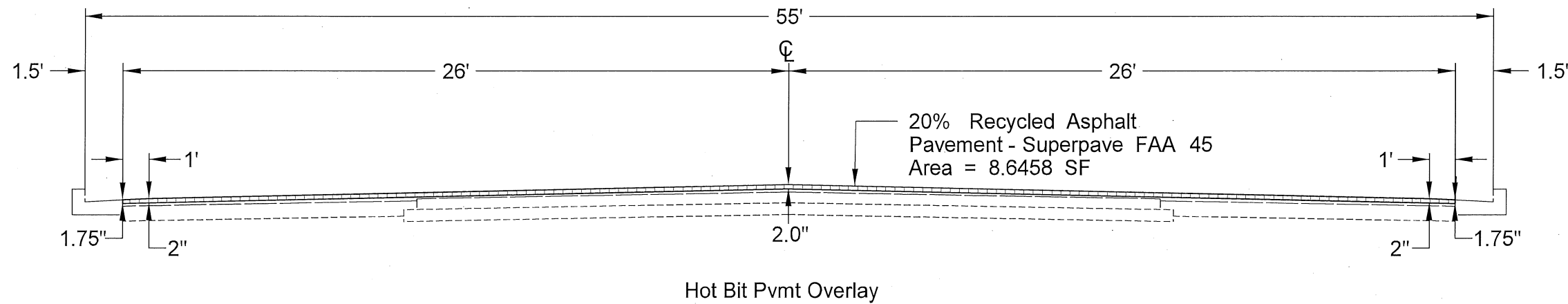
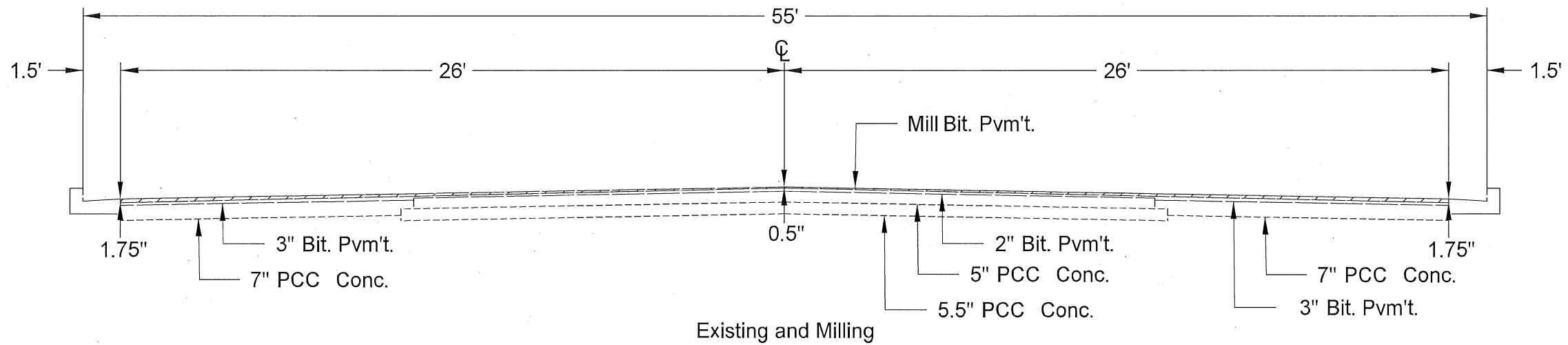
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SU-SIM-5-094(063)903	30	14



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Villard Street
Existing and Milling Typical Sections
7th Avenue W. to 4th Avenue W.

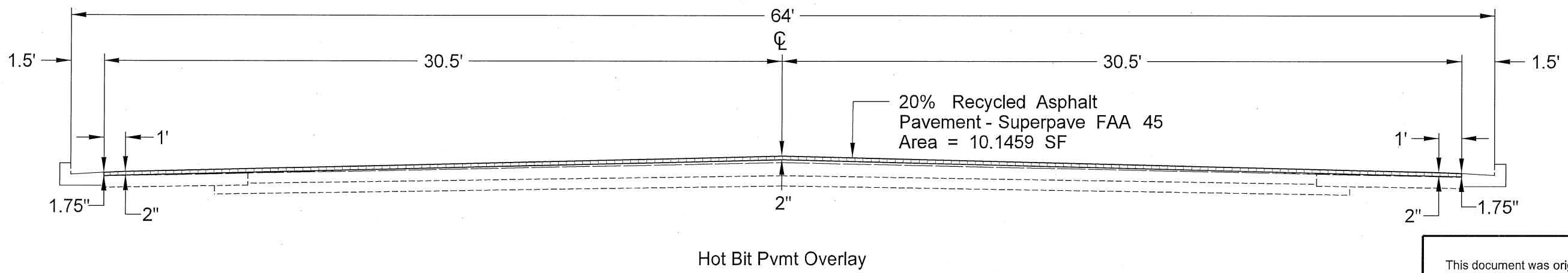
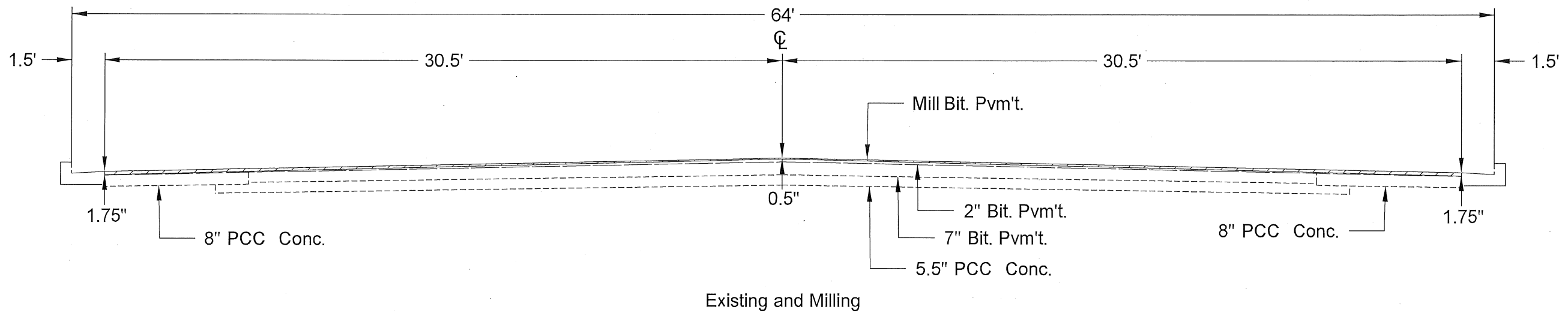
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SU-SIM-5-094(063)903	30	15



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Villard Street
Existing and Milling Typical Sections
4th Avenue W. to 3rd Avenue W.

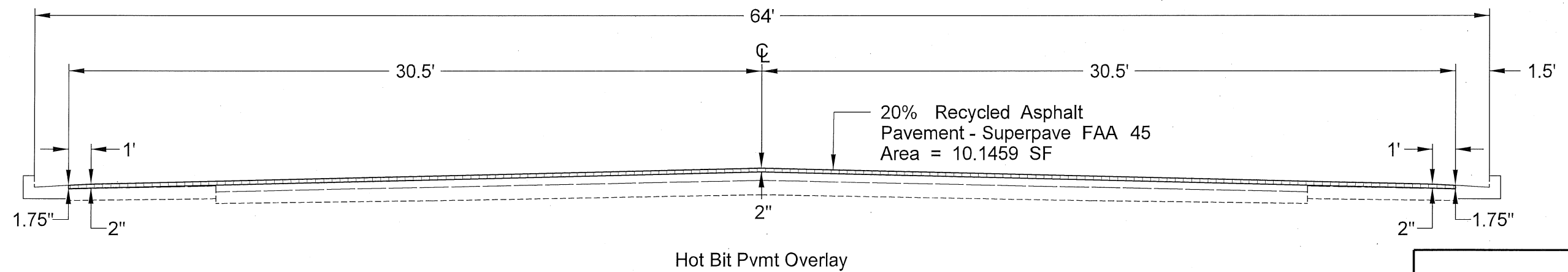
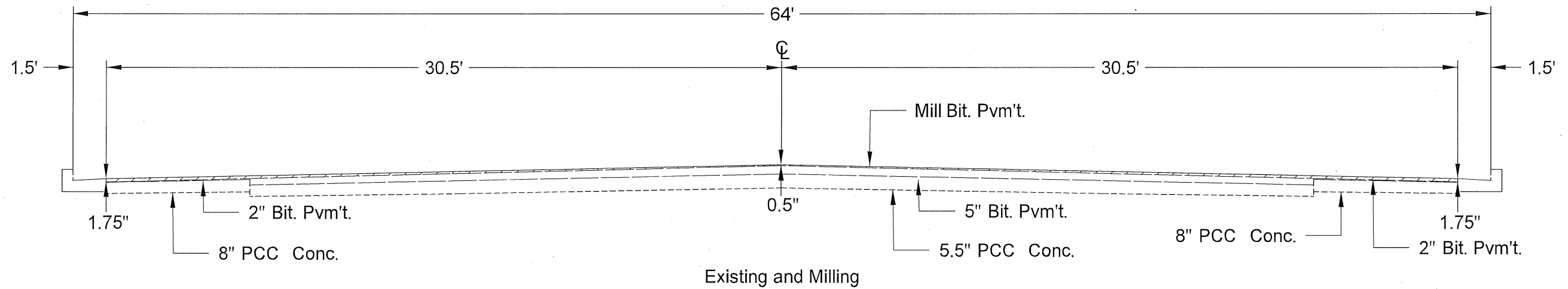
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SU-SIM-5-094(063)903	30	16



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Villard Street
 Existing and Milling Typical Sections
 3rd Avenue W. to 1st Avenue E.

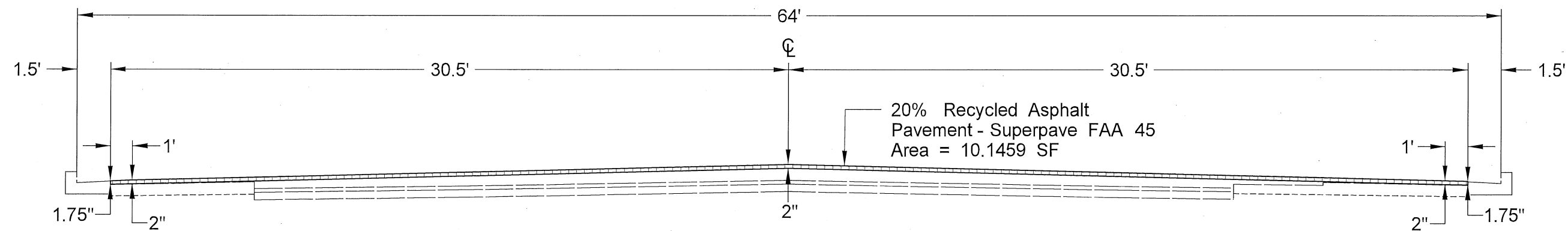
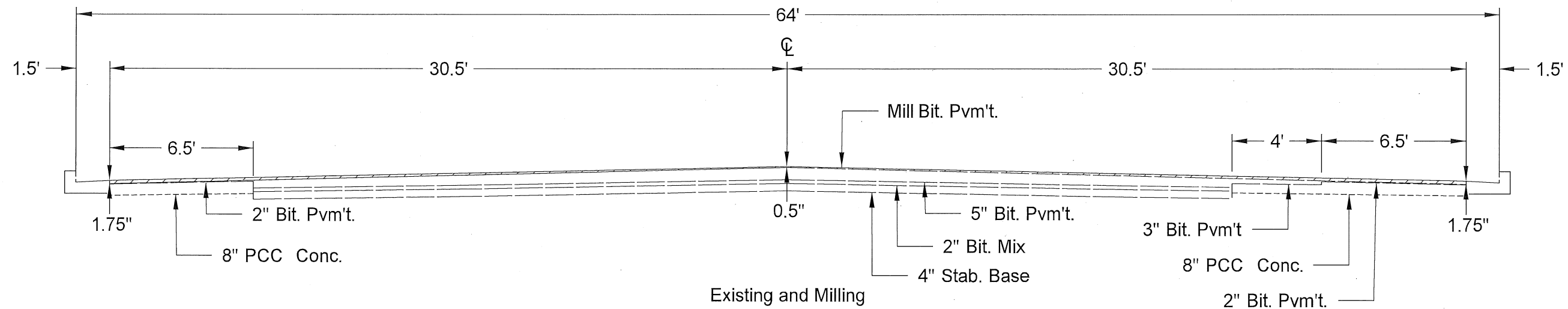
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SU-SIM-5-094(063)903	30	17



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Villard Street
 Existing and Milling Typical Sections
 1st Avenue E. to 4th Avenue E.

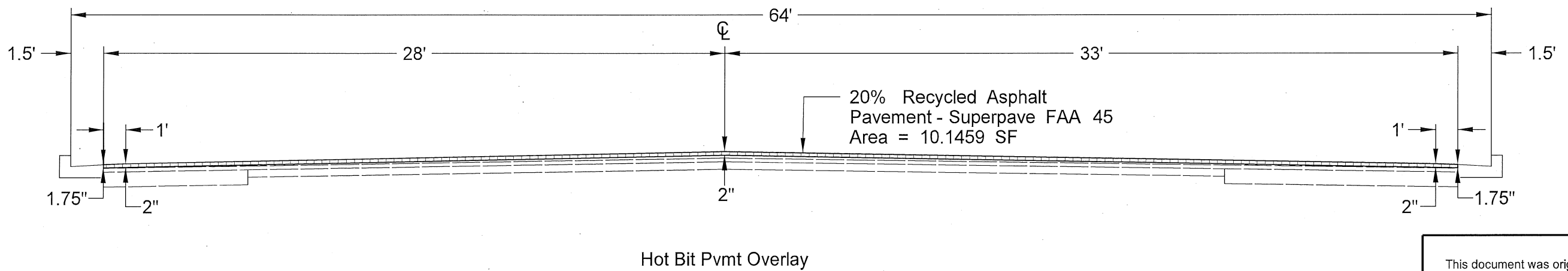
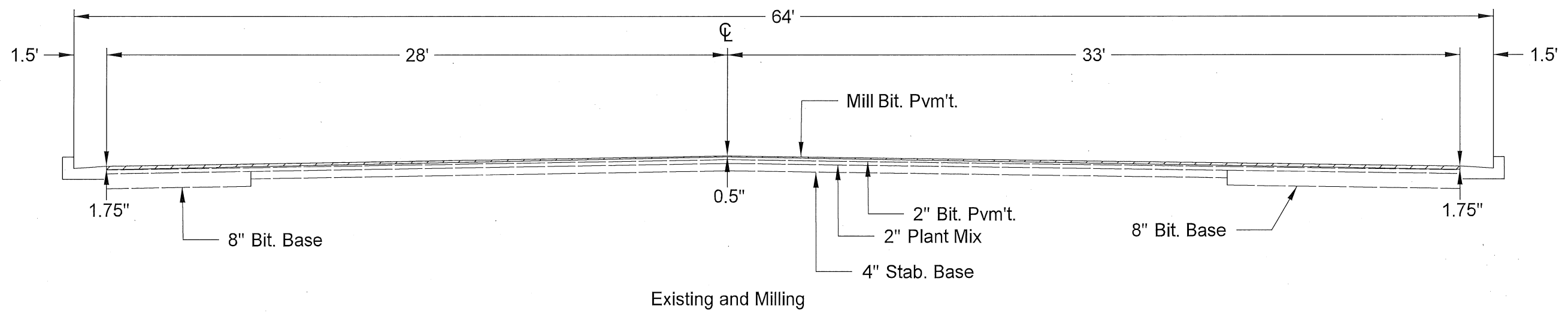
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SU-SIM-5-094(063)903	30	18



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Villard Street
 Existing and Milling Typical Sections
 4th Avenue E. to 6th Avenue E.

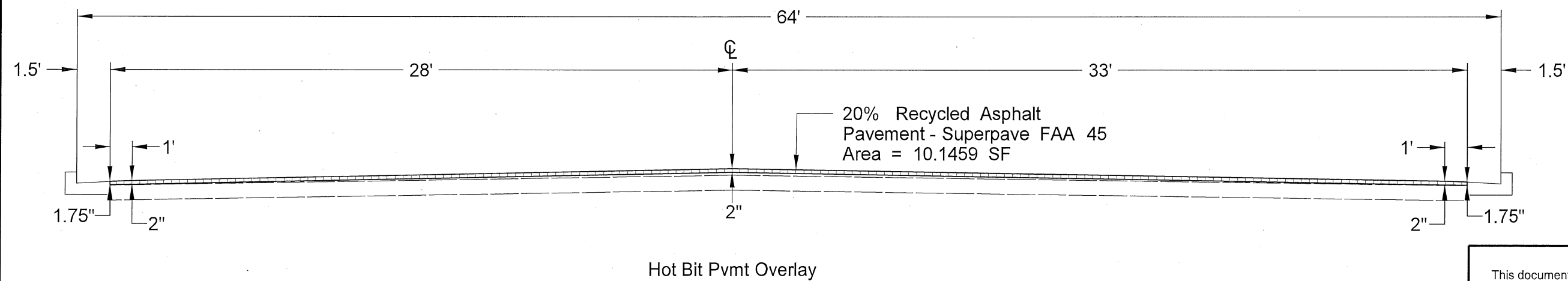
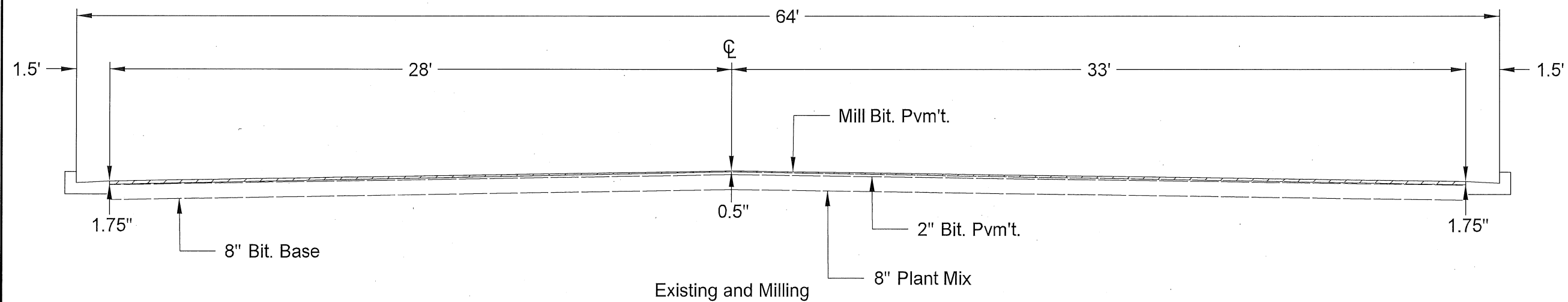
STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	SU-SIM-5-094(063)903	30	19



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Villard Street
 Existing and Milling Typical Sections
 6th Avenue E. to 8th Avenue E.

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



This typical section transitions ahead to Sta. 375+10.

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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

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



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.

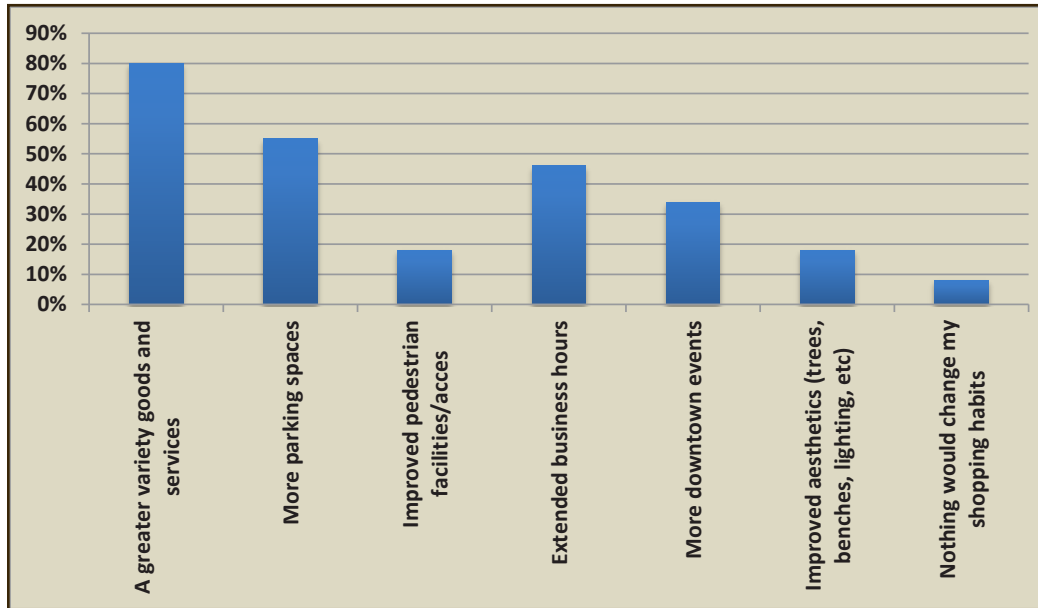
Figure 4-11: Downtown Setting on 1st Street W



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

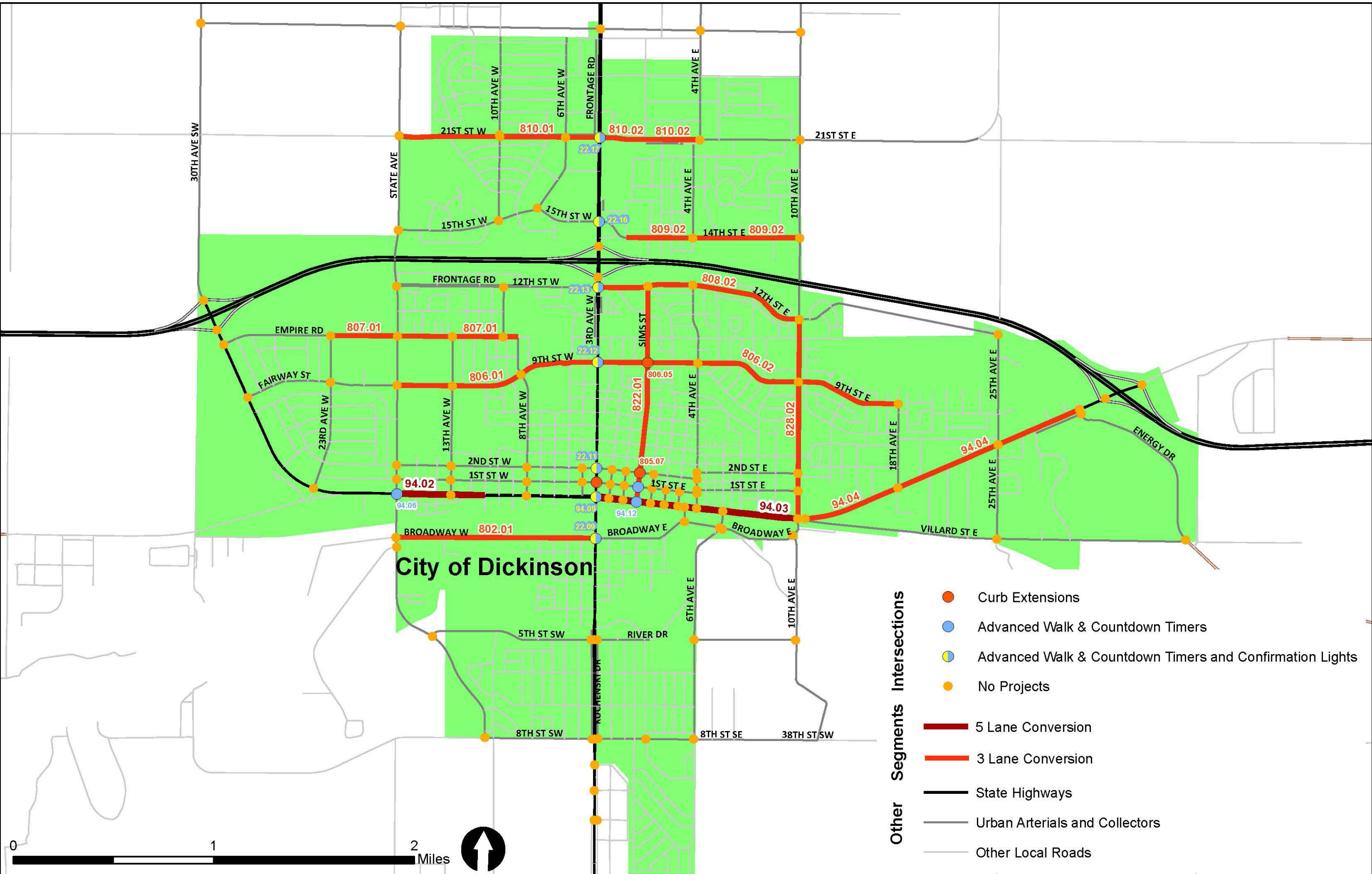
Having a greater variety of goods and services was the most favored strategy. More parking spaces, extended business hours and more downtown events were other strategies that received high ranking. Response to the community survey question provides a starting point for developing policies and programs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

23 USC 409
NDDOT Reserves All Objections



City of Dickinson

Other Segments Intersections

- Curb Extensions
- Advanced Walk & Countdown Timers
- Advanced Walk & Countdown Timers and Confirmation Lights
- No Projects
- 5 Lane Conversion
- 3 Lane Conversion
- State Highways
- Urban Arterials and Collectors
- Other Local Roads



City of Dickinson
Urban Segment Listing

23 USC 409
NDDOT Reserves All Objections

Seg #	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	1	\$ 2,858,000
22.03	ND 22	3rd Ave W	94 Business Loop	I-94	1.173	14,891	2	58.82	25	1	\$ 8,199,000
22.04	ND 22	3rd Ave W	I-94	33rd St SW	2.622	13,850	2	9.53	55	2	\$ 6,895,000
94.01	94	94 Business Loop	I-94	State Ave	1.4699	5,502	2	9.52	55	0	\$ 965,000
94.02	94	94 Business Loop	State Ave	ND 22	0.995	9,003	4	94.47	25	1	\$ 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	I-94	1.8514	7,966	2	25.93	45	3	\$ 3,533,000
800.01	No Designation		8th St SW	State Ave	0.5463	3,040	4	12.81	35	0	\$ 139,000
800.02	No Designation		8th St SE	ND 22	1.1127	3,328	2	27.86	25	0	\$ 970,000
801.01	No Designation		5th St SW	State Ave	0.8249	814	2	38.79	25	0	\$ 148,000
801.02	No Designation		5th St SE	ND 22	0.2816	1,065	2	35.51	25	0	\$ 103,000
802.01	No Designation		Broadway W	State Ave	0.9936	2,582	2	43.28	35	0	\$ 345,000
802.02	No Designation		Broadway E	ND 22	1.1218	1,662	2	34.77	25	0	\$ 168,000
803.01	No Designation		County Rd 10	114th Ave SW	1.7143	3,659	2	9.33	45	2	\$ 1,865,000
803.02	No Designation		Villard St E	94 Business Loop	1.9122	708	2	20.92	45	0	\$ 208,000
804.01	No Designation		1st St W	State Ave	0.9957	990	2	97.42	25	0	\$ 1,053,000
804.02	No Designation		1st St W/1st St E	ND 22	0.5051	2,865	2	87.11	25	0	\$ 772,000
804.03	No Designation		1st St E	4th Ave E	0.5044	816	2	99.12	25	0	\$ 211,000
805.01	No Designation		2nd St W	State Ave	0.9969	1,656	2	81.25	25	0	\$ 778,000
805.02	No Designation		2nd St W/2nd St E	ND 22	0.5048	2,062	2	91.12	25	0	\$ 1,015,000
805.03	No Designation		2nd St E	4th Ave E	0.5042	513	2	93.22	25	0	\$ 84,000
806.01	No Designation		Fairway St/9th St W	94 Business Loop	1.7923	2,684	2	30.69	25	1	\$ 793,000
806.02	No Designation		9th St W	ND 22	1.5567	3,025	2	97.65	25	1	\$ 1,214,000
806.03	No Designation		18th Ave E	94 Business Loop	0.4193	1,490	2	33.39	25	0	\$ 24,000
807.01	No Designation		Empire Rd	94 Business Loop	1.4775	1,620	2	30.46	35	2	\$ 1,119,000
808.01	No Designation		12th St W	State Ave	1.0022	4,654	2	28.94	35	0	\$ 755,000
808.02	No Designation		Museum Drive/12th St	ND 22	2.0875	3,056	2	25.39	35	1	\$ 2,048,000
808.03	No Designation		25th Ave E	Villard St	1.019	385	2	7.85	35	0	\$ 12,000
809.01	No Designation		15th St W	6th Ave W	0.3224	2,465	2	21.71	25	0	\$ 635,000
809.02	No Designation		15th St W/15th St E	ND 22	1.0367	2,915	2	47.27	25	1	\$ 1,518,000
810.01	No Designation		21st St W	State Ave	0.9959	7,260	2	17.07	35	0	\$ 1,095,000
810.02	No Designation		21st St W/21st St E	ND 22	1.898	3,218	2	16.33	35	1	\$ 1,744,000
812.01	No Designation		34th St SW	30th Ave SW	2.0031	875	2	9.98	40	0	\$ 196,000
812.02	No Designation		40th St W/40th St E	ND 22	0.9943	1,140	2	20.11	35	0	\$ 24,000
813.01	No Designation		30th Ave SW	I-94	1.9057	2,090	2	7.35	45	0	\$ 24,000
814.01	No Designation		23rd Ave W	94 Business Loop	0.7759	1,283	2	25.78	25	0	\$ 172,000
815.01	No Designation		State Ave	8th St SW	1.3896	4,318	4	17.99	35	1	\$ 1,030,000
815.02	No Designation		State Ave	94 Business Loop	1.1672	9,378	2	20.56	35	0	\$ 1,930,000
815.03	No Designation		State Ave	I-94	1.1721	2,738	2	11.09	35	0	\$ 644,000
816.01	No Designation		13th Ave W	94 Business Loop	0.7875	1,350	2	53.33	25	0	\$ 560,000
817.01	No Designation		8th Ave W	94 Business Loop	0.8028	1,982	2	98.40	25	0	\$ 756,000
817.02	No Designation		10th Ave W	Empire Rd	0.2491	1,430	2	72.25	25	0	\$ 24,000
817.03	No Designation		10th Ave W	21st St W	0.9207	1,188	2	79.28	25	0	\$ 280,000
818.01	No Designation		15th St W/6th Ave W	State Ave	1.6039	3,943	2	36.16	25	0	\$ 1,225,000
819.01	No Designation		4th Ave W	94 Business Loop	0.1415	1,070	2	98.97	20	0	\$ 299,000
820.01	No Designation		2nd Ave W	94 Business Loop	0.1398	1,180	2	114.49	25	0	\$ 48,000
821.01	No Designation		1st Ave W	94 Business Loop	0.1421	1,610	2	56.30	25	0	\$ 426,000
822.01	No Designation		Sims St	94 Business Loop	1.0738	3,120	2	94.99	25	1	\$ 1,581,000
823.01	No Designation		1st Ave E	94 Business Loop	0.1418	1,365	2	84.62	25	0	\$ 96,000
824.01	No Designation		2nd Ave E	94 Business Loop	0.0708	0	2	155.34	25	0	\$ 115,000
825.01	No Designation		3rd Ave E	94 Business Loop	0.071	1,245	2	70.45	25	0	\$ 12,000
826.01	No Designation		3rd Ave E	Broadway East	0.0726	1,660	2	96.39	25	0	\$ 24,000
826.02	No Designation		4th Ave E	94 Business Loop	1.1163	2,415	2	85.11	25	0	\$ 1,234,000
826.03	No Designation		4th Ave E	14th St E	0.4707	290	2	44.61	25	0	\$ -
826.04	No Designation		4th Ave E	21st St E	1.0044	670	2	8.96	25	0	\$ -
827.01	No Designation		6th Ave E	40th St E	0.6568	64	2	74.60	25	0	\$ 24,000
828.01	No Designation		10th Ave E/Livestock Ln	8th St SE	1.1745	3,362	2	13.62	40	0	\$ 619,000
828.02	No Designation		10th Ave E	94 Business Loop	1.1118	243	2	16.19	35	1	\$ 675,000
828.03	No Designation		10th Ave E	I-94	1.1695	7,080	2	40.19	35	0	\$ 523,000
829.01	No Designation		Energy Drive	40th St E	1.7273	3,043	2	12.74	45	0	\$ 459,000
830.01	No Designation		Villard St	94 Business Loop	0.9655	1,243	2	21.75	35	0	\$ 103,000
830.01	No Designation		Kuchenski Dr (Frontage Road)	8th St SW	0.5427	68	2	58.96	25	0	\$ -
831.01	No Designation		Frontage Road	8th St SE	0.4938	253	2	54.68	25	0	\$ 91,000
832.01	No Designation		Frontage Road	28th Ave E	0.2439	200	2	24.60	25	0	\$ -
833.01	No Designation		3rd Ave E (Frontage Road)	10th St W	0.2072	455	2	57.92	25	0	\$ 139,000
834.01	No Designation		3rd Ave W (Frontage Road)	ND 22	0.0852	70	2	82.13	25	0	\$ 48,000
835.01	No Designation		Frontage Road	13th St W	0.6568	64	2	74.60	25	0	\$ 24,000
836.01	No Designation		16th St W	16th St W	0.0585	0	2	51.30	25	0	\$ 24,000
837.01	No Designation		Frontage Road	10th Ave W	0.33	50	2	75.76	25	1	\$ 503,000
838.01	No Designation		Frontage Road	Dead End	0.4806	600	2	58.27	25	0	\$ 139,000
839.01	No Designation		20th St E (Frontage Road)	Sims St	0.1899	200	2	36.86	25	0	\$ -

64.5

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

City of Dickinson
Urban Segment Prioritization

23 USC 409
NDDOT Reserves All Objections

Rank	Seg #	Sys	Local Name	Start	End	Length	ADT	Major Lanes	Access Density	Speed Limit	Severe Rear End Sideswipe or Head-on Crash	Tiebreakers		
												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	58.8
4	94.03	94	94 Business Loop	ND 22	10th Ave E	1.0	*	*	*	*	*	****	\$2,814,000	69.0
5	807.01	No Designation	Empire Rd	94 Business Loop	8th Ave W	1.5	*	*	*	*	*	****	\$1,119,000	30.5
6	815.01	No Designation	State Ave	8th St SW	94 Business Loop	1.4	*	*	*	*	*	****	\$1,030,000	18.0
7	828.02	No Designation	10th Ave E	94 Business Loop	I-94	1.2	*	*	*	*	*	****	\$523,000	40.2
8	22.04	ND 22	3rd Ave W	I-94	33rd St SW	2.6	*	*	*	*	*	****	\$6,895,000	9.5
9	94.04	94	94 Business Loop	10th Ave E	I-94	1.9	*	*	*	*	*	****	\$3,533,000	25.9
10	808.02	No Designation	Museum Drive/12th St	ND 22	Dead End East of 10th Ave E	2.1	*	*	*	*	*	****	\$2,048,000	25.4
11	815.02	No Designation	State Ave	94 Business Loop	I-94	1.2	*	*	*	*	*	****	\$1,930,000	20.6
12	810.02	No Designation	21st St W/21st St E	ND 22	35th St SW	1.9	*	*	*	*	*	****	\$1,744,000	16.3
13	822.01	No Designation	Sims St	94 Business Loop	Museum 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	47.3
15	806.02	No Designation	9th St W	ND 22	18th Ave E	1.6	*	*	*	*	*	****	\$1,214,000	97.6
16	810.01	No Designation	21st St W	State Ave	ND 22	1.0	*	*	*	*	*	****	\$1,095,000	17.1
17	806.01	No Designation	Fairway St/9th St W	94 Business Loop	ND 22	1.8	*	*	*	*	*	****	\$793,000	30.7
18	828.01	No Designation	10th Ave E/Livestock Ln	38th St SW	Broadway East	1.1	*	*	*	*	*	****	\$675,000	16.2
19	837.01	No Designation	Frontage Road	10th Ave W	Dead End	0.3	*	*	*	*	*	****	\$503,000	75.8
20	802.01	No Designation	Broadway W	Stave Ave	ND 22	1.0	*	*	*	*	*	****	\$345,000	43.3
21	800.01	No Designation	8th St SW	State Ave	ND 22	0.5	*	*	*	*	*	****	\$139,000	12.8
22	803.01	No Designation	County Rd 10	114th Ave SW	94 Business Loop	1.7	*	*	*	*	*	****	\$1,865,000	9.3
23	826.02	No Designation	4th Ave E	94 Business Loop	9th St E	1.1	*	*	*	*	*	****	\$1,234,000	85.1
24	818.01	No Designation	15th St W/6th Ave W	State Ave	Dead End	1.6	*	*	*	*	*	****	\$1,225,000	36.2
25	804.01	No Designation	1st St W	State Ave	ND 22	1.0	*	*	*	*	*	****	\$1,053,000	97.4
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	I-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	87.1
30	817.01	No Designation	8th Ave W	94 Business Loop	Empire Rd	0.8	*	*	*	*	*	****	\$756,000	98.4
31	808.01	No Designation	12th St W	State Ave	ND 22	1.0	*	*	*	*	*	****	\$755,000	28.9
32	815.03	No Designation	State Ave	I-94	Marilyn Way	1.2	*	*	*	*	*	****	\$644,000	11.1
33	827.01	No Designation	6th Ave E	8th St SE	94 Business Loop	1.2	*	*	*	*	*	****	\$619,000	13.6
34	816.01	No Designation	13th Ave W	94 Business Loop	Empire Rd	0.8	*	*	*	*	*	****	\$560,000	53.3
35	821.01	No Designation	1st Ave W	94 Business Loop	2nd St W	0.1	*	*	*	*	*	****	\$426,000	56.3
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	79.3
38	22.01	ND 22	S Main Ave	12th St SE	8th St SW	0.4	*	*	*	*	*	****	\$239,000	17.3
39	804.03	No Designation	1st St E	4th Ave E	10th Ave E	0.5	*	*	*	*	*	****	\$211,000	99.1
40	812.01	No Designation	34th St SW	30th Ave SW	ND 22	2.0	*	*	*	*	*	****	\$196,000	10.0
41	802.02	No Designation	Broadway E	ND 22	10th Ave E	1.1	*	*	*	*	*	****	\$168,000	34.8
42	801.01	No Designation	5th St SW	Stave Ave	22.00	0.8	*	*	*	*	*	****	\$148,000	38.8
43	838.01	No Designation	Frontage Road	Dead End	29th St N	0.5	*	*	*	*	*	****	\$139,000	58.3
44	833.01	No Designation	3rd Ave E (Frontage Road)	10th St W	Dead End	0.2	*	*	*	*	*	****	\$139,000	57.9
45	824.01	No Designation	2nd Ave E	94 Business Loop	1st St E	0.1	*	*	*	*	*	****	\$115,000	155.3
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	21.8
48	823.01	No Designation	1st Ave E	94 Business Loop	2nd St E	0.1	*	*	*	*	*	****	\$96,000	84.6
49	831.01	No Designation	Frontage Road	8th St SE	5th St SE	0.5	*	*	*	*	*	****	\$91,000	54.7
50	805.03	No Designation	2nd St E	4th Ave E	10th Ave E	0.5	*	*	*	*	*	****	\$84,000	93.2
51	820.01	No Designation	2nd Ave W	94 Business Loop	2nd St W	0.1	*	*	*	*	*	****	\$48,000	114.5
52	834.01	No Designation	3rd Ave W (Frontage Road)	ND 22	ND 22	0.1	*	*	*	*	*	****	\$48,000	82.1
53	826.01	No Designation	3rd Ave E	Broadway East	94 Business Loop	0.1	*	*	*	*	*	****	\$24,000	96.4
54	835.01	No Designation	Frontage Road	13th St W	13th St W	0.7	*	*	*	*	*	****	\$24,000	74.6
55	817.02	No Designation	10th Ave W	Empire Rd	12th St W	0.2	*	*	*	*	*	****	\$24,000	72.3
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	33.4
58	812.02	No Designation	40th St W/40th St E	ND 22	10th Ave E	1.0	*	*	*	*	*	****	\$24,000	20.1
59	825.01	No Designation	3rd Ave E	94 Business Loop	1st St E	0.1	*	*	*	*	*	****	\$12,000	70.5
60	808.03	No Designation	25th Ave E	Villard St	Dead End North of 9th St E	1.0	*	*	*	*	*	****	\$12,000	7.9
61	830.01	No Designation	Kuchenski Dr (Frontage Road)	8th St SW	Dead End	0.5	*	*	*	*	*	****	\$0	59.0
62	826.03	No Designation	4th Ave E	14th St E	21st St E	0.5	*	*	*	*	*	****	\$0	44.6
63	839.01	No Designation	20th St E (Frontage Road)	Sims St	Dead End	0.2	*	*	*	*	*	****	\$0	36.9
64	800.02	No Designation	8th St SE	ND 22	10th Ave E/E Broadway St	1.1	*	*	*	*	*	****	\$970,000	27.9
65	809.01	No Designation	15th St W	6th Ave W	ND 22	0.3	*	*	*	*	*	****	\$635,000	21.7
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	25.8
69	813.01	No Designation	30th Ave SW	I-94	34th St SW	1.9	*	*	*	*	*	****	\$24,000	7.3
70	832.01	No Designation	Frontage Road	28th Ave E	Energy Dr	0.2	*	*	*	*	*	****	\$0	24.6
71	826.04	No Designation	4th Ave E	21st St E	40th St E	1.0	*	*	*	*	*	****	\$0	9.0

Totals				Total Stars --	11	5	44	17	16
#	%	Miles	%	% That Gets Star --	15%	7%	62%	24%	23%
*****	0	0%	0.0						
****	0	0%	0.0						
***	2	3%	2.2						
**	5	7%	6.2						
*	14	20%	19.1						
-	42	59%	28.0						
	8	11%	9.0						
	71	100%	64.5						

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 an access density > 30.

If segment has a speed less than or equal to 40 mph.

If segment has at least 1 severe rear end or sideswipe or head on crash.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

94 Business Loop from State Ave to ND 22 Project

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

Number: 94.02 Local Road Name: 94 Business Loop Start: State Ave End: ND 22 City/Rural: Urban County: Ramsey	ADT: 9003 Lanes: 4 Access Density 94 Speed Limit: 25 Length (miles): 1.00	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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	
	0	

	Value	Critical	Star Ranking
ADT:	9,003	> 5000	★
Major Approach Lanes:	4	> 4	★
Access Density:	94	> 30	★
Speed Limit:	25	30 - 40	
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★

★★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Do not convert East of 11th Ave W - inadequate room.
3-Lane Conversion	Proactive	\$48,000	0.0	\$ -	
5-Lane Conversion	Proactive	\$54,000	0.4	\$ 23,641	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	21,277
Local Match (10% of Total project cost)	\$	2,364
Total Project Cost	\$	23,641

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NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
 SFN 59959 (06-2011)

94 Business Loop from ND 22 to 10th Ave E Project

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

Number: 94.03 Local Road Name: 94 Business Loop Start: ND 22 End: 10th Ave E City/Rural: Urban County: Ramsey	ADT: 10471 Lanes: 4 Access Density 69 Speed Limit: 25 Length (miles): 1.01	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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
	0

	Value	Critical	Star Ranking
ADT:	10,471	> 5000	★
Major Approach Lanes:	4	> 4	★
Access Density:	69	> 30	★
Speed Limit:	25	30 - 40	
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	

★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes -
3-Lane Conversion	Proactive	\$48,000	0.0	\$ -	
5-Lane Conversion	Proactive	\$54,000	1.0	\$ 54,756	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	49,280
Local Match (10% of Total project cost)	\$	5,476
Total Project Cost	\$	54,756

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NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
 SFN 59959 (06-2011)

Empire Rd from 94 Business Loop to 8th Ave W Project

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

Number: 807.01 Local Road Name: Empire Rd Start: 94 Business Loop End: 8th Ave W City/Rural: Urban County: Ramsey	ADT: 1620 Lanes: 2 Access Density 30 Speed Limit: 35 Length (miles): 1.48	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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	
	0	

	Value	Critical	Star Ranking
ADT:	1,620	> 5000	
Major Approach Lanes:	2	> 4	
Access Density:	30	> 30	★
Speed Limit:	35	30 - 40	★
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★
			★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Do not convert West of 23rd Ave
3-Lane Conversion	Proactive	\$48,000	0.9	\$ 44,679	W - no access points.
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				No	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	40,211
Local Match (10% of Total project cost)	\$	4,468
Total Project Cost	\$	44,679

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NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
 SFN 59959 (06-2011)

10th Ave E from 94 Business Loop to I-94 Project

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

Number: 828.02 Local Road Name: 10th Ave E Start: 94 Business Loop End: I-94 City/Rural: Urban County: Ramsey	ADT: 7080 Lanes: 2 Access Density 40 Speed Limit: 35 Length (miles): 1.17	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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
	0

	Value	Critical	Star Ranking
ADT:	7,080	> 5000	★
Major Approach Lanes:	2	> 4	
Access Density:	40	> 30	★
Speed Limit:	35	30 - 40	★
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	
			★★★

Describe Proposed Safety Improvements

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	\$ -	
Consider Access Management in the Future				No	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	43,449
Local Match (10% of Total project cost)	\$	4,828
Total Project Cost	\$	48,277

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NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

94 Business Loop from 10th Ave E to I-94 Project

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

Number: 94.04 Local Road Name: 94 Business Loop Start: 10th Ave E End: I-94 City/Rural: Urban County: Ramsey	ADT: 7966 Lanes: 2 Access Density: 26 Speed Limit: 45 Length (miles): 1.85	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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	1
Sideswipe Opposing	0
	1

	Value	Critical	Star Ranking
ADT:	7,966	> 5000	★
Major Approach Lanes:	2	> 4	
Access Density:	26	> 30	
Speed Limit:	45	30 - 40	
Severe Rear End / Sideswipe / Head On Crashes:	1	≥ 1	★
			★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Do no convert East of Energy Dr
3-Lane Conversion	Proactive	\$48,000	1.5	\$ 72,871	- no longer urban.
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	65,584
Local Match (10% of Total project cost)	\$	7,287
Total Project Cost	\$	72,871

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NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
 SFN 59959 (06-2011)

Museum Drive/12th St from ND 22 to Dead End East of 10th Ave E Project

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

Number: 808.02 ADT: 3056
 Local Road Name: Museum Drive/12th St Lanes: 2
 Start: ND 22 Access Density 25
 End: Dead End East of 10th Ave E Speed Limit: 35
 City/Rural: Urban Length (miles): 2.09
 County: Ramsey

- 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 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
	0

	Value	Critical	Star Ranking
ADT:	3,056	> 5000	
Major Approach Lanes:	2	> 4	
Access Density:	25	> 30	
Speed Limit:	35	30 - 40	★
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★
			★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Do not convert East of 10th Ave
3-Lane Conversion	Proactive	\$48,000	1.0	\$ 50,100	E - segment ends shortly to the East.
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	45,090
Local Match (10% of Total project cost)	\$	5,010
Total Project Cost	\$	50,100

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

21st St W/21st St E from ND 22 to 35th St SW Project

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

Number: 810.02 ADT: 3218
Local Road Name: 21st St W/21st St E Lanes: 2
Start: ND 22 Access Density 16
End: 35th St SW Speed Limit: 35
City/Rural: Urban Length (miles): 1.90
County: Ramsey

- 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 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
	0

	Value	Critical	Star Ranking
ADT:	3,218	> 5000	
Major Approach Lanes:	2	> 4	
Access Density:	16	> 30	
Speed Limit:	35	30 - 40	★
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★
			★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Do not convert East of 4th Ave E
3-Lane Conversion	Proactive	\$48,000	0.8	\$ 39,174	- little development.
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	35,257
Local Match (10% of Total project cost)	\$	3,917
Total Project Cost	\$	39,174

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Sims St from 94 Business Loop to Musuem Dr Project

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

Number: 822.01 Local Road Name: Sims St Start: 94 Business Loop End: Musuem Dr City/Rural: Urban County: Ramsey	ADT: 3120 Lanes: 2 Access Density 95 Speed Limit: 25 Length (miles): 1.07	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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	
	0	

	Value	Critical	Star Ranking
ADT:	3,120	> 5000	
Major Approach Lanes:	2	> 4	
Access Density:	95	> 30	★
Speed Limit:	25	30 - 40	
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★
			★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes -
3-Lane Conversion	Proactive	\$48,000	1.1	\$ 51,544	
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds \$	46,389	
Local Match (10% of Total project cost) \$	5,154	
Total Project Cost \$	51,544	

NDDOT Central Office Only

Project Accepted? Yes No Reference Number _____ ID Number _____

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

15th St W/15th St E from ND 22 to 10th Ave E Project

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

Number: 809.02 ADT: 2915
Local Road Name: 15th St W/15th St E Lanes: 2
Start: ND 22 Access Density 47
End: 10th Ave E Speed Limit: 25
City/Rural: Urban Length (miles): 1.04
County: Ramsey

- 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 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
	0

	Value	Critical	Star Ranking
ADT:	2,915	> 5000	
Major Approach Lanes:	2	> 4	
Access Density:	47	> 30	★
Speed Limit:	25	30 - 40	
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★
			★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Already 3-lane West of 2nd Ave
3-Lane Conversion	Proactive	\$48,000	0.9	\$ 40,804	W
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	36,724
Local Match (10% of Total project cost)	\$	4,080
Total Project Cost	\$	40,804

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
 SFN 59959 (06-2011)

9th St W from ND 22 to 18th Ave E Project

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

Number: 806.02 Local Road Name: 9th St W Start: ND 22 End: 18th Ave E City/Rural: Urban County: Ramsey	ADT: 3025 Lanes: 2 Access Density 98 Speed Limit: 25 Length (miles): 1.56	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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
	0

	Value	Critical	Star Ranking
ADT:	3,025	> 5000	
Major Approach Lanes:	2	> 4	
Access Density:	98	> 30	★
Speed Limit:	25	30 - 40	
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★
			★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes -
3-Lane Conversion	Proactive	\$48,000	1.6	\$ 74,719	
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	67,247
Local Match (10% of Total project cost)	\$	7,472
Total Project Cost	\$	74,719

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NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

21st St W from State Ave to ND 22 Project

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

Number: 810.01 Local Road Name: 21st St W Start: State Ave End: ND 22 City/Rural: Urban County: Ramsey	ADT: 7260 Lanes: 2 Access Density 17 Speed Limit: 35 Length (miles): 1.00	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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
	0

	Value	Critical	Star Ranking
ADT:	7,260	> 5000	★
Major Approach Lanes:	2	> 4	
Access Density:	17	> 30	
Speed Limit:	35	30 - 40	★
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Do not convert East of Prairie
3-Lane Conversion	Proactive	\$48,000	0.7	\$ 35,374	Ave - already 3-lane.
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				No	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	31,836
Local Match (10% of Total project cost)	\$	3,537
Total Project Cost	\$	35,374

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NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
 SFN 59959 (06-2011)

Fairway St/9th St W from 94 Business Loop to ND 22 Project

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

Number: 806.01 Local Road Name: Fairway St/9th St W Start: 94 Business Loop End: ND 22 City/Rural: Urban County: Ramsey	ADT: 2684 Lanes: 2 Access Density 31 Speed Limit: 25 Length (miles): 1.79	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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
	0

	Value	Critical	Star Ranking
ADT:	2,684	> 5000	
Major Approach Lanes:	2	> 4	
Access Density:	31	> 30	★
Speed Limit:	25	30 - 40	
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★
			★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Do not convert West of State
3-Lane Conversion	Proactive	\$48,000	1.0	\$ 49,037	Ave N - divided roadway.
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	44,133
Local Match (10% of Total project cost)	\$	4,904
Total Project Cost	\$	49,037

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NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
 SFN 59959 (06-2011)

Broadway W from Stave Ave to ND 22 Project

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

Number: 802.01 Local Road Name: Broadway W Start: Stave Ave End: ND 22 City/Rural: Urban County: Ramsey	ADT: 2582 Lanes: 2 Access Density 43 Speed Limit: 35 Length (miles): 0.99	SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing Emergency Medical Capabilities to Increase <input checked="" type="checkbox"/> Improve Intersection Safety
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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
	0

	Value	Critical	Star Ranking
ADT:	2,582	> 5000	
Major Approach Lanes:	2	> 4	
Access Density:	43	> 30	★
Speed Limit:	35	30 - 40	★
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	
			★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes -
3-Lane Conversion	Proactive	\$48,000	1.0	\$ 47,691	
5-Lane Conversion	Proactive	\$54,000	0.0	\$ -	
Signal Revisions	Proactive	\$36,000	0	\$ -	
Consider Access Management in the Future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	42,922
Local Match (10% of Total project cost)	\$	4,769
Total Project Cost	\$	47,691

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NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

City of Dickinson Right Angle Crash Corridor Analysis

Segment #	Int #	Local Name	Cross Street	Projects		
				Access Management	Confirmation Lights	Project 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

<p>23 USC 409 NDDOT Reserves All Objectives</p>

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Right Angle Crashes @ Signals Intersection Improvements

Intersections on North Dakota State Hwy 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

Corridor 22.03
Street Name North Dakota State Hwy 22
Urban/Rural: Urban
County: Dickinson Urban (Stark County)
Length 1.2

- 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 Survivability
 - Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Config	Taffic Control	Entering ADT	Major Config	Severe Crashes	Severe RA Crashes	Confirmation Lights	Notes
22.09	S Main St (ND 22)	Broadway St	X	Signal	17,400	Undivided	0	0	1	-
94.09	I-94 Business Loop	S Main Ave	X	Signal	24,133	Undivided	1	1	1	-
22.10	3rd Ave W (ND 22)	1st St W	X	Thru-Stop	16,080	Undivided	0	0	0	-
22.11	3rd Ave W (ND 22)	2nd St W	X	Signal	16,275	Undivided	0	0	1	-
22.12	3rd Ave W (ND 22)	9th St W	X	Signal	20,408	Undivided	0	0	1	-
22.13	3rd Ave W (ND 22)	12th St W	X	Signal	29,163	Undivided	0	0	1	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2009 - 2013

5 years

Intersection Criteria		Description			
Traffic Control Device	Signal	Confirmation Lights	Unit Cost	Quantity	Total Cost
Entering ADT	≥ 17500	Unsignalized and Divided Access Management	\$1,200 per intersection	5	\$ 6,000
Speed Limit	30 - 50		\$360,000 per mile	0.0	\$ -
Road Geometry	Divided				
Major Lanes	≥ 5				
Severe Crashes	≥ 1				
		*Corridor includes miles of divided roadway.			\$ 6,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	5,400
Local Match (10% of Total project cost)	\$	600
*Total Project Cost	\$	6,000

*Based on typical NDDOT costs (March 2014); includes engineering, construction and contingency

NDDOT Central Office Only

Project Accepted?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Right Angle Crashes @ Signals Intersection Improvements

Intersections on North Dakota State Hwy 22 from I-94 to 33rd St SW

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

Corridor 22.04
Street Name North Dakota State Hwy 22
Urban/Rural: Urban
County: Dickinson Urban (Stark County)
Length 2.6

- 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 Survivability
 - Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Config	Taffic Control	Entering ADT	Major Config	Severe Crashes	Severe RA Crashes	Confirmation Lights	Notes
22.16	3rd Ave W (ND 22)	15th St W	X	Signal	26,815	Undivided	1	1	1	-
22.17	3rd Ave W (ND 22)	21st St W	X	Signal	24,815	Undivided	1	1	1	-

Describe Current Safety Issues & Systemic Ranking Review

Intersection Criteria		North Dakota Crashes, 2009 - 2013		5 years	
Criteria	Value	Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	Confirmation Lights	\$1,200 per intersection	2	\$ 2,400
Entering ADT	≥ 17500	Unsignalized and Divided Access Management	\$360,000 per mile	0.0	\$ -
Speed Limit	30 - 50	*Corridor includes miles of divided roadway.			
Road Geometry	Divided				\$ 2,400
Major Lanes	≥ 5				
Severe Crashes	≥ 1				

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$	2,160
Local Match (10% of Total project cost)	\$	240
*Total Project Cost	\$	2,400

*Based on typical NDDOT costs (March 2014); includes engineering, construction and contingency

NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

City of Dickinson Ped/Bike Corridor Analysis									
Segment #	Int #	Local Name	Cross Street	Projects					Intersection Project Cost
				Advanced Walk	Countdown Timers	Curb Extensions	Median Refuge		
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@dvlnd.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

Corridor: 22.03
Street Name: 3rd Ave W (ND 22)
Urban/Rural: Urban
County: Dickinson Urban (Stark County)
Corridor ADT: 14,891

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 Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Traffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	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 Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2009 - 2013		5 years			
Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	**Advanced Walk	\$600 per intersection	4	\$ 2,400
Entering ADT	≥ 15000	Countdown Timers	\$12,000 per intersection	4	\$ 48,000
Speed Limit	30 - 40	Curb Extensions	\$36,000 per corner	4	\$ 144,000
Total Lanes on Major Approach	2 - 5	Median Refuge Island	\$24,000 per side	0	\$ -
Development / Ped Generator	Yes				
Total Ped/Bike Crashes	≥ 1				\$ 194,400

Project Cost Estimate (attach detailed copy)

Federal Funds	\$ 174,960
Local Match (10% of Total project cost)	\$ 19,440
*Total Project Cost	\$ 194,400

Proposed Year of Construction

*Based on typical NDDOT costs (March 2014); includes engineering, construction and contingency

**Cost for traffic counts and signal timing plan development

NDDOT Central Office Only

Project Accepted? Yes No Reference Number: _____ ID Number: _____

Notes

23 USC 409
NDDOT Reserves All Objections

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 I-94 to 33rd St SW

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

Corridor: 22.04
Street Name: 3rd Ave W (ND 22)
Urban/Rural: Urban
County: Dickinson Urban (Stark County)
Corridor ADT: 13,850

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 Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Traffic Control	Entering 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	-
22.17	3rd Ave W (ND 22)	21st St W	Signal	24,815	Yes	0	1	1	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2009 - 2013		5 years			
Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	**Advanced Walk	\$600 per intersection	2	\$ 1,200
Entering ADT	≥ 15000	Countdown Timers	\$12,000 per intersection	2	\$ 24,000
Speed Limit	30 - 40	Curb Extensions	\$36,000 per corner	0	\$ -
Total Lanes on Major Approach	2 - 5	Median Refuge Island	\$24,000 per side	0	\$ -
Development / Ped Generator	Yes				
Total Ped/Bike Crashes	≥ 1				\$ 25,200

Project Cost Estimate (attach detailed copy)

Federal Funds	\$ 22,680
Local Match (10% of Total project cost)	\$ 2,520
*Total Project Cost	\$ 25,200

Proposed Year of Construction

*Based on typical NDDOT costs (March 2014); includes engineering, construction and contingency

**Cost for traffic counts and signal timing plan development

NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

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NDDOT Reserves All Objections

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Intersection ID: 22.04
Date: 11/5/2014

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

Corridor: 822.01
Street Name: Sims St
Urban/Rural: Urban
County: Dickinson Urban (Stark County)
Corridor ADT: 3,120

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 Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Traffic Control	Entering 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 Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2009 - 2013		5 years			
Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	**Advanced Walk	\$600 per intersection	3	\$ 1,800
Entering ADT	≥ 15000	Countdown Timers	\$12,000 per intersection	3	\$ 36,000
Speed Limit	30 - 40	Curb Extensions	\$36,000 per corner	8	\$ 288,000
Total Lanes on Major Approach	2 - 5	Median Refuge Island	\$24,000 per side	0	\$ -
Development / Ped Generator	Yes				
Total Ped/Bike Crashes	≥ 1				\$ 325,800

Project Cost Estimate (attach detailed copy)

Federal Funds	\$ 293,220
Local Match (10% of Total project cost)	\$ 32,580
*Total Project Cost	\$ 325,800

Proposed Year of Construction

*Based on typical NDDOT costs (March 2014); includes engineering, construction and contingency

**Cost for traffic counts and signal timing plan development

NDDOT Central Office Only

Project Accepted? Yes No Reference Number: _____ ID Number: _____

Notes

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

Pedestrian and Bicycle Intersection Improvements

Intersections on 94 Business Loop from State Ave to North Dakota State Hwy 22

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

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 Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Traffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Extensions	Median Refuge Island	Notes
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 Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2009 - 2013		5 years			
Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	**Advanced Walk	\$600 per intersection	2	\$ 1,200
Entering ADT	≥ 15000	Countdown Timers	\$12,000 per intersection	2	\$ 24,000
Speed Limit	30 - 40	Curb Extensions	\$36,000 per corner	8	\$ 288,000
Total Lanes on Major Approach	2 - 5	Median Refuge Island	\$24,000 per side	0	\$ -
Development / Ped Generator	Yes				
Total Ped/Bike Crashes	≥ 1				\$ 313,200

Project Cost Estimate (attach detailed copy)

Federal Funds	\$ 281,880
Local Match (10% of Total project cost)	\$ 31,320
*Total Project Cost	\$ 313,200

Proposed Year of Construction

*Based on typical NDDOT costs (March 2014); includes engineering, construction and contingency

**Cost for traffic counts and signal timing plan development

NDDOT Central Office Only

Project Accepted? <input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number
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Notes

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NDDOT Reserves All Objections

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Intersection ID: 94.02
Date: 11/5/2014