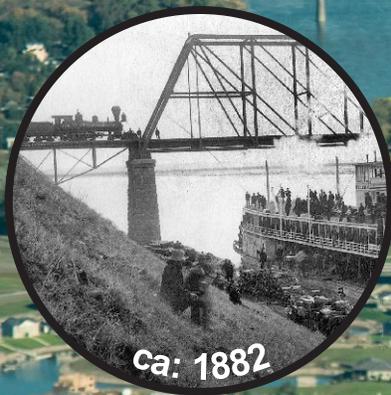


Statewide Transportation Improvement Program 2016 - 2019 Final Document



prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

Bismarck, North Dakota
dot.nd.gov

October 2015



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2016-2019 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2016-2019 Final Statewide Transportation Improvement Program (STIP). It has been developed in accordance with the applicable guidance and regulations. The North Dakota Department of Transportation (NDDOT) takes a great deal of pride in overseeing and coordinating the development of our state's transportation system as it plays a vital role in enhancing economic competitiveness at the local, state, and national level.

We believe this Final STIP complies with the intent of our current transportation plan and will assist in carrying out the purpose, scope, and use provided in TransAction III. In addition, the Final STIP supports the NDDOT mission to "Safely move people and goods."

The Draft STIP was available for 30 days for review and comment. The comments received, as well as responses to them, are provided in the Final STIP.

There have been significant challenges in the development of the STIP including the expiration of the Moving Ahead for Progress in the 21st Century Act (MAP-21) at the end of Fiscal Year 2014, working with short-term continuing resolutions (CR), uncertainty of a federal transportation bill beyond MAP-21, inflationary impacts to highway construction costs, and growth in the manufacturing, agricultural and energy sectors. It is our intent to present a financially constrained Draft STIP based upon the best projections of federal funds and construction costs available at this time.

GRANT LEVI, P.E., DIRECTOR

56/sas
Enclosure

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INTRODUCTION

In July 2012, new legislation was enacted through 2014, entitled, "Moving Ahead for Progress in the 21st Century Act (MAP-21)." Since Congress has not acted on a new transportation bill for 2015 and beyond, this STIP was planned with guidance similar to MAP-21.

The STIP is a four-year approved program of projects for fiscal years 2016, 2017, 2018 and 2019. The financial budget for these projects is financially constrained based on the projected federal funding levels provided by the MAP-21. The federal apportionment is estimated at \$240 million for 2016. Annual growth in apportionment of 1.5% (increase between 2013 and 2014 in MAP-21) is projected to develop the four-year STIP.

The Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPS) should be considered as incorporated into the STIP by reference. However, the federal aid projects have been included in the STIP. This facilitates citizens' review of the entire program in one document.

The STIP report and an Excel version of projects are also on the North Dakota Department of Transportation (NDDOT) web site at <http://www.dot.nd.gov/> by clicking on the Manuals and Publications icon on the left-hand side, then clicking on the STIP link in the left-hand column under the Plans and Reports section.

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

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The North Dakota Department of Transportation (NDDOT) will consider every request for reasonable accommodation to provide:

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

Appropriate provisions will be considered when the Department is notified at least 15 days prior to the date the written comments are due.

To request accommodations, contact Paula Messmer, Civil Rights Division, NDDOT, at 701-328-2978 or civilrights@nd.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.



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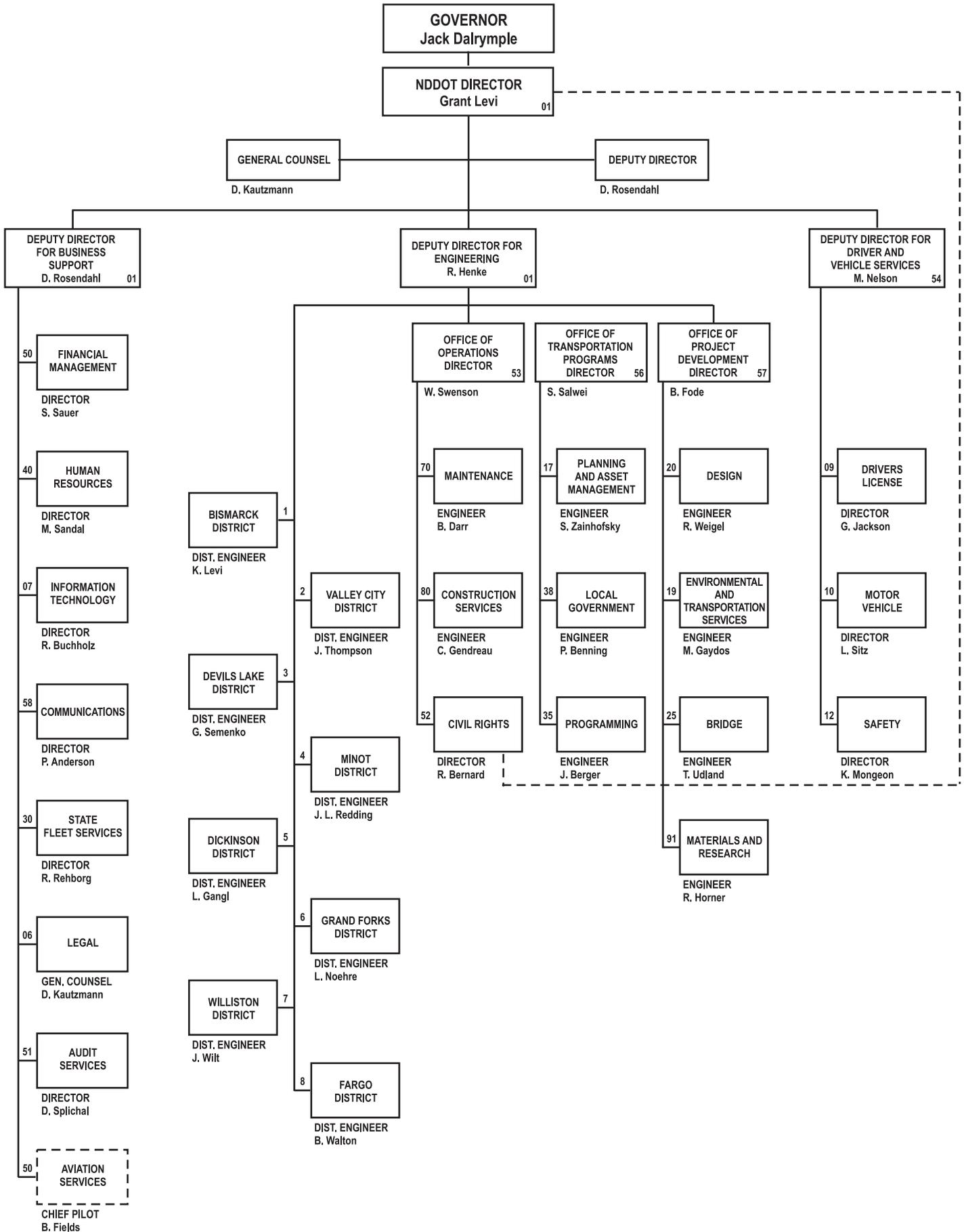


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**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
ORGANIZATION CHART
June 11, 2015**



STIP Development

The Statewide Transportation Improvement Program (STIP) includes federally-funded highway and transit projects to be constructed in North Dakota. Approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is required.

North Dakota develops a Statewide Transportation Plan. The development of the 2016-2019 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2016-2019 STIP includes the TIPS developed by designated MPO areas. The NDDOT Local Government Division sends each area MPO the proposed urban/regional program for its review and comments. The MPOs are provided with a copy of the draft STIP, after which, each MPO submits their final TIP. The Governor and each respective MPO approve the TIPS prior to incorporating them into the STIP.

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

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

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

Once the district priorities have been submitted to the NDDOT Programming Division, available federal funding is divided between Interstate and Non-Interstate projects. Selection of projects on the National Highway System and the State Rural Highway System included use of the HPCS, investment strategies, Bridge Management System (BMS) and the Pavement Management System (PMS). The HPCS divides North Dakota highways into five categories: interstate, interregional corridors, state corridors, district corridors, and district collectors. Page 5 illustrates North Dakota's five categories of roadways. Dollars are invested in these facilities according to their performance classification and the department's present investment strategy (Interstate and Non-Interstate). Efforts are made to ensure that work is distributed throughout the state and that the types of work are related to the investment strategy.

| Work Type | Interstate | Inter-regional | State Dist Corr Dist Coll | Project Development (months) | Scoping | Safety | NEPA |
|------------------------|------------|----------------|------------------------------|------------------------------|-------------|--------------|------------------|
| | 45% | 20% | 35% | | | | |
| Preventive Maintenance | 27% | 26% | 36% | 6 | Limited ADA | No-SSP | CATEX |
| Minor Rehab | | | | 6 to 12 | Yes-ADA | Limited-SSP | CATEX |
| Structural Overlay | 27% | 42% | 42% | 12 to 24 | Yes | Limited-SSP | CATEX |
| Major Rehab | | | | 12 to 24 | Yes | 90-1 | CATEX |
| New or Reconstruction | 38% | 26% | 16% | 24 to 36 | Yes | 90-1 or Full | CATEX EA, EIS |
| Structures | 3% | 3% | 3% | 6 to 12 | Yes | | CATEX |
| Safety | 5% | 3% | 3% | 6 to 24 | Yes | | CATEX |

The safety projects will be prioritized through the Highway Safety Improvement Program (HSIP), which is consistent with the Strategic Highway Safety Plan. This includes a solicitation of projects from the districts, as well as, from city, county and tribal entities.

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

Public Involvement Process

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

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

At this time, the NDDOT Local Government Division requests state regional and local urban road projects from cities. In December, the cities provide a list of prioritized state regional and local urban road projects (along with their cost estimates) to the MPOs for their review. Each MPO adheres to the Public Participation Process Plan during the development of the TIP. In each TIP, there is a section under the TIP Program that describes this process. Each MPO keeps a copy of the Public Participation Process Plan for inspection by the public at their respective offices. It is the responsibility of the MPOs to ensure these prioritized projects submitted are in their Long Range Transportation Plan (LRTP). The MPOs are responsible for reviewing the projects and costs prior to approving them and submitting the list to NDDOT. NDDOT Local

Government Division also requests that the urban construction priorities be submitted by the thirteen major cities.

NDDOT representatives also attend the North Dakota Association of Counties annual meeting in October, and present an outline of the STIP process and projects for the upcoming year. The NDDOT distributes a news release to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public the NDDOT has begun prioritizing the construction projects for the next year. This news release also names the NDDOT district points of contact should anyone have any questions or concerns regarding the STIP and directs the public to the NDDOT web site.

By February 1 of each year, the NDDOT Local Government Division submits the proposed list of urban regional projects (state highway projects within the urban city limits) to the three North Dakota MPOs.

Usually the NDDOT distributes a spring news release, tailored to each district, as well as to statewide media, including all North Dakota daily and weekly newspapers and broadcast media outlets. The news release identifies the major projects in each district and requests public comment. The comment period is two weeks and the public is directed to the NDDOT website. The website contains a four-year list of proposed projects for work that is proposed to take place within the district boundaries. Any comments received are forwarded to the respective district engineer for review and comment.

Each MPO obtains input for the development of its respective program of projects for its TIP by holding public meetings. Each TIP includes a detailed discussion of the public involvement process for its respective metropolitan area.

A news release advising that the draft STIP is available to the public for review and comment is distributed to all daily and weekly newspapers and broadcast media outlets statewide. A copy of the draft STIP is placed on the NDDOT website for viewing. Comments are due within one month of publication of the draft STIP. The NDDOT also meets with all local tribal entities and discusses the upcoming projects in their respective areas and also requests to hear any concerns that the tribal entities may have.

The STIP is shared with the Bismarck, Fargo, and Grand Forks MPOs; the South Dakota Department of Transportation central office; the Montana Department of Transportation central office; the Minnesota Department of Transportation (MNDOT) central office, the MNDOT Detroit Lakes and Bemidji district offices; the North Dakota Indian Affairs Commission, the North Dakota Tribal Council chairperson and the Tribal Transportation Planner at each of the four North Dakota reservations; and the Bureau of Indian Affairs (BIA) at Aberdeen, South Dakota; Manitoba Infrastructure and Transportation and Saskatchewan Ministry of Highways and Transportation.

The final STIP is submitted to FHWA and FTA for approval prior to distribution to the public. A final news release is sent to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public that the final STIP is available and can be viewed on the

NDDOT website. Comments regarding the draft STIP, received during the comment period, are listed as follows.

Federal Highway Administration (FHWA) offered the following comments:

Page 16: Bismarck District, Map Key 1310 SU - This project was to be bid in 2015, and the City moved it once to bid later this fall. It is proposed for 2017. Why would it not go in 2016 if it is ready?

Response: The project shown in the STIP is from 57th Ave to 71st Ave. The project referenced in the above comment which is from Calgary to 57th Ave is planned to be bid in the fall of 2015.

Page 35: Dickinson District - Little Missouri River Crossing (LMRC) has a footnote that has been in the STIP in the past that refers to Forest Highway funding. It is our understanding is that Forest Highway funding is no longer valid, and the footnote should be deleted.

Response: The footnote has been deleted.

Page 35: Before the ROD for the LMRC can be signed in the next year, the next phase would need to be included in the STIP. The next phase has not been identified in this STIP for 2017-2019.

Response: The next phase of the LMRC is already in the Draft STIP on page 35, Map Key 5210. It will remain in the Final STIP.

Page 35: The STIP shows an amount for a specific build option for the LMRC in the EIS. Since no final decision has been made on which option to fund, we recommend that some “average” of the build options be included in the STIP. The average of the build alternatives on the table is about \$15 million.

Response: Cost has been updated.

Grand Forks - Is there any proposal for a bike/ped project for old US75 from Pembina to the border? If some funds become available through redistribution, such a project may be considered.

Response: There are no plans at this time.

In the Grand Forks District, you have an illustrative project on DeMers Ave. The project shows \$0. Other illustrative projects show costs. Please provide an explanation why this illustrative project does not have costs identified. (see also page 49 in District 8, with the same issue)

Response: The Illustrative DeMers Ave project on page 40 has been deleted. The Illustrative projects on page 49 are the Fargo-Moorhead Area Diversion projects that may happen in the future, costs at this point are unknown. They were added per a comment received from FHWA on the 2013-2016 Draft STIP.

Dickinson/Williston District - US 85 from I-94 to South of Watford City Bypass EIS does not appear in the STIP. Only the reference to Long X Bridge occurs, which is identified as a 2 mile project – not the 67 mile project that is underway. Before the Notice of Intent can be filed, the correct termini needs to be included in the STIP. Has the project been included, in its entirety, in a previous STIP? If it has been some time since it was included in a STIP, and since there has been no action, the project should be included here.

Response: Project is currently on page 36 & 45 on the current 2015-2018 Final STIP. Notice of Intent should go out while that STIP is still current.

Page 43: Williston District, Map Key 7022 - What is occurring with the Long X Bridge? Will we have environmental clearance in 2016?

Response: Project was moved to 2017.

Page 51, Map Key 9002 - This project was shown with \$0 costs in the 2015 STIP, as well. Why is this project continued to be carried if there are no costs associated with it.

Response: Project and footnote has been deleted in all years.

Page 51, Map Key 9015 - You are showing \$1M (\$800K Federal) for Statewide PE. The amount seems low, especially in light of historic expenditures on this line item. Please verify the amount is correct.

Response: The amount has been increased to \$2 million total.

Page 51, Map Key 9016 - You are showing a 93% Federal share on this line item. Please double check the figures.

Response: It is at 93% because this line includes 2 training projects, one at 100% federal and one at 80.93% federal. The 100% project has been deleted so the line is now at 80.93% federal.

Page 51, Map Key 9024 - The Federal share for Parks and Rec should be 80%. Please revise this figure.

Response: This has been corrected.

PODI is defined in the STIP, are projects identified as PODI somehow or why have the definition?

Response: Please refer to the comment from FHWA on page 7 of the Final 2014-2017 STIP as to how PODI is to be shown in the STIP.

We noted that the totals in the STIP for the “Highway Safety Improvements” do not add up to the totals provided to us for approval in the HSIP. Please provide an explanation for the significant differences, sometimes several thousand dollars, between the HSIP and the STIP totals (pgs. 68-70)

Response: It is difficult to compare last year’s HSIP to the next year’s STIP. This is due to changes in project priorities, scope, and costs. Every year the current HSIP and STIP are verified to match.

David Kuharenko with the city of Grand Forks offered the following comments:

Page 40: In 2019 it shows HSIP funding for a turn lane realignment on 32nd Ave S, Project SS-HEU-6-081(088)940. In our initial request for 2015-2018 STIP we requested funding to realign the turn lanes and we received that funding for 2017. This was based solely on realigning the turn lanes as a short term solution. For the 2016-2019 STIP we requested either additional funding to also lengthen the turn lanes to comply with the NDDOT design manual regarding turn lanes, or if additional funding was not available to reduce it to a single intersection (S 34th St). In the Draft STIP, the project was pushed back to 2019 and the dollar amount remained the same.

Is this funding intended for the left turn lanes at S 34th St or at both S 34th St and S 31st St, and with or without lengthening the turn lanes?

Response: The NDDOT and City have been in conversations on the 32nd Avenue Corridor. At this time the project will be removed from the Final STIP while the City/MPO evaluates a low

cost systemic type project that is more consistent with the recent FHWA and NDDOT safety funding philosophy.

Page 40: I also noticed that there is new funding allocated for the Red Light Confirmation Indicators on US 2 in 2019. Has the HSIP funding been completely allocated, or is this still in flux?

Response: This project has been selected for HSIP funding.

Page 39: I noticed that in 2019 Demers Ave Reconstruction from Red River to 6th St is split into two separate projects, I know this is a regional project with the NHU funding, but for my information was this split into two projects because of being on different highways?

Response: The project was split into 2 projects because of the highway system designation. DeMers Avenue from the Red River to 5th Street is US Highway 81 Business, while DeMers Avenue from 5th Street to 6th Street is ND Highway 297.

Mercer County Board of County Commissioners offered the following comment:

This correspondence is to notify the North Dakota Department of Transportation of Mercer County's growing concerns of the condition and safety of portions Highway 49 and Highway 200 in Mercer County. Over the last couple years, we have increasing concerns with the condition of the highways and inslopes to the point that we feel there are some serious conditions that should be addressed. We understand that there have been projects for planned improvements along these routes but they have been delayed the past couple years due to funding constraints. As you are aware, there are numerous trucks, as well as other vehicles, that travel these routes on a daily basis some of which are hauling hazardous materials. We certainly understand that the focus of transportation improvements over the past few years have been dealing with improvements associated with the oil industry but feel that need improvements along these routes should also be given the utmost consideration. Further delays of improvements will result in the further deterioration of conditions as well as the advancement of additional safety concerns. We appreciate your efforts in being able to keep our highways safe to the public and industries of our State and County.

Response: Thank you for your comment.

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

Page 43: PCN 20891, ND Highway 1804 from County Road 9 to Temporary NE Truck Reliever Route (TRR). The location description and project length are incorrect. Is this the project that continues on ND Highway 1804 out to Epping and is about 11 or 12 miles?

Response: The environmental document will include ND Highway 1804 from the Temporary NE TRR to Epping. However at this time funding is only available for the segment from the Temporary NE TRR to County Road 9.

Page 44: PCN 20845, US Highway 2 from 2 miles north of Williston to 63rd St NW. Is this concrete overlay a white topping project or something more structural? I don't feel that a non-structural overlay is the right fix.

Response: Currently the project is being proposed as a structural concrete overlay, similar to the project completed on the westbound lanes of US Highway 2 with the same termini.

Page 43: Map Key 7015, Williston 2nd Ave W (18th-26th St). The mill and overlay may no longer be the right fix for this roadway. Reconstruction may be needed. I will visit within the city and with the District and notify Local Government if a change is recommended.

Response: The project will remain as a mill and overlay after discussions with the City.

Lance E. Meyer with the city of Minot offered the following comments:

Page 29: Map Key 4016 S-NHU. This project must be re-scoped to a mill and overlay. The rutting on this corridor is way beyond what a microsurface can repair. The corridor needs to be extended south to the south edge of the median, south of 41st Ave. This corridor needs to be programmed for a reconstruction in the next 5 years.

Response: After discussions with the City and Minot District, the scope of the project has been changed to a mill and overlay, and the project termini lengthened to the south.

Page 30: Map Key 4120 SOIB. The City's cost share for improvements should be shown.

Response: The City has no cost share on the roadway because it is on the Primary Regional System. The City will however be responsible for any flood protection work done concurrently with the NDDOT project. An estimated local cost for this has been added.

LEGEND

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

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

Specific projects are identified and located with a map key and a corresponding improvement code. The pages directly following the maps, list the information below:

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

Definitions

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

| | |
|---|--|
| Pending | Projects designed as pending; shown with a P2015 or P, are projects that are programmed for the pending fiscal year shown. These are the first projects that would be shifted to the following fiscal year if Congress does not provide sufficient obligation authority. |
| Apportionment | The distribution of federal funds as prescribed by a statutory formula. It establishes an upper limit of available funds. Funds not used in the year they were distributed carryover from year to year. |
| Obligational Limitation | This is the total amount of federal funds that may be obligated in a year. The purpose is to limit highway spending each year. It is provided by an Appropriations Act by Congress. These funds must be obligated by the end of the fiscal year they were provided or they are returned to FHWA. |
| Illustrative | Projects scheduled if specific funds are received. |
| Bonded Projects | Funds are bonded, and they will be repaid with federal funds in future years. North Dakota sold bonds for several projects on US 2 and the Liberty Memorial Bridge project to enable the State to move forward with these projects. |
| Projects of Division Interest (PODI) | A risk-based approach by FHWA to select projects or phases of a project that they will have involvement in. A list of PODI will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of PODI is available upon request. PODI will replace Full Involvement Projects. |
| Direction | The way in which a road or highway goes, i.e. north, south, etc. |
| Map Key | Every project in the STIP is assigned a unique four digit map key. The first digit represents the district where the work will occur. The second digit indicates the fiscal year of the project, with 0 representing the current STIP year. The last two digits are a unique number assigned sequentially to each project within a year of each district. In summary, map key 1014 means it is a project in the Bismarck District within the current STIP or fiscal year of 2016 and it is the 14 th project in 2016. |

FUNDING SOURCES

| PROJECT PREFIX | | |
|----------------|---|---|
| IM | = | Interstate Maintenance - State Project |
| SIM | = | Interstate Maintenance - "Small" State Project |
| NH | = | National Highway System - State Project |
| SNH | = | National Highway System - "Small" State Project |
| NHU | = | National Highway System - State Urban Project |
| S-NHU | = | National Highway System - "Small" State Urban Project |
| HPP | = | High Priority Project NHS - State Project |
| S-HPP | = | High Priority Project NHS - "Small" State Project |
| HPU | = | High Priority Project NHS - State Urban Project |
| S-HPU | = | High Priority Project NHS - "Small" State Urban Project |
| TIP | = | Transportation Improvement Project NHS - State Project |
| S-HPP | = | Transportation Improvement Project NHS - "Small" State Project |
| TPU | = | Transportation Improvement Project NHS - State Urban Project |
| S-TPU | = | Transportation Improvement Project NHS - "Small" State Urban Project |
| AC | = | Advance Construction |
| SS | = | Non-National Highway System - State Rural Project |
| SU | = | Non-National Highway System - State or City Urban Project |
| CPU | = | Non-National Highway System - City Urban Project |
| SHP | = | High Priority - Non-National Highway System - State Rural Project |
| SHU | = | High Priority - Non-National Highway System - State or City Urban Project |
| STP | = | Transportation Improvement - Non-National Highway System - State Rural Project |
| STU | = | Transportation Improvement - Non-National Highway System State or City Urban Project |
| SC | = | Non-National Highway System - County Rural Project |
| SO | = | Non-National Highway System - County Off-System Project - (Bridge Rehabilitation/Replacement-type of work only) |
| BRI | = | Bridge Replacement - State Project - Interstate System |
| S-BRI | = | Bridge Replacement - "Small" State Project - Interstate System |
| BRN | = | Bridge Replacement - State Project - National Highway System |
| U-BRN | = | Urban Bridge Replacement - State Project - National Highway System |
| SBR | = | Bridge Replacement - "Small" State Project - National Highway System |
| U-SBR | = | Urban Bridge Replacement - "Small" State Project - National Highway System |
| BRS | = | Bridge Replacement - State Project - Non-National Highway System |
| BRU | = | Bridge Replacement - State or City Urban Project - Non-National Highway System |
| BRC | = | Bridge Replacement - County Project - Non-National Highway System |
| BRO | = | Bridge Replacement - County Off-System Project |
| HRR | = | High Risk Rural Roads - State Safety Project - Non-National Highway System |
| HEN | = | High Hazard Elimination - State Safety Project - National Highway System |
| SHE | = | High Hazard Elimination - "Small" State Safety Project - National Highway System |
| S-HEU | = | High Hazard Elimination - "Small" State Urban Safety Project - National Highway System |
| HES | = | High Hazard Elimination - State Safety Project - Non-National Highway System |
| HEU | = | High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System |
| HEC | = | High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector) |
| HEO | = | High Hazard Elimination - County Off-System Safety Project |
| RSN | = | Railroad Crossing Hazard Elimination - State Safety Project - National Highway System |
| SRS | = | Railroad Crossing Hazard Elimination - "Small" State Safety Project - National Highway System |
| S-RSU | = | Railroad Crossing Hazard Elimination - "Small" State Urban Safety Project - National Highway System |
| RSS | = | Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System |
| RSU | = | Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System |
| RSC | = | Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector) |
| RSO | = | Railroad Crossing Hazard Elimination - County Off-System Safety Project |
| RPN | = | Railroad Crossing Protection Device - State Safety Project - National Highway System |
| SRP | = | Railroad Crossing Protection Device - "Small" State Safety Project - National Highway System |
| S-RPU | = | Railroad Crossing Protection Device - "Small" State Urban Safety Project - National Highway System |
| RPS | = | Railroad Crossing Protection Device - State Safety Project - Non-National Highway System |
| RPU | = | Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System |
| RPC | = | Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector) |
| RPO | = | Railroad Crossing Protection Device - County Off-System Safety Project |

PROJECT PREFIX

| | | |
|-------|---|--|
| CM | = | Congestion Mitigation - State Rural Project - National Highway/Interstate System |
| CMU | = | Congestion Mitigation - State Urban Project - National Highway/Interstate System |
| SCM | = | Congestion Mitigation - "Small" State Rural Project - National Highway/Interstate System |
| S-CMU | = | Congestion Mitigation - "Small" State Urban Project - National Highway/Interstate System |
| CMS | = | Congestion Mitigation - State Rural Project - Non-National Highway System |
| U-CMU | = | Congestion Mitigation - State or City "Urban" Project - Non-National Highway System |
| TAU | = | Transportation Alternatives - State or City Urban Project - National or Non-National Highway System |
| TAC | = | Transportation Alternatives - County Project - Non-National Highway System |
| TCAP | = | Transit - Section 5339 Major Capital Investment |
| TE/D | = | Transit - Section 5310 Transportation for Elderly Persons & Individuals with Disabilities |
| TPL | = | Transit - Section 5303/4 Metropolitan and Statewide Planning |
| TRUR | = | Transit - Section 5311 Formula Grants for other than Urbanized Areas |
| TURB | = | Transit - Section 5307 Urbanized Area Formula Program |
| FHS | = | Forest Highway - State Project |
| FHC | = | Forest Highway - County Project |
| FHO | = | Forest Highway - County Off-System Project |
| SOIA | = | State Oil Infrastructure - Projects funded with special legislative funding for the 2013-2015 Biennium |
| SOIB | = | State Oil Infrastructure - Projects funded with special legislative funding for the 2015-2017 Biennium |
| TBD | = | Project Funding will be determined at a future date |
| ROM | = | Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD) |
| SER | = | State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program |
| SIB | = | State Infrastructure Bank - Projects funded using the State Infrastructure Bank program |

North Dakota Roadway Miles per District and HPCS

| | Interstate | Interregional | State Corridor | District Corridor | District Collector | TOTAL |
|--------------|---------------|---------------|----------------|-------------------|--------------------|---------------|
| Bismarck | 226 | 214.3 | 212.1 | 347.2 | 367.2 | 1366.8 |
| Valley City | 211 | 114.3 | 194.9 | 273.1 | 187.8 | 981.1 |
| Devils Lake | 0 | 376.6 | 176.4 | 506.7 | 90.3 | 1150 |
| Minot | 0 | 443.7 | 186.6 | 121.9 | 396.6 | 1148.8 |
| Dickinson | 194.6 | 211.1 | 172.8 | 206.1 | 211.7 | 996.3 |
| Grand Forks | 198.9 | 147.2 | 219.1 | 348.9 | 76.1 | 990.2 |
| Williston | 0 | 342.7 | 224.8 | 303.5 | 95.2 | 966.2 |
| Fargo | 311.2 | 65.4 | 271 | 222.7 | 34.4 | 904.7 |
| TOTAL | 1141.7 | 1915.3 | 1657.7 | 2330.1 | 1459.3 | 8504.1 |

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

| | | | | | | | | | (In Thousands) | | | | |
|------------------------------------|------|-------|-------|---------|-------------------------------------|--------|---|--------------|----------------|-------------|-------------|----------|--|
| PCN | Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | |
| Key | | Sourc | CMC | | | | | Cost | Fund | Fund | Fund | Fund | |
| Fiscal Year: 2016 | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | |
| 17603 | 1001 | NH | | 13 E | JCT 1804 E TO LINTON | 12.8 | Thin Overlay | 2422 | 1960 | 462 | 0 | 0 | |
| 16826 | 1002 | SS | | 48 N | CENTER N TO JCT 200A | 9.3 | Thin Overlay | 1868 | 1512 | 356 | 0 | 0 | |
| 20677 | 1003 | NHSS | P2016 | 49 N | GLEN ULLIN E & N TO CO LN | 14.6 | Hot Bit Pave, Lighting, Widening | 7168 | 5801 | 1367 | 0 | 0 | |
| 18842 | 1005 | NH | | 83 N | WILTON N TO WASHBURN N | 16.7 | Milling, Thin Overlay, Turn Lanes | 5214 | 4220 | 994 | 0 | 0 | |
| 21269 | 1006 | NH | | 83 N | WASHBURN N TO N JCT 200 | 16.5 | Microsurfacing | 1318 | 1067 | 251 | 0 | 0 | |
| 18842 | 1007 | NH | | 83 S | WILTON N TO WASHBURN | 16.4 | Milling, Thin Overlay, Turn Lanes | 4263 | 3450 | 813 | 0 | 0 | |
| 21269 | 1008 | NH | | 83 S | WASHBURN N TO N JCT 200 | 16.5 | Microsurfacing | 1318 | 1067 | 251 | 0 | 0 | |
| 20820 | 1009 | IM | P2016 | 94 E | GRANT MARSH BRIDGE TO E BIS INTR E | 5.6 | Asp Ol>2"<Or=3", CPR, HBP on Ramps, Marking | 2521 | 2269 | 252 | 0 | 0 | |
| 21270 | 1010 | IM | | 94 E | STERLING INTR TO BURLEIGH CO LN | 10.6 | Microsurfacing | 850 | 765 | 85 | 0 | 0 | |
| 20820 | 1011 | IM | P2016 | 94 W | GRANT MARSH BR E TO E BIS INTR | 5.6 | Asp Ol>2"<Or=3", CPR, HBP on Ramps, Marking | 2521 | 2269 | 252 | 0 | 0 | |
| 21270 | 1012 | IM | | 94 W | STERLING INTR TO BURLEIGH CO LN | 10.6 | Microsurfacing | 850 | 765 | 85 | 0 | 0 | |
| 19329 | 1014 | NH | | 200A E | RP 916 | 0.1 | Slide Repair | 3031 | 2453 | 578 | 0 | 0 | |
| Subtotal | | | | | | | | 33344 | 27598 | 5746 | 0 | 0 | |
| Urban | | | | | | | | | | | | | |
| 20833 | 1016 | S-NHU | | 94B E | INTERSECTION OF MAIN & TWIN CITY DR | 0.1 | Signals | 250 | 202 | 23 | 25 | 0 | |
| 20591 | 1017 | SU | | 94B E | MEMORIAL HWY INT AT 46TH & 40TH | 1.5 | Signals | 938 | 759 | 85 | 94 | 0 | |
| | 1018 | SU | | 981 N | CITY WIDE TRAFFIC SIGNALS | 0.0 | Signals | 320 | 256 | 0 | 64 | 0 | |
| 20854 | 1019 | SU | | 988 E | OLD RED TRAIL(HIGHLAND-47TH AV NW) | 0.0 | Reconstruction, Widening | 4000 | 3200 | 0 | 800 | 0 | |
| Subtotal | | | | | | | | 5508 | 4417 | 108 | 983 | 0 | |
| Bridge | | | | | | | | | | | | | |
| 18265 | 1020 | BRN | | 21 N | 1 WEST OF FLASHER | 0.0 | Structure Paint | 79 | 63 | 16 | 0 | 0 | |
| 18265 | 1021 | BRS | | 31 N | 6 NORTH OF I-94 | 0.0 | Structure Paint | 55 | 44 | 11 | 0 | 0 | |
| 19482 | 1022 | BRI | | 94 E | 3 WEST OF US 83 NORTH | 0.0 | Structure Paint | 4307 | 3876 | 431 | 0 | 0 | |
| 20820 | 1023 | IM | P2016 | 94 E | 3 WEST OF US 83 NORTH | 0.0 | Struct/Incid | 1000 | 900 | 100 | 0 | 0 | |
| 20820 | 1024 | IM | P2016 | 94 E | 1 WEST OF US 83 NORTH | 0.0 | Deck Overlay | 264 | 238 | 26 | 0 | 0 | |
| 20820 | 1025 | IM | P2016 | 94 E | 1 WEST OF US 83 NORTH | 0.0 | Deck Overlay | 192 | 173 | 19 | 0 | 0 | |
| 18265 | 1026 | SIM | | 94 E | 7 EAST OF US 83 NORTH | 0.0 | Structure Paint | 137 | 123 | 14 | 0 | 0 | |
| 20820 | 1027 | IM | P2016 | 94 W | 1 WEST OF US 83 NORTH | 0.0 | Deck Overlay | 184 | 166 | 18 | 0 | 0 | |
| 20820 | 1028 | IM | P2016 | 94 W | 1 WEST OF US 83 NORTH | 0.0 | Deck Overlay | 184 | 166 | 18 | 0 | 0 | |
| 21110 | 1029 | NH | | 200A N | 1 WEST OF US 83 | 0.0 | Deck Overlay | 1700 | 1360 | 340 | 0 | 0 | |
| 21110 | 1030 | NH | | 200A N | 1 WEST OF US 83 | 0.0 | Deck Overlay | 350 | 280 | 70 | 0 | 0 | |
| Subtotal | | | | | | | | 8452 | 7389 | 1063 | 0 | 0 | |
| Transportation Alternatives | | | | | | | | | | | | | |
| 21149 | 1031 | TAU | | | BISMARCK PUBLIC SCHOOLS SIDEWALK | 0.0 | Bikeway/Walkway | 75 | 60 | 0 | 15 | 0 | |
| 21150 | 1032 | TAU | | | MANDAN MILLENIUM TRAIL | 0.0 | Bikeway/Walkway | 315 | 254 | 0 | 61 | 0 | |
| Subtotal | | | | | | | | 390 | 314 | 0 | 76 | 0 | |
| Transit | | | | | | | | | | | | | |
| | 1035 | TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Prev Maint | 313 | 250 | 0 | 63 | 0 | |
| | 1036 | TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist | 2800 | 1400 | 150 | 1250 | 0 | |
| Subtotal | | | | | | | | 3113 | 1650 | 150 | 1313 | 0 | |
| Total | | | | | | | | 50807 | 41368 | 7067 | 2372 | 0 | |

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

(In Thousands)

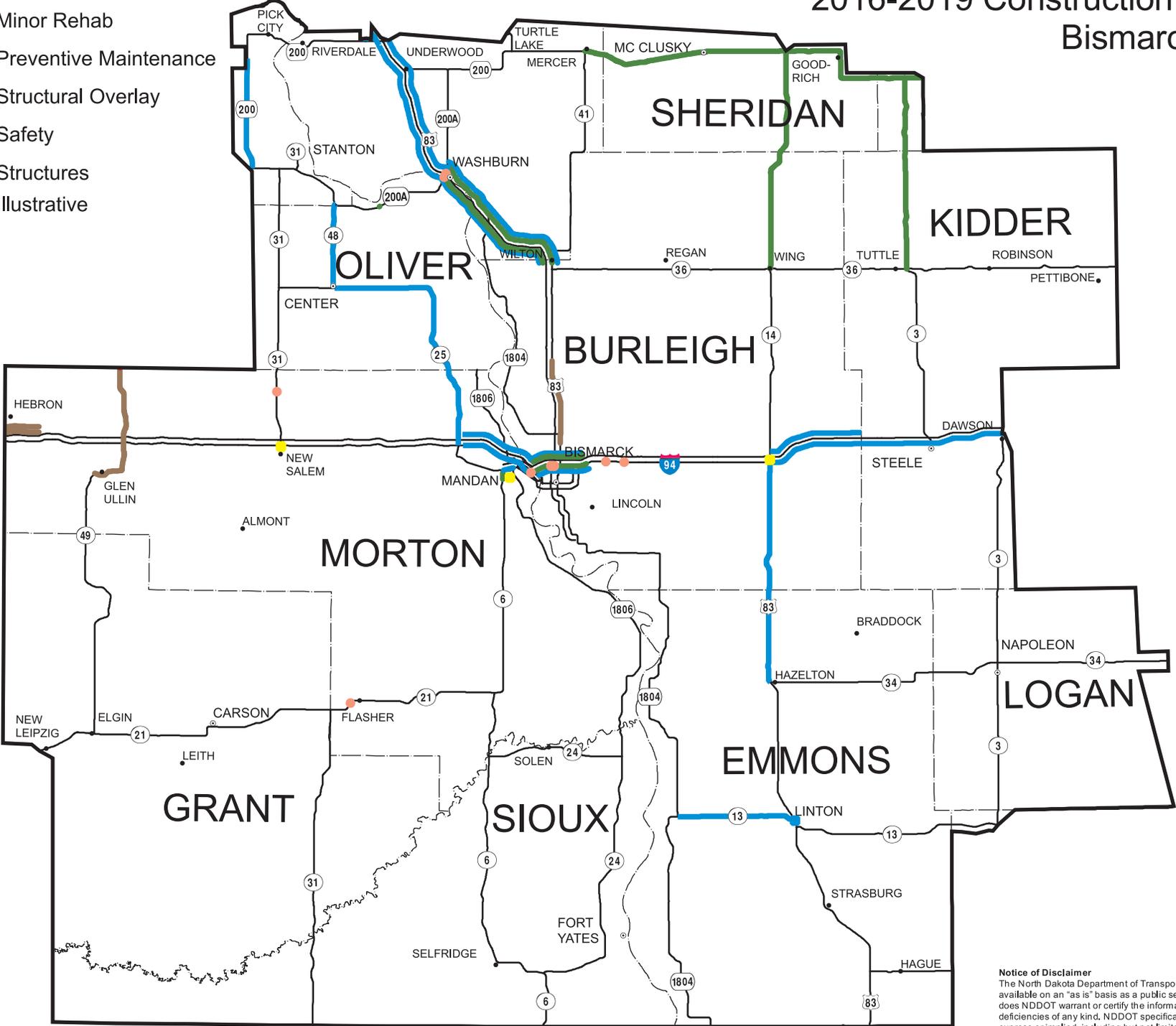
| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|--------------------------------------|--------|--|--------------|--------------|--------------|-------------|------------|
| Fiscal Year: 2017-2019 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 20975 | 1101 | SS | | 14 N | WING N TO 1 MI S CO LN | 12.2 | Asp OI>2"<Or=3", Pipe Replacement | 5203 | 4211 | 992 | 0 | 0 |
| | 1102 | NH | | 83 N | WILTON N TO WASHBURN N | 16.7 | Microsurfacing | 1389 | 1124 | 265 | 0 | 0 |
| | 1103 | NH | | 83 S | WILTON N TO WASHBURN | 16.4 | Microsurfacing | 1363 | 1103 | 260 | 0 | 0 |
| | 1104 | NH | P | 200 E | MCCLUSKY E TO JCT 14 | 9.2 | Mill/OI>2<Or=3", Riprap, Sliver Grading | 6679 | 5405 | 1274 | 0 | 0 |
| | 1201 | NH | P | 3 N | W JCT 200 E TO HURDSFIELD | 2.0 | Asp OI>2"<Or=3", Sliver Grading | 1730 | 1400 | 330 | 0 | 0 |
| 20976 | 1202 | SS | | 14 N | 1 MI S CO LN N TO JCT ND 200 | 12.3 | Asp OI>2"<Or=3" | 4991 | 4039 | 952 | 0 | 0 |
| | 1203 | IM | | 94 E | GRANT MARSH BRIDGE TO E BIS INTR E | 5.6 | Microsurfacing | 487 | 438 | 49 | 0 | 0 |
| | 1204 | IM | | 94 W | GRANT MARSH BR E TO E BIS INTR | 5.6 | Microsurfacing | 482 | 434 | 48 | 0 | 0 |
| | 1205 | NH | P | 200 E | JCT 14 E TO W JCT 3 | 15.8 | Intersect Imp, Mill/OI>2<Or=3", Sliver Grading | 8469 | 6854 | 1615 | 0 | 0 |
| | 1301 | SS | | 25 N | JCT I-94 N TO E OF CENTER | 28.3 | Thin Overlay | 7001 | 5666 | 1335 | 0 | 0 |
| | 1302 | SS | | 25 N | E OF CENTER TO JCT 48 CENTER | 0.4 | Thin Overlay | 88 | 71 | 17 | 0 | 0 |
| | 1303 | NH | P | 83 N | JCT ND 34 N TO JCT I-94 | 24.3 | Mill/OI 2" Max | 7392 | 5982 | 1410 | 0 | 0 |
| 17378 | 1304 | NH | | 83 N | BIS - 57TH AVE N TO MIDWAY | 9.2 | Median X-Overs | 731 | 592 | 139 | 0 | 0 |
| | 1305 | IM | P | 94 E | E ND 25 E TO W ND 1806 | 6.3 | CPR, Mill/OI 2" Max | 2033 | 1830 | 203 | 0 | 0 |
| | 1314 | IM | P | 94 E | COLLINS AVE SEP TO E MIDWAY INTRCHG | 3.0 | CPR, Mill/OI 2" Max | 973 | 876 | 97 | 0 | 0 |
| | 1306 | IM | | 94 E | CO LINE TO E DAWSON INTR | 16.2 | Mill/OI 2" Max | 4734 | 4261 | 473 | 0 | 0 |
| | 1307 | IM | P | 94 W | ND 25 E TO W ND 1806 | 6.3 | CPR, Mill/OI 2" Max | 2032 | 1829 | 203 | 0 | 0 |
| | 1315 | IM | P | 94 W | COLLINS AVE SEP TO E MIDWAY INTRCHG | 3.0 | CPR, Mill/OI 2" Max | 961 | 865 | 96 | 0 | 0 |
| | 1308 | NH | | 200 E | JCT 200A N TO JCT 1806 | 12.2 | Thin Overlay | 3011 | 2437 | 574 | 0 | 0 |
| | 1309 | NH | P | 200 E | JCT 41-MERCER-E TO MCCLUSKY | 13.2 | Mill/OI>2<Or=3", Riprap, Sliver Grading | 9988 | 8083 | 1905 | 0 | 0 |
| Subtotal | | | | | | | | 69737 | 57500 | 12237 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| 17917 | 1114 | SU | | 6 N | 10TH AV SW (HEART RIVER BRIDGE-MAIN) | 0.7 | CPR | 250 | 202 | 48 | 0 | 0 |
| 21173 | 1105 | S-NHU | | 94B E | MAIN ST (ND 6 - ND 1806) | 1.1 | Signals | 1500 | 1200 | 150 | 150 | 0 |
| | 1106 | SU | | 988 N | 27TH ST (1806 TO 8TH AVE NW) | 0.0 | Reconstruction | 1000 | 809 | 0 | 191 | 0 |
| | 1206 | S-NHU | | | INTERSECTION OF 66TH ST & HWY 10 | 0.0 | Intersect Imp | 825 | 660 | 0 | 165 | 0 |
| | 1310 | SU | | 981 N | WASHINGTON ST (57TH AVE - 71ST AVE) | 0.0 | Reconstruction | 4350 | 3487 | 0 | 863 | 0 |
| Subtotal | | | | | | | | 7925 | 6358 | 198 | 1369 | 0 |
| Bridge | | | | | | | | | | | | |
| | 1311 | SIM | | 94 E | 5 EAST OF US 83 NORTH | 0.0 | Struct Replace | 1989 | 1790 | 199 | 0 | 0 |
| Subtotal | | | | | | | | 1989 | 1790 | 199 | 0 | 0 |
| ND Street | | | | | | | | | | | | |
| 20808 | 1207 | NH | | 83 N | LINTON - S OF 6TH ST TO HICKORY AVE | 0.2 | Aggr Base, Hot Bit Pave, Lighting | 374 | 303 | 34 | 37 | 0 |
| Subtotal | | | | | | | | 374 | 303 | 34 | 37 | 0 |
| Safety | | | | | | | | | | | | |
| 21039 | 1107 | HEU | | 6 N | INTERSECTION OF ND 6 AND 19TH ST SW | 0.0 | Turn Lanes, Signing | 477 | 429 | 48 | 0 | 0 |
| | 1108 | HEN | | 94 E | NEW SALEM INTERCHANGE LIGHTING | 0.0 | Lighting | 108 | 97 | 11 | 0 | 0 |
| | 1109 | HEN | | 94 E | EXIT 182 INTERCHANGE LIGHTING | 0.0 | Lighting | 150 | 135 | 15 | 0 | 0 |
| | 1110 | HES | | | FAMILY DOLLAR STORE TURN LANES | 0.0 | Turn Lanes | 275 | 248 | 27 | 0 | 0 |
| | 1111 | HEC | | | BURLEIGH COUNTY ROAD PROJECTS | 0.0 | Lighting, Signing | 111 | 100 | 0 | 11 | 0 |

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

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location CMC | Length | Work Type | (In Thousands) | | | | |
|----------------|---------|------------|------|---------|--------------------------|--------|--------------------|----------------|---------------|--------------|-------------|------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Safety | | | | | | | | | | | | |
| | | 1208 HEU | | | BISMARCK TRAFFIC SIGNALS | 0.0 | Signals | 640 | 576 | 0 | 64 | 0 |
| | | | | | | | Subtotal | 1761 | 1585 | 101 | 75 | 0 |
| Transit | | | | | | | | | | | | |
| | | 1112 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Prev Maint | 313 | 250 | 0 | 63 | 0 |
| | | 1113 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist | 2900 | 1450 | 150 | 1300 | 0 |
| | | 1209 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Prev Maint | 397 | 318 | 0 | 79 | 0 |
| | | 1210 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist | 2900 | 1450 | 150 | 1300 | 0 |
| | | 1312 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist | 2944 | 1472 | 152 | 1320 | 0 |
| | | 1313 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Prev Maint | 404 | 323 | 0 | 81 | 0 |
| | | | | | | | Subtotal | 9858 | 5263 | 452 | 4143 | 0 |
| | | | | | | | Total | 91644 | 72799 | 13221 | 5624 | 0 |
| | | | | | | | Grand Total | 142451 | 114167 | 20288 | 7996 | 0 |

2016-2019 Construction Program Bismarck District

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

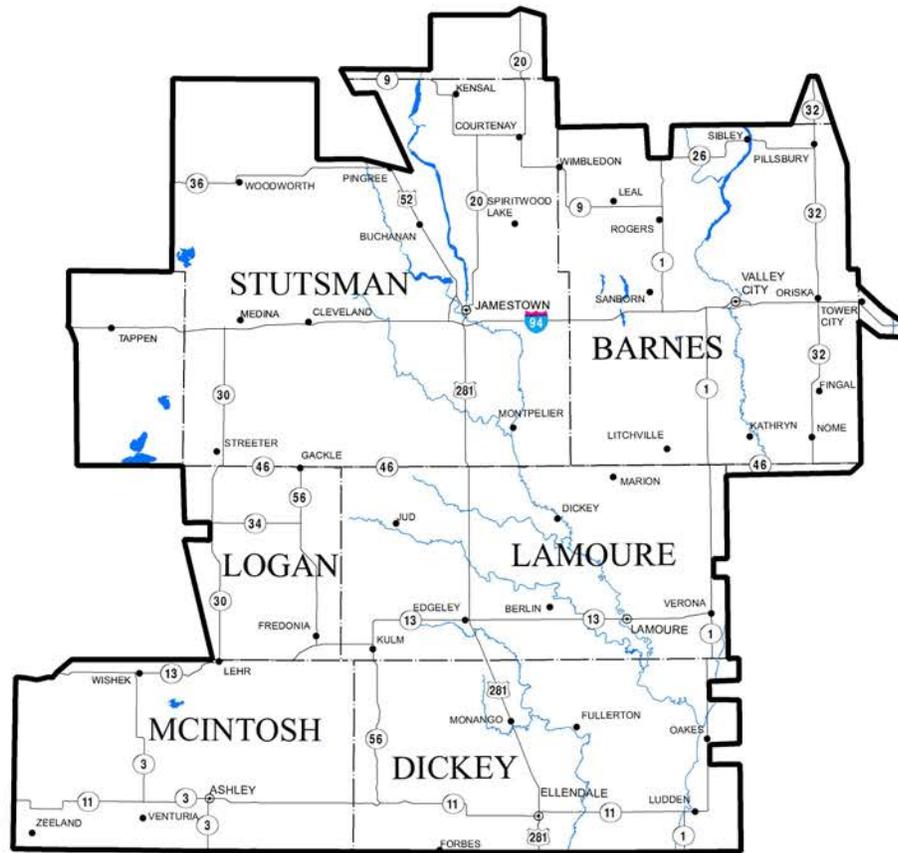


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Valley City District

District 2



John Thompson, District Engineer
North Dakota Department of Transportation
1524 8th Avenue Southwest
Valley City, ND 58072-4200
Phone: (701) 845-8800
Fax: (701) 845-8804

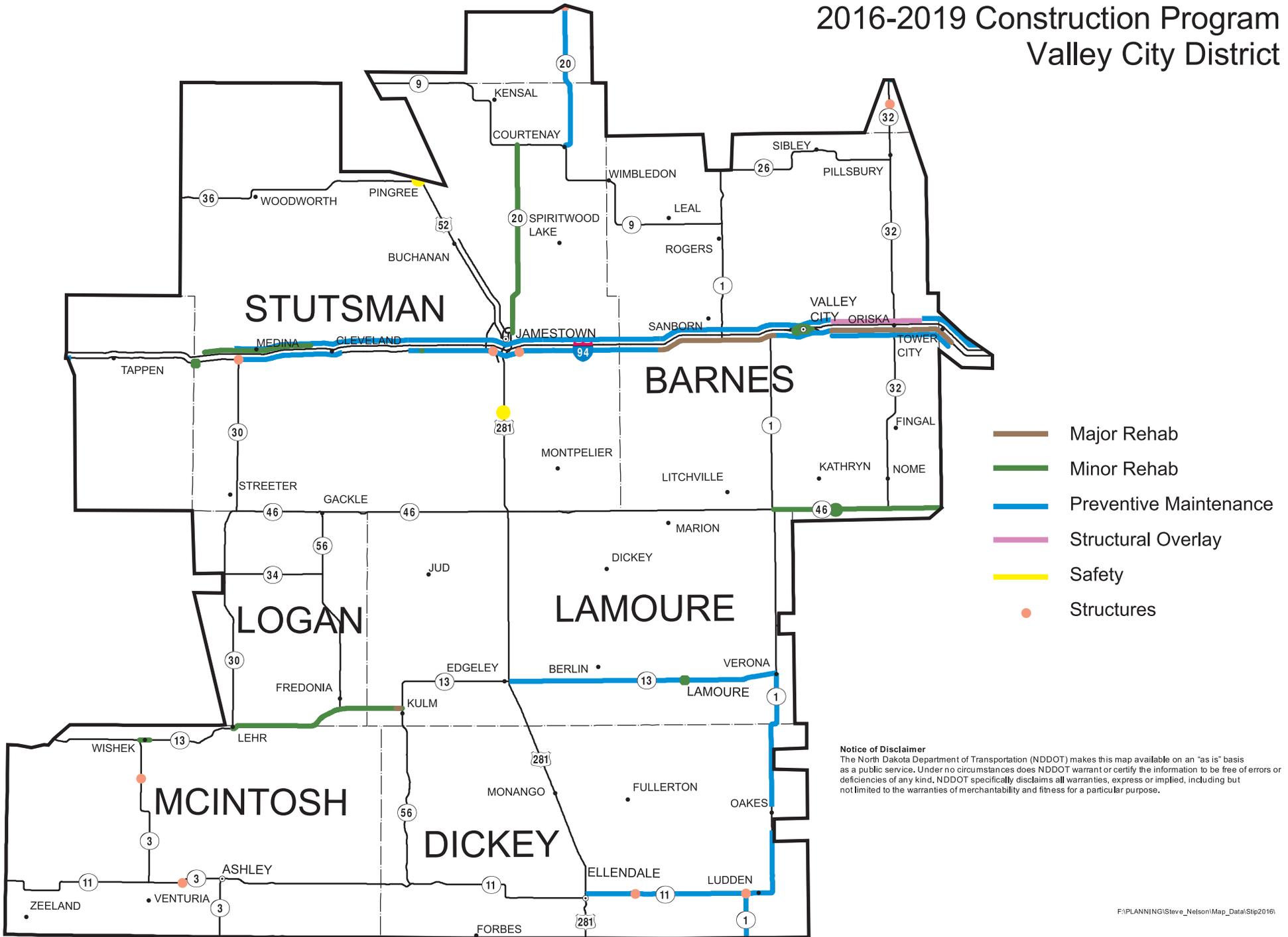
**North Dakota Department of Transportation
District 2 - Valley City**

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location CMC | Length | Work Type | (In Thousands) | | | | |
|--------------------------|---------|------------|-------|---------|--|--------|--|----------------|--------------|-------------|------------|------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Fiscal Year: 2016 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 20646 | 2001 | SS | | 1 | N SD STATE LINE N-E-N TO N JCT 11 | 14.9 | Thin Overlay | 3471 | 2809 | 662 | 0 | 0 |
| 21165 | 2025 | SS | | 1 | N OAKES N TO N JCT 13 | 15.5 | Thin Overlay | 3403 | 2754 | 649 | 0 | 0 |
| 21294 | 2026 | NH | | 13 | E WISHEK-BEAVER AVENUE | 1.2 | Curb & Gutter, Hot Bit Pave, Walk/Drive Ways | 320 | 259 | 61 | 0 | 0 |
| 20819 | 2003 | SNH | | 13 | E 0.5 MILE WEST OF E JCT. ND-56 - KULM | 0.5 | Grade Raise, Hot Bit Pave | 2072 | 1677 | 395 | 0 | 0 |
| 21271 | 2004 | NH | | 13 | E JCT 281 EDGELEY TO LAMOURE | 19.5 | Thin Overlay | 4287 | 3469 | 818 | 0 | 0 |
| 18853 | 2005 | SS | P2016 | 20 | N URBAN LIMITS N TO W JCT 9 | 19.8 | Thin Overlay, Milling, Sliver Grading | 6832 | 5529 | 1303 | 0 | 0 |
| 17738 | 2027 | IM | | 94 | E W ND 30 INTER E TO CLEVELAND | 12.2 | CPR | 226 | 203 | 23 | 0 | 0 |
| 17739 | 2028 | IM | | 94 | E W LIPPERT E TO E BLOOM INTR | 15.2 | CPR | 100 | 90 | 10 | 0 | 0 |
| 20724 | 2007 | IM | | 94 | E LIPPERT INTERCHANGE | 0.0 | Drainage Impr., Pipe Replacem | 1280 | 1152 | 128 | 0 | 0 |
| 21272 | 2008 | IM | | 94 | E E VALLEY CITY E TO HILL INTR | 14.0 | Microsurfacing | 1122 | 1010 | 112 | 0 | 0 |
| 20834 | 2029 | IM | | 94 | W MEDINA REST AREA | 0.0 | Bld/Fcilty Imp | 1200 | 1080 | 120 | 0 | 0 |
| 21302 | 2030 | IM | | 94 | W W OF JCT ND 30 TO W OF CLEVELAND | 11.9 | Inslope Repair, Riprap | 526 | 473 | 53 | 0 | 0 |
| 17738 | 2009 | SIM | | 94 | W W ND 30 INTER E TO E CLEVELAND | 12.2 | CPR, Grinding | 1478 | 1330 | 148 | 0 | 0 |
| 17739 | 2010 | SIM | | 94 | W W LIPPERT E TO E BLOOM INTER | 15.3 | CPR, Grinding | 3500 | 3150 | 350 | 0 | 0 |
| 20688 | 2011 | IM | P2016 | 94 | W E OF VALLEY CITY E TO TOWER CITY | 10.1 | Concrete Over, HBP on Ramps | 13081 | 11773 | 1308 | 0 | 0 |
| Subtotal | | | | | | | | 42898 | 36758 | 6140 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| 16868 | 2012 | SU | | 94 | E MAIN ST (3RD ST SW - 2ND AVE NW) | 0.7 | Mill/OI>2<Or=3" | 426 | 344 | 39 | 43 | 0 |
| 16869 | 2013 | SU | | 94 | E MAIN ST (2ND AVE NE - 5TH AVE NE) | 0.4 | Mill/OI>2<Or=3" | 426 | 344 | 39 | 43 | 0 |
| 20593 | 2014 | SU | | 94 | E E MAIN ST (9TH AVE SE - CITY LIMITS) | 0.0 | Mill/OI>2<Or=3" | 350 | 283 | 32 | 35 | 0 |
| | 2015 | SU | | 987 | N CITYWIDE STORMWATER OUTFALL REHAB | 0.0 | Drainage Impr. | 100 | 80 | 0 | 20 | 0 |
| 20856 | 2017 | SU | | 990 | N 2ND AV NE (2 ST NE-4 ST NE) | 0.0 | Mill/OI>2<Or=3" | 100 | 65 | 0 | 35 | 0 |
| 20855 | 2018 | SU | | 990 | N 6TH ST NE (CENTRAL - 8TH AVE NE) | 0.0 | Mill/OI>2<Or=3" | 325 | 200 | 0 | 125 | 0 |
| Subtotal | | | | | | | | 1727 | 1316 | 110 | 301 | 0 |
| Bridge | | | | | | | | | | | | |
| | 2019 | SS | | 3 | N 4 EAST OF ND 11 WEST | 0.0 | Struct Replace | 170 | 136 | 34 | 0 | 0 |
| 20673 | 2020 | BRS | | 3 | N 4 SOUTH OF WISHEK | 0.0 | Struct Replace | 284 | 230 | 54 | 0 | 0 |
| 20280 | 2021 | SS | | 11 | N 6 EAST OF ELLENDALE | 0.0 | Struct Replace | 1780 | 1441 | 339 | 0 | 0 |
| 20280 | 2022 | SS | | 11 | N 1 WEST OF LUDDEN | 0.0 | Deck Replacem, Struct/Incid | 1825 | 1477 | 348 | 0 | 0 |
| 20674 | 2023 | SS | | 20 | N GLENFIELD | 0.0 | Approach Slabs, Struct/Incid | 84 | 68 | 16 | 0 | 0 |
| 20281 | 2024 | SS | | 32 | N 3 SOUTH OF ND 38 | 0.0 | Struct Replace | 851 | 689 | 162 | 0 | 0 |
| Subtotal | | | | | | | | 4994 | 4041 | 953 | 0 | 0 |
| ND Street | | | | | | | | | | | | |
| 20977 | 2031 | SS | | 13 | E LAMOURE - ND 13 | 0.2 | Aggr Base, Hot Bit Pave | 139 | 112 | 13 | 14 | 0 |
| Subtotal | | | | | | | | 139 | 112 | 13 | 14 | 0 |
| Total | | | | | | | | 49758 | 42227 | 7216 | 315 | 0 |

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

| | | | | | | | | | | (In Thousands) | | | | |
|------------------------|------|-------|-------|-----|-----|-------------------------------------|--------|----------------------------------|---------------|----------------|--------------|-------------|----------|------|
| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | |
| | | Key | Sourc | CMC | | | | | Cost | Fund | Fund | Fund | Fund | Fund |
| Fiscal Year: 2017-2019 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| 20909 | 2109 | SS | | 11 | E | N JCT 281-ELLENDALE-E TO W JCT ND 1 | 18.2 | Thin Overlay | 2648 | 2143 | 505 | 0 | 0 | |
| 19714 | 2110 | SS | | 46 | E | SLIDE REPAIR AT RP 67.54 | 0.0 | Slide Repair | 351 | 284 | 67 | 0 | 0 | |
| | 2102 | IM | | 94 | W | W ECKELSON E TO E ND 1-OAKES | 13.2 | Microsurfacing | 1096 | 986 | 110 | 0 | 0 | |
| | 2201 | NH | P | 13 | E | LAMOURE E TO N JCT 1-VERONA | 10.0 | Mill/OI 2" Max | 6781 | 5488 | 1293 | 0 | 0 | |
| 18854 | 2202 | SS | | 20 | N | E JCT 9 N TO JCT 200 | 16.8 | Thin Overlay | 4000 | 3237 | 763 | 0 | 0 | |
| | 2203 | SS | | 32 | N | E JCT 46 TO W JCT 46-ENDERLIN | 6.0 | Asp OI>2"<Or=3" | 2012 | 1628 | 384 | 0 | 0 | |
| | 2204 | SS | | 46 | E | JCT 1 HASTINGS E TO W JCT 32 | 12.9 | Asp OI>2"<Or=3" | 4342 | 3514 | 828 | 0 | 0 | |
| | 2205 | SIM | | 94 | E | NEAR US 281 E TO W ECKELSON INT | 17.5 | CPR, Grinding | 1888 | 1699 | 189 | 0 | 0 | |
| | 2206 | IM | | 94 | E | W ECKELSON E TO E ND 1-OAKES | 13.2 | Median X-Overs, Ramp Conn | 1000 | 900 | 100 | 0 | 0 | |
| | 2207 | IM | | 94 | E | E OAKES INTR TO E VALLEY CITY | 6.6 | CPR | 713 | 642 | 71 | 0 | 0 | |
| | 2208 | IM | | 94 | W | E OAKES INTR TO E VALLEY CITY | 6.6 | CPR | 714 | 643 | 71 | 0 | 0 | |
| | 2209 | IM | | 94 | W | W OF TOWER CITY E TO BUFFALO | 9.8 | CPR, Grinding | 1062 | 956 | 106 | 0 | 0 | |
| | 2301 | NH | P | 13 | E | JCT 30 E TO E JCT 56 | 19.8 | Mill/OI>2<Or=3", Sliver Grading | 12772 | 10336 | 2436 | 0 | 0 | |
| | 2302 | IM | | 94 | E | E VALLEY CITY E TO HILL INTR | 14.0 | Median X-Overs, Ramp Conn | 1000 | 900 | 100 | 0 | 0 | |
| | 2303 | IM | | 94 | W | E CLEVELAND E TO W LIPPERT | 7.4 | CPR | 1451 | 1306 | 145 | 0 | 0 | |
| | 2304 | IM | | 94 | W | E BLOOM TO 0.5 MI E MID CONT. | 4.4 | CPR, Grinding | 668 | 601 | 67 | 0 | 0 | |
| | 2305 | IM | | 94 | W | 0.5 MI E MID CONT. E TO W ECKELSON | 8.8 | CPR, Grinding | 1331 | 1198 | 133 | 0 | 0 | |
| Subtotal | | | | | | | | | 43829 | 36461 | 7368 | 0 | 0 | |
| Urban | | | | | | | | | | | | | | |
| 18853 | 2103 | S-NHU | | 20 | N | JAMESTOWN N TO URBAN LIMITS | 1.5 | Thin Overlay, Sliver Grading | 391 | 316 | 75 | 0 | 0 | |
| 21095 | 2111 | SU | | 990 | E | WINTERSHOW RD & 8TH AVE SW | 0.0 | Storm Sewer | 1075 | 600 | 0 | 475 | 0 | |
| | 2104 | SU | | | | VALLEY CITY - 5 SITES | 0.0 | CPR | 300 | 100 | 0 | 200 | 0 | |
| | 2210 | SU | | 990 | E | 7TH ST SE (5TH AV SE-12TH AV SE) | 0.0 | Mill/OI>2<Or=3" | 325 | 200 | 0 | 125 | 0 | |
| | 2211 | SU | | 990 | N | 5TH AVE NW (MAIN - 12TH ST NW) | 0.0 | Mill/OI>2<Or=3" | 500 | 325 | 0 | 175 | 0 | |
| | 2306 | NHU | | 987 | W | 17TH ST (WB I-94 - US 281) | 0.0 | Reconstruction | 5000 | 4000 | 0 | 1000 | 0 | |
| | 2307 | NHU | | 987 | W | 17TH ST (WB I-94 - US 281) | 0.0 | Reconstruction | 5000 | 4000 | 500 | 500 | 0 | |
| | 2308 | SU | | 990 | E | COLLEGE ST (2 AV SW-3 AV SE) | 0.0 | Reconstruction | 450 | 300 | 0 | 150 | 0 | |
| Subtotal | | | | | | | | | 13041 | 9841 | 575 | 2625 | 0 | |
| Bridge | | | | | | | | | | | | | | |
| | 2105 | IM | | 94 | E | 1 WEST OF US 281 | 0.0 | Structur Repair, Structure Paint | 359 | 323 | 36 | 0 | 0 | |
| | 2106 | IM | | 94 | W | SE JAMESTOWN INTERCHANGE | 0.0 | Struct Replace | 2920 | 2628 | 292 | 0 | 0 | |
| | 2212 | IM | | 94 | E | JCT. ND 30 | 0.0 | Struct Replace | 2812 | 2531 | 281 | 0 | 0 | |
| Subtotal | | | | | | | | | 6091 | 5482 | 609 | 0 | 0 | |
| Safety | | | | | | | | | | | | | | |
| 21040 | 2107 | HEN | | 52 | E | US 52 & ND 36 IN PINGREE | 0.0 | Turn Lanes, Lighting, Signing | 447 | 402 | 45 | 0 | 0 | |
| 21160 | 2108 | SHE | | 281 | N | US 281&43RD ST SE (YPSILANTI) | 0.0 | Turn Lanes, Lighting | 277 | 249 | 28 | 0 | 0 | |
| | 2213 | HEU | | | | VALLEY CITY SIGNAL REVISIONS | 0.0 | Signals | 208 | 187 | 0 | 21 | 0 | |
| | 2310 | HES | | | | US 281 AND ND 46 - EMS LOCATIONS | 0.0 | Safety | 350 | 315 | 35 | 0 | 0 | |
| Subtotal | | | | | | | | | 1282 | 1153 | 108 | 21 | 0 | |
| Total | | | | | | | | | 64243 | 52937 | 8660 | 2646 | 0 | |
| Grand Total | | | | | | | | | 114001 | 95164 | 15876 | 2961 | 0 | |

2016-2019 Construction Program Valley City District

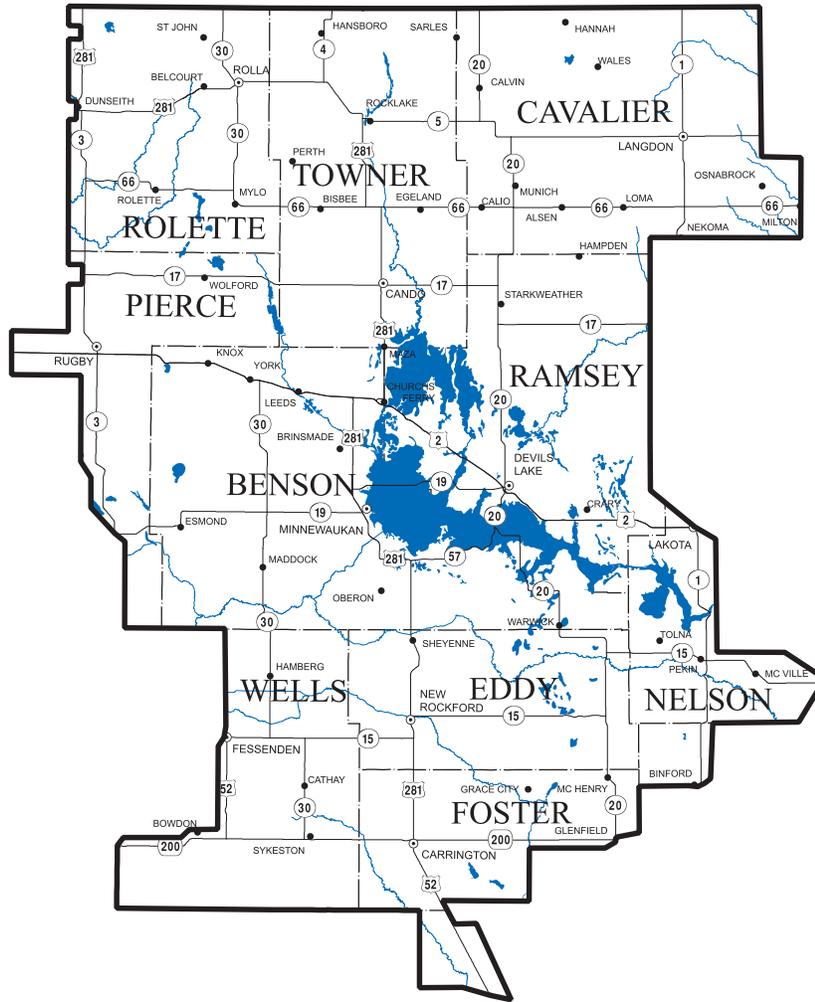


- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

Notice of Disclaimer
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Devils Lake District

District 3



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North Dakota Department of Transportation
316 6th Street South
Devils Lake, ND 58301-3628
Phone: (701) 665-5100
Fax: (701) 665-5101

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

| | | | | | | | | | | (In Thousands) | | | | |
|------------------------------------|------|------|-------|-----|-----|--------------------------------------|--------|---|--------------|----------------|--------------|-------------|----------|--|
| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | |
| | | Key | Sourc | CMC | | | | | Cost | Fund | Fund | Fund | Fund | |
| Fiscal Year: 2016 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| 20782 | 3001 | NH | | 2 | E | RP 254.517 TO 254.780 | 0.2 | Hot Bit Pave, Widening | 534 | 432 | 102 | 0 | 0 | |
| 20946 | 3002 | NH | | 2 | E | 79TH AVE NE - WEST OF DEVILS LAKE | 2.0 | Intersect Imp, Turn Lanes | 1100 | 890 | 210 | 0 | 0 | |
| 21164 | 3003 | NH | | 2 | E | 2 MI E CRARY E TO LAKOTA | 11.6 | Mill/OI 2" Max | 3026 | 2449 | 577 | 0 | 0 | |
| 21163 | 3004 | NH | | 2 | W | W OF KNOX E TO W OF LEEDS | 12.3 | Mill/OI 2" Max | 3208 | 2596 | 612 | 0 | 0 | |
| 20285 | 3006 | SS | | 17 | E | 11 MI EAST OF JCT 3 TO JCT 20 | 42.2 | Guardrail, Recovery App, Selectiv Subcut | 2239 | 1812 | 427 | 0 | 0 | |
| 18873 | 3007 | SS | | 19 | E | JCT 30 TO S JCT US 281 | 12.2 | Thin Overlay | 2324 | 1881 | 443 | 0 | 0 | |
| 21273 | 3008 | SS | | 19 | E | N JCT US 281 TO 2 MI E OF JCT US 281 | 2.4 | Thin Overlay | 520 | 421 | 99 | 0 | 0 | |
| 20682 | 3009 | SS | | 19 | E | RP 139.505 TO RP 140.893 | 1.5 | Hot Bit Pave, Pipe Replacemt, Widening | 1971 | 1595 | 376 | 0 | 0 | |
| 20682 | 3010 | SS | | 19 | E | RP 145.189 TO RP 145.50 | 0.3 | Hot Bit Pave, Pipe Replacemt, Widening | 403 | 326 | 77 | 0 | 0 | |
| 20682 | 3011 | SS | | 19 | E | RP 145.50 TO RP 147.956 | 2.4 | Hot Bit Pave, Pipe Replacemt, Widening | 3062 | 2478 | 584 | 0 | 0 | |
| 20682 | 3012 | SS | | 19 | E | RP 148.90 TO RP 152.290 | 3.4 | Hot Bit Pave, Intersect Imp, Pipe Replacemt, Turn Lanes, | 4398 | 3559 | 839 | 0 | 0 | |
| 18178 | 3013 | SS | | 20 | N | DEVILS LAKE N TO WEBSTER | 10.6 | Blnded Bit Base, Thin Overlay, Selectiv Subcut, Struct/Incid, | 4036 | 3266 | 770 | 0 | 0 | |
| 18178 | 3014 | SS | | 20 | N | S END WEBSTER TO S JCT 17 | 9.3 | Culvert Rehab, Thin Overlay, Milling, Selectiv Subcut, | 2644 | 2140 | 504 | 0 | 0 | |
| 18878 | 3015 | NH | | 52 | E | W JCT 200 E TO E JCT 200-CARRINGTON | 24.0 | Hot Bit Pave, Lighting, Roundabout, Turn Lanes, | 24323 | 19685 | 4638 | 0 | 0 | |
| 20683 | 3016 | NH | P2016 | 281 | N | CANDO N TO W JCT 66 | 11.5 | Asp OI>2"<Or=3", Aggr Shoulders, Selectiv Subcut | 5969 | 4831 | 1138 | 0 | 0 | |
| 21274 | 3017 | NH | | 281 | N | ROLLA MUN SECT TO DUNSEITH | 21.6 | Microsurfacing | 1725 | 1396 | 326 | 3 | 0 | |
| 21204 | 3027 | NH | | 281 | N | MUNICIPAL SECTION - DUNSEITH | 0.7 | Bikeway/Walkway, Mill/OI 2" Max | 486 | 393 | 44 | 49 | 0 | |
| 21204 | 3018 | NH | | 281 | N | DUNSEITH N TO STATE LINE | 12.8 | Mill/OI 2" Max, Underseal | 3332 | 2697 | 635 | 0 | 0 | |
| Subtotal | | | | | | | | | 65300 | 52847 | 12401 | 52 | 0 | |
| Urban | | | | | | | | | | | | | | |
| 20707 | 3019 | NHU | | 19 | E | NEAR AIRPORT TO JCT US 2 | 1.9 | Hot Bit Pave, Widening, Pipe Replacemt, Turn Lanes | 3767 | 3013 | 377 | 377 | 0 | |
| 17505 | 3020 | NHU | | 19 | E | ND 19 (3RD AVE NW - JCT ND 20) | 0.2 | Reconstruction | 496 | 401 | 45 | 50 | 0 | |
| 17504 | 3021 | NHU | | 20 | N | ND 20 (3RD ST W - 6TH ST W) | 0.2 | Reconstruction, Struct Replace | 7500 | 6070 | 680 | 750 | 0 | |
| 17783 | 3022 | NHU | | 20 | N | ND 20 (RP 104.408 TO RP 104.840) | 0.4 | Thin Overlay, Subcut, Struct/Incid | 169 | 137 | 15 | 17 | 0 | |
| Subtotal | | | | | | | | | 11932 | 9621 | 1117 | 1194 | 0 | |
| Bridge | | | | | | | | | | | | | | |
| 17504 | 3023 | NH | | 20 | N | 3RD ST TO 6TH ST - DEVILS LAKE | 0.0 | PCC Pave, Struct Replace | 7500 | 6070 | 680 | 750 | 0 | |
| | 3024 | NH | | 281 | N | NEW ROCKFORD SOUTH | 0.0 | Struct/Incid | 40 | 32 | 8 | 0 | 0 | |
| Subtotal | | | | | | | | | 7540 | 6102 | 688 | 750 | 0 | |
| Transportation Alternatives | | | | | | | | | | | | | | |
| 21155 | 3026 | SS | | | | BRICK MINE BRIDGE REHABILITATION | 0.0 | Structur Repair | 825 | 660 | 165 | 0 | 0 | |
| Subtotal | | | | | | | | | 825 | 660 | 165 | 0 | 0 | |
| Safety | | | | | | | | | | | | | | |
| 20289 | 3025 | SHE | | 281 | N | US 281 AT S JCT ND 15 | 0.0 | Turn Lanes | 70 | 63 | 7 | 0 | 0 | |
| Subtotal | | | | | | | | | 70 | 63 | 7 | 0 | 0 | |
| Total | | | | | | | | | 85667 | 69293 | 14378 | 1996 | 0 | |

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

(In Thousands)

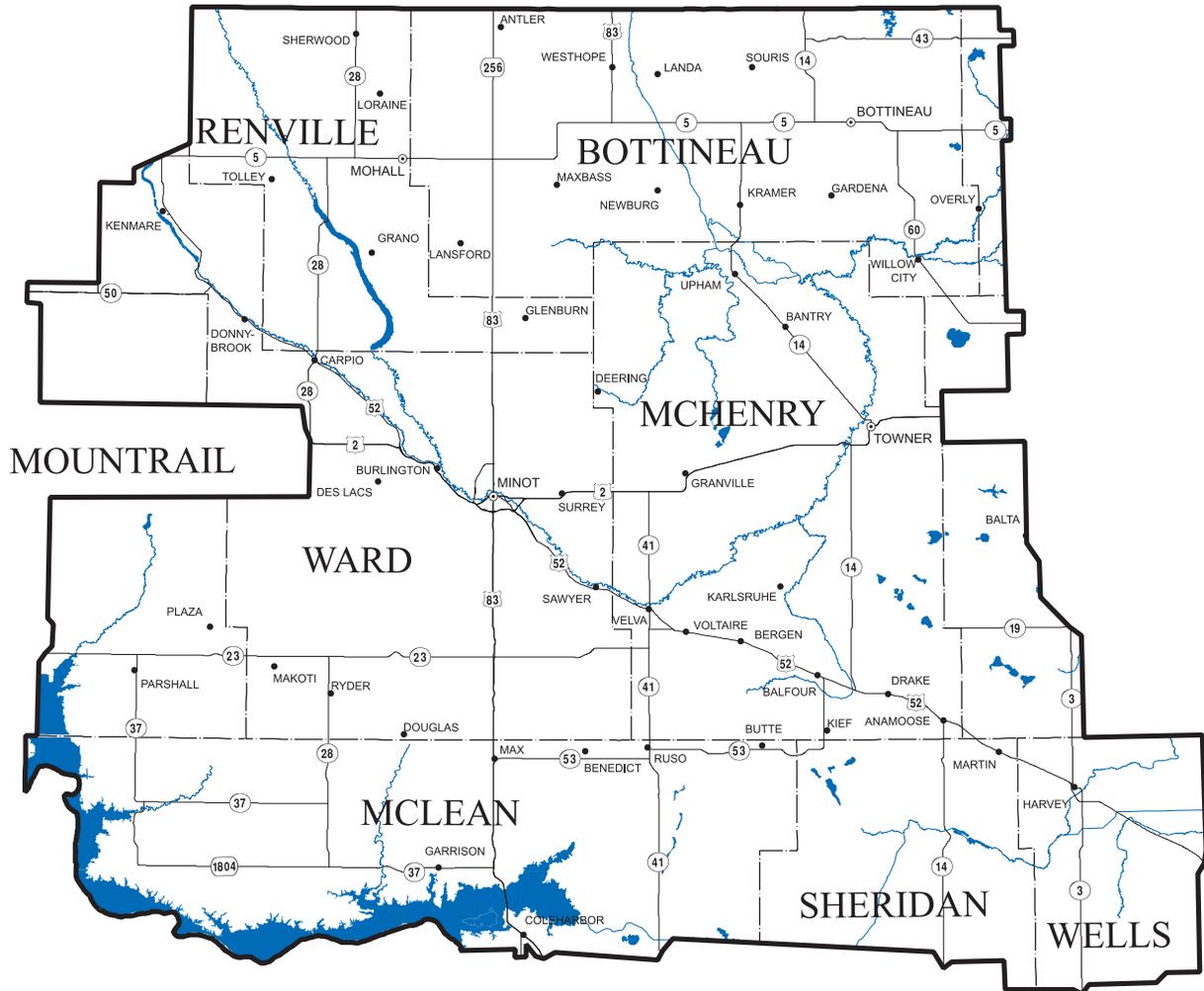
| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|----------|-------------------------------------|--|--------------|--------------|--------------|------------|------------|
| Fiscal Year: 2017-2019 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| | 3112 | NH | | 2 | W | DEVILS LAKE - FRONTAGE ROADS | 1.0 Drainage Impr., Mill/OI>2<Or=3", Subcut | 1000 | 809 | 191 | 0 | 0 |
| | 3101 | NH | P | 3 | N | JCT 19 N TO JCT 2-RUGBY | 24.2 Asp OI>2"<Or=3", Pipe Replacement, Selective Grade, | 19812 | 16034 | 3778 | 0 | 0 |
| | 3113 | SS | | 15 | E | WEST OF HWY 20 JCT | 0.3 Slope Repair, Grade Raise, Riprap, Widening | 200 | 162 | 38 | 0 | 0 |
| | 3114 | SS | | 15 | E | WEST OF HWY 20 JCT / CAMP SOUTH | 0.5 Slope Repair, Grade Raise, Riprap, Widening | 400 | 324 | 76 | 0 | 0 |
| | 3115 | SS | | 15 | E | WEST OF HWY 20 JCT / CAMP SOUTH | 0.7 Slope Repair, Grade Raise, Riprap, Widening | 600 | 486 | 114 | 0 | 0 |
| 20973 | 3105 | SS | | 17 | E | 3 MI EAST OF JCT ND 3 | 0.2 Riprap, Selectiv Subcut, Widening | 300 | 243 | 57 | 0 | 0 |
| 20974 | 3106 | SS | | 17 | E | 5 MI EAST OF JCT ND 3 | 0.2 Selectiv Subcut | 104 | 84 | 20 | 0 | 0 |
| 20972 | 3107 | SS | | 17 | E | 9 MI EAST OF JCT ND 3 | 1.4 Grade Raise, Hot Bit Pave, Riprap, Widening | 3272 | 2648 | 624 | 0 | 0 |
| | 3108 | NH | P | 281 | N | NEAR JCT 57 TO NEW US 281 | 5.8 Full Depth Rec, Hot Bit Pave, Subcut, Widening | 7072 | 5723 | 1349 | 0 | 0 |
| | 3201 | NH | | 1 | N | 1 MI S JCT 2-LAKOTA-N TO JCT 2 | 1.0 Asp OI>2"<Or=3" | 321 | 260 | 61 | 0 | 0 |
| | 3202 | NH | P | 2 | E | 1 MI W TO 1 MI E RUGBY | 1.9 Thin Overlay | 471 | 381 | 90 | 0 | 0 |
| | 3203 | NH | P | 2 | E | RUGBY - FRONTAGE ROADS | 2.0 Mill/OI 2" Max | 706 | 571 | 0 | 135 | 0 |
| | 3204 | NH | P | 2 | W | W RUGBY E TO W OF KNOX | 14.2 Mill/OI 2" Max | 4163 | 3369 | 794 | 0 | 0 |
| | 3205 | NH | P | 2 | W | PLEASANT LAKE REST AREA | 0.0 Lighting, Signing, Thin Overlay | 337 | 273 | 64 | 0 | 0 |
| | 3206 | NH | | 3 | N | CITY OF RUGBY - NORTH CITY LIMITS | 0.2 Intersect Imp, Signing, Turn Lanes | 450 | 364 | 41 | 45 | 0 |
| | 3207 | NH | P | 57 | E | JCT US 281 E TO FT TOTTEN | 6.2 Asp OI>2"<Or=3", Selectiv Subcut | 3277 | 2652 | 625 | 0 | 0 |
| 17787 | 3208 | SS | | 66 | E | ND 1 E TO NEAR MILTON (DIST BDRY) | 14.8 Microsurfacing | 1285 | 1040 | 245 | 0 | 0 |
| | 3301 | NH | | 2 | W | 1/4 M WEST OF 79TH AVE NE - W OF DL | 0.0 Selectiv Subcut | 325 | 263 | 62 | 0 | 0 |
| | 3302 | NH | | 3 | N | RUGBY - JCT US 2 TO CITY LIMITS | 1.5 Mill/OI 2" Max | 536 | 434 | 102 | 0 | 0 |
| | 3303 | NH | | 3 | N | RUGBY - 2ND ST SW TO 1ST ST NW | 0.1 Aggr Base, Curb & Gutter, PCC Pave, Storm Sewer | 1368 | 1107 | 261 | 0 | 0 |
| | 3304 | NH | P | 3 | N | JCT 66 N TO JCT 281-DUNSEITH | 9.2 Asp OI>2"<Or=3" | 3340 | 2703 | 637 | 0 | 0 |
| | 3305 | SS | | 30 | N | N EDGE MADDOCK TO JCT 19 | 7.3 Mill/OI 2" Max, Thin Overlay | 3926 | 3177 | 749 | 0 | 0 |
| | 3306 | SS | | 30 | N | JCT 66 TO JCT US 281 | 13.8 Microsurfacing | 1238 | 1002 | 236 | 0 | 0 |
| | 3307 | NH | | 281 | N | JCT 5 ROCK LAKE NW TO ROLLA | 18.4 Microsurfacing | 1651 | 1336 | 315 | 0 | 0 |
| Subtotal | | | | | | | | 56154 | 45445 | 10529 | 180 | 0 |
| Urban | | | | | | | | | | | | |
| | 3110 | SU | | 2 | E | FRONTAGE RDS ON US 2 AND ND 20 | 0.6 Subcut, Mill/OI>2<Or=3" | 1250 | 1000 | 0 | 250 | 0 |
| | 3209 | SU | | 982 | E | SCHWAN AVENUE | 0.0 Mill/OI>2<Or=3" | 1031 | 825 | 0 | 206 | 0 |
| | 3210 | SU | | 982 | N | 10TH AVE SE (US 2 - 17TH ST SE) | 0.0 Mill/OI 2" Max | 633 | 506 | 0 | 127 | 0 |
| 17775 | 3308 | S-NHU | | 2 | E | US 2 WEST (W CITY LIMIT - JCT 19) | 1.6 Mine And Blend, Widening, Hot Bit Pave | 2149 | 1739 | 410 | 0 | 0 |
| | 3309 | SU | | 982 | N | DEVILS LAKE - 7 LOCATIONS | 0.0 Mill/OI 2" Max | 1494 | 1195 | 0 | 299 | 0 |
| Subtotal | | | | | | | | 6557 | 5265 | 410 | 882 | 0 |
| Bridge | | | | | | | | | | | | |
| | 3211 | SNH | | 15 | N | 6 EAST OF US 281 | 0.0 Box Culv Ext | 175 | 142 | 33 | 0 | 0 |
| | 3212 | SNH | | 15 | N | 3 EAST OF ND 1 | 0.0 Box Culv Ext | 82 | 66 | 16 | 0 | 0 |
| | 3213 | SNH | | 15 | N | 6 WEST OF ND 32 | 0.0 Box Culv Ext | 234 | 189 | 45 | 0 | 0 |
| | 3214 | SS | | 66 | N | 5 WEST OF ND 30 | 0.0 Box Culv Ext | 234 | 189 | 45 | 0 | 0 |
| Subtotal | | | | | | | | 725 | 586 | 139 | 0 | 0 |
| ND Street | | | | | | | | | | | | |
| 21210 | 3312 | SS | | 281 | N | NEW ROCKFORD - US 281 FRONTAGE RDS | 0.3 Aggr Base, Hot Bit Pave, Curb & Gutter | 1967 | 1592 | 178 | 197 | 0 |

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

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location CMC | Length | Work Type | (In Thousands) | | | | |
|-------|---------|------------|------|---------|----------------------------------|--------|---|----------------|---------------|--------------|-------------|--------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| | | | | | | | Subtotal | 1967 | 1592 | 178 | 197 | 0 |
| | | | | | | | Safety | | | | | |
| | 3111 | HESHEC | | | VARIOUS BIA & WOODS RUTTEN ROADS | 0.0 | Widening, Signing, Rumble Stripes, Recovery App | 278 | 277 | 0 | 1 | 0 |
| | 3215 | HEC | | | CAVALIER COUNTY ROADS | 0.0 | Pave Mark, Signing | 47 | 42 | 0 | 5 | 0 |
| | | | | | | | Subtotal | 325 | 319 | 0 | 6 | 0 |
| | | | | | | | Illustrative | | | | | |
| 18882 | 3311 | NH | | 281 N 1 | NORTH US 2 | 0.0 | Struct Replace | 11254 | 0 | 0 | 0 | 11254 |
| | | | | | | | Subtotal | 11254 | 0 | 0 | 0 | 11254 |
| | | | | | | | Total | 76982 | 53207 | 11256 | 1265 | 11254 |
| | | | | | | | Grand Total | 162649 | 122500 | 25634 | 3261 | 11254 |

Minot District

District 4



Jim Redding, District Engineer
North Dakota Department of Transportation
1305 Highway 2 Bypass East
Minot, ND 58701-7922
Phone: (701) 857-6925
Fax: (701) 857-6932

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|------------|------|-------------|--------------------------------------|--------|---------------------------------------|--------------|-------------|--------------|------------|------------|
| Fiscal Year: 2016 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 20848 | 4001 | SOIB | | 2 E | 2 MI W JCT 14 TO 1.5 MI E TOWNER | 7.7 | Thin Overlay | 1823 | 0 | 1823 | 0 | 0 |
| 20848 | 4002 | SOIB | | 2 W | 2 MI W JCT 14 TO 1.5 MI E TOWNER | 7.7 | Thin Overlay | 1823 | 0 | 1823 | 0 | 0 |
| 20849 | 4003 | SOIB | | 5 E | MOHALL TO W JCT 83-RENVILLE CORNER | 9.4 | Thin Overlay | 2364 | 0 | 2364 | 0 | 0 |
| 20847 | 4004 | SOIB | | 5 N | 4 WEST OF N.D. HWY 28 S | 0.0 | Deck Overlay | 250 | 0 | 250 | 0 | 0 |
| 19071 | 4006 | SOIB | | 52 E | NEAR DONNYBROOK | 0.0 | Slide Repair | 174 | 0 | 174 | 0 | 0 |
| 19952 | 4007 | SOIB | | 52 E | RP 58.9 TO RP 59.25 | 0.3 | Drainage Impr., Slide Repair | 280 | 0 | 280 | 0 | 0 |
| 20850 | 4008 | SOIB | | 52B E | S EDGE OF HARVEY S TO JCT 3 & 52 | 1.4 | Thin Overlay | 347 | 0 | 347 | 0 | 0 |
| 21275 | 4009 | NH | | 83 N | N JCT 200 N TO SNAKE CREEK EMBANK | 6.8 | Microsurfacing | 547 | 443 | 104 | 0 | 0 |
| 18220 | 4010 | SOIB | | 83 N | MINOT TO AFB | 10.1 | Asp Ol>2"<Or=3" | 6040 | 0 | 6040 | 0 | 0 |
| 21275 | 4011 | NH | | 83 S | N JCT 200 N TO SNAKE CREEK EMBANK. | 6.9 | Microsurfacing | 549 | 444 | 105 | 0 | 0 |
| 18221 | 4012 | SOIB | | 83 S | MINOT TO AFB | 9.9 | Asp Ol>2"<Or=3" | 5536 | 0 | 5536 | 0 | 0 |
| 18886 | 4013 | SOIB | | 91 E | HARVEY SPUR | 0.3 | Thin Overlay | 71 | 0 | 71 | 0 | 0 |
| Subtotal | | | | | | | | 19804 | 887 | 18917 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| | 4015 | S-NHU | | 2 E | JCT US 83 & US 2-52 | 0.0 | Deck Overlay, Approach Slabs | 780 | 631 | 149 | 0 | 0 |
| 20600 | 4016 | NHU | | 83 N | US 83 (URBAN LIMIT-20TH AV SW) NB/SB | 1.3 | Mill/Ol>2"<Or=3" | 1325 | 1052 | 248 | 25 | 0 |
| Subtotal | | | | | | | | 2105 | 1683 | 397 | 25 | 0 |
| Bridge | | | | | | | | | | | | |
| 18265 | 4017 | SBR | | 2 E | NE JCT U.S. HWY 2 & 52 | 0.0 | Structure Paint | 141 | 113 | 28 | 0 | 0 |
| 18265 | 4018 | SBR | | 52 E | 1 NORTHWEST OF ND 3 SOUTH | 0.0 | Structure Paint | 88 | 70 | 18 | 0 | 0 |
| Subtotal | | | | | | | | 229 | 183 | 46 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | | | | |
| 21156 | 4019 | SS | | | VELVA BRIDGE REHABILITATION | 0.0 | Structur Repair | 825 | 660 | 165 | 0 | 0 |
| 21139 | 4021 | TAC | | | LAKE METIGOSHE PATH | 0.0 | Bikeway/Walkway | 220 | 175 | 0 | 45 | 0 |
| 21141 | 4022 | TAC | | | GARRISON WILDERNESS PARK | 0.0 | Bikeway/Walkway | 100 | 80 | 0 | 20 | 0 |
| Subtotal | | | | | | | | 1145 | 915 | 165 | 65 | 0 |
| Safety | | | | | | | | | | | | |
| 20789 | 4023 | SHE | | 2 E | 19TH AVE NW & 65TH ST NW | 1.5 | Turn Lanes, Pipe Replacem | 1110 | 999 | 111 | 0 | 0 |
| 20138 | 4024 | SHE | | 2 E | 1 MI W OF SURREY TO DIST BNDRY - E&W | 45.2 | Turn Lanes, Pipe Replacem | 1776 | 1598 | 178 | 0 | 0 |
| 18917 | 4025 | SHE | | 83 N | VAR INTERSECTIONS ON US 83 | 0.0 | Turn Lanes | 577 | 519 | 58 | 0 | 0 |
| 20291 | 4026 | SHE | | 83 N | US 83 RADIAL T INTERSECTIONS | 4.0 | Intersect Imp, Widening, Hot Bit Pave | 1838 | 1654 | 184 | 0 | 0 |
| Subtotal | | | | | | | | 5301 | 4770 | 531 | 0 | 0 |
| Total | | | | | | | | 28584 | 8438 | 20056 | 90 | 0 |

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

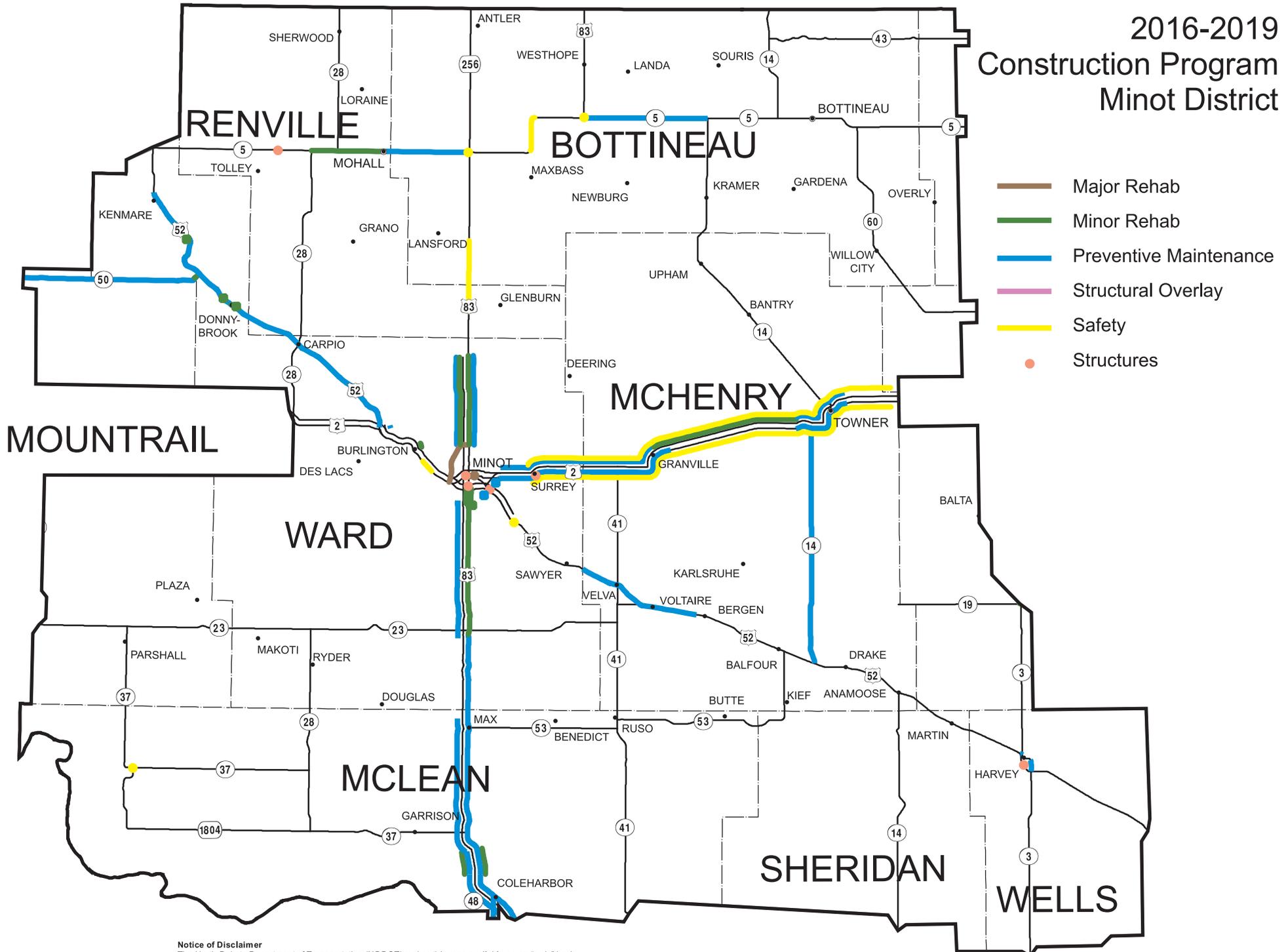
| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location CMC | Length | Work Type | (In Thousands) | | | | |
|-------------------------------|------------|------------|------|---------|--------------------------------------|--------|--|----------------|--------------|--------------|-------------|------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Fiscal Year: 2017-2019 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| | 4101 NH | | | 2 E | 55TH ST E TO 1.7 MI E GRANVILLE | 21.2 | Microsurfacing | 1767 | 1430 | 337 | 0 | 0 |
| 21128 | 4102 NH | | | 2 W | RP 137.9 TO RP 138.2 | 0.3 | Slide Repair | 1560 | 1263 | 297 | 0 | 0 |
| 19236 | 4103 NH | | | 2 W | E GRANVILLE TO 2 MI W JCT 14 | 16.0 | Sliver Grading, Thin Overlay | 8819 | 7137 | 1682 | 0 | 0 |
| 18188 | 4104 SS | | | 14 N | W JCT 52-DRAKE N TO W JCT 2 | 26.8 | Thin Overlay | 6500 | 5260 | 1240 | 0 | 0 |
| | 4105 SS | | | 48 N | JCT ND 200 N TO COLEHARBOR | 2.9 | Thin Overlay | 666 | 539 | 127 | 0 | 0 |
| 19796 | 4121 SOIB | | | 50 E | RP 99.5 TO RP 99.8 | 0.3 | Slide Repair | 980 | 0 | 980 | 0 | 0 |
| | 4106 NH | | | 52 E | KENMARE TO S OF DONNYBROOK | 17.6 | Thin Overlay | 4022 | 3255 | 767 | 0 | 0 |
| | 4122 NH | | | 52 E | NE INSLOPE OF US 52 AT RP 47.2 | 0.0 | Slide Repair | 2000 | 1619 | 381 | 0 | 0 |
| | 4107 NH | P | | 52 E | S OF DONNYBROOK TO BROOKS JCT | 22.0 | Thin Overlay | 5230 | 4233 | 997 | 0 | 0 |
| 18907 | 4108 NH | P | | 52 W | NEAR JCT US 2 (BROOKS JCT) | 0.7 | Thin Overlay | 173 | 140 | 33 | 0 | 0 |
| | 4109 NH | | | 83 N | SNAKE CREEK EMBANKMENT | 2.9 | Mill/Ol>2<Or=3" | 1043 | 844 | 199 | 0 | 0 |
| | 4110 NH | | | 83 N | SNAKE CREEK EMB N TO S OF JCT 23 | 25.0 | Microsurfacing | 2078 | 1682 | 396 | 0 | 0 |
| | 4111 NH | | | 83 S | SNAKE CREEK EMBANKMENT | 2.9 | Mill/Ol>2<Or=3" | 1042 | 843 | 199 | 0 | 0 |
| | 4112 NH | | | 83 S | SNAKE CREEK EMB N TO N OF MAX | 15.4 | Microsurfacing | 1279 | 1035 | 244 | 0 | 0 |
| | 4113 NH | | | 83 S | S OF JCT 23 N TO URBAN LIMIT | 15.5 | Microsurfacing | 1331 | 1077 | 254 | 0 | 0 |
| 20749 | 4120 SOIB | | | 83B N | MINOT NW BYPASS | 5.4 | Hot Bit Pave, Struct/Incid, Turn Lanes, Widening | 63797 | 0 | 61111 | 2686 | 0 |
| | 4201 NH | | | 5 E | W JCT 28 TO MOHALL | 8.5 | Mill/Ol>2<Or=3", Sliver Grading, Struct/Incid | 7356 | 5953 | 1403 | 0 | 0 |
| | 4202 NHNHU | | | 83 N | 0.5 MI S JCT 23 TO URBAN LIMIT | 15.1 | Mill/Ol>2<Or=3" | 6266 | 5071 | 1195 | 0 | 0 |
| | 4301 NH | | | 2 W | 55TH ST E TO E GRANVILLE | 19.6 | Microsurfacing | 1768 | 1431 | 337 | 0 | 0 |
| | 4302 SNH | | | 5 E | E JCT 83 E TO JCT 14 | 14.0 | Thin Overlay | 3472 | 2810 | 662 | 0 | 0 |
| | 4303 SS | | | 50 E | S JCT 8 E TO JCT 52 COULEE | 20.6 | Thin Overlay | 5106 | 4132 | 974 | 0 | 0 |
| 19748 | 4304 NH | | | 52 E | CO LN-SAWYER-SE TO 1 MI W BERGEN | 14.3 | Thin Overlay | 3627 | 2935 | 692 | 0 | 0 |
| | 4305 NH | | | 83 N | SNAKE CREEK EMBANKMENT | 2.9 | Microsurfacing | 258 | 209 | 49 | 0 | 0 |
| | 4306 NH | | | 83 N | MINOT TO AFB | 10.1 | Microsurfacing | 911 | 737 | 174 | 0 | 0 |
| | 4307 NH | | | 83 S | SNAKE CREEK EMBANKMENT | 2.9 | Microsurfacing | 257 | 208 | 49 | 0 | 0 |
| | 4308 NH | | | 83 S | MINOT TO AFB | 9.9 | Microsurfacing | 892 | 722 | 170 | 0 | 0 |
| | | | | | | | Subtotal | 132200 | 54565 | 74949 | 2686 | 0 |
| Urban | | | | | | | | | | | | |
| 20597 | 4123 NHU | | | 2 E | US 2/52 INTERCHANGE | 0.0 | Lighting | 400 | 324 | 76 | 0 | 0 |
| 21171 | 4114 NHU | | | 2B E | BURDICK EXPWY (9TH ST SE-15TH ST SE) | 0.5 | Reconstruction | 5196 | 3550 | 398 | 1248 | 0 |
| 18912 | 4115 NHU | | | 83 S | US 83 BROADWAY VIADUCT | 0.0 | Struct Replace | 15001 | 12140 | 1361 | 1500 | 0 |
| 21174 | 4203 NHU | | | 2 E | US 2 & 42ND ST/14TH AVE SE | 0.3 | Intersect Imp | 4205 | 3403 | 381 | 421 | 0 |
| | | | | | | | Subtotal | 24802 | 19417 | 2216 | 3169 | 0 |
| Bridge | | | | | | | | | | | | |
| | 4116 NH | | | 2 W | 9 WEST OF N.D. HWY 41 | 0.0 | Struct Replace | 1622 | 1313 | 309 | 0 | 0 |
| 18912 | 4117 NH | | | 83 S | US 83 BROADWAY VIADUCT | 0.0 | Struct Replace | 15001 | 12140 | 1361 | 1500 | 0 |
| | | | | | | | Subtotal | 16623 | 13453 | 1670 | 1500 | 0 |
| Safety | | | | | | | | | | | | |
| | 4118 HES | | | 37 E | ND37/ND 1804 RADIAL T-INTERSECTION | 0.4 | Intersect Imp, Signing | 265 | 265 | 0 | 0 | 0 |
| | 4119 HEU | | | | MINOT ROAD DIETS | 0.0 | Intersect Imp | 65 | 59 | 3 | 3 | 0 |
| | 4205 HEN | | | 52 E | US 52 LOGAN INTERSECTIONS | 0.0 | Turn Lanes | 200 | 180 | 20 | 0 | 0 |
| | 4206 HEN | | | 83 N | US 83 - RENVILLE CORNER | 0.0 | Turn Lanes | 200 | 180 | 20 | 0 | 0 |
| | 4207 HEN | | | 83 N | US 83 & ND 5 | 0.0 | Turn Lanes | 100 | 90 | 10 | 0 | 0 |
| | 4208 HEU | | | | MINOT SIGNAL UPGRADS | 0.0 | Intersect Imp | 151 | 135 | 8 | 8 | 0 |

Map Keys 4114, 4115, 4117 & 4203 are Workzone Safety and Mobility Significant Projects

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

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | (In Thousands) | | | | |
|-----|---------|------------|------|-------------|-----------------------------|--------|------------------------------------|----------------|--------------|--------------|-------------|------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| | 4209 | HEC | | | MCLEAN COUNTY ROAD PROJECTS | 0.0 | Pave Mark, Rumble Stripes, Signing | 190 | 171 | 0 | 19 | 0 |
| | | | | | | | Subtotal | 1171 | 1080 | 61 | 30 | 0 |
| | | | | | | | Total | 174796 | 88515 | 78896 | 7385 | 0 |
| | | | | | | | Grand Total | 203380 | 96953 | 98952 | 7475 | 0 |

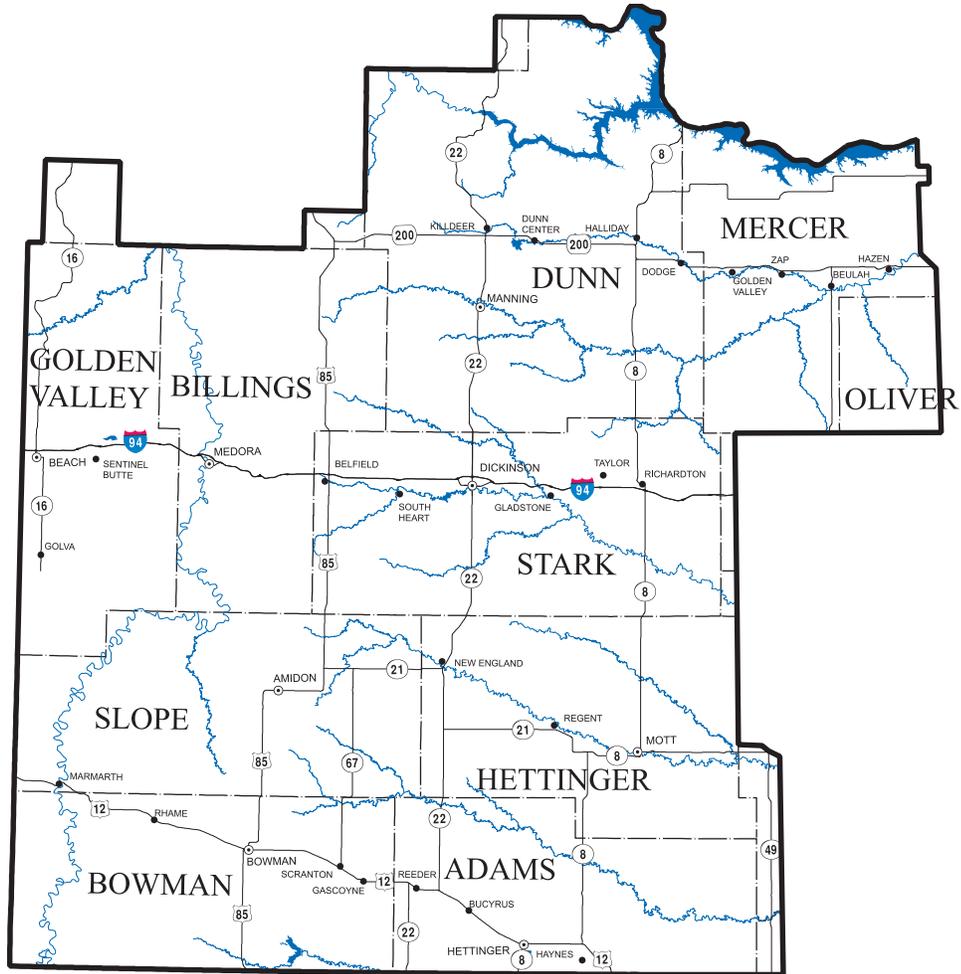
2016-2019 Construction Program Minot District



Notice of Disclaimer
The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

Dickinson District

District 5



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North Dakota Department of Transportation
1700 3rd Avenue West, Suite 101
Dickinson, ND 58601-3009
Phone: (701) 227-6500
Fax: (701) 227-6505

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|--------------------------|---------|------------|------|---------|----------------------------------|--------|---|---------------|-------------|---------------|------------|------------|
| Fiscal Year: 2016 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 20780 | 5017 | SOIB | | 22 N | DICKINSON BYPASS - PERMANENT | 0.0 | Grade, Aggr Base, Hot Bit Pave | 23825 | 0 | 23825 | 0 | 0 |
| 20844 | 5001 | SOIB | | 85 N | N BOWMAN N TO AMIDON | 21.4 | Thin Overlay | 5368 | 0 | 5368 | 0 | 0 |
| 18931 | 5002 | SOIB | | 85 N | AMIDON N TO 9.7 MI N AMIDON | 10.0 | Thin Overlay | 3271 | 0 | 3271 | 0 | 0 |
| 19728 | 5003 | SOIB | | 85 N | 0.25 MI S CO LN TO S OF BELFIELD | 17.7 | Asp Ol>2"<Or=3" | 10508 | 0 | 10508 | 0 | 0 |
| 19731 | 5004 | SOIB | | 94 E | BELFIELD TO SOUTH HEART | 10.8 | CPR, Hot Bit Pave, Milling, Struct Replace | 8125 | 0 | 8125 | 0 | 0 |
| 18266 | 5005 | SOIB | | 94 E | 9 EAST OF JCT. ND 85 | 0.0 | Hot Bit Pave, Struct Replace | 4532 | 0 | 4532 | 0 | 0 |
| 18921 | 5006 | SOIB | | 94 E | W DICK INTR TO RP 71.15 | 11.3 | Asp Ol>2"<Or=3", CPR, Struct/Incid | 8405 | 0 | 8405 | 0 | 0 |
| 18933 | 5007 | SOIB | | 94 E | EXIT 61 - JCT ND 22 & I-94 | 0.0 | Hot Bit Pave, Operational Imp, Signal Revision, Turn Lanes, | 3428 | 0 | 3428 | 0 | 0 |
| 20368 | 5008 | SOIB | | 94 W | RP 11.7 TO LITTLE MISSOURI RIVER | 12.6 | Median X-Overs, PCC Pave | 39026 | 0 | 39026 | 0 | 0 |
| 19732 | 5009 | SOIB | | 94 W | BELFIELD TO SOUTH HEART | 10.8 | CPR, Hot Bit Pave, Milling, Struct Replace | 8153 | 0 | 8153 | 0 | 0 |
| 19733 | 5010 | SOIB | | 200 E | SE JCT 85 E TO JCT 22 KILLDEER | 20.2 | Culvert Rehab, Full Depth Rec, Hot Bit Pave, Shldr Rehab, | 81675 | 0 | 81675 | 0 | 0 |
| Subtotal | | | | | | | | 196316 | 0 | 196316 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| 20588 | 5011 | SU | | 983 E | MUSEUM DR (ND 22 TO SIMS ST) | 0.0 | Reconstruction | 1250 | 800 | 0 | 450 | 0 |
| Subtotal | | | | | | | | 1250 | 800 | 0 | 450 | 0 |
| Bridge | | | | | | | | | | | | |
| 18265 | 5012 | S-BRI | | 94 E | JUNCTION OF I-94 & ND 16 | 0.0 | Structure Paint | 341 | 307 | 34 | 0 | 0 |
| 21287 | 5013 | IM | | 94 E | 13 WEST OF ND 8 | 0.0 | Deck Overlay | 312 | 281 | 31 | 0 | 0 |
| 21287 | 5016 | IM | | 94 W | 9 EAST OF JCT. 22 | 0.0 | Deck Overlay | 324 | 292 | 32 | 0 | 0 |
| Subtotal | | | | | | | | 977 | 880 | 97 | 0 | 0 |
| Total | | | | | | | | 198543 | 1680 | 196413 | 450 | 0 |

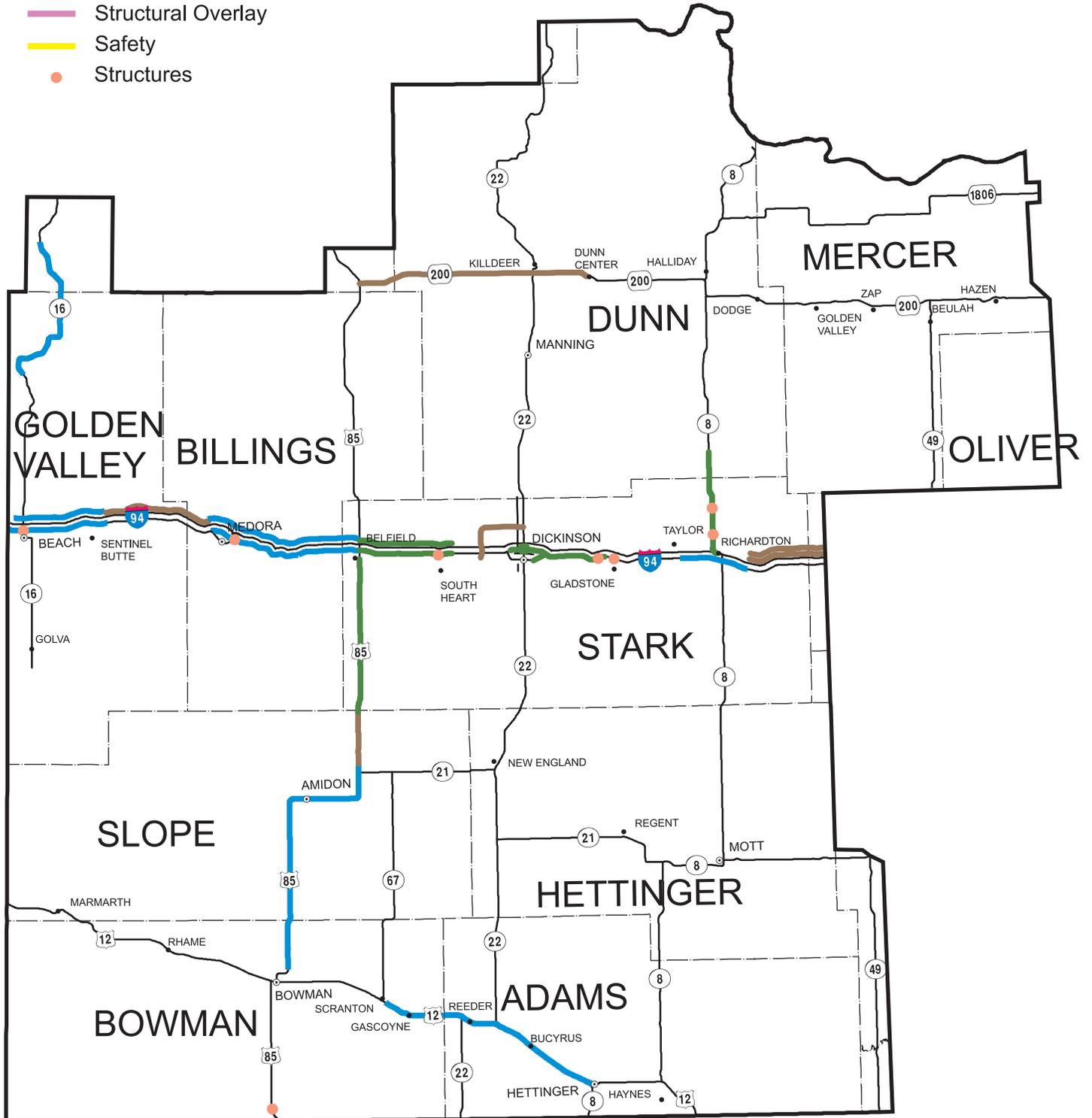
**North Dakota Department of Transportation
District 5 - Dickinson**

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|-------------------------------------|--------|--|---------------|--------------|---------------|-------------|------------|
| Fiscal Year: 2017-2019 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| | 5106 | NH | | 12 E | COUNTY LINE TO HETTINGER | 19.4 | Gravel Shldr, Thin Overlay | 4440 | 3593 | 847 | 0 | 0 |
| | 5101 | SIM | | 94 E | FRYBURG TO BELFIELD | 7.2 | CPR, Thin Overlay | 2581 | 2323 | 258 | 0 | 0 |
| | 5103 | SIM | | 94 W | FRYBURG TO BELFIELD | 7.2 | CPR, Thin Overlay | 2582 | 2324 | 258 | 0 | 0 |
| | 5201 | NH | P | 85 N | 9.7 MI N AMIDON TO 0.25 MI S CO LN | 6.0 | Full Depth Rec, Hot Bit Pave, Widening | 9909 | 8019 | 1890 | 0 | 0 |
| | 5202 | IM | | 94 E | LITTLE MISSOURI RIVER TO FRYBURG | 10.9 | Microsurfacing | 942 | 848 | 94 | 0 | 0 |
| | 5203 | IM | | 94 E | TAYLOR E TO YOUNGMANS BUTTE | 8.0 | Microsurfacing | 694 | 625 | 69 | 0 | 0 |
| | 5204 | IM | | 94 W | LITTLE MISSOURI RIVER TO FRYBURG | 10.9 | Microsurfacing | 944 | 850 | 94 | 0 | 0 |
| | 5205 | IM | | 94 W | YOUNGMANS BUTTE- 2 MI W EAGLES NEST | 13.0 | Median X-Overs, Ramp Conn | 1124 | 1012 | 112 | 0 | 0 |
| 19734 | 5206 | NH | | 200 E | KILLDEER E TO E OF DUNN CENTER | 6.3 | Full Depth Rec, Widening | 14054 | 11374 | 2680 | 0 | 0 |
| | 5301 | SS | | 8 N | W RICHARDTON CITY LIMITS W & N | 12.0 | Mill/OI>2<Or=3" | 4723 | 3822 | 901 | 0 | 0 |
| | 5302 | NH | | 12 E | SCRANTON TO COUNTY LINE | 7.1 | Milling, Thin Overlay | 1767 | 1430 | 337 | 0 | 0 |
| | 5304 | SS | | 16 N | 2 MI N BEAVER CR TO 5 MI N TROTTERS | 19.6 | Mill/OI 2" Max, Underseal | 5742 | 4647 | 1095 | 0 | 0 |
| | 5305 | IM | | 94 E | STATE LINE TO RP 11.7 | 11.7 | Microsurfacing | 1053 | 948 | 105 | 0 | 0 |
| | 5306 | IM | | 94 W | STATE LINE TO RP 11.7 | 11.7 | Microsurfacing | 1053 | 948 | 105 | 0 | 0 |
| | 5307 | IM | P | 94 W | YOUNGMANS BUTTE- 2 MI W EAGLES NEST | 13.0 | PCC Pave | 27366 | 24629 | 2737 | 0 | 0 |
| Subtotal | | | | | | | | 78974 | 67392 | 11582 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| | 5104 | SU | | 983 E | E VILLARD (10TH AV E-ENERGY DR) | 0.0 | Widening, Asp Ol>2"<Or=3" | 6000 | 4240 | 0 | 1760 | 0 |
| 21175 | 5207 | NHU | | 94 E | E BUSINESS LOOP (10TH AV E-EXIT 64) | 1.7 | Widening, Asp Ol>2"<Or=3" | 9400 | 7520 | 940 | 940 | 0 |
| | 5208 | SU | | 983 E | 8TH ST S (2ND AVE SW-6TH AVE SE) | 0.0 | Asp Ol>2"<Or=3" | 1100 | 800 | 0 | 300 | 0 |
| Subtotal | | | | | | | | 16500 | 12560 | 940 | 3000 | 0 |
| Bridge | | | | | | | | | | | | |
| | 5105 | IM | | 94 E | EAST MEDORA INT | 0.0 | Deck Overlay | 359 | 323 | 36 | 0 | 0 |
| | 5209 | SNH | | 85 N | 2 NORTH S.D. BORDER | 0.0 | Deck Replacment | 394 | 319 | 75 | 0 | 0 |
| | 5309 | SS | | 8 N | 4 NORTH JCT. I-94 | 0.0 | Struct Replace | 282 | 228 | 54 | 0 | 0 |
| | 5310 | SS | | 8 N | 7 NORTH OF I-94 | 0.0 | Struct Replace | 282 | 228 | 54 | 0 | 0 |
| Subtotal | | | | | | | | 1317 | 1098 | 219 | 0 | 0 |
| County | | | | | | | | | | | | |
| 16970 | 5210 | ACSC | | | LITTLE MISSOURI RIVER CROSSING | 0.0 | Construction | 15000 | 12139 | 0 | 2861 | 0 |
| Subtotal | | | | | | | | 15000 | 12139 | 0 | 2861 | 0 |
| Safety | | | | | | | | | | | | |
| | 5211 | HEC | | | DUNN COUNTY ROAD PROJECTS | 0.0 | Rumble Stripes, Signing | 143 | 129 | 0 | 14 | 0 |
| | 5212 | HEC | | | STARK COUNTY ROAD PROJECTS | 0.0 | Rumble Stripes | 211 | 190 | 0 | 21 | 0 |
| | 5213 | HEC | | | GOLDEN VALLEY COUNTY PROJECTS | 0.0 | Lighting, Signing, Rumble Stripes, Pave Mark | 54 | 49 | 0 | 5 | 0 |
| Subtotal | | | | | | | | 408 | 368 | 0 | 40 | 0 |
| Total | | | | | | | | 112199 | 93557 | 12741 | 5901 | 0 |
| Grand Total | | | | | | | | 310742 | 95237 | 209154 | 6351 | 0 |

2016-2019 Construction Program - Dickinson District

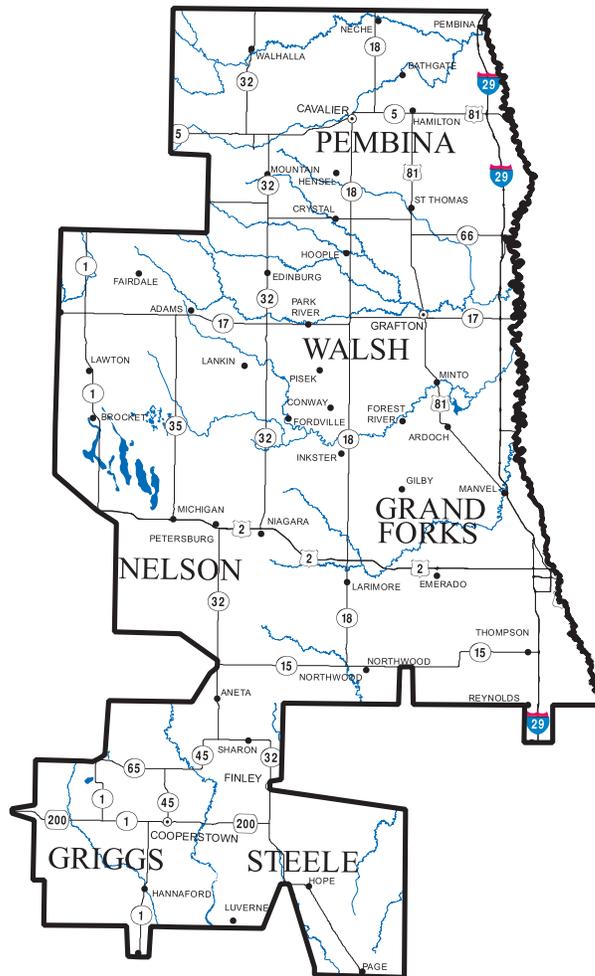
- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures



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Grand Forks District

District 6



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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|------------|-------|-------------|-------------------------------------|--------|---|--------------|--------------|--------------|-------------|--------------|
| Fiscal Year: 2016 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 20681 | 6001 | NH | | 2 E | 0.8 MI W ND 35 TO 1.5 MI E E JCT 32 | 14.1 | CPR, Grinding | 1412 | 1143 | 269 | 0 | 0 |
| 21277 | 6002 | NH | | 2 E | 1.4 MI W JCT 18 E TO 1 MI W GF AFB | 12.6 | Mill/OI 2" Max | 3289 | 2662 | 627 | 0 | 0 |
| 17842 | 6003 | SNH | | 5 E | CAVALIER CITY SECTION | 0.7 | CPR, Grinding | 503 | 407 | 96 | 0 | 0 |
| 21276 | 6004 | SS | | 17 E | ADAMS E TO JCT 32 | 9.4 | Mill/OI 2" Max | 2435 | 1971 | 464 | 0 | 0 |
| 18956 | 6005 | SS | | 18 N | 3 MI N JCT 2 N TO CO LN | 14.2 | Mill/OI 2" Max, Recycle HBP | 2430 | 1967 | 463 | 0 | 0 |
| 18279 | 6006 | SS | | 18 N | CAVALIER CITY SECTION | 0.5 | CPR, Grinding | 247 | 200 | 47 | 0 | 0 |
| 18961 | 6025 | SIM | | 29 N | HERRICK N & S TO N BOWESMONT | 14.1 | Mill/OI 2" Max | 3806 | 3425 | 381 | 0 | 0 |
| 20330 | 6007 | IM | P2016 | 29 N | PEMBINA BORDER CROSSING | 1.5 | Aggr Base, Bikeway/Walkway, ITS, PCC Pave | 14500 | 8700 | 3799 | 2001 | 0 |
| 20302 | 6008 | IM | P2016 | 29 N | PEMBINA BORDER CROSSING | 0.1 | ITS, Signing | 1023 | 921 | 102 | 0 | 0 |
| 20796 | 6026 | SIM | | 29 S | HERRICK N & S TO N OF JCT 66 | 4.3 | Mill/OI 2" Max | 1166 | 1049 | 117 | 0 | 0 |
| 20684 | 6009 | SS | | 32 N | S JCT 66 N TO E JCT 5 HALLSON | 11.0 | Milling, Thin Overlay | 2891 | 2340 | 551 | 0 | 0 |
| 21130 | 6027 | NH | | 81 N | N JCT 66 N 2.54 MI | 2.5 | Mntce Olay-HBP | 750 | 607 | 143 | 0 | 0 |
| Subtotal | | | | | | | | 34452 | 25392 | 7059 | 2001 | 0 |
| Urban | | | | | | | | | | | | |
| 20125 | 6010 | NHU | | 2 E | KENNEDY BRIDGE - GRAND FORKS | 0.0 | Struct/Incid | 9900 | 4007 | 943 | 0 | 4950 |
| 20832 | 6011 | SU | | 297 E | DEMERS AVE (I-29 - WASHINGTON ST) | 0.0 | Rehabilitation | 2550 | 2000 | 250 | 300 | 0 |
| 18978 | 6012 | SU | | 986 N | COLUMBIA RD (17TH AV S - 11TH AV S) | 0.0 | Reconstruction | 6920 | 4803 | 0 | 2117 | 0 |
| Subtotal | | | | | | | | 19370 | 10810 | 1193 | 2417 | 4950 |
| Bridge | | | | | | | | | | | | |
| 20125 | 6013 | NH | | 2 E | EAST OF US 81 | 0.0 | Struct/Incid | 9900 | 4007 | 943 | 0 | 4950 |
| 21284 | 6014 | SIM | | 29 N | 4 SOUTH OF ND 17 | 0.0 | Deck Replacment | 510 | 459 | 51 | 0 | 0 |
| 20675 | 6015 | S-BRI | | 29 N | 3 NORTH OF NO 17 | 0.0 | Structure Paint | 204 | 184 | 20 | 0 | 0 |
| 20691 | 6016 | BRI | | 29 N | 1 SOUTH OF ND 59 | 0.0 | Struct Replace | 4070 | 3663 | 407 | 0 | 0 |
| 20675 | 6017 | S-BRI | | 29 S | 1 SOUTH OF ND 59 | 0.0 | Structure Paint | 374 | 337 | 37 | 0 | 0 |
| 21285 | 6018 | SS | | 66 N | 3 WEST ND 18 | 0.0 | Deck Overlay | 200 | 162 | 38 | 0 | 0 |
| 21286 | 6019 | SS | | 89 N | 2 SOUTH OF JCT ND 5 | 0.0 | Deck Replacment | 450 | 360 | 90 | 0 | 0 |
| Subtotal | | | | | | | | 15708 | 9172 | 1586 | 0 | 4950 |
| Transportation Alternatives | | | | | | | | | | | | |
| 21151 | 6021 | TAU | | | 55TH & DEMERS AVE SHARED USE PATH | 0.0 | Bikeway/Walkway | 360 | 290 | 0 | 70 | 0 |
| 21140 | 6022 | TAC | | | NORTHWOOD SAFE PATHS TO SCHOOL | 0.0 | Bikeway/Walkway | 207 | 167 | 0 | 40 | 0 |
| Subtotal | | | | | | | | 567 | 457 | 0 | 110 | 0 |
| Transit | | | | | | | | | | | | |
| | 6023 | TURB | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 15 | 12 | 0 | 3 | 0 |
| | 6024 | TURB | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist | 2600 | 1053 | 181 | 1135 | 231 |
| Subtotal | | | | | | | | 2615 | 1065 | 181 | 1138 | 231 |
| Total | | | | | | | | 72712 | 46896 | 10019 | 5666 | 10131 |

Map Keys 6010 and 6013 are Workzone Safety and Mobility Significant Projects

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

(In Thousands)

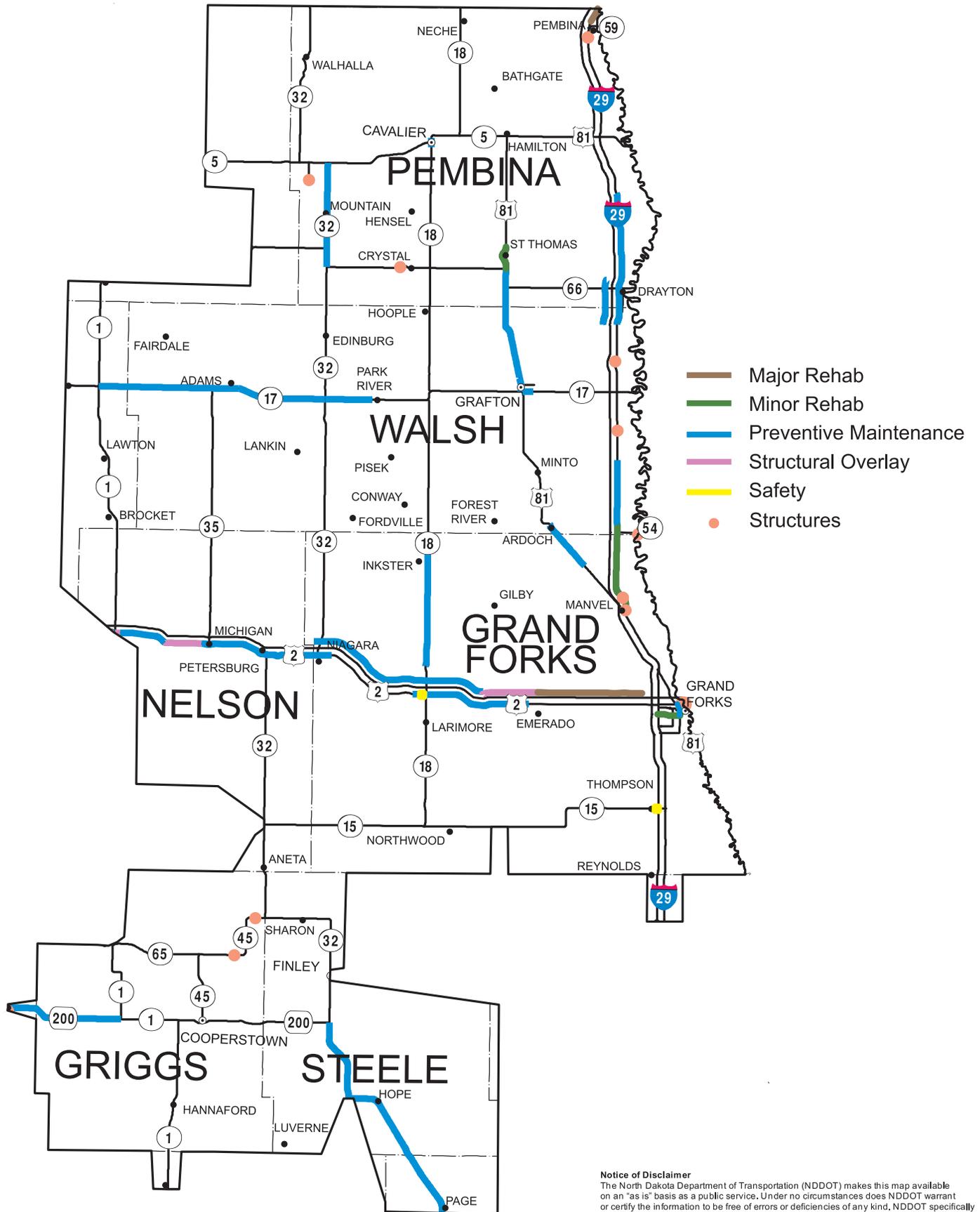
| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|----------|------------|------|-------------|--------------------------------------|--------|---------------------------------|--------------|--------------|--------------|-------------|-------------|
| Fiscal Year: 2017-2019 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| | 6101 NH | | P | 2 E | DISTRICT BOUNDARY TO RP 295.95 | 0.5 | Concrete Over | 640 | 518 | 122 | 0 | 0 |
| | 6102 NH | | P | 2 E | .5 MILES E LAKOTA TO MAPES X-OVER | 5.0 | CPR, Grinding | 900 | 728 | 172 | 0 | 0 |
| | 6103 NH | | P | 2 E | 5.7 MI E ND 1 TO 0.8 MI W ND 35 | 3.9 | Concrete Over | 4637 | 3753 | 884 | 0 | 0 |
| | 6104 NH | | | 2 W | NIAGARA E TO NEAR ARVILLA | 20.3 | Microsurfacing | 1687 | 1365 | 322 | 0 | 0 |
| | 6105 SS | | | 17 E | JCT 32 E TO PARK RIVER | 5.0 | Milling, Thin Overlay | 1351 | 1093 | 258 | 0 | 0 |
| 21289 | 6106 NH | | | 17 E | GRAFTON MUNICIPAL STA 0 TO 61+00 | 1.2 | CPR, Grinding | 379 | 307 | 34 | 38 | 0 |
| | 6107 IM | | | 29 N | N OF JCT ND 54 N TO FOREST RIVER | 6.9 | Mill/OI 2" Max | 1864 | 1678 | 186 | 0 | 0 |
| 21288 | 6108 NH | | | 81 N | GRAFTON-W JCT 17 TO BRIDGE | 0.9 | CPR, Grinding | 298 | 241 | 27 | 30 | 0 |
| | 6109 NH | | | 200 E | JCT 20-GLENFIELD E TO W JCT 1 | 12.4 | Mill/OI 2" Max | 3346 | 2708 | 638 | 0 | 0 |
| | 6201 NH | | P | 2 W | W OF GF AFB TO 69TH ST | 11.0 | Aggr Base, PCC Pave | 22301 | 18048 | 4253 | 0 | 0 |
| | 6202 SS | | | 17 E | JCT 1 E TO ADAMS | 14.8 | Milling, Thin Overlay | 3525 | 2853 | 672 | 0 | 0 |
| | 6203 IM | | | 29 N | MANVEL N TO JCT ND 54 | 9.4 | CPR, Grinding | 1287 | 1158 | 129 | 0 | 0 |
| | 6204 SS | | | 38 N | PAGE N TO JCT 32-HOPE | 16.8 | Milling, Thin Overlay | 4214 | 3410 | 804 | 0 | 0 |
| | 6205 NH | | | 81 N | LEVANT NW TO N EDGE ARDOCH | 5.8 | Mill/OI 2" Max | 1737 | 1406 | 331 | 0 | 0 |
| | 6206 SNH | | | 81 N | GRAFTON-BRIDGE TO N URBAN LIMITS | 0.6 | Thin Overlay | 158 | 128 | 30 | 0 | 0 |
| | 6207 NH | | | 81 N | N. URBAN LIMITS GRAFTON TO N JCT 66 | 12.0 | Thin Overlay | 3295 | 2667 | 628 | 0 | 0 |
| | 6301 NH | | P | 2 W | NEAR ARVILLA TO W OF GF AFB | 5.5 | Concrete Over | 7021 | 5682 | 1339 | 0 | 0 |
| | 6302 SS | | | 32 N | JCT 38 NORTH TO S JCT 200 | 8.8 | Milling, Thin Overlay | 2175 | 1760 | 415 | 0 | 0 |
| | | | | | | | Subtotal | 60815 | 49503 | 11244 | 68 | 0 |
| Urban | | | | | | | | | | | | |
| | 6110 SU | | | 986 N | S 42ND ST & GARDENVIEW DR | 0.0 | Signals | 880 | 640 | 0 | 240 | 0 |
| 20734 | 6111 SU | | | 986 N | COLUMBIA RD (40TH AVE S-47TH AVE S) | 0.0 | Construction | 5200 | 3920 | 0 | 1280 | 0 |
| | 6208 SU | | | 81B N | JCT US 2 N TO URBAN LIMITS | 1.3 | Slurry Seal | 166 | 132 | 17 | 17 | 0 |
| | 6209 SU | | | 986 N | N 42ND ST (UNIVERSITY AVE - US 2) | 0.0 | Reconstruction | 7205 | 4880 | 0 | 2325 | 0 |
| | 6303 SU | | | 81 S | 5TH ST (US 2 TO DEMERS AVE) | 0.9 | Mill/OI>2<Or=3" | 1110 | 888 | 111 | 111 | 0 |
| | 6304 NHU | | | 81B E | DEMERS AVE (RED RIVER TO 5TH ST) | 0.2 | Reconstruction | 3290 | 2480 | 310 | 500 | 0 |
| | 6305 NHU | | | 297 E | DEMERS AVE (6TH ST TO 5TH ST) | 0.1 | Reconstruction | 1000 | 800 | 100 | 100 | 0 |
| | | | | | | | Subtotal | 18851 | 13740 | 538 | 4573 | 0 |
| Bridge | | | | | | | | | | | | |
| | 6112 SIM | | | 29 N | JUNCTION US 81 MANVEL | 0.0 | Deck Overlay | 379 | 341 | 38 | 0 | 0 |
| | 6113 SIM | | | 29 N | 7 SOUTH OF ND 54 | 0.0 | Deck Replacment | 1298 | 1168 | 130 | 0 | 0 |
| | 6114 SIM | | | 29 S | 7 SOUTH OF ND 54 | 0.0 | Deck Replacment | 1298 | 1168 | 130 | 0 | 0 |
| 18381 | 6115 SS | | P | 54 N | MINNESOTA BORDER | 0.0 | Struct Replace | 12000 | 4800 | 1200 | 0 | 6000 |
| | 6210 SIM | | | 29 S | 8 SOUTH OF ND 5 | 0.0 | Deck Overlay | 281 | 253 | 28 | 0 | 0 |
| | 6211 SS | | | 45 N | 4 EAST OF ND 65 | 0.0 | Deck Overlay | 450 | 405 | 45 | 0 | 0 |
| | 6306 SS | | | 45 N | 2 WEST OF ND 32 | 0.0 | Struct Replace | 191 | 155 | 36 | 0 | 0 |
| | | | | | | | Subtotal | 15897 | 8290 | 1607 | 0 | 6000 |
| ND Street | | | | | | | | | | | | |
| 21209 | 6314 SS | | | 91 N | ST THOMAS - MAIN ST (1ST TO 7TH AVE) | 0.6 | Bikeway/Walkway | 417 | 337 | 38 | 42 | 0 |
| | | | | | | | Subtotal | 417 | 337 | 38 | 42 | 0 |
| Safety | | | | | | | | | | | | |
| 20140 | 6116 SHE | | | 2 E | JCT ND 18 | 0.2 | J-Turn, Lighting, Intersect Imp | 1226 | 1103 | 123 | 0 | 0 |
| 21002 | 6117 HES | | | | GF VARIOUS INTERSECTION - PED HEADS | 0.0 | Signals | 128 | 116 | 6 | 6 | 0 |

Map Key 6304 is a Workzone Safety and Mobility Significant Project

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

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location CMC | Length | Work Type | (In Thousands) | | | | |
|--------------------|---------|------------|------|---------|-------------------------------------|--------|------------------------------|----------------|---------------|--------------|--------------|--------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Safety | | | | | | | | | | | | |
| 6118 | HES | | | | GF COLUMBIA RD AND 17TH AVE S | 0.0 | Turn Lanes | 597 | 537 | 0 | 60 | 0 |
| 6212 | HEU | | | | GRAND FORKS SCHOOL SIGN REPLACEMENT | 0.0 | Signing | 45 | 41 | 2 | 2 | 0 |
| 6216 | HEC | | | | WALSH COUNTY ROAD PROJECTS | 0.0 | Pave Mark, Signing | 137 | 123 | 0 | 14 | 0 |
| 6217 | HEC | | | | GRIGGS COUNTY ROAD PROJECTS | 0.0 | Signing, Pave Mark | 195 | 175 | 0 | 20 | 0 |
| 6307 | HEU | | | | GRAND FORKS - US 2 | 0.0 | Signals | 126 | 113 | 0 | 13 | 0 |
| 6310 | HEC | | | | ND 15, CITY OF THOMPSON | 0.0 | Signing | 25 | 23 | 1 | 1 | 0 |
| 6311 | HEC | | | | PEMBINA COUNTY ROADS | 0.0 | Signing, Pave Mark, Lighting | 79 | 71 | 0 | 8 | 0 |
| Subtotal | | | | | | | | 2558 | 2302 | 132 | 124 | 0 |
| Transit | | | | | | | | | | | | |
| 6120 | TURB | | | | GRAND FORKS-CITYWIDE | 0.0 | TR Op Assist | 2677 | 1084 | 186 | 1169 | 238 |
| 6121 | TURB | | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 15 | 12 | 0 | 3 | 0 |
| 6214 | TURB | | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist | 2758 | 1117 | 192 | 1204 | 245 |
| 6215 | TURB | | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 15 | 12 | 0 | 3 | 0 |
| 6312 | TURB | | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist | 2799 | 1133 | 195 | 1222 | 249 |
| 6313 | TURB | | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 15 | 12 | 0 | 3 | 0 |
| Subtotal | | | | | | | | 8279 | 3370 | 573 | 3604 | 732 |
| Total | | | | | | | | 106817 | 77542 | 14132 | 8411 | 6732 |
| Grand Total | | | | | | | | 179529 | 124438 | 24151 | 14077 | 16863 |

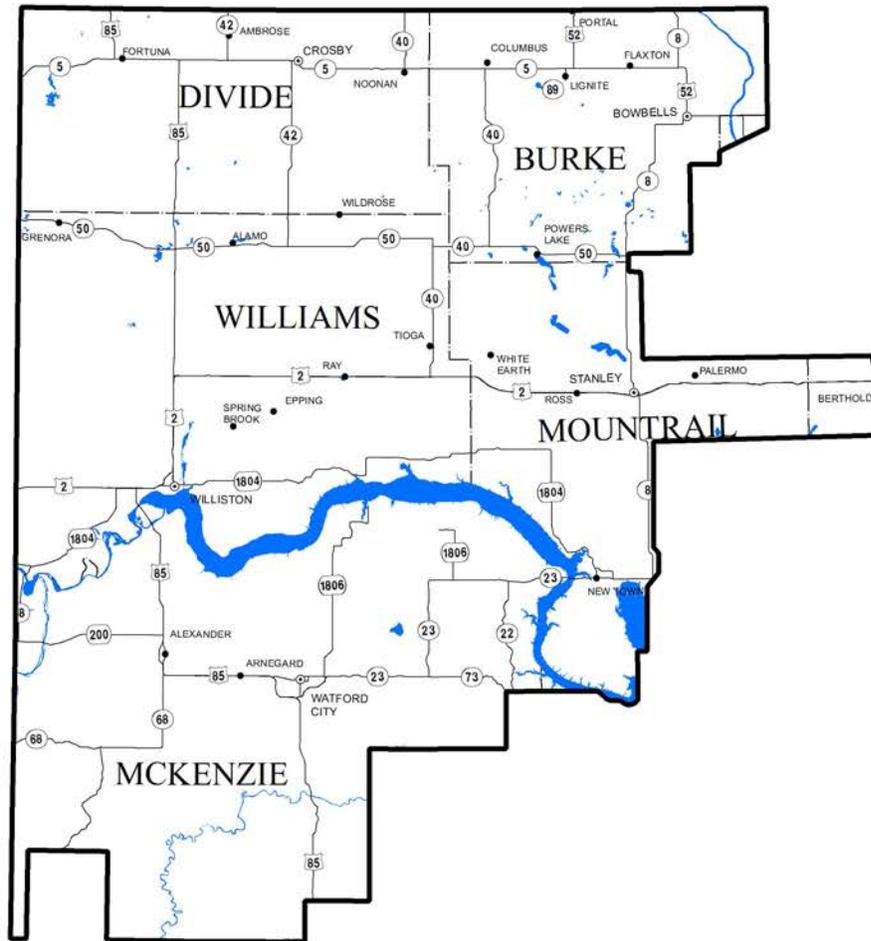
2016-2019 Construction Program - Grand Forks District



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Williston District

District 7



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North Dakota Department of Transportation
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Williston, ND 58802-0698
Phone: (701) 774-2700
Fax: (701) 774-2704

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location CMC | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|------------|------|---------|--|--------|---|---------------|--------------|---------------|------------|------------|
| Fiscal Year: 2016 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 14798 | 7001 | NH | | 2 | US 2 | 101.0 | Bonding Repayment | 5316 | 4302 | 1014 | 0 | 0 |
| 20750 | 7002 | SOIB | | 2 | E INTERSECTION OF US 2 & 58TH ST SW | 0.4 | Grade, Hot Bit Pave, Lighting, Signals, Turn Lanes | 6635 | 0 | 6635 | 0 | 0 |
| 20989 | 7026 | NH | | 2 | W 8 MI W OF ND 40 NEAR WHITE EARTH | 0.1 | Slide Repair | 5307 | 4295 | 1012 | 0 | 0 |
| 20846 | 7003 | SOIB | | 5 | E JCT ND 42-CROSBY E TO NOONAN | 14.4 | Aggr Shoulders, Hot Bit Pave, ITS | 13898 | 0 | 13898 | 0 | 0 |
| 19862 | 7004 | SOIB | | 23 | E NEW TOWN - NW TRUCK RELIEVER ROUTE | 0.0 | Right Of Way | 9538 | 0 | 9538 | 0 | 0 |
| 20996 | 7005 | SOIB | | 42 | N JCT ND 50 N TO E JCT 5-CROSBY | 23.2 | FDR CMT Stabl, Hot Bit Pave, Riprap, Subcut | 22276 | 0 | 22276 | 0 | 0 |
| 20416 | 7006 | SOIB | | 58 | N JCT 200 N TO JCT ND 1804 | 9.7 | Concrete Over, Hot Bit Pave, Widening | 28003 | 0 | 28003 | 0 | 0 |
| 19972 | 7007 | SOIB | | 85 | N JCT ND 23 TO NEAR JCT ND 23A | 7.2 | Lighting, PCC Pave, Struct/Incid, Turn Lanes, | 23429 | 0 | 23429 | 0 | 0 |
| 21310 | 7027 | SOIB | | 85 | N S OF JCT ND 23 TO 3 MI S JCT US 2 | 42.0 | Lighting, Turn Lanes | 2750 | 0 | 2750 | 0 | 0 |
| 21088 | 7028 | SOIA | | 85 | N MCKENZIE CTY 130TH AVE REALIGNMENT | 1.3 | Aggr Base, Grade | 2050 | 0 | 2050 | 0 | 0 |
| 21067 | 7029 | SOIA | | 85 | N JCT OF US 85 & US 85 BUS LOOP | 0.0 | Signals | 300 | 0 | 300 | 0 | 0 |
| 20295 | 7008 | SOIB | | 200 | E YELLOWSTONE BRIDGE TO JCT 85 | 14.2 | Hot Bit Pave, Selective Grade, Turn Lanes, Widening | 31538 | 0 | 31538 | 0 | 0 |
| 20326 | 7009 | SOIB | | 1804 | N TRK REL RTE TO 16 MI E JCT TIOGA RD | 18.6 | Aggr Base, Grade, Hot Bit Pave, Passing Lanes, Struct/Incid | 50888 | 0 | 50888 | 0 | 0 |
| 20890 | 7010 | SOIB | | 1804 | N CO RD 9 TO TEMP NE TRR | 2.2 | Grade, Hot Bit Pave, PCC Pave, Turn Lanes, Widening | 46452 | 0 | 46452 | 0 | 0 |
| Subtotal | | | | | | | | 248380 | 8597 | 239783 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| 21178 | 7011 | SOIB | | 2 | E WILLISTON - INTER US 2 & 9TH AVE NW | 0.0 | Intersect Imp | 4786 | 0 | 4786 | 0 | 0 |
| 21177 | 7012 | SOIB | | 2 | E WILLISTON - INTER US 2 & 42ND ST E | 0.0 | Intersect Imp | 11718 | 0 | 11718 | 0 | 0 |
| 20906 | 7013 | SOIB | | 2 | E WILLISTON - 32ND AVE TO 11TH ST | 1.0 | Reconstruction, Hot Bit Pave, Walk/Drive Ways, Storm Sewer, | 24156 | 0 | 24156 | 0 | 0 |
| 20599 | 7014 | NHU | | 2 | N 26TH ST N TO 2 MI N OF WILLISTON-WB | 2.0 | Microsurfacing | 130 | 105 | 19 | 6 | 0 |
| 21166 | 7015 | S-NHU | | 2 | N WILLISTON 2ND AV W (18TH ST-26TH ST) | 0.5 | Mill/O >2<Or=3" | 900 | 720 | 90 | 90 | 0 |
| 21166 | 7016 | S-NHU | | 2 | N WILLISTON 2ND AVE W & 22ND ST | 0.0 | Signals | 500 | 400 | 50 | 50 | 0 |
| 20859 | 7017 | SU | | 993 | W 26TH ST (UNIV AVE TO E DAKOTA PKWY) | 0.0 | Mill/O >2<Or=3" | 350 | 280 | 0 | 70 | 0 |
| 20858 | 7018 | SU | | 993 | W 11TH ST W (9TH AV W - US 2/85) | 0.0 | Mill/O >2<Or=3" | 810 | 648 | 0 | 162 | 0 |
| Subtotal | | | | | | | | 43350 | 2153 | 40819 | 378 | 0 |
| Transportation Alternatives | | | | | | | | | | | | |
| 21137 | 7024 | TEU | | 2 | W WILLISTON ENTRANCE SIGNS | 0.0 | Signing | 164 | 133 | 0 | 31 | 0 |
| 21138 | 7025 | TEU | | 1804 | N WILLISTON ENTRANCE SIGNS | 0.0 | Signing | 83 | 67 | 0 | 16 | 0 |
| 21153 | 7019 | TAC | | | CROSBY MULTIUSE TRAIL | 0.0 | Bikeway/Walkway | 220 | 175 | 0 | 45 | 0 |
| Subtotal | | | | | | | | 467 | 375 | 0 | 92 | 0 |
| Emergency Relief | | | | | | | | | | | | |
| 20811 | 7020 | SER | | 73 | E SLIDE REPAIR NEAR RP 8 | 1.0 | Slide Repair | 13373 | 13373 | 0 | 0 | 0 |
| Subtotal | | | | | | | | 13373 | 13373 | 0 | 0 | 0 |
| Safety | | | | | | | | | | | | |
| 21136 | 7021 | HEC | | | BURKE COUNTY ROAD PROJECTS | 0.0 | Signing, Pave Mark, Lighting, Guardrail, Intersect Imp | 470 | 423 | 0 | 47 | 0 |
| Subtotal | | | | | | | | 470 | 423 | 0 | 47 | 0 |
| Total | | | | | | | | 306040 | 24921 | 280602 | 517 | 0 |

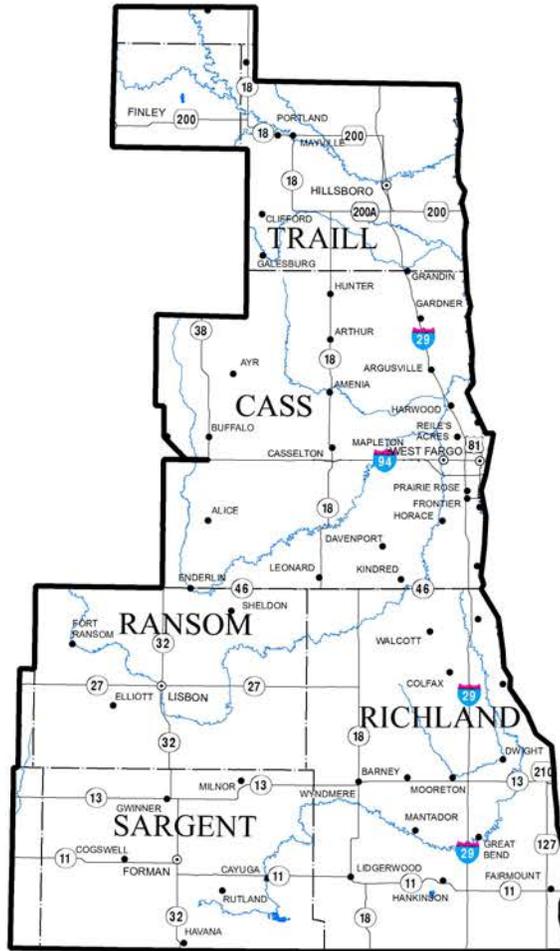
**North Dakota Department of Transportation
District 7 - Williston**

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|--------------------------------------|--------|--|---------------|--------------|---------------|-------------|------------|
| Fiscal Year: 2017-2019 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 14798 | 7001 | NH | | 2 | US 2 | 101.0 | Bonding Repayment | 5317 | 4303 | 1014 | 0 | 0 |
| 19492 | 7101 | SS | | 16 | N CO RD 5 N TO JCT 68 | 16.7 | Thin Overlay | 3814 | 3087 | 727 | 0 | 0 |
| 19862 | 7102 | SOIB | | 23 | E NEW TOWN - NW TRUCK RELIEVER ROUTE | 0.0 | Grade, Hot Bit Pave, Struct/Incid | 34724 | 0 | 34724 | 0 | 0 |
| | 7103 | SS | | 50 | E WILDROSE JCT TO MCGREGOR | 12.3 | Hot Bit Pave, Thin Overlay | 6777 | 5485 | 1292 | 0 | 0 |
| 18613 | 7104 | NH | | 52 | E ST LN S TO RP 1.2 - PORTAL | 1.1 | CPR, Mill/OI 2" Max | 292 | 236 | 56 | 0 | 0 |
| 20863 | 7105 | NH | | 52 | E JCT 5 LIGNITE E TO N JCT 8 | 13.0 | Asp OI>2"<Or=3" | 7427 | 6011 | 1416 | 0 | 0 |
| | 7107 | SOIB | | 85 | N LONG X BRIDGE | 2.0 | Aggr Base, Grade, Hot Bit Pave, Struct/Incid | 60764 | 0 | 60764 | 0 | 0 |
| 14798 | 7001 | NH | | 2 | US 2 | 101.0 | Bonding Repayment | 5313 | 4300 | 1013 | 0 | 0 |
| | 7201 | NH | | 2 | W RAY E TO COUNTY LINE | 15.0 | Concrete Over | 17888 | 14477 | 3411 | 0 | 0 |
| 14798 | 7001 | NH | | 2 | US 2 | 101.0 | Bonding Repayment | 5314 | 4301 | 1013 | 0 | 0 |
| 20845 | 7301 | NH | | 2 | E 2 MI N WILLISTON N TO 63RD ST NW | 9.6 | Concrete Over | 13420 | 10861 | 2559 | 0 | 0 |
| | 7302 | NH | | 52 | E RP 1.2 S TO JCT ND 5 | 6.3 | Thin Overlay | 1561 | 1263 | 298 | 0 | 0 |
| | 7303 | NH | | 52 | E N JCT 8 S TO E JCT 52 & 5 | 16.5 | Thin Overlay | 4081 | 3303 | 778 | 0 | 0 |
| | | | | | | | Subtotal | 166692 | 57627 | 109065 | 0 | 0 |
| Urban | | | | | | | | | | | | |
| | 7106 | SU | | 993 | N 9TH AV W (2ND ST - 11TH ST) | 0.0 | Mill/OI>2<Or=3" | 850 | 680 | 0 | 170 | 0 |
| | 7202 | SU | | 993 | N 14TH AVE W (2ND ST - 11TH ST) | 0.0 | Mill/OI>2<Or=3" | 650 | 520 | 0 | 130 | 0 |
| | | | | | | | Subtotal | 1500 | 1200 | 0 | 300 | 0 |
| Bridge | | | | | | | | | | | | |
| | 7203 | SS | | 1806 | N 10 NORTH ND 23 | 0.0 | Struct Replace | 1350 | 1215 | 135 | 0 | 0 |
| | 7204 | SS | | 1806 | N 3 NORTH ND 23 | 0.0 | Struct Replace | 1688 | 1519 | 169 | 0 | 0 |
| | | | | | | | Subtotal | 3038 | 2734 | 304 | 0 | 0 |
| Safety | | | | | | | | | | | | |
| | 7206 | HEC | | | DIVIDE COUNTY ROAD PROJECTS | 0.0 | Rumble Stripes, Lighting, Signing | 342 | 308 | 0 | 34 | 0 |
| | 7207 | HEC | | | MOUNTRAIL COUNTY ROAD PROJECTS | 0.0 | Signing, Pave Mark, Rumble Stripes | 2240 | 2016 | 0 | 224 | 0 |
| | 7208 | HEC | | | WILLIAMS COUNTY ROAD PROJECTS | 0.0 | Signing, Shldr Rehab | 171 | 154 | 0 | 17 | 0 |
| | | | | | | | Subtotal | 2753 | 2478 | 0 | 275 | 0 |
| | | | | | | | Total | 173983 | 64039 | 109369 | 575 | 0 |
| | | | | | | | Grand Total | 480023 | 88960 | 389971 | 1092 | 0 |

Fargo District

District 8



Robert Walton, District Engineer
North Dakota Department of Transportation
503 38th Street South
Fargo, ND 58103-1198
Phone: (701) 239-8900
Fax: (701) 239-8915

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy CMC | Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|------------|-------|---------|-----|----------------------------------|--------|---|--------------|--------------|-------------|-------------|------------|
| Fiscal Year: 2016 | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | |
| 21161 | 8001 | NH | | 13 | E | JCT 18-WYNDMERE E-TO I-29 | 14.5 | Approach Slabs, Mill/Ol>2<Or=3" | 7100 | 5746 | 1354 | 0 | 0 |
| 20686 | 8002 | SS | | 18 | N | COUNTY LINE N TO BLANCHARD | 7.8 | Microsurfacing | 1494 | 1209 | 285 | 0 | 0 |
| 19711 | 8003 | IM | P2016 | 29 | S | S OF STATE LINE N 11.3 MILES | 11.3 | Crack & Seat, Hot Bit Pave, PCC Pave, Struct/Incid | 10062 | 9056 | 1006 | 0 | 0 |
| 18985 | 8004 | IM | | 29 | S | ARGUSVILLE N TO HUNTER SEP | 10.2 | PCC Pave | 24904 | 22414 | 2490 | 0 | 0 |
| 21278 | 8005 | IM | | 94 | E | CASSELTON TO MAPLETON INTR | 7.5 | CPR, Shldr Rehab | 1251 | 1126 | 125 | 0 | 0 |
| 21278 | 8006 | IM | | 94 | E | MAPLETON INTR E TO RAYMOND INTR | 4.3 | CPR | 577 | 519 | 58 | 0 | 0 |
| 20687 | 8007 | IM | | 94 | E | EAST OF 5TH ST S | 0.0 | Lift Station | 112 | 101 | 11 | 0 | 0 |
| Subtotal | | | | | | | | | 45500 | 40171 | 5329 | 0 | 0 |
| Urban | | | | | | | | | | | | | |
| 20158 | 8008 | SU | | 991 | E | 16TH AVE N (ND 210 - 11TH ST N) | 0.0 | Reconstruction | 2256 | 1805 | 0 | 451 | 0 |
| 20857 | 8009 | SU | | 992 | E | W FARGO CITY WIDE SIGNALS | 0.0 | Signals | 238 | 190 | 0 | 48 | 0 |
| Subtotal | | | | | | | | | 2494 | 1995 | 0 | 499 | 0 |
| Bridge | | | | | | | | | | | | | |
| 20676 | 8012 | BRS | | 18 | N | CITY OF MAYVILLE | 0.0 | Structure Paint | 164 | 131 | 33 | 0 | 0 |
| Subtotal | | | | | | | | | 164 | 131 | 33 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | | | | | |
| 20158 | 8013 | TAU | | | | WAHPETON SHARED USE PATH | 0.0 | Bikeway/Walkway | 275 | 223 | 0 | 52 | 0 |
| Subtotal | | | | | | | | | 275 | 223 | 0 | 52 | 0 |
| Safety | | | | | | | | | | | | | |
| 21041 | 8014 | HEN | | 13 | E | EAST JUNCTION OF ND 13 AND ND 32 | 0.0 | Turn Lanes | 602 | 542 | 60 | 0 | 0 |
| Subtotal | | | | | | | | | 602 | 542 | 60 | 0 | 0 |
| Transit | | | | | | | | | | | | | |
| | 8015 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 270 | 216 | 0 | 54 | 0 |
| | 8016 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Planning | 54 | 43 | 0 | 11 | 0 |
| | 8017 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist | 2725 | 1363 | 711 | 651 | 0 |
| | 8018 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Prev Maint | 1081 | 865 | 0 | 216 | 0 |
| Subtotal | | | | | | | | | 4130 | 2487 | 711 | 932 | 0 |
| Total | | | | | | | | | 53165 | 45549 | 6133 | 1483 | 0 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|--------------------------------------|--------|--|--------------|--------------|-------------|--------------|------------|
| Fiscal Year: 2017-2019 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| | 8101 | IM | P | 29 N | RP 33.5 TO CHRISTINE INTERCHANGE | 10.6 | PCC Pave, Struct/Incid | 22432 | 20189 | 2243 | 0 | 0 |
| 18987 | 8102 | IM | | 29 N | CHRISTINE INTR N TO WILD RICE RIVER | 9.3 | CPR | 1572 | 1415 | 157 | 0 | 0 |
| | 8103 | IM | | 29 S | RP 34 TO CHRISTINE INTERCHANGE | 10.2 | Median X-Overs, Ramp Conn | 1170 | 1053 | 117 | 0 | 0 |
| 21262 | 8104 | NH | | 29 S | 32ND AVE S INTERCHANGE | 1.0 | Reconstruction, Structure Widen, Deck Overlay, | 2500 | 2000 | 0 | 500 | 0 |
| 21169 | 8105 | IM | | 94 E | US 81/UNIVERSITY DR INTCHNGE-FARGO | 0.0 | Ramp Revisions, Signal Revision, Turn Lanes | 1400 | 1260 | 140 | 0 | 0 |
| | 8201 | IM | P | 29 S | RP 34 TO CHRISTINE INTERCHANGE | 10.2 | PCC Pave | 24603 | 22143 | 2460 | 0 | 0 |
| | 8202 | IM | | 94 E | HORACE ROAD INTERCHANGE | 0.1 | Median X-Overs, PCC Pave, Ramp Revisions, Struct Replace | 14000 | 12600 | 1400 | 0 | 0 |
| | 8301 | NH | | 13 E | W OF I-29 JCT TO 1 MI W OF WAHPETON | 9.6 | CPR | 1075 | 870 | 205 | 0 | 0 |
| | 8302 | NH | | 13 W | W JCT I-29 TO E JCT I-29 | 0.6 | CPR | 68 | 55 | 13 | 0 | 0 |
| | 8303 | NH | | 13 W | E JCT I-29 TO JCT OLD US 81 | 4.1 | Microsurfacing | 367 | 297 | 70 | 0 | 0 |
| | 8304 | NH | | 13 W | JCT OLD US-81 TO 2.1 M W WAHPETON | 4.1 | CPR | 465 | 376 | 89 | 0 | 0 |
| | 8306 | IM | P | 94 E | I-29 TO 25TH ST. INTERCHANGE | 1.0 | PCC Pave, Ramp Conn, Ramp Revisions, Widening | 5624 | 5062 | 562 | 0 | 0 |
| | 8307 | IM | | 94 W | WHEATLAND E TO E CASSELTON | 7.2 | CPR | 1087 | 978 | 109 | 0 | 0 |
| | 8308 | IM | | 94 W | HORACE ROAD INTERCHANGE | 0.0 | PCC Pave, Ramp Revisions, Struct Replace | 11000 | 9900 | 1100 | 0 | 0 |
| Subtotal | | | | | | | | 87363 | 78198 | 8665 | 500 | 0 |
| Urban | | | | | | | | | | | | |
| | 8106 | SU | | 984 N | CITYWIDE CAPITAL BUS PURCHASE | 0.0 | TR Cap Purchase | 1860 | 1488 | 0 | 372 | 0 |
| 21261 | 8107 | SU | | 984 W | 32ND AVE S (32ND TO 42ND ST) | 0.0 | Reconstruction, Structure Widen | 5736 | 2136 | 0 | 3600 | 0 |
| 21170 | 8203 | NHU | | 10B E | MAIN AVE (UNIV DR TO 2ND ST) | 1.0 | Reconstruction | 9652 | 4470 | 708 | 4474 | 0 |
| 21168 | 8204 | NHU | | 81B N | 10TH ST (4TH AVE N TO 12TH AVE N) | 0.7 | Reconstruction | 6257 | 4071 | 525 | 1661 | 0 |
| | 8205 | SU | | 992 N | SHEYENNE ST (32ND AVE - 19TH AVE) | 0.0 | Reconstruction | 8000 | 5680 | 0 | 2320 | 0 |
| | 8309 | SU | | 984 E | 64TH AVE S (38TH ST SW - 36TH ST SW) | 0.0 | Struct/Incid, Construction | 12416 | 9933 | 0 | 2483 | 0 |
| | 8310 | SU | | | SHEYENNE ST (32ND AVE - 40TH AVE S) | 0.0 | Reconstruction | 5439 | 4351 | 0 | 1088 | 0 |
| Subtotal | | | | | | | | 49360 | 32129 | 1233 | 15998 | 0 |
| Bridge | | | | | | | | | | | | |
| | 8108 | IM | | 29 N | 6 NORTH OF ND 13 | 0.0 | Structur Repair | 260 | 234 | 26 | 0 | 0 |
| | 8109 | IM | | 29 S | 7 NORTH OF ND 11 | 0.0 | Deck Overlay, Structur Repair | 312 | 281 | 31 | 0 | 0 |
| | 8110 | IM | | 94 W | ND-MINN BORDER | 0.0 | Structure Paint | 1560 | 702 | 78 | 0 | 780 |
| | 8206 | IM | | 29 N | 6 SOUTH OF ND 46 | 0.0 | Structure Paint | 172 | 139 | 33 | 0 | 0 |
| 20298 | 8207 | IM | | 29 N | 6 NORTH OF ND 46 | 0.0 | Struct Replace, Median X-Overs | 1609 | 1448 | 161 | 0 | 0 |
| | 8323 | SS | | 18 N | 5 SOUTH MAYVILLE | 0.0 | Struct Replace | 337 | 270 | 67 | 0 | 0 |
| | 8324 | BRS | | 18 N | 1 SOUTH OF MAYVILLE | 0.0 | Struct Replace | 2000 | 1619 | 381 | 0 | 0 |
| 20299 | 8311 | IM | | 29 S | 6 NORTH OF ND 46 | 0.0 | Struct Replace | 1673 | 1506 | 167 | 0 | 0 |
| | 8312 | IM | | 94 W | 6 EAST OF ND 18 | 0.0 | Struct Replace | 2340 | 2106 | 234 | 0 | 0 |
| Subtotal | | | | | | | | 10263 | 8305 | 1178 | 0 | 780 |
| ND Street | | | | | | | | | | | | |
| 20341 | 8111 | SS | | 18 N | CASSELTON - ND 18(LANGER AVE TO 4TH) | 0.2 | Aggr Base, PCC Pave | 1996 | 1615 | 181 | 200 | 0 |
| 20809 | 8208 | SS | | 11 E | FORMAN-W OF 5TH ST TO S OF WURTH AVE | 0.8 | Aggr Base, Hot Bit Pave, Lighting | 617 | 499 | 56 | 62 | 0 |

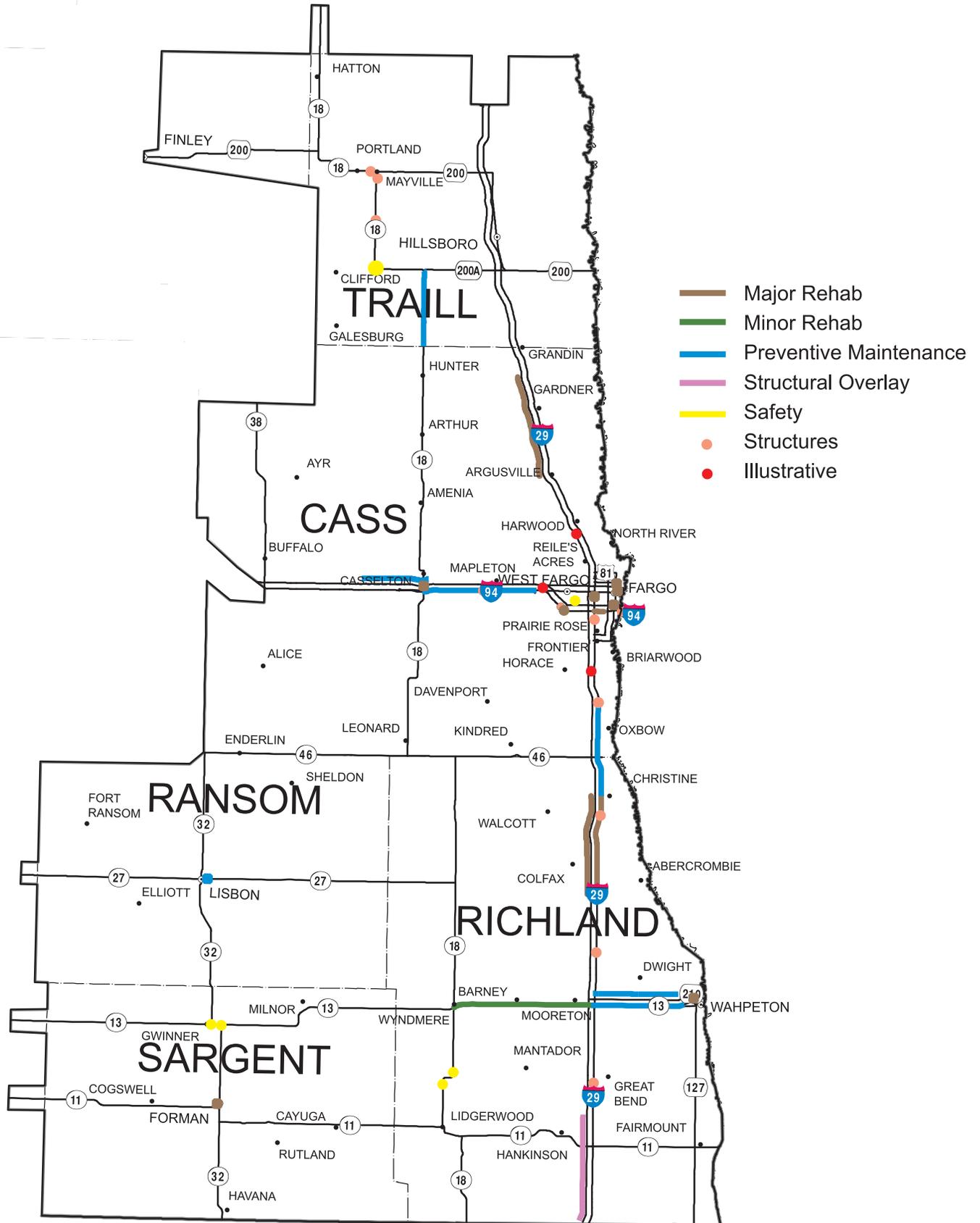
Map Keys 8203 and 8204 are Workzone Safety and Mobility Significant Projects

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

(In Thousands)

| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
|---------------------|-------|------|------|-----|-----|--------------------------------------|--------|---|---------------|---------------|--------------|--------------|------------|
| Key | Sourc | CMC | | | | | | | Cost | Fund | Fund | Fund | Fund |
| ND Street | | | | | | | | | | | | | |
| 20812 | 8209 | SS | | 13 | E | GWINNER - 130TH AVE SE TO INDUSTRIAL | 0.7 | Lighting | 355 | 287 | 32 | 36 | 0 |
| 21208 | 8325 | SS | | 27 | E | LISBON - 5TH AV (MAIN ST-RIVERSIDE) | 0.3 | Aggr Base, Hot Bit Pave, Bikeway/Walkway | 1457 | 1179 | 132 | 146 | 0 |
| Subtotal | | | | | | | | | 4425 | 3580 | 401 | 444 | 0 |
| Safety | | | | | | | | | | | | | |
| | 8112 | HES | | 18 | N | ND 18 CURVES AT RP16.76, RP 17.76 | 0.0 | Intersect Imp | 2000 | 1800 | 200 | 0 | 0 |
| 20999 | 8113 | HES | | | | WEST FARGO - 9TH ST E & 13TH AVE | 0.0 | Pave Mark, Turn Lanes, Intersect Imp | 1884 | 1696 | 0 | 188 | 0 |
| | 8114 | HEC | | | | CASS COUNTY SCHOOL ZONE SIGNING | 0.0 | Signing | 41 | 37 | 0 | 4 | 0 |
| | 8210 | HES | | 18 | N | ND 18 CURVES AT RP 111.8 | 0.0 | Intersect Imp | 850 | 765 | 85 | 0 | 0 |
| | 8215 | HEC | | | | CASS COUNTY SAFETY PROJECTS | 0.0 | Signing, Lighting | 291 | 262 | 0 | 29 | 0 |
| | 8216 | HEC | | | | RICHLAND COUNTY ROAD PROJECTS | 0.0 | Rumble Stripes, Pave Mark, Signing, Lighting | 393 | 354 | 0 | 39 | 0 |
| | 8217 | HEC | | | | SARGENT COUNTY SAFETY PROJECTS | 0.0 | Rumble Stripes, Pave Mark, Signing, Lighting | 548 | 493 | 0 | 55 | 0 |
| Subtotal | | | | | | | | | 6007 | 5407 | 285 | 315 | 0 |
| Illustrative | | | | | | | | | | | | | |
| | 8316 | NA | | 29 | N | FM METRO AREA DIVERSION,I-29 S OF FM | 0.0 | Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median | 0 | 0 | 0 | 0 | 0 |
| 20181 | 8317 | NA | | 29 | N | FM METRO AREA DIVERSION,I-29 N OF FM | 1.4 | Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median | 0 | 0 | 0 | 0 | 0 |
| | 8318 | NA | | 94 | E | FM METRO AREA DIVERSION,I-94 W OF FM | 0.0 | Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median | 0 | 0 | 0 | 0 | 0 |
| Subtotal | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| Transit | | | | | | | | | | | | | |
| | 8115 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Planning | 56 | 45 | 0 | 11 | 0 |
| | 8116 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist | 2836 | 1418 | 740 | 678 | 0 |
| | 8117 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Prev Maint | 1125 | 900 | 0 | 225 | 0 |
| | 8118 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 281 | 225 | 0 | 56 | 0 |
| | 8211 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Prev Maint | 1171 | 937 | 0 | 234 | 0 |
| | 8212 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist | 2948 | 1474 | 737 | 737 | 0 |
| | 8213 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Planning | 59 | 47 | 0 | 12 | 0 |
| | 8214 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 293 | 234 | 0 | 59 | 0 |
| | 8319 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Planning | 60 | 48 | 0 | 12 | 0 |
| | 8320 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Cap Purchase | 297 | 238 | 0 | 59 | 0 |
| | 8321 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist | 2992 | 1496 | 748 | 748 | 0 |
| | 8322 | TURB | | | | FARGO-CITYWIDE-5307 | 0.0 | TR Prev Maint | 1189 | 951 | 0 | 238 | 0 |
| Subtotal | | | | | | | | | 13307 | 8013 | 2225 | 3069 | 0 |
| Total | | | | | | | | | 170725 | 135632 | 13987 | 20326 | 780 |
| Grand Total | | | | | | | | | 223890 | 181181 | 20120 | 21809 | 780 |

2016-2019 Construction Program - Fargo District



Notice of Disclaimer

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|---------|------------|------|-------------|------------------------------------|--------|----------------------|--------------|--------------|-------------|-------------|------------|
| Fiscal Year: 2016 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| | 9001 | SIMSS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| | 9003 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 271 | 219 | 52 | 0 | 0 |
| | 9004 | STP | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 938 | 750 | 188 | 0 | 0 |
| | 9005 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| | 9006 | SIM | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| | 9007 | STP | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| | 9008 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| | 9009 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | OJT | 90 | 90 | 0 | 0 | 0 |
| | 9010 | SIM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 1111 | 1000 | 111 | 0 | 0 |
| | 9011 | NH | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| | 9012 | IMSS | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| | 9013 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovrtr | 62 | 50 | 12 | 0 | 0 |
| | 9014 | STP | | | ND 511 ALERT | 0.0 | ITS | 313 | 250 | 63 | 0 | 0 |
| | 9015 | STP | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 2000 | 1619 | 381 | 0 | 0 |
| | 9017 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 164 | 133 | 31 | 0 | 0 |
| | 9018 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| | 9019 | STP | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 6250 | 5000 | 1250 | 0 | 0 |
| 20269 | 9020 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| | 9021 | SS | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| | 9022 | SIM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| | 9023 | RSS | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 1804 | 1624 | 180 | 0 | 0 |
| | 9024 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Parks & Rec | 1263 | 1010 | 0 | 253 | 0 |
| | 9025 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| | 9026 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 2985 | 1629 | 0 | 407 | 949 |
| | 9027 | RPS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 4444 | 4000 | 444 | 0 | 0 |
| 20899 | 9028 | NH | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| | | | | | | | Subtotal | 45381 | 36625 | 7067 | 740 | 949 |
| Urban | | | | | | | | | | | | |
| | 9029 | SU | | | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 |
| | 9030 | SU | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 | 0 | 20 | 0 |
| | | | | | | | Subtotal | 2350 | 1880 | 0 | 470 | 0 |
| Bridge | | | | | | | | | | | | |
| | 9031 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 |
| | 9032 | BR | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 563 | 450 | 113 | 0 | 0 |
| | | | | | | | Subtotal | 872 | 700 | 172 | 0 | 0 |
| County | | | | | | | | | | | | |
| | 9037 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| | 9052 | SC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 15371 | 12440 | 0 | 2931 | 0 |
| | 9053 | BR | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7278 | 5890 | 0 | 1388 | 0 |
| | | | | | | | Subtotal | 23129 | 18650 | 80 | 4399 | 0 |
| Federal Lands Highways | | | | | | | | | | | | |
| | 9038 | FHO | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Access Program | 1100 | 890 | 0 | 210 | 0 |
| | | | | | | | Subtotal | 1100 | 890 | 0 | 210 | 0 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------|---------|------------|------|-------------|------------------------------------|--------|--|--------------|--------------|-------------|-------------|------------|
| Emergency Relief | | | | | | | | | | | | |
| | 9039 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Grade Raise | 1000 | 1000 | 0 | 0 | 0 |
| | | | | | | | Subtotal | 1000 | 1000 | 0 | 0 | 0 |
| Safe Routes to School | | | | | | | | | | | | |
| | 9054 | SRT | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | State Planning | 500 | 500 | 0 | 0 | 0 |
| | | | | | | | Subtotal | 500 | 500 | 0 | 0 | 0 |
| Missile Roads | | | | | | | | | | | | |
| | 9040 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 4000 | 4000 | 0 | 0 | 0 |
| | | | | | | | Subtotal | 4000 | 4000 | 0 | 0 | 0 |
| Safety | | | | | | | | | | | | |
| | 9041 | HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 374 | 337 | 37 | 0 | 0 |
| | 9042 | HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| | 9043 | HES | | | VAR LOC-STATEWIDE-INDIVIDUAL | 0.0 | Prelim Engineer | 111 | 100 | 11 | 0 | 0 |
| 20986 | 9044 | SHEHES | | | DISTRICTWIDE RETROREFLECTIVITY | 0.0 | Signing | 2222 | 2000 | 222 | 0 | 0 |
| | 9045 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| | 9046 | HESHEUHI | | | YIELD INSTALLATION AT RR CROSSINGS | 0.0 | Signing | 278 | 250 | 28 | 0 | 0 |
| | 9047 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| | | | | | | | Subtotal | 3272 | 2945 | 327 | 0 | 0 |
| Transit | | | | | | | | | | | | |
| | 9048 | TCAP | | | STATEWIDE TRANSIT-5339 | 0.0 | TR Capital | 2210 | 1768 | 0 | 442 | 0 |
| | 9049 | TCAP | | | STATEWIDE TRANSIT-RTAP | 0.0 | TR Training | 101 | 101 | 0 | 0 | 0 |
| | 9050 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 6584 | 5267 | 0 | 1317 | 0 |
| | 9051 | TE/D | | | STATEWIDE TRANSIT-5310 | 0.0 | TR Capital | 744 | 595 | 0 | 149 | 0 |
| | | | | | | | Subtotal | 9639 | 7731 | 0 | 1908 | 0 |
| | | | | | | | Total | 91243 | 74921 | 7646 | 7727 | 949 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir | Location CMC | Length | Work Type | (In Thousands) | | | | |
|-------------------------------|---------|------------|------|---------|--|--------|----------------------|----------------|----------|------------|------------|------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Fiscal Year: 2017-2019 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 9101 | SS | | | | BILLBOARD CONTROL PROGRAM | 0.0 | Billboard Contr | 150 | 121 | 29 | 0 | 0 |
| 9102 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 282 | 228 | 54 | 0 | 0 |
| 9103 | NH | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9104 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 168 | 136 | 32 | 0 | 0 |
| 9105 | STP | | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 6250 | 5000 | 1250 | 0 | 0 |
| 9106 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9107 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 9109 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovrtr | 62 | 50 | 12 | 0 | 0 |
| 9110 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Parks & Rec | 1263 | 1010 | 0 | 253 | 0 |
| 9111 | STP | | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 2000 | 1619 | 381 | 0 | 0 |
| 9112 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3031 | 1654 | 0 | 413 | 964 |
| 9113 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| 9114 | SIM | | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9115 | STP | | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 938 | 750 | 188 | 0 | 0 |
| 9116 | SIMSS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9117 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9118 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9119 | IMSS | | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| 9120 | STP | | | | ND 511 ALERT | 0.0 | ITS | 313 | 250 | 63 | 0 | 0 |
| 9121 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | OJT | 90 | 90 | 0 | 0 | 0 |
| 9122 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 161 | 130 | 31 | 0 | 0 |
| 9123 | RPS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 1831 | 1648 | 183 | 0 | 0 |
| 9124 | RSS | | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 1831 | 1648 | 183 | 0 | 0 |
| 9125 | SIM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 1111 | 1000 | 111 | 0 | 0 |
| 9126 | NH | | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9127 | SS | | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9128 | STP | | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9129 | SIM | | | | LOC-STATEWIDE-NON-INTERSTATE VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9201 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | OJT | 90 | 90 | 0 | 0 | 0 |
| 9202 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 173 | 140 | 33 | 0 | 0 |
| 9203 | SIM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 1111 | 1000 | 111 | 0 | 0 |
| 9204 | SS | | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9205 | SIM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9206 | STP | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9207 | STP | | | | LOC-STATEWIDE-NON-INTERSTATE VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 2000 | 1619 | 381 | 0 | 0 |
| 9208 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Parks & Rec | 1263 | 1010 | 0 | 253 | 0 |
| 9209 | NH | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9210 | IMSS | | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| 9211 | STP | | | | ND 511 ALERT | 0.0 | ITS | 313 | 250 | 63 | 0 | 0 |
| 9212 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovrtr | 62 | 50 | 12 | 0 | 0 |
| 9213 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 293 | 237 | 56 | 0 | 0 |
| 9214 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9215 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9216 | STP | | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 938 | 750 | 188 | 0 | 0 |

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

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | (In Thousands) | | | | |
|-----------------|---------|------------|------|-------------|--------------------------------------|--------|----------------------|----------------|---------------|--------------|-------------|-------------|
| | | | | | | | | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Rural | | | | | | | | | | | | |
| 9217 | SIM | | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9218 | RPS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 1859 | 1673 | 186 | 0 | 0 |
| 9219 | RSS | | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 1859 | 1673 | 186 | 0 | 0 |
| 9220 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3077 | 1679 | 0 | 420 | 978 |
| 9221 | SIMSS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9223 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| 9224 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9225 | STP | | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 6250 | 5000 | 1250 | 0 | 0 |
| 9227 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 9228 | NH | | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9301 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9303 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 175 | 142 | 33 | 0 | 0 |
| 9304 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9305 | SIM | | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9306 | STP | | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 938 | 750 | 188 | 0 | 0 |
| 9307 | RPS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 1887 | 1698 | 189 | 0 | 0 |
| 9308 | SIMSS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9309 | STP | | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 2000 | 1619 | 381 | 0 | 0 |
| 9310 | STP | | | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9311 | SIM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9312 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Parks & Rec | 1263 | 1010 | 0 | 253 | 0 |
| 9313 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | OJT | 90 | 90 | 0 | 0 | 0 |
| 9314 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3123 | 1704 | 0 | 426 | 993 |
| 9315 | STP | | | | ND 511 ALERT | 0.0 | ITS | 313 | 250 | 63 | 0 | 0 |
| 9316 | IMSS | | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| 9317 | STP | | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 6250 | 5000 | 1250 | 0 | 0 |
| 9318 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Overt | 62 | 50 | 12 | 0 | 0 |
| 9319 | RPS | | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 1887 | 1698 | 189 | 0 | 0 |
| 9320 | NH | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9321 | SS | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9322 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 298 | 241 | 57 | 0 | 0 |
| 9323 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 161 | 130 | 31 | 0 | 0 |
| 9324 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 |
| 9325 | STP | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 5000 | 4000 | 1000 | 0 | 0 |
| 9326 | NH | | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9327 | SIM | | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 1111 | 1000 | 111 | 0 | 0 |
| 9328 | SS | | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 5560 | 4500 | 1060 | 0 | 0 |
| 9351 | SS | | | | BILLBOARD CONTROL PROGRAM | 0.0 | Billboard Contr | 150 | 121 | 29 | 0 | 0 |
| Subtotal | | | | | | | | 129535 | 103761 | 20581 | 2258 | 2935 |
| Urban | | | | | | | | | | | | |
| 9130 | SU | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 | 0 | 20 | 0 |
| 9131 | SU | | | | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 |
| 9229 | SU | | | | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 |
| 9230 | SU | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 | 0 | 20 | 0 |
| 9329 | SU | | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Right Of Way | 100 | 80 | 0 | 20 | 0 |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | |
|------------------------------------|---------|------------|------|-------------|-------------------------------------|--------|-----------------|-----------------|--------------|--------------|------------|--------------|----------|
| Urban | | | | | | | | | | | | | |
| | 9330 | SU | | | VARIOUS INDIVIDUAL URBAN LOCATIONS | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 | |
| | | | | | | | | Subtotal | 7050 | 5640 | 0 | 1410 | 0 |
| Bridge | | | | | | | | | | | | | |
| | 9132 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 | |
| | 9133 | BR | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 563 | 450 | 113 | 0 | 0 | |
| | 9231 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 | |
| | 9232 | BR | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 563 | 450 | 113 | 0 | 0 | |
| | 9331 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 | |
| | 9332 | BR | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 563 | 450 | 113 | 0 | 0 | |
| | | | | | | | | Subtotal | 2616 | 2100 | 516 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | | | | | |
| | 9134 | TAC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Dir Task Force | 847 | 678 | 0 | 169 | 0 | |
| | 9135 | TAU | | | VARIOUS LOCATIONS-STATEWIDE | 0.0 | Dir Task Force | 1149 | 919 | 0 | 230 | 0 | |
| | 9233 | TAC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Dir Task Force | 860 | 688 | 0 | 172 | 0 | |
| | 9234 | TAU | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Dir Task Force | 1166 | 933 | 0 | 233 | 0 | |
| | 9333 | TAU | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 1184 | 947 | 0 | 237 | 0 | |
| | 9334 | TAC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 873 | 698 | 0 | 175 | 0 | |
| | | | | | | | | Subtotal | 6079 | 4863 | 0 | 1216 | 0 |
| County | | | | | | | | | | | | | |
| | 9136 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 | |
| | 9154 | SC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 16092 | 13023 | 0 | 3069 | 0 | |
| | 9155 | BR | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7387 | 5978 | 0 | 1409 | 0 | |
| | 9235 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 | |
| | 9252 | BR | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7498 | 6068 | 0 | 1430 | 0 | |
| | 9253 | SC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 16333 | 13218 | 0 | 3115 | 0 | |
| | 9335 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SRED | 480 | 320 | 80 | 80 | 0 | |
| | 9352 | BR | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Bridges | 7610 | 6159 | 0 | 1451 | 0 | |
| | 9353 | SC | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | County Roadways | 16577 | 13416 | 0 | 3161 | 0 | |
| | | | | | | | | Subtotal | 72937 | 58822 | 240 | 13875 | 0 |
| Federal Lands Highways | | | | | | | | | | | | | |
| | 9139 | FHO | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Access Program | 1100 | 890 | 0 | 210 | 0 | |
| | 9238 | FHO | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Access Program | 1100 | 890 | 0 | 210 | 0 | |
| | 9338 | FHO | | | VARIOUS LOCATIONS STATEWIDE | 0.0 | Access Program | 1100 | 890 | 0 | 210 | 0 | |
| | | | | | | | | Subtotal | 3300 | 2670 | 0 | 630 | 0 |
| Emergency Relief | | | | | | | | | | | | | |
| | 9140 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Grade Raise | 1000 | 1000 | 0 | 0 | 0 | |
| | 9239 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Grade Raise | 1000 | 1000 | 0 | 0 | 0 | |
| | 9339 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Grade Raise | 1000 | 1000 | 0 | 0 | 0 | |
| | | | | | | | | Subtotal | 3000 | 3000 | 0 | 0 | 0 |
| Missile Roads | | | | | | | | | | | | | |
| | 9141 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 4000 | 4000 | 0 | 0 | 0 | |
| | 9240 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 4000 | 4000 | 0 | 0 | 0 | |
| | 9340 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 4000 | 4000 | 0 | 0 | 0 | |
| | | | | | | | | Subtotal | 12000 | 12000 | 0 | 0 | 0 |
| Safety | | | | | | | | | | | | | |
| 21106 | 9142 | HES | | | CURVE DELINEATION-WESTERN DISTRICTS | 0.0 | Signing | 1007 | 906 | 101 | 0 | 0 | |

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

(In Thousands)

| PCN | Map Key | Fund Sourc | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|--------------------|---------|---------------|------|-------------|-------------------------------------|--------|--|---------------|---------------|--------------|--------------|-------------|
| Safety | | | | | | | | | | | | |
| | | 9143 HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| | | 9144 HES | | | VAR LOC-STATEWIDE-INDIVIDUAL | 0.0 | Prelim Engineer | 111 | 100 | 11 | 0 | 0 |
| | | 9145 HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 374 | 337 | 37 | 0 | 0 |
| | | 9146 HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| | | 9147 SHEHES | | | DISTRICTWIDE RETROREFLECTIVITY | 0.0 | Signing | 2222 | 2000 | 222 | 0 | 0 |
| | | 9148 HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| | | 9149 HESHEUHI | | | YIELD INSTALLATION AT RR CROSSINGS | 0.0 | Signing | 278 | 250 | 28 | 0 | 0 |
| | | 9241 HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| | | 9242 HES | | | VAR LOC-STATEWIDE-INDIVIDUAL | 0.0 | Prelim Engineer | 111 | 100 | 11 | 0 | 0 |
| | | 9243 HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| 21107 | | 9244 HES | | | CURVE DELINEATION-EASTERN DISTRICTS | 0.0 | Signing | 1003 | 903 | 100 | 0 | 0 |
| | | 9245 HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 374 | 337 | 37 | 0 | 0 |
| | | 9246 SHEHES | | | DISTRICTWIDE RETROREFLECTIVITY | 0.0 | Signing | 2222 | 2000 | 222 | 0 | 0 |
| | | 9247 HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| | | 9341 HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| | | 9342 HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 374 | 337 | 37 | 0 | 0 |
| | | 9343 HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| | | 9344 HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| | | 9345 SHEHES | | | DISTRICTWIDE RETROREFLECTIVITY | 0.0 | Signing | 2222 | 2000 | 222 | 0 | 0 |
| | | 9346 HES | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 111 | 100 | 11 | 0 | 0 |
| Subtotal | | | | | | | | 11270 | 10144 | 1126 | 0 | 0 |
| Transit | | | | | | | | | | | | |
| | | 9150 TCAP | | | STATEWIDE TRANSIT-RTAP | 0.0 | TR Training | 102 | 102 | 0 | 0 | 0 |
| | | 9151 TRUR | | | STATEWIDE TRANSIT-5339 | 0.0 | TR Capital | 2244 | 1795 | 0 | 449 | 0 |
| | | 9152 TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 755 | 604 | 0 | 151 | 0 |
| | | 9153 TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 6682 | 5346 | 0 | 1336 | 0 |
| | | 9248 TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 766 | 613 | 0 | 153 | 0 |
| | | 9249 TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 6782 | 5426 | 0 | 1356 | 0 |
| | | 9250 TRUR | | | STATEWIDE TRANSIT- 5339 | 0.0 | TR Capital | 2277 | 1822 | 0 | 455 | 0 |
| | | 9251 TCAP | | | STATEWIDE TRANSIT-RTAP | 0.0 | TR Training | 104 | 104 | 0 | 0 | 0 |
| | | 9347 TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 6884 | 5507 | 0 | 1377 | 0 |
| | | 9348 TCAP | | | STATEWIDE TRANSIT-RTAP | 0.0 | TR Training | 105 | 105 | 0 | 0 | 0 |
| | | 9349 TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 778 | 622 | 0 | 156 | 0 |
| | | 9350 TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 2311 | 1849 | 0 | 462 | 0 |
| Subtotal | | | | | | | | 29790 | 23895 | 0 | 5895 | 0 |
| Total | | | | | | | | 277577 | 226895 | 22463 | 25284 | 2935 |
| Grand Total | | | | | | | | 368820 | 301816 | 30109 | 33011 | 3884 |

PROGRAMS

State Funding Programs

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

Federal Funding Programs

With North Dakota’s obligation limitation distribution unknown for fiscal year 2016 or beyond, the funding level for planning purposes was based on projected apportionment for 2016-2019. It was based on \$240 million for 2016, \$243.6 million for 2017, \$247.3 million for 2018 and \$251 million for 2019. The NDDOT also programs additional projects known as “Pending”. These projects replace any projects that do not remain in the fiscal year planned or if additional obligation limitation is received. Carryover apportionments from previous years are available to handle any obligation limitation that may be received above those that are planned.

Federal aid highway funds are apportioned to the state from several sources. The core formula program structure as provided by Moving Ahead for Progress in the 21st Century Act (MAP-21) is:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railroad-Highway Crossings Program
- Metropolitan Planning Program

Following is a short summary of each of the core formula programs as well as other pertinent programs continued by MAP-21.

Each source of federal funds has its own criteria for eligibility and administration. Recipients of these funds must follow the federal law and administrative rules that apply.

The state is responsible for overall management of these funds. NDDOT makes portions of the funds available to urban areas (Population > 5,000), counties, and other agencies for their use. After the summary of the programs is information on Urban Streets and Highways, County Roads and Bridges, and Public Transit Programs.

The tables in the Funding tab provide a summary of expected federal funding by program areas and amounts of matching funds needed in each area. These tables show that the projected available funds in each category are sufficient to fund the proposed program.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

Under MAP-21, the enhanced NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate System.
- All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes.
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.
- STRAHNET - the network of highways important to U.S. strategic defense and its connectors to major military installations

The NHPP incorporates the funding from pre-MAP-21 programs including the Interstate Maintenance (IM) Program, National Highway System (NHS) Program, and Highway Bridge Program (HBP) for bridge infrastructure on the NHS.

Surface Transportation Program (STP)

MAP-21 continued the STP to provide flexible funding for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities. The STP incorporates the funding from the pre-MAP-21 Highway Bridge Program (HBP) for bridge infrastructure not on the NHS.

Per MAP-21, 50% of the STP apportionment (after mandatory set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:

- Urbanized areas with population greater than 200,000.

- Areas with population greater than 5,000 but no more than 200,000
- Areas with population of 5,000 or less

The remaining 50% may be used in any area of the State.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is continued in MAP-21 to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). As ND is currently a state without a nonattainment or maintenance area, CMAQ funds can be used for any CMAQ or STP eligible project.

Highway Safety Improvement Program (HSIP)

MAP-21 continued the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A HSIP project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

Projects may provide improvements at identified high accident locations, minimize the potential for accidents, or are part of a system-wide improvement of substandard geometric properties related to safety, as long as they are consistent with the State SHSP.

Railroad-Highway Crossings Program

Funds are set aside from the HSIP for the Railroad-Highway Crossing Program for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

Funds are used to install or improve protective devices at railroad crossings to include signing, signals, or signals with gates and for improving at-grade railroad crossings and constructing or reconstruction of highway-railroad separation structures.

Metropolitan Planning Program

The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. This funding is

provided to the Metropolitan Planning Organizations (MPO) Program for TIP development, planning, transportation plans, and operation of the MPO.

Other Programs

Transportation Alternatives Program (TAP)

MAP-21 established this new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP), and Safe Routes to School (SRTS), wrapping them into a single funding source. TAP is funded via set asides from the NHPP, STP, CMAQ, HSIP, and the Metropolitan Planning Program.

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

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

Both cities and counties receive a percentage of TAP funds, after approximately \$1 million is set aside for the RTP. The RTP is used to provide for the continuation of recreational trails projects

and it is administered by the North Dakota Department of Park and Recreation. The state has the option to opt out of the RTP program each year, based on the Governor's direction.

Selection of Projects

TAP funds are administered by the LG Division to large and small urban areas, rural areas, and counties. Using a competitive process, a committee comprised of state, local, MPO, and other officials will select from proposed projects submitted by eligible entities. The match for these projects is generally 80.93 percent federal and 19.07 percent county or city.

Eligible Project Sponsors

Under 23 U.S.C. 213(c)(4)(B), the eligible entities to receive TAP funds are:

- Local governments
- Regional transportation authorities,
- Transit agencies,
- Natural resource or public land agencies,
- School districts, local education agencies or schools,
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or state agency) that the state determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

Highway Bridge Program (HBP)

The HBP is no longer a formula program in MAP-21, as it was rolled into the core formulas of the NHPP and STP. But since North Dakota may still have apportionment balance remaining in HBP, the apportionment continues to be available under the applicable rules of the pre-MAP-21 HBP. HBP funds are dedicated to reconstructing or rehabilitating existing bridges that meet certain sufficiency ratings. Generally, a bridge with a sufficiency rating ≤ 50 is eligible for replacement. Bridges rated between 50 and 80 are generally eligible for rehabilitation but not replacement. BR funds can also be used for preventive maintenance activities on bridges. Construction can occur on projects not eligible for BR funds but the funding must come from other federal apportionment sources (NHPP, STP, CMAQ, etc.)

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

Emergency Relief (ER) Program

MAP-21 continued the Emergency Relief program which provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. This is normally due to a result of flooding caused by heavy rains or large spring run-off. Once the Governor declares a disaster area, and FHWA accepts the State's proposal, special funds are made available for the repair or restoration of these roads. Emergency repair work which is performed to restore essential traffic, minimize the extent of damage, or protect the remaining facilities and is accomplished in the first 180 days after the occurrence of the disaster, may be reimbursed at 100 percent Federal share. Permanent repairs generally are reimbursed at 80.93 percent Federal share.

MAP-21 continues providing up to \$100 million nationally each year for the repair or reconstruction of Federal-aid highways and roads.

Discretionary Program

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

Federal Lands and Tribal Transportation Program

MAP-21 continued to acknowledge the importance of access to federal and tribal lands. The Federal Lands and Tribal Transportation Program consists of three programs to create unification and acknowledge the importance of access to federal and tribal lands. The *Federal Lands Transportation Program* is for projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. The Federal land management agency (FLMA) partners will administer the program. The *Federal Lands Access Program* is for projects that improve access to the Federal estate on infrastructure owned by States and local governments. Representatives from FHWA, NDDOT (LG Division), and local government, in consultation with applicable FLMAs, will administer the program. The *Tribal Transportation Program* improves access to and within Tribal lands through the existing Indian Reservation Roads (IRR) program, while adding new setasides for tribal bridge and safety projects. The Bureau of Indian Affairs (BIA) or FHWA-Central Federal Lands (CFL) will administer the program along with the local tribal partners.

Urban and County Federal Funding

Urban Streets and Highways

In urban areas, roads that primarily serve traffic generating outside of the urban area have been designated as the Regional System. The Regional System generally consists of streets and highways on the state system in and through urban areas. Other functionally classified streets are referred to as urban roads. The federal fund apportionment for urban streets and highways is

divided between the Urban Roads and Urban Regional systems. Each year, NDDOT Local Government (LG) Division coordinates with the cities above 5,000 in population (including those that have a Metropolitan Planning Organization (MPO)) to prepare and submit requests for urban roads, and bridge replacement projects for the next four construction years. NDDOT requests urban regional system projects for the next five construction years.

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

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

County Roads and Bridges

The LG Division annually allocates money to each county for roads and bridges. The annual allocations are sometimes not sufficient to fund a project within a county. In some instances, counties may allow their allocations to accumulate for two or more years. When sufficient amounts exist, they may then fund a project.

The NDDOT shares the federal highway funds with the 53 counties. MAP-21 does not specifically identify funding for county roads, but the NDDOT has chosen to provide funds for their roads using the percentages outlined in MAP-21 for areas with populations less than 5000. The counties can use these funds for any project they select as long as it is on their federal aid system of roads. The match on these projects is up to 80.93 percent federal with the remainder being county funds.

NDDOT distributes these funds to the 53 counties based on the following formula:

- 25% - Land area
- 25% - Population
- 25% - Miles of federal aid roads
- 25% - Local effort (mill levy program)

The counties also receive funding for bridges to use on the county and township roads, and on most streets in the cities, but not on the urban (state) system. MAP-21 requires that 15% of the 2009 HBP Apportionment be obligated for off system bridges. See “Highway Bridge Program (HBP)” for more information. The match for these projects is generally 80.93 percent federal and 19.07 percent county or city.

The individual counties select their projects on an annual basis. The projects will be identified when LG meets with the counties in October. A list of proposed projects is sent to FHWA each year. Due to the timing of the yearly meetings with the counties, it is not possible to include a current list of projects in the Appendix.

Public Transit Programs

The NDDOT administers federal transit grant funds to rural, non-urbanized areas and state-aid funding for the entire state, and ensures that transit projects meet federal and state regulations and requirements.

North Dakota's public transit programs fall into three categories, which are included in this STIP in summary form. The categories are as follows:

1. Urban/Urbanized Transit Programs
2. Rural Transit Programs
3. State Aid Transit Program

Federal Transit Grants

The Federal Transit Administration (FTA) annually apportions federal funding which includes grant monies allotted under sections 5304, 5305, 5307, 5309, 5339, 5310, 5311, 5311(b) 5311(c), and 5311(f). The grant funding is administered as follows:

Section 5303 AND 5304 – Statewide Planning and Metropolitan Planning

Section 5304 is a companion program to the Section 5303 program and provides an annual apportionment of federal transit planning funds to North Dakota for a variety of statewide planning activities. The state can use these funds for a variety of transit related purposes such as planning, technical studies and assistance, demonstrations, management training and cooperative research. Currently, these funds are combined with the Section 5303 funds and disbursed to the urbanized areas in the state for metropolitan planning activities. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Section 5304 funds shifted to the metropolitan areas are rolled into the Consolidated Planning Grant. The combining of FTA and FHWA planning funds allows flexibility in transportation, urban street and highway planning activities. Budget tracking and cost billing are also greatly simplified. Section 5304 and Section 5303 funds are distributed to the three MPOs by means of a distribution formula developed by the MPOs. The MPOS and their respective cities each develop an annual proposed work program that details how each urbanized area will utilize its planning apportionment. The three urbanized areas in North Dakota are: Bismarck/Mandan, Fargo/West Fargo, and Grand Forks/East Grand Forks.

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

NDDOT is the lead agency and administers the combined CPG funds for both state line urbanized areas.

Section 5307 Urbanized Area Formula Program

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

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

FTA Funded Section 5339 Bus and Bus Facilities for Major Capital Investment

Section 5339 provides federal funds for transit projects in both urban and rural areas of the state for various purposes. These funds are provided for transit needs that exceed the capabilities of the annual formula funding provided under Sections 5307 and 5311. Providers will submit applications for various programs appropriate to the needs of their agency.

If a partial approval is awarded, NDDOT reviews the original application, and determines which parts of that application can be funded. Some grant applications require NDDOT to put each consolidated application into a priority order. Consultation with the cities is pursued if appropriate.

FTA Funded Section 5310 – Transportation for the Elderly Persons and Person with Disabilities

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

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

FTA Funded Sections 5311 Formula Grants for Non-Urbanized Areas

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

Approximately 30 rural transit and paratransit systems (including one fixed route system) located in the rural areas of the state (under 50,000 pop.) will receive FTA Sections 5311 funds each year to support and operate their transit systems.

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

This funding program is complementary to the Section 5311 rural transit program above. The program provides funds for transit related training and technical assistance to the rural transit operators in the state. These RTAP funds can be used for personnel training and for purchase of various transit related hardware and equipment to improve public transit services in rural areas. These funds are provided at 100%, and therefore, do not require the usual local matching funds.

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

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

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

FTA Funded Section 5311(f), Intercity Bus Program

This Intercity program provides federal funds to Intercity operators. The goal of the program is to provide continuous bus transportation across the country. A minimum of 15% of the Section 5311 funding is programmed for the Intercity Program. Two (2) service providers receive funds each year.

Urban/Urbanized Transit Programs

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

1. Bismarck-Mandan
2. Fargo-West Fargo
3. Grand Forks/East Grand Forks

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

Rural Transit Programs

Localities with less than 50,000 in population are defined as rural areas. North Dakota currently has 29 rural transit projects that will receive Section 5311 funding during federal FY 2016 to provide transit services in the rural areas of the state. These projects are identified in the FY 2016 Section 5311 Program of Projects. These same 29 projects are also eligible to receive

Sections 5339 and 5310 funding. These funds are administered by the NDDOT based on project needs as determined through an application process.

It is anticipated that the number of rural transit projects receiving federal funding each year will remain relatively constant during the timeframe covered by this STIP document (2016-2019). Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

State Aid for Public Transit Programs

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

Transit Program Information

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

**2016
Program Summary (In Thousands)**

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$93,016 | \$79,252 | \$13,764 | \$0 | \$0 | \$0 |
| National Highway Performance | \$99,279 | \$80,347 | \$18,932 | \$169,837 | \$136,387 | \$33,450 |
| Highway Bridge ⁽⁴⁾ | \$37,114 | \$26,955 | \$10,159 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁵⁾ | \$9,244 | \$8,320 | \$924 | \$6,620 | \$5,958 | \$662 |
| Railway-Highway Crossing | \$6,249 | \$5,624 | \$625 | \$4,028 | \$3,625 | \$403 |
| Surface Transportation | \$75,043 | \$59,763 | \$15,280 | \$40,400 | \$32,110 | \$8,290 |
| Total | \$319,945 | \$260,261 | \$59,684 | \$220,885 | \$178,080 | \$42,805 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$32,548 | \$22,267 | \$10,281 | \$10,631 | \$8,521 | \$2,110 |
| Highway Bridge ⁽⁴⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁵⁾ | \$0 | \$0 | \$0 | \$4,225 | \$3,802 | \$423 |
| Surface Transportation/CMAQ | \$23,845 | \$18,050 | \$5,795 | \$36,710 | \$26,960 | \$9,750 |
| Total | \$56,393 | \$40,317 | \$16,076 | \$51,566 | \$39,283 | \$12,283 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$15,851 | \$12,760 | \$3,091 | \$17,944 | \$12,280 | \$5,664 |
| Highway Safety Improvements ⁽⁵⁾ | \$470 | \$423 | \$47 | \$2,543 | \$2,539 | \$4 |
| Highway Bridge | \$7,278 | \$5,890 | \$1,388 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$23,599 | \$19,073 | \$4,526 | \$27,765 | \$20,709 | \$7,056 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁶⁾ | \$1,650 | \$1,320 | \$330 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,272 | \$1,027 | \$245 | \$1,152 | \$892 | \$260 |
| County Areas | \$747 | \$597 | \$150 | \$773 | \$658 | \$115 |
| Total | \$3,669 | \$2,944 | \$725 | \$1,925 | \$1,550 | \$375 |
| Emergency Relief | \$14,373 | \$14,373 | \$0 | \$14,227 | \$13,373 | \$854 |
| Federal Lands Highways | \$1,100 | \$890 | \$210 | \$1,100 | \$890 | \$210 |
| Safe Routes to Schools | \$500 | \$500 | \$0 | \$500 | \$500 | \$0 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| SOIB | \$493,442 | \$0 | \$493,442 | \$493,442 | \$0 | \$493,442 |
| Illustrative | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transit | \$19,496 | \$12,933 | \$6,563 | \$19,496 | \$12,933 | \$6,563 |
| Total | \$936,517 | \$355,291 | \$581,226 | \$834,906 | \$271,318 | \$563,588 |
| Maintenance & Operations | \$156,740 | \$0 | \$156,740 | \$156,740 | \$0 | \$156,740 |
| Grand Total | \$1,093,257 | \$355,291 | \$737,966 | \$991,646 | \$271,318 | \$720,328 |

(1) Contains pending projects - (\$65.5 Million Total, \$52.8 Million Federal), if additional funding/revenues would be available. Some of the projects shown may be funded with 2015 Obligational Limitation.

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

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

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

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

(6) The Revenue is shown as \$0 under the State Highway portion of the Transportation Alternatives Program, but the necessary revenue will come out of the STP revenues if the projects move forward based on the Program funding decisions. Remaining Apportionment from SAFETEA-LU is being used.

2017
Program Summary (In Thousands)

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$39,234 | \$35,199 | \$4,035 | \$0 | \$0 | \$0 |
| National Highway Performance | \$106,084 | \$87,831 | \$18,253 | \$171,052 | \$138,433 | \$32,619 |
| Highway Bridge ⁽⁴⁾ | \$37,930 | \$25,871 | \$12,059 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁵⁾ | \$11,913 | \$10,776 | \$1,137 | \$13,620 | \$12,258 | \$1,362 |
| Railway-Highway Crossing | \$3,663 | \$3,297 | \$366 | \$4,089 | \$3,680 | \$409 |
| Surface Transportation | \$60,595 | \$48,059 | \$12,536 | \$41,009 | \$32,680 | \$8,329 |
| Total | \$259,419 | \$211,033 | \$48,386 | \$229,770 | \$187,051 | \$42,719 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$22,486 | \$17,529 | \$4,957 | \$13,833 | \$8,648 | \$5,185 |
| Highway Bridge ⁽⁴⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁵⁾ | \$542 | \$488 | \$54 | \$34 | \$31 | \$3 |
| Surface Transportation/CMAQ | \$28,746 | \$19,310 | \$9,436 | \$35,738 | \$27,364 | \$8,374 |
| Total | \$52,083 | \$37,577 | \$14,506 | \$49,605 | \$36,043 | \$13,562 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$16,571 | \$13,343 | \$3,228 | \$15,482 | \$12,464 | \$3,018 |
| Highway Safety Improvements ⁽⁵⁾ | \$152 | \$137 | \$15 | \$216 | \$194 | \$22 |
| Highway Bridge | \$7,387 | \$5,978 | \$1,409 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$24,110 | \$19,458 | \$4,652 | \$22,976 | \$18,548 | \$4,428 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁶⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,149 | \$919 | \$230 | \$1,119 | \$906 | \$213 |
| County Areas | \$847 | \$678 | \$169 | \$825 | \$668 | \$157 |
| Total | \$1,996 | \$1,597 | \$399 | \$3,062 | \$2,479 | \$583 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$5,500 | \$5,350 | \$150 |
| Federal Lands Highways | \$1,100 | \$890 | \$210 | \$1,100 | \$890 | \$210 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| SOIB | \$160,265 | \$0 | \$160,265 | \$160,265 | \$0 | \$160,265 |
| Illustrative | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transit | \$19,985 | \$13,230 | \$6,755 | \$19,985 | \$13,230 | \$6,755 |
| Total | \$523,958 | \$288,785 | \$235,173 | \$496,263 | \$267,591 | \$228,672 |
| Maintenance & Operations | \$156,740 | \$0 | \$156,740 | \$156,740 | \$0 | \$156,740 |
| Grand Total | \$680,698 | \$288,785 | \$391,913 | \$653,003 | \$267,591 | \$385,412 |

(1) Contains pending projects - (\$80.5 Million Total, \$62.4 Million Federal), if additional funding/revenues would be available.

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

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

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

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

(6) The Revenue is shown as \$0 under the State Highway portion of the Transportation Alternatives Program, but the necessary revenue will come out of the STP revenues if the projects move forward based on the Program funding decisions. Remaining Apportionment from SAFETEA-LU is being used.

2018
Program Summary (In Thousands)

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$54,477 | \$48,918 | \$5,559 | \$0 | \$0 | \$0 |
| National Highway Performance | \$121,543 | \$98,365 | \$23,178 | \$173,681 | \$140,509 | \$33,172 |
| Highway Bridge ⁽⁴⁾ | \$10,042 | \$8,865 | \$1,177 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁵⁾ | \$5,346 | \$4,812 | \$534 | \$13,211 | \$11,890 | \$1,321 |
| Railway-Highway Crossing | \$3,718 | \$3,346 | \$372 | \$4,150 | \$3,735 | \$415 |
| Surface Transportation | \$52,527 | \$41,518 | \$11,009 | \$41,946 | \$33,259 | \$8,687 |
| Total | \$247,653 | \$205,824 | \$41,829 | \$232,988 | \$189,393 | \$43,595 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$30,712 | \$20,427 | \$10,285 | \$13,197 | \$8,778 | \$4,420 |
| Highway Bridge ⁽⁴⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁵⁾ | \$1,043 | \$938 | \$105 | \$1,043 | \$938 | \$105 |
| Surface Transportation/CMAQ | \$22,931 | \$16,535 | \$6,396 | \$48,941 | \$27,775 | \$21,166 |
| Total | \$54,995 | \$38,150 | \$16,845 | \$63,181 | \$37,491 | \$25,691 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$31,813 | \$25,678 | \$6,135 | \$15,711 | \$12,651 | \$3,060 |
| Highway Safety Improvements ⁽⁵⁾ | \$4,962 | \$4,466 | \$496 | \$41 | \$37 | \$4 |
| Highway Bridge | \$7,498 | \$6,068 | \$1,430 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$44,273 | \$36,212 | \$8,061 | \$23,030 | \$18,578 | \$4,452 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁶⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,167 | \$933 | \$234 | \$1,149 | \$919 | \$230 |
| County Areas | \$860 | \$688 | \$172 | \$847 | \$678 | \$169 |
| Total | \$2,027 | \$1,621 | \$406 | \$1,996 | \$1,597 | \$399 |
| Federal Lands Highways | \$1,100 | \$1,100 | \$0 | \$0 | \$0 | \$0 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| Illustrative | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transit | \$20,470 | \$13,553 | \$6,917 | \$20,470 | \$13,553 | \$6,917 |
| Total | \$375,518 | \$301,460 | \$74,058 | \$345,665 | \$264,612 | \$81,054 |
| Maintenance & Operations | \$156,740 | \$0 | \$156,740 | \$156,740 | \$0 | \$156,740 |
| Grand Total | \$532,258 | \$301,460 | \$230,798 | \$502,405 | \$264,612 | \$237,794 |

(1) Contains pending projects - (\$82.7 Million Total, \$69.2 Million Federal), if additional funding/revenues would be available.

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

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

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

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

(6) The Revenue is shown as \$0 under the State Highway portion of the Transportation Alternatives Program, but the necessary revenue will come out of the STP revenues if the projects move forward based on the Program funding decisions. Remaining Apportionment from SAFETEA-LU is being used.

2019
Program Summary (In Thousands)

| | Expenditures ⁽¹⁾ | | | Revenues | | |
|--|-----------------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽²⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽³⁾ | \$66,903 | \$60,101 | \$6,802 | \$0 | \$0 | \$0 |
| National Highway Performance | \$93,999 | \$76,073 | \$17,926 | \$176,221 | \$142,617 | \$33,604 |
| Highway Bridge ⁽⁴⁾ | \$9,655 | \$8,350 | \$1,305 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁵⁾ | \$3,343 | \$3,009 | \$334 | \$14,280 | \$12,852 | \$1,428 |
| Railway-Highway Crossing | \$3,774 | \$3,396 | \$378 | \$4,212 | \$3,791 | \$421 |
| Surface Transportation | \$58,521 | \$46,357 | \$12,164 | \$42,857 | \$33,846 | \$9,011 |
| Total | \$236,195 | \$197,286 | \$38,909 | \$237,570 | \$193,106 | \$44,464 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$16,439 | \$13,019 | \$3,420 | \$14,928 | \$8,910 | \$6,018 |
| Highway Bridge ⁽⁴⁾ | \$309 | \$250 | \$59 | \$0 | \$0 | \$0 |
| Highway Safety Improvements ⁽⁵⁾ | \$126 | \$113 | \$13 | \$0 | \$0 | \$0 |
| Surface Transportation/CMAQ | \$31,449 | \$25,142 | \$6,307 | \$39,821 | \$28,192 | \$11,629 |
| Total | \$48,323 | \$38,524 | \$9,799 | \$54,749 | \$37,102 | \$17,647 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$17,057 | \$13,736 | \$3,321 | \$15,946 | \$12,841 | \$3,105 |
| Highway Safety Improvements ⁽⁵⁾ | \$104 | \$94 | \$10 | \$0 | \$0 | \$0 |
| Highway Bridge | \$7,610 | \$6,159 | \$1,451 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$24,771 | \$19,989 | \$4,782 | \$23,224 | \$18,731 | \$4,493 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁶⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,184 | \$947 | \$237 | \$1,167 | \$933 | \$234 |
| County Areas | \$873 | \$698 | \$175 | \$860 | \$688 | \$172 |
| Total | \$2,057 | \$1,645 | \$412 | \$2,027 | \$1,621 | \$406 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Highways | \$1,100 | \$890 | \$210 | \$1,100 | \$890 | \$210 |
| ROM Missile Roads | \$4,000 | \$4,000 | \$0 | \$4,000 | \$4,000 | \$0 |
| Illustrative | \$11,254 | \$0 | \$11,254 | \$0 | \$0 | \$0 |
| Transit | \$20,777 | \$13,756 | \$7,021 | \$20,777 | \$13,756 | \$7,021 |
| Total | \$349,477 | \$277,200 | \$72,177 | \$342,347 | \$268,316 | \$74,031 |
| Maintenance & Operations | \$156,740 | \$0 | \$156,740 | \$156,740 | \$0 | \$156,740 |
| Grand Total | \$506,217 | \$277,200 | \$228,917 | \$499,087 | \$268,316 | \$230,771 |

(1) Contains pending projects - (\$82.3 Million Total, \$70.0 Million Federal), if additional funding/revenues would be available.

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

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

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

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

(6) The Revenue is shown as \$0 under the State Highway portion of the Transportation Alternatives Program, but the necessary revenue will come out of the STP revenues if the projects move forward based on the Program funding decisions. Remaining Apportionment from SAFETEA-LU is being used.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

IN ADDITION,

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

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

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

IN ADDITION,

NDDOT certifies that:

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

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



NDDOT Director

Wayne Stenehjem

Attorney General

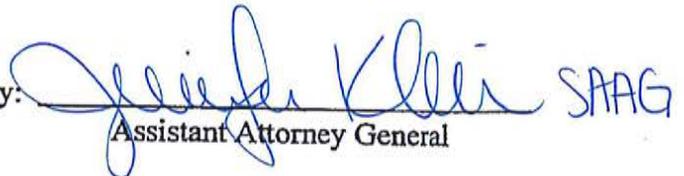
10/29/15

Date

10/28/15

Date

By:



SAAG
Assistant Attorney General



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

North Dakota Division

November 16, 2015

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

Mr. Grant Levi
Director
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505

Subject: North Dakota Department of Transportation's (NDDOT) Statewide Planning Finding and Statewide Transportation Improvement Program (STIP) Approval

Dear Mr. Levi:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are in receipt of your letter dated October 29, 2015. We hereby approve the NDDOT 2016-2019 STIP.

We are required to evaluate the planning process as part of the STIP approval. Twenty-three (23) CFR 450.218(b) instructs the two Administrations to issue a "joint finding on the extent to which the STIP is based on a statewide planning process that meets, or substantially meets, the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and subparts A, B, and C of this part."

The formal planning finding for the 2016-2019 STIP is attached. The planning finding this year was a more extensive look at all of the planning elements, including the statewide and metropolitan planning activities, the STIP, and public involvement activities. The more in-depth look at the programs comes with an increased national emphasis on the planning finding requirement.

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

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

There are two additional recommendations which are intended only to assist the NDDOT in stepping up their program, not as corrective actions. The attached planning finding provides additional details.

The FTA and the FHWA hereby find that the NDDOT and MPO planning processes in North Dakota are substantially in compliance with the relevant statutes and regulations governing these activities.

If you have questions or need additional information, please contact Mr. Larry Squires, FTA, at 720-963-3305, or Ms. Stephanie Hickman, FHWA, at 701-221-9462.

Digitally signed by LINDA M
GEHRKE
DN: c=US, o=U.S.
Government, ou=DOT
FHWA, ou=LakeWoodCO, ou=FTA
FHWA, ou=LakeWoodCO,
cn=LINDA M GEHRKE
Date: 2015.11.16 12:59:29
-0700'

**LINDA M
GEHRKE**

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

Sincerely,

Digitally signed by WENDALL L
MEYER
DN: c=US, o=U.S. Government,
ou=DOT FHWA, ou=BismarkND,
ou=FHWA FHWA, ou=BismarkND,
cn=WENDALL L MEYER
Date: 2015.11.16 15:33:43
-0600'



Wendall L. Meyer
Division Administrator
Federal Highway Administration

Enclosure (Assessment of the Statewide Planning Processes at the NDDOT)

Ecc: Ron Henke, Deputy Director for Engineering
Steve Salwei, Director of Transportation Programs, NDDOT w/enclosure
Jane Berger, Programming Division, NDDOT w/enclosure
Paul Benning, Local Government Engineer, NDDOT w/enclosure
Jennifer Stewart, FTA w/enclosure
Kris Riesenber, FHWA-MN
Bobbi Retzlaff, MnDOT w/enclosure
Brenda Red Wing, Assistant Division Administrator, FHWA

Federal Planning Finding

North Dakota 2016-2019 STIP

Summary

The purpose of the Federal Planning Finding is to enable the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to make a joint determination that the statewide planning process meets or substantially meets the requirements of 23 USC Sections 134 and 135, 49 USC Sections 5303 and 5304, and subparts A, B, and C of 23 CFR 450 and 23 CFR 420. This joint planning finding is done in conjunction with the review and approval of the Statewide Transportation Improvement Plan (STIP). In North Dakota, the STIP is adopted at least biennially, and covers four years of Federal-aid projects and projects requiring Federal actions regardless of Federal funding source. Also, regionally significant projects, regardless of Federal, state or local funding source, must be included in the STIP for information purposes.

The FHWA North Dakota Division office and the FTA Region VIII office have been involved in the statewide and metropolitan planning activities throughout the last year. Below is a brief summary of the activities in each area. Following the summary of activities and observations, this report will list any commendations for the programs, or recommendations for improvement that would result in “stepping up” the program. There are no corrective actions associated with this planning finding. There is one “strongly recommended” action.

Based on the Federal involvement in the statewide and metropolitan planning processes, and review of required documents, the FHWA and the FTA have determined the statewide planning process substantially meets the requirements of statute and regulation.

Statewide Planning Process

Plans

On June 16, 2015 the Freight Plan was determined to substantially meet the content requirements of MAP-21 Section 1118 by FHWA. Although the approved Plan did not specifically include freight-related projects, NDDOT has reserved the right to submit projects for an increased federal funding share provided that the project enhances efficient freight movement in the State under MAP-21 Section 1116.

The NDDOT is in the initial stages of additional plans, including the State Rail Plan, and feasibility studies for highway-rail crossings.

The NDDOT has recognized the need for additional planning in the western part of the state, especially the four counties with the heaviest impact from the Oil industry: Williams, McKenzie, Mountrail and Dunn. The NDDOT, the FHWA Division, and the FHWA Resource Center have collaborated on the development of a “Land Use and Transportation Basics for Small Communities” workshop and resource

guide. The intent of this workshop was to provide local officials and planners with the tools needed to develop long-range plans for their communities in order to manage development. The workshop was presented to over 60 participants via webinar in January 2015. T2 funds were received for the purpose of putting these resources on a USB drive for easy access for the small communities.

The NDDOT Local Government Division continues to receive a number of requests from smaller communities to complete long-range planning efforts. Of the efforts approved prior to the 2015 STIP, the cities of Minot and Jamestown have completed their Long-range Transportation Plan (Minot in January 2015 and Jamestown in August 2015). The communities of Watford City and Valley City were also approved for long-range transportation plans. The Watford City Future Land Use Plan is underway and the Valley City RFP is under review. The Dickinson transit study is currently in the RFP review process. A lack of resources, both local and state, has made it difficult for the Local Government Division to respond to all of the requests received each year.

STIP

The 2015-2018 STIP was approved in November 2014. This was the second year that the STIP formally addressed “Projects of Division Interest (PODI)”, beginning with the 2014-2017 STIP. These are projects selected jointly by the FHWA and the NDDOT and are generally complex projects or projects that may pose a significant risk to the agencies. A listing of these projects is maintained separately from the STIP, and is available to the public upon request.

Work Program

The Statewide Planning and Research (SPR) Part I work program was submitted in December 2014 and approved. The NDDOT submitted their annual summary report within 60 days of the close of the program year. The activities completed were consistent with the 2013 SPR work program.

The NDDOT Local Government Division continues to receive multiple requests for planning assistance for small communities throughout North Dakota. With limited staff resources, and SPR funding, the NDDOT has not been able to fully fund all requests, or to provide staff to work with these communities. In the fall of 2014, the NDDOT began working with the FHWA Resource Center to develop a workshop to provide small communities and counties in North Dakota with the tools and resources they would need to begin working on long-range plans for their areas.

Meetings and Public Involvement

Generally, the public involvement process during the State Planning process has been used effectively. NDDOT has a current plan for consultation with non-metropolitan local officials, dated February 24, 2011. It is next scheduled to be updated by February 24, 2016.

The NDDOT completed their State Freight Plan during the last year. The planning process took approximately two years to complete. During the process, the NDDOT reached out to stakeholders in a series of meetings held across the state. The process used for receiving input on the State Freight Plan was generally well received and the NDDOT was able to address stakeholder concerns.

Review Activities

FHWA and NDDOT engaged in a joint Program Assessment and Risk Assessment of the Planning and Programming areas in January 2015. The two agencies identified four main areas of potential risk including: data collection; system performance; data collection; and CPG spending.

Coordination with MPOs

The NDDOT continues to take action to improve communications and coordination with the MPOs, an issue that was identified in the 2013-2016 planning finding. The NDDOT continues to meet with the MPOs on a semi-annual basis at the MPO Directors meetings. Representatives from other Divisions, such as Planning and Asset Management, often attend to ensure the MPOs receive the most recent information about statewide planning activities.

Along with NDDOT, FTA and FHWA participated in regular meetings of the North Dakota MPO Directors during 2015. The meetings covered concerns about future reauthorization requirements, opportunities for training, and schedules for documents. The last MPO Directors meeting was held in September 2015.

Metropolitan Planning Process

Plans

The Bismarck-Mandan MPO MTP was updated and approved in March 2015. The Fargo-Moorhead Metro COG MTP was updated and approved in October 2014. All three MPOs continue to work on plan elements, such as bicycle/pedestrian plans, that will be incorporated into their next plan updates. In addition, the MPOs have identified activities for the next plan update in their UPWPs. Most of those activities center around data collection and validation.

TIPs

The 2016-2019 TIPs at each MPO were adopted this fall. The TIPs are incorporated into the STIP by reference. However, any Federally funded projects are also shown in the STIP to facilitate the public review of all Federal-aid projects in a single document.

The self-certification statement is included in both the TIP and the UPWP. MPOs complete full documentation supporting the self-certification statement at least triennially. All updates were completed in 2013 and 2014. Copies of the documentation are maintained in the individual MPO offices and are available upon request.

Unified Planning Work Programs (UPWP)

UPWPs for the 2015-2016 biennium were approved in the Fall of 2014. Each MPO has included activities for the next Metropolitan Transportation Plan update.

An issue that came up in regard to the MPO Financial Review, and also in the use of the CPG funding is the availability of local match for the planning activities. The MPOs often are unable to fully program CPG funding due to a lack of local match. In addition, some planning activities that are programmed may be dropped when a member community withdraws its portion of the funding. The local match issue needs to be addressed in order to ensure proper and complete expenditure of obligated CPG funding.

Additional UPWP activities might include recommendations under the DOT's Planning Emphasis Areas, including MAP-21 Implementation and Ladders of Opportunity described below:

MAP-21 Implementation

As part of the transition to performance-based planning and programming, DOT encourages State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan.

Ladders of Opportunity

With respect to access to essential services, DOT encourages State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision-making process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle

facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities

Meetings and Public Involvement

The MPOs have been very active with planning studies over the last year. Public meetings have been held regularly, in addition to steering committee meetings and stakeholder meetings for each project. On some of the more controversial studies, the MPOs have worked with the NDDOT to address concerns, in one case extending the comment period on the study.

The MPOs have begun updating their Public Participation Plans. Update activities are included in the 2015-2016 UPWP for all three MPOs.

Review Activities

FHWA and FTA provided reviews of MPO generated documents including: MPO TIPs; MPO MTP sections; MPO public participation plans; and MPO special planning studies (e.g. sub-area planning studies). FTA took the lead in reviewing Title VI plans for the MPOs and urban transit systems.

FHWA and FTA also conducted reviews this past year, including the financial review of each of the MPOs and the Transportation System Management and Operations (TSMO) review. During the financial review, two areas were identified for improvements: eligibility of funding and processing of payments. During TSMO review it was identified that the MPOs meet the minimum requirements but would benefit from training and additional resources.

At the request of Fargo-Moorhead Metro COG, the FHWA and FTA conducted a mock certification review of the MPO in July. The MPO Policy Board wants to be prepared for the possible designation of the MPO as a TMA after the next census. The review was very extensive, covering all planning requirements for TMAs. While the final report has not been completed, the FHWA and FTA found the MPO substantially meets the requirements of all the planning regulations affecting MPOs serving TMAs. The final report is expected in the fall of 2015.

Commendations and Recommendations

Definitions

Corrective Actions:

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

Recommendations:

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

Commendations:

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

Resolutions of Previous Recommendations

The Local Government Division receives several requests for planning assistance each year. Given limitations on resources, both funding and staffing at state and local levels, to address these requests, we recommend NDDOT continue to look for other means to assist the communities with their planning efforts, such as workshops and joint plans. The NDDOT worked with FHWA to develop a land use and transportation planning workshop for small communities. This recommendation is considered resolved. However, FHWA and FTA continue to encourage the NDDOT to seek out similar opportunities by which they can assist communities to develop plans and workshops.

The NDDOT should continue to monitor Federal directives on performance-based planning and assist the MPOs and small communities to implement the requirements, as appropriate. Since the final rules on planning and performance management have not been released, this recommendation will be carried over to 2016.

Observations and Recommendations

Corrective Actions:

There are no corrective actions associated with this planning finding.

Strongly Recommended:

The MPOs continue to have issues associated with fully programming the CPG. Local match has been cited as the primary reason for not being able to program all of the CPG funds. The NDDOT is now in a situation where one year of CPG funding was not programmed in order to avoid inactive projects and invalid obligations of Federal funds. We strongly recommend the NDDOT determine possible actions, including recommendations under the DOT’s Planning Emphasis Areas noted above, to ensure carryover of CPG funds is limited. We further recommend the NDDOT work closely with the MPOs to Match the Federal Aid each MPO receives to the amount of match each MPO has available, as identified in their UPWPs. Finally, we strongly recommend the NDDOT look at alternatives for using the funds for MPO and/or statewide activities eligible under 23 CFR 420.

Recommendations:

The NDDOT should continue to monitor Federal directives on performance-based planning and assist the MPOs and small communities to implement the requirements, as appropriate. Since the final rules on planning and performance management have not been released, this recommendation will be carried over to 2016.

Commendations:

The Local Government Division staff has been instrumental in providing guidance to the MPOs, when such guidance is available and the FHWA and the FTA have appreciated the involvement of the Local Government Division in the planning process. The NDDOT has been actively pursuing means to assist small communities in western North Dakota with planning for the large amount of development in their communities resulting from the oil industry. The NDDOT collaborated with the FHWA Division and the FHWA Resource Center on the development of a “Land Use and Transportation Basics for Small Communities” workshop and resource guide. The workshop was presented to over 60 participants via webinar in January 2015.

Conclusion

The FHWA and FTA, based on the State DOT and MPO(s) self-certifications of their statewide and metropolitan planning processes, review of self-certification supporting documentation, and our involvement in the State and MPO transportation planning processes, hereby find that the STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 USC Sections 134 and 135, 49 USC Sections 5303 and 5304, and subparts A, B, and C of 23 CFR 450, and 23 CFR 420.



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 27, 2015

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

APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (MPO) 2016-2019 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

Future federal funding is dependent on passage of a new transportation bill and adequate revenues to fund the program. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Michael E. Johnson at (701) 328-2118.

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

GRANT LEVI, P.E., DIRECTOR

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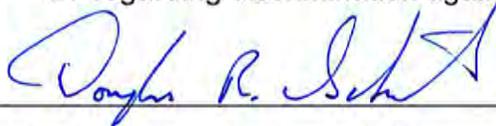
c: Stephanie Hickman, Federal Highway Administration
Larry Squires, Federal Transit Administration
Paul Benning, Local Government Engineer
Kevin Levi, Bismarck District Engineer

MPO Self Certification

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

23 United States Code (U.S.C.) 450.334 requires Metropolitan Planning Organizations (MPO) to regularly certify that their planning process supports the development of a comprehensive transportation plan and Transportation Improvement Program that are consistent with federal regulations concerning the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Douglas R. Schonert, Bismarck-Mandan MPO Policy Board Chair

10/20/15

Date



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 27, 2015

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

APPROVAL OF GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Grand Forks-East Grand Forks Metropolitan Planning Organization's (GF-EGF MPO) 2016-2019 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

Future federal funding is dependent on passage of a new transportation bill and adequate revenues to fund the program. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Michael E. Johnson at (701) 328-2118.

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

GRANT LEVI, P.E., DIRECTOR

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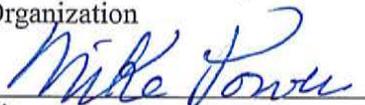
c: Stephanie Hickman, Federal Highway Administration
Larry Squires, Federal Transit Administration
Paul Benning, Local Government Engineer
Les Noehre, Grand Forks District Engineer

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

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

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

GF-EGF MPO
Metropolitan Planning
Organization



Signature

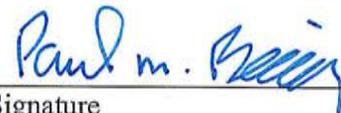
Michael Powers

Chair

9/21/15

Date

North Dakota Department
of Transportation



Signature

Local Government Engineer

Director

September 29, 2015

Date



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

October 27, 2015

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

APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2016-2019 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

Future federal funding is dependent on passage of a new transportation bill and adequate revenues to fund the program. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Michael E. Johnson at (701) 328-2118.

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

GRANT LEVI, P.E., DIRECTOR

38/mej

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

**TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION
STATEMENT**

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

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Moving Ahead to Progress to the 21st Century (MAP-21) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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

**F-M Metropolitan Council of
Governments**



Signature

Policy Board Chair

Title

9/17/2015

Date

**North Dakota Department of
Transportation**



Signature

Local Government Engineer

Title

10-27-15

Date

July 23, 2015

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

Draft 2016-2019 STIP ready for public comment until August 24, 2015

The North Dakota Department of Transportation (NDDOT) has published a draft of the Statewide Transportation Improvement Program (STIP) and it will be available for comment from July 23, 2015 to August 24, 2015. The STIP is a four-year program of transportation improvements that are funded with federal highway and transit monies. Improvements include projects on the state and county highways, urban streets, roadway safety features, bikeways, as well as busing programs, which will be funded with federal funds.

An electronic copy of the draft STIP is located on the NDDOT's website at www.dot.nd.gov by clicking on the Manuals and Publications on the left-hand side, then clicking on the "2016-2019 Draft STIP (Statewide Transportation Improvement Program)" link under the Plans and Reports section. Copies are also available for viewing at the district offices, or individual copies may be obtained from Chad M. Orn, NDDOT Programming Division, at 701-328-4587.

Comments on the Draft STIP should be submitted to the appropriate NDDOT contact listed below or by email to dot@nd.gov with "Draft STIP" in the subject line by August 24, 2015.

NDDOT District Offices:

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



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

North Dakota Division

March 12, 2015

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

Mr. Clarence Greene
Transportation Planner
Spirit Lake Tribe
Post Office Box 359
Fort Totten, ND 58335

Dear Mr. Greene:

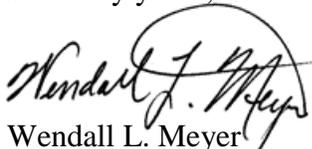
RE: NDDOT STIP Tribal Planning Meeting

The North Dakota Department of Transportation (NDDOT) is beginning the process of developing the North Dakota Statewide Transportation Improvement Program (STIP) for years 2016-2019. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting and to get input on projects that should be included in this STIP.

The FHWA North Dakota Division and the NDDOT would like to plan this meeting between March 16, 2015 and April 15, 2015, if at all possible. Is there a date that would work during that time period? To accommodate your schedule, we would be willing to host a discussion here at our office in Bismarck, or we can make arrangements to travel to your offices.

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

Sincerely yours,



Wendall L. Meyer
Division Administrator

cc: Via E-mail:

Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT



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

North Dakota Division

March 12, 2015

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

Ms. Pauline Long Feather
Transportation Planner
Standing Rock Sioux Tribe
Post Office Box D
Fort Yates, ND 58538

Dear Ms. Long Feather:

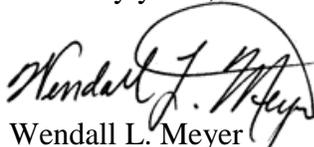
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Sincerely yours,


Wendall L. Meyer
Division Administrator

cc: Via E-mail:

Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT



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

North Dakota Division

March 12, 2015

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

Mr. Richard Hall
Transportation Director
Three Affiliated Tribes
404 Frontage Road
New Town, ND 58763

Dear Mr. Hall:

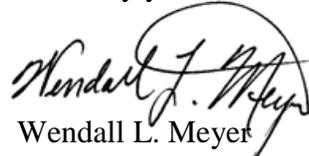
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Sincerely yours,



Wendall L. Meyer
Division Administrator

cc: Via E-mail:

Steve Salwei, Director, Office of Transportation Programs, NDDOT
Jane Berger, Programming Division Engineer, NDDOT



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

North Dakota Division

March 12, 2015

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

Mr. Ron Trottier, Jr.
Transportation Department
Turtle Mountain Band of Chippewa
Post Office Box 661
Belcourt, ND 58316

Dear Mr. Trottier:

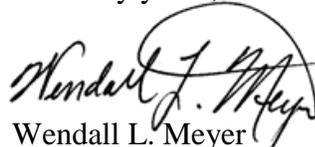
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