City of Bismarck

The total project cost suggested for the City of Bismarck is \$862,150. The project cost breakout for roadway segment, right-angle intersection, and pedestrian/bicyclist intersection projects are listed in Table 4-2. High-priority locations that received a project are shown in Figure 4-8 and Tables 4-3 through 4-5. These locations are described in further detail in Appendix A along with priority rankings and suggested project sheets.

TABLE 4-2City of Bismarck Project Costs

Project Type	Cost
Roadway Segments	\$288,150
Right-Angle Intersections	\$44,000
Pedestrian and Bicyclist Intersections	\$530,000
Total	\$862,150

TABLE 4-3City of Bismarck – Urban Segment Projects

only of Biomaron	C – Orban Segment Projects		2-Lane to 3-Lane		
Corridor ID	Local Street Name	Risk Ranking	Conver. (miles)	Project Cost (\$)	Notes
803.01	Calgary Ave	***	0.8	\$12,750	10th Street to 19th Street
808.01	Burnt Boat Dr	****	0.27	\$ 4,624	Tyler Parkway to Broadview Lane
810.01	Interstate Ave	****	0.7	\$11,832	Century Ave to Springfield (0.4 mi), 9th St to State St (0.3 mi)
810.02	Interstate Ave	***	0.6	\$10,200	
813.01	College Dr	***	0.5	\$ 8,500	
825.01	N 4th St	****	2.8	\$ 47,600	
826.01	N 19th St	***	2.1	\$ 35,700	
830.02	Divide Ave	***	2	\$ 34,680	4-lane divided between 94 and Century Ave
830.03	Divide Ave	****	1.3	\$ 22,440	State St to Volk Dr
833.01	Memorial Hwy / Front Ave	***	1.0	\$ 17,204	Washington to 12th Street
300.01	memorial rany / reme/we	7, 7, 7,		ψ 17,201	Turn lanes in downtown between
836.01	Rosser Ave	***	3	\$ 50,575	1st and 7th
846.01	S 3rd St	****	1.9	\$ 32,045	Hwy 810 to Rosser Ave already 5- lane
		TOTALS	15.2	\$ 288,150	

TABLE 4-4City of Bismarck – Urban Segment Projects

	· onder ooginonin rojooto			
Corridor ID	Local Street Name	Access Management (mi)	Confirmation Lights	Project Cost (\$)
194.01	Bismarck Exp	0	9	\$18,000
809.01	Century Ave	0	6	\$10,000
810.01	Interstate Ave	0	2	\$4,000
810.02	Interstate Ave	0	2	\$4,000
815.01	Capital Ave	0	2	\$4,000
845.01	Washington St	0	2	\$4,000
	TOTALS	0	23	\$ 44,000

TABLE 4-5City of Bismarck – Urban Pedestrian and Bicycle Projects

Corridor ID	Local Street Name	Countdown Timers	Proie	ect Cost (\$)
83.01	US 83 (State St)	3	\$	30,000
83.03	N 7th St	5	\$	50,000
83.04	N 9th St	5	\$	50,000
194.01	Bismarck Exp	8	\$	80,000
809.01	Century Ave	5	\$	50,000
815.01	E Capital Ave	8	\$	80,000
833.01	Front Ave	2	\$	20,000
834.01	E Broadway Ave	3	\$	30,000
836.01	Rosser Ave	5	\$	50,000
845.01	Washington St	2	\$	20,000
845.02	Washington St	7	\$	70,000
		53		\$ 530,000

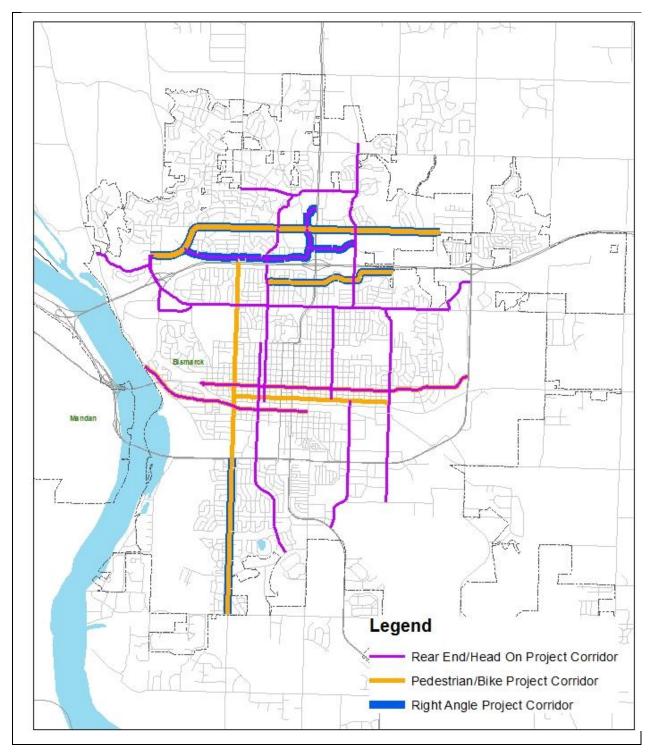


FIGURE 4-8 High-Priority Urban Corridors

23 USC 409 NDDOT Reserves All Objections

City of Bismarck

Burleigh County Project

<u>Projects</u>		Total Costs
Rural Intersections	16 intersections	\$ 525,950
Rural Segments	48 miles	\$ 207,690
Rural Curves	22 curves	\$ 119,024
	Total Rural Projects	\$ 852,664
Urban Segments (Rear End/Head On)	18 miles	\$ 288,150
Urban Intersections (Right Angle Crashes)	23 intersections	\$ 44,000
Urban Intersections (Ped/Bike Crashes)	49 intersections	\$ 530,000
	Total Urban Projects	\$ 862,150
	Total Burleigh County	\$ 1,714,814

Burleigh County Urban Segment Projects - Rear End/Head On

							2-Lane to 3-		
Corridor ID	Route #	Local Street Name	Start	End	Length	Risk Ranking	Lane Conv	Project Cost (\$)	Notes
803.01	803	Calgary Ave	N Washington St	N 19th St	1.5	***	0.8	\$ 12,750	10th Street to 19th Street
808.01	808	Burnt Boat Dr	River Rd	Tyler Pkwy	0.8	****	0.27	\$ 4,624	Tyler Parkway to Broadview Lane
810.01	810	Interstate Ave	Century Ave	State St	2.4	****	0.7	\$ 11,832	Century Ave to Springfield (0.4 mi), 9th St to State S
810.02	810	Interstate Ave	Interstate Ave	N 19th St	0.6	***	0.6	\$ 10,200	
813.01	813	College Dr	Schafer	Divide Ave	0.8	****	0.5	\$ 8,500	
825.01	825	N 4th St	E Main Ave	Calgary Ave	2.8	****	2.8	\$ 47,600	
826.01	826	N 19th St	E Divide Ave	End	2.1	***	2.1	\$ 35,700	
830.02	830	Divide Ave	W Century Ave	State St	2.4	***	2	\$ 34,680	4-lane divided between 94 and Century Ave
830.03	830	Divide Ave	State St	E Bismarck Expy	2.4	****	1.3	\$ 22,440	State St to Volk Dr
833.01	833	Memorial Hwy / Front Ave	River Rd	S 12th St	2.3	***	1	\$ 17,204	Washington to 12th Street
836.01	836	Rosser Ave	W Main Ave	E Bismarck Expy	3.5	***	3	\$ 50,575	Turn lanes in downtown between 1st and 7th
846.01	846	S 3rd St	Santa Fe Ave	E Boulevard Ave	2.9	****	1.9	\$ 32,045	Hwy 810 to Rosser Ave already 5-lane
		•	•	-	19.8		15.2	\$ 288,150	

Detailed Corridor Information

Burleigh U	rban County Corridors					Volume				Genera	al						Ped Bil	ke				Access	
Corridor	# Local Name	Start	End	Road Type	City	Weighted ADT	Length	Speed Limit	# Lanes Median	Paved Shoulde Width		Curb & Gutter?	Shoulder Type	Transit Route	Ped Generator	Description	Sidewalk / Bikeway	Description	Designated Mid Block Crossings		Primary Land Use	otal Access Mile	Access Rating
800.01	800 Lasalle Dr	Canada Ave	Highway 83	Urban Collector	Bismarck	625	0.5	Low	2 No	1	2	Yes	Composite	No	No	No	Yes	6 ft Sidewalk	. No	No	Residential 2		Edge
	801 Ash Coulee Dr	Cornice Dr	N Washington St	Urban Minor Arterial	Bismarck	3,135	1.1	Low	2 No	2	11	No	Composite	No	Yes	Middle School	Yes	10 ft Path	No	No		20 18.2	Edge
801.02 802.01	801 43rd Ave NE 802 No Name	N Washington St 12th St NE	N 52nd St 43rd Ave NE	Urban Principal / Minor Arterial Urban Collector	Bismarck Bismarck	2,785 385	4.0 0.3	High Low	2 No 2 No	2 8	0	No Yes	Composite Paved	No No	No No	No No	No No	No No	No No	No No		17 11.8 14 46.7	None Edge
803.01	803 Calgary Ave	N Washington St	N 19th St	Urban Collector	Bismarck	3,228	1.5	Low	2 No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No No	No		34 56.0	Edge
	804 Daytona Dr	Country West Rd	Valley Dr	Urban Collector	Bismarck	643	0.7	Low	2 No	8	0	Yes	Paved	No	No	No	No	6 ft Sidewalk	. No	No		85.7	Edge
805.01	805 Country West Rd	Tyler Pkwy	W Century Ave	Urban Collector	Bismarck	1,445	0.5	Low	2 No	2	0	Yes	Paved	No	Yes	Church	Yes	6 ft Sidewalk	. No	No		14 28.0	Edge
806.01	806 Valley Dr	Tyler Pkwy	Ash Coulee Dr	Urban Collector	Bismarck	2,038	1.3	Low	2 No	8	0	Yes	Paved	No	No	No	Yes	10 ft Path	Yes	No		35 26.9	Edge
807.01 808.01	807 Clairmont Rd 808 Burnt Boat Dr	Burnt Boat Dr River Rd	Powder Ridge Dr Tyler Pkwy	Urban Collector Urban Collector	Bismarck Bismarck	1,265 4,770	0.8	Low	2 No 2 No	8	0	Yes Yes	Paved Paved	No No	No No	No No	No Yes	6 ft Sidewalk 6 ft Sidewalk	No No	No No	Residential 2 Commercial 2	29 36.3 28 35.0	Edge
809.01	809 Century Ave	Tyler Pkwy	Hamilton St	Urban Principal	Bismarck	11,033	3.8	High	4 Yes	2	0	Yes	Paved	No	Yes	Mall	Yes	8 ft Sidewalk	. No	No		70 18.4	Edge Median/Edge
809.02	809 Century Ave	Hamilton St	Sumter Dr	Urban Collector / Principal	Bismarck	5,250	1.2	Low	2 No	2	0	No	Paved	No	No	No	No	No	No	No		10 8.3	Edge
810.01	810 Interstate Ave	Century Ave	State St	Urban Collector	Bismarck	5,817	2.4	Low	3 No	2	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	. No	No	Residential 1	71 71.3	Edge
810.02	810 Interstate Ave	Interstate Ave	N 19th St	Urban Collector	Bismarck	27,319	0.6	Low	2 No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	Yes	No		30 50.0	Edge
	811 No Name	Interstate Ave	12th St NE	Urban Collector	Bismarck	1,680	0.1	Low	2 Yes	6	0	Yes	Paved	No	Yes	Mall	No	No O ft Oideanall	No	No		4 40.0	
812.01 813.01	812 Nebraska Dr	Century Ave Divide Ave	End Divide Ave	Urban Collector Urban Collector	Bismarck Bismarck	860 5,280	0.3	Low	2 No 2 No	8	0	Yes Yes	Paved Paved	No No	No No	No No	Yes Yes	6 ft Sidewalk 6 ft Sidewalk	No Yes	No No		15 50.0 34 42.5	Edge
814.01	813 College Dr 814 Turnpike Ave	Divide Ave	N 4th St	Urban Collector	Bismarck	2,511	1.4	Low	2 No	<u>о</u> 8	<u> </u>	Yes	Paved	No	No	No No	Yes	6 ft Sidewalk	No	No No	Residential 1		Edge None
	815 Capitol Ave	N 4th St	End	Urban Collector	Bismarck	3,128	1.7	Low	2 No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	. No	No	Residential 1		None
816.01	816 N 12th St	State St	Capitol Ave	Urban Collector	Bismarck	575	0.3	Low	2 No	0	0	Yes	None	No	Yes	Trailer Park	Yes	12 ft Path	No	No		14 46.7	None
	816 N 12th St	Capitol Ave	State St	Urban Collector	Bismarck	675	0.1	Low	2 No	0	0	Yes	None	No	No	No	Yes	12 ft Path	No	No		8 80.0	None
816.03	816 N 12th St	N 12th St	End Creek De	Urban Collector	Bismarck	50	0.1	Low	2 No	0	0	Yes	None	No	No	No	Yes	6 ft Sidewalk	No No	No	Commorcial	5 50.0	Edge
817.01 818.01	817 N 26th St 818 N 22nd St	Divide Ave	Grant Dr Divide Ave	Urban Collector	Bismarck	690 1.283	0.3	Low	2 No 2 No	8	0	Yes	Paved	No No	No	No No	Yes	6 ft Sidewalk	No No	No No	Residential 2	24 80.0 48 120.0	None None
819.01	819 Valleyview / Crocus Ave	Boulevard Ave N 26th St	N 35th St	Urban Collector Urban Collector	Bismarck Bismarck	840	0.4	Low	2 No	<u> </u>	0	Yes Yes	Paved Paved	No	No No	No	Yes Yes	6 ft Sidewalk 6 ft Sidewalk	No No	No		72 90.0	None
820.01	820 Ward Rd	W Ave C	College Dr	Urban Collector	Bismarck	6.494	0.8	Low	2 No	6	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	. No	No		19 23.8	Edge
821.01	821 N 16th St	Broadway Ave	Divide Ave	Urban Minor Arterial	Bismarck	5,123	1.2	Low	2 No	8	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	. No	No	Residential 1		
822.01	822 N 6th St	E Main Ave	E Ave A	Urban Collector	Bismarck	2,814	0.3	Low	2 No	8	0	Yes	Paved	No	Yes	Hospital	Yes	6 ft Sidewalk	. No	No		22 73.3	Edge
823.01	823 N Bell St	W Rosser Ave	W Ave C	Urban Collector	Bismarck	1,370	0.2	Low	2 No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	. No	No		28 140.0	
824.01 824.02	824 N Griffin St / W Boulevard Ave 824 E Boulevard Ave	W Ave C State St	N 7th St N 26th St	Urban Principal / Collector / Minor Arte Urban Collector / Minor Arterial	Bismarck Bismarck	4,406 2.888	1.2 1.8	Low	2 Yes 2 No	8	0	Yes Yes	Paved Paved	No No	Yes Yes	Park School	Yes Yes	6 ft Sidewalk	No No	No No		02 85.0 07 59.4	None None
825.01	825 N 4th St	E Main Ave	Calgary Ave	Urban Collector / Minor Arterial	Bismarck	5,236	2.8	Low	2 No	<u> </u>	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	No Yes	No	Residential 2		None
826.01	826 N 19th St	E Divide Ave	End	Urban Collector / Minor Arterial	Bismarck	6,424	2.1	Low	2 No	8	0	Yes	Paved	No	Yes	School	Yes	6 ft Sidewalk	. No	No		95 45.2	Edge
827.01	827 Centennial Rd	I-94	43rd Ave NE	Urban Principal	Bismarck	10,394	1.4	Low	2 No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	. No	No	Residential 1	11.4	Edge
828.01	828 N 35th St	E Rosser Ave	E Divide Ave	Urban Collector	Bismarck	1,268	1.0	Low	2 No	10	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	. No	No		91.0	None
829.01	829 River Rd / Riverside Park Rd	Burnt Boat Dr	S Washington St	Urban Collector	Bismarck	1,483	3.2	High	2 No	2	0	Yes	Paved	No	No	No	Yes	10 ft Path	No	No		30 25.0	Edge
830.01 830.02	830 Tyler Pkwy 830 Divide Ave	Valley Dr W Century Ave	W Century Ave State St	Urban Minor Arterial Urban Principal / Minor Arterial	Bismarck Bismarck	3,608 10,139	0.7 2.4	Low	2 No 2 No	8	0	Yes Yes	Paved Paved	No No	No Yes	No State Capitol	Yes Yes	6 ft Sidewalk 6 ft Sidewalk	No No	No No	Residential 6	88.6	None Median/Edge
830.03	830 Divide Ave	State St	E Bismarck Expy	Urban Minor Arterial	Bismarck	8,684	2.4	Low	2 No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	. No	No		01 42.1	Edge
830.04	830 Divide Ave	E Bismarck Expy	N 52nd St	Urban Minor Arterial	Bismarck	5,250	1.0	High	2 No	2	2	No	Composite	No	No	No	No	No	No	No		23 23.0	Edge
831.01	831 Ave C	N Bell St	N 16th St	Urban Collector	Bismarck	4,439	1.6	Low	2 No	10	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	. No	No	Residential 1	54 96.3	None
832.01	832 E Ave D	N 16th St	N 26th St	Urban Collector	Bismarck	1,020	0.7	Low	2 No	8	0	Yes	Paved	No	Yes	School	Yes	6 ft Sidewalk	. No	No		73 104.3	
833.01	833 Memorial Hwy / Front Ave	River Rd	S 12th St	Urban Collector / Minor Arterial	Bismarck	7,497	2.3	Low	2 No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No No	No		35.7	Edge
834.01 835.01	834 E Memorial Dr 835 E Thayer Ave	N Washington St N Washington St	N 26th St N 6th St	Urban Collector / Minor Arterial Urban Collector	Bismarck Bismarck	3,670 1,248	2 0.5	Low	3 No 2 No	10	0	Yes Yes	Paved Paved	No No	No Yes	Hospital Hospital	Yes Yes	6 ft Sidewalk 10 ft Sidewall	k No	No No		25 62.5 35 70.0	None None
836.01	836 Rosser Ave	W Main Ave	E Bismarck Expy	Urban Minor Arterial	Bismarck	7,286	3.5	Low	2 No	10	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No No	No	Residential 2		None
837.01	837 26th St	Airway Ave	E Divide Ave	Urban Minor Arterial	Bismarck	6,614	2.5	Low	2 No	8	0	Yes	Paved	No	Yes	School	Yes	6 ft Sidewalk	. No	No		92 36.8	Edge
838.01	838 Eastdale Dr	E Main Ave	E Rosser Ave	Urban Collector	Bismarck	1,135	0.3	Low	2 No	12	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	: No	No		23 76.7	None
839.01	839 52nd St	Apple Creek Rd	Divide Ave	Urban Collector	Bismarck	1,191	2.2	Low	2 No	0	2	No	Gravel	No	No	No	No	No Official and the	No	No	Undeveloped 2		Edge
843.01 844.01	843 E Bowen Ave	S Washington Ave	Airport Rd	Urban Collector / Minor Arterial	Bismarck	2,510	1.5 0.7	Low	2 No 2 No	12 12	0	Yes	Paved	No	Yes	Park No	Yes No	6 ft Sidewalk	Yes	No No	Residential 1:	20 80.0 17 67.1	None
844.01	844 N 5th St 845 S Washington Ave	E Bowen Ave 34th Ave SW	E Ave C Bismarck Expy	Urban Minor Arterial Urban Principal	Bismarck Bismarck	2,890 5,196	2	Low	2 No	2	0	Yes No	Paved Paved	No No	No No	No No	Yes	6 ft Sidewalk 10 ft Path	No No	No No		67.1 16 23.0	Edge Edge
845.02	845 N Washington Ave	Bismarck Expy	I-94	Urban Principal / Minor Arterial	Bismarck	13,778	2.5	Low	3 No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	. No	No		25 10.0	Edge
	845 N Washington Ave	I-94	City Limit	Urban Principal	Bismarck	9,620	2.1	High	No	2	0	No	Paved	No	No	No	Yes	10 ft Path	No	No	Residential 2		Edge
846.01	846 S 3rd St	Santa Fe Ave	E Boulevard Ave	Urban Collector / Minor Arterial	Bismarck	6,525	2.9	Low	3 No	6	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	. No	No	Residential 2		None
	847 Riverwood Dr	City Limit	S Washington St	Urban Collector	Bismarck	1,738	2.5	Low	2 No	4	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk		No	Residential 4		Edge
	847 E Denver Ave 848 Airport Rd	S Washington Ave University Dr	S 9th St E Broadway Ave	Urban Collector Urban Minor Arterial	Bismarck Bismarck	2,525 7,773	0.8 1.7	Low	2 No 5 No	8	0	Yes Yes	Paved Paved	No No	No No	No No	Yes Yes	6 ft Sidewalk 6 ft Sidewalk		No No	Residential 6 Commercial 5		None Edge
	849 12th St	City Limit	E Rosser Ave	Urban Collector	Bismarck	3,751	2.7	Low	2 No	8	0	Yes	Paved	No	No	No		6 ft Sidewalk	. No	No	Residential 1		Edge
	850 E Wachter Ave	S Washington St	S 9th St	Urban Collector	Bismarck	3,889	0.8	Low	2 No	8	0	Yes	Paved	No	No	No		6 ft Sidewalk		No	Residential 8		
	851 Airway Ave	Airport Rd	Northern Plains Dr	Urban Minor Arterial	Bismarck	1,700	1.2	Low	2 No	2	0	No	Paved	No	No	No	No	No	No		Undeveloped 1		
	853 Burleigh Ave	15th St SW	University Dr	Urban Collector / Minor Arterial	Bismarck	1,439	2.5	Low	2 No	2	0	No	Paved	No	No	No	Yes	10 ft Path	No	No	Undeveloped 2		
	854 Santa Fe Ave	Start	S 12th St	Urban Collector	Bismarck	810	0.4	Low	2 No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk		No	Residential 2		
	855 Airway Ave / Yegen Rd 856 Lincoln Rd	26th St SE Airave Ave	E Bismarck Expy	Urban Minor Arterial Urban Minor Arterial	Bismarck Bismarck	4,409 3,696	4.1	Low	2 No 2 No	6	0	No No	Paved	No No	No No	No No	No No	No No	No No	No No	Undeveloped 1 Residential 1		None Edge
	857 66th St SE	City Limit	66th St SE Lincoln Rd	Urban Minor Arterial Urban Principal	Bismarck	1,323	0.5	High Low	2 No 2 No	2	0	No No	Paved Paved	No No	No No	No No	No No	No No	No No	No No	Residential		Edge Edge
		,		and the second s		,,,,,,					Ü												90

Detailed Corridor Information

Burleigh Url	ban County Corridors									Severity					D	iagram - SE\	VERE Only					Light Cond	itions - SEVERE Only	Road Conditi	on - SEVERE Only	Road Characteristics -
Corridor	# Local Name	Start	End	Years of Data		Total Crashes	Severe Crashes	Intersection Crashes	К	А В	C F	PDO Rear End			Singe Right Veh Angle	Same	Angle (Not He Specific)	ad ()n	ideswipe Opposing	Rear-to- Re Rear S	ar-to- side	Day Dawn/ Day Dusk S	Dark with Dark Other/ Streetlights Dark Unknow	n Dry Wet	Snow/ Slush Other	Straight On Other
	800 Lasalle Dr	Canada Ave	Highway 83	5	625	82	6	48	-	6 4	4	68	-	1	- 3	-	2	-	-	-	-	4 -	2 -	- 6 -		
	801 Ash Coulee Dr 801 43rd Ave NE	Cornice Dr N Washington St	N Washington St N 52nd St	5 5	3,135 2,785	70 69	1	24 28	-	1 5	5	58	-	-			1 -	1		-		1 -			1 -	
	802 No Name	12th St NE	43rd Ave NE	5	385	309	2	150	-			241			1 1			-		-	-	2 -		- 2 -		
	803 Calgary Ave	N Washington St	N 19th St	5	3,228	39	1	12	-	1 3		32		-		-	-	1	-	-	-	1 -			1 -	
	804 Daytona Dr	Country West Rd	Valley Dr	5	643	18	-	5	-	- 1	-	17		-		-	-	-	-	-	-					
	805 Country West Rd	Tyler Pkwy	W Century Ave	5	1,445	24		10	-	- 1	3	20	 1	-		-	-	-	-	-	-					
	806 Valley Dr 807 Clairmont Rd	Tyler Pkwy Burnt Boat Dr	Ash Coulee Dr Powder Ridge Dr	5 5	2,038 1,265	123	2	29		2 10	10	101	<u> </u>		1 -			-		-		1 -	<u>1</u>	- 1 -	1 -	
	808 Burnt Boat Dr	River Rd	Tyler Pkwy	5	4,770	52	1	11	1	- 2	3	46	<u> </u>				-				-		<u> </u>	- 1 -		1
	809 Century Ave	Tyler Pkwy	Hamilton St	5	11,033	363	3	108	-	3 31		282		-	3 -	-	-	-	-	-	-	- 1	1 1	- 3 -		
	809 Century Ave	Hamilton St	Sumter Dr	5	5,250	16	-	2	-			13		-		-	-	-	-	-	-					
	810 Interstate Ave	Century Ave	State St	5	5,817	256	3	104	-	3 24		208	1 -	-	<u> </u>	-	11	1	-	-	-	2 -	1 -	- 1 1	1 -	
	810 Interstate Ave 811 No Name	Interstate Ave Interstate Ave	N 19th St 12th St NE	5 5	27,319 1,680	191 127	3	80 57		3 20 2 12	12 9	156			· · · · · · · · · · · · · · · · · · ·	-	2	-	-			<u>2 -</u> 1 -	<u>1 -</u> 1 -	- 1 1 - 1 1	<u> </u>	
	812 Nebraska Dr	Century Ave	End	5	860	42		14		- 3	2	37														
	813 College Dr	Divide Ave	Divide Ave	5	5,280	142		39	-	6 19	4	113 2	2 -	2		-	-	-	-	-	-	3 -	2 1	- 2 2	2 -	1
814.01	814 Turnpike Ave	Divide Ave	N 4th St	5	2,511	39	-	1	-	- 1	1	37	-	-		-	-	-	-	-	-					
	815 Capitol Ave	N 4th St	End	5	3,128	62	1	16	-	1 3	5	53		-	1 -	-	-	-	-	-	-		1 -	- 1 -		
	816 N 12th St 816 N 12th St	State St Capitol Ave	Capitol Ave State St	5	575 675	66 23	-	37 11	-	- 9 - 2	3 1	20		-		-	-	-	-	-						
	816 N 12th St	N 12th St	End	5	50	1	1 -	- "		- 2		20					-		-	-						
	817 N 26th St	Divide Ave	Grant Dr	5	690	15	1	2	-	1 -		13		-	- 1	-	-	-	-	-	-	- 1			1 -	
818.01	818 N 22nd St	Boulevard Ave	Divide Ave	5	1,283	34	-	11	-	- 2	2	30		-		-	-	-	-	-	-					
	819 Valleyview / Crocus Ave	N 26th St	N 35th St	5	840	11	-	5	-		-	11		-		-	-	-	-	-	-					
	820 Ward Rd	W Ave C	College Dr	5	6,494	29	-	2	-	- 1	6	22		-		-		-	-	-	-					
	821 N 16th St 822 N 6th St	Broadway Ave E Main Ave	Divide Ave E Ave A	5 5	5,123 2,814	84 114	1	46 57	-	1 11 - 10	4	100	-	-		-	1 -		-	-	-	1 -		- 1 -		
	823 N Bell St	W Rosser Ave	W Ave C	5	1,370	25	1 -	1		- 10	1	23														
	824 N Griffin St / W Boulevard Ave	W Ave C	N 7th St	5	4,406	74	1	21	-	1 6	5	62		-		-	1	-	-	-	-	- 1			1 -	
	824 E Boulevard Ave	State St	N 26th St	5	2,888	22	-	3	-	- 2	-	20		-		-	-	-	-	-	-					
	825 N 4th St	E Main Ave	Calgary Ave	5	5,236	246	2	116	-	2 21	32	191	1 -			-	1	-	-	-	-	1 -	1 -	- 1 1		
	826 N 19th St 827 Centennial Rd	E Divide Ave I-94	End 43rd Ave NE	5 5	6,424 10,394	152 159	- 6	59 54	-	- 11 6 16	13 12	128 125 2			1 2	-	- 1	-	-	-	-	4 -	<u></u> 1 -	3 2	 - 1	
	828 N 35th St	E Rosser Ave	E Divide Ave	5	1,268	102	3	28		3 10	4	85	<u> </u>							-	-	1 -	2 -	- 2 -	1 -	
	829 River Rd / Riverside Park Rd	Burnt Boat Dr	S Washington St	5	1,483	61	1	11	-	1 7	1	52		-	1 -	-	-	-	-	-	-	1 -			1 -	
	830 Tyler Pkwy	Valley Dr	W Century Ave	5	3,608	29	-	11	-	- 3	3	23		-		-	-	-	-	-	-					
	830 Divide Ave	W Century Ave	State St	5	10,139	231	2	75	-	2 21	18	190			1 -	-	1	-	-	-	-	1 -	1 -		2 -	
	830 Divide Ave	State St E Bismarck Expy	E Bismarck Expy N 52nd St	5 5	8,684 5,250	132 24	2	44	-	2 12		100	1 -		- 1	-	-	-	-	-	-	1 -	1 -	- 1 1		
	830 Divide Ave 831 Ave C	N Bell St	N 16th St	5	4,439	91	1	18		- 6	7	78			- : :			<u> </u>								
	832 E Ave D	N 16th St	N 26th St	5	1,020	42	-	15	-	- 6	1	35				-	-	-	-	-	-					
	833 Memorial Hwy / Front Ave	River Rd	S 12th St	5	7,497	68	1	14	-	1 13	6	48		-	1 -	-	-	-	-	-	-		- 1	- 1 -		
	834 E Memorial Dr	N Washington St	N 26th St	5	3,670	139	1	51	-	1 6	12	120		-	- 1	-	-	-	-	-	-	1 -		- 1 -		
	835 E Thayer Ave 836 Rosser Ave	N Washington St W Main Ave	N 6th St E Bismarck Expy	5 5	1,248 7,286	18 153	- 1	1 19		- <u>3</u>	- 12	15			1 -						-	1 -		1		
	837 26th St	Airway Ave	E Divide Ave	5	6,614	166	<u> </u>	82		- 20	20	126						<u> </u>	<u> </u>					 		
	838 Eastdale Dr	E Main Ave	E Rosser Ave	5	1,135	5	-	1	-	- 1	-	4		-		-	-	-	-	-	-					
839.01	839 52nd St	Apple Creek Rd	Divide Ave	5	1,191	4	-	1	-	- 1	-	3		-		-	-	-	-	-	-					
	843 E Bowen Ave	S Washington Ave	Airport Rd	5	2,510	25	1	1	-	1 2	1	21		-	- 1	-	-	-	-	-	-	1 -		- 1 -		
	844 N 5th St	E Bowen Ave	E Ave C	5 5	2,890	146 177	- 4	81	-	- 16		117		-		-	-	- 4	-	-	-		2 -			
	845 S Washington Ave 845 N Washington Ave	34th Ave SW Bismarck Expy	Bismarck Expy I-94	5	5,196 13,778	587	3	239		4 30 3 75	19 79	430	 1 -		1 -		1				- 1	2 -	1 -	- 2 1	1 -	1
	845 N Washington Ave	I-94	City Limit	5	9,620	176	-	100	-		22	136		-		-	-	-	-	-						
846.01	846 S 3rd St	Santa Fe Ave	E Boulevard Ave	5	6,525	468	2	262	1			328		-	2 -	-	-	-	-	-	-	1 -	1 -	- 1 1		
	847 Riverwood Dr	City Limit	S Washington St	5	1,738	63	_	2	-	- 8	4	51		-			-	-	-	-	-				-	
	847 E Denver Ave	S Washington Ave	S 9th St	5	2,525	18 123		49		1 1		14	-						-				1 -	- 1 -		
	848 Airport Rd 849 12th St	University Dr City Limit	E Broadway Ave E Rosser Ave		7,773 3,751	123 253		133		- 17 1 37					 - 1			-			-1		<u></u> 1 -	- 1 -		
	850 E Wachter Ave	S Washington St	S 9th St		3,889	253		8		- 1											-1					
	851 Airway Ave	Airport Rd	Northern Plains Dr	5	1,700	10		1		- 2		8						-	-	-	-					
853.01	853 Burleigh Ave	15th St SW	University Dr	5	1,439	16		1	-	- 4	-	12		-		-	-	-	-	-	-					
	854 Santa Fe Ave	Start	S 12th St	5	810	4		1				4					-	-	-		-					
	855 Airway Ave / Yegen Rd	26th St SE	E Bismarck Expy	5	4,409	45		13		2 3		34			2 -			1	-		-	2 -	- 1	- 3 -		
	856 Lincoln Rd 857 66th St SE	Airave Ave City Limit	66th St SE Lincoln Rd	5 5	3,696 1,323	35 7	 	2		- 4 - 2		5	<u> </u>					-								
007.01	OUT OUT OF OF	Oity Limit	LIIICOIII IXU	J	1,020	. /		. 0	-	- 2		5	-	-		-	-	-	-	-	- 1					

North Dakota Department of Tr SFN 59959 (06-2011)		9				
Calga	ry Ave from N	l Washing	ton St	to N 19th	St Projec	et
	: City of Bismarck	•		D DOT Distric		
Contact Name			Telep	hone Numbe	r: 701-355-1529	
	: maberg@nd.gov		•			
Please attach a location map(s). \	ou may use additional sh	eets to further desc	ribe your pro	ject.		
Location Description						
N. comp. for a comp.	. 000 04			•	sis Area (check all	that apply)
	: 803.01 : Calgary Ave		_	_	I Impaired Driving	ints for all Occupants
-	: N Washington St				Older Driver Safet	
	: N 19th St			Curb Aggressiv		,
City/Rural	: Urban				to Address Lane D	eparture Crashes
County	: Burleigh					apabilities to Increase
4.5.7			_	mprove Interse	ection Safety	
ADT Lanes	: 3228 · 2					
Access Density						
Speed Limit						
Length (miles)	: 1.5					
Danaviha Cumant Cafatula	avec 9 Cyctomic De	untina Daview				
Describe Current Safety Is North Dakota Crashes 200			years			
	Deer Fred		K+A	_		
	Rear End		0			
	Sideswipe Passing Head On		0 1			
	Sideswipe Opposing		0			
			1	-		
December Comment Cofety le	avea 9 Cuatamia Da	untina Daviev				
Describe Current Safety Is	sues & Systemic Ra	inking Review				
			Value	Critical	Star Ranking	
		ADT:	,	<u>></u> 10,000		
	Maj	or Approach Lanes:		≥ 4	*	
		Access Density: Speed Limit:		15 - 60 < 40	*	
Seve	re Rear End / Sideswipe /			<u>< 40</u> > 1	*	
		Tiodd Oil Oldolloo.	<u> </u>	<u> </u>	***	
Describe Proposed Safety	Improvements					
Description	n Type	Cost per mi	Mileage / #	Cost	Notes - 3-Lane (Conversion
3-Lane Conversion		\$17,000	0.8	\$12,750	from 10th Street	
5-Lane Conversion		\$22,000	0.0	\$0	Street N.	
Signal Revision		\$25,000	0	\$0		
	Consid	er access managen	nent in future	No	<u> </u>	
Project Cost Estimate (atta	nch detailed copy)			Proposed Y	ear of Constru	ction
	F 1 1 5 1	044.475				
Local Match (10	Federal Funds % of Total project cost)	\$11,475 \$1,275				
Local Match (10	Total Project Cost	\$12,750	-			
Project Cost Estimate (atta Project Accepted?		Reference Number -		Proposed Y ID Number	ear of Constru	ction
Notes	Yes No	Reference Mulliber -		ID Number	<u>-</u>	
140.03						
						Page: 1
						Segment ID: 803.01
						Date: 9/26/201

<u></u>	(06-2011)							
		nt Boat Dr fro	om River R	•	•	•		
	Agency Name: Contact Name:	City of Bismarck			D DOT Distric	t: 10 r: 701-355-1529		
	Email Address:	_		reiep	mone Number	1. 701-355-1525		
Please attac		ou may use additional si	heets to further desc	ribe your proj	ect.			
Location I	Description							
	Number:	909 01				sis Area (check al I Impaired Driving	117	
		Burnt Boat Dr			='	se of Safety Restr		upants
	•	River Rd			_ Younger Driver	/Older Driver Safe		•
		Tyler Pkwy			Curb Aggressiv)	
	City/Rural: County:	Burleigh				to Address Lane [ergency Medical (
	County.				Improve Interse			0.000
		4770						
	Lanes: Access Density							
	Speed Limit:							
	Length (miles):	0.8						
D ::!: :	0							
	Current Satety ISS Dakota Crashes 2008	sues & Systemic Ra 3 - 2012		years				
710/11/	Danota Gradinos 2000	2012	9	youro				
				K+A				
		Rear End Sideswipe Passing		0 0				
		Head On		0				
		Sideswipe Opposing		0				
				0				
Describe (Current Safety Iss	sues & Systemic Ra	ankina Review					
	,	•	U					
	-		ADT:	Value 4,770	<u>Critical</u> ≥ 10,000	Star Ranking ★		
		Mai	or Approach Lanes:	2	<u>≥</u> 10,000 ≥ 4	*		
		•	Access Density:	35	15 - 60	*		
	Sover	e Rear End / Sideswipe	Speed Limit:	Low	<u><</u> 40 > 1	•		
	<u> </u>		Tieau On Clasiles.		<u> </u>	***		
Describe I	Proposed Safety I	Improvements						
	Description	Type	Cost per mi	Mileage / #	Cost	Notes - 3-Lane	Conversion	
	3-Lane Conversion	Proactive	\$17,000	0.3	\$4,624	from Tyler Park		
	5-Lane Conversion		\$22,000 \$25,000	0.0 0	\$0 \$0	Broadview Lan	е	
	Signal Revisions		აგ∠ნ,სსს der access managen		φυ Yes			
			<u> </u>			_		
Project Co	ost Estimate (atta	ch detailed copy)			Proposed Y	ear of Constru	ıction	
		Federal Funds	\$4,162					
	Local Match (109	% of Total project cost)	\$462					
		Total Project Cost	\$4,624					
Project Co	ost Estimate (atta	ch detailed copy)			Proposed V	ear of Constru	ıction	
i rojeci ot	Project Accepted?		Reference Number -		ID Number		1011011	
	Notes						•	
							· _	_
							Page.	2
							Page: Segment ID:	808.01

SFN 59959 ((4-4.			- 04 4 5	A Desail of	
		rstate Ave fro	om Century		D State S	•	
	Contact Name:	City of Bismarck Mark Berg				r: 701-355-1529	
	Email Address:	_					
		ou may use additional sh	eets to further desc	ribe your proj	ect.		
Location De	escription				SHSP Emphas	sis Area (check all that ap	nnly)
	Number:	810.01				I Impaired Driving	,p.y)
	_ *	Interstate Ave		_		se of Safety Restraints for	all Occupants
		Century Ave State St			Curb Aggressiv	/Older Driver Safety re Driving	
	City/Rural:				Improvements	to Address Lane Departu	
	County:	Burleigh			Enhancing Eme Improve Interse	ergency Medical Capabilit	ties to Increase
	ADT:	5817		<u> </u>	Jilipiove iliterse	ction datety	
	Lanes:						
	Access Density Speed Limit:						
	Length (miles):						
	urrent Safety Iss akota Crashes 2008	sues & Systemic Ra		years			
North	anota Gracines 2000	2012	Ü	youro			
		Door End		K+A 0			
		Rear End Sideswipe Passing		0			
		Head On		1			
		Sideswipe Opposing		0			
				ı			
Describe C	urrent Safety Iss	sues & Systemic Ra	nking Review				
				Value	Critical	Star Ranking	
_			ADT:	5,817	<u>></u> 10,000	*	
		Maj	or Approach Lanes:	3	≥ 4	*	
			Access Density: Speed Limit:	71.3 Low	15 - 60 <u><</u> 40	*	
_	Severe	e Rear End / Sideswipe /		1	<u>></u> 1	*	
		•				***	
Describe Pi	oposed Safety I	Improvements					
	Description	T	0	NA:1	04	N. () ()	
=	Description 3-Lane Conversion		Cost per mi \$17,000	Mileage / # 0.7	Cost \$11,832	Notes - 3-Lane Conver from Century Ave to	SION
	5-Lane Conversion	Proactive	\$22,000	0.0	\$0	Springfield St (.4 miles	,
	Signal Revisions	Proactive	\$25,000 er access managem	0 nent in future	\$0 Yes	between 9th Street to S Street (0.3 miles)	State
=		Consid	er access managem	ient in luture	163	Street (0.5 filles)	
Project Cos	t Estimate (attac	ch detailed copy)			Proposed Y	ear of Construction	
		Federal Funds	\$10,649				
	Local Match (109	% of Total project cost)	\$1,183				
		Total Project Cost	\$11,832				
Proiect Cos	st Estimate (attac	ch detailed copy)			Proposed Y	ear of Construction	
_	Project Accepted?		Reference Number -		ID Number		
	Notes						
_							Page: 3
						Segme	ent ID: 810.01
							Date: 9/26/201

	ta Department of Tra	ROVEMENT PR	•) PROJE	CT APPLIC	ATION	
	Int	erstate Ave	from State	St to N	19th St	Project	
		City of Bismarck	ii oiii otato		D DOT District	-	
	Contact Name:	-				r: 701-355-1529	1
	Email Address:	-		ı elek	mone Number	. 701-333-1323	,
Please attacl		ou may use additional s	heets to further desc	rihe vour pro	iect		
	Description	ou may add additional d	nooto to rantifor dood	noo your proj	,001.		
2004					SHSP Emphas	sis Area (check a	Il that apply)
	Number:	810.02				I Impaired Driving	
		Interstate Ave					raints for all Occupants
		State St				Older Driver Safe	ety
		N 19th St			Curb Aggressiv		Donartura Crachas
	City/Rural:	Burleigh					Departure Crashes Capabilities to Increase
	County.	Daneign			Improve Interse		Sapabilities to increase
	ADT:	27319		_	p		
	Lanes:	2					
	Access Density						
	Speed Limit:						
	Length (miles):	0.6					
Describe	Current Cofety les	usa 9 Cuatamia D	ankina Bayiay				
	Dakota Crashes 2008	sues & Systemic R 3 - 2012		years			
740/11/	Danota Gradrido 2000	2012	ŭ	youro			
				K+A	_		
		Rear End		1			
		Sideswipe Passing		0			
		Head On		0			
		Sideswipe Opposing		0	=		
				'			
Describe (Current Safety Iss	sues & Systemic R	anking Review				
				Value	Critical	Star Ranking	
			ADT:	27,319	≥ 10,000	*	=
		Ma	ijor Approach Lanes:	2	<u>≥</u> 4	*	
			Access Density:	50	15 - 60	*	
	0	D	Speed Limit:	Low	<u><</u> 40		
	Sever	e Rear End / Sideswipe	/ Head On Crasnes:	1	<u>></u> 1	***	_
		•				^ ^ ^	
Describe I	Proposed Safety	Improvements					
	Description	Tuno	Coot nor mi	Mileoge / #	Coot	Natas	
	Description 3-Lane Conversion		Cost per mi \$17,000	Mileage / # 0.6	Cost \$10,200	Notes -	
	5-Lane Conversion		\$22,000	0.0	\$0		
	Signal Revisions		\$25,000	0	\$0		
		Consi	der access managen	nent in future	Yes		
Project Co	net Estimato (atta	ch detailed copy)			Proposed V	ear of Constr	uction
rroject Ct	ost Estimate (atta	cii detailed copy)			rroposeu r	ear or consur	uction
		Federal Funds	\$9,180				
	Local Match (10 ^o	% of Total project cost)	\$1,020				
		Total Project Cost	\$10,200				
Project Co	ost Estimate (atta	ch detailed copy)			Proposed V	ear of Constr	uction
i roject oc	Project Accepted?		Reference Number -		ID Number		uotion
	Notes						_
							_ Page: 4
							Segment ID: 810.02
							Date: 9/26/2013

	ta Department of Tra	ROVEMENT PR ansportation Program	ROGRAM (HSIP) PROJE	CT APPLIC	ATION	
	C	ollege Dr fr	om Schafer	to Divi	de Ave F	Project	
		City of Bismarck			D DOT Distric	-	
	Contact Name:	-				r: 701-355-1529)
	Email Address:	-		1010	onone Number	. 701-000-102	•
Please attaci			sheets to further desc	ribe your pro	ject.		
Location I	Description						
						sis Area (check a	
	Number:	813.01 College Dr		_	_	I Impaired Driving) raints for all Occupants
	•	Schafer				Older Driver Safe	
		Divide Ave			Curb Aggressiv		,
	City/Rural:						Departure Crashes
	County:	Burleigh					Capabilities to Increase
	ADT.	5280		Ľ	Improve Interse	ection Safety	
	Lanes:						
	Access Density						
	Speed Limit:						
	Length (miles):	0.5					
Describe (Current Safety Iss	sues & Systemic I	Ranking Review				
	Dakota Crashes 2008			years			
				17 . A			
		Rear End	1	K+A 2	_		
		Sideswipe Passing		0			
		Head Or		0			
		Sideswipe Opposing	9	0	_		
				2			
Describe (Current Safety Iss	sues & Systemic I	Ranking Review				
				\/ali.a	Cuitinal	Cton Donking	
			ADT:	Value 5,280	Critical > 10,000	Star Ranking ★	-
		N	lajor Approach Lanes:		<u>></u> 4	*	
			Access Density:		15 - 60	*	
	Carran	- Deer Fred / Cide avvis	Speed Limit:	Low 2	<u><</u> 40	_	
	Sever	e Rear End / Sideswip	e / Head On Crashes:		<u>></u> 1	***	_
		•					
Describe I	Proposed Safety	Improvements					
	Description	Type	Cost per mi	Mileage / #	Cost	Notes -	
	3-Lane Conversion		\$17,000	0.5	\$8,500		
	5-Lane Conversion		\$22,000	0.0	\$0		
	Signal Revisions		\$25,000	0	\$0 Yes		
		Cons	sider access managen	nent in tuture	Yes	_	
Project Co	ost Estimate (atta	ch detailed copy)			Proposed Y	ear of Constr	uction
		Fordered Freed	- 07.050				
	Local Match (10)	Federal Funds of Total project cost %	. ,				
	Local Materi (10	Total Project Cos	t \$8,500	-			
		•					
Project Co		ch detailed copy)				ear of Constr	uction
	Project Accepted? Notes	Yes No	Reference Number -		ID Number	-	-
							_ Page: 5
							Segment ID: 813.0
							Date: 9/26/20

North Dak	AY SAFETY IMP ota Department of Tra 9 (06-2011)) PROJE	CT APPLIC	AHON		
	,	Ith St from E	· Main Δνο	to Calc	ıarv Δve	Project		
		City of Bismarck	. Maiii Ave	_	D DOT Distric	-		
	Contact Name:	=				r: 701-355-1529	9	
	Email Address:	_		1010	SHORE NUMBER	1. 701-000-102	9	
Please atta	ch a location map(s). Yo		heets to further desc	ribe your pro	ject.			
Location	Description							
	No. on the same	005.04				sis Area (check a		
	Number: Roadway:					I Impaired Driving se of Safety Rest	-	ccupants
	•	E Main Ave				Older Driver Saf		ocupanto
		Calgary Ave			Curb Aggressiv	e Driving	-	
	City/Rural:					to Address Lane		
	County:	Burleigh			_Enhancing Eme ☑Improve Interse	ergency Medical	Capabilities to	Increase
	ADT:	5236		Ľ	_improve interse	ction Salety		
	Lanes:	2						
	Access Density							
	Speed Limit:							
	Length (miles):	2.8						
Describe	Current Safety Iss	sues & Systemic R	anking Review					
	h Dakota Crashes 2008	-		years				
				K+A				
		Rear End		1 N+A	-			
		Sideswipe Passing		0				
		Head On		0				
		Sideswipe Opposing		0	_			
				1				
Describe	Current Safety Iss	sues & Systemic R	anking Review					
	•	·	-		0 111 1	o. 5		
	·		ADT:	Value 5,236	<u>Critical</u> ≥ 10,000	Star Ranking ★	_	
		Ma	ajor Approach Lanes:		≥ 10,000 ≥ 4	*		
			Access Density:		15 - 60	*		
			Speed Limit:	Low	<u><</u> 40			
	Severe	e Rear End / Sideswipe	/ Head On Crashes:	1	<u>></u> 1	*	_	
		•				****		
Describe	Proposed Safety I	Improvements						
	Description 3-Lane Conversion	, ,	Cost per mi	Mileage / #	Cost	Notes -		
	5-Lane Conversion		\$17,000 \$22,000	2.8 0.0	\$47,600 \$0			
	Signal Revisions		\$25,000	0	\$0			
		Consi	der access managen	nent in future	Yes	<u> </u>		
Dunings C	Seat Fatimate (atta	ab datailed comu			Drangady	oor of Constr	tion	
Project C	Cost Estimate (attac	сп аетапеа сору)			Proposed 1	ear of Constr	uction	
		Federal Funds	\$42,840					
	Local Match (109	6 of Total project cost)	\$4,760	•				
		Total Project Cost	\$47,600					
Project C	Cost Estimate (attac	ch detailed conv)			Proposed Y	ear of Constr	uction	
,	Project Accepted?		Reference Number -		ID Number			
	Notes						_	
							_	
							Page: Segment ID:	

SFN 59959 (Department of Tra							
		N 19th St fro	om E Divide	Ave to	End Pr	oject		
	Agency Name:	City of Bismarck		NI	D DOT Distric	t: 10		
	Contact Name:	Mark Berg		Telep	hone Numbe	r: 701-355-1529)	
	Email Address:							
		ou may use additional	sheets to further desc	ribe your proj	ect.			
Location D	escription				SHSD Empha	sis Area (check al	I that apply)	
	Number:	826.01		Г		I Impaired Driving		
		N 19th St				se of Safety Restr		pants
		E Divide Ave				/Older Driver Safe	ety	
		End			Curb Aggressiv			_
	City/Rural:	Orban Burleigh				to Address Lane [ergency Medical (
	County.	Dulleigii			Improve Interse		Dapabilities to Inci	Case
	ADT:	6424		_				
	Lanes:							
	Access Density							
	Speed Limit: Length (miles):							
	Lerigui (ililles).	2.1						
Describe C	urrent Safetv Iss	sues & Systemic F	Ranking Review					
	0akota Crashes 2008	•		years				
				17 . A				
		Rear End	1	K+A 0				
		Sideswipe Passing		0				
		Head On		0				
		Sideswipe Opposing		0				
				0				
Doscriba C	urrant Safaty Iss	sues & Systemic F	Pankina Paviou					
Describe O	urrent Salety is:	sues à Systellic I	Nariking Neview					
				Value	Critical	Star Ranking	_	
			ADT:	- /	<u>></u> 10,000	*		
		М	ajor Approach Lanes:		<u>≥</u> 4 15 - 60	* *		
			Access Density: Speed Limit:		< 40	^		
	Sever	e Rear End / Sideswip			<u></u> 1.0 ≥ 1			
•						***	-	
. " .	10.1							
Describe P	roposed Safety	Improvements						
	Description	Type	Cost per mi	Mileage / #	Cost	Notes -		
•	3-Lane Conversion	Proactive	\$17,000	2.1	\$35,700	_		
	5-Lane Conversion		\$22,000	0.0	\$0			
	Signal Revisions		\$25,000	0	\$0 You			
•		Cons	sider access managen	ient in iuture	Yes	_		
Project Co	st Estimate (atta	ch detailed copy)			Proposed Y	ear of Constru	uction	
	M-+- - (40)	Federal Funds	, . ,					
•	Local Match (10	% of Total project cost) Total Project Cost		_				
Project Co		ch detailed copy)			Proposed Y	ear of Constru	uction	
	Project Accepted?	Yes No	Reference Number -		ID Number	· -	_	
	Notes							
							_	
							- Page: Segment ID: 8	7 826.01

0. 11 00000 (Department of Tra						
	D	ivide Ave fro	om Schafer	St to S	tate St F	Project	
	Agency Name:	City of Bismarck		NE	DOT Distric	t: 10	
	Contact Name:	Mark Berg		Telep	hone Numbe	r: 701-355-1529	1
	Email Address:						
		ou may use additional s	sheets to further desc	ribe your proje	ect.		
Location D	escription				SHSP Empha	sis Area (check al	I that annly)
	Number:	830.02				I Impaired Driving	
	•	Divide Ave					aints for all Occupar
		Schafer St State St				Older Driver Safe	ety
	City/Rural:				Curb Aggressiv		Departure Crashes
	•	Burleigh					Capabilities to Increa
				✓	Improve Interse	ection Safety	
	ADT: Lanes:	10139					
	Access Density						
	Speed Limit:						
	Length (miles):	2.4					
Dagarika O	Cafati da	oues 8 Customis F	antina Daview				
	urrent Satety ISS Dakota Crashes 2008	sues & Systemic R 8 - 2012		years			
			· ·	,			
				K+A			
		Rear End		0			
		Sideswipe Passing Head On		0			
		Sideswipe Opposing		0			
				1			
Describe C	urrent Safety Iss	sues & Systemic R	anking Review				
			g				
-			ADT.	Value	Critical	Star Ranking	-
		Ma	ADT: ajor Approach Lanes:	10,139 2	<u>></u> 10,000 <u>></u> 4	* *	
			Access Density:	44.2	15 - 60	*	
		5 5 1/611	Speed Limit:	Low	<u><</u> 40		
-	Sever	e Rear End / Sideswipe	Head On Crashes:	1	<u>></u> 1	***	-
Describe P	roposed Safety	Improvements					
	Description	Туре	Cost per mi	Mileage / #	Cost	Notes - 4-lane	dividad
-	3-Lane Conversion		\$17,000	2.0	\$34,680	between 94 and	
	5-Lane Conversion		\$22,000	0.0	\$0	Ave	·
	Signal Revisions		\$25,000 ider access managem	0	\$0 Yaa		
				ieni in tuture	Yes		
-		Cons	ider access managem				
Project Cos	st Estimate (atta	ch detailed copy)	der decess managem			ear of Constru	ıction
Project Cos	st Estimate (atta	ch detailed copy)				ear of Constru	uction
Project Cos	·	ch detailed copy) Federal Funds	\$31,212			ear of Constru	uction
Project Cos	·	ch detailed copy)	\$31,212 \$3,468			ear of Constru	ıction
	Local Match (10 ^o	ch detailed copy) Federal Funds % of Total project cost) Total Project Cost	\$31,212 \$3,468		Proposed Y		
	Local Match (10 ^c	Federal Funds % of Total project cost) Total Project Cost ch detailed copy)	\$31,212 \$3,468 \$34,680		Proposed Y Proposed Y	ear of Constru	
	Local Match (10 ^o	ch detailed copy) Federal Funds % of Total project cost) Total Project Cost	\$31,212 \$3,468		Proposed Y	ear of Constru	
	Local Match (10 ^o st Estimate (atta Project Accepted?	Federal Funds % of Total project cost) Total Project Cost ch detailed copy)	\$31,212 \$3,468 \$34,680		Proposed Y Proposed Y	ear of Constru	
	Local Match (10 ^o st Estimate (atta Project Accepted?	Federal Funds % of Total project cost) Total Project Cost ch detailed copy)	\$31,212 \$3,468 \$34,680		Proposed Y Proposed Y	ear of Constru	
	Local Match (10 ^o st Estimate (atta Project Accepted?	Federal Funds % of Total project cost) Total Project Cost ch detailed copy)	\$31,212 \$3,468 \$34,680		Proposed Y Proposed Y	ear of Constru	
	Local Match (10 ^o st Estimate (atta Project Accepted?	Federal Funds % of Total project cost) Total Project Cost ch detailed copy)	\$31,212 \$3,468 \$34,680		Proposed Y Proposed Y	ear of Constru	

HIGHWAY SAFETY IMP		•) PROJE	CT APPLIC	ATION		
North Dakota Department of Tra SFN 59959 (06-2011)	ansportation Frogram	ming					
						_	
Divid	le Ave from	State St to	E Bism	arck Exp	oy Projec	t	
	: City of Bismarck			D DOT Distric			
Contact Name:	_		Telep	hone Number	r: 701-355-1529	9	
	maberg@nd.gov						
Please attach a location map(s). Y	ou may use additional s	sheets to further desc	ribe your proj	ect.			
Location Description				SHSD Empha	sis Area (check a	Il that apply)	
Number:	830 03				I Impaired Driving		
	Divide Ave			_		raints for all Occu	pants
Start:	State St				/Older Driver Safe		
	E Bismarck Expy			Curb Aggressiv			
City/Rural:						Departure Crashe	
County:	Burleigh			_Ennancing Eme]Improve Interse		Capabilities to Inc	rease
ADT:	8684		Ľ	Jilibiove iliterse	ction Salety		
Lanes:							
Access Density	42.1						
Speed Limit:	Low						
Length (miles):	2.4						
December Course of Cofeets les	ouas ^o Cuatamia D	lanking Daview					
Describe Current Safety Iss North Dakota Crashes 2008			years				
		_	,				
			K+A				
	Rear End		0				
	Sideswipe Passing		1				
	Head On Sideswipe Opposing		0 0				
	Sideswipe Opposing		1				
Describe Current Safety Iss	sues & Systemic R	anking Review					
			Value	Critical	Star Ranking		
-		ADT:	8,684	≥ 10,000	→ tai Raiking	_	
	Ma	ajor Approach Lanes:		> 4	*		
		Access Density:		15 - 60	*		
_		Speed Limit:	Low	<u><</u> 40			
Sever	e Rear End / Sideswipe	/ Head On Crashes:	1	<u>></u> 1	*	_	
	•				***		
Describe Proposed Safety	Improvements						
Description		Cost per mi	Mileage / #	Cost	Notes - 3-Lane	Conversion	
3-Lane Conversion		\$17,000	1.3	\$22,440	between State	St and Volk	
5-Lane Conversion Signal Revisions		\$22,000 \$25,000	0.0 0	\$0 \$0	Drive		
Signal Revisions		der access managen		φυ Yes			
	201101	der decese managen	ione in rataro	100			
Project Cost Estimate (atta	ch detailed copy)			Proposed Y	ear of Constr	uction	
	Cadanal Cunda	#20.400					
Local Match (10)	Federal Funds % of Total project cost)	\$20,196 \$2,244					
Local Match (10	Total Project Cost	\$22,440	-				
		, ,					
Project Cost Estimate (atta					ear of Constr	uction	
Project Accepted?	Yes No	Reference Number -		ID Number	· -	_	
Notes							
<u> </u>						_	
						Page:	9
						Segment ID: Date: 9/	830.03 /26/2013
						Date. 3/	_5,2010

	0 (06-2011)	–					
		I Hwy / Fron	t Ave from				oject
	Agency Name: Contact Name:	City of Bismarck			D DOT Distric	t: 10 r: 701-355-1529	
	Email Address:	_		1010	priorio riambo	. 101 000 1020	
		ou may use additional s	sheets to further desc	ribe your pro	ject.		
Location	Description				SUSD Empha	sis Area (check all	that apply)
	Number:	833.01				I Impaired Driving	117
	Start:	Memorial Hwy / Front River Rd S 12th St	Ave	Ī		Older Driver Safe	aints for all Occupants ty
	City/Rural: County:	Urban Burleigh			Enhancing Eme	ergency Medical C	Departure Crashes Capabilities to Increase
	ADT:	7497			/Improve Interse	ection Safety	
	Lanes:						
	Access Density						
	Speed Limit: Length (miles):						
	Longar (miles).	2.5					
		sues & Systemic R					
North	n Dakota Crashes 2008	3 - 2012	5	years			
				K+A	=		
		Rear End		1			
		Sideswipe Passing Head On		0 0			
		Sideswipe Opposing		0			
				1	_		
Describe	Current Safety Iss	sues & Systemic R	Ranking Review				
		•	-		0.11. 1	01 D 11	
	-		ADT:	Value 7,497	<u>Critical</u> <u>></u> 10,000	Star Ranking ★	
		Ma	ajor Approach Lanes:	2	<u>≥</u> 4	*	
			Access Density:	35.7	15 - 60	*	
	Sever	e Rear End / Sideswipe	Speed Limit: e / Head On Crashes:	Low 1	<u><</u> 40 > 1		
					-	***	
Dogoribo	Proposed Safety	lmprovomente					
Describe	Proposeu Salety	improvements					
	Description	, ·	Cost per mi	Mileage / #		Notes - Washin	gton to 12th
	3-Lane Conversion5-Lane Conversion		\$17,000 \$22,000	1.0 0.0	\$17,204 \$0	Street	
	Signal Revisions		\$25,000	0.0	\$0 \$0		
		Cons	ider access managen	ent in future	Yes		
Project C	ost Estimate (atta	ch detailed conv)			Proposed Y	ear of Constru	ıction
i rojeci o	ost Estimate (atta	on actanca copy)			тторозса т	cui oi constit	
	l M - 4 - - /4 0/	Federal Funds	, -, -				
	Local Match (10	% of Total project cost) Total Project Cost	\$1,720 \$17,204				
			. ,				
Project C	ost Estimate (atta		Reference Number -		Proposed Y ID Number	ear of Constru	ıction
	Project Accepted? Notes	Yes No	Reference Number -		ID Number		
							Page: 10 Segment ID: 833.0

			:			
	Ave from W	Main Ave t				t
Agency Name: Contact Name:	City of Bismarck			DOT Distric	t: 10 r: 701-355-1529	
Email Address:	_		relepi	none number	1. 701-333-1329	
Please attach a location map(s). Yo		eets to further desc	ribe your proje	ect.		
ocation Description						
Number:	836.01				sis Area (check all tha I Impaired Driving	t apply)
	Rosser Ave				se of Safety Restraints	for all Occupants
	W Main Ave				Older Driver Safety	
	E Bismarck Expy			Curb Aggressiv	e Driving to Address Lane Depa	uturo Crooboo
City/Rural: County:					ergency Medical Capa	
•	3			Improve Interse		
ADT:						
Lanes: Access Density						
Speed Limit:						
Length (miles):	3.5					
Describe Current Safety les	uas l Svatamia Ba	nking Boyiow				
Describe Current Safety Iss North Dakota Crashes 2008			years			
			,			
-	Rear End		K+A			
	Sideswipe Passing		0			
	Head On		0			
<u>-</u>	Sideswipe Opposing		0			
			1			
Describe Current Safety Iss	ues & Systemic Ra	nking Review				
			\/aliva	Onitional	Oten Demkins	
-		ADT:	7,286	Critical > 10,000	Star Ranking ★	
	Мајс	or Approach Lanes:	2	<u>≥</u> 4	*	
		Access Density:	78.6	15 - 60	*	
Severe	Rear End / Sideswipe /	Speed Limit: Head On Crashes:	Low 1	<u><</u> 40 > 1		
		Tidad on Gracinos.	<u> </u>	<u> </u>	***	
	,					
Describe Proposed Safety II	mprovements					
Description	Туре	Cost per mi	Mileage / #	Cost	Notes - Turn lanes	in
3-Lane Conversion	Proactive	\$17,000	3.0	\$50,575	downtown between	1st and
5-Lane Conversion Signal Revisions	Proactive Proactive	\$22,000 \$25,000	0.0 0	\$0 \$0	7th	
Olgilal Nevisions		er access managem		Yes		
					_	
Project Cost Estimate (attac	h detailed copy)			Proposed Y	ear of Constructi	on
	Federal Funds	\$45,518				
	of Total project cost)	\$5,058				
Local Match (10%		\$50,575				
Local Match (10%	Total Project Cost			Duamanad V	ear of Constructi	on
				Proposea Y		
Project Cost Estimate (attace Project Accepted?	ch detailed copy)	eference Number -		ID Number		
Project Cost Estimate (attac	ch detailed copy)	eference Number -				
Project Cost Estimate (attaction Project Accepted?	ch detailed copy)	eference Number -				
Project Cost Estimate (attaction Project Accepted?	ch detailed copy)	eference Number -				
Project Cost Estimate (attaction Project Accepted?	ch detailed copy)	eference Number -				Page: 11

Burleigh	County U	Jrban Intersection	n List		x	x	_	x	x x		x		x	x	x x	x	х		x	x	x	x
1	0		0 0 1	0''	Traffic Control	Street Confid	Volume	Major (Overhead Major	Major Approacl	h Major Left	M: A	Minor Left	General	o On/Nea	ar Development /	DD \/		D 01	Ped/Bik Marked		Minor
Int # 800.01	Segment # 800.01	Local Name Ottawa St	Cross Street US 5000 (State St)	City	Device Thru-STOP	Lights Config	ADT Source	Config	Signal Speed	Lanes TTR LT1	Signal	Minor Approach	Signal	Parking	Skew Curve	Ped Generator	RR Xing	Notes	Bus Stop No	Crosswalk No	•	Median No
801.01	801.01	Ash Coulee Dr	Valley Dr	Bismarck	Thru-STOP	Yes T	3,810 Count	Undivided	Low	т т		Jnmarked		Yes	No Yes	No No	No		No	Yes	No	No
801.02 801.03	801.01 801.02	43rd Ave NE 43rd Ave NE	3rd St NW US 5000 (State St)	Bismarck Bismarck	Thru-STOP Signal	Yes X Yes X	9,685 Count 13,725 Count	Undivided Divided	Yes Low	TL TL	R Protected	TR T	Permitted	No No	No No	Yes No	No No	Approaches include buffer lanes	No No	No No	No Yes	No No
801.04	801.02	43rd Ave NE	Frontage Rd	Bismarck	Yield	No T	4,310 Count	Undivided	High	T T		Unmarked		Yes	No No	No	No	P.F. 111	No	No	No	No
801.05 801.06	801.02 801.02	43rd Ave NE 43rd Ave NE	N 19th St Centennial Rd	Bismarck Bismarck	Thru-STOP Thru-STOP	No X No X	6,740 Count 7,593 Count	Undivided Undivided	High High	TL TL LTR LTF		TL T LTR LTR		No No	No No No No	No No	No No		No No	No No	No No	No No
802.01 803.01	802.01 803.01	No Name Calgary Ave	US 5000 (State St) N Washington St	Bismarck Bismarck	Thru-STOP Thru-STOP	Yes T Yes T	7,808 Count 10,315 Count	Divided Undivided	Low Low	LTT TT		Unmarked Unmarked		No Yes	No No	No No	No No		No No	No Yes	Yes No	No No
803.02	803.01	Calgary Ave	No Name	Bismarck	Uncontrolled	Yes T	4,680 Count	Undivided	Low	Unmarked Unmar	ked l	Jnmarked		Yes	No Yes	No	No		No	No	No	No
803.03 803.04	803.01 803.01	Calgary Ave Calgary Ave	US 5000 (State St) N 19th St	Bismarck Bismarck	Signal Thru-STOP	Yes X Yes X	12,535 Count 5,873 Count	Divided Undivided	Yes Low Low	LTTT LTT		LT LT Unmarked Unmarke	Permitted ed	No Yes	No No No Yes	No No	No No		No No	Yes No	Yes No	No No
804.01	804.01	Daytona Dr	Country West Rd	Bismarck	Thru-STOP	No T	2,330 Count	Undivided	Low	T T		Unmarked		Yes	No No	No	No		No	No	No	No
804.02 805.01	804.01 805.01	Daytona Dr Country West Rd	Valley Dr Tyler Pkwy	Bismarck Bismarck	Yield Thru-STOP	Yes X Yes X	2,250 Count 4,343 Count	Undivided Undivided	Low Low	T T	(Unmarked T T		Yes Yes	No Yes No Yes	No No	No No		No No	No No	No No	No No
805.02 806.01	805.01 806.01	Country West Rd Valley Dr	W Century Ave Tyler Pkwy	Bismarck Bismarck	Thru-STOP Yield	Yes T Yes T	12,123 Count 2,253 Count	Divided Undivided	Low Low	TT LTT LT Unmar		RL Unmarked Unmarke	ad a	No Yes	No Yes	No No	No No	Crosswalk paint almost too faint to see	No No	Yes No	Yes No	No No
807.01	807.01	Clairmont Rd	Burnt Boat Dr	Bismarck	Thru-STOP	Yes T	5,403 Count	Undivided	Low	LT T		Unmarked	5 u	No	No Yes	No	No		No	No	No	No
808.01 808.02	808.01 808.01	Burnt Boat Dr Burnt Boat Dr	River Rd Tvler Pkwv	Bismarck Bismarck	Thru-STOP Signal	Yes T Yes X	3,415 Count 22,280 Count	Undivided Divided	Low Yes Low	T T	г РР	T LTT LTT	PP	No No	Yes Yes No Yes	Yes Yes	No No		No No	Yes Yes	No Yes	No Yes
809.01	809.01	W Century Ave	Tyler Pkwy	Bismarck	Thru-STOP	Yes T	13,685 Count	Divided	Low	LTT TR		LLR		No	No No	Yes	No		No	Yes	Yes	Yes
809.02 809.03	809.01 809.01	W Century Ave W Century Ave	W Interstate Ave N Washington St	Bismarck Bismarck	Signal Signal	Yes X Yes X	13,670 Count 24,535 Count	Divided Divided	Yes Low Yes Low	LTT LT1 LTT LT1		LT LT LTT LTT	Permitted Protected	No No	No Yes No No	Yes Yes	No No	A bench maybe bus stop?	No Yes	Yes Yes	Yes Yes	No No
809.04 809.05	809.01 809.01	E Century Ave E Century Ave	N 4th St N 11th St	Bismarck Bismarck	Signal Signal	Yes X Yes X	19,765 Count 22,255 Count	Divided Divided	Yes Low Yes Low	LTT LT1 LTT LT1		LT LT Unmarked LTR	Permitted PP	No No	No No No Yes	Yes Yes	No No	A bench maybe bus stop? crosswalk faded	Yes No	Yes Yes	Yes Yes	No No
809.06	809.01	E Century Ave	US 5000 (State St)	Bismarck	Signal	Yes X	28,650 Count		Yes Low	LTTR LTT		LLTTTR LLTTTF		No	No No	Yes	No	Crosswark raded	No	Yes	Yes	Yes
809.07 809.08	809.01 809.01	E Century Ave E Century Ave	N 19th St Nebraska Dr	Bismarck Bismarck	Signal Thru-STOP	Yes X Yes T	9,674 Count 4.998 Count	Divided Divided	Yes Low Low	LTTR LT1		LTR LTTR Unmarked	PP	No Yes	No Yes No Yes	Yes No	No No		No No	Yes Yes	Yes No	Yes No
809.09	809.02	E Century Ave	Centennial Rd	Bismarck	Signal	X	18,668 Count	Unknown	Unknown Unknow	n Unknown Unkno	own Unknown	Unknown Unknow		Unknown	Jnknow Unknow	vn Unknown	Unknown	Only photos during major construction;	arameters unk	nown	-	
810.01 810.02	810.01 810.01	W Interstate Ave E Interstate Ave	N Washington St N 4th St	Bismarck Bismarck	Signal Signal	Yes X Yes X	17,980 Count 11,968 Count	Undivided Undivided	Yes Low Yes Low	LT LTF		LTR LT LT LT	Permitted Permitted	No Yes	Yes Yes No Yes	Yes No	No No		No No	Yes Yes	No No	No No
810.03	810.01	E Interstate Ave	Gateway Ave	Bismarck	Thru-STOP	Yes X	12,225 Count	Unknown	Unknown Unknow		own Unknown		n Unknown	Unknown	Jnknow Unknow	vn Unknown		Only photos during major construction; p	arameters unk	nown		
810.05 810.07	810.01 810.01	N 11th St Weiss Ave	Weiss Ave US 5000 (State St)	Bismarck Bismarck	Yield Signal	Yes T Yes X	8,118 Count 17,003 Count	Undivided Divided	Low Yes Low	LT Unmar LTTTR LTT		Unmarked LTR LTR	PP	No No	No Yes No No	Yes Yes	No No		No No	No Yes	No Yes	No No
810.08 810.09	810.02 810.02	E Interstate Ave E Interstate Ave	US 5000 (State St) N 19th St	Bismarck Bismarck	Signal Thru-STOP	Yes X Yes T	24,580 Count 12,210 Count	Divided Undivided	Yes Low Low	LLTTTR LTTT LT LT	R Protected	LTT LTT	PP	No No	No No No Yes	Yes Yes	No No		No No	Yes Yes	Yes No	Yes No
811.01	811.01	Frontage Rd	US 5000 (State St)	Bismarck	Thru-STOP	Yes X	15,785 Count	Divided	Low	LTTT LTT	Т	R R		No	No No	Yes	No	Parking lot is 4th approach	No	Yes	Yes	Yes
813.01 813.02	813.01 813.01	Schafer St Schafer St	W Divide Ave College Dr	Bismarck Bismarck	Signal All-way STOP	Yes X Yes X	24,758 Count 7,530 Count	Div/Undiv Undivided	Yes Low Low	LTTR LTT	R Permitted	LT TR TR T	Permitted	No No	No Yes No No	No Yes	No No	College parking lot is 4th approach	No Yes	Yes Yes	Yes No	Yes No
813.03	813.01	College Dr	Ward Rd	Bismarck	Thru-STOP	Yes T	8,190 Count	Undivided	Low	<u> </u>		T		No	No Yes	Yes	No	osnogo panning locile ital approach	No	Yes	No	No
813.04 814.01	813.01 814.01	College Dr W Turnpike Ave	W Divide Ave W Divide Ave	Bismarck Bismarck	Signal Thru-STOP	Yes T Yes T	14,738 Count 13,998 Count	_	Yes Low Low	T LT LT LT	PP	LR T	Permitted	No No	No Yes No Yes	Yes Yes	No No		No No	Yes Yes	No No	No No
814.02 814.03	814.01 814.01	W Turnpike Ave E Turnpike Ave	N Washington St N 4th St	Bismarck Bismarck	Thru-STOP Thru-STOP	Yes X Yes X	16,563 Count 10,218 Count		Low Low	T T		Unmarked Unmarke Unmarked Unmarke		Yes Yes	No No No No	No No	No No		No No	No No	No No	No No
815.01	815.01	E Capitol Ave	N 4th St	Bismarck	Thru-STOP	Yes X	9,285 Count	Undivided	Low	T T	l	Unmarked Unmarke		Yes	No No	No	No		No	Yes	No	No
815.02 815.03	815.01 815.01	E Capitol Ave E Capitol Ave	N 12th St (West) N 12th St (East)	Bismarck Bismarck	Thru-STOP Thru-STOP	No T Yes T	5,060 Count 5,110 Count	Undivided Undivided	Low Low	T T		Unmarked Unmarked		No No	No Yes No No	Yes Yes	No No	parking lot exit	No No	No Yes	No No	No No
815.04	815.01	E Capitol Ave	State St	Bismarck	Signal	Yes X	17,925 Count	Divided	Yes Low	LTTT LTT	T Protected	LT LT	Permitted	No	No No	Yes	No	parting for our	No	Yes	Yes	No
815.05 816.01	815.01 816.01	E Capitol Ave N 12th St	N 19th St State St (South)	Bismarck Bismarck	Signal Thru-STOP	Yes X Yes T	12,125 Count 13,033 Count	Undivided Divided	Yes Low Low	LT LT LTTT LTT		T T	Permitted	Yes No	No Yes No Yes	Yes Yes	No No		No No	Yes Yes	No Yes	No No
816.02 817.01	816.02 817.01	N 12th St N 26th St	State St (North)	Bismarck	Thru-STOP	Yes X Yes T	15,433 Count 4,830 Count	Divided	Low	LTTT LTT		Unmarked Unmarke	ed	No	No No	Yes	No No		No	No	Yes No	No No
818.01	818.01	N 22nd St	E Divide Ave E Boulevard Ave	Bismarck Bismarck	Thru-STOP Thru-STOP	Yes T	4,830 Count 2,490 Count	_	Low	T T		Unmarked T		Yes Yes	No No No Yes	No No	No		No No	Yes No	No	No
818.02 819.01	818.01 819.01	N 22nd St Valleyview Ave	E Divide Ave N 26th St	Bismarck Bismarck	Thru-STOP Thru-STOP	Yes T No T	11,895 Count 8,713 Count	Undivided Undivided	Low Low	<u>T T</u>	1	T Unmarked		Yes No	No No	No Yes	No No		No No	No Yes	No No	No No
819.02	819.01	N 31st Ave	Crocus Ave	Bismarck	Uncontrolled	Yes T	1,785 Count	Undivided	Low	Unmarked Unmar	ked l	Unmarked		Yes	No Yes	No	No		No	No	No	No
819.03 820.01	819.01 820.01	Crocus Ave Ward Rd	N 35th St W Ave C / N Griffin St	Bismarck Bismarck	Uncontrolled Signal	Yes T Yes Unknov	· ·	Undivided Undivided	Yes Low	Unmarked Unmar T T	ked l Permitted	Unmarked T T	Permitted	Yes Yes	No Yes Yes Yes	No No	No No		No No	No Yes	No No	No No
821.01	821.01	N 16th St	E Broadway Ave	Bismarck	Thru-STOP	Yes T	8,260 Count	Undivided	Low	T LT		T T		Yes	No No	Yes	No		No	Yes	No	No
821.02 821.03	821.01 821.01	N 16th St N 16th St	E Rosser Ave E Ave C	Bismarck Bismarck	All-way STOP All-way STOP		8,013 Count	Undivided Undivided	Low Low	T T		T T		Yes Yes	No No No No	No No	No No		No No	Yes Yes	No No	No No
821.04 821.05	821.01 821.01	N 16th St N 16th St	E Ave D E Boulevard Ave	Bismarck Bismarck	Thru-STOP All-way STOP	Yes X	7,053 Count	Undivided Undivided	Low Low	T T		T T		Yes Yes	No No No No	No No	No No		No No	No Yes	No No	No No
821.06	821.01	N 16th St	E Divide Ave	Bismarck	Thru-STOP	Yes T	11,363 Count	Undivided	Low	T T		LR .		Yes	No No	No	No		No	Yes	No	No
822.01 822.02	822.01 822.01	N 6th St N 6th St	E Broadway Ave E Thayer Ave	Bismarck Bismarck	All-way STOP Unknown	Yes X Yes T		Undivided Undivided	Low Low	LT LR LT R		TR Unknown		Yes Yes	No No No No	Yes Yes	No No	One-way approaches One-ways; no need for traffic control de	No No	Yes Yes	No No	No No
822.03	822.01	N 6th St	E Rosser Ave	Bismarck	Signal	Yes X	11,415 Count	Undivided	Yes Low	LT LT		T T	Permitted	Yes	No No	Yes	No	,-,	No	Yes	No	No
823.01 823.02	823.01 823.01	N Bell St N Bell St	W Rosser Ave W Ave C	Bismarck Bismarck	Thru-STOP Thru-STOP	Yes X Yes X	6,108 Count 2,400 Count		Low Low	LT T		T T		Yes Yes	Yes Yes No No	No No	No No		No No	No Yes	No No	No No
824.01 824.02	824.01 824.01	W Boulevard Ave W Boulevard Ave	N Washington St N 3rd St	Bismarck Bismarck	Signal	Yes X Yes X	17,543 Count 10,600 Count		Low Yes Low	T T LT T	Parmittad	T T	Permitted	Yes Yes	No No No No	No Yes	No No		No No	No Yes	No No	No No
824.03	824.01	E Boulevard Ave	N 4th St	Bismarck	Signal Signal	Yes X	0 Count	Undivided	Yes Low	LT LTF		LT LT	Permitted	Yes	No No	No	No		No	Yes	No	No
824.04 824.05	824.01 824.01	E Boulevard Ave E Boulevard Ave	N 7th St N 9th St	Bismarck Bismarck	Signal Signal	Yes X Yes T	19,203 Count 19,840 Count		Yes Low Yes Low	TTR LLT		Unknown TTT	Unknown	Yes No	No No No Yes	No Yes	No No	One-way	No No	Yes Yes	Yes Yes	No No
824.06	824.02	E Boulevard Ave	State St	Bismarck	Thru-STOP	Yes T	16,910 Count	Divided	Low	TT LTT	Т	Ţ	2	No	No Yes	Yes	No		No	No	Yes	Yes
824.07 825.01	824.02 825.01	E Boulevard Ave N 4th St	N 26th St E Broadway Ave	Bismarck Bismarck	Thru-STOP All-way STOP	Yes T Yes X	8,163 Count 5,688 Count	Undivided Undivided	Low Low	<u>T T</u>		T T LT		Yes Yes	Yes Yes No No	Yes Yes	No No		No Bi	No Yes	No No	No No
825.02 825.03	825.01 825.01	N 4th St N 4th St	E Thayer Ave E Rosser Ave	Bismarck Bismarck	All-way STOP			Undivided	Low Low	T LT LT	Permitted	T T T	Permitted	Yes	No No No No	Yes Yes	No No		No No	Yes Yes	No No	No No
825.04	825.01	N 4th St	E Ave C	Bismarck	Signal Signal	Yes X	11,375 Count	Undivided	Yes Low	LT LT	Permitted	T T	Permitted	Yes Yes	No No	No	No		No	Yes	No	No
825.05 825.06	825.01 825.01	N 4th St Dominion St	E Divide Ave Dominion St	Bismarck Bismarck	Signal Uncontrolled	Yes X Yes T	15,333 Count 2,610 Count		Yes Low	LT LT Unmarked Unmar		LT LT Unmarked		Yes Yes	No No No Yes	No No	No No		No No	Yes No	No No	No No
023.00	02J.U1	טווווווווווווווווווווווווווווווווווווו	סווווווווווווווווווווווווווווווווווווו	DISHIGICK	Unicontrolled	1 CO 1	2,010 COUIII	Ondivided	LUW	Jilliaikeu Ullillal	ncu l	Jiiilaikeu		169	INO TES	UVI	INU		INU	INU	INU	INU

Detailed Intersection Information

Burleigl	n Coun	ty Urb	oan Intersection	n List		x	x			x	x	x		x			x	х	х	x	x	x		х	x	x	х
									Volume								G	Seneral							Ped/Bi	ke	
Int#	Segmei	ent#	Local Name	Cross Street	City	Traffic Control		Config	ADT Source	,	Overhead	Major	Major Appro	•		linor Approach	Minor Left	Parking	Skew		Development /	RR Xing	Notes	Bus Stop	Marked	Major	Minor
					Ť	Device	Lignts	- Oorling		Config	Signal	Speed	Lanes	Signal			Signal				ed Generator		110100	· ·	Crosswalk	Median	Median
826.01 828.01	826.0 828.0		N 19th St N 35th St	E Divide Ave E Rosser Ave	Bismarck Bismarck	Signal Thru-STOP	Yes No	X	15,285 Count 4,698 Count	Undivided Undivided	Yes	Low	LT T	TR Protected		LR narked Unmarked	Permitted	Yes Yes	No Yes	No Yes	No No	No Yes		No No	Yes No	No No	No No
828.02	828.0		N 35th St	E Divide Ave	Bismarck	Thru-STOP	Yes	T	4,540 Count	Undivided		Low	T T	T T		narked		Yes	No	Yes	No	Yes		No	No	No	No
829.01	829.0		W Arbor Ave	S Washington St	Bismarck	Signal	Yes	Х	16,508 Count	Undivided	Yes	Low		_TT Permitted	d L1	TR LT	Permitted	No	No	No	Yes	No		No	Yes	No	No
829.02 830.01	829.0		River Rd	Fraine Barracks Rd N Washington St	Bismarck	Thru-STOP	No	T	2,298 Count	Undivided	Vaa	Low	T	T LT PP		<u>T</u> LT LT	DD	No	Yes	Yes	No	No		No	No	No	No
830.01	830.0 830.0		W Divide Ave E Divide Ave	State St	Bismarck Bismarck	Signal Signal	Yes Yes	X	25,898 Count 22,765 Count	Undivided Undivided	Yes Yes	Low Low		TTT Protected		LT LT ITR LTTR	PP Protected	No No	No Yes	No Yes	Yes Yes	No No		No No	Yes No	No Yes	No No
830.03	830.0		E Divide Ave	N 26th St	Bismarck	Signal	Yes	Т	11,545 Count	Undivided	Yes	Low	TR	LT Permitted		LR	Permitted	Yes	No	Yes	Yes	No		No	Yes	No	No
830.04	830.0		E Divide Ave	E Bismarck Expy	Bismarck	Signal	Yes	X	14,418 Count	Div/Undiv	Yes	Low		TTR Permitted	d L	LT LTR	Permitted	No	No	No	Yes	No		No	Yes	Yes	No
830.05 831.01	830.0 831.0		Divide Ave W Ave C	N 52nd St N Washington St	Bismarck Bismarck	Thru-STOP Signal	No Yes	T X	2,228 Count 18,685 Count	Undivided Undivided	Yes	Low	T LT	T LT Permitted	d -	<u> </u> T T	Permitted	No Yes	No No	No No	No No	No No		No No	No Yes	No No	No No
831.02	831.0		E Ave C	N 3rd St	Bismarck	Signal	Yes	X	12,245 Count	Undivided	Yes	Low	LT	T Permitted		LT T	Permitted	Yes	No	No	No	No		No	Yes	No	No
831.03	831.0		E Ave C	N 5th St	Bismarck	Thru-STOP	No	X	7,858 Count	Undivided		Low	T	T	7	т т		Yes	No	No	No	No		No	Yes	No	No
831.04	831.0		E Ave C E Ave C	N 7th St N 9th St	Bismarck	Signal	Yes	X	16,288 Count 17,033 Count	Undivided	Yes	Low	TR LTTR	LT Permittee Permittee		TT T LT	Permitted Permitted	Yes	No	No	No	No No	One-way	No No	Yes	No	No No
831.05 832.01	831.0 832.0		N 26th St	E Ave D	Bismarck Bismarck	Signal Thru-STOP	Yes Yes		17,033 Count 8,283 Count	Undivided Undivided	Yes	Low	T	T	:u -	<u> Г</u>	Permitted	Yes Yes	No No	No No	Yes No	No No		No	Yes No	No No	No No
833.01	833.0		W Front Ave	S Washington St	Bismarck	Signal	Yes	X	16,355 Count	Undivided	Yes	Low	LTTR L	TTR Permitted	d L	LT LT	Permitted	No	Yes	Yes	Yes	No		No	Yes	No	No
833.02	833.0		E Front Ave	S 3rd St	Bismarck	Signal	Yes	X	16,088 Count	Undivided	Yes	Low				narked Unmarked	Permitted	Yes	No	No	Yes	Yes		No	Yes	No	No
833.03 833.04	833.0 833.0		E Front Ave E Front Ave	S 5th St S 7th St	Bismarck Bismarck	Signal Signal	Yes Yes	X	8,288 Count 17,380 Count	Undivided Undivided	Yes Yes	Low Low	TT TTTT	TT Permitted Permitted		LT LT T LT	Permitted Permitted	No No	No No	No No	Yes Yes	Yes No	crosswalk faded One-way	No No	Yes Yes	No No	No No
833.05	833.0		E Front Ave	S 9th St	Bismarck	Signal	Yes	X	14,928 Count	Undivided	Yes	Low	TTTT	Permitte		LT T	Permitted	No	No	No	Yes	No	One-way	No	Yes	No	No
833.06	833.0	01	E Front Ave	S 12th St	Bismarck	Thru-STOP	Yes	Χ	8,795 Count	Undivided		Low	T	Т		т т		Yes	No	No	Yes	Yes		No	No	No	No
834.01	834.0		W Broadway Ave	N Washington St	Bismarck	Signal	Yes	X	23,583 Count	Undivided	Yes	Low		_TT Permitted		T T	Permitted	Yes	No	No No	Yes	No You		No No	Yes	No	No No
834.02 834.03	834.0 834.0		E Broadway Ave E Broadway Ave	N 3rd St N 5th St	Bismarck Bismarck	Signal Signal	Yes No	X	11,480 Count 6,810 Count	Undivided Undivided	Yes No	Low Low	LTR TT	LT Permitted Permitted		ı ! LT T	Permitted Permitted	Yes Yes	No No	No No	Yes Yes	Yes Yes		No No	Yes Yes	No No	No No
834.04	834.0	01 E	E Broadway Ave	N 7th St	Bismarck	Signal	Yes	X	17,593 Count	Undivided	Yes	Low	TTTT	Permitte	-	LT TR	Permitted	No	No	No	Yes	No		No	Yes	No	No
834.05	834.0		E Broadway Ave	N 9th St	Bismarck	Signal	Yes	Х	17,413 Count	Undivided	Yes	?		No Permittee	d L	LT TR	Permitted	No	No	No	Yes	No		No	Yes	No	No
834.06 834.07	834.0 834.0		E Broadway Ave E Broadway Ave	S 12th St N 17th St	Bismarck Bismarck	Thru-STOP Thru-STOP	Yes Yes	X	8,953 Count 7,315 Count	Undivided Undivided	No No	Low Low		LT No LT No	-	T T	No No	Yes No	No	No No	No No	No No		No No	No No	No No	No No
834.08	834.0		E Broadway Ave	Airport Rd	Bismarck	Signal	Yes	Ť	8,523 Count	Undivided	Yes	Low		LT Permitted	d L	LR	Permitted	Yes	No No	No	No	No		No No	No No	No	No No
834.09	834.0	01 E	E Broadway Ave	N 26th St	Bismarck	Thru-STOP	Yes	X	11,458 Count	Undivided	No	Low	T	Т	1	т т		No	No	No	No	No		No	No	No	No
835.01	835.0		W Thayer Ave	N Washington St	Bismarck	Thru-STOP	Yes	X	15,800 Count	Undivided	No	Low	TT	TT Downitto	آ نہ	T T	Dormittod	No	No	No	No	No		No	No	No	No
835.02 835.03	835.0 835.0		W Thayer Ave W Thayer Ave	N 3rd St N 5th St	Bismarck Bismarck	Signal Signal	Yes Yes	X	9,283 Count 5,055 Count	Undivided Undivided	Yes No	Low Low	LT LT	LT Permitted T Permitted		T T	Permitted Permitted	Yes Yes	No No	No No	No No	No No		No No	Yes Yes	No No	No No
836.01	836.0		W Rosser Ave	N Washington St	Bismarck	Signal	Yes	X	22,408 Count	Undivided	Yes	Low		LT Permittee		LT LT	Permitted	No	No	No	No	No		No	No	No	No
836.02	836.0		E Rosser Ave	N 3rd St	Bismarck	Signal	Yes	X	16,545 Count	Undivided	Yes	Low		LT Permitted		LT LT	Permitted	Yes	No	No	No	No		No	Yes	No	No
836.03 836.04	836.0 836.0		E Rosser Ave E Rosser Ave	N 5th St N 7th St	Bismarck Bismarck	Signal Signal	Yes Yes	X	13,525 Count 22,598 Count	Undivided Undivided	Yes Yes	Low ?	LT LTTR	LT Permitted Permitted		I I LT TR	Permitted Permitted	No No	No No	No No	No Yes	No No	Hospital	No No	Yes Yes	No No	No No
836.05	836.0		E Rosser Ave	N 9th St	Bismarck	Signal	Yes	X	20,910 Count	Undivided	Yes	?	LTTR	Permitte			Permitted	No	No	No	Yes	No	Hospital	No	Yes	No	No
836.06	836.0		E Rosser Ave	N 12th St	Bismarck	Thru-STOP	Yes	X	7,915 Count	Undivided		Low	T	T	7	т т		Yes	No	No	No	No	·	No	No	No	No
836.07 836.08	836.0		E Rosser Ave	N 26th St	Bismarck	Signal Thru-STOP	Yes	X	13,960 Count 5,465 Count	Undivided	Yes	Low	LT T	LT Permitted	d L	LT LT	Permitted	No No	No	Yes	Yes No	No No		No No	Yes	No No	No
836.09	836.0 836.0		E Rosser Ave E Rosser Ave	Eastdale Dr E Bismarck Expy	Bismarck Bismarck	Signal	Yes Yes	X	5,465 Count 11,085 Count	Undivided Undivided	Yes	Low ?	•	ı ∟TT Permitte	d L	I I LT T	Permitted	No	Yes No	Yes Yes	Yes	No No		No No	Yes Yes	No	No No
837.01	837.0	01	S 26th St	Airway Ave	Bismarck	Thru-STOP	-	Т	2,528 Count	Undivided		Low	Т	Т		Т		No	No	No	No	No		No	No	No	No
837.02	837.0		S 26th St	E Bismarck Expy	Bismarck	Signal	Yes	X	16,495 Count	Undivided	Yes	Low		TTR PP	L	LT LT	PP	No	No	No	Yes	No		No	Yes	No	No
83.7.03 843.01	837.0 843.0		S 26th St W Bowen Ave	Railroad Ave S Washington St	Bismarck Bismarck	Thru-STOP Signal	Yes Yes	X T	9,135 Count 16,615 Count	Undivided Undivided	Yes	Low	LTT LTT	LT Permitted	hd -	<u> I</u> Т	Permitted	No No	No No	Yes No	No Yes	Yes No		No No	No No	No No	No No
843.02	843.0		E Bowen Ave	S 3rd St	Bismarck	Signal	Yes	X	14,665 Count	Undivided	Yes	Low		_TT Permitted		TL TL	Permitted	No	No	No	Yes	No		No	Yes	No	No
843.03	843.0	01	E Bowen Ave	S 5th St	Bismarck	All-way STOP	Yes	Х	6,430 Count	Undivided		Low		TT	Т	ш ш		No	No	No	No	No		No	Yes	No	No
843.04 843.05	843.0 843.0		E Bowen Ave E Bowen Ave	S 7th St S 9th St	Bismarck Bismarck	Thru-STOP Thru-STOP	Yes Yes	X	15,120 Count 11,813 Count	Undivided Undivided		Low Low	LTTR LTTR		-	I T		No No	No No	No No	No Yes	No No	One-way street One-way street	No No	Yes No	No No	No No
843.06	843.0		E Bowen Ave	S 12th St	Bismarck	Thru-STOP	Yes	X	7,725 Count	Undivided		Low	T	Т	-	T T		Yes	No	No	Yes No	No	One-way succi	No	No	No	No
843.07	843.0	01	E Bowen Ave	Airport Rd	Bismarck	Thru-STOP	Yes	T	8,315 Count	Undivided		Low		r <u>T</u> L		T		No	No	No	Yes	No		No	No	No	No
845.01	845.0		S Washington St	34th Ave SW	Bismarck	All-way STOP		X	3,833 Count	Undivided	Vaa	Laur	TR	T De		T T	Dormitt	No No	No	No	No You	No No		No No	Yes	No	No No
845.02 845.03	845.0 845.0		S Washington St S Washington St	Wachter Ave Riverwood Dr / Denver Ave	Bismarck Bismarck	Signal Signal	Yes Yes	X	9,845 Count 17,118 Count		Yes Yes	Low Low		TT Permitted TTR Protected		TR TR LR LR	Permitted Permitted	No No	No Yes	No No	Yes Yes	No No		No No	Yes Yes	No Yes	No No
845.04	845.0		S Washington St	E Bismarck Expy	Bismarck	Signal	Yes	X	37,418 Count		Yes	Low		TTR Protected			Protected	No	No	No	Yes	No		No	Yes	Yes	Yes
846.01	846.0		S 3rd St	Santa Fe Ave	Bismarck	Thru-STOP	Yes	T	1,198 Count			Low	T	T		T T		Yes	No	Yes	No	No		No	No	No	No
846.02 846.03	846.0 846.0		S 3rd St S 3rd St	E Wachter Ave E Denver Ave	Bismarck Bismarck	Thru-STOP Thru-STOP	Yes Yes	X	6,718 Count 7,898 Count			Low Low	T T	T T	-	I T		Yes Yes	No No	No No	Yes Yes	No No		No No	No Yes	No No	No No
846.04			S 3rd St	E Bismarck Expy	Bismarck	Signal	Yes		31,830 Count		Yes	Low		TTR Permitted	d T	TL TTL	Permitted	No	No	No	Yes	No		No	Yes	No	No
847.01			Mills Ave	Langer Ln	Bismarck	Roundabout			0 Count																		
847.02			E Denver Ave	University Dr	Bismarck	Signal	Yes	T	14,630 Count		Yes	??		TT Permitte		RL	Permitted	No No	No	No	No	No No		No No	Yes	No	No No
848.01 848.02	848.0 848.0		Airport Rd Airport Rd	University Dr Airwave Ave	Bismarck Bismarck	Signal Thru-STOP	Yes Yes	T	14,860 Count 8,908 Count		Yes	High Low		TTL Permitted	u K	RL T	Permitted	No No	No No	No Yes	No No	No No		No No	No No	No No	No No
848.03	848.0	01	Airport Rd	E Bismarck Expy	Bismarck	Signal	Yes	X	26,465 Count		Yes	??		TTL Protected	d T	TL TTL	Permitted	No	No	No	No	No		No	No	No	No
849.01	849.0		S 12th St	Santa Fe Ave	Bismarck	Thru-STOP	No	T	4,220 Count			Low	T	T		T		No	No	No	No	No		No	No	No	No
849.02 849.03	849.0 849.0		S 12th St S 12th St	University Dr E Bismarck Expy	Bismarck Bismarck	Signal Signal	Yes Yes	X	15,398 Count 27,070 Count		Yes Yes	Low High		TTL Permitted TTL Permitted		TL TL TL TL	Permitted Permitted	No No	No No	No No	No Yes	No No		No No	Yes Yes	No No	Yes No
850.01			E Wachter Ave	University Dr	Bismarck	Signal	Yes	X	13,218 Count		Yes	Low		TTL Permitted		TL T	Permitted	No	No	Yes	Yes	No		No	Yes	No	No
853.01	853.0	01	Burleigh Ave	University Dr	Bismarck	Thru-STOP	Yes	X	10,623 Count	Undivided	-	High	TTL	ΓTL		т т		No	No	No	No	No		No	Yes	No	No
855.01	855.0		Airway Ave	University Dr	Bismarck	Thru-STOP	No	T	10,008 Count			High		TT		LR T		No	No	Yes	No	No		No	No	No	No
855.02 855.04	855.0 855.0		Airway Ave Yegen Rd	Lincoln Rd E Bismarck Expy	Bismarck Bismarck	Thru-STOP Signal	No Yes	T X	5,018 Count 14,433 Count		Yes	High High		T _TT Permitted		T I R	Protected	No No	No No	No Yes	No No	No No		No No	No No	No No	No No
856.01			Lincoln Rd	Quail St	Bismarck	Thru-STOP	No		3,724 Count		103	High	T	T Fermitted	u L	T T	. TOICCIEU	No	No	No	No	No		No	No	No	No
						_																		_			

23 USC 409: NDDOT Reserves All Objections

Burleigh County Urban Intersection List

						I		Right Angle Crashes				1			П	iagram -	Severe Crashes	e ONI V				1					
					V	T-4-1	0			Severit	у		0:4	A		•			0:		Decete Decet	Ŭ		ere Crashes ONLY	Road Cond	_	
Int#	Segment #	# Local Name	Cross Street	City	Years of Data	Total Crashes	Severe Crashes	% Sev Severe RA Right	K A	В	C PD	O Rear En	d Passing	 Angle (Opposit Direction) 	te Single Veh	Right Angle	Angle (Same Direction)		ead Sides On Oppo		Rear-to- Rear-to- Rear Side		wn/ Dark wi usk Streetlig		Dry Wet	t Snov Slusi	
800.01	800.01	Ottawa St	US 5000 (State St)	віsтагск	5	1	U	0% -	-			1				-			-	-		-	-		-		-
801.01	801.01	Ash Coulee Dr	Valley Dr	Bismarck	5	2	0	0% -	-		-	2		-		-			-	-		-	-		-	_	-
801.02	801.01	43rd Ave NE	3rd St NW	Bismarck	5	17	0	12% -	-	- 1	1 1	5				-			-	-		-	-		-	-	-
801.03 801.04	801.02 801.02	43rd Ave NE 43rd Ave NE	US 5000 (State St) Frontage Rd	Bismarck	5 5	0	0	0% - 0% -		- 5 	-	-							-	-			-		-	-	-
801.05	801.02	43rd Ave NE	N 19th St	Bismarck	5	3	0	0% -	-		1	2				-			-	-		-	-		-	-	_
801.06	801.02	43rd Ave NE	Centennial Rd	Bismarck	5	14	2	0% 2	- 3	2 2	1	9				2			-	-		2	-		1	1	-
802.01	802.01	No Name	US 5000 (State St)	Bismarck	5	2	Ü	0% -	-	- :	-	2	-	•		-			-	-		-	-		-	-	-
803.01 803.02	803.01 803.01	Calgary Ave Calgary Ave	N Washington St No Name	Bismarck Bismarck	5 5	10	0	0% - 0% -	_	- 2	2	1				_			-	-			-		-	-	-
803.03	803.01	Calgary Ave	US 5000 (State St)	Bismarck	5	27	0	0% -	-	- 5	1 2	1				-			-	-		-	-		-	-	_
803.04	803.01	Calgary Ave	N 19th St	Bismarck	5	5	0	0% -	-		-	5				-			-	-		-	-		-	-	-
804.01	804.01	Daytona Dr	Country West Rd	Bismarck	5	1	0	0% -	-		-	1	-	-		-			-	-		-	-		-	-	-
804.02 805.01	804.01 805.01	Daytona Dr Country West Rd	Valley Dr Tyler Pkwy	Bismarck Bismarck	5	0	0	0% - 0% -	-			- /-							-				-		-	-	-
805.02	805.01	Country West Rd	W Century Ave	Bismarck	5	12	1	0% -		1 -	1 1	0			- 1	-			-	-		-	-	1	1	-	_
806.01	806.01	Vailey Dr	Tyler Pkwy	Bismarck	5	3	0	0% -	-	- 1		2				-						-	-		-		-
807.01	807.01	Clairmont Rd	Burnt Boat Dr	Bismarck	5	0	0	0% -	-		-	-				-	,		-	-		-	-		-	-	-
808.01 808.02	808.01 808.01	Burnt Boat Dr Burnt Boat Dr	River Rd Tyler Pkwy	Bismarck Bismarck	5	9	U	0% -	-	- 1	-	8				-			-	-		-	-		-	-	
809.01	809.01	W Century Ave	Tyler Pkwy	Bismarck	5	55 24	1	0% -	-	1 3	10 4	1		-		-		- 1	-	-		- 1	-	1	-		1 1
809.02	809.01	W Century Ave	W Interstate Ave	Bismarck	5 5	10	0	0% - 0% -		. 2	1 2 2	8			- 1		•		-	-		'-	-			-	-
809.03	809.01	W Century Ave	N Washington St	Bismarck	5	66	Ö	0% -	-	- 7	9 5	0				-			-	-		-	-		-	-	-
809.04 809.05	809.01 809.01	E Century Ave E Century Ave	N 4th St N 11th St	Bismarck Bismarck	5	46	1	0% -	- '	1 5	13 2	7				-		- 1	-	-		-	-	1	-	1	-
809.06	809.01	E Century Ave	US 5000 (State St)	Bismarck	5 5	54 137	0	0% - 0% -	-	- 4	9 4	1				-			-	-		l -	-		-	-	-
809.07	809.01	E Century Ave	N 19th St	Bismarck	6	23	0	0% -		- 14 - 1	21 10	-				-	•		-	-			-		1 -	-	-
809.08	809.01	E Century Ave	Nebraska Dr	Bismarck	7	3	Ő	0% -		<u> </u>		2	<u></u> -	<u> </u>						-	<u> </u>	<u></u>		<u>-</u>		-	
809.09 810.01	809.02 810.01	E Century Ave W Interstate Ave	Centennial Rd N Washington St	Bismarck Bismarck	8	27	2	0% -	- :	2 4	5 1	6	-		- 1	-		- 1	-	-		1	-	1	1	1	-
810.02	810.01	E Interstate Ave	N 4th St	Bismarck	9 10	21	0	0% -	-	- 1	1 1	9				-			-	-		-	-		-	-	-
810.03	810.01	E Interstate Ave	Gateway Ave	Bismarck	11	15 25	0	0% - 0% -		- 1 - 5	- 2	~				-			-	-			-		-	-	
810.05	810.01	N 11th St	Weiss Ave	Bismarck	13	8	0	0% -	-			8				-			-	-		-	-		-	-	_
810.07	810.01	Weiss Ave	US 5000 (State St)	Bismarck	15	41	1	0% -	- '	1 7	5 2	8				-		- 1	-	-		1	-		1	-	-
810.08 810.09	810.02 810.02	E Interstate Ave E Interstate Ave	N 19th St	Bismarck	16	103	1	0% -	- '	1 16	14 7	2				-		- 1	-	-		1	-		-	-	1
811.01	811.01	Frontage Rd	US 5000 (State St)	Bismarck	17 18	13 12	0	0% - 0% -	-		2	7	-							-		1			-	-	-
813.01	813.01	Schafer St	W Divide Ave	Bismarck	19	124	2	0% -	- :		7 9	0	1 -			-		- 1	-	_		1	-	1		2	_
813.02	813.01	Schafer St	College Dr	Bismarck	20	7	0	0% -	-	_	-	5				-			-	-		-	-		-	-	-
813.03 813.04	813.01 813.01	College Dr College Dr	Ward Rd W Divide Ave	Bismarck Bismarck	21	4	0	0% -	-		- ,	4				-			-	-		-	-		-	-	-
814.01	814.01	W Turnpike Ave	W Divide Ave	Bismarck	22 23	14 0	0	0% - 0% -	-	- 2	- 1	7										-			-		-
814.02	814.01	W Turnpike Ave	N Washington St	Bismarck	24	33	0	0% -	_	- 6	5 2	2				_			-	-		_	_		-	-	-
814.03	814.91	E Turnpike Ave	N 4th St	Bismarek	25	5	0	0% -	-	- 1	-	4				-			-	-		-	-		-	-	-
815.01	815.01	E Capitol Ave	N 4th St	Bismarck	26	4	0	0% -	-		1	3				-			-	-		-	-		-	-	-
815.02 815.03	815.01 815.01	E Capitol Ave E Capitol Ave	N 12th St (West) N 12th St (East)	Bismarck Bismarck	27 28	3 17	0	0% - 0% -		 1 1	3 1	2			 - 1	-			-	-		_	_	1	1	-	-
815.04	815.01	E Capitol Ave	State St	Bismarck	29	91	3	0% -	1 :	2 12		2				_		- 3	-	-		2	_	1	2	1	-
815.05	815.01	E Capitol Ave	N 19th St	Bismarck	30	7	0	0% -	-		-	7				-			-	-		-	-		-	-	-
816.01	816.01	N 12th St	State St (South)	Bismarck	31	4	0	0% -		- 1		3				-			-	-		-	-		-	-	-
816.02 817.01	816.02 817.01	N 12th St N 26th St	State St (North) E Divide Ave	Bismarck Bismarck	32 33	67 2	0	0% - 0% -	-		11 5	-				-				-		-	-		-	-	-
818.01	818.01	N 22nd St	E Boulevard Ave	Bismarck	34	0	0	0% -			-	_	-						-			-	-		-		-
818.02	818.01	N 22nd St	E Divide Ave	Bismarck	35	9	0	0% -	-		1	8				-			-	-		-	-		-	-	-
819.01	819.01	Valleyview Ave	N 26th St	Bismarck	36	3	0	0% -	-	- 1	-	2				-			-	-			-		-	-	-
819.02 819.03	819.01 819.01	N 31st Ave Crocus Ave	Crocus Ave N 35th St	Bismarck Bismarck	37 38	0	0	0% - 0% -	-		-	1		•		-			-	-		-	-		[-	-
820.01	820.01	Ward Rd	W Ave C / N Griffin St	Bismarck	39	15	0	0% -	-	- 2	- 1	3		<u> </u>		-			-	-		-	-		-	-	-
821.01	821.01	N 16th St	E Broadway Ave	Bismarck	40	9	0	0% -			-	8		-		-			-	-		-	-		-	-	-
821.02	821.01	N 16th St	E Rosser Ave	Bismarck	41	24	1	0% -	- '	1 2		7				-		- 1	-	-		1	-		1	-	-
821.03 821.04	821.01 821.01	N 16th St N 16th St	E Ave C E Ave D	Bismarck Bismarck	42 43	13 2	0 0	0% - 0% -		- 3 - 1	2	1				-			-	-			-		_	-	-
821.05	821.01	N 16th St	E Boulevard Ave	Bismarck	44	10	0	0% -	-		- 1	0				-			-	-		-	-		-	-	-
821.06	821.01	N 16th St	E Divide Ave	Bismarck	45	13	11	0% -	- '	1 2	1	9	1 -	-		-			-	-		1	-		1		-
822.01	822.01	N 6th St	E Broadway Ave	Bismarck	46	7	0	0% -	-	- 1	-	6		-		-			-	-		-	-		-	-	-
822.02 822.03	822.01 822.01	N 6th St N 6th St	E Thayer Ave E Rosser Ave	Bismarck Bismarck	47 48	4 25	0 1	0% - 0% -		 1 2		· 1		•	 - 1	-			-	-		1	-		1	-	-
823.01	823.01	N Bell St	W Rosser Ave	Bismarck	49	4	0	0% -				3							-			-	-		-	_	-
823.02	823.01	N Bell St	W Ave C	Bismarck	50	1	0	0% -	-			1		-		-			-	-		-	-		-	-	-
824.01	824.01		N Washington St	Bismarck	51 52	17	0	0% -		- 1	4 1	-				-			-	-		-	-		-	-	-
824.02 824.03	824.01 824.01		N 3rd St N 4th St	Bismarck Bismarck	52 53	21 0	0 0	5% - 0% -		- 1 	2 1	-				-			-	-			-		_	-	-
824.04	824.01		N 7th St	Bismarck	54	30	0	0% -	-	- 2	- 2	8				-			-	-		-	-		-	-	-
824.05	824.01	E Boulevard Ave	N 9th St	Bismarck	55	55	0	0% -	-	- 3	6 4	6				-			-	-		-	-		-	-	-
824.06	824.02		State St	Bismarck	56	50	1	0% 1	1	- 4		-		-		1			-	-		-	1		1	-	-
824.07 825.01	824.02 825.01	E Boulevard Ave N 4th St	N 26th St E Broadway Ave	Bismarck Bismarck	57 58	9	0	0% - 0% -	-		-	8	<u> </u>		<u> </u>	-		<u> </u>	-	-		-	-		-	-	-
825.01 825.02	825.01 825.01	N 4th St N 4th St	E Broadway Ave E Thayer Ave	Bismarck	58 59	3	0	0% -		- I	-	3				-			-	-			-] -	-	-
825.03	825.01	N 4th St	E Rosser Ave	Bismarck	60	17	0	0% -	-	- 1	3 1	3				-			-	-		-	-		-	-	-
825.04	825.01	N 4th St	E Ave C	Bismarck	61	13	0	0% -	-	- 1	2 1	-		-		-			-	-		-	-		-	-	-
825.05		N 4th St	E Divide Ave	Bismarck	62	20	0	0% -		- 2	1 1	7		-		-			-	-		-	-		-	-	-
825.06	825.01	Dominion St	Dominion St	Bismarck	63	0	0	0% -	-		-	- [-			-	-		<u> </u>	-				-

Burleigh County Urban Intersection List

								Right Angle Crash	hes	Sev	erity					[Diagram -	Severe Crashes	ONLY				Light C	onditions	- Severe	Crashes ONLY	Road Cond	dition - Se	ev ONLY
Int#	Segment #	Local Name	Cross Street	City	Years of Data	Total Crashes	Severe Crashes	% Sev Sever RA Righ	l k	Α	ВС	PDC	Rear End	Sideswipe Passing	Angle (Opposi		Right Angle	Angle (Same Direction)	Angle (Not Specific)		Sideswipe Opposing	Rear-to- Rear-to- Rear Side	Day D	awn/ Da Jusk Stre	ark with	Dark Other/ Unknown	Dry We	t Sno	
826.01	826.01	N 19th St	E Divide Ave	Bismarck	64	15	0	0%		-	1	1 13	3 -	- 1 4331119				- Direction)	. ,	-			-	-			_	-	
828.01	828.01	N 35th St	E Rosser Ave	Bismarck	65	2	0	0%			-	- 2		-			-	-	-	-	-		-	-	-		-	-	-
828.02 829.01	828.01 829.01	N 35th St W Arbor Ave	E Divide Ave S Washington St	Bismarck Bismarck	66 67	11	0	0% 0%		-	2	- 1 1 8		-					-	-	-		-	-	-		-	-	
829.02	829.01	River Rd	Fraine Barracks Rd	Bismarck	68	3	0	33%		-	1	- 2		_			-		-	-	-		-	-	-		-	-	
830.01 830.02	830.02 830.02	W Divide Ave E Divide Ave	N Washington St State St	Bismarck Bismarck	69 70	31 83	0	0% 0%			1 ·			-			-	-	-	-	-		-	-	-		-	-	
830.03	830.03	E Divide Ave	N 26th St	Bismarck	71	5	0	0%		-	-	1 4		-	-		-		-	-	-		-	-	-		-	-	-
830.04 830.05	830.03 830.03	E Divide Ave Divide Ave	E Bismarck Expy N 52nd St	Bismarck	72 73	64 1	2	0% 0%	1 -	2	5	9 48	1	-	-		1	-	-	-	-		-	-	2		-	1	1 -
831.01	831.01	W Ave C	N Washington St	Bismarck Bismarck	74	30	0	0%	1 1	-	4	3 23		-	•				-				-	-			-	-	
831.02	831.01	E Ave C	N 3rd St	Bismarck	75 70	24	0	0%		-	•	1 20		-	•		-	-	-	-	-		-	-	-		-	-	-
831.03 831.04	831.01 831.01	E Ave C E Ave C	N 5th St N 7th St	Bismarck Bismarck	76 77	29 28	0 0	0% 0%		-		5 22 2 22		-	•		-		-	-	-		-	-	-		-	-	
831.05	831.01	E Ave C	N 9th St	Bismarck	78	31	0	0%		-	1	5 25	<u>.</u>	-	•		-		-	-	-		-	-	-		-	-	
832.01 833.01	832.01 833.01	N 26th St W Front Ave	E Ave D S Washington St	Bismarck Bismarck	79 80	8 42	0 1	0% 0%		1	9	1 7 8 24		-				-	1		-		- 1	-			1	-	
833.02	833.01	E Front Ave	S 3rd St	Bismarck	81	56	0	2%		-	7 1	5 34	-	-	-		-	-	-	-	-		-	-	-		-	-	-
833.03 833.04	833.01 833.01	E Front Ave E Front Ave	S 5th St S 7th St	Bismarck Bismarck	82 5000	20 54	0	0% 0%		-	4 11	1 15 9 34		-	•		-	-	-	-	-		-	-	-		-	-	
833.05	833.01	E Front Ave	S 9th St	Bismarck	84	29	3	0%		3	4	1 21	2	-		- 1	-	-	-	-	-		2	-	1		1	-	2
833.06 834.01	833.01 834.01	E Front Ave W Broadway Ave	S 12th St N Washington St	Bismarck	85 86	7 31	0	0% 0%	1 -	11	1	- 5 6 23	-	-	-		1	-	-	-	-		-	-	1		1	•	-
834.02	834.01	E Broadway Ave	N 3rd St	Bismarck Bismarck	87	14	0	0%		-	_	2 12		-	•		-	-	-	-	-		-	-	-		-	-	
834.03 834.04	834.01 834.01	E Broadway Ave E Broadway Ave	N 5th St N 7th St	Bismarck	88 89	18 39	0 2	0% 0%		-	3	2 13 2 31	-	-	•		-	-	-	-	-		-	-	-		-	-	
834.05	834.01	E Broadway Ave	N 9th St	Bismarck Bismarck	90	39	0	0%		-	6	2 31 1 24		-	•		-		-	-	-		-	-	-		-	-	
834.06	834.01	E Broadway Ave	S 12th St	Bismarck	91	31	0	0%		-	3 .	4 24	-	-	-		-		-	-	-		-	-	-		-	-	-
834.07 834.08	834.01 834.01	E Broadway Ave E Broadway Ave	N 17th St Airport Rd	Bismarck Bismarck	92 93	3	0	0% 0%		-	1	- 2 1 2		-	•		-		-	-	-		-	-	-		-	-	
834.09	834.01	E Broadway Ave	N 26th St	Bismarck	94	17	0	0%		-	1	- 16		_	<u> </u>		-		_	-	-		-	-	-		-	-	
835.01 835.02	835.01 835.01	W Thayer Ave W Thayer Ave	N Washington St N 3rd St	Bismarck Bismarck	95 96	23 15	0	0% 0%		-	1	- 22 3 9	:	-			-		-	-	-		-	-	-		-	-	
835.03	835.01	W Thayer Ave	N 5th St	Bismarck	97	8	0	0%		-	1	- 7		-			-		-	-	-		-	-	-		-	-	
836.01 836.02	836.01 836.01	W Rosser Ave E Rosser Ave	N Washington St N 3rd St	Bismarck Bismarck	98 99	54 27	0	0% 0%		-	5	6 43 1 21	-	-	-		-	-	-	-	-		-	-	-		-	-	-
836.03	836.01	E Rosser Ave	N 5th St	Bismarck	100	12	0	0%		-	1	1 10		-	•		-		-	-	-		-	-	-		-	-	
836.04	836.01	E Rosser Ave	N 7th St	Bismarck	101	69	0	0%		-	9 1	1 49		-			-	-	-	-	-		-	-	-		-	-	-
836.05 836.06	836.01 836.01	E Rosser Ave E Rosser Ave	N 9th St N 12th St	Bismarck Bismarck	102 103	38 26	0 0	0% 0%		-	2	1 31 5 19	, [-			-			-	-		-	-	-		-	-	
836.07	836.01	E Rosser Ave	N 26th St	Bismarck	104	13	0	0%		-	1	3 9	-	-	-		-	-	-	-	-		-	-	-		-	-	-
836.08 836.09	836.01 836.01	E Rosser Ave E Rosser Ave	Eastdale Dr E Bismarck Expy	Bismarck Bismarck	105 106	2 13	0	0% 0%		-	1	- 1 - 11		-		: :	-		-	-	-		-	-	-		-	-	
837.01	837.01	S 26th St	Airway Ave	Bismarck	107	2	0	0%		-	1	- 1	1 -	-			-		-	-	-		-	-	-		-	-	
837.02 83.7.03	837.01 837.01	S 26th St S 26th St	E Bismarck Expy Railroad Ave	Bismarck Bismarck	108 109	25 0	0	0% 0%		-	1	5 19		-			-	-	-	-	-		-	-	-		-	-	
843.01	843.01	W Bowen Ave	S Washington St	Bismarck	110	18	0	0%		-	3	3 12	:	-	-		-		-	-	-		-	-	-		-	-	-
843.02 843.03	843.01 843.01	E Bowen Ave E Bowen Ave	S 3rd St S 5th St	Bismarck Bismarck	111 112	16 11	0	0% 0%	-	-	3	2 11	-	-	-		-	-	-	-	-		-	-	-		-	-	-
843.04	843.01	E Bowen Ave	S 7th St	Bismarck	113	42	1	0%		1	2	7 32		-	•		-		1	-	-		1	-	-		1	-	
843.05	843.01	E Bowen Ave	S 9th St	Bismarck	114	27	0	0%		-	4	1 22	:	-			-	-	-	-	-		-	-	-		-	-	-
843.06 843.07	843.01 843.01	E Bowen Ave E Bowen Ave	S 12th St Airport Rd	Bismarck Bismarck	115 116	10 4	0	0% 0%		-	2	26 - 2		-			-		-	-	-		-	-	-		-	-	
845.01	845.01	S Washington St	34th Ave SW	Bismarck	117	4	0	0%			1	1 2		-	:		-	-	-	-	-		-	-	-		-	-	-
845.02 845.03		S Washington St S Washington St	Riverwood Dr / Denver Ave	Bismarck e Bismarck	118 119	15 25	0 2	0% 0%		2	3 :			-		- 1	-		1	-	-		1	-	1		1	1	
845.04	845.01	S Washington St	E Bismarck Expy	Bismarck	120	89	1	0%		1	15	8 65	-	_	-		-		1	-	-		1	-	-		1	-	
846.01 846.02	846.01 846.01	S 3rd St S 3rd St	Santa Fe Ave E Wachter Ave	Bismarck Bismarck	121 122	2 6	0 0	0% 0%				- 2 1 4		-	•		-		-	-	-		-	-			-	-	
846.03	846.01	S 3rd St	E Denver Ave	Bismarck	123	21	0	0%		-	2	4 15		-	•		-		-	-	-		-	-			-	-	
	846.01 847.01	S 3rd St Mills Ave	E Bismarck Expy Langer Ln	Bismarck Bismarck	124 125	49 0	0	0% 0%		-		6 34 	-	-			-	-	<u> </u>	-	-		-	-			-	-	- :
847.02		E Denver Ave	University Dr	Bismarck	126	14	0	0%	_	-		- 9		-			-		-	-	-		-	-			-	-	-
848.01 848.02	848.01	Airport Rd Airport Rd	University Dr Airwave Ave	Bismarck Bismarck	127 128	12 5	1 0	0% 0%		1 -			1				-		-	-	-		-	1 -				-	1 -
	848.01	Airport Rd Airport Rd	E Bismarck Expy	Bismarck	129	5 41	0	0%			7			<u> </u>	· ·	<u> </u>	:		<u> </u>				L-		:				<u>-</u> .
849.01	849.01	S 12th St	Santa Fe Ave	Bismarck	130	1	0	0%		-		- 1		-	1		-	-	-	-	-		-	-			-	-	-
	849.01 849.01	S 12th St S 12th St	University Dr E Bismarck Expy	Bismarck Bismarck	131 132	11 49	0 0	0% 0%		-	1			-	•		-	-	-	-	-		-	-			-	-	
850.01	850.01	E Wachter Ave	University Dr	Bismarck	133	19	0	0%		-	1 :	3 15	-					-			-		-	-	-			-	-
853.01 855.01	853.01 855.01	Burleigh Ave Airway Ave	University Dr University Dr	Bismarck Bismarck	134 135	2 4	0	0% 0%	_	-			<u> </u>							-	-		-	-			-		
855.02	855.01	Airway Ave	Lincoln Rd	Bismarck	136	7	0	71%		-			;					-		-	-		-	-			-	-	
855.04	855.01	Yegen Rd	E Bismarck Expy	Bismarck	138	3	0	0%		-	1	- 2	: -	_				-	-	-	-		-	-			-	-	
856.01	000.01	Lincoln Rd	Quail St	Bismarck		3190	0 34	0% 0% 5		31 3				0	0		5	0	15	1	0		20			0 0	- 18 8		

Burleigh County Urban Pedestrian/Bike Project Corridors

Corridor	Local Roadway	Adv Walk	Countdown	Cost
83.01	US 5000 (State St)	5	3	\$ 30,000
83.03	N 7th St	5	5	\$ 50,000
83.04	N 9th St	5	5	\$ 50,000
194.01	Bismarck Exp	8	8	\$ 80,000
809.01	Century Ave	5	5	\$ 50,000
815.01	E Capital Ave	2	8	\$ 80,000
833.01	Front Ave	2	2	\$ 20,000
834.01	E Broadway Ave	3	3	\$ 30,000
836.01	Rosser Ave	5	5	\$ 50,000
845.01	Washington St	2	2	\$ 20,000
845.02	Washington St	7	7	\$ 70,000

49

\$

53

530,000

						Crit Greater than		Greater than			
rleigh	County	Ped/Bike Corri	dor Analysis		Signal	15,000	Yes	0			
nt#	Segment #	Local Name	Cross Street	City	Traffic Control Device	Entering ADT	Development / Ped Generator	Ped/ Total	Bike Severe	Major Speed	High Prio Corrido Candida
800.01		Ottawa St		Bismarck	Thru-STOP	9360	No	0	0	Low	
801.01 801.02		Ash Coulee Dr 43rd Ave NE		Bismarck Bismarck	Thru-STOP Thru-STOP	3810 9685	No Yes	0	0	Low	
801.03	801.02	43rd Ave NE	US 5000 (State St)	Bismarck	Signal	13725	No	0	0	Low	
801.04 801.05		43rd Ave NE 43rd Ave NE		Bismarck Bismarck	Yield Thru-STOP	4310 6740	No No	0	0	High High	
801.06		43rd Ave NE		Bismarck	Thru-STOP	7593	No	0	0	High	
802.01	802.01	No Name		Bismarck	Thru-STOP	7808	No	0	0	Low	
803.01 803.02		Calgary Ave Calgary Ave		Bismarck Bismarck	Thru-STOP Uncontrolled	10315 4680	No No	0	0	Low	
803.03	803.01	Calgary Ave		Bismarck	Signal	12535	No	0	0	Low	
803.04		Calgary Ave		Bismarck	Thru-STOP	5873	No	0	0	Low	
804.01 804.02		Daytona Dr Daytona Dr		Bismarck Bismarck	Thru-STOP Yield	2330 2250	No No	0	0	Low	
805.01	805.01	Country West Rd	Tyler Pkwy I	Bismarck	Thru-STOP	4343	No	0	0	Low	
805.02				Bismarck	Thru-STOP	12123	No	0	0	Low	
806.01 807.01		Valley Dr Clairmont Rd		Bismarck Bismarck	Yield Thru-STOP	2253 5403	No No	0	0	Low	
808.01	808.01	Burnt Boat Dr	River Rd I	Bismarck	Thru-STOP	3415	Yes	0	0	Low	
808.02		Burnt Boat Dr	<u> </u>	Bismarck	Signal	22280	Yes	1	0	Low	
809.01 809.02		W Century Ave W Century Ave		Bismarck Bismarck	Thru-STOP Signal	13685 13670	Yes Yes	0	0	Low	
809.03	809.01	W Century Ave	N Washington St	Bismarck	Signal	24535	Yes	2	0	Low	
809.04		E Century Ave		Bismarck	Signal	19765	Yes	1	0	Low	YES
809.05 809.06		E Century Ave E Century Ave		Bismarck Bismarck	Signal Signal	22255 28650	Yes Yes	0	0	Low	
809.07		E Century Ave	N 19th St	Bismarck	Signal	9674	Yes	0	0	Low	
809.08		E Century Ave		Bismarck	Thru-STOP	4998	No	0	0	Low	
809.09 810.01		E Century Ave W Interstate Ave		Bismarck Bismarck	Signal Signal	18668 17980	Unknown Yes	0	0	Unknown Low	
810.01		E Interstate Ave	N 4th St	Bismarck Bismarck	Signal	11968	No	1	0	Low	
810.03		E Interstate Ave		Bismarck	Thru-STOP	12225	Unknown	0	0	Unknown	
810.05 810.07		N 11th St Weiss Ave		Bismarck Bismarck	Yield Signal	8118 17003	Yes Yes	0	0	Low	
810.08		E Interstate Ave		Bismarck	Signal	24580	Yes	2	0	Low	
810.09	810.02	E Interstate Ave	N 19th St	Bismarck	Thru-STOP	12210	Yes	0	0	Low	YES
811.01		Frontage Rd		Bismarck	Thru-STOP	15785	Yes	0	0	Low	
813.01 813.02		Schafer St Schafer St		Bismarck Bismarck	Signal All-way STOP	24758 7530	No Yes	0	0	Low	
813.03		College Dr		Bismarck	Thru-STOP	8190	Yes	0	0	Low	
813.04		College Dr		Bismarck	Signal	14738	Yes	2	0	Low	
814.01 814.02		W Turnpike Ave W Turnpike Ave		Bismarck Bismarck	Thru-STOP Thru-STOP	13998 16563	Yes No	0	0	Low	
814.03		E Turnpike Ave		Bismarck	Thru-STOP	10218	No	0	0	Low	
815.01		E Capitol Ave		Bismarck	Thru-STOP	9285	No	0	0	Low	
815.02 815.03		E Capitol Ave E Capitol Ave		Bismarck Bismarck	Thru-STOP Thru-STOP	5060 5110	Yes Yes	0	0	Low	YES
815.04	815.01	E Capitol Ave		Bismarck	Signal	17925	Yes	1	0	Low	120
815.05		E Capitol Ave		Bismarck	Signal	12125	Yes	0	0	Low	
816.01 816.02		N 12th St N 12th St		Bismarck Bismarck	Thru-STOP Thru-STOP	13033 15433	Yes Yes	0	0	Low	
817.01		N 26th St		Bismarck	Thru-STOP	4830	No	0	0	Low	
818.01		N 22nd St		Bismarck	Thru-STOP	2490	No	0	0	Low	
818.02 819.01		N 22nd St Valleyview Ave		Bismarck Bismarck	Thru-STOP Thru-STOP	11895 8713	No Yes	0	0	Low	
819.02		N 31st Ave		Bismarck	Uncontrolled	1785	No	0	0	Low	
819.03	819.01	Crocus Ave	N 35th St	Bismarck	Uncontrolled	1350	No	0	0	Low	
820.01 821.01		Ward Rd N 16th St		Bismarck Bismarck	Signal Thru-STOP	8970 8260	No Yes	0	0	Low	
821.01		N 16th St			All-way STOP	10633	No	1	0	Low	
821.03	821.01	N 16th St	E Ave C	Bismarck	All-way STOP	8013	No	1	0	Low	
821.04 821.05		N 16th St N 16th St		Bismarck Bismarck	Thru-STOP All-way STOP	7053 8578	No No	0	0	Low	
821.06	821.01	N 16th St	E Divide Ave	Bismarck	Thru-STOP	11363	No	1	0	Low	
822.01	822.01	N 6th St	E Broadway Ave	Bismarck	All-way STOP	5875	Yes	0	0	Low	
822.02 822.03		N 6th St N 6th St		Bismarck Bismarck	Unknown Signal	3128 11415	Yes Yes	3	<u> </u>	Low	
823.01		N Bell St		Bismarck	Thru-STOP	6108	No	0	0	Low	
823.02	823.01	N Bell St	W Ave C	Bismarck	Thru-STOP	2400	No	0	0	Low	
824.01 824.02		W Boulevard Ave W Boulevard Ave		Bismarck Bismarck	Signal Signal	17543 10600	No Yes	0	0	Low	
824.02				Bismarck	Signal	0	No	0	0	Low	YES
824.04	824.01	E Boulevard Ave	N 7th St	Bismarck	Signal	19203	No	0	0	Low	
824.05 824.06		E Boulevard Ave E Boulevard Ave		Bismarck Bismarck	Signal Thru-STOP	19840 16910	Yes Yes	0	0	Low	
824.00		E Boulevard Ave		Bismarck	Thru-STOP	8163	Yes	0	0	Low	
825.01	825.01	N 4th St	E Broadway Ave	Bismarck	All-way STOP	5688	Yes	0	0	Low	
825.02 825.03		N 4th St N 4th St		Bismarck Bismarck	All-way STOP Signal	4328 12410	Yes Yes	0 2	0	Low Low	
825.03		N 4th St		Bismarck	Signal	11375	No Yes	0	0	Low	
825.05	825.01	N 4th St	E Divide Ave	Bismarck	Signal	15333	No	0	0	Low	
825.06		Dominion St		Bismarck	Uncontrolled	2610	No No	0	0	Low	
826.01 828.01		N 19th St N 35th St		Bismarck Bismarck	Signal Thru-STOP	15285 4698	No No	0	0	Low	
828.02	828.01	N 35th St	E Divide Ave	Bismarck	Thru-STOP	4540	No	0	0	Low	
829.01		W Arbor Ave		Bismarck	Signal	16508	Yes	2	0	Low	YES
829.02 830.01		River Rd W Divide Ave		Bismarck Bismarck	Thru-STOP Signal	2298 25898	No Yes	0	0	Low	
830.01		E Divide Ave		Bismarck	Signal	22765	Yes	0	0	Low	
		E Divide Ave		Bismarck	Signal	11545	Yes	0	0	Low	
830.03 830.04		E Divide Ave		Bismarck	Signal	14418	Yes	0	0	Low	

1 of 2

					Crit	teria				
Burleigh	County Ped/Bike Corr	idor Analysis		Signal	Greater than 15,000	Yes	Greater than 0			
	Segment Least Name		011	Traffic Control		Development /	Ped/E			High Priority Corridor
Int#	# Local Name	Cross Street	City	Device	Entering ADT	Ped Generator	Total	Severe	Major Speed	Candidate
831.01 831.02	831.01 W Ave C 831.01 E Ave C	N Washington St N 3rd St	Bismarck Bismarck	Signal Signal	18685 12245	No No	0	0	Low	
831.03	831.01 E Ave C	N 5th St	Bismarck	Thru-STOP	7858	No	1	0	Low	
831.04	831.01 E Ave C	N 7th St	Bismarck	Signal	16288	No	0	0	Low	
831.05	831.01 E Ave C	N 9th St	Bismarck	Signal	17033	Yes	0	0	Low	
832.01	832.01 N 26th St	E Ave D	Bismarck	Thru-STOP	8283	No	0	0	Low	
833.01	833.01 W Front Ave	S Washington St	Bismarck	Signal	16355	Yes	1	0	Low	
833.02	833.01 E Front Ave	S 3rd St	Bismarck	Signal	16088	Yes	1	0	Low	
833.03	833.01 E Front Ave	S 5th St	Bismarck	Signal	8288	Yes	0	0	Low	YES
833.04	833.01 E Front Ave	S 7th St	Bismarck	Signal	17380 14928	Yes Yes	0	0 1	Low	
833.05 833.06	833.01 E Front Ave 833.01 E Front Ave	S 9th St S 12th St	Bismarck Bismarck	Signal Thru-STOP	8795	Yes	0	0	Low	
834.01	834.01 W Broadway Ave	N Washington St	Bismarck	Signal	23583	Yes	0	0	Low	
834.02		N 3rd St	Bismarck	Signal	11480	Yes	1	0	Low	
834.03	834.01 E Broadway Ave	N 5th St	Bismarck	Signal	6810	Yes	1	0	Low	
834.04		N 7th St	Bismarck	Signal	17593	Yes	1	1	Low	
834.05		N 9th St	Bismarck	Signal	17413	Yes	0	0	Unknown	YES
834.06	834.01 E Broadway Ave	S 12th St	Bismarck	Thru-STOP	8953	No	0	0	Low	
834.07	834.01 E Broadway Ave	N 17th St	Bismarck	Thru-STOP	7315	No	0	0	Low	
834.08	834.01 E Broadway Ave	Airport Rd	Bismarck	Signal	8523	No	0	0	Low	
834.09	834.01 E Broadway Ave	N 26th St	Bismarck	Thru-STOP	11458	No	1	0	Low	
835.01	835.01 W Thayer Ave	N Washington St	Bismarck	Thru-STOP	15800	No	0	0	Low	
835.02 835.03	835.01 W Thayer Ave 835.01 W Thayer Ave	N 3rd St N 5th St	Bismarck Bismarck	Signal	9283 5055	No No	0	0	Low	
836.01		N Washington St	Bismarck	Signal	22408	No	1	0	Low	
836.02		N 3rd St	Bismarck	Signal Signal	16545	No	4	0	Low	
836.03	836.01 E Rosser Ave	N 5th St	Bismarck	Signal	13525	No	0	0	Low	
836.04	836.01 E Rosser Ave	N 7th St	Bismarck	Signal	22598	Yes	1	0	Unknown	
836.05	836.01 E Rosser Ave	N 9th St	Bismarck	Signal	20910	Yes	2	0	Unknown	YES
836.06	836.01 E Rosser Ave	N 12th St	Bismarck	Thru-STOP	7915	No	1	0	Low	
836.07	836.01 E Rosser Ave	N 26th St	Bismarck	Signal	13960	Yes	0	0	Low	
836.08	836.01 E Rosser Ave	Eastdale Dr	Bismarck	Thru-STOP	5465	No	0	0	Low	
836.09		E Bismarck Expy	Bismarck	Signal	11085	Yes	0	0	Unknown	
837.01	837.01 S 26th St	Airway Ave	Bismarck	Thru-STOP	2528	No	0	0	Low	
837.02	837.01 S 26th St	E Bismarck Expy	Bismarck	Signal	16495	Yes	0	0	Low	
83.7.03 843.01	837.01 S 26th St 843.01 W Bowen Ave	Railroad Ave S Washington St	Bismarck Bismarck	Thru-STOP Signal	9135 16615	No Yes	1	0	Low	
843.02		S 3rd St	Bismarck	Signal	14665	Yes	0	0	Low	
843.03	843.01 E Bowen Ave	S 5th St	Bismarck	All-way STOP	6430	No	0	0	Low	
843.04	843.01 E Bowen Ave	S 7th St	Bismarck	Thru-STOP	15120	No	1	0	Low	
843.05	843.01 E Bowen Ave	S 9th St	Bismarck	Thru-STOP	11813	Yes	0	0	Low	
843.06	843.01 E Bowen Ave	S 12th St	Bismarck	Thru-STOP	7725	No	1	0	Low	
843.07	843.01 E Bowen Ave	Airport Rd	Bismarck	Thru-STOP	8315	Yes	0	0	Low	
845.01	845.01 S Washington St	34th Ave SW	Bismarck	All-way STOP	3833	No	0	0	Unknown	
845.02		Wachter Ave	Bismarck	Signal	9845	Yes	0	0	Low	YES
845.03	845.01 S Washington St	Riverwood Dr / Denver Ave		Signal	17118	Yes	1	1	Low	. 20
845.04	845.01 S Washington St	E Bismarck Expy	Bismarck	Signal	37418	Yes	2	0	Low	
846.01	846.01 S 3rd St	Santa Fe Ave	Bismarck	Thru-STOP	1198	No	0	0	Low	
846.02 846.03	846.01 S 3rd St 846.01 S 3rd St	E Wachter Ave E Denver Ave	Bismarck Bismarck	Thru-STOP Thru-STOP	6718 7898	Yes Yes	0	0	Low	YES
846.04	846.01 S 3rd St	E Bismarck Expy	Bismarck	Signal	31830	Yes	1	0	Low	
847.01	847.01 Mills Ave	Langer Ln	Bismarck	Roundabout	0	0	0	0	Unknown	
847.02	847.02 E Denver Ave	University Dr	Bismarck	Signal	14630	No	0	0	Unknown	
848.01	848.01 Airport Rd	University Dr	Bismarck	Signal	14860	No	0	0	High	
848.02	848.01 Airport Rd	Airwave Ave	Bismarck	Thru-STOP	8908	No	0	0	Low	
848.03	848.01 Airport Rd	E Bismarck Expy	Bismarck	Signal	26465	No	0	0	Unknown	
849.01	849.01 S 12th St	Santa Fe Ave	Bismarck	Thru-STOP	4220	No	0	0	Low	
849.02	849.01 S 12th St	University Dr	Bismarck	Signal	15398	No	0	0	Low	YES
849.03	849.01 S 12th St	E Bismarck Expy	Bismarck	Signal	27070	Yes	3	0	High	
850.01	850.01 E Wachter Ave	University Dr	Bismarck	Signal	13218	Yes	1	0	Low	
853.01	853.01 Burleigh Ave	University Dr	Bismarck	Thru-STOP	10623	No	0	0	High	
855.01	855.01 Airway Ave	University Dr	Bismarck	Thru-STOP	10008	No	0	0	High	
855.02	855.01 Airway Ave	Lincoln Rd	Bismarck	Thru-STOP	5018	No	0	0	High	
855.04	855.01 Yegen Rd	E Bismarck Expy	Bismarck	Signal	14433	No	0	0	High	
856.01	856.01 Lincoln Rd	Quail St	Bismarck	Thru-STOP	3724	No	0	0	High	

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	Y SAFETY IMPROV a Department of Transpor		II (HSIP) PRO	JEC I A	PPLICATION	l					
SFN 59959		tation i rogitaliining									
			Pedestrian	and Bic	cle Intersection I	mprovements					
		Intersections	on US 83 (State	St) from I	nterstate	Ave t	o Ottawa	a St		
	Agency Name: 0	•				DOT District:					
	Contact Name: M Email Address: n	•			relepn	one Number:	/01-355-1	529			
Please attacl	a location map(s). You may		rther describe your p	oroject.							
I ocation I	Description										
2004110112	occinpuon										
	Corridor 8	23 01			-			hasis Area (che ohol Impaired Di	ck all that apply)		
		JS 83 (State St)							Restraints for all (Occupants	
	Urban/Rural: L							iver/Older Driver	Safety		
	County: E	surieign						ssive Driving nts to Address L	ane Departure Ci	rashes	
									ical Capabilities t	o Increase	
						✓	Improve Inte	ersection Safety			
Describe I	Proposed Safety Impro	vements									
Intersection ID	Street Name	Cross Street	Taffic Control	Enterting ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
810.08	US 83 (State St)	E Interstate Ave	Signal	24,580	Yes	2	0	1	0	0	-
811.01 809.06	US 83 (State St) US 83 (State St)	Frontage Rd E Century Ave	Thru-STOP Signal	15,785 28,650	Yes Yes	0 0	0 0	0 1	0 0	0 0	-
810.07	US 83 (State St)	Weiss Ave	Signal	17,003	Yes	0	0	1	0	0	-
803.03	US 83 (State St)	Calgary Ave	Signal	12,535	No	0 0	0 0	0	0	0	-
802.01 801.03	US 83 (State St) US 83 (State St)	No Name 43rd Ave NE	Thru-STOP Signal	7,808 13,725	No No	0	0	0	0 0	0 0	-
800.01	US 83 (State St)	Ottawa St	Thru-STOP	9,360	No	0	0	0	0	0	-
Describe (Current Safety Issues 8										
		North Dakota Cr	ashes 2008 - 2012		5 years						
			Intersection Criteria			Description		nit Cost	Quanity	Total Cost	
		Traffic Control Device Entering ADT	Signal >15,000			Advanced Walk untdown Timers		per intersection per intersection	0 3	\$0 \$30,000	
	De	velopment / Ped Generator			C	urb Extensions	\$15,000	per corner	0	\$0	
		Total Ped/Bike Crashes	>0		Media	n Refuge Island	\$10,000	per side	0	\$0 \$30,000	
										φ30,000	
Project Co	st Estimate (attach de	tailed copy)					Proposed	d Year of Cor	struction		
		Federal Funds	\$27,000								
	Local Match	(10% of Total project cost)									
		Total Project Cost	\$30,000								
NDDOT C	entral Office Only										
	•	Yes No	Reference	e Number		ID Number -					
	Notes										
										Page:	1
										Intersection ID:	83.01
										Date:	9/26/2013

		VE14ENE BB 00B 44		.===							
	AY SAFETY IMPRO ota Department of Transpo	VEMENT PROGRAM	I (HSIP) PRO	JECT A	PPLICATION	ı					
SFN 59959	· ·										
			Pedestria	n and Ricv	cle Intersection I	mnrovements					
			r odobina	ii ana bioy		mprovemente	,				
		Intersections	s on N 7th	St fro	m E Boul	evard A	ve to B	owen A	/e		
	• •	City of Bismarck				DOT District					
	Contact Name: Email Address:	-			Teleph	one Number	: 701-355-1	529			
Please attac		ay use additional sheets to fur	ther describe your	project.							
Location	Description										
Location	Description										
	Carridan	02.02			-				ck all that apply)		
	Corridor Street Name							ohol Impaired Do Use of Safety F	riving Restraints for all (Occupants	
	Urban/Rural:						Younger Dri	iver/Older Driver		·	
	County:	Burleigh					☐Curb Aggres		ane Departure C	rashes	
							Enhancing E	Emergency Med	ical Capabilities t		
							Improve Inte	ersection Safety			
Describe	Proposed Safety Impr	rovements									
Intersection		Cross Street	Taffic Control	Enterting	Development /			Countdown		Median Refuge	Notes
ID 824.04	N 7th St	E Boulevard Ave	Signal	ADT 19,203	Ped Generator No	Crashes 0	Walk 0	Timers 1	Exntensions 0	Island 0	-
831.04 836.04	N 7th St N 7th St	E Ave C	Signal	16,288	No	0	0	1 1	0	0	-
836.04	N 7th St N 7th St	E Rosser Ave E Broadway Ave	Signal Signal	22,598 17,593	Yes Yes	1 1	0	1	0 0	0 0	-
833.04	S 7th St	E Front Ave	Signal	17,380	Yes	0	0	1	0	0	-
843.04	S 7th St	E Bowen Ave	Thru-STOP	15,120	No	1	0	0	0	0	-
. "			,								
Describe	Current Safety Issues	* & Systemic Ranking R North Dakota Cra	eview ashes 2008 - 2012	5	years						
						5			0 "	T. 1.0. 1	
	-	Traffic Control Device	ntersection Criteria Signal			Description Advanced Walk		nit Cost per intersection	Quanity 0	Total Cost \$0	
		Entering ADT	>15,000		Cor	untdown Timers	s \$10,000	per intersection	5	\$50,000	
	D	levelopment / Ped Generator Total Ped/Bike Crashes	Yes >0			Curb Extensions n Refuge Island		per corner	0 0	\$0 \$0	
		Total T Carbine Orașiles			Wicdia	ii i keluge isiani	α ψ10,000	per side		\$50,000	
							_				
Project C	ost Estimate (attach d	etailed copy)					Proposed	d Year of Cor	istruction		
		Federal Funds	\$45,000								
	Local Mato	ch (10% of Total project cost) Total Project Cost	\$5,000 \$50,000								
		Total Troject Cost	Ψου,σου								
NDDOT C	entral Office Only										
	Project Accepted?	Yes No	Reference	e Number	-	ID Number	-				
	Notes										
										Page:	2
										Intersection ID: Date:	83.03 9/26/2013

ionin Dakota L SFN 59959 (06		portation Programming									
			Pedestria	n and Bicy	cle Intersection	Improvements	S				
	Agency Name Contact Name	e: City of Bismarck	ons on N 9th	St fror	ND	vard Avenue Door District	t: 1		ve		
Please attach a		s: maberg@nd.gov may use additional sheets	s to further describe your p	project.	-						
Location Des	scription										
Location De	Corrido Street Name Urban/Rural]]]]	Reduce Alc. Increase the Younger Dri Curb Aggre. Improvemen	chasis Area (che cohol Impaired Di e Use of Safety F iver/Older Driver ssive Driving this to Address Li Emergency Med ersection Safety	riving Restraints for all Safety ane Departure C	Occupants Crashes	
Danaviha Du	anasad Cafatu lan										
Intersection	oposed Safety Imp Street Name	Cross Street	Taffic Control	Enterting	Development /			Countdown	Curb	Median Refuge	Notes
ID 824.05 831.05	N 9th St N 9th St	E Boulevard Ave E Ave C		ADT 19,840 17,033	Ped Generator Yes Yes	Crashes 3 0	Walk 0 0	Timers 1 1	Exntensions 0 0	Island 0 0	
836.05 834.05 833.05	N 9th St N 9th St S 9th St	E Rosser Ave E Broadway Ave E Front Ave	Signal Signal Signal	20,910 17,413 14,928	Yes Yes Yes	2 0 1	0 0 0	1 1 1	0 0 0	0 0 0	- - -
Describe Cu	ırrent Safety Issue	es & Systemic Ranki	ing Review ota Crashes 2008 - 2012	-							
		North Dako			years	Descriptio	- 11	nit Cost	Quanity	Total Cost	
_		Traffic Control De Entering Development / Ped Gene Total Ped/Bike Cra	g ADT >15,000 erator Yes			Advanced Wal puntdown Timer Curb Extension an Refuge Islan	k \$0 rs \$10,000 is \$15,000	per intersection per intersection per corner	0 5 0 0	\$0 \$50,000 \$0 \$0 \$50,000	
Project Cost	t Estimate (attach	detailed copy)					Proposed	d Year of Cor	nstruction		
		Federal F									
_	Local Ma	atch (10% of Total project Total Project (
NDDOT Cent	ntral Office Only	Yes No	Defense	- November		ID Niverbook					
_	Project Accepted? Notes		Reference	ce Number -		ID Number	· <u>-</u>				
_										Page: Intersection ID: Date:	3 83.04 9/26/2013

	Y SAFETY IMPROV a Department of Transpor		(HSIP) PRO	JECT A	PPLICATION	I					
SFN 59959 ((06-2011)										
			Pedestriar	and Bicy	cle Intersection	mprovements					
Please attach	Agency Name: N Contact Name: N Email Address: m a location map(s). You may	Mark Berg naberg@nd.gov		-	ND	m Wash DOT District: one Number:	1		/ide Ave	•	
	Description		,	. ,							
Location L	esonpaon						OUOD E	.h:- A (-h	I II 4b - 4 b .		
	Corridor 1 Street Name E Urban/Rural: U County: B	Bismarck Expressway Irban			,		Reduce Alco Increase the Younger Dri Curb Aggre Improvemen Enhancing I	shasis Area (chec ohol Impaired Dri e Use of Safety R iver/Older Driver ssive Driving hts to Address La Emergency Medic ersection Safety	ving estraints for all Safety ne Departure C	Occupants	
Describe F	Proposed Safety Impro	vements									
Intersection	Street Name	Cross Street	Taffic Control	Enterting	Development /			Countdown	Curb	Median Refuge	Notes
ID 845.04 846.04 849.03 848.03 837.02 855.04 836.09 830.04	E Bismarck Expressway	S Washington St S 3rd St S 12th St Airport Rd S 26th St Yegen Rd E Rosser Ave E Divide Ave Systemic Ranking R North Dakota Cra	Signal	ADT 37,418 31,830 27,070 26,465 16,495 14,433 11,085 14,418	Co	Crashes 2 1 3 0 0 0 0 0 0 0 Advanced Walk	\$0 \$10,000	Timers 1 1 1 1 1 1 1 1 1 1 1 print Cost per intersection per intersection	Exntensions 0 0 0 0 0 0 0 0 0 0 0 0 0 8	Island	
		velopment / Ped Generator Total Ped/Bike Crashes	Yes >0			Curb Extensions n Refuge Island	\$15,000	per corner per side	0	\$0 \$0 \$80,000	
Project Co	st Estimate (attach de	tailed conv)					Proposed	d Year of Con	struction	φου,σου	
. 10,000 00		Federal Funds (10% of Total project cost) Total Project Cost	\$72,000 \$8,000 \$80,000				Лорово	- 7 our 0, 001	ou douch		
NDDOT Ce	entral Office Only										
	Project Accepted? Notes	Yes No	Referenc	e Number	-	ID Number -				- Page:	4
										Page: Intersection ID: Date:	194.01 9/26/2013

North Dakota I SFN 59959 (0		sportation Programming									
	_		Pedestriar	n and Bicy	cle Intersection	improvements		_	_		_
Please attach a	Contact Name Email Address	Intersections ne: City of Bismarck ne: Mark Berg ss: maberg@nd.gov nay use additional sheets to fu		-	ND	Tyler Pkv DOT District: none Number:	1		Dr		
Location De	scription										
	Street Nam Urban/Rura	dor 809.01 me W Century Ave ral: Urban ty: Burleigh					Reduce Alco Increase the Younger Dri Curb Aggre Improvemen Enhancing I	phasis Area (check cohol Impaired Driv e Use of Safety Re river/Older Driver S essive Driving ints to Address Lan Emergency Medic ersection Safety	iving Restraints for all Safety ane Departure C	Occupants Crashes	
Doscribe Pr	oposed Safety Im	provomente									
Intersection	Street Name	Cross Street	Taffic Control	Enterting		Total Ped/Bike		Countdown	Curb	Median Refuge	Notes
ID 809.01 809.02 805.02 809.03 809.04 809.05 809.07 809.08	W Century Ave W Century Ave Country West Rd W Century Ave E Century Ave E Century Ave E Century Ave E Century Ave	Tyler Pkwy W Interstate Ave W Century Ave N Washington St N 4th St N 11th St N 19th St Nebraska Dr	Thru-STOP Signal Thru-STOP Signal Signal Signal Signal Thru-STOP	ADT 13,685 13,670 12,123 24,535 19,765 22,255 9,674 4,998	Ped Generator Yes Yes No Yes Yes Yes Yes You No	Crashes 1 0 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Walk 0 0 0 0 0 0 0 0 0 0 0	Timers 0 1 0 1 1 0 1 1 0 0 0 0 0 0 0 0 0 0 0	Exntensions 0 0 0 0 0 0 0 0 0 0 0 0 0	Island 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
		North Dakota C		5	5 years						
- -		Traffic Control Device Entering ADT Development / Ped Generator Total Ped/Bike Crashes	T >15,000 or Yes		Co	Description Advanced Walk auntdown Timers Curb Extensions an Refuge Island	\$0 \$ \$10,000 \$ \$15,000	per intersection per intersection per intersection per corner per side	Quanity 0 5 0	\$0 \$50,000 \$0 \$0 \$0 \$0	
Project Cos	t Estimate (attach	detailed copy)					Propose	d Year of Cons	struction		
AUDDOT Con	Local Ma	Federal Funds latch (10% of Total project cost Total Project Cost	t) \$5,000								
NUUU I Gen	Project Accepted?	Yes No	Referenc	ce Number -		ID Number -					
- 	Notes									- Page: Intersection ID:	5 809.01

LUCLIVAYAN	V CAFETY MADDON	(EMENT DROOPAN	A (LICID) DDO	IFOT A	DDI IOATION						
	Y SAFETY IMPROV a Department of Transpor	/EMENT PROGRAM	I (HSIP) PRO	JECT A	PPLICATION	N					
SFN 59959 (rtation Programming									
			Dodootsios	and Dia	ala Internaction						
			Pedestriar	i and Bicy	cle Intersection	improvements					
		Intersection	ons on E C	apito	I Ave fror	n N 4th S	St to N	19th St			
	Agency Name: (City of Bismarck	···· - ·	pc		DOT District:					
	Contact Name: I	-			Teleph	one Number:	701-355-1	529			
	Email Address: r										
Please attach	a location map(s). You may	y use additional sheets to fur	rther describe your p	oroject.							
Location D	escription										
	Corridor 8	815.01			,			hasis Area (cheo ohol Impaired Dr		<u> </u>	
	Street Name E							e Use of Safety F		Occupants	
	Urban/Rural: \						Younger Dri	iver/Older Driver		•	
	County: E	Burleigh						ssive Driving	Dt (h	
								nts to Address La Emergency Medi			
								ersection Safety	оаг оарабінісо	to moreage	
	Proposed Safety Impro	ovements									
Intersection ID	Street Name	Cross Street	Taffic Control	Enterting ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
815.01	E Capitol Ave	N 4th St	Thru-STOP	9,285	No	0	0	0	4	0	-
815.03	E Capitol Ave	N 12th St (East)	Thru-STOP	5,110	Yes	0	0	0	0	0	-
815.04 815.05	E Capitol Ave E Capitol Ave	State St N 19th St	Signal Signal	17,925 12,125	Yes Yes	0	0 0	1 1	0	0 0	-
010.00	L Supitor/We	14 1041 01	Olgilai	12,120	100	Ü	Ü		O	o o	_
Describe C	urrent Safety Issues	& Systemic Ranking R									
		North Dakota Cra	ashes 2008 - 2012	5	years						
		1	Intersection Criteria			Description	Ur	nit Cost	Quanity	Total Cost	
		Traffic Control Device	Signal			Advanced Walk		per intersection	0	\$0	
	_	Entering ADT	>15,000			untdown Timers		per intersection	2	\$20,000	
	De	evelopment / Ped Generator Total Ped/Bike Crashes	Yes >0			Curb Extensions in Refuge Island		per corner	4 0	\$60,000 \$0	
		Total Fed/Blke Crashes	20		Media	in itelage island	\$10,000	per side	0	\$80,000	
Project Co.	st Estimate (attach de	etailed copy)					Proposed	d Year of Con	struction		
		Federal Funds	\$72,000								
	Local Match	n (10% of Total project cost)	\$8,000								
		Total Project Cost	\$80,000								
NDDOT O											
NDDO1 Ce	entral Office Only	Yes No	D. (ID N					
	Project Accepted? Notes		Reference	e Number	-	ID Number -					
	110100										
										Page:	6
										Intersection ID: Date:	815.01 9/26/2013
										Date.	9/20/2013

11101114/4	VOAFETY MADDOY	EMENT DROOP A	A (HOID) DDO	IFOT A	DDI IOATIO						
	Y SAFETY IMPROV a Department of Transport		VI (HSIP) PRO	JECT A	PPLICATIO	N					
SFN 59959 (06-2011)										
			Pedestriar	n and Bicy	cle Intersection	Improvements					
		Intersect	tions on E	Front	Ave fron	n S 3rd S	t to S 1	2th St			
	Agency Name: C	City of Bismarck			ND	DOT District:	1				
	Contact Name: N Email Address: m	-			Telep	hone Number:	701-355-15	529			
Please attach	a location map(s). You may	use additional sheets to fu	ırther describe your _l	project.							
Location D	escription										
	Corridor 8 Street Name E Urban/Rural: U County: B	Front Ave Jrban					Reduce Alco Increase the Younger Dri Curb Aggres Improvemen Enhancing E	chasis Area (checohol Impaired Drive Use of Safety Fiver/Older Driver ssive Driving hts to Address Lamergency Mediersection Safety	riving Restraints for all Safety ane Departure C	Occupants	
Describe 5	wan and Cafate leaner										
Intersection	Proposed Safety Impro Street Name	Cross Street	Taffic Control	Enterting		Total Ped/Bike		Countdown	Curb	Median Refuge	Notes
ID 833.02	E Front Ave	S 3rd St	Signal	ADT 16,088	Ped Generator Yes	Crashes 1	Walk 0	Timers 1	Exntensions 0	Island 0	-
833.03 833.06	E Front Ave E Front Ave	S 5th St S 12th St	Signal Thru-STOP	8,288 8,795	Yes Yes	0 0	0 0	1 0	0 0	0 0	-
Describe C	Current Safety Issues &	& Systemic Ranking F	Review								
		North Dakota Cr	rashes 2008 - 2012	5	years						
		Traffic Control Device	Intersection Criteria Signal			Description Advanced Walk		nit Cost per intersection	Quanity 0	Total Cost \$0	
	De [,]	Entering ADT velopment / Ped Generator				ountdown Timers Curb Extensions		per intersection per corner	2 0	\$20,000 \$0	
		Total Ped/Bike Crashes				an Refuge Island			0	\$0 \$20,000	
Brainet Co	st Estimate (attach de	tailed conv					Dranaga	d Year of Con	antruntin n		
Project Co.	si Esimale (allach de	,	040.000				Froposed	Teal of Con	istruction		
	Local Match	Federal Funds (10% of Total project cost)	\$2,000								
		Total Project Cost	\$20,000								
NDDOT Ce	ntral Office Only										
	Project Accepted? Notes	Yes No	Referenc	e Number	<u>·</u>	ID Number -					
										Page: Intersection ID: Date:	7 833.01 9/26/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION North Dakota Department of Transportation Programming SFN 59959 (06-2011) Pedestrian and Bicycle Intersection Improvements Intersections on E Broadway Ave from N 3rd St to N 26th St Agency Name: City of Bismarck ND DOT District: 1 Contact Name: Mark Berg Telephone Number: 701-355-1529 Email Address: maberg@nd.gov Please attach a location map(s). You may use additional sheets to further describe your project. Location Description SHSP Emphasis Area (check all that apply) Reduce Alcohol Impaired Driving Corridor 834.01 Street Name E Broadway Ave ☐ Increase the Use of Safety Restraints for all Occupants Urban/Rural: Urban ☐ Younger Driver/Older Driver Safety ☐ Curb Aggressive Driving County: Burleigh ☐ Improvements to Address Lane Departure Crashes Enhancing Emergency Medical Capabilities to Increase Improve Intersection Safety Describe Proposed Safety Improvements Enterting Development / Total Ped/Bike Advanced Median Refuge Curb Intersection Countdown Street Name Cross Street Taffic Control Notes ID ADT Ped Generator Crashes Walk Timers Exntensions Island 834.02 N 3rd St E Broadway Ave Signal 11,480 825.01 N 4th St E Broadway Ave All-way STOP 5,688 0 0 0 834.03 E Broadway Ave N 5th St Signal 6,810 Yes 822.01 N 6th St E Broadway Ave All-way STOP 5,875 Yes 0 0 0 0 834.06 E Broadway Ave S 12th St Thru-STOP 8,953 No 0 0 0 821.01 N 16th St E Broadway Ave Thru-STOP 8,260 0 0 0 0 834.07 E Broadway Ave N 17th St Thru-STOP 7,315 No 0 0 0 0 0 834.08 E Broadway Ave Airport Rd 8,523 No 0 0 0 0 Thru-STOP 834.09 E Broadway Ave N 26th St 11.458 No n 0 0 0 Describe Current Safety Issues & Systemic Ranking Review North Dakota Crashes 2008 - 2012 5 years Intersection Criteria Unit Cost Description Quanity Total Cost Traffic Control Device Advanced Walk \$0 per intersection \$0 Signal 0 Entering ADT >15,000 \$10,000 per intersection \$30,000 Countdown Timers 3 Development / Ped Generator **Curb Extensions** \$15,000 per corner 0 Yes \$0 Total Ped/Bike Crashes >0 Median Refuge Island \$10,000 per side \$0 \$30,000 Project Cost Estimate (attach detailed copy) Proposed Year of Construction Federal Funds \$27,000 Local Match (10% of Total project cost) \$3,000 Total Project Cost \$30,000 NDDOT Central Office Only Yes ☐ No Project Accepted? Reference Number -ID Number -Page. 8 Intersection ID: 834.01 Date: 9/26/2013

											
	Y SAFETY IMPROV ta Department of Transpo		M (HSIP) PRO	JECT A	PPLICATION						
SFN 59959		nation Programming									
			Pedestriar	and Bicv	cle Intersection Ir	mprovements					
			. 54554.141	. uu 2.0)							
		Intersect	tions on E	Ross	er Ave fro	m N 3rd	St to 3	35th St			
	• •	City of Bismarck				DOT District:					
	Contact Name: Email Address:	_			Teleph	one Number:	701-355-1	529			
Please attac	h a location map(s). You ma		rther describe your p	roject.							
Location	Description										
Location	Description										
	O- mid- m	000.04			-				ck all that apply)		
	Corridor Street Name							ohol Impaired Di	riving Restraints for all (Occupants	
	Urban/Rural:							iver/Older Driver		occupanto	
	County:	Burleigh						ssive Driving			
									ane Departure Ci ical Capabilities t		
								ersection Safety	icai Capabilities t	o increase	
Describe Intersection	Proposed Safety Impro			Enterting	Development /	Total Ped/Bike	Advanced	Countdown	Curb	Median Refuge	
ID	Street Name	Cross Street	Taffic Control	ADT	Ped Generator	Crashes	Walk	Timers	Exntensions	Island	Notes
836.02 825.03	E Rosser Ave N 4th St	N 3rd St E Rosser Ave	Signal	16,545 12,410	No Yes	4 2	0 0	1 1	0 0	0 0	-
836.03	E Rosser Ave	N 5th St	Signal Signal	13,525	No	0	0	1	0	0	-
822.03	N 6th St	E Rosser Ave	Signal	11,415	Yes	3	0	1	0	0	-
836.06	E Rosser Ave	N 12th St	Thru-STOP	7,915	No	1	0	0	0	0	-
821.02 836.07	N 16th St E Rosser Ave	E Rosser Ave N 26th St	All-way STOP Signal	10,633 13,960	No Yes	0	0 0	0 1	0 0	0 0	-
836.08	E Rosser Ave	Eastdale Dr	Thru-STOP	5,465	No	0	0	0	0	0	-
828.01	N 35th St	E Rosser Ave	Thru-STOP	4,698	No	0	0	0	0	0	-
Describe	Current Safety Issues	& Systemic Ranking I	Review								
			rashes 2008 - 2012	5	years						
			Intersection Criteria			Description	116	nit Cost	Quanity	Total Cost	
		Traffic Control Device				Advanced Walk		per intersection	Quarity 0	\$0	
		Entering ADT	>15,000		Cou	ntdown Timers		per intersection	5	\$50,000	
	De	evelopment / Ped Generator				urb Extensions		per corner	0	\$0 \$0	
	-	Total Ped/Bike Crashes	>0		Mediai	Refuge Island	\$10,000	per side	0	\$0 \$50,000	
Project Co	ost Estimate (attach de	etailed copy)					Proposed	d Year of Cor	struction		
		Federal Funds	\$45,000								
	Local Match	n (10% of Total project cost)									
		Total Project Cost	\$50,000								
NDDOT C	entral Office Only										
	Project Accepted?	Yes No	Reference	Number		ID Number -					
	Notes										
										-	•
										Page: Intersection ID:	9 836.01
										Date:	9/26/2013

SFN 59959 (0	Department of Transp 06-2011)	Milation Frogram	iming									
				Pedestriar	າ and Bicy	cle Intersection	ı Improvement	ts				
	Contact Name	e: City of Bismard	rck	on S Wash	iingto	N	n 34th A D DOT Distric Dhone Numbe	t: 1		i Dr		
Please attach a	a location map(s). You m			ther describe your p	oroject.							
Location De	escription											
	Street Name Urban/Rural:	or 845.01 e S Washington St l: Urban r: Burleigh	:					Reduce Alc Increase the Younger Dr Curb Aggre Improvement	ohol Impaired D e Use of Safety iver/Older Drive ssive Driving nts to Address L	Restraints for all r Safety ane Departure Clical Capabilities	I Occupants Crashes	
Describe Pi	roposed Safety Imp											
Intersection	Street Name	Cross Stre	reet	Taffic Control	Enterting		/ Total Ped/Bik		Countdown	Curb	Median Refuge	Notes
ID 845.01	S Washington St	34th Ave S	SW	All-way STOP	3,833	Ped Generator No	0	Walk 0	Timers 0	Exntensions 0	Island 0	-
845.02 845.03	S Washington St S Washington St	Wachter A Riverwood Dr / D	l l	Signal Signal	9,845 17,118	Yes Yes	1	0	1 1	0 0	0 0	-
Doscribe Ci	urrent Safety Issues	c & Systemic F	Pankina R	loviow								
Describe Co	inent dalety ideact			ashes 2008 - 2012	5	5 years						
-		Traffic Cor.	Ir ntrol Device	ntersection Criteria			Description		nit Cost	Quanity	Total Cost	
-			ntering ADT d Generator	Signal >15,000 Yes >0			Advanced Wa Countdown Time Curb Extension lian Refuge Islan	ers \$10,000 ns \$15,000	per intersection per intersection per corner per side		\$0 \$20,000 \$0 \$0 \$20,000	
Project Cos	st Estimate (attach o	detailed copy)						Proposed	d Year of Co	nstruction		
		Fed	deral Funds	\$18,000								
-	Local Mat	tch (10% of Total pr Total Proi	oroject cost) oject Cost	\$2,000 \$20,000								
NDDOT Cer	ntral Office Only		,	1=0,000								
_	Project Accepted? Notes	Yes	No	Reference	e Number -	-	ID Number	r -			-	
	Notes											
_											Page: Intersection ID: Date:	10 845.01 9/26/2013

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North Dakota	a Department of Transpo		II (HSIP) PROJ	JECT A	PPLICATIO	\					
SFN 59959 ((06-2011)										
			Pedestrian	and Bicy	cle Intersection	Improvements					
		Intersections	on S Wash	ingto	n St from	Arbor A	ve to T	urnpike .	Ave		
		City of Bismarck		_		DOT District:		-00			
	Contact Name: Email Address:	=			I elepi	none Number:	/01-355-1	529			
Please attach	a location map(s). You ma	y use additional sheets to fu	rther describe your p	oroject.							
Location D	escription										
	Corridor Street Name Urban/Rural: County:	S Washington St Urban					Reduce Alco Increase the Younger Dri Curb Aggree Improvemer Enhancing E	hasis Area (checohol Impaired Dr e Use of Safety F ver/Older Driver ssive Driving hts to Address La Emergency Medi ersection Safety	iving Restraints for all Safety ane Departure C	Occupants	
Doscribo E	Proposed Safety Impro	ovomonts									
Intersection	Street Name	Cross Street	Taffic Control	Enterting		Total Ped/Bike		Countdown	Curb	Median Refuge	Notes
ID 829.01	S Washington St	W Arbor Ave	Signal	ADT 16,508	Ped Generator Yes	Crashes 2	Walk 0	Timers 1	Exntensions 0	Island 0	-
843.01 833.01	S Washington St S Washington St	W Bowen Ave W Front Ave	Signal Signal	16,615 16,355	Yes Yes	1 1	0 0	1 1	0 0	0 0	-
834.01	N Washington St	W Broadway Ave	Signal	23,583	Yes	0	0	1	0	0	-
835.01 836.01	N Washington St N Washington St	W Thayer Ave W Rosser Ave	Thru-STOP Signal	15,800 22,408	No No	0	0 0	0 1	0	0 0	-
831.01	N Washington St	W Ave C	Signal	18,685	No	0	0	1	0	0	-
830.01 814.02	N Washington St N Washington St	W Divide Ave W Turnpike Ave	Signal Thru-STOP	25,898 16,563	Yes No	0 0	0 0	1 0	0 0	0 0	-
Danawiha C	Original Cafatri Isania	9 Customio Dombina I	Zaviani								
Describe C	urrent Salety Issues	& Systemic Ranking F North Dakota Cr	rashes 2008 - 2012	5	j years						
			Intersection Criteria			Description	Ur	nit Cost	Quanity	Total Cost	
		Traffic Control Device	•			Advanced Walk		per intersection	0	\$0	
	De	Entering ADT evelopment / Ped Generator				untdown Timers Curb Extensions		per intersection per corner	7 0	\$70,000 \$0	
		Total Ped/Bike Crashes	>0		Media	an Refuge Island	\$10,000	per side	0	\$0 \$70,000	
D		- 4 - 11 - d A					D	1.1/			
Project Co	st Estimate (attach de	етанеа сору)					Proposed	Year of Con	struction		
	Local Match	Federal Funds n (10% of Total project cost)	,								
	Local Match	Total Project Cost									
NDDOT Ca	entral Office Only										
NDDO1 Ce	Project Accepted?	Yes No	Reference	e Number		ID Number -					
	Notes		relevence	o rearribor		1D Trainber				=	
										Page:	11
										Intersection ID: Date:	845.02 9/26/2013

Burleigh County Urban Right Angle Crash Project Corridors

Corridor	Local Street Name	Access Mgmt (miles)	Confirmation Lights		Cost
194.01	Bismarck Exp	0	0	Ċ	18,000
	•	0	3	٦	· · · · · · · · · · · · · · · · · · ·
809.01	Century Ave	3.9	6	\$	1,180,000
810.01	Interstate Ave	0	2	\$	4,000
810.02	Interstate Ave	0	2	\$	4,000
815.01	Capital Ave	0	2	\$	4,000
845.01	Washington St	0	2	\$	4,000
		3.9	23	\$	1,214,000

					Crite	ria			
urleiah	County Right Angle Co	rash Corridor Analysis		Signal	15,000 25,000	Divided	Greater than		
<u>_</u>	Segment Local Name	Cross Street	City	Traffic Control Device	Entering ADT	General Major Config	Severe Crashes	Severe Right Angle	High Priority Corridor Candidate
800.01	# 800.01 Ottawa St	US 5000 (State St)	Bismarck	Thru-STOP	9360	Divided	0	0	Carraidato
801.01	801.01 Ash Coulee Dr	Valley Dr	Bismarck	Thru-STOP	3810	Undivided	0	0	
801.02 801.03	801.01 43rd Ave NE 801.02 43rd Ave NE	3rd St NW US 5000 (State St)	Bismarck Bismarck	Thru-STOP Signal	9685 13725	Undivided Divided	0	0	
801.04	801.02 43rd Ave NE	Frontage Rd	Bismarck	Yield	4310	Undivided	0	0	
801.05 801.06	801.02 43rd Ave NE 801.02 43rd Ave NE	N 19th St Centennial Rd	Bismarck	Thru-STOP Thru-STOP	6740 7593	Undivided	0	2	
802.01	802.01 No Name	US 5000 (State St)	Bismarck Bismarck	Thru-STOP	7808	Undivided Divided	0	0	
803.01	803.01 Calgary Ave	N Washington St	Bismarck	Thru-STOP	10315	Undivided	0	0	
803.02 803.03	803.01 Calgary Ave 803.01 Calgary Ave	No Name US 5000 (State St)	Bismarck Bismarck	Uncontrolled Signal	4680 12535	Undivided Divided	0	0	
803.04	803.01 Calgary Ave	N 19th St	Bismarck	Thru-STOP	5873	Undivided	0	0	
804.01 804.02	804.01 Daytona Dr 804.01 Daytona Dr	Country West Rd Valley Dr	Bismarck Bismarck	Thru-STOP Yield	2330 2250	Undivided Undivided	0	0	
805.01	805.01 Country West Rd	Tyler Pkwy	Bismarck	Thru-STOP	4343	Undivided	0	0	
805.02 806.01	805.01 Country West Rd 806.01 Valley Dr	W Century Ave Tyler Pkwy	Bismarck Bismarck	Thru-STOP Yield	12123 2253	Divided Undivided	0	0	
807.01	807.01 Clairmont Rd	Burnt Boat Dr	Bismarck	Thru-STOP	5403	Undivided	0	0	
808.01 808.02	808.01 Burnt Boat Dr 808.01 Burnt Boat Dr	River Rd Tyler Pkwy	Bismarck	Thru-STOP	3415 22280	Undivided Divided	0	0	YES
809.01	809.01 W Century Ave	Tyler Pkwy	Bismarck Bismarck	Signal Thru-STOP	13685	Divided	1	0	
809.02	809.01 W Century Ave	W Interstate Ave	Bismarck	Signal	13670	Divided	0	0	
809.03 809.04	809.01 W Century Ave 809.01 E Century Ave	N Washington St N 4th St	Bismarck Bismarck	Signal Signal	24535 19765	Divided Divided	0	0	
809.05	809.01 E Century Ave	N 11th St	Bismarck	Signal	22255	Divided	0	0	YES
809.06 809.07	809.01 E Century Ave 809.01 E Century Ave	US 5000 (State St) N 19th St	Bismarck Bismarck	Signal Signal	28650 9674	Divided Divided	0	0	
809.08	809.01 E Century Ave	Nebraska Dr	Bismarck	Thru-STOP	4998	Divided	0	0	
809.09	809.02 E Century Ave	Centennial Rd	Bismarck	Signal	18668	Unknown	2	0	
810.01 810.02	810.01 W Interstate Ave 810.01 E Interstate Ave	N Washington St N 4th St	Bismarck Bismarck	Signal Signal	17980 11968	Undivided Undivided	0	0	
810.03	810.01 E Interstate Ave	Gateway Ave	Bismarck	Thru-STOP	12225	Unknown	0	0	YES
810.05 810.07	810.01 N 11th St 810.01 Weiss Ave	Weiss Ave US 5000 (State St)	Bismarck Bismarck	Yield Signal	8118 17003	Undivided Divided	0	0	
810.08	810.02 E Interstate Ave	US 5000 (State St)	Bismarck	Signal	24580	Divided	1	0	YES
810.09	810.02 E Interstate Ave	N 19th St	Bismarck	Thru-STOP	12210	Undivided	0	0	YES
811.01 813.01	811.01 Frontage Rd 813.01 Schafer St	US 5000 (State St) W Divide Ave	Bismarck Bismarck	Thru-STOP Signal	15785 24758	Divided Div/Undiv	0 2	0	
813.02	813.01 Schafer St	College Dr	Bismarck	All-way STOP	7530	Undivided	0	0	
813.03 813.04	813.01 College Dr 813.01 College Dr	Ward Rd W Divide Ave	Bismarck Bismarck	Thru-STOP Signal	8190 14738	Undivided Undivided	0	0	
814.01	814.01 W Turnpike Ave	W Divide Ave	Bismarck	Thru-STOP	13998	Undivided	0	0	
814.02 814.03	814.01 W Turnpike Ave 814.01 E Turnpike Ave	N Washington St N 4th St	Bismarck Bismarck	Thru-STOP Thru-STOP	16563 10218	Undivided Undivided	0	0	
815.01	815.01 E Capitol Ave	N 4th St	Bismarck	Thru-STOP	9285	Undivided	0	0	
815.02 815.03	815.01 E Capitol Ave 815.01 E Capitol Ave	N 12th St (West) N 12th St (East)	Bismarck Bismarck	Thru-STOP Thru-STOP	5060 5110	Undivided Undivided	0	0	YES
815.04	815.01 E Capitol Ave	State St	Bismarck	Signal	17925	Divided	3	0	123
815.05	815.01 E Capitol Ave	N 19th St	Bismarck	Signal	12125	Undivided	0	0	
816.01 816.02	816.01 N 12th St 816.02 N 12th St	State St (South) State St (North)	Bismarck Bismarck	Thru-STOP Thru-STOP	13033 15433	Divided Divided	0	0	
817.01	817.01 N 26th St	E Divide Ave	Bismarck	Thru-STOP	4830	Undivided	0	0	
818.01 818.02	818.01 N 22nd St 818.01 N 22nd St	E Boulevard Ave E Divide Ave	Bismarck Bismarck	Thru-STOP Thru-STOP	2490 11895	Undivided Undivided	0	0	
819.01	819.01 Valleyview Ave	N 26th St	Bismarck	Thru-STOP	8713	Undivided	0	0	
819.02 819.03	819.01 N 31st Ave 819.01 Crocus Ave	Crocus Ave N 35th St	Bismarck Bismarck	Uncontrolled Uncontrolled	1785 1350	Undivided Undivided	0	0	
820.01	820.01 Ward Rd	W Ave C / N Griffin St	Bismarck	Signal	8970	Undivided	0	0	
821.01 821.02	821.01 N 16th St 821.01 N 16th St	E Broadway Ave E Rosser Ave	Bismarck Bismarck	Thru-STOP All-way STOP	8260 10633	Undivided Undivided	0	0 0	
821.03	821.01 N 16th St	E Ave C	Bismarck	All-way STOP	8013	Undivided	0	0	
821.04 821.05	821.01 N 16th St 821.01 N 16th St	E Ave D E Boulevard Ave	Bismarck Bismarck	Thru-STOP All-way STOP	7053 8578	Undivided Undivided	0	0	
821.05	821.01 N 16th St 821.01 N 16th St	E Divide Ave	Bismarck	Thru-STOP	11363	Undivided	1	0	
822.01	822.01 N 6th St	E Broadway Ave	Bismarck	All-way STOP	5875	Undivided	0	0	
822.02 822.03	822.01 N 6th St 822.01 N 6th St	E Thayer Ave E Rosser Ave	Bismarck Bismarck	Unknown Signal	3128 11415	Undivided Undivided	0	0	
823.01	823.01 N Bell St	W Rosser Ave	Bismarck	Thru-STOP	6108	Undivided	0	0	
823.02 824.01	823.01 N Bell St 824.01 W Boulevard Ave	W Ave C N Washington St	Bismarck Bismarck	Thru-STOP Signal	2400 17543	Undivided Undivided	0	0	
824.02	824.01 W Boulevard Ave	N 3rd St	Bismarck	Signal	10600	Undivided	0	0	
824.03 824.04	824.01 E Boulevard Ave 824.01 E Boulevard Ave	N 4th St N 7th St	Bismarck Bismarck	Signal Signal	0 19203	Undivided Divided	0	0	
824.05	824.01 E Boulevard Ave	N 9th St	Bismarck	Signal	19840	Divided	0	0	
824.06 824.07	824.02 E Boulevard Ave	State St N 26th St	Bismarck Bismarck	Thru-STOP Thru-STOP	16910 8163	Divided Undivided	1	1	
824.07	824.02 E Boulevard Ave 825.01 N 4th St	E Broadway Ave	Bismarck	All-way STOP	8163 5688	Undivided Undivided	0	0	
825.02	825.01 N 4th St	E Thayer Ave	Bismarck	All-way STOP	4328	Undivided	0	0	
825.03 825.04	825.01 N 4th St 825.01 N 4th St	E Rosser Ave E Ave C	Bismarck Bismarck	Signal Signal	12410 11375	Undivided Undivided	0	0	
825.05	825.01 N 4th St	E Divide Ave	Bismarck	Signal	15333	Undivided	0	0	
825.06 826.01	825.01 Dominion St 826.01 N 19th St	Dominion St E Divide Ave	Bismarck Bismarck	Uncontrolled Signal	2610 15285	Undivided Undivided	0	0	
828.01	828.01 N 35th St	E Rosser Ave	Bismarck	Thru-STOP	4698	Undivided	0	0	
828.02	828.01 N 35th St	E Divide Ave	Bismarck	Thru-STOP	4540	Undivided	0	0	
829.01 829.02	829.01 W Arbor Ave 829.01 River Rd	S Washington St Fraine Barracks Rd	Bismarck Bismarck	Signal Thru-STOP	16508 2298	Undivided Undivided	0	0	
830.01 830.02	830.02 W Divide Ave	N Washington St	Bismarck	Signal	25898	Undivided	0	0	
	830.02 E Divide Ave	State St	Bismarck	Signal	22765	Undivided	0	0	

1 of 2

				Criteria				ī	
					15,000		Greater than	1	
Burleigh (County Right Angle Cr	ash Corridor Analysis		Signal	25,000	Divided	0		
						General		Severe	High Priority
Int#	Segment Local Name	Cross Street	City	Traffic Control Device	Entering ADT	Major Config	Severe Crashes	Right Angle	Corridor Candidate
830.03	830.03 E Divide Ave	N 26th St	Bismarck	Signal	11545	Undivided	0	0	
830.04	830.03 E Divide Ave	E Bismarck Expy	Bismarck	Signal	14418	Div/Undiv	2	1	
830.05	830.03 Divide Ave	N 52nd St	Bismarck	Thru-STOP	2228	Undivided	0	0	
831.01	831.01 W Ave C	N Washington St	Bismarck	Signal	18685	Undivided	0	0	
831.02 831.03	831.01 E Ave C 831.01 E Ave C	N 3rd St N 5th St	Bismarck Bismarck	Signal Thru-STOP	12245 7858	Undivided Undivided	0	0	
831.04	831.01 E Ave C	N 7th St	Bismarck	Signal	16288	Undivided	0	0	
831.05	831.01 E Ave C	N 9th St	Bismarck	Signal	17033	Undivided	0	0	
832.01	832.01 N 26th St	E Ave D	Bismarck	Thru-STOP	8283	Undivided	0	0	
833.01	833.01 W Front Ave	S Washington St	Bismarck	Signal	16355	Undivided	1	0	
833.02	833.01 E Front Ave	S 3rd St	Bismarck	Signal	16088	Undivided	0	0	
833.03 833.04	833.01 E Front Ave 833.01 E Front Ave	S 5th St S 7th St	Bismarck Bismarck	Signal Signal	8288 17380	Undivided Undivided	0	0	
833.05	833.01 E Front Ave	S 9th St	Bismarck	Signal	14928	Undivided	3	0	
833.06	833.01 E Front Ave	S 12th St	Bismarck	Thru-STOP	8795	Undivided	1	1	
834.01	834.01 W Broadway Ave	N Washington St	Bismarck	Signal	23583	Undivided	0	0	
834.02	834.01 E Broadway Ave	N 3rd St	Bismarck	Signal	11480	Undivided	0	0	
834.03 834.04	834.01 E Broadway Ave 834.01 E Broadway Ave	N 5th St N 7th St	Bismarck	Signal	6810 17593	Undivided	0 2	0	
834.04	834.01 E Broadway Ave	N 9th St	Bismarck Bismarck	Signal Signal	17593	Undivided Undivided	0	0	
834.06	834.01 E Broadway Ave	S 12th St	Bismarck	Thru-STOP	8953	Undivided	0	0	
834.07	834.01 E Broadway Ave	N 17th St	Bismarck	Thru-STOP	7315	Undivided	0	0	
834.08	834.01 E Broadway Ave	Airport Rd	Bismarck	Signal	8523	Undivided	0	0	
834.09	834.01 E Broadway Ave	N 26th St	Bismarck	Thru-STOP	11458	Undivided	0	0	
835.01	835.01 W Thayer Ave	N Washington St	Bismarck	Thru-STOP	15800	Undivided	0	0	
835.02 835.03	835.01 W Thayer Ave 835.01 W Thayer Ave	N 3rd St N 5th St	Bismarck Bismarck	Signal Signal	9283 5055	Undivided Undivided	0	0	
836.01	836.01 W Rosser Ave	N Washington St	Bismarck	Signal	22408	Undivided	0	0	
836.02	836.01 E Rosser Ave	N 3rd St	Bismarck	Signal	16545	Undivided	0	0	
836.03	836.01 E Rosser Ave	N 5th St	Bismarck	Signal	13525	Undivided	0	0	
836.04	836.01 E Rosser Ave	N 7th St	Bismarck	Signal	22598	Undivided	0	0	
836.05	836.01 E Rosser Ave	N 9th St	Bismarck	Signal	20910	Undivided	0	0	
836.06 836.07	836.01 E Rosser Ave 836.01 E Rosser Ave	N 12th St N 26th St	Bismarck Bismarck	Thru-STOP Signal	7915 13960	Undivided Undivided	0	0	
836.08	836.01 E Rosser Ave	Eastdale Dr	Bismarck	Thru-STOP	5465	Undivided	0	0	
836.09	836.01 E Rosser Ave	E Bismarck Expy	Bismarck	Signal	11085	Undivided	0	0	
837.01	837.01 S 26th St	Airway Ave	Bismarck	Thru-STOP	2528	Undivided	0	0	
837.02	837.01 S 26th St	E Bismarck Expy	Bismarck	Signal	16495	Undivided	0	0	
83.7.03	837.01 S 26th St	Railroad Ave	Bismarck	Thru-STOP	9135	Undivided	0	0	
843.01 843.02	843.01 W Bowen Ave 843.01 E Bowen Ave	S Washington St S 3rd St	Bismarck Bismarck	Signal Signal	16615 14665	Undivided Undivided	0	0	
843.03	843.01 E Bowen Ave	S 5th St	Bismarck	All-way STOP	6430	Undivided	0	0	
843.04	843.01 E Bowen Ave	S 7th St	Bismarck	Thru-STOP	15120	Undivided	1	0	
843.05	843.01 E Bowen Ave	S 9th St	Bismarck	Thru-STOP	11813	Undivided	0	0	
843.06	843.01 E Bowen Ave	S 12th St	Bismarck	Thru-STOP	7725	Undivided	0	0	
843.07	843.01 E Bowen Ave	Airport Rd	Bismarck	Thru-STOP	8315	Undivided	0	0	
845.01 845.02	845.01 S Washington St 845.01 S Washington St	34th Ave SW Wachter Ave	Bismarck Bismarck	All-way STOP Signal	3833 9845	Undivided Undivided	0	0	
845.02	845.01 S Washington St	Riverwood Dr / Denver Ave	Bismarck	Signal	17118	Divided	2	0	YES
845.04	845.01 S Washington St	E Bismarck Expy	Bismarck	Signal	37418	Divided	1	0	
846.01	846.01 S 3rd St	Santa Fe Ave	Bismarck	Thru-STOP	1198	Undivided	0	0	
846.02	846.01 S 3rd St	E Wachter Ave	Bismarck	Thru-STOP	6718	Undivided	0	0	
846.03	846.01 S 3rd St	E Denver Ave	Bismarck	Thru-STOP	7898	Undivided	0	0	
846.04	846.01 S 3rd St	E Bismarck Expy	Bismarck	Signal	31830	Undivided	0	0	
847.01 847.02	847.01 Mills Ave 847.02 E Denver Ave	Langer Ln University Dr	Bismarck Bismarck	Roundabout Signal	0 14630	0 Undivided	0	0	
848.01	848.01 Airport Rd	University Dr	Bismarck	Signal	14860	Undivided	1	0	
848.02	848.01 Airport Rd	Airwave Ave	Bismarck	Thru-STOP	8908	Undivided	0	0	
848.03	848.01 Airport Rd	E Bismarck Expy	Bismarck	Signal	26465	Undivided	0	0	
849.01	849.01 S 12th St	Santa Fe Ave	Bismarck	Thru-STOP	4220	Undivided	0	0	
849.02	849.01 S 12th St	University Dr	Bismarck	Signal	15398	Undivided	0	0	
849.03	849.01 S 12th St 850.01 E Wachter Ave	E Bismarck Expy	Bismarck Bismarck	Signal	27070	Undivided	0	0	
850.01 853.01	850.01 E Wachter Ave 853.01 Burleigh Ave	University Dr University Dr	Bismarck Bismarck	Signal Thru-STOP	13218 10623	Undivided Undivided	0	0	
855.01	855.01 Airway Ave	University Dr	Bismarck	Thru-STOP	10023	Undivided	0	0	
855.02	855.01 Airway Ave	Lincoln Rd	Bismarck	Thru-STOP	5018	Undivided	0	0	
855.04	855.01 Yegen Rd	E Bismarck Expy	Bismarck	Signal	14433	Undivided	0	0	
856.01	856.01 Lincoln Rd	Quail St	Bismarck	Thru-STOP	3724	Undivided	0	0	

	a Department of Tra	ROVEMENT PRO	•	SIP) PROJECT A	APPLICATION					
	,		Right Ang	gle Crashes @ Signal	s Intersection Impr	ovements				
	Agency Name: Contact Name:	•	smarck	Expressway	ND D	Shingto OT District: 1 ne Number: 7		entury	Ave	
Dlooso ottook		maberg@nd.gov	ata ta furthar da	pariba vaur praiaat						
	Ta location map(s). You Description	u may use additional she	ets to turtrier de	scribe your project.						
Loodiion L	ocsonpaon									
	Urban/Rural:	Bismarck Expressway Urban Burleigh				Reduce Alcohol Increase the Us Younger Driver Curb Aggressiv Improvements	to Address Lane ergency Medical	ng straints for all (afety Departure Cr	rashes	
					V	improve interse	ection Salety			
D										
Describe F Intersection	Proposed Safety II	•						Severe RA	Confirmation	
ID	Street Name	Cross Street	Config	Taffic Control	Enterting ADT		Severe Crashes	Crashes	Lights	Notes
845.04 846.04	S Washington St S 3rd St	E Bismarck Expy E Bismarck Expy	X X	Signal Signal	37,418 31,830	Divided Undivided	0	1 0	1 1	-
849.03	S 12th St	E Bismarck Expy	X	Signal	27,070	Undivided	0	0	1	-
848.03	Airport Rd	E Bismarck Expy	X	Signal	26,465	Undivided	0	0	1	-
837.02	S 26th St	E Bismarck Expy	X	Signal	16,495	Undivided	0	0	1	-
855.04 836.09	Yegen Rd E Rosser Ave	E Bismarck Expy E Bismarck Expy	X	Signal	14,433	Undivided Undivided	0 0	0 0	1 1	-
830.04	E Divide Ave	E Bismarck Expy	X X	Signal Signal	11,085 14,418	Div/Undiv	1	1	1	-
809.09	E Century Ave	Centennial Rd	X	Signal	18,668	Unknown	1	0	1	-
Describe (Current Safety Iss	ues & Systemic Ra		W ota Crashes 2008 - 2012	. 5	years				
		Intersection Criteria	Tioral Bank	na Gradino 2000 2012		youro				
	Traffic Control Device			Descr			Cost	Quanity	Total Cost	
	Entering ADT	>15,000 <30,000		Uneignalized	Confirmation Lights and Divided Access		er intersection	9	\$18,000	
	Development / Ped			Orisignalized	Management		er mile	0.0	\$0	
	Generator	Yes			•				\$18,000	
	Total Ped/Bike Crashe	e >0								
Project Co	st Estimate (attac	ch detailed conv)				Proposed V	ear of Cons	truction		
	ot Loumato (uttao	m dotanod oopy)				Поросоц	our or come			
		Federal Funds	\$16,200							
	Local Match (109	% of Total project cost)	\$1,800	_						
		Total Project Cost	\$18,000							
NDDOT C	entral Office Only									
	Project Accepted?	Yes No		Reference Number -		ID Number -				
	Notes									
									=	
									Page: Intersection ID: Date:	1 194.01 8/14/2013

	ta Department of Tra	ROVEMENT PRO	•	P) PROJECT A	APPLICATION					
			Right Angle	e Crashes @ Signal	s Intersection Impro	ovements				
Street attack	Contact Name: Email Address:	maberg@nd.gov		-	ND D	OT District:		n St		
	n a location map(s). You Description	u may use additional shee	ts to further desc	ribe your project.						
Location L	rescription									
	Urban/Rural:	W Century Ave Urban Burleigh				Reduce Alco Increase the Younger Driv Curb Aggres Improvement Enhancing E	sis Area (check all hol Impaired Drivir Use of Safety Res er/Older Driver Sa sive Driving ts to Address Lane mergency Medical rsection Safety	ng straints for all C afety Departure Cr	rashes	
Doscribo I	Branged Safety I	marayamante								
Intersection	Proposed Safety II	•	Ofi-	T-%- Control	5 destine ADT	*4: San Config	Complete	Severe RA	Confirmation	*!=+>0
ID	Street Name	Cross Street	Config	Taffic Control			Severe Crashes	Crashes	Lights	Notes
809.01 809.02	W Century Ave W Century Ave	Tyler Pkwy W Interstate Ave	T X	Thru-STOP Signal	13,685 13,670	Divided Divided	0 0	0 0	0 1	-
805.02	Country West Rd	W Century Ave	Т	Thru-STOP	12,123	Divided	1	0	0	-
809.03	W Century Ave	N Washington St	X	Signal	24,535	Divided	0	0	1	-
809.04 809.05	E Century Ave E Century Ave	N 4th St N 11th St	X X	Signal Signal	19,765 22,255	Divided Divided	0	0 0	1 1	-
809.07	E Century Ave	N 19th St	X	Signal	9,674	Divided	0	0	1	-
809.08	E Century Ave	Nebraska Dr	Т	Thru-STOP	4,998	Divided	0	0	0	-
Decaribe (Comment Cofoty Ioo		- Line Poviou							
Describe C	Jurrent Salety ISS	ues & Systemic Rar		a Crashes 2008 - 2012	2 5	years				
		Intersection Criteria		_					T	
	Traffic Control Device	s Signal >15,000		Descr	ription Confirmation Lights		nit Cost per intersection	Quanity 5	Total Cost \$10,000	
	Entering ADT	<30,000		Unsignalized	d and Divided Access		•	3.9	\$1,170,000	
	Development / Ped	Yes			Management	\$300,000	per mile	J.9	\$1,170,000	
	Generator Total Ped/Bike Crashe	e >0							\$1,180,000	
Project Co	ost Estimate (attac	h detailed copy)				Proposed	Year of Const	ruction		
		Federal Funds	\$1,062,000							
	Local Match (10°	% of Total project cost)	\$118,000	•						
		Total Project Cost	\$1,180,000							
NDDOT C	entral Office Only									
110001 00	Project Accepted?	Yes No		Reference Number -	-	ID Number -				
	Notes								-	
										_
									Page: Intersection ID: Date:	2 809.01 8/14/2013

	ta Department of Trai	ROVEMENT PRO		P) PROJECT AF	PPLICATION					
			Right Angle	e Crashes @ Signals	Intersection Impr	rovements				
Please attaci	Contact Name: Email Address:	Intersections City of Bismarck Mark Berg maberg@nd.gov u may use additional sheet			ND D	ntury Ave OOT District: 1 one Number: 7		e St		
	Description									
	Urban/Rural:	W Interstate Ave Urban Burleigh		_		SHSP Emphasis Reduce Alcoho Increase the Us Younger Driver. Curb Aggressiv Improvements Enhancing Eme Improve Interse	I Impaired Drivir se of Safety Res /Older Driver Sa re Driving to Address Landergency Medical	ng straints for all C afety e Departure Cr	ashes	
Dogoviho	Bronocad Safati l	mnrovomonto								
Intersection	Proposed Safety II Street Name	Cross Street	Config	Taffic Control	Enterting ADT	Major Config S	evere Crashes	Severe RA	Confirmation	Notes
ID 810.01	W Interstate Ave	N Washington St	X	Signal	17,980	Undivided	0	Crashes 0	Lights 1	-
810.02	E Interstate Ave	N 4th St	X	Signal	11,968	Undivided	0	0	1	-
810.03 810.05	E Interstate Ave N 11th St	Gateway Ave Weiss Ave	X T	Thru-STOP Yield	12,225 8,118	Unknown Undivided	0 0	0 0	0 0	-
Describe (Current Safety Iss	ues & Systemic Ran				-				
		Intersection Criteria	попп ракота	a Crashes 2008 - 2012		5 years				
	Traffic Control Device			Descript		Unit		Quanity	Total Cost	
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ID			Config		Enterting ADT	, ,		Crashes	Lights	Notes
845.01 845.02	S Washington St S Washington St	34th Ave SW Wachter Ave	X X	All-way STOP Signal	3,833 9,845	Undivided Undivided	0 0	0 0	0 1	-
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	Traffic Control Device	Signal	,	Descrip		Unit		Quanity	Total Cost	
	Entering ADT	>15,000 <30,000			Confirmation Lights and Divided Access		er intersection	2	\$4,000	
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5.0 Behavioral Safety Strategies

5.1 Purpose of Driver Behavior Safety Strategies

North Dakota's Local Road Safety Program (LRSP) recognizes that driver behavior is a significant factor contributing to a majority of the severe crashes on North Dakota's local roads. Traffic crashes may result from any combination of overlapping crash factors, such as the roadway, the vehicle, and driver behavior. Research supports and experts agree that in most cases driver behavior—risky decisions, driver error, lapses of attention, and driver limitations—is a chief factor contributing to traffic crashes (Lerner et al., 2010). Severe traffic crashes in North Dakota's Burleigh County can be largely prevented and reduced if motorists were persuaded to engage in key safe driving practices to buckle up, drive at safe speeds, pay attention, and plan ahead to avoid impaired driving. For maximum safety benefit, these measures should be undertaken in addition to adopting infrastructure safety strategies to help ensure the safest and most forgiving roadway possible.

5.2 Overview of Behavioral Crash Data for Burleigh County

Unbelted Vehicle Occupants: Traffic safety research demonstrates that a motorist's seat belt is the most effective defense in the event of a crash. When lap and shoulder seat belts are used, the risk of fatal injury to front-seat passenger car occupants is reduced by 45 percent and the risk of moderate-to-critical injury is reduced by 50 percent (NHTSA, 2001). Safety benefits are even greater for light-truck occupants, with seat belts reducing fatalities by 60 percent and moderate-to-critical injury by 65 percent (NHTSA, 2009). North Dakota's 2013 statewide seat belt use is 77.7 percent; lower than the nationwide use of 86 percent. Unbelted severe crashes are Burleigh County's greatest opportunity to strengthen road safety through improving driver behavior. The trend of severe unbelted crashes is increasing statewide. Burleigh County exceeds the statewide-unbelted severe crashes with 53 percent of the county's severe crashes involving unbelted motorists.

Alcohol-Related Crashes: Nationally, although impaired driving fatalities have decreased since 2007, the percentage of alcohol-impaired fatalities in the U.S. has remained essentially unchanged (NHTSA, 2012a). Similarly, over the last decade, each year nearly half of motor vehicle fatalities statewide in North Dakota continue to be alcohol-related. In the Burleigh County, 34 percent of the county's severe crashes are alcohol-related — higher than the statewide 30 percent. From statewide crash data, nearly half of these preventable severe crashes are on the local road system.

Young Driver-Involved: Young drivers have the highest involvement in fatal crashes of any age group. The fatal crash involvement of drivers age 16 to 20 is nearly twice that of drivers' age 21 and older (NHTSA, 2012b). Key underlying factors to their high crash risk are the developmental and behavioral issues of adolescence coupled with driving inexperience. Young drivers too often immaturely take risks while driving without thinking through the potential consequences of their life-threatening decisions (Keating, 2007). Such high-risk behaviors typically include lack of seat belt use, aggressive driving/speeding, and distractions while driving. Although severe injury crashes involving young drivers have gradually declined statewide, young drivers under the age of 21 continue to be overrepresented in crashes with 67 percent occurring on local roads. In Burleigh County, 22 percent of severe crashes involve young drivers, which is similar to the statewide crash data.

Excessive Speed or Aggressive Driving: Speeding is common and is a tough nut to crack nationally and in North Dakota. Although drivers generally acknowledge that speeding is an unsafe behavior, speeding remains common because the perceived risk of injury is low relative to the perceived benefits of driving fast such as saving time and driving pleasure (Lerner et al., 2010). Consequently, the percentage of speeding-related fatal crashes has remained essentially unchanged over the years and remains a contributing factor in 31 percent of traffic fatalities in the U.S. (NHTSA, 2012c). Speeding and aggressive driving continue to account for approximately 26 percent of all severe crashes in North Dakota with 62 percent of these crashes occurring on the local road system. In Burleigh County, 22 percent of its severe crashes involve speed or aggressive driving—lower than the statewide percentage of 26 percent.

5.3 Importance of Traffic Safety Culture Change

5.3.1 The Influence of Traffic Safety Culture

In adopting North Dakota's long-term vision of zero fatalities, the 2013 North Dakota SHSP establishes a collective goal to reduce the 3-year average of traffic fatalities to 100 or fewer by 2020. To accomplish this interim goal, Burleigh County, together with its traffic safety partners, seeks to develop and implement its LRSP safety strategies within the broader societal context of motorists' behavior and North Dakota's traffic safety culture. Traffic safety culture can be defined as the implicit shared values, beliefs, and perceptions that shape motorists' behavior.

5.3.2 Social Norms Inhibiting a Strong Traffic Safety Culture

At the core of the nation's and North Dakota's traffic safety challenge is a complacency toward risk-taking by drivers and a tolerance for traffic crashes and the resulting deaths and serious injuries. Contributing factors include a sense of individual driver invulnerability, perceived driving skills and vehicle control, and a sense of anonymity and entitlement on the road. The latest data from the 2012 Traffic Safety Culture Index Survey reports that, as in previous years, the safety culture in the United States surrounding distracted driving can best be described as "do as I say, not as I do" — due to the high numbers of people who object to certain behaviors, yet will admit that they, themselves, engage in them (AAA, 2012). Real progress in traffic safety depends largely on addressing and changing this culture of indifference to effectively implement and see results of both SHSP and LRSP safety strategies.

5.3.3 Social Levels Influencing Safety Culture

Efforts to change individual driver and motorist behaviors should be planned and executed from an ecological viewpoint—one that examines the driving public and their interaction with their social environments. Traffic safety culture and its influence operate at different levels within society. Therefore, a broader definition of traffic safety culture includes the values, beliefs, and perceptions of not only the individual driver, but of those shared by the various communities of which the driver is a part (Figure 5-1). The individual driver exists within a system that includes the following levels, each embodying factors that influence driving culture and crash risk (Ward et al., 2010; Dahlberg and Krug, 2002):

- Individual level Factors such as driver age, driving experience, self-esteem, income, and substance abuse
- Relationship level Factors such as relationships with peers, co-workers, supervisors, and family members

- Community level Factors include the settings or environments in which relationships occur such as school, church, workplaces, and neighborhoods
- Societal level Large-scale factors such as safety, health, economic, and educational policies, as well as government commitments and priorities

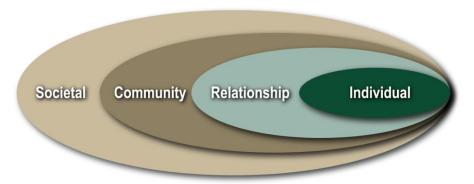


FIGURE 5-1

Social Ecological Perspective of Culture

Source: "Violence – A Global Public Health Problem" by L.L. Dahlberg and E.G. Krug, in *World Report on Violence and Health* (World Health Organization)

Social norms at each level and within each group point to what behaviors are perceived as important. Norms create conformity to expectations that allows people (that is, drivers) to successfully socialize to the subcultures in which they belong. These norms create a climate in which unsafe driving behavior is either encouraged or discouraged. Perceived social norms condoning high-risk driving behaviors provide the case for drivers to rationalize their own high-risk behaviors. To accomplish the culture change, traffic safety behavioral strategies seek to make safe-driving behaviors the accepted norm across all social ecological levels.

The implication of the social ecological model for LRSP efforts is that the implementation plans of LRSP strategies plans should attempt to:

- Increase perceived social pressure to comply with traffic safety laws and practices, thereby, producing safety behavioral norms (Ward et al., 2010)
- Shift the social acceptance of high-risk behaviors to one of perceived unacceptance by significant others and one's peers.

5.4 Behavioral Safety Strategies

5.4.1 Role of Policy, Education, and Enforcement

Techniques or strategies to change driver behavior essentially fall into one of three categories: 1) *policy change* or laws, local ordinances, regulations, sanctions and penalties; 2) *enforcement* of the laws; and 3) *education* or public information, media, and training. These three categories of behavioral safety strategies work together to have the greatest impact on changing risky driver behavior. The degree of effectiveness of any one strategy on behavioral change depends not only on how effectively the strategy is implemented, but also on how these three categories of policy, enforcement, and education are working together.

For example, a state or local agency that is seeking to increase motorists' seat belt use and decides to use a "buckle up" public information campaign (behavioral change strategy). The effectiveness of the campaign not only depends on the quality of the education or public

information campaign (relevance to target group, duration, saturation of the messaging), but also the strength of the law in place (primary vs. secondary seat belt law, all passengers vs. front seat only, higher penalty/fee vs. low penalty/fee) and, most important, the degree of seat belt use enforcement (coverage, intensity, visible by the public).

Consequently, the strength of driver safety policy, enforcement, and education surrounding a behavioral strategy selected greatly impact its effectiveness. Therefore, when selecting and implementing a behavioral strategy, an agency must examine the policy, enforcement, and educational context of the strategy and explore ways to strengthen each, as appropriate, to gain the most from a selected strategy.

Finally, it is critically important that traffic safety enforcement is viewed as a priority within local law enforcement agencies and that agency leaders and administrators advocate for strong local enforcement of traffic laws. It is imperative that agency leaders actively address political and public resistance and provide a pathway to deploy the leading strategy to save lives on North Dakota roadways—effective traffic enforcement coupled with public outreach. By advocating for enforcement, educating local elected officials, and equipping officers to effectively enforce traffic safety laws, North Dakota will reap far greater life-saving outcomes from its local safety initiatives.

5.4.2 Effective Use of Public Information Strategies

Public information (education) strategies are often popular among communities seeking to change risky driving behaviors. Education or public information campaigns can range from brochures and mailings to peer-to-peer safety messaging. Brochures and mailings are a passive approach, while peer-to-peer messaging provides a more effective behavioral change approach. In general, a key challenge in influencing driver behavior is that most drivers know what they are supposed to do to drive safely, yet due to successfully driving with risky patterns with no incidence of crash, drivers underestimate the risk of their choices. For this reason, research supports that education, coupled with enforcement, will have the strongest impact in changing driver behavior (NHTSA, 2013).

Following are key characteristics of impactful public information/education campaigns (Williams, 2007):

- Implemented in support of a high-visibility enforcement program
- Focused messaging for a target group
- Longer-term programs delivering messages of sufficient intensity over time
- Messages communicating new information not previously well known
- Messages that are part of a broader-based, longer-term community program with similar messaging coming from multiple sources
- Using behavior change models including interactive methods teaching skills to resist social pressure (such as role playing, group discussion)

5.4.3 LRSP Phase 1 Priority Strategies

During the LRSP workshop, participants reviewed Burleigh County's behavioral crash data and discussed behavioral safety strategy alternatives that could be implemented at the local level. Out of the strategy review discussions, participants engaged in a prioritization process with six strategies emerging as the preferred local behavioral safety strategies for the four behavioral

critical emphasis areas. Table 5-1 reflects the LRSP Phase 1 results of the strategy prioritization, as well as each strategy's alignment with the North Dakota SHSP (indicated by an "X" if included in the SHSP).

TABLE 5-1North Dakota Phase 1 LRSP Workshop Priority Behavioral Strategies and Relationship with the North Dakota SHSP

North Dakota Phase T ERSP Workshop Phonty Behavioral Strategies and Relationship with t	ne North D	akola oi	101	
Phase 1 LRSP Workshop Priority Behavioral Strategies and Their Relationship with the North Dakota SHSP	Northeast Region	Burleigh County (Region 10)	Ward County (Region 14)	ND SHSP
Impaired Driving				
Conduct regular high-visibility DUI enforcement saturations	Х	Х	Х	Х
Speeding and Aggressive Driving				
Conduct high-visibility targeted enforcement of speeding and aggressive driving	X	Х	х	Х
Young Drivers				
Publicize and conduct a high-visibility enforcement of GDL restrictions, cell and texting laws, underage drinking and driving, and seatbelt laws			х	Х
Encourage driver education providers (local schools and private providers) to require parent education component	х	х		Х
Brief interventions by health care providers following a crash regarding driving risks and consequences			х	Х
Unbelted Occupants				
Conduct highly publicized enforcement campaigns to maximize restraint use.	Х	Х	х	Х
Note:				
DUI = driving under the influence				
GDL = graduated driver's license				

The following subsections provide a more complete description of each priority strategy, suggested steps to launch local agency efforts, recommended implementation resources, and potential future considerations for expanded local agency and community-based support for the SHSP safety strategies. It is important to note that multidisciplinary SHSP implementation teams will be formed to support the implementation of priority strategies for each of the six SHSP priority emphasis areas including: lane departure, unbelted vehicle occupants, alcohol-related, speed or aggressive drivers, young drivers, and intersections. Therefore, local agencies seeking to leverage local-level safety initiatives described in the following subsections are encouraged to coordinate with and/or engage in the statewide SHSP implementation teams.

5.4.4 Impaired Driving

Burleigh County Priority Strategy – Conduct regular high-visibility DUI enforcement saturation patrols (includes expanding DUI sobriety checkpoints)

Description: High-visibility DUI enforcement is a high-priority, proven safety strategy to reduce alcohol-impaired severe crashes in North Dakota and across the nation. The most effective way to deter impaired driving is through a highly visible enforcement effort to reinforce the driving public's belief that impaired drivers are at high risk of being arrested,

prosecuted, and adjudicated. High-visibility enforcement consists of multiple jurisdictions and/or multiple squads patrolling a segment of roadway at the same time, often using brightly colored vests and signs. Planned enforcement is publicized extensively through community kickoff events involving the local media and public education campaigns about the enforcement. High visibility also includes enforcement agencies reporting to news media the outcome or arrests made during the saturation or checkpoint campaign. In addition to deterring driving after drinking by increasing the perceived risk of arrest, high-visibility enforcement extends the safety impact of the enforcement campaign for a longer period following the campaign.

What are saturation patrols?

Saturation patrols, also known as "dedicated DUI patrols," are stepped-up enforcement involving a greater number of law enforcement officers patrolling a specific area for a set time to identify and arrest impaired drivers. Multiple agencies often combine and concentrate their resources to conduct saturation patrols.

What are sobriety checkpoints?

At sobriety checkpoints, law enforcement officials evaluate drivers for signs of alcohol or drug impairment at certain points on the roadway. Vehicles are stopped in a specific sequence, such as every other vehicle or every fourth, fifth, etc. The frequency of which vehicles are stopped depends on the traffic conditions and the number of enforcement personnel available to staff the checkpoint.

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- Assist local law enforcement agencies and Regional DUI Task Forces with identifying locations with high crash involvement for high-visibility enforcement.
- With local law enforcement, attend county board/city council meetings to speak on the importance of reducing impaired driving and the important role of both enforcement and engineering safety strategies.
- Collaborate with highway patrol, local law enforcement, community health officials, and local traffic safety stakeholders to use TSO DUI campaign materials to conduct community outreach on the enforcement campaign.

Implementation Resources:

- For crash data and analysis to focus DUI enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.
- To learn about Regional DUI Task Forces and other local traffic safety enforcement activities and enforcement grant opportunities, contact the TSO.
- See Section 5.5, Traffic Safety Office Supporting Resources.

- For statewide impaired driving enforcement mobilizations, the TSO distributes media outreach materials to local enforcement agencies which may include: press releases, talking points, camera-ready artwork and posters, impaired driving fact sheets, handouts for the public at checkpoints, a print public service announcement (PSA), and live-read radio PSAs. (Note: TSO to assemble available information resources.)
- For guidance on planning and publicizing saturation patrols and sobriety checkpoints:

Saturation Patrols & Sobriety Checkpoints: A How-to Guide for Planning and Publicizing Impaired Driving Enforcement Efforts, NHTSA, Report No. DOT HS 809 063, revised October 2002.

http://www.nhtsa.gov/people/injury/alcohol/saturation_patrols/

Low-Staffing Sobriety Checkpoints. NHTSA, Report No. DOT HS 810 590, 2006. http://www.nhtsa.gov/people/injury/enforce/LowStaffing_Checkpoints/

Other impaired-driving safety resources:

National Highway Traffic Safety Administration: http://www.nhtsa.gov/Impaired

Governor's Highway Safety Administration:

http://www.ghsa.org/html/issues/impaireddriving/index.html

Insurance Institute for Highway Safety:

http://www.iihs.org/research/topics/alcohol_drugs.html

Potential future considerations for expanded local agency and community-based support of SHSP impaired-driving safety strategies:

- Engage local safety stakeholders (law enforcement, Mothers Against Drunk Driving [MADD], Students Against Drunk Driving [SADD], North Dakota Safety Council, community health provider, emergency medical service providers) and facilitate coalition development to educate local elected officials on the importance of state agency impaired-driving legislative initiatives resulting from the state's comprehensive assessment of North Dakota impaired-driving laws.
- Conduct community-wide and sustained public information outreach to educate and create cultural awareness of the risks associated with excessive alcohol use.
- Develop and conduct local public outreach on accessible safe-ride alternative transportation services.
- Conduct highly publicized compliance checks and training for local alcohol retailers and merchants to reduce sales to underage persons.

Other high-impact, proven strategies for local agency consideration:

Monitor judicial sentencing of local DUI courts or intensive supervision programs.

5.4.5 Young Drivers

Burleigh County Priority Strategy – Encourage driver education providers (local schools and private providers) to require a parent education component

Description: Effective parental monitoring of teen driving can go a long way in helping to keep novice drivers safe on the roadway. Programs offering teen driver safety materials together with facilitated guidance help parents make the important connection between teen driving restrictions and teen driving risks. Without a required parent component for teen driver

education, parents lack awareness of graduated driver's license (GDL) safety provisions, don't fully recognize teen driving risks, are often anxious to be relieved of shuttling their teens, may be reluctant to invest the necessary time to instruct and supervise their teen's driving, and often believe their teen is the exception and is a good and safe driver. To help overcome these parent challenges and more effectively engage parents, incorporating a parent education component into driver education programs is demonstrating promising results.

Key components of a good parent education program include:

- Discusses risks for novice teen drivers
- Explains how and why GDL works to address risks
- Reviews the critical role parents play in teaching, supporting and managing their novice drivers
- Explains the importance of and provides an opportunity to try out a parent/teen driving agreement
- Delivery by trained, educated facilitators
- Emphasizes parents and teens working together for safety

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- Learn about education providers in your local community by contacting the Traffic Safety Office at (701) 328-4692.
- Explore county-mandated parent training through examining Virginia's Planning District 8 (includes four counties and four cities) 90-minute driving safety program for parents and teens as part of the in-classroom portion of the state's driver education curriculum. Contact Ben Swecker (703) 791-7328 or Tim TeWalt (703) 791-7353 at Prince William County Schools.
- With local law enforcement and driver educators, attend county board/city council
 meetings to inform them of the local initiative to incorporate parent education into driver's
 education programs to more fully engage parents and reduce teen driver severe crashes.
- Post information on teen driving laws on local school websites or request school resource
 officer to send information to parents highlighting driving risks for teens and existing North
 Dakota teen driver laws.
- Consider linking parent-teen participation in a teen driving program to school parking privileges.

Implementation Resources:

- See Section 5.5, Traffic Safety Office Supporting Resources.
- For educational materials for parents of teen drivers including guidelines to ensure teen drivers are educated on safe driving practices as well as *The North Dakota Parent Guide to Teen Driving* and the *Parent Teen Driver Agreement*, see the Teen Drivers & Parents section of the NDDOT website:

http://www.dot.nd.gov/divisions/safety/teens-parents.htm

- For an example parent-teen class outline and discussion guide, download the Minnesota
 Department of Public Safety, Office of Traffic Safety's Teen Drivers: The Parent's Role at:
 https://dps.mn.gov/divisions/ots/teen-driving/Documents/Parent-class-leaders-guide-july-2013.doc
- The Minnesota Office of Traffic Safety developed "Point of Impact: Teen Driver Safety Parent Awareness Program" as a community-based class for parents and their soon-to-be teen drivers. The Point of Impact Leader's Guide is a resource for implementing the class. The Point of Impact video is an important component of the program. A PowerPoint presentation and other information are available by contacting Gordy Pehrson at gordy.pehrson@state.mn.us.
- For information on the nationally recognized University of Michigan's *Checkpoints* program offering facilitated parent education:

http://youngdriverparenting.org/ and http://www.saferdrivingforteens.org/

- For a comprehensive guide to strengthen parental roles in teen safe driving, see the Governors Highway Safety Association's (GHSA's) *Promoting Parent Involvement in Teen Driving: An In-Depth Look at the Importance and the Initiatives.*http://www.ghsa.org/html/publications/pdf/sfteens13.pdf
- For additional information on mandated and voluntary parent/teen education programs in Connecticut, Massachusetts, Georgia, and select Virginia counties, see GHSA's *Curbing Teen Driver Crashes: An In-Depth Look at State Initiatives*.

http://www.ghsa.org/html/publications/pdf/sfteens12.pdf

• For age-specific information and resources for parents on how to start and continue the conversation about alcohol use with their children, see the North Dakota's *Parents LEAD* program (Listen, Educate, Ask, Discuss).

http://www.parentslead.org/

Considerations for future expanded local agency/community support of ND SHSP impaired driving safety strategies:

 Engage local traffic safety stakeholders (law enforcement, school administrators, driving schools, insurance companies, community health providers, emergency medical service providers) and facilitate coalition development to educate local elected officials on the importance of state agency GDL and teen driver safety policy initiatives.

Other high-impact, proven strategies for local agency consideration:

 Conduct locally facilitated peer-to-peer driver safety outreach campaigns designed for high school students to raise peer awareness of the common risk factors threatening novice drivers.

5.4.6 Unbelted

Burleigh County Priority Strategy – Conduct highly publicized enforcement campaigns to maximize restraint use

Description: See Section 5.4.4 for a description of high-visibility/highly publicized enforcement campaigns.

North Dakota law enforcement agencies (state, county, city and tribal) participate in the state's Click It or Ticket mobilization program to boost seat belt use and reduce highway fatalities through stepped up enforcement of unrestrained occupants, The mobilization is supported by

national and local paid advertising and earned media campaigns aimed at raising awareness before the enforcement saturation. Click It or Tick It takes place each year in May around the Memorial Day holiday. North Dakota has increased its focus on nighttime seat belt use because fewer motorists buckle up at night.

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- Assist local law enforcement agencies with identifying locations with high unbelted crash involvement for high-visibility enforcement.
- With local law enforcement, attend county board/city council meetings to speak on the importance of enforcing belt use.
- Collaborate with highway patrol, local law enforcement, community health officials, and local traffic safety stakeholders to use TSO belt use campaign materials to conduct community outreach on the enforcement campaign.

Implementation Resources:

- For crash data and analysis to focus seat belt enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.
- To learn about local traffic safety enforcement activities and enforcement grant opportunities, contact the TSO.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- For statewide belt use mobilizations, the TSO distributes media outreach materials to local enforcement agencies which may include: press releases, talking points, camera-ready artwork and posters, belt-use fact sheets, a print public service announcement (PSA), and live-read radio PSAs. (Note: TSO to assemble available information resources.)
- For guidance on planning and publicizing belt-use saturation patrols:

NHTSA 2013 national seat belt enforcement *Products for Enforcement Action Kit (PEAK)* to help enforcement rally officers and alert the public to prepare for maximum high-visibility seat belt enforcement during the day and also at night. http://www.trafficsafetymarketing.gov/CIOT-PEAK

Nighttime Enforcement of Seat Belt Laws: An Evaluation of Three Community Programs, NHTSA, Report No. DOT HS 811 189, August 2009.

Innovative Seat Belt Demonstration Programs in Kentucky, Mississippi, North Dakota, and Wyoming, NHTSA, Report No. DOT HS 811 080, March 2009.

Avoiding "Tween" Tragedies: Demonstration Project to Increase Seat Belt Use Among 8- to 15-year-old Motor Vehicle Occupants, NHTSA, Report No. DOT HS 811 096, June 2012.

For the above and other belt enforcement and information outreach resources: http://www.nhtsa.gov/Driving+Safety/Occupant+Protection • Other seat-belt safety resources:

Governor's Highway Safety Administration: http://www.ghsa.org/html/issues/occprotection/index.html

Insurance Institute for Highway Safety: http://www.iihs.org/iihs/topics/t/safety-belts/topicoverview

Potential future considerations for expanded local agency, tribal and community-based support of SHSP safety strategies:

- Pursue tribal ordinances for primary enforcement of seat belt laws.
- Engage local safety stakeholders (law enforcement, Mothers Against Drunk Driving [MADD], Students Against Drunk Driving [SADD], North Dakota Safety Council, community health provider, emergency medical service providers) and facilitate coalition development to educate local elected officials on the importance of state agency primary seat belt legislative initiatives.
- Conduct community-wide and sustained public information outreach to educate and create cultural awareness of the risks associated with unbelted motorists.

5.4.7 Speed and Aggressive Driving

Burleigh County Priority Strategy – Conduct highly publicized and targeted speed and aggressive driving enforcement campaigns

Description: See Section 5.4.4 for a description of high-visibility/highly publicized enforcement campaigns.

North Dakota law enforcement agencies (state, county, city and tribal) participate in the state's Ticketing Aggressive Cars and Trucks (TACT) program to reduce speed-related fatalities and severe injuries through stepped up enforcement of aggressive cars and trucks primarily in oil-impacted counties. For aggressive driving enforcement, officers focus on drivers who commits a combination of moving traffic violations such speeding, following too closely, running red lights, which endangers other persons or property.

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- Assist local law enforcement agencies with identifying locations with high speed and aggressive driving-related crash involvement for high-visibility enforcement.
- With local law enforcement, attend county board/city council meetings to speak on the importance of enforcing speed and aggressive driving.
- Collaborate with highway patrol, local law enforcement, community health officials, and local traffic safety stakeholders to use TSO speed campaign materials to conduct community outreach on the enforcement campaign.

Implementation Resources:

• For crash data and analysis to focus speed enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.

- To learn about local traffic safety enforcement activities and enforcement grant opportunities, contact the TSO.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- For guidance for law enforcement on planning and publicizing local speed saturation
 patrols and successful case examples, see NHTSA's Guidelines for Developing a Municipal Speed
 Enforcement Program at:

http://www.nhtsa.dot.gov/people/injury/enforce/program.htm

• For a summary of successful aggressive driving enforcement programs deployed at the local and state-level across the country, see NHTSA's (2001 b) *Aggressive Driving Enforcement: Strategies for Implementing Best Practices* at:

http://www.nhtsa.gov/people/injury/enforce/aggressdrivers/aggenforce/

• Other speed-related safety resources:

Governor's Highway Safety Administration: http://www.ghsa.org/html/issues/speeding.html

Insurance Institute for Highway Safety:

http://www.iihs.org/iihs/topics/t/speed/topicoverview

Potential future considerations for expanded local agency, tribal and community-based support of SHSP safety strategies:

Engage local safety stakeholders (law enforcement, Mothers Against Drunk Driving
[MADD], Students Against Drunk Driving [SADD], North Dakota Safety Council,
community health provider, emergency medical service providers) and facilitate coalition
development to educate local elected officials on the importance of state agency legislative
initiatives to strengthen penalties such as increased fines for right-of-way and speed
violations.

Burleigh County's Priority Strategy – Provide enhanced enforcement to support local agency implementation of Red-Light-Running confirmation lights for at-risk intersection locations.

Description: To reduce the most common type of severe crashes at signalized intersections--right angle crashes – Burleigh County would like to deploy an innovative safety strategy using a downstream confirmation light system to reduce red-light running. A blue LED light mounted on the back of a traffic light is activated when an offender runs the red light. A single officer stationed across the intersection downstream from the traffic light safely observes and pursues the red light violator (instead of one officer to observe and an additional officer to pursue). To implement, red-light-running confirmation lights requires interdependent collaboration of both engineering and enforcement; even more effective would be added public outreach about the RLR confirmation lights.

Getting Started:

• Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.

- Work with NDDOT staff regarding specific design features of the system. Contact NDDOT Traffic Operations Section, Shawn Kuntz, 701-328-2673.
- Coordinate with local law enforcement:
 - Ask for their assistance in locating the enforcement lights on traffic signal poles/mast arms (optimum viewing locations)
 - Ask for an agreement regarding minimum levels of enforcement (i.e., one hour per day at any of the equipped locations)
 - Provide training to officers after installation demonstrate that the "Blue/Confirmation" Light does come on at the same instant as the red light of the signal.
- Encourage law enforcement to coordinate with the City/County attorney make sure the attorney understands the technology and is willing to prosecute the violators.
- Encourage the City/County attorney to coordinate with the district court judge make sure
 the judge understands the technology and will uphold charges and support the conviction
 of violators.
- Prior to issuing any tickets for violations using the Confirmation Lights, have the traffic signal operations engineer check all of the signals clearance intervals (Yellow + All Red) to make sure they are 100 percent consistent with the agencies adopted guidelines. Have a note confirming compliance signed by the engineer put in the signal controller cabinet. (This will help address the inevitable complaint by those issued tickets that the agency changed the clearance intervals to generate more violators to increase revenue streams.)
- With local law enforcement, attend county board/city council meetings to speak on the community safety benefits of red-light-running confirmation lights.

Implementation Resources:

- For crash data and analysis to focus red-light-running enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- Safety projects developed as part of the LRSP are eligible for funding through the state's Highway Safety Improvement Program (HSIP) including enhanced enforcement.
- Contact local agencies that have deployed red-light-running confirmation lights:

City of Burnsville Public Works, Minnesota Engineering Department 100 Civic Center Parkway Burnsville, MN 55337

Phone: 952-895-4534

Richardson Police Department, Texas 140 North Greenville Ave.

Richardson, TX 75081 Phone: 972-744-4800

Burleigh County's Priority Strategy – Provide enhanced enforcement on local, at-risk locations for lane departure.

Description: To reduce lane departure severe crashes on rural paved roads, Burleigh County will be deploying infrastructure safety improvements (e.g., centerline rumble strips, edge line rumble strips, adding or widening edge lines, high visibility pavement markings) at select at-

risk corridors. To maximize the expected safety benefit of the road improvements, integrating increased enforcement presence at targeted at-risk locations and timeframes will reduce risky driver behaviors through strengthening the public's perceived risk of being stopped.

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- Work with NDDOT staff regarding specific design features of the system. Contact NDDOT Traffic Operations Section, Shawn Kuntz, 701-328-2673.
- Coordinate with local law enforcement to provide enhanced enforcement at local, at-risk locations for lane departure.
 - Based on crash data, identify timeframes for high crash risk (i.e., Saturday evening hours)
 - Ask for an agreement regarding minimum levels of enforcement (i.e., one hour per day at any of the equipped locations, target contacts per hour, etc.)

Implementation Resources:

- For crash data and analysis to focus lane departure enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- Safety project developed as part of the LRSP are eligible for funding through the state's Highway Safety Improvement Program (HSIP) including enhanced enforcement.
- See Section 5.4.7 for speed and aggressive driving implementation resources.

5.5 Traffic Safety Office Supporting Resources

Unless otherwise indicated, for technical assistance and supporting resources contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.

5.5.1 TSO Grant Program Application Process

The TSO solicits grant applications from eligible state and local agencies and for-profit and non-profit organizations that address North Dakota's problem solution plans or PSPs. PSPs reflect the state's greatest opportunities for behavioral safety improvement. Grant applications are due June 30th of each year and are evaluated based on: (1) response to identified problems, (2) proposed evidenced-based strategy, (3) clear objectives, (4) comprehensive evaluation plans, and (5) cost-effective budgets. Selected projects are included in TSO's Highway Safety Plan and once approved by NHTSA, grant contracts are generally effective October 1 through September 30th.

5.5.2 Technical Assistance

County Outreach Program

The TSO, in cooperation with the North Dakota Association of Counties, offers a county-based Traffic Safety Outreach program to provide advocacy and community mobilization, media support, public outreach, and training to address seat belt use, impaired driving, speeding, and distracted driving at the county level. County participants include law enforcement, transportation engineering, social services, public health, businesses, nonprofit agencies, faith-based agencies, media, and other entities.

5.5.3 Traffic Records/Crash Data

Traffic and Criminal Software or TraCS

The quality of traffic safety problem identification and decision making regarding effective safety strategies and their implementation is based on the quality and timeliness of crash data. Data is collected from officer crash reports at the time of the incident when a crash involves fatalities, injuries, or at least \$1,000 in property damage. NDDOT reviews the crash report and enters the data into a centralized database called the Crash Reporting System or CRS.

To assist law enforcement in providing timely, complete, and accurate crash reports, the NDDOT Traffic Safety Office (TSO) supports the installation of Traffic and Criminal Software or TraCS and provides technical assistance and training to local agency and tribal law enforcement to effectively deploy TraCS for in-the-field incident reporting. Local and tribal enforcement agencies are strongly encouraged to utilize the convenience of TraCS for the electronic submission of crash reports to the NDDOT. Key benefits to participating agencies and tribes are the reduced officer time and effort required for duplicate entry into local and state crash databases, reduced need for data entry resources and administrative support, as well as improving the overall quality and timeliness of the crash report.

Local Agency Crash Data Support

The Upper Great Plains Transportation Institute develops crash data summaries for each law enforcement agency under contract with the TSO for overtime enforcement supporting impaired driving and seat belt enforcement campaigns. The crash data summaries demonstrate the priority crash factors and trends within each local agency's jurisdiction.

Annual Crash Summary

The NDDOT annually publishes the Crash Summary to identify and describe the annual crash data and historical crash trends in North Dakota including the description of factors contributing to the occurrence of traffic crashes and the resulting injuries and fatalities. The Crash Summary is a valuable reference resource for local agencies and their safety partners for problem identification, safety strategy planning, targeted strategy implementation, program evaluation, and media inquiries.

http://www.dot.nd.gov/divisions/safety/docs/crash-summary.pdf

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