

2026-2029

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

BISMARCK, NORTH DAKOTA

www.dot.nd.gov

DIRECTOR

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December 2025

October 27, 2025

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2026-2029 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2026-2029 Final Statewide Transportation Improvement Program (STIP). It has been developed in accordance with the applicable guidance and regulations. The North Dakota Department of Transportation (NDDOT) takes a great deal of pride in overseeing and coordinating the development of our state's transportation system as it plays a vital role in enhancing economic competitiveness at the local, state, and national level.

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

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

It is our intent to present a financially constrained Final STIP based upon the best projections of federal funds and construction costs available at this time.



RONALD J. HENKE, PE, DIRECTOR

35/mw
Enclosure

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INTRODUCTION

In November of 2021 President Biden signed into law the “Investment and Jobs Act” (IIJA) which provides long-term funding for fiscal years 2022 through 2026. The IIJA Act replaces the expired “Fixing America’s Surface Transportation” (FAST) Act which provided funding for fiscal years 2016 through 2021. This STIP was planned with guidance from the IIJA.

The STIP is a four-year approved program of projects for fiscal years 2026, 2027, 2028 and 2029. The financial budget for these projects is financially constrained based on the projected federal funding levels provided by the IIJA. The federal apportionment is estimated at \$404, \$412, \$420, and \$428 million for fiscal years 2026 through 2029, respectively.

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

The STIP report and an Excel version of projects are also on the North Dakota Department of Transportation (NDDOT) web site at <http://www.dot.nd.gov/> by clicking on the Construction & Planning tab on the top of the page.

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

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

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

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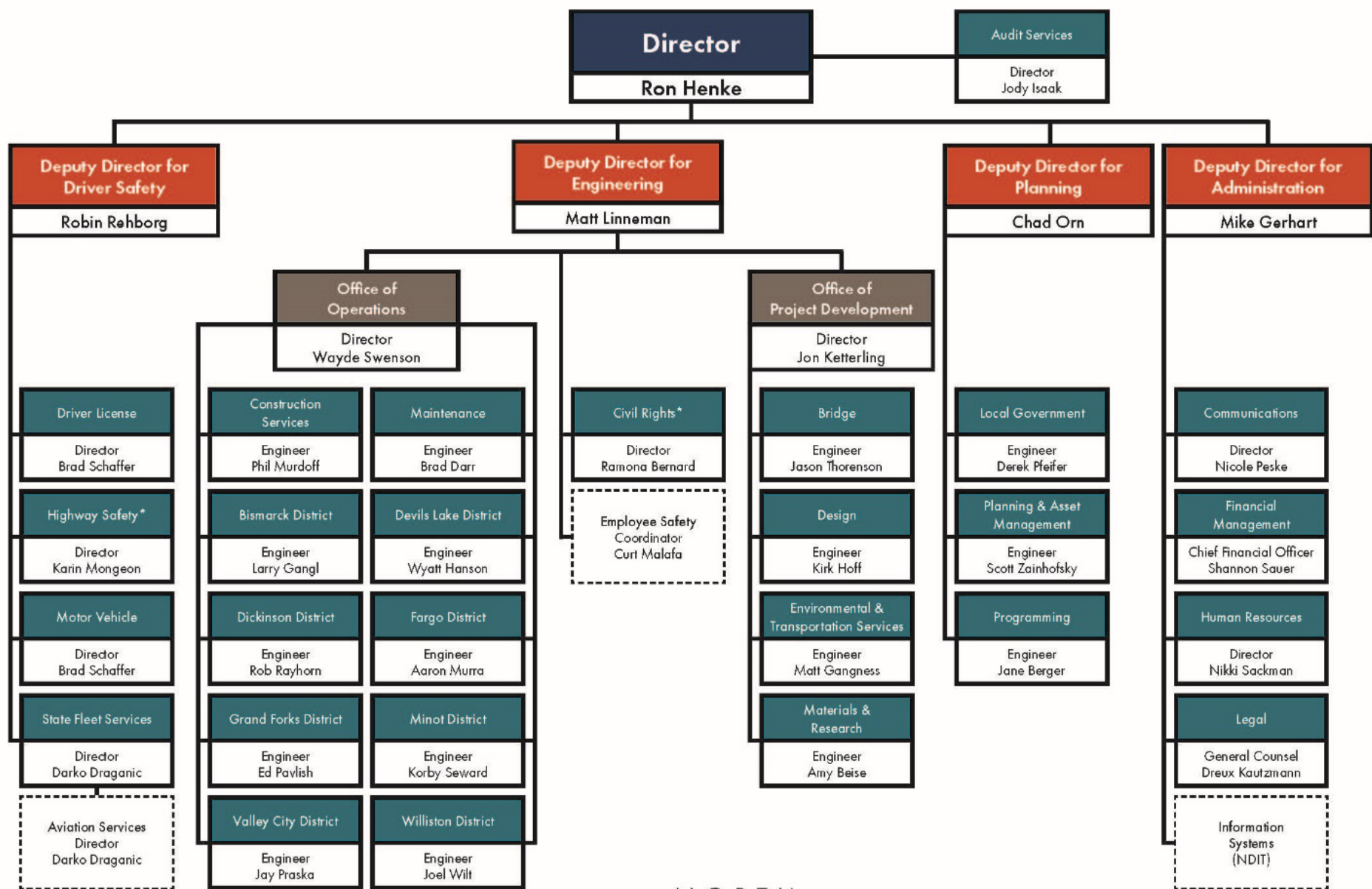
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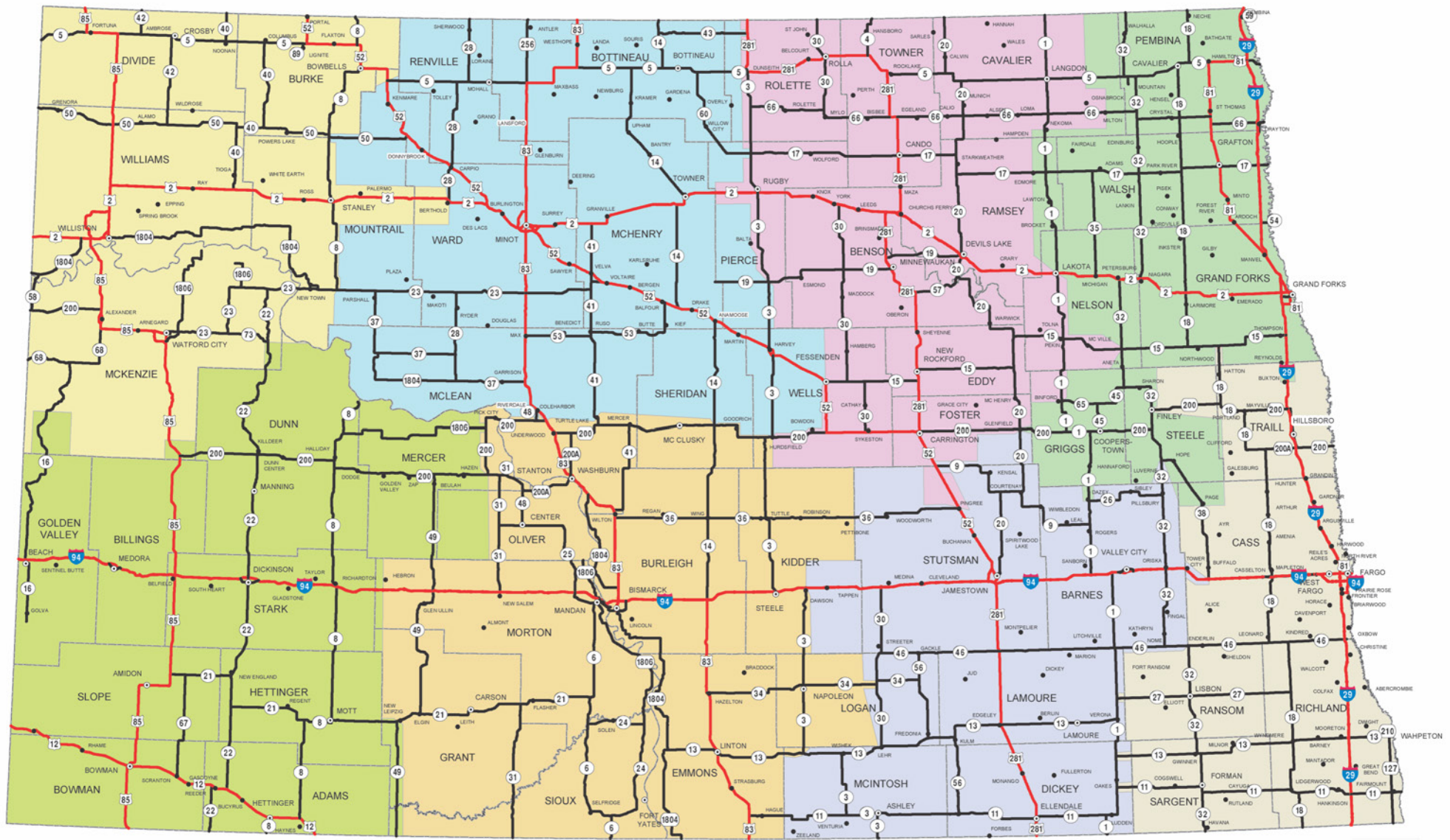


Michael Wilz
Assistant Programming Engineer



NORTH
Dakota | Transportation
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North Dakota Department of Transportation Districts



District 1 - Bismarck
218 South Airport Road
Bismarck, ND 58504-6003
701-328-6950

District 2 - Valley City
1524 Eighth Avenue SW
Valley City, ND 58072-4200
701 845-8800

District 3 - Devils Lake
316 Sixth Street SE
Devils Lake, ND 58301-3628
701-665-5100

District 4 - Minot
1305 Highway 2 Bypass East
Minot, ND 58701-7922
701 857-6925

District 5 - Dickinson
1700 Third Avenue West, Suite 101
Dickinson, ND 58601-3009
701 227-6500

District 6 - Grand Forks
1951 North Washington
P.O. Box 13077
Grand Forks, ND 58208-3077
701 787-6500

District 7 - Williston
605 Dakota Parkway West
P.O. Box 698
Williston, ND 58802-0698
701 774-2700

District 8 - Fargo
503 38th Street South
Fargo, ND 58103-1198
701 239-8900

STIP Development

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

North Dakota develops a Statewide Transportation Plan. The development of the 2026-2029 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2026-2029 STIP includes the Transportation Improvement Plans (TIPs) developed by designated Metropolitan Planning Organization (MPO) areas. The four MPOs in North Dakota are the Bismarck-Mandan MPO, Fargo-Moorhead Metropolitan Council of Governments, Grand Forks-East Grand Forks MPO, and the Central Dakota MPO (Minot area).

The NDDOT Local Government Division sends each area MPO the proposed urban/regional program for its review and comments. The MPOs are provided with a copy of the draft STIP, after which, each MPO submits their final TIP. The NDDOT, as the Governor's designee, and each respective MPO approve the TIPs prior to incorporating them into the STIP. The Metropolitan Planning Organization TIPs are incorporated into the STIP by reference. The federal aid projects have been included in the STIP. This facilitates citizens' review, so they are able to view the entire program in a single document.

In addition to Statewide Strategic Transportation Plan, the following items were considered in the development of the STIP:

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

Each of the eight NDDOT District Engineers identifies their priority projects for non-interstate and non-interregional systems in preparation for the annual STIP update. A committee, including the district engineers, establishes priority projects on the interstate and interregional systems. The district engineers populate the roadway segments and type of improvements with their project nominations, as well as recommendations for the construction year and, in some cases, estimated costs. They also prioritize their districts' projects based on the NDDOT Highway Performance Classification System (HPCS), public comments, and the investment strategies outlined below. The Urban priorities are developed through a cooperative effort between the NDDOT District Engineers, cities, and Metropolitan Planning Organizations. The NDDOT Local Government Division works with each county on the development of their county major collector priorities.

Once the district priorities have been submitted to the NDDOT Programming Division, available federal funding is divided between Interstate and Non-Interstate projects. Selection of projects on the National Highway System and the State Rural Highway System included use of the HPCS, investment strategies, Bridge Management System (BMS), the Pavement Management System

(PMS) and the Transportation Asset Management Plan (TAMP). The HPCS divides North Dakota highways into five categories: interstate, interregional corridors, state corridors, district corridors, and district collectors. Efforts are made to ensure that work is distributed throughout the state and that the types of work are related to the investment strategy.

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

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

The NDDOT has a performance-based Long-Range Transportation Plan (Transportation Connection) incorporating various scenarios that inform its performance measure targets. The NDDOT's annual investment strategy used in the development of the STIP is analyzed to ensure that the STIP supports the federal performance measure targets in compliance with Section 450 Subpart B—Statewide and Nonmetropolitan Planning and Programming of the US Code of Federal Regulations. This STIP supports the federal pavement, bridge, freight and system reliability targets. <https://www.dot.nd.gov/dotnet2/view/dotdashboard.aspx>

Public Involvement Process

In August of each year, the NDDOT distributes news releases to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public of the Transportation Alternatives (TA) application process and how to locate TA information on the NDDOT web site.

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

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

NDDOT representatives also attend the North Dakota Association of Counties annual meeting in October and present an outline of the STIP process and projects for the upcoming year. The

NDDOT distributes a news release to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public the NDDOT has begun prioritizing the construction projects for the next year. This news release also names the NDDOT district points of contact should anyone have any questions or concerns regarding the STIP and directs the public to the NDDOT web site.

In the spring of each year, the NDDOT Local Government Division submits the proposed list of urban regional projects (state highway projects within the urban city limits) to the four North Dakota MPOs and the urban cities.

Usually, the NDDOT distributes a spring news release, tailored to each district, as well as to statewide media, including all North Dakota daily and weekly newspapers and broadcast media outlets. The news release identifies the major projects in each district.

The FHWA and NDDOT arrange individual meetings with all local tribal entities to discuss the upcoming projects and/or any concerns that the tribal entities may have in their respective areas, and to remind them of the STIP process.

The draft STIP is submitted to FHWA and FTA for review at the same time it is distributed for public comment. Comments regarding the draft STIP will be published in the final STIP.

A news release advising that the draft STIP is available to the public for review and comment is distributed to all daily and weekly newspapers and broadcast media outlets statewide. A copy of the draft STIP is placed on the NDDOT website for viewing. Comments are due within one month of publication of the draft STIP.

Notification of the STIP is sent to the Bismarck-Mandan MPO, Fargo-Moorhead Metropolitan Council of Governments, Grand Forks-East Grand Forks MPO and Central Dakota MPO; the South Dakota Department of Transportation central office; the Montana Department of Transportation central office; the Minnesota Department of Transportation (MNDOT) central office, the MNDOT Detroit Lakes and Bemidji district offices; the North Dakota Indian Affairs Commission, the North Dakota Tribal Council chairperson and the Tribal Transportation Planner at each of the five North Dakota reservations; and the Bureau of Indian Affairs (BIA) at Aberdeen, South Dakota.

The following comments were offered:

FTA Comments – 2026-2029 Draft STIP

Comment: Please update the approval letter to David Beckhouse, Deputy Regional Administrator for FTA.

Response: The approval letter has been updated.

Comment: The FTA funding tables for Bismarck, Grand Forks, and Fargo are not matching the TIP's. There are also duplicative amounts in the funding tables that need to be corrected.

Response: The funding tables for Bismarck, Grand Forks and Fargo are updated to match the TIP's. The federal funding tables in the draft STIP did not match the TIPs because the NDDOT did not have the TIP projects prior to publishing our draft STIP. The duplicate amounts in the funding tables have been corrected.

FHWA Comments – 2026-2029 Draft STIP

Page 1 Introduction – Several projects do not match the MPO TIPs - continue to coordinate with the MPOs on projects included in their TIPs 23 CFR 450.328(b).

Response: Comment noted.

Page 10 Definitions – Under Map Key, last sentence: 2025 should be 2026.

Response: Updated

Bismarck District

Map Key 1051-1052 – Is 1052 a duplicate of 1051.

Response: Map key 1052 was a duplicate entry and will be corrected for the final STIP.

PCN 23645 - MPO TIP shows the total cost \$1,433,525

Response: This project was moved to FY 2025 to use year end funding so it will be removed from the STIP.

PCN 23644 - MPO TIP shows the total cost \$234,620

Response: This project was moved to FY 2025 to use year end funding so it will be removed from the STIP.

Map Key 1056 – BisMan MPO TIP shows no funding for this category in the 2026-2029 TIP.

Response: The STIP will be updated.

Map Key 1057 – BisMan MPO TIP shows a higher amount.

Response: The STIP will be updated.

Map Key 1057 – Not included in the BisMan MPO TIP.

Response: The project was prioritized by the MPO and submitted to NDDOT as a request for 2027 funding. The MPO request was approved. The MPO was notified of the selection and DOT requested the project be added to the TIP. NDDOT will follow up with the MPO on this issue.

Map Key 1112 – BisMan MPO cost is \$2,187,846

Response: The STIP will be updated to reflect the updated project cost.

Grand Forks

PCN 24028 – MPO TIP lists the cost as \$8,512,604

Response: There appears to be an error with this comment. The MPO TIP shows a cost of \$1,657,392 for PCN 24028 NB.

PCN 22786 – Why is this shown in the Rural section instead of the Urban section?

Response: Projects are shown according to the NDDOT program area they are funded through. In this case, interstate projects are not funded by the Urban Program but by the overall state program which is shown as rural on the STIP categories.

PCN23903 - MPO TIP cost is \$138,435

Response: There appears to be an error with this comment. The MPO TIP shows a cost of \$125,846 for PCN 23903 which correlates to the STIP cost of \$126 because the STIP costs are shown in thousands.

Map Key 6046 - TIP shows \$114

Response: The STIP will be updated

Map Key 6046 - TIP shows a higher value \$1,805,170

Response: The STIP will be updated

Map Key 6217 & 6218 – MPO lists N and S bound as 1 project

Response: There appears to be an error with this comment. The MPO TIP shows 2 projects. Please see MPO ID #120006a & 120006b.

Missing - Missing MPO project 124015

Response: The STIP will be updated

PCN 23740 - MPO TIP shows cost is \$104,000

Response: There appears to be an error with this comment. The MPO TIP shows a cost of \$108,160 for this project. Please see MPO ID #124021

Missing - MPO project PCN 24584 and 24422

Response: The final STIP will be updated to add PCN 24584. PCN 24422 does not have construction funding identified at this time so that phase is therefore not included in the STIP.

PCN 23333 - MPO TIP cost is \$4,469,000

Response: There appears to be an error with this comment. The MPO TIP shows a cost of \$10,116,890 for PCN 23333 under ID #120005.

Williston

PCN23483 – What is the Federal funding portion using?

Response: The federal funding is coming from a federal Rural Surface Grant.

Fargo

Map Key 8052 - MPO TIP shows the cost as \$1,779,920 and is minor rehabilitation including shoulder repair.

Response: NDDOT will work with the MPO to have the TIP revised.

PCN 24427 – Delete project

Response: This project will be removed for the final STIP.

PCN 23773 – MPO TIP shows cost is \$55,000

Response: Minor rounding difference with STIP showing costs in nearest thousand.

Map Key 8033 - Location, cost, and Work Type do not match the MPO TIP

Response: Location and cost will be updated in the STIP. Work type matches.

PCN 24234– Not in MPO TIP

Response: This project is not located in the MPA so it does not need to be in the TIP. This project is located in Wahpeton.

PCN 24429– MPO TIP cost is \$3,400,000

Response: The STIP will be updated to reflect the revised TMA cost estimate.

Map Key 8152 - Not in MPO TIP

Response: This project is not located in the MPA so it does not need to be in the TIP. This project is located in Wahpeton.

PCN 24450 - Not in MPO TIP

Response: This project is not located in the MPA so it does not need to be in the TIP. This project is located in Wahpeton.

PCN 23596 - MPO TIP cost \$5,839,934

Response: The STIP will be updated

Map Key 8316 - Not in MPO TIP

Response: This project is not located in the MPA so it does not need to be in the TIP. This project is located in Wahpeton.

Missing from MPO TIP:

4260006 Drain 27 Shared Use Path \$1,297,000

Missing MPO TIP Project 4260007 Deer Creek Area Shared Use Path \$580,000

Missing MPO TIP Project 3260008 Beaton Drive \$523,965

Response: The STIP will be updated

PCN 24118 - MPO TIP cost is \$705,000

Response: The STIP will be updated.

PCN 23283 - MPO TIP shows \$1,000,000 total cost

Response: There appears to be an error with this comment. The MPO TIP shows a cost of \$3,082,000 for PCN 23283 under ID #123021.

Programs

Page 67 Third Sentence, first paragraph – 2028 and 2029 should state 2027-2029.

Response: The STIP will be updated.

Page 67 First Sentence, under County Roads and Bridges – Clarification, bridges NOT on the federal aid system are also eligible for federal funds, and if BFP funds are used, the federal share is at 100%.

Response: The off system bridge funding is discussed in the following paragraph as well as the BFP program description.

2026 program summary

Missing – FTF funds

Response: FTF funds are not anticipated to be used in 2026

Public Comments

Scott Weinlaeder, Weinlaeder Seed Company

I am writing to personally request consideration for a new on-ramp and off-ramp along Interstate 29 at 71 st Street NE, near Acton Township in Walsh County. As a resident of this area, I have witnessed firsthand the challenges and risks associated with limited access to the interstate, especially for agricultural operations and transportation logistics. This infrastructure improvement would significantly enhance the efficiency and economic viability of agricultural operations in our region.

One of the most significant concerns is the reliance on a single access route that includes a bridge and a state-owned frontage road. This road is currently in poor condition and presents a serious safety concern. There was recently an accident on this frontage road, and I am concerned that without timely improvements, the likelihood of another incident potentially resulting in serious injury will only increase. If this road is closed due to deterioration or bridge failure, the only alternative access points are the Drayton and Grafton interchanges, which are approximately 10 miles apart. This gap creates significant delays and logistical challenges for agricultural transport and emergency response, forcing traffic onto gravel roads and placing additional pressure on township infrastructure that is not equipped to handle the volume or weight of diverted truck traffic. Many of these townships lack the resources to maintain roads under such strain, increasing the risk of further damage and safety hazards.

A new interchange at 71 st Street NE would not only improve safety and reduce travel time, but it would also eliminate disruptions during flooding events, which have historically impacted access in this region. The addition of this interchange would provide a reliable and resilient route for local residents, agricultural producers, and trucking companies. One example of the impact is Weinlaeder Seed a family-owned seed conditioning and food ingredient facility located in Drayton, ND. Weinlaeder has been serving farmers across the U.S. and Canada since 1975, offering advanced seed cleaning, conditioning, packaging, and shipping services. Their operations depend on reliable and efficient transportation to move high-quality seed products to customers nationwide. Weinlaeder Seed handles approximately 7,000 truckloads per year, transporting products to distributors, suppliers, and farmers. A new interchange would significantly improve logistics for Weinlaeder and the many trucking companies that support their business. I understand that the North Dakota Department of Transportation is currently accepting public comments on the draft 2026-2029 Statewide Transportation Improvement Program (STIP). I respectfully ask that a feasibility study be initiated to evaluate the potential for a new interchange at 71st Street NE. This project would align with NDDOT's goals of improving rural connectivity, supporting economic development, and enhancing roadway safety.

If needed, I am able to provide supporting documentation, including photographs, to further illustrate the current road conditions and infrastructure concerns. Thank you for your time and consideration. I would be happy to provide additional information or discuss this request further.

Response: Thank you for taking the time to comment on the draft STIP. Interchanges are significant and expensive investments. Constructing an interchange as a mitigation alternative for a poor frontage road is not feasible. The traffic and need to warrant an interchange is substantial and the proposed location already has an existing interchange located both 2 miles north and 2 miles south of it. The NDDOT's Traffic Operations Manual notes that interchanges are considered for analysis when the minor road's daily traffic exceeds 8000 vehicles and this roadway does not approach that. That frontage road is the responsibility of the township and we encourage you to discuss your concerns with them.

LEGEND

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

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

Projects are assigned a unique map key number and are located on the maps by color corresponding to improvement type. The pages in the STIP list the information below:

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

Definitions

| | |
|-----------------------------------|--|
| Advance Construction | Funding mechanism that allows projects to be funded with Federal-aid dollars at a later date. |
| Apportionment | The distribution of federal funds as prescribed by a statutory formula. It establishes an upper limit of available funds. Funds not used in the year they were distributed carryover from year to year. |
| Funding Source | An alpha code is used to designate which category of federal funds or state funds will be used with each funding source. |
| HTMCG | High Tension Median Cable Guardrail. |
| Illustrative | Projects scheduled if specific funds are received. |
| Maintenance | Work which would include concrete pavement repair (CPR), joint seal replacement, drainpipe repairs, seal coats, slurry seals, striping, etc. |
| Map Key | Every project in the STIP is assigned a unique four-digit map key. The first digit represents the district where the work will occur. The second digit indicates the fiscal year of the project, with 0 representing the current STIP year. The last two digits are a unique number assigned sequentially to each project within a year of each district. In summary, map key 1014 means it is a project in the Bismarck District within the current STIP or fiscal year of 2026 and it is the 14 th project in 2026. |
| Miscellaneous Improvements | Construction of new buildings or preservation or reconstruction of existing buildings, and other building, construction, or rehabilitation of transportation related projects funded with Transportation Alternatives funds; such as depots, trail facilities, etc. Activities in this category would also be those activities constructed off the traveled roadway but within or near the right-of-way intended to either improve the roadside environment right-of-way or provide for alternative modes of transportation; such as, bikeways, drainage repair, fencing, etc. |
| Municipal | Any construction activities within the urban city limits (new construction, reconstruction, surfacing, curb & gutter, structural, etc.) |
| New Construction | Constructing a new highway on a new location or corridor, example is new grading. |

| | |
|---------------------------------------|--|
| Obligational Limitation | This is the total amount of federal funds that may be obligated in a year. The purpose is to limit highway spending each year. It is provided by an Appropriations Act by Congress. These funds must be obligated by the end of the fiscal year they were provided or they are returned to FHWA. |
| Pending | Projects designed as pending; shown with a P, are projects that are programmed for the pending fiscal year shown. These are the first projects that would be shifted to the following fiscal year if Congress does not provide sufficient obligation authority. |
| Reconstruction | Regrading or restoring the roadbed and surface or widening an existing roadbed on the existing highway location. |
| Regionally Significant | The construction of a new interstate interchange, adding capacity to the Interstate (Adding additional lanes) or creating new roadways on new alignments. |
| Risk-Based Project Involvement | A risk-based approach by FHWA to select projects or phases of a project with which FHWA will be involved. A list of projects will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of projects is available upon request. |
| Safety | Work activities that would provide for improved traffic control operations, guidance, upgrading of obsolete roadside features, or improvement of roadside geometrics related to safety. |
| Structural | Construction of new structures or reconstruction of existing structures or structural features; such as, substructure, piers and bridge rails. |
| Surfacing | Placing asphalt or concrete on a previous surface or roadbed includes Portland Cement Concrete (PCC), Hot Bituminous Pavement (HBP), milling, grinding, etc. |

FUNDING SOURCES

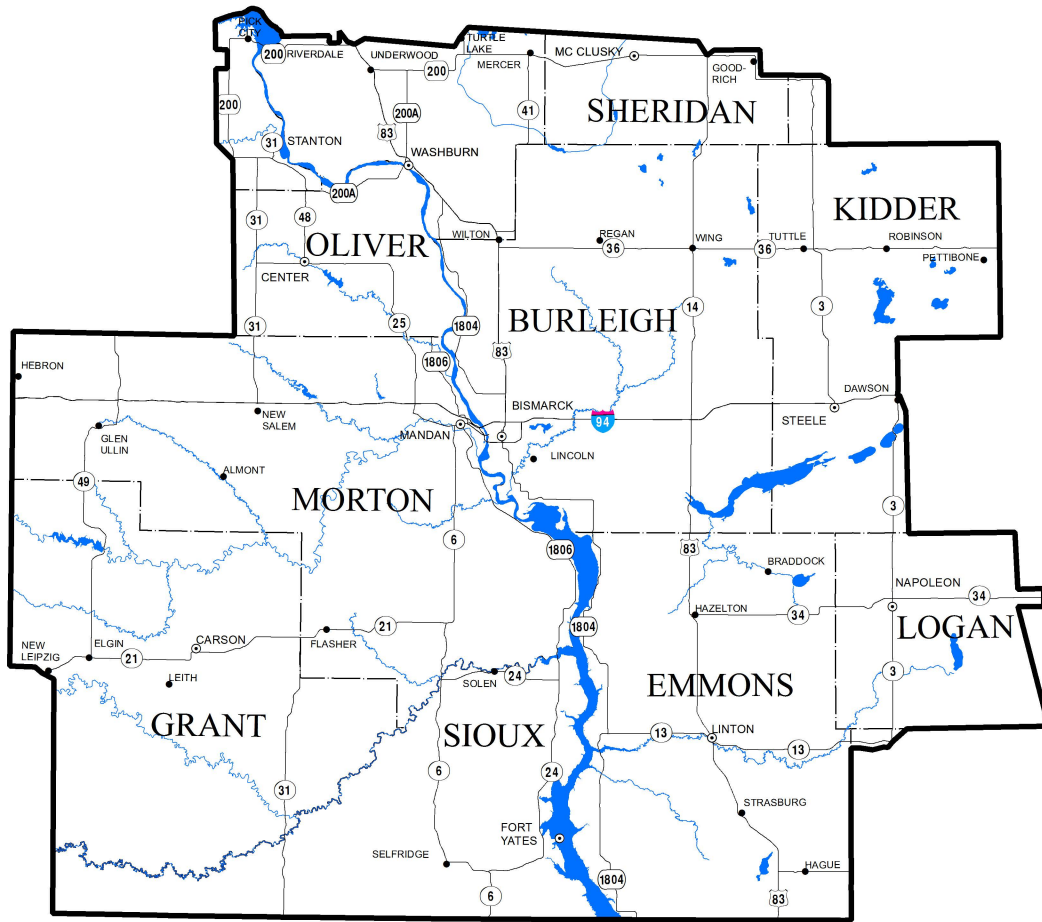
| PROJECT PREFIX | | |
|----------------|---|---|
| IM | = | Interstate Maintenance - State Project |
| NH | = | National Highway System - State Project |
| NHU | = | National Highway System - State Urban Project |
| AC | = | Advance Construction |
| SS | = | Non-National Highway System - State Rural Project |
| SU | = | Non-National Highway System - State or City Urban Project |
| CPU | = | Non-National Highway System - City Urban Project |
| STP | = | Transportation Improvement - Non-National Highway System - State Rural Project |
| STU | = | Transportation Improvement - Non-National Highway System State or City Urban Project |
| SC | = | Non-National Highway System - County Rural Project |
| BRI | = | Bridge Replacement - State Project - Interstate System |
| BRN | = | Bridge Replacement - State Project - National Highway System |
| U-BRN | = | Urban Bridge Replacement - State Project - National Highway System |
| BRS | = | Bridge Replacement - State Project - Non-National Highway System |
| BRU | = | Bridge Replacement - State or City Urban Project - Non-National Highway System |
| BRC | = | Bridge Replacement - County Project - Non-National Highway System |
| BRO | = | Bridge Replacement - County Off-System Project |
| HRR | = | High Risk Rural Roads - State Safety Project – Non-National Highway System |
| HEN | = | High Hazard Elimination - State Safety Project - National Highway System |
| SHE | = | High Hazard Elimination - "Small" State Safety Project - National Highway System |
| HES | = | High Hazard Elimination - State Safety Project - Non-National Highway System |
| HEU | = | High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System |
| HEC | = | High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector) |
| HEO | = | High Hazard Elimination - County Off-System Safety Project |
| HLS | = | High Hazard Elimination - State Safety Project |
| HLU | = | High Hazard Elimination - Urban Safety Project |
| HLC | = | High Hazard Elimination - County Safety Project |
| RSN | = | Railroad Crossing Hazard Elimination - State Safety Project - National Highway System |
| RSS | = | Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System |
| RSU | = | Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System |
| RSC | = | Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector) |
| RSO | = | Railroad Crossing Hazard Elimination - County Off-System Safety Project |
| RPN | = | Railroad Crossing Protection Device - State Safety Project - National Highway System |
| RPS | = | Railroad Crossing Protection Device - State Safety Project - Non-National Highway System |
| RPU | = | Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System |
| RPC | = | Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector) |
| RPO | = | Railroad Crossing Protection Device - County Off-System Safety Project |
| TAU | = | Transportation Alternatives - State or City Urban Project – National or Non-National Highway System |
| TAC | = | Transportation Alternatives - County Project - Non-National Highway System |
| TCAP | = | Transit - Section 5339 Bus & Bus Facilities |
| TE/D | = | Transit - Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities |
| TPL | = | Transit - Section 5303/4 Metropolitan and Statewide Planning |
| TRUR | = | Transit - Section 5311 Formula Grants for other than Urbanized Areas |
| TURB | = | Transit - Section 5307 Urbanized Area Formula Program |
| FHS | = | Forest Highway - State Project |
| FHC | = | Forest Highway - County Project |
| FHO | = | Forest Highway - County Off-System Project |
| BGR | = | BUILD Grant Program - Projects funded using the BUILD Transportation Grant Program |
| INF | = | INFRA Grant Program - Projects funded using the INFRA Grant Program |
| RCE | = | RCE Grant Program - Projects funded using the Railroad Crossing Elimination Grant Program |
| RAI | = | RAISE Grant Program – Projects funded using the RAISE Grant Program |
| FTF | = | Flexible Transportation Fund |
| TBD | = | Project Funding will be determined at a future date |
| ROM | = | Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD) |
| SER | = | State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program |
| UGP | = | Urban Grant Program - Projects funded using the Urban Grant Program |
| CVD | = | COVID Relief Program - Projects funded using the COVID Relief Program |
| TRP | = | Transportation Research Innovation Projects – State projects using innovation |
| CRP | = | Carbon Reduction Program – Projects funded using the Carbon Reduction Program |
| NEVI | = | National Electric Vehicle Infrastructure |

North Dakota Roadway Miles per District and HPCS

| | Interstate | Interregional | State Corridor | District Corridor | District Collector | TOTAL |
|--------------|---------------|---------------|-------------------|----------------------|-----------------------|---------------|
| Bismarck | 224.8 | 214.3 | 224.3 | 348.2 | 353.5 | 1365.1 |
| Valley City | 212.2 | 114.5 | 194.9 | 272.1 | 186.7 | 980.4 |
| Devils Lake | 0 | 376.0 | 176.4 | 506.7 | 86.5 | 1146.6 |
| Minot | 0 | 450.2 | 186.7 | 121.9 | 394.4 | 1153.2 |
| Dickinson | 194.6 | 211.2 | 177.1 | 205.2 | 210.9 | 999.0 |
| Grand Forks | 198.9 | 147.7 | 219.1 | 348.9 | 74.7 | 986.5 |
| Williston | 0 | 421.9 | 238.0 | 303.4 | 95.5 | 1058.8 |
| Fargo | 311.2 | 65.8 | 271.4 | 222.7 | 33.6 | 904.7 |
| TOTAL | 1141.7 | 2001.6 | 1687.9 | 2327.3 | 1435.8 | 8594.3 |

Bismarck District

District 1



Larry Gangl, District Engineer
North Dakota Department of Transportation
218 South Airport Road
Bismarck, ND 58504-6003
Phone: (701) 328-6950

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

| | | | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|------|--------|------|------|-----|-------------------------------------|--------|---|-------|-------|-------|----------------|-------|--|--|--|
| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | | | |
| Key Source | | | | CMC | | | | | Cost | Fund | Fund | Fund | Fund | | | |
| Fiscal Year: 2026 | | | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | | | |
| 24037 | 1001 | NH | | 3 | N | W JCT 13 N TO JCT 34 | 17.7 | Chip Seal Coat, Micro Mill | 1381 | 1118 | 263 | 0 | 0 | | | |
| 24264 | 1059 | NH | | 3 | N | TUTTLE N TO W JCT 200 | 21.1 | Chip Seal Coat | 1226 | 992 | 234 | 0 | 0 | | | |
| 24264 | 1060 | NH | | 3 | N | W JCT 200 E TO HURDSFIELD | 2.0 | Chip Seal Coat | 116 | 94 | 22 | 0 | 0 | | | |
| 23843 | 1061 | NH | | 21 | E | W JCT 49 E TO JCT 31 | 33.8 | Chip Seal Coat | 1960 | 1586 | 374 | 0 | 0 | | | |
| 23843 | 1062 | NH | | 21 | E | JCT 31 E TO JCT 6 | 18.9 | Chip Seal Coat | 1096 | 887 | 209 | 0 | 0 | | | |
| 24262 | 1063 | SS | | 24 | N | CANNONBALL CORNER TO JCT ND 6 | 15.1 | Chip Seal Coat | 877 | 710 | 167 | 0 | 0 | | | |
| 23575 | 1003 | SS | | 31 | N | STATE LINE TO ND 21 | 35.2 | Chip Seal Coat, Micro Mill | 2747 | 2223 | 524 | 0 | 0 | | | |
| 24261 | 1064 | SS | | 36 | E | JCT ND 3 E TO CO LN | 23.3 | Chip Seal Coat | 1351 | 1093 | 258 | 0 | 0 | | | |
| 24096 | 1005 | NH | | 83 | N | STATE LINE N TO LINTON - S JCT 13 | 24.9 | Chip Seal Coat, Micro Mill | 1984 | 1606 | 378 | 0 | 0 | | | |
| 24743 | 1075 | IM | | 94 | E | MIDAWY TO E OF JCT US 83 | 6.8 | Microsurfacing | 1750 | 1575 | 175 | 0 | 0 | | | |
| 22958 | 1009 | IM | | 94 | W | E OF BIS INTR TO E OF MENOKEN INTR | 9.8 | Fencing, PCC Pave | 31971 | 28774 | 3197 | 0 | 0 | | | |
| 24744 | 1076 | IM | | 194 | E | EAST MIDWAY INTR TO START 810 | 1.1 | Microsurfacing | 300 | 270 | 30 | 0 | 0 | | | |
| 23911 | 1010 | SS | | 1804 | N | ND 1804 - VARIOUS LOCATIONS | 1.9 | Culvert Rehab | 775 | 627 | 148 | 0 | 0 | | | |
| Subtotal | | | | | | | | | 47534 | 41555 | 5979 | 0 | 0 | | | |
| Urban | | | | | | | | | | | | | | | | |
| 24403 | 1013 | NHU | | 94 | E | BIS EXPY (MAIN TO END OF ASPHALT) | 0.1 | Microsurfacing, Pave Mark | 130 | 105 | 12 | 13 | 0 | | | |
| 24745 | 1072 | NHU | | 810 | E | ND 810 (MEM HWY/I-94B-EXPY BRIDGE) | 0.9 | Microsurfacing | 196 | 158 | 18 | 20 | 0 | | | |
| 24404 | 1014 | NHU | | 810 | E | BIS EXPY (12TH ST TO MAIN) | 2.6 | Microsurfacing, Pave Mark | 1492 | 1208 | 135 | 149 | 0 | | | |
| 23859 | 1016 | NHU | | 981 | N | WASHINGTON(BURLEIGH-DRAINAGE DITCH) | 1.1 | Widening, Reconstruction | 18511 | 2323 | 0 | 14011 | 2177 | | | |
| 24136 | 1017 | UGPCPU | | 988 | E | 1ST ST NW, 5TH AV NW, 4TH AV NW | 0.3 | Reconstruction, Bikeway/Walkway, Storm Sewer, | 4461 | 2356 | 0 | 2105 | 0 | | | |
| 24405 | 1018 | NHU | | 1804 | N | BIS EXPWY TO 48TH AVE | 4.0 | Microsurfacing, Pave Mark | 2173 | 1759 | 197 | 217 | 0 | | | |
| | 1073 | RTP | | | | 66TH ST SE(SANTEE RD-S OF HUMBERT) | 0.0 | Bikeway/Walkway | 130 | 104 | 0 | 26 | 0 | | | |
| Subtotal | | | | | | | | | 27093 | 8013 | 362 | 16541 | 2177 | | | |
| Bridge | | | | | | | | | | | | | | | | |
| 23341 | 1065 | | | 13 | E | 7 WEST OF US 83 | 0.0 | Jt Repair | 390 | 316 | 74 | 0 | 0 | | | |
| | 1066 | | | 94 | E | 5 EAST OF ND 25 | 0.0 | Structur Repair | 500 | 450 | 50 | 0 | 0 | | | |
| 23769 | 1032 | IM | | 94 | E | 2 WEST OF US 83 NORTH | 0.0 | Approach Slabs, Spall Repair, Expan Joint Mod | 520 | 468 | 52 | 0 | 0 | | | |
| 23769 | 1034 | IM | | 94 | E | 11 EAST OF US 83 NORTH | 0.0 | Deck Overlay, Approach Slabs, Spall Repair, Structure Items | 780 | 702 | 78 | 0 | 0 | | | |
| 23769 | 1067 | | | 94 | E | 6 WEST OF US 83 SOUTH | 0.0 | Deck Overlay, Approach Slabs, Spall Repair | 550 | 495 | 55 | 0 | 0 | | | |
| 23769 | 1068 | | | 94 | E | 3 WEST OF US 83 SOUTH | 0.0 | Struct/Incid | 6 | 5 | 1 | 0 | 0 | | | |
| | 1069 | | | 94 | W | 5 EAST OF ND 25 | 0.0 | Structur Repair | 500 | 450 | 50 | 0 | 0 | | | |
| 23341 | 1071 | | | 200 | E | 6 NORTH OF 200A | 0.0 | Jt Repair, Spall Repair | 260 | 210 | 50 | 0 | 0 | | | |
| Subtotal | | | | | | | | | 3506 | 3096 | 410 | 0 | 0 | | | |
| Transportation Alternatives | | | | | | | | | | | | | | | | |
| 23925 | 1050 | TAC | | | | ND 24, JCT CMC 4320, N FOR 1.5 MI | 0.0 | Bikeway/Walkway | 1810 | 1465 | 0 | 345 | 0 | | | |
| 24407 | 1051 | TAU | | | | 8TH AVE NW - MANDAN TRAIL | 0.0 | Bikeway/Walkway | 484 | 392 | 0 | 92 | 0 | | | |
| Subtotal | | | | | | | | | 2294 | 1857 | 0 | 437 | 0 | | | |
| Safety | | | | | | | | | | | | | | | | |
| 23697 | 1054 | HEN | | | | I-94B & 23RD AVE W/CO 10 | 0.0 | Grade, Aggr Base, Hot Bit Pave, Lighting | 3700 | 3330 | 370 | 0 | 0 | | | |
| Subtotal | | | | | | | | | 3700 | 3330 | 370 | 0 | 0 | | | |
| Transit | | | | | | | | | | | | | | | | |
| | 1057 | TURB | | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Prev Maint | 3998 | 2407 | 410 | 1181 | 0 | | | |

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

| | | | | | | | (In Thousands) | | | | |
|-----------------|------|------|---------|-------------------------|--------|------------|----------------|--------------|-------------|--------------|-------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | |
| Transit | | | | | | | | | | | |
| 1058 TURB | | | | BISMARCK-CITYWIDE-5310 | 0.0 | TR Capital | 1194 | 861 | 0 | 333 | 0 |
| 1074 TURB | | | | BISMARCK- CITYWIDE-5339 | 0.0 | TR Capital | 891 | 755 | 0 | 136 | 0 |
| Subtotal | | | | | | | 6083 | 4023 | 410 | 1650 | 0 |
| Total | | | | | | | 96710 | 67134 | 8121 | 19278 | 2177 |

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

| | | | | | | | | | | (In Thousands) | | | | |
|------------------------|----------|------|---------|---------------------------------------|--------|------------------------------|------------|----------|------------|----------------|------------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Fiscal Year: 2027-2029 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| | 1122 NH | | 3 | N JCT 34 N TO I-94 DAWSON | 25.6 | Chip Seal Coat | 1544 | 1250 | 294 | 0 | 0 | | | |
| | 1123 NH | | 13 | E JCT 1804 E TO LINTON | 12.8 | Chip Seal Coat, Micro Mill | 1037 | 839 | 198 | 0 | 0 | | | |
| | 1124 NH | | 13 | E LINTON E TO W JCT 3 | 22.6 | Chip Seal Coat, Micro Mill | 1835 | 1485 | 350 | 0 | 0 | | | |
| | 1125 SS | | 14 | N I-94 N TO WING | 21.3 | Chip Seal Coat | 1283 | 1038 | 245 | 0 | 0 | | | |
| | 1126 SS | | 34 | E HAZELTON E TO NAPOLEON | 26.1 | Chip Seal Coat | 1573 | 1273 | 300 | 0 | 0 | | | |
| 24038 | 1127 SS | | 34 | E NAPOLEON TO JCT ND 30 | 19.0 | Chip Seal Coat, Micro Mill | 1538 | 1245 | 293 | 0 | 0 | | | |
| | 1128 SS | | 49 | N HEART BUTTE DAM N TO GLEN ULLIN | 19.2 | Chip Seal Coat | 1155 | 935 | 220 | 0 | 0 | | | |
| | 1129 SS | | 49 | N GLEN ULLIN E & N TO CO LN | 14.6 | Chip Seal Coat | 881 | 713 | 168 | 0 | 0 | | | |
| 23810 | 1130 IM | | 94 | E E OF MENOKEN INTR E TO STERLING | 10.4 | PCC Pave | 39520 | 35568 | 3952 | 0 | 0 | | | |
| 24732 | 1131 IM | | 94 | WEAST GECK INTR E TO E NEW SALEM | 14.7 | CPR, Grinding, Hot Bit Pave | 11633 | 10470 | 1163 | 0 | 0 | | | |
| | 1132 NH | | 200 | E JCT 1806 TO N JCT 83 | 18.9 | Chip Seal Coat | 1141 | 923 | 218 | 0 | 0 | | | |
| | 1133 SS | | 1804 | N WEST LINTON ND 13 N TO HAZELTON JCT | 17.0 | Chip Seal Coat, Micro Mill | 1378 | 1115 | 263 | 0 | 0 | | | |
| | 1134 NH | | 1806 | N I-94 NORTH APPROX 10.845 MILES | 10.8 | Chip Seal Coat | 651 | 527 | 124 | 0 | 0 | | | |
| | 1211 SS | | 11 | E JCT 83 E CO LN | 9.0 | Chip Seal Coat, Micro Mill | 761 | 616 | 145 | 0 | 0 | | | |
| | 1212 SS | | 14 | N WING N TO 1 MI S CO LN | 12.2 | Chip Seal Coat | 765 | 619 | 146 | 0 | 0 | | | |
| | 1213 SS | | 14 | N 1 MI S CO LN N TO JCT ND 200 | 12.3 | Chip Seal Coat | 771 | 624 | 147 | 0 | 0 | | | |
| 24733 | 1214 IM | | 94 | E EAST GECK INTR E TO E NEW SALEM | 14.7 | CPR, Grinding, Hot Bit Pave | 12100 | 10890 | 1210 | 0 | 0 | | | |
| 23811 | 1215 IM | | 94 | WE OF MENOKEN INTR E TO STERLING | 10.4 | PCC Pave | 41101 | 36991 | 4110 | 0 | 0 | | | |
| | 1216 NH | | 200 | E JCT 200A N TO JCT 1806 | 12.2 | Chip Seal Coat | 764 | 618 | 146 | 0 | 0 | | | |
| | 1217 NH | | 200 | E E JCT 41-MERCER-E TO MCCLUSKY | 13.6 | Chip Seal Coat | 850 | 688 | 162 | 0 | 0 | | | |
| | 1218 NH | | 200 | E MCCLUSKY E TO JCT 14 | 9.2 | Chip Seal Coat | 577 | 467 | 110 | 0 | 0 | | | |
| | 1219 IM | | 200 | E JCT 14 E TO W JCT 3 | 15.8 | Chip Seal Coat | 995 | 805 | 190 | 0 | 0 | | | |
| | 1322 NH | | 6 | N JCT 21 N TO HEART RIVER-MANDAN | 24.5 | Chip Seal Coat | 1600 | 1295 | 305 | 0 | 0 | | | |
| | 1323 SS | | 24 | N N OF FT YATES TO JCT 1806 | 19.8 | Chip Seal Coat | 1293 | 1046 | 247 | 0 | 0 | | | |
| | 1324 SS | | 25 | N JCT I-94 N TO JCT 48 - CENTER | 28.6 | Chip Seal Coat | 1869 | 1513 | 356 | 0 | 0 | | | |
| 23272 | 1326 SS | | 49 | N E JCT 21-ELGIN N TO HEART BUTTE DAM | 12.2 | Hot Bit Pave, Sliver Grading | 14515 | 0 | 14515 | 0 | 0 | | | |
| | 1306 NH | | 83 | N LINTON N TO JCT 34-HAZELTON | 16.7 | Mill/OI 2" Max | 4880 | 3949 | 921 | 10 | 0 | | | |
| | 1308 NH | | 83 | N BIS-57TH AVE NW N TO WILTON | 19.8 | Chip Seal Coat | 1295 | 1048 | 247 | 0 | 0 | | | |
| | 1309 NH | | 83 | N WILTON N TO WASHBURN N | 16.7 | Mill/OI 2" Max | 4881 | 3950 | 931 | 0 | 0 | | | |
| | 1310 NH | | 83 | S BIS-57TH AVE NW N TO WILTON | 19.8 | Chip Seal Coat | 1295 | 1048 | 247 | 0 | 0 | | | |
| | 1311 NH | | 83 | S WILTON N TO WASHBURN | 16.4 | Mill/OI 2" Max | 4791 | 3877 | 914 | 0 | 0 | | | |
| 24094 | 1327 IM | | 94 | E E N SALEM INTR E TO W SWEET BRIAR | 8.9 | CPR, Grinding, HBP on Ramps | 2369 | 2132 | 237 | 0 | 0 | | | |
| 24094 | 1328 IM | | 94 | WE N SALEM INTR E TO W SWEET BRIAR | 8.9 | CPR, Grinding, HBP on Ramps | 1777 | 1599 | 178 | 0 | 0 | | | |
| | 1316 IM | | 94B | E JCT OLD 10 TO W URBAN LIMITS | 4.8 | Selective Grade, Widening | 7130 | 6417 | 713 | 0 | 0 | | | |
| | 1329 NH | | 200A | E W JCT 31 TO JCT 83 - WASHBURN | 22.6 | Chip Seal Coat | 1477 | 1195 | 282 | 0 | 0 | | | |
| | 1330 NH | | 200A | E WASHBURN N TO JCT 200 | 10.7 | Chip Seal Coat | 699 | 566 | 133 | 0 | 0 | | | |
| | 1331 SS | | 1804 | N ST LN N TO JCT 13 | 28.2 | Chip Seal Coat, Micro Mill | 2479 | 2006 | 473 | 0 | 0 | | | |
| | 1332 SS | | 1806 | N JCT 24 E SOLEN N TO NEAR FT RICE | 12.3 | Chip Seal Coat, Micro Mill | 1082 | 876 | 206 | 0 | 0 | | | |
| | 1333 SS | | 1806 | N NEAR FT RICE TO MANDAN | 27.0 | Chip Seal Coat | 1763 | 1427 | 336 | 0 | 0 | | | |
| Subtotal | | | | | | | 179048 | 143643 | 35395 | 10 | 0 | | | |
| Urban | | | | | | | | | | | | | | |
| 24402 | 1135 NHU | | 83 | N 9TH ST (BISMARCK EXPY TO FRONT AVE) | 0.6 | Microsurfacing, Pave Mark | 163 | 132 | 15 | 16 | 0 | | | |
| 24406 | 1136 NHU | | 83BN | 7TH ST, 9TH ST | 2.1 | Microsurfacing, Pave Mark | 814 | 659 | 74 | 81 | 0 | | | |
| 23743 | 1106 NHU | | 83BN | 7TH (BRDWAY-FRONT), 9TH (MAIN-FRONT) | 0.2 | CPR, Grinding, Curb Ramps | 1675 | 1356 | 152 | 167 | 0 | | | |

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

| | | | | | | | | | | (In Thousands) | | | | |
|----------|--------|--------|------|------|-----|--|--------|--|-------|----------------|-------|-------|-------|--|
| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | |
| Key | Source | | | CMC | | | | | Cost | Fund | Fund | Fund | Fund | |
| Urban | | | | | | | | | | | | | | |
| 23742 | 1107 | NHUSU | | 83 | BN | STATE ST (7TH ST TO DIVIDE AVE) | 0.6 | CPR, Grinding, Curb Ramps | 1486 | 1203 | 115 | 168 | 0 | |
| 23747 | 1109 | SU | | 981 | E | BOULEVARD AV (6TH ST-7TH ST) | 0.1 | CPR, Grinding, Curb Ramps | 330 | 267 | 0 | 63 | 0 | |
| 24127 | 1137 | UGPCPU | | 981 | E | FRONT ST, 3RD ST, 5TH ST | 1.0 | Mill/OI>2<Or=3", ADA Ramp Rev, Lighting, Signal Revision, | 3056 | 1610 | 0 | 1446 | 0 | |
| 24440 | 1138 | SU | | 988 | E | 8TH AVE NW, 27TH ST NW | 0.6 | Reconstruction | 5000 | 4000 | 0 | 1000 | 0 | |
| 24230 | 1112 | SU | | 1806 | S | 3RD ST SE-19TH ST SE | 1.2 | Mill/OI 2" Max | 2188 | 1771 | 198 | 219 | 0 | |
| 23741 | 1220 | NHU | | 810 | E | EXPRESSWAY (WASHINGTON- 26TH ST) | 2.0 | Signals | 5422 | 4388 | 492 | 542 | 0 | |
| 24439 | 1204 | SU | | 981 | N | S 12TH ST, BURLEIGH AVE | 1.9 | Mill/OI 2" Max | 942 | 754 | 0 | 188 | 0 | |
| 23741 | 1221 | NHU | | 981 | N | WASHINGTON ST & DENVER AVE | 0.1 | Signals | 678 | 549 | 0 | 129 | 0 | |
| | 1334 | NHU | | 83 | N | 7TH ST/BOULEVARD & 9TH ST/BOULEVARD | 0.0 | Signals | 1187 | 960 | 108 | 119 | 0 | |
| | 1321 | IM | | 94 | BE | W URBAN LIMITS TO WEST MANDAN | 0.9 | Selective Grade, Widening | 1593 | 1434 | 159 | 0 | 0 | |
| 24025 | 1335 | SU | | 988 | E | OLD RED TR(40TH AV NW-56TH AV NW) | 1.0 | Reconstruction | 5650 | 4520 | 0 | 1130 | 0 | |
| 24438 | 1336 | SU | | 1806 | N | 6TH AVE SE AT RAILROAD UNDERPASS | 0.4 | Drainage Impr. | 5650 | 4573 | 512 | 565 | 0 | |
| Subtotal | | | | | | | | | 35834 | 28176 | 1825 | 5833 | 0 | |
| Bridge | | | | | | | | | | | | | | |
| 23897 | 1139 | NH | | 13 | E | 3 EAST OF US 83 | 0.0 | Deck Overlay, Spall Repair | 312 | 253 | 59 | 0 | 0 | |
| 23640 | 1140 | SS | | 21 | E | 5 EAST OF CARSON | 0.0 | Jt Repair | 54 | 44 | 10 | 0 | 0 | |
| 23640 | 1141 | SS | | 21 | E | 10 EAST OF CARSON | 0.0 | Jt Repair | 54 | 44 | 10 | 0 | 0 | |
| 23771 | 1142 | SS | | 24 | N | 11 SOUTHWEST FORT YATES | 0.0 | Struct Replace | 1217 | 985 | 232 | 0 | 0 | |
| 23748 | 1143 | | | 24 | N | 5 NORTH OF FORT YATES | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 445 | 360 | 85 | 0 | 0 | |
| | 1144 | | | 94 | E | 5 WEST OF US 83 NORTH | 0.0 | Structur Repair | 312 | 281 | 31 | 0 | 0 | |
| | 1115 | IM | | 94 | E | 4 WEST OF US 83 NORTH | 0.0 | Spall Repair, Struct/Incid | 27 | 24 | 3 | 0 | 0 | |
| | 1145 | | | 94 | E | 3 WEST OF US 83 NORTH | 0.0 | Structur Repair | 312 | 281 | 31 | 0 | 0 | |
| | 1146 | | | 94 | W | 5 WEST OF US 83 NORTH | 0.0 | Structur Repair | 312 | 281 | 31 | 0 | 0 | |
| 23898 | 1147 | NH | | 94 | BE | 2 EAST OF MANDAN | 0.0 | Structure Paint | 176 | 158 | 18 | 0 | 0 | |
| 23898 | 1148 | IM | | 194 | E | SOUTH OF I-94 | 0.0 | Structure Paint, Structure Items, Spall Repair | 292 | 263 | 29 | 0 | 0 | |
| 23898 | 1149 | NH | | 194 | E | 1 SOUTHEAST JUNCT 194 | 0.0 | Structure Paint, Structure Items | 497 | 447 | 50 | 0 | 0 | |
| 23898 | 1150 | NH | | 194 | W | 1 SOUTHEAST OF JUNCT 194 | 0.0 | Structure Paint, Structure Items | 497 | 447 | 50 | 0 | 0 | |
| 23897 | 1151 | NH | | 200 | E | 1 EAST OF ND 41 NORTH | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 449 | 363 | 86 | 0 | 0 | |
| 23897 | 1152 | NH | | 200 | A | E 1 EAST OF ND 48 | 0.0 | Deck Overlay, Spall Repair | 312 | 253 | 59 | 0 | 0 | |
| 23898 | 1153 | NH | | 200 | A | E 1 WEST OF US 83 | 0.0 | Structure Paint | 253 | 205 | 48 | 0 | 0 | |
| 23771 | 1154 | SS | | 1806 | N | 3 NORTH OF ND 24 | 0.0 | Struct Replace | 6326 | 5120 | 1206 | 0 | 0 | |
| 23771 | 1155 | SS | | 1806 | N | 4 NORTH OF ND 24 | 0.0 | Struct Replace, Anti-Skid Syst | 2807 | 2272 | 535 | 0 | 0 | |
| 22902 | 1162 | | | 94 | B | E BETWEEN BISMARCK & MANDAN | 0.0 | Deck Overlay, Structure Paint, Spall Repair | 6500 | 5260 | 590 | 650 | 0 | |
| | 1222 | | | 6 | N | 1 NORTH OF ND-SD BORDER | 0.0 | Structur Repair | 109 | 88 | 21 | 0 | 0 | |
| | 1223 | | | 6 | N | 6 NORTH OF ND SD BORDER | 0.0 | Structur Repair | 109 | 88 | 21 | 0 | 0 | |
| | 1224 | | | 24 | N | 2 NORTH OF FORT YATES | 0.0 | Culvert Rehab | 109 | 88 | 21 | 0 | 0 | |
| 23768 | 1225 | IM | | 94 | E | 2 WEST OF ND 49 | 0.0 | Deck Overlay, Approach Slabs, Spall Repair | 536 | 482 | 54 | 0 | 0 | |
| 23767 | 1226 | IM | | 94 | E | 8 WEST OF ND 31 | 0.0 | Spall Repair, Selective Grade | 127 | 114 | 13 | 0 | 0 | |
| 23768 | 1227 | IM | | 94 | E | 7 WEST OF ND 31 | 0.0 | Deck Overlay, Spall Repair Deck | 450 | 405 | 45 | 0 | 0 | |
| 23768 | 1228 | IM | | 94 | E | 5 WEST OF ND 31 | 0.0 | Overlay, Spall Repair Deck | 450 | 405 | 45 | 0 | 0 | |
| 23324 | 1206 | IM | | 94 | E | JUNCTION OF ND 31 & I-94 | 0.0 | Overlay, Approach Slabs | 793 | 714 | 79 | 0 | 0 | |
| 23767 | 1229 | IM | | 94 | E | 12 EAST OF ND 31 | 0.0 | Structur Repair | 63 | 57 | 6 | 0 | 0 | |
| 23767 | 1230 | IM | | 94 | E | 8 WEST OF ND 25 | 0.0 | Structur Repair | 63 | 57 | 6 | 0 | 0 | |
| 23767 | 1231 | | | 94 | E | 6 WEST OF ND 25 | 0.0 | Structur Repair, Spall Repair, Jt Repair | 292 | 263 | 29 | 0 | 0 | |
| 22644 | 1232 | IM | | 94 | E | 6 EAST OF ND 25 | 0.0 | Structure Paint | 329 | 296 | 33 | 0 | 0 | |
| 22644 | 1233 | IM | | 94 | E | 5 WEST OF US 83 NORTH | 0.0 | Structure Paint | 329 | 296 | 33 | 0 | 0 | |
| | 1234 | | | 94 | E | 5 WEST OF US 83 NORTH | 0.0 | Structure Paint | 147 | 132 | 15 | 0 | 0 | |

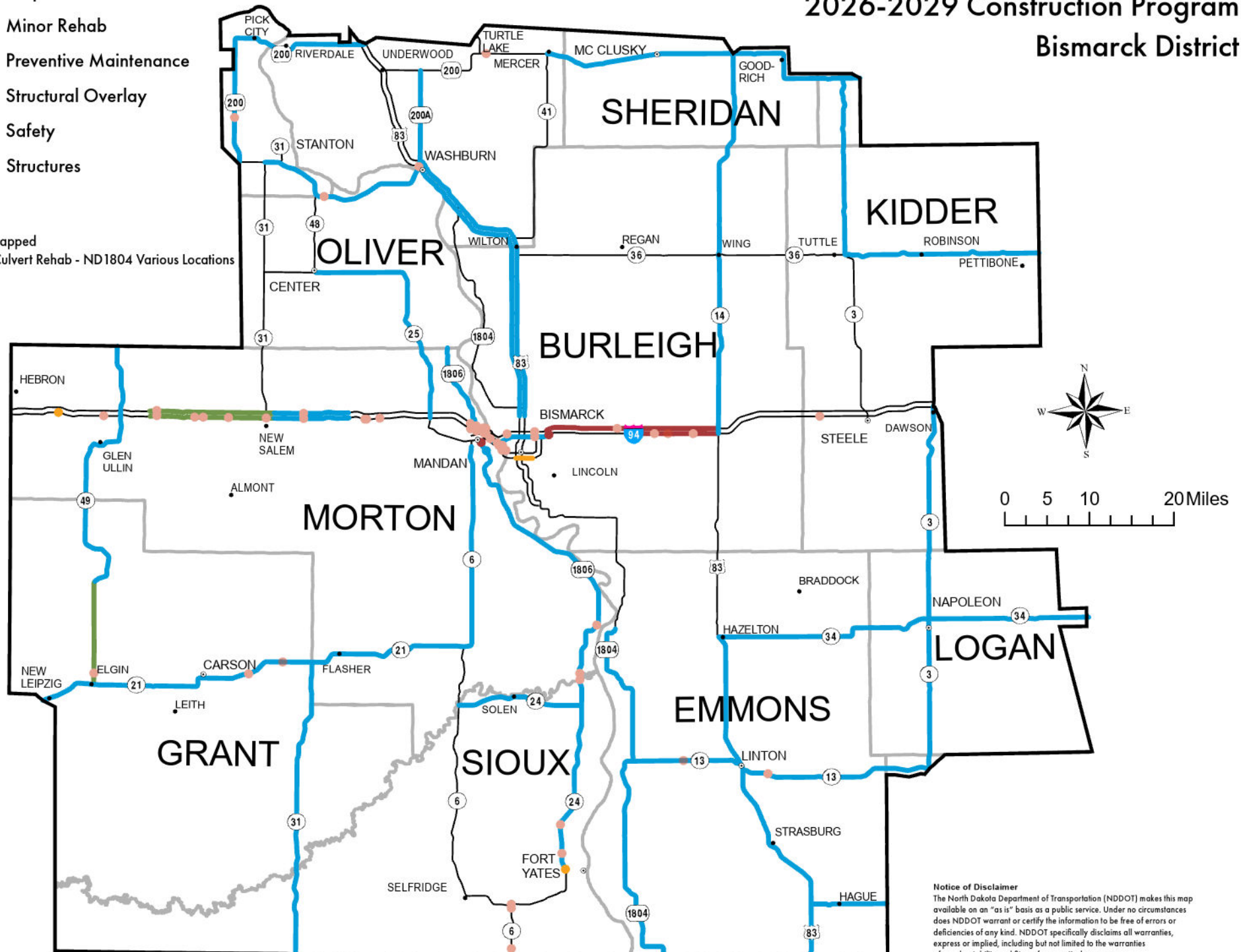
**North Dakota Department of Transportation
District - Bismarck**

| | | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|-----------|------|---------|---|--------|---|------------|----------|------------|------------|----------------|--|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | | |
| Key Source | | | CMC | | | | | | | | | | | | |
| Bridge | | | | | | | | | | | | | | | |
| | 1235 | | 94 | E 3 WEST OF US 83 NORTH | 0.0 | Structure Paint | 324 | 292 | 32 | 0 | 0 | | | | |
| 22644 | 1236 IM | | 94 | E 1 EAST OF US 83 NORTH | 0.0 | Structure Paint | 394 | 355 | 39 | 0 | 0 | | | | |
| 23767 | 1237 IM | | 94 | E 8 WEST OF 83 SOUTH | 0.0 | Spall Repair | 66 | 59 | 7 | 0 | 0 | | | | |
| 23768 | 1238 IM | | 94 | E 6 WEST OF ND 3 NORTH | 0.0 | Deck Overlay | 490 | 441 | 49 | 0 | 0 | | | | |
| 22644 | 1239 IM | | 94 | W 6 EAST OF ND 25 | 0.0 | Structure Paint | 329 | 296 | 33 | 0 | 0 | | | | |
| 22644 | 1240 IM | | 94 | W 5 WEST OF US 83 NORTH | 0.0 | Structure Paint | 329 | 296 | 33 | 0 | 0 | | | | |
| | 1241 | | 94 | W 5 WEST OF US 83 NORTH | 0.0 | Structure Paint | 147 | 132 | 15 | 0 | 0 | | | | |
| 22644 | 1242 IM | | 94 | W 1 EAST OF US 83 NORTH | 0.0 | Structure Paint | 394 | 355 | 39 | 0 | 0 | | | | |
| 24459 | 1243 | | 1806 | N 11 NORTH OF ND 24 | 0.0 | Struct Replace | 3037 | 2458 | 579 | 0 | 0 | | | | |
| 23272 | 1337 SS | | 49 | N 1 NORTH OF ND 21 | 0.0 | Struct Replace | 1518 | 0 | 1518 | 0 | 0 | | | | |
| 24202 | 1338 IM | | 94 | E 4 EAST OF ND 49 | 0.0 | Struct Replace, Approach Slabs, Expan Joint Mod | 2044 | 1840 | 204 | 0 | 0 | | | | |
| 24094 | 1341 IM | | 94 | E 4 EAST OF ND 31 | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod | 484 | 436 | 48 | 0 | 0 | | | | |
| 24202 | 1339 IM | | 94 | W 4 EAST OF ND 49 | 0.0 | Struct Replace, Approach Slabs, Expan Joint Mod | 2044 | 1840 | 204 | 0 | 0 | | | | |
| 24094 | 1342 IM | | 94 | W 4 EAST OF ND 31 | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod | 484 | 436 | 48 | 0 | 0 | | | | |
| Subtotal | | | | | | | 37144 | 30602 | 6332 | 650 | 0 | | | | |
| Transportation Alternatives | | | | | | | | | | | | | | | |
| 24665 | 1156 TAC | | | LINTON PHASE I ADA RAMP IMPROVEMENTS | 0.0 | ADA Ramp Rev | 350 | 283 | 0 | 67 | 0 | | | | |
| 24658 | 1157 TAU | | | MANDAN 3RD STREET SE SIDEWALK INSTAL | 0.0 | Bikeway/Walkway | 255 | 206 | 0 | 49 | 0 | | | | |
| 24660 | 1158 TAU | | | BISMARCK SUNRISE TRAIL CONNECTION | 0.0 | Bikeway/Walkway | 592 | 479 | 0 | 113 | 0 | | | | |
| Subtotal | | | | | | | 1197 | 968 | 0 | 229 | 0 | | | | |
| Safety | | | | | | | | | | | | | | | |
| | 1117 HEU | | | BISMARCK-MAIN AVE/EXPWY TURN LANES | 0.0 | Turn Lanes | 934 | 841 | 93 | 0 | 0 | | | | |
| 24625 | 1118 HEU | | | BISMARCK-WASHINGTON & BOWEN | 0.0 | Crossing Impr | 140 | 126 | 0 | 14 | 0 | | | | |
| | 1159 | | | US 83 RR XING NEAR MOFFIT | 0.0 | Safety | 100 | 90 | 0 | 10 | 0 | | | | |
| 24190 | 1160 HEN | | | EAGLES NEST INTERCHANGE | 0.0 | Signing, Pave Mark | 100 | 90 | 10 | 0 | 0 | | | | |
| | 1207 HEU | | 94 | E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA | 0.0 | Turn Lanes | 80 | 72 | 0 | 8 | 0 | | | | |
| | 1208 HEN | | 1804 | N UNIVERSITY DR/ND1804 INTER. YEGEN RD | 0.0 | Lighting | 166 | 149 | 0 | 17 | 0 | | | | |
| | 1244 HEC | | | LOGAN COUNTY CMC 2416 | 0.0 | Widening | 2729 | 2456 | 0 | 273 | 0 | | | | |
| | 1340 | | | LINCOLN RD & YEGEN RD ROUNDAABOUT | 0.0 | Roundabout | 3000 | 2700 | 0 | 300 | 0 | | | | |
| Subtotal | | | | | | | 7249 | 6524 | 103 | 622 | 0 | | | | |
| Transit | | | | | | | | | | | | | | | |
| | 1119 TURB | | | BISMARCK-CITYWIDE-5310 | 0.0 | TR Capital | 1245 | 901 | 0 | 344 | 0 | | | | |
| | 1121 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Prev Maint | 4083 | 2456 | 422 | 1205 | 0 | | | | |
| | 1161 TURB | | | BISMARCK-CITYWIDE-5339 | 0.0 | TR Capital | 1400 | 1190 | 0 | 210 | 0 | | | | |
| | 1209 TURB | | | BISMARCK-CITYWIDE-5310 | 0.0 | TR Capital | 686 | 423 | 0 | 263 | 0 | | | | |
| | 1210 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Prev Maint | 4171 | 2507 | 435 | 1229 | 0 | | | | |
| | 1245 TURB | | | BISMARCK-CITYWIDE-5339 | 0.0 | TR Capital | 700 | 595 | 0 | 105 | 0 | | | | |
| | 1343 TURB | | | BISMARCK-CITYWIDE-5339 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 1400 | 1190 | 0 | 210 | 0 | | | | |
| | 1344 TURB | | | BISMARCK-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 4256 | 2555 | 448 | 1253 | 0 | | | | |
| | 1345 TURB | | | BISMARCK-CITYWIDE-5310 | 0.0 | TR Capital | 485 | 255 | 0 | 230 | 0 | | | | |
| Subtotal | | | | | | | 18426 | 12072 | 1305 | 5049 | 0 | | | | |
| Total | | | | | | | 272398 | 216185 | 44470 | 11743 | 0 | | | | |
| Grand Total | | | | | | | 369108 | 283319 | 52591 | 31021 | 2177 | | | | |

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

Projects Not Mapped
PCN 23911 - Culvert Rehab - ND1804 Various Locations

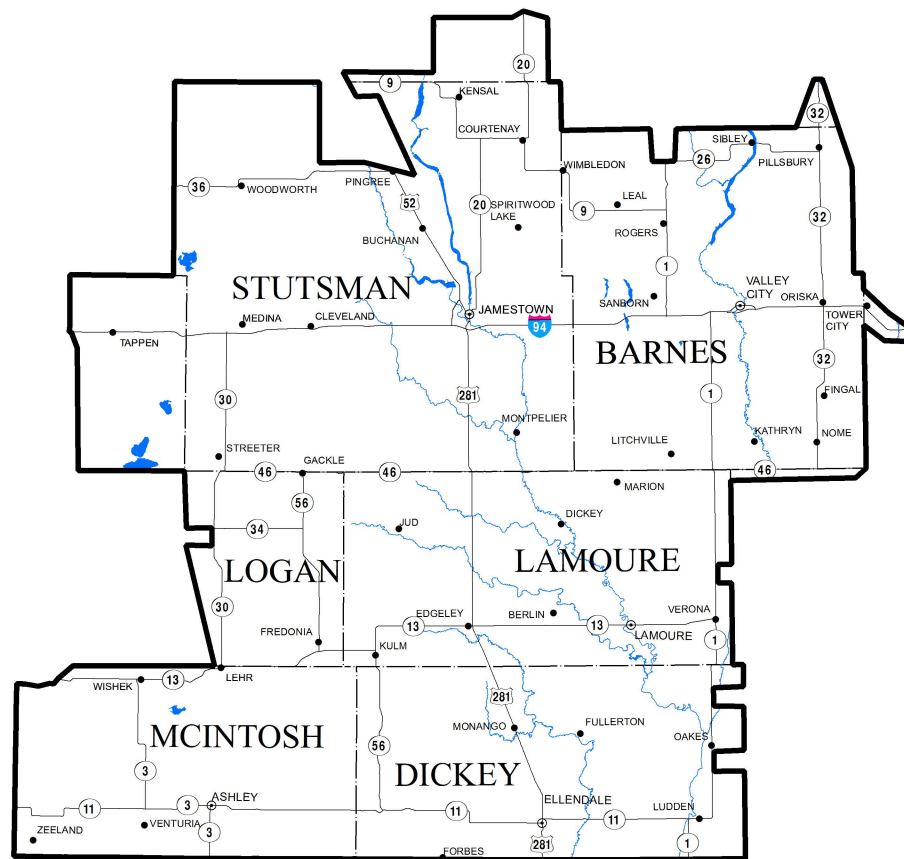
2026-2029 Construction Program Bismarck District



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Valley City District

District 2



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

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

| | | | | | | | (In Thousands) | | | | |
|-----------------------------|------|-------|---------|--|---|-----------|----------------|----------|------------|------------|------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | | | | | | | | | |
| Fiscal Year: 2026 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| 24769 | 2001 | SS | 3 | N STATE LINE TO ASHLEY TO W JCT 11 | 15.2 Mill/OI 2" Max | | 3948 | 3195 | 753 | 0 | 0 |
| 24251 | 2039 | SS | 9 | E JCT 52-MELVILLE - 1.8 MI S COURTENAY | 29.6 Chip Seal Coat | | 1716 | 1389 | 327 | 0 | 0 |
| 24758 | 2040 | SS | 11 | E E JCT 3-ASHLEY E TO CO LN | 18.1 Chip Seal Coat | | 1049 | 849 | 200 | 0 | 0 |
| 24168 | 2002 | NH | 13 | E CITY OF WISHEK | 1.2 ADA Ramp Rev, Landscaping, Lighting, Milling, Thin Overlay | | 3200 | 2590 | 610 | 0 | 0 |
| 24759 | 2041 | SS | 36 | E COUNTY LINE E TO WOODWORTH | 9.0 Chip Seal Coat | | 523 | 423 | 100 | 0 | 0 |
| 24759 | 2042 | SS | 36 | E WOODWORTH E TO JCT 52 | 19.1 Chip Seal Coat | | 1108 | 897 | 211 | 0 | 0 |
| 24098 | 2005 | NH | 52 | E 4 LANE BUCHANAN SE TO JAMESTOWN | 11.7 Mill/OI 2" Max | | 3052 | 2470 | 582 | 0 | 0 |
| 24098 | 2006 | NH | 52 | W 4-LANE BUCHANAN SE TO JAMESTOWN | 11.7 Mill/OI 2" Max | | 3052 | 2470 | 582 | 0 | 0 |
| 24461 | 2043 | IM | 94 | E WEST OF CLEVELAND INTERCHANGE | 1.4 Grade Raise | | 15000 | 13500 | 1500 | 0 | 0 |
| 23890 | 2008 | IM | 94 | E NEAR LIPPERT INTR TO NEAR US 281 | 10.4 Crack & Seat, Hot Bit Pave, Milling, Struct/Incid | | 8692 | 7823 | 869 | 0 | 0 |
| Subtotal | | | | | | | 41340 | 35606 | 5734 | 0 | 0 |
| Urban | | | | | | | | | | | |
| 24233 | 2014 | NHUSU | 94B | E 94B & FRTG RD(EXIT 290-3RD ST SW) | 1.2 Chip Seal Coat | | 247 | 200 | 16 | 31 | 0 |
| Subtotal | | | | | | | 247 | 200 | 16 | 31 | 0 |
| Bridge | | | | | | | | | | | |
| 23344 | 2022 | IM | 94 | E 8 EAST OF ND 3 SOUTH | 0.0 Struct Replace, Approach Slabs, Guardrail | | 7249 | 6524 | 725 | 0 | 0 |
| | 2044 | | 94 | E 6 WEST OF JAMESTOWN | 0.0 Structur Repair | | 500 | 450 | 50 | 0 | 0 |
| 24100 | 2028 | IM | 94 | E 2 EAST OF US 52 | 0.0 Deck Overlay, Spall Repair | | 358 | 322 | 36 | 0 | 0 |
| 24100 | 2009 | IM | 94 | E JCT I 94 & ND 1 NORTH | 0.0 Spall Repair | | 150 | 135 | 15 | 0 | 0 |
| 24100 | 2032 | IM | 94 | W JUST EAST OF JCT US 52 | 0.0 Approach Slabs, Spall Repair, Expan Joint Mod, Struct/Incid | | 234 | 211 | 23 | 0 | 0 |
| 24100 | 2012 | IM | 94 | W JCT I 94 & ND 1 NORTH | 0.0 Spall Repair, Beam End Repair | | 100 | 90 | 10 | 0 | 0 |
| 23770 | 2033 | NH | 94B | E 1 EAST OF SHEYENNE RIVER | 0.0 Structur Repair, Struct/Incid | | 1281 | 1037 | 116 | 128 | 0 |
| Subtotal | | | | | | | 9872 | 8769 | 975 | 128 | 0 |
| Transportation Alternatives | | | | | | | | | | | |
| 24409 | 2034 | TAU | | WINTERSHOW ROAD SUP PHASE 2 | 0.0 Bikeway/Walkway | | 463 | 375 | 0 | 88 | 0 |
| Subtotal | | | | | | | 463 | 375 | 0 | 88 | 0 |
| Safety | | | | | | | | | | | |
| 23658 | 2038 | HEC | | MEMORIAL PARK | 0.0 Lighting | | 12 | 11 | 1 | 0 | 0 |
| | 2045 | | | DICKEY CO 12 | 0.0 Widening | | 1672 | 1505 | 0 | 167 | 0 |
| Subtotal | | | | | | | 1684 | 1516 | 1 | 167 | 0 |
| Total | | | | | | | 53606 | 46466 | 6726 | 414 | 0 |

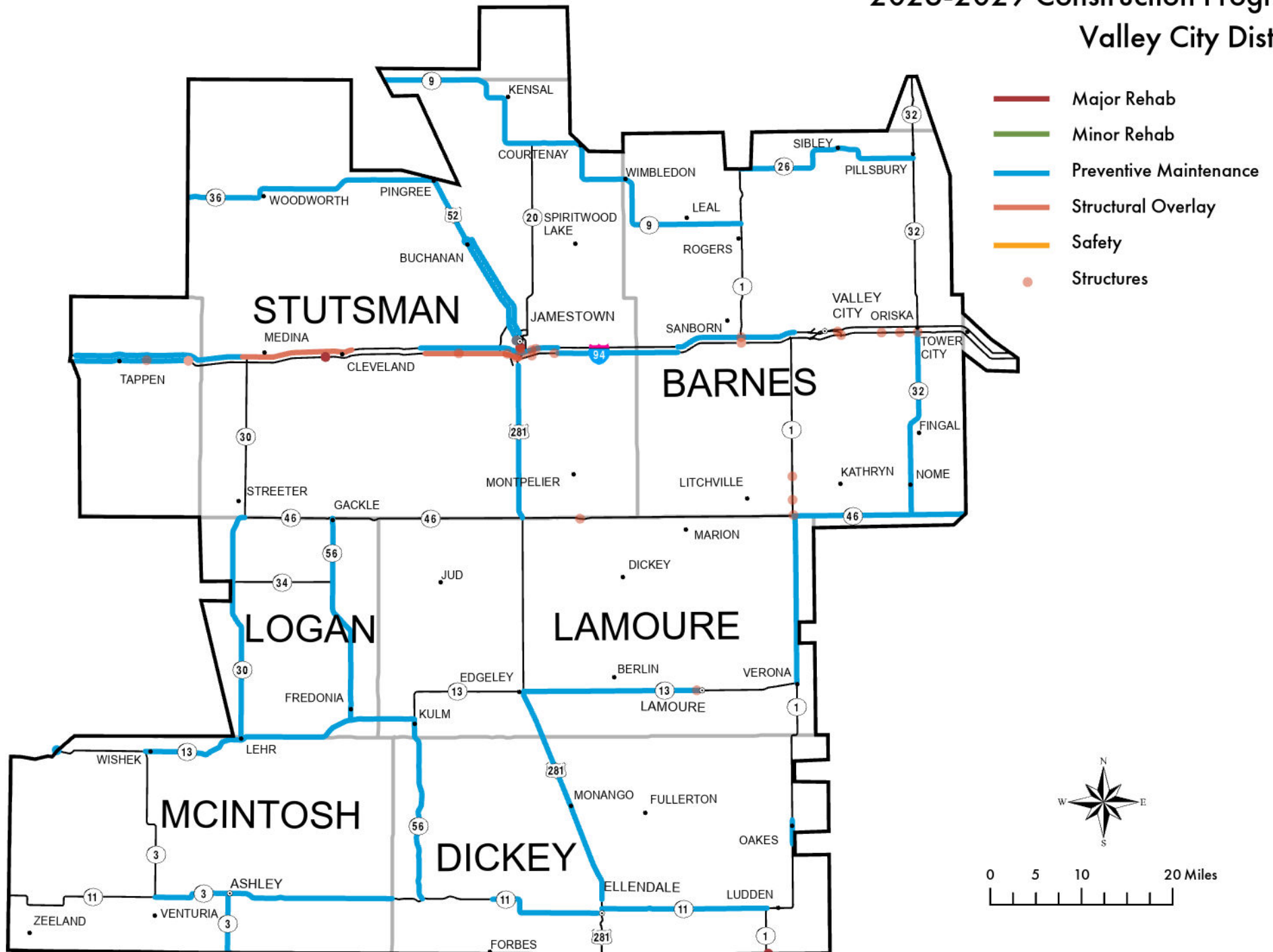
**North Dakota Department of Transportation
District - Valley City**

| | | | | | | | (In Thousands) | | | | |
|-------------------------------|-------------|------|---------|---------------------------------------|--------|--|----------------|--------------|--------------|----------|-------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
| Key Source | | | CMC | | | | Cost | Fund | Fund | Fund | Fund |
| Fiscal Year: 2027-2029 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| | 2122 SS | | 1 | N N JCT 11-OAKES-N TO OAKES MUNICIPAL | 2.6 | Chip Seal Coat | 159 | 129 | 30 | 0 | 0 |
| | 2123 NH | | 1 | N N JCT 13 N TO JCT 46 | 18.3 | Mill/OI 2" Max | 4961 | 4015 | 946 | 0 | 0 |
| | 2102 SS | | 9 | E 1.8 MI S COURTENAY TO JCT 1-ROGERS | 24.0 | Chip Seal Coat | 1447 | 1171 | 276 | 0 | 0 |
| | 2103 SS | | 11 | E FORBES ROAD E TO RR AVE-ELLENDALE | 12.9 | Mill/OI 2" Max | 3480 | 2816 | 664 | 0 | 0 |
| 24041 | 2124 NH | | 52 | E JCT ND 36 S TO 4 LANE BUCHANAN | 7.7 | Thin Overlay | 2091 | 1692 | 399 | 0 | 0 |
| | 2125 SS | | 56 | N JCT 11 N TO JCT 13 | 20.3 | Mill/OI 2" Max | 5479 | 4434 | 1045 | 0 | 0 |
| | 2107 IM | | 94 | WE DAWSON INTR TO CRYSTAL SPRINGS | 11.9 | Microsurfacing | 770 | 693 | 77 | 0 | 0 |
| 24100 | 2126 IM | | 94 | WW LIPPERT E TO E BLOOM INTER | 15.3 | CPR, Grinding | 2308 | 2077 | 231 | 0 | 0 |
| | 2109 IM | | 94 | WW ECKELSON E TO E ND 1-OAKES | 13.2 | Microsurfacing | 1041 | 937 | 104 | 0 | 0 |
| 24043 | 2127 NH | | 281 | N TWP LINE N ELLENDALE TO EDGELEY | 24.6 | Thin Overlay | 7744 | 6267 | 1477 | 0 | 0 |
| | 2110 NH | | 281 | N ND 46 N TO I-94 | 16.9 | Mill/OI 2" Max | 4558 | 3689 | 869 | 0 | 0 |
| 24739 | 2141 SS | | | VARIOUS HWYS ? VALLEY CITY DISTRICT | 0.0 | Pipe Repair | 912 | 738 | 174 | 0 | 0 |
| | 2209 NH | | 13 | E WISHEK E TO JCT 30 | 11.1 | Chip Seal Coat | 697 | 564 | 133 | 0 | 0 |
| | 2210 NH | | 13 | E JCT 281 EDGELEY TO LAMOURE | 19.5 | Chip Seal Coat | 1222 | 989 | 233 | 0 | 0 |
| | 2204 SS | | 26 | E DAZEY TO PILLSBURY | 21.4 | Mill/OI 2" Max | 6027 | 4878 | 1149 | 0 | 0 |
| | 2205 SS | | 32 | N W JCT 46 N TO JCT I-94-ORISKA | 20.4 | Mill/OI 2" Max | 5746 | 4650 | 1096 | 0 | 0 |
| | 2211 SS | | 56 | N W JCT 13 N TO JCT 46-GACKLE | 22.9 | Chip Seal Coat | 1437 | 1163 | 274 | 0 | 0 |
| | 2212 IM | | 94 | E E DAWSON INTR TO CRYSTAL SPRINGS | 11.9 | Mill/OI 2" Max | 3337 | 3003 | 334 | 0 | 0 |
| | 2213 IM | | 94 | E BLOOM INTER TO W ECKELSON INTER | 13.2 | CPR, Grinding | 2190 | 1971 | 219 | 0 | 0 |
| | 2214 IM | | 94 | WW ND 30 INTER E TO E CLEVELAND | 12.2 | Crack & Seat, Structural OI>3 | 16540 | 14886 | 1654 | 0 | 0 |
| 24072 | 2340 SS | | 1 | N STATE LINE | 0.5 | Aggr Base, Grade Raise, Hot Bit Pave | 9590 | 3881 | 914 | 0 | 4795 |
| | 2341 NH | | 1 | N N JCT 13 N TO JCT 46 | 18.3 | Chip Seal Coat | 1197 | 969 | 228 | 0 | 0 |
| | 2342 SS | | 3 | N STATE LINE TO ASHLEY TO W JCT 11 | 15.2 | Chip Seal Coat | 991 | 802 | 189 | 0 | 0 |
| | 2304 SS | | 11 | E N JCT 281-ELLENDALE-E TO W JCT ND 1 | 18.2 | Mill/OI 2" Max | 5309 | 4297 | 1012 | 0 | 0 |
| | 2343 NH | | 13 | E JCT 30-LEHR E TO E JCT 56-KULM | 19.8 | Chip Seal Coat | 1290 | 1044 | 246 | 0 | 0 |
| | 2307 SS | | 20 | N E JCT 9 N TO JCT 200 | 16.8 | Chip Seal Coat | 1097 | 888 | 209 | 0 | 0 |
| | 2308 SS | | 30 | N LEHR N TO JCT ND 46 | 24.9 | Chip Seal Coat | 1625 | 1315 | 310 | 0 | 0 |
| | 2310 SS | | 32 | N E JCT 46 TO W JCT 46-ENDERLIN | 6.0 | Mill/OI 2" Max | 1755 | 1420 | 335 | 0 | 0 |
| | 2313 SS | | 46 | E JCT 1 HASTINGS E TO W JCT 32 | 12.9 | Mill/OI 2" Max | 3787 | 3065 | 722 | 0 | 0 |
| 23389 | 2344 SS | | 46 | E JCT 1 HASTINGS E TO W JCT 32 | 12.9 | Shldr Rehab, Widening | 12574 | 10176 | 2398 | 0 | 0 |
| | 2345 SS | | 56 | N JCT 11 N TO JCT 13 | 20.3 | Chip Seal Coat | 1322 | 1070 | 252 | 0 | 0 |
| Subtotal | | | | | | | 112683 | 89689 | 18199 | 0 | 4795 |
| Urban | | | | | | | | | | | |
| 23162 | 2142 NHU | | 52 | E JAMESTOWN US 52 JAMES RIVER BRIDGE | 0.0 | CPR, Bikeway/Walkway | 136 | 110 | 26 | 0 | 0 |
| 23746 | 2111 NHU | | 52 | N US 52 (7TH AVE NW TO 9TH ST) | 1.3 | CPR, Curb Ramps | 1924 | 1557 | 367 | 0 | 0 |
| 23630 | 2112 NHU | | 52 | N US 52(4TH AVE SW-7TH ST) | 0.5 | Reconstruction, Bikeway/Walkway, Storm Sewer, | 11994 | 9707 | 2287 | 0 | 0 |
| 24446 | 2115 SU | | 987 | N 4TH AVE E (10TH ST SE-5TH ST NE) | 0.8 | Reconstruction, Mill/OI>2<Or=3", CPR, ADA Ramp Rev | 4011 | 3246 | 0 | 765 | 0 |
| 24181 | 2128 UGPCPU | | 990 | E 2ND ST N, 3RD AV NE | 0.4 | Reconstruction, Bikeway/Walkway, Storm Sewer, | 5000 | 2990 | 0 | 2010 | 0 |
| 24239 | 2129 SUCPU | | 990 | N 2ND ST NE, 4TH AVE NE | 0.3 | Reconstruction, Utilities | 3000 | 750 | 0 | 2250 | 0 |
| 24447 | 2208 SU | | 987 | N 7TH AV E (10TH ST SE-4TH ST NE) | 0.9 | Mill/OI>2<Or=3", Curb Ramps | 2801 | 2267 | 0 | 534 | 0 |
| | 2346 NHU | | 52 | N US 52 (17TH ST SW-4TH AVE SW) | 0.4 | CPR | 2364 | 1913 | 451 | 0 | 0 |
| | 2334 SU | | 987 | N 2ND AVE W, 9TH ST W | 0.4 | CPR, ADA Ramp Rev | 2382 | 1928 | 0 | 454 | 0 |

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

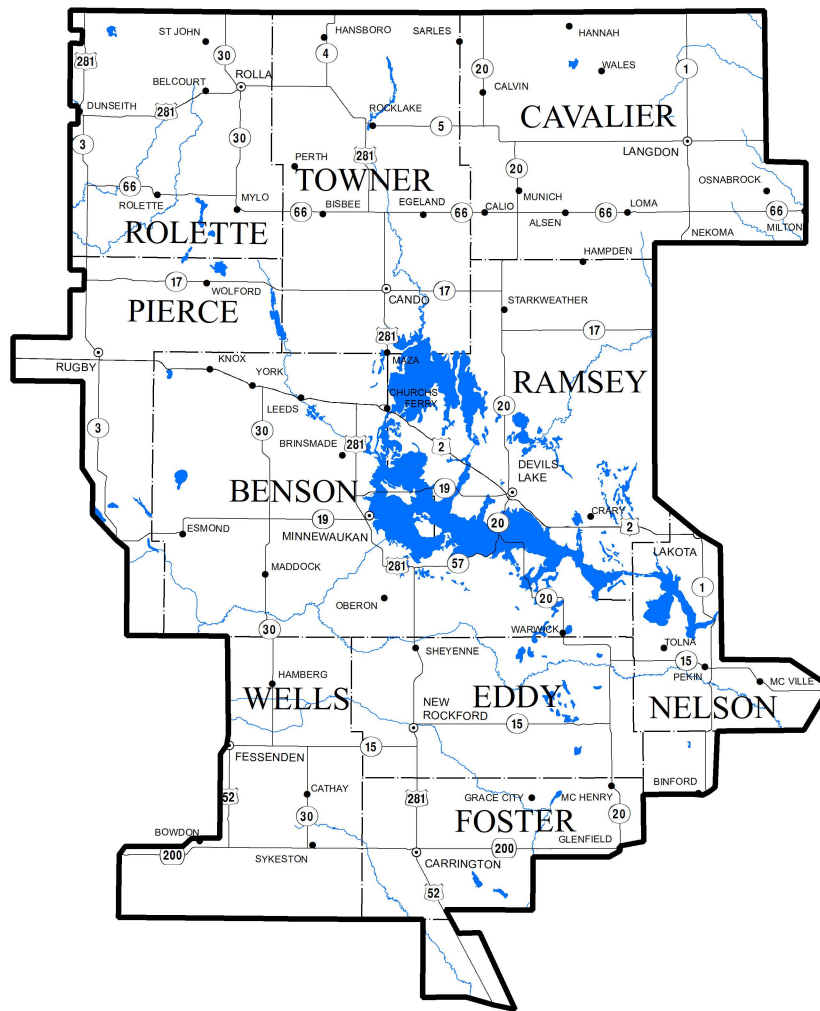
| | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|------|-------|---------|--------------------------------------|--------|--|------------|----------|------------|----------------|------------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Key Source | | | CMC | | | | | | | | | | | |
| Urban | | | | | | | | | | | | | | |
| 24448 | 2347 | SUCPU | 990 | E 5 ST NW, 3 AV NW, 2 AV NW, 4 AV NW | 0.5 | Reconstruction | 3750 | 1750 | 0 | 2000 | 0 | | | |
| | 2348 | SU | 990 | N VALLEY CITY 7 ROUTES | 0.0 | CPR, Curb Ramps | 2680 | 1805 | 0 | 875 | 0 | | | |
| Subtotal | | | | | | | 40042 | 28023 | 3131 | 8888 | 0 | | | |
| Bridge | | | | | | | | | | | | | | |
| 24472 | 2130 | NH | 1 | N JUST NORTH OF ND 46 | 0.0 | Struct Replace | 707 | 572 | 135 | 0 | 0 | | | |
| 24472 | 2131 | NH | 1 | N 2 NORTH OF ND 46 | 0.0 | Struct Replace | 618 | 500 | 118 | 0 | 0 | | | |
| 24472 | 2132 | NH | 1 | N 4 NORTH OF ND 46 | 0.0 | Struct Replace | 846 | 685 | 161 | 0 | 0 | | | |
| 23639 | 2133 | NH | 13 | E WEST SIDE OF LAMOURE | 0.0 | Spall Repair, Jt Repair, Riprap | 242 | 196 | 46 | 0 | 0 | | | |
| | 2134 | NH | 52 | E 1 NORTHWEST OF ND 20 | 0.0 | Approach Slabs, Structur Repair, Jt Repair | 405 | 328 | 77 | 0 | 0 | | | |
| 23673 | 2135 | IM | 94 | E 1 WEST OF US 281 | 0.0 | Structure Paint | 304 | 274 | 30 | 0 | 0 | | | |
| 23673 | 2136 | IM | 94 | E JCT US 281 & I-94 | 0.0 | Structure Paint | 426 | 383 | 43 | 0 | 0 | | | |
| | 2137 | IM | 94 | E 6 EAST OF ND 1 SOUTH | 0.0 | Structure Paint | 189 | 170 | 19 | 0 | 0 | | | |
| 23673 | 2138 | IM | 94 | E 4 WEST OF ND 32 | 0.0 | Structure Paint | 292 | 263 | 29 | 0 | 0 | | | |
| 23673 | 2139 | IM | 94 | E 2 WEST OF ND 32 | 0.0 | Structure Paint | 292 | 263 | 29 | 0 | 0 | | | |
| 23630 | 2120 | NH | 281 | N 1 NORTH OF I-94 | 0.0 | Struct Replace, Approach Slabs | 3860 | 3124 | 736 | 0 | 0 | | | |
| 23630 | 2121 | NH | 281 | S 1 NORTH OF I-94 | 0.0 | Struct Replace, Approach Slabs | 3860 | 3124 | 736 | 0 | 0 | | | |
| 23899 | 2215 | IM | 94 | E JUST WEST JCT. 52 & I-94 | 0.0 | Structure Paint | 284 | 256 | 28 | 0 | 0 | | | |
| 23899 | 2216 | IM | 94 | WJUST WEST JCT. 52 & I-94 | 0.0 | Structure Paint | 284 | 256 | 28 | 0 | 0 | | | |
| | 2336 | SS | 46 | E 6 EAST OF US 281 | 0.0 | Deck Overlay | 358 | 290 | 68 | 0 | 0 | | | |
| 23345 | 2349 | IM | 94 | E 7 WEST OF ND 30 | 0.0 | Struct Replace, Approach Slabs, Guardrail | 4859 | 4373 | 486 | 0 | 0 | | | |
| | 2339 | IM | 94 | E JCT. ND 32 | 0.0 | Struct Replace, Approach Slabs | 4606 | 4145 | 461 | 0 | 0 | | | |
| Subtotal | | | | | | | 22432 | 19202 | 3230 | 0 | 0 | | | |
| Transportation Alternatives | | | | | | | | | | | | | | |
| 24663 | 2143 | TAC | | MAPLE VALLEY SAFE ROUTES TO SCHOOL | 0.0 | SRTS | 146 | 118 | 0 | 28 | 0 | | | |
| Subtotal | | | | | | | 146 | 118 | 0 | 28 | 0 | | | |
| Safety | | | | | | | | | | | | | | |
| 23521 | 2140 | HEN | 94 | E EAST OF EXIT 260 TO WEST OF OAKES | 27.4 | HTMCG | 8000 | 7200 | 800 | 0 | 0 | | | |
| | 2144 | | | US 281 & ND 13 ROUNDABOUT | 0.0 | Roundabout | 3500 | 3150 | 0 | 350 | 0 | | | |
| | 2145 | | | VALLEY CITY SCHOOL SAFETY | 0.0 | Safety | 359 | 323 | 0 | 36 | 0 | | | |
| | 2217 | | | I 94 HOBART LAKE | 0.0 | ITS | 795 | 715 | 80 | 0 | 0 | | | |
| | 2218 | | | ND 1 AND ND 11-RADIAL T INTERSECTION | 0.0 | | 3430 | 3087 | 343 | 0 | 0 | | | |
| Subtotal | | | | | | | 16084 | 14475 | 1223 | 386 | 0 | | | |
| Total | | | | | | | 191387 | 151507 | 25783 | 9302 | 4795 | | | |
| Grand Total | | | | | | | 244993 | 197973 | 32509 | 9716 | 4795 | | | |

2026-2029 Construction Program Valley City District



Devils Lake District

District 3



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

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

| | | | | | | | | | | (In Thousands) | | | | |
|-------------------|------|------|---------|--|--------|--|------------|----------|------------|----------------|------------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Key Source | | | CMC | | | | | | | | | | | |
| Fiscal Year: 2026 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| 23109 | 3001 | NH | 1 | N NEKOMA TO NEKOMA SEPARATION | 1.2 | Hot Bit Pave, Reconstruction, Widening | 2149 | 1739 | 410 | 0 | 0 | | | |
| 22616 | 3002 | NH | 1 | N NEKOMA SEPARATION N TO JCT 5 LANGDON | 12.2 | Full Depth Rec, Hot Bit Pave | 13681 | 11072 | 2609 | 0 | 0 | | | |
| 24770 | 3004 | NH | 2 | E HEFTI REST AREA E TO 2 MI E CRARY | 5.6 | Drainage Impr., Mill/OI 2" Max | 1456 | 1178 | 278 | 0 | 0 | | | |
| 24046 | 3005 | NH | 2 | WBERWICK TO EAST OF BERWICK | 1.5 | Thin Overlay | 395 | 320 | 75 | 0 | 0 | | | |
| 24771 | 3006 | NH | 2 | WW OF KNOX E TO W OF LEEDS | 12.3 | Mill/OI 2" Max | 3208 | 2596 | 612 | 0 | 0 | | | |
| 24286 | 3019 | NH | 3 | N RUGBY - JCT US 2 TO CITY LIMITS | 1.5 | Chip Seal Coat | 84 | 68 | 16 | 0 | 0 | | | |
| 24286 | 3020 | NH | 3 | N RUGBY N TO JCT 66-FONDA | 21.5 | Chip Seal Coat | 1248 | 1010 | 238 | 0 | 0 | | | |
| 23875 | 3021 | SS | 4 | N JCT 281 TO CANADIAN LINE | 10.3 | Chip Seal Coat | 597 | 483 | 114 | 0 | 0 | | | |
| 24101 | 3007 | SS | 17 | E FIRST 9 MILES OF 17 | 8.8 | Thin Overlay | 2296 | 1858 | 438 | 0 | 0 | | | |
| | 3008 | SS | 17 | E N JCT 20 S TO STARKWEATHER | 2.0 | Culvert Rehab | 214 | 173 | 41 | 0 | 0 | | | |
| | 3009 | SS | 17 | E STARKWEATHER S TO EDMORE | 22.5 | Culvert Rehab | 384 | 311 | 73 | 0 | 0 | | | |
| 24760 | 3022 | SS | 19 | E N JCT 281 TO JCT 2-DEVILS LAKE | 20.1 | Chip Seal Coat | 1165 | 943 | 222 | 0 | 0 | | | |
| | 3010 | SS | 20 | N N JCT 17 TO E JCT 5 - CLYDE | 20.8 | Culvert Rehab | 227 | 184 | 43 | 0 | 0 | | | |
| 24772 | 3023 | NH | 281 | N ROLLA MUN SECT TO DUNSEITH | 21.6 | Microsurfacing | 1919 | 1553 | 366 | 0 | 0 | | | |
| 23929 | 3013 | RAI | 281 | N TURTLE MOUNTAIN RESERVATION | 5.4 | Bikeway/Walkway, Lighting | 6566 | 3283 | 3283 | 0 | 0 | | | |
| 23928 | 3014 | RAI | | ND 57 SPIRIT LAKE RES & ND 20 | 10.4 | Bikeway/Walkway, Lighting | 15872 | 7936 | 7936 | 0 | 0 | | | |
| | 3024 | SS | | VAR LOC-DEVILS LAKE DIST SOUTH 1/2 | 0.0 | Pipe Repair | 2200 | 1780 | 420 | 0 | 0 | | | |
| Subtotal | | | | | | | 53661 | 36487 | 17174 | 0 | 0 | | | |
| Urban | | | | | | | | | | | | | | |
| 24443 | 3015 | SU | 982 | E US 2 FRTG RDS(ND19-GOULDINGS RD) | 1.9 | Mill/OI 2" Max, Subcut | 1750 | 1176 | 0 | 574 | 0 | | | |
| Subtotal | | | | | | | 1750 | 1176 | 0 | 574 | 0 | | | |
| Bridge | | | | | | | | | | | | | | |
| 23420 | 3025 | | 1 | N 2 SOUTH OF ND 15 | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 1443 | 1168 | 275 | 0 | 0 | | | |
| 23420 | 3026 | | 17 | E 5 EAST OF CANDO | 0.0 | Deck Overlay, Spall Repair, Structur Repair | 272 | 220 | 52 | 0 | 0 | | | |
| 23420 | 3027 | | 19 | E 3 WEST OF ND 30 | 0.0 | Deck Overlay, Rail Retrofit, Structur Repair, Riprap | 798 | 646 | 152 | 0 | 0 | | | |
| 23420 | 3028 | | 52 | E WEST OF JUNCTION US 281 | 0.0 | Spall Repair, Struct/Incid | 88 | 71 | 17 | 0 | 0 | | | |
| 23881 | 3012 | NH | 200 | E 11 WEST OF ND 20 | 0.0 | Deck Overlay, Expan Joint Mod, Spall Repair, Joint Sealant | 52 | 42 | 10 | 0 | 0 | | | |
| Subtotal | | | | | | | 2653 | 2147 | 506 | 0 | 0 | | | |
| Safety | | | | | | | | | | | | | | |
| 23264 | 3018 | HEC | | MULTIPLE BIA ROUTES | 0.0 | Safety | 500 | 450 | 50 | 0 | 0 | | | |
| Subtotal | | | | | | | 500 | 450 | 50 | 0 | 0 | | | |
| Total | | | | | | | 58564 | 40260 | 17730 | 574 | 0 | | | |

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

(In Thousands)

| PCN Map Key | Fund Source | Pend | Hwy Dir CMC | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|----------------|------|----------------|--|--------|--|---------------|--------------|---------------|---------------|---------------|
| Fiscal Year: 2027-2029 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| | 3102 NH | | 1 | N JCT ND 15-PEKIN TO 1 MI S OF LAKOTA | 16.2 | Selectiv Subcut | 66 | 53 | 13 | 0 | 0 |
| | 3115 NH | | 1 | N JCT 5 LANGDON N TO STATE LINE | 16.5 | Mill/OI 2" Max | 4459 | 3609 | 850 | 0 | 0 |
| 23110 | 3103 NH | | 2 | E DEVILS LAKE 4 LANE - HEFTI REST AREA | 7.7 | Lighting, Mill/OI 2" Max | 23089 | 18686 | 4403 | 0 | 0 |
| | 3104 NH | | 2 | E 2 MI E CRARY E TO LAKOTA | 11.6 | Thin Overlay | 3147 | 2547 | 600 | 0 | 0 |
| 23874 | 3116 SS | | 15 | E N JCT 281 TO 16 MI EAST OF NEW ROCK | 16.3 | Chip Seal Coat | 986 | 798 | 188 | 0 | 0 |
| | 3117 SS | | 19 | E JCT 30 TO S JCT US 281 | 12.2 | Chip Seal Coat | 739 | 598 | 141 | 0 | 0 |
| 23881 | 3118 NH | | 200 | E E JCT 52-CARRINGTON E TO JCT 20 | 25.9 | Mill/OI>2<Or=3" | 14356 | 11618 | 2738 | 0 | 0 |
| | 3111 NH | | 281 | N MINNEWAUKAN MAIN STREET | 0.0 | Turn Lanes | 498 | 403 | 95 | 0 | 0 |
| | 3119 NH | | 281 | N W JCT ND 66 TO ROLLA | 29.4 | Chip Seal Coat | 1773 | 1435 | 338 | 0 | 0 |
| | 3201 NH | | 15 | E RR UNDERPASS | 0.3 | Aggr Base, Curb & Gutter, PCC Pave, Pumps, Struct/Incid, Storm | 1782 | 1442 | 340 | 0 | 0 |
| | 3202 SS | | 15 | E CITY OF MCVILLE | 0.4 | Curb & Gutter, Lighting, Storm Sewer | 924 | 748 | 176 | 0 | 0 |
| | 3210 SS | | 17 | E CANDO CITY SECTION | 0.5 | Mill/OI 2" Max | 141 | 114 | 27 | 0 | 0 |
| | 3211 SS | | 17 | E N JCT 20 S TO STARKWEATHER | 2.0 | Mill/OI 2" Max | 562 | 455 | 107 | 0 | 0 |
| | 3203 SS | | 17 | E STARKWEATHER S TO EDMORE | 22.5 | Mill/OI 2" Max | 6332 | 5124 | 1208 | 0 | 0 |
| | 3212 SS | | 19 | E JCT 3 TO ESMOND | 8.1 | Asp OI>2"<Or=3", Selectiv Subcut, Sliver Grading | 5304 | 4293 | 1011 | 0 | 0 |
| 22633 | 3213 SS | | 20 | N N JCT 17 TO E JCT 5 - CLYDE | 20.8 | Mill/OI>2<Or=3" | 8094 | 6550 | 1544 | 0 | 0 |
| | 3206 NH | | 281 | N JCT 3 SOUTH W TO JCT ND 5 | 0.4 | Thin Overlay | 124 | 100 | 24 | 0 | 0 |
| | 3207 NH | | 281 | N MUNICIPAL SECTION - DUNSEITH | 0.7 | Mill/OI 2" Max | 201 | 163 | 38 | 0 | 0 |
| | 3214 NH | | 281 | N FRONTAGE ROAD E OF MAINLINE | 0.4 | Aggr Base, Curb & Gutter, Grade, Hot Bit Pave | 1201 | 972 | 229 | 0 | 0 |
| | 3208 NH | | 281 | N DUNSEITH N TO STATE LINE | 12.8 | Mill/OI 2" Max | 3604 | 2917 | 687 | 0 | 0 |
| | 3311 NH | | 15 | E RR OH AT FESSENDEN E TO W JCT 30 | 4.9 | Full Depth Rec, Hot Bit Pave, Widening | 12559 | 10164 | 2395 | 0 | 0 |
| | 3324 NH | | 52 | E CO LN S TO JCT ND 36 | 12.4 | Mill/OI 2" Max | 3636 | 2943 | 693 | 0 | 0 |
| | 3339 SS | | 66 | E ROLETTE CITY SECTION | 0.7 | Curb & Gutter, Full Depth Rec | 974 | 789 | 88 | 97 | 0 |
| | 3340 SS | | 66 | E E OF ROLETTE TO BISBEE | 9.6 | Full Depth Rec, Hot Bit Pave | 18399 | 14890 | 3509 | 0 | 0 |
| Subtotal | | | | | | | 112950 | 91411 | 21442 | 97 | 0 |
| Urban | | | | | | | | | | | |
| 24444 | 3113 SU | | 982 | E 5 LOCATIONS | 2.4 | Mill/OI>2<Or=3", Curb Ramps, Bikeway/Walkway, Pave Mark | 1620 | 1089 | 0 | 531 | 0 |
| | 3120 SU | | 982 | N DOWNTOWN 7 ROUTES | 0.9 | Milling, Hot Bit Pave, Chip Seal Coat, Signals | 875 | 588 | 0 | 287 | 0 |
| 24445 | 3209 SU | | 982 | E 10TH ST NE, 14TH ST NW, 14TH AVE NE | 2.5 | Mill/OI>2<Or=3", Curb Ramps, Bikeway/Walkway, Pave Mark | 1700 | 1142 | 0 | 558 | 0 |
| Subtotal | | | | | | | 4195 | 2819 | 0 | 1376 | 0 |
| Bridge | | | | | | | | | | | |
| | 3121 NH | | 1 | N 7 NORTH OF ND 5 | 0.0 | Struct Replace | 946 | 766 | 180 | 0 | 0 |
| 23640 | 3122 SS | | 17 | E 1 EAST OF 281 | 0.0 | Jt Repair, Spall Repair | 54 | 44 | 10 | 0 | 0 |
| | 3114 SS | | 88 | N PEACE GARDEN | 0.0 | Struct Replace | 649 | 525 | 124 | 0 | 0 |
| | 3338 NH | | 281 | N 1 NORTH US 2 | 0.0 | Struct Replace | 13166 | 10655 | 2511 | 0 | 0 |
| Subtotal | | | | | | | 14815 | 11990 | 2825 | 0 | 0 |
| Transportation Alternatives | | | | | | | | | | | |
| 24671 | 3123 TAC | | | RAMSEY COUNTY SHARED USE PATH ADA IM | 0.0 | ADA Ramp Rev, Bikeway/Walkway | 431 | 349 | 0 | 82 | 0 |
| Subtotal | | | | | | | 431 | 349 | 0 | 82 | 0 |
| Safety | | | | | | | | | | | |
| | 3124 | | | CAVALIER COUNTY PAVEMENT MARKINGS | 0.0 | Pave Mark | 191 | 172 | 0 | 19 | 0 |
| | 3341 | | | BENSON CO - PAVEMENT MARKINGS | 0.0 | Pave Mark | 231 | 208 | 0 | 23 | 0 |

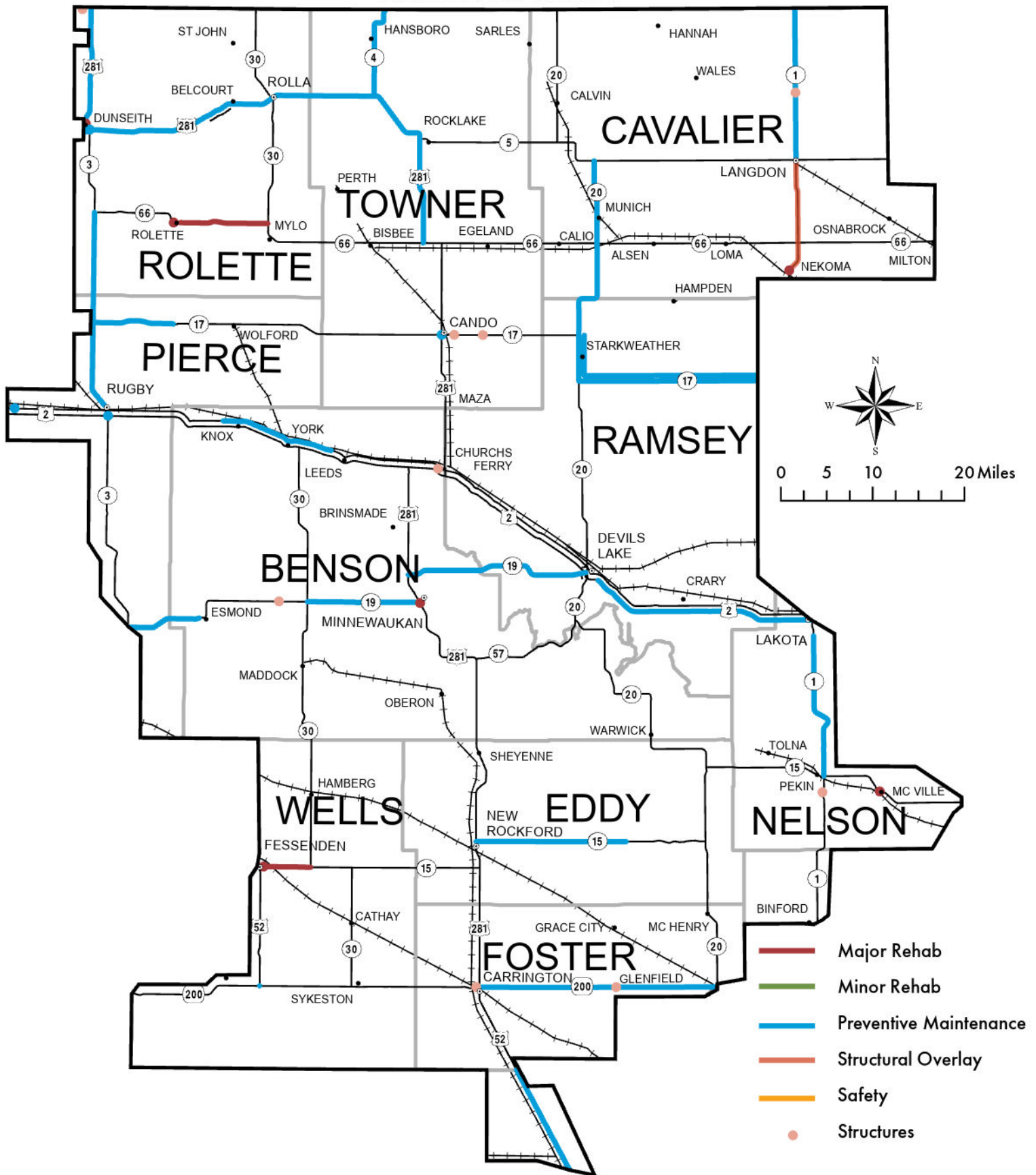
**North Dakota Department of Transportation
District - Devils Lake**

(In Thousands)

| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-----|-----|--------|------|-----|-----|----------|--------|-------------|------------|----------|------------|------------|------------|
| | Key | Source | | CMC | | | | | | | | | |
| | | | | | | | | Subtotal | 422 | 380 | 0 | 42 | 0 |
| | | | | | | | | Total | 132813 | 106949 | 24267 | 1597 | 0 |
| | | | | | | | | Grand Total | 191377 | 147209 | 41997 | 2171 | 0 |

2026-2029 Construction Program

Devils Lake District



Notice of Disclaimer

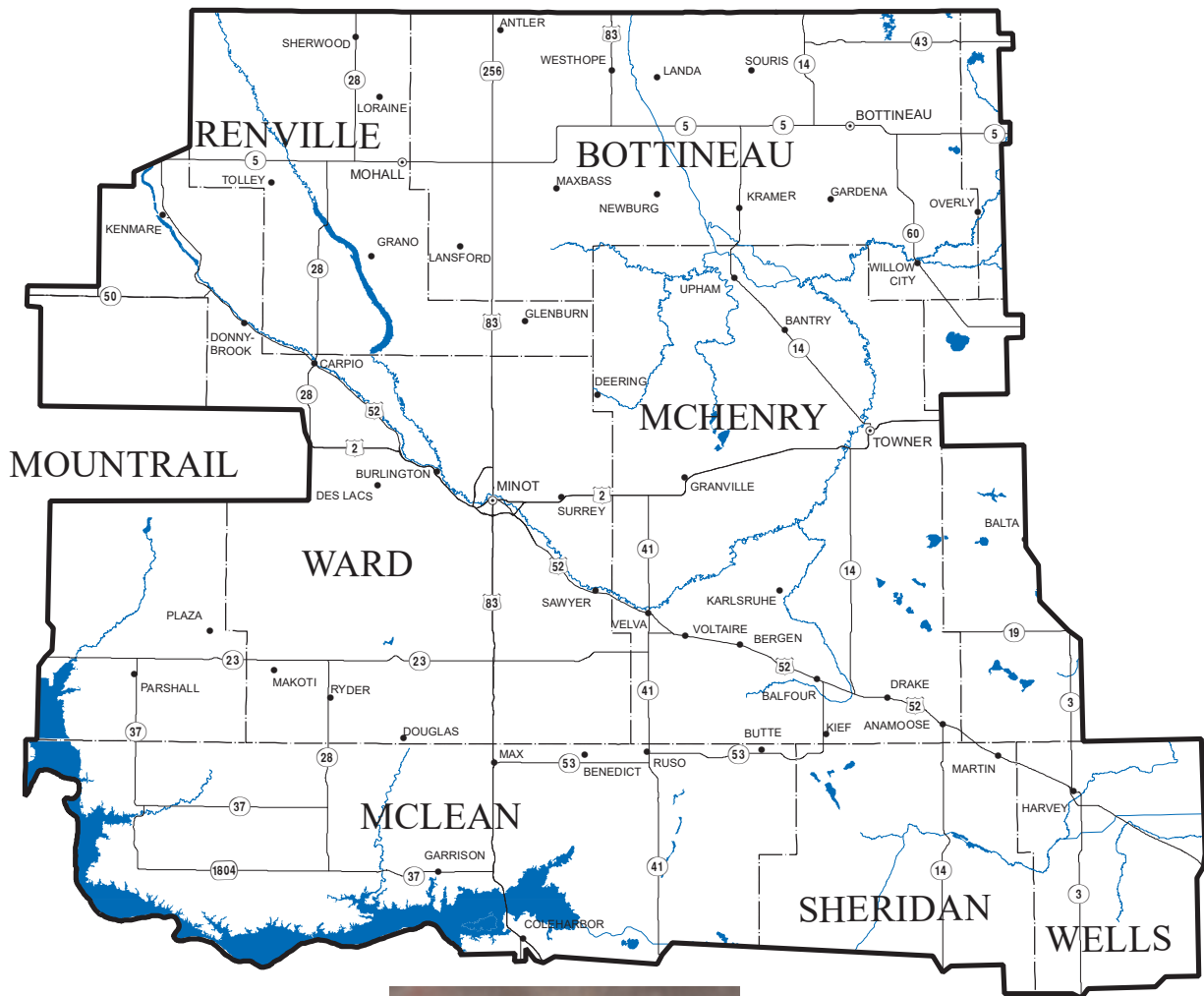
The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied,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

Projects Not Mapped

PCN 21870 - Signing and lighting various locations in Rolette County
 PCN 23264 - Safety projects on various BIA Routes
 PCN 23758 - Safety projects 5 miles E and 3 miles S of Maddock

Minot District

District 4



Korby Seward, District Engineer
North Dakota Department of Transportation
1305 Highway 2 Bypass East
Minot, ND 58701-7922
Phone: (701) 837-6925
Fax: (701) 837-6932

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

| | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|------|--------|---------|---------------------------------------|--------|-----------------------------------|------------|----------|------------|----------------|------------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Key Source | | | CMC | | | | | | | | | | | |
| Fiscal Year: 2026 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| 24773 | 4001 | NH | 2 | W 3 MI W SURREY TO BNRR OVERHEAD | 2.5 | Thin Overlay | 650 | 526 | 124 | 0 | 0 | | | |
| 24773 | 4002 | NH | 2 | W BNRR OVERHEAD TO 2.4 MI W GRANVILLE | 12.9 | Thin Overlay | 3344 | 2706 | 638 | 0 | 0 | | | |
| 24773 | 4003 | NH | 2 | W 2.4 MI W GRNVLL TO 1.5 MI W GRNVLLE | 0.9 | Thin Overlay | 241 | 195 | 46 | 0 | 0 | | | |
| 24773 | 4004 | NH | 2 | W 1.5 MI W GRANVILLE TO E GRANVILLE | 1.8 | Thin Overlay | 457 | 370 | 87 | 0 | 0 | | | |
| 24047 | 4005 | NH | 2 | W 1.5 MI E TOWNER TO BERWICK | 5.9 | Thin Overlay | 2182 | 1766 | 416 | 0 | 0 | | | |
| | 4032 | NH | 5 | E E JCT 52-KENMARE TO W JCT 28 | 18.0 | Chip Seal Coat | 1043 | 844 | 199 | 0 | 0 | | | |
| | 4033 | NH | 23 | E JCT 8 E TO JCT 37 | 10.0 | Chip Seal Coat | 578 | 468 | 110 | 0 | 0 | | | |
| | 4034 | NH | 23 | E JCT 37 E TO CO LINE | 12.0 | Chip Seal Coat | 697 | 564 | 133 | 0 | 0 | | | |
| | 4035 | NH | 23 | E CO LINE E TO JCT 28 | 8.9 | Chip Seal Coat | 514 | 416 | 98 | 0 | 0 | | | |
| 23641 | 4010 | NH | 52 | E NEAR JCT 53 TO NEAR FESSENDEN | 44.7 | Hot Bit Pave, Milling | 18420 | 9210 | 9210 | 0 | 0 | | | |
| 24103 | 4011 | NH | 83 | N SNAKE CREEK EMB N TO .5 MI S JCT 23 | 25.0 | Mill/OI 2" Max | 6497 | 5258 | 1239 | 0 | 0 | | | |
| 24104 | 4013 | NH | 83 | S SNAKE CREEK EMB N TO N OF MAX | 15.4 | Mill/OI 2" Max | 3998 | 3236 | 762 | 0 | 0 | | | |
| 24102 | 4014 | NH | 83 | S S OF JCT 23 N TO URBAN LIMIT | 15.5 | Mill/OI 2" Max | 4029 | 3261 | 768 | 0 | 0 | | | |
| Subtotal | | | | | | | 42650 | 28820 | 13830 | 0 | 0 | | | |
| Bridge | | | | | | | | | | | | | | |
| 22048 | 4023 | NH | 83 | N SOUTH OF U.S. HWY 2 | 0.0 | Struct Replace | 1755 | 1420 | 335 | 0 | 0 | | | |
| Subtotal | | | | | | | 1755 | 1420 | 335 | 0 | 0 | | | |
| Transportation Alternatives | | | | | | | | | | | | | | |
| 24408 | 4024 | TAU | | LEWIS & CLARK/BEL AIR SRTS | 0.0 | Walk/Drive Ways | 1590 | 1287 | 0 | 303 | 0 | | | |
| Subtotal | | | | | | | 1590 | 1287 | 0 | 303 | 0 | | | |
| Safety | | | | | | | | | | | | | | |
| 23153 | 4028 | HEN | 52 | E INTERSECTION OF US 52 & ND 3-HARVEY | 0.4 | Intersect Imp | 254 | 229 | 25 | 0 | 0 | | | |
| 23404 | 4029 | HEN | | RR CROSS ACCEL/DECEL LANES - US 52 | 0.0 | Aggr Base, Hot Bit Pave, Widening | 9167 | 8250 | 917 | 0 | 0 | | | |
| 23787 | 4030 | SHEHEU | | MINOT,CITYWIDE TRAFFIC SIGNAL REVISE | 0.0 | Signals | 1441 | 1296 | 54 | 91 | 0 | | | |
| Subtotal | | | | | | | 10862 | 9775 | 996 | 91 | 0 | | | |
| Transit | | | | | | | | | | | | | | |
| | 4031 | TURB | | MINOT-CITYWIDE 5307 | 0.0 | TR Op Assist, TR Prev Maint | 2415 | 1570 | 0 | 845 | 0 | | | |
| Subtotal | | | | | | | 2415 | 1570 | 0 | 845 | 0 | | | |
| Total | | | | | | | 59272 | 42872 | 15161 | 1239 | 0 | | | |

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

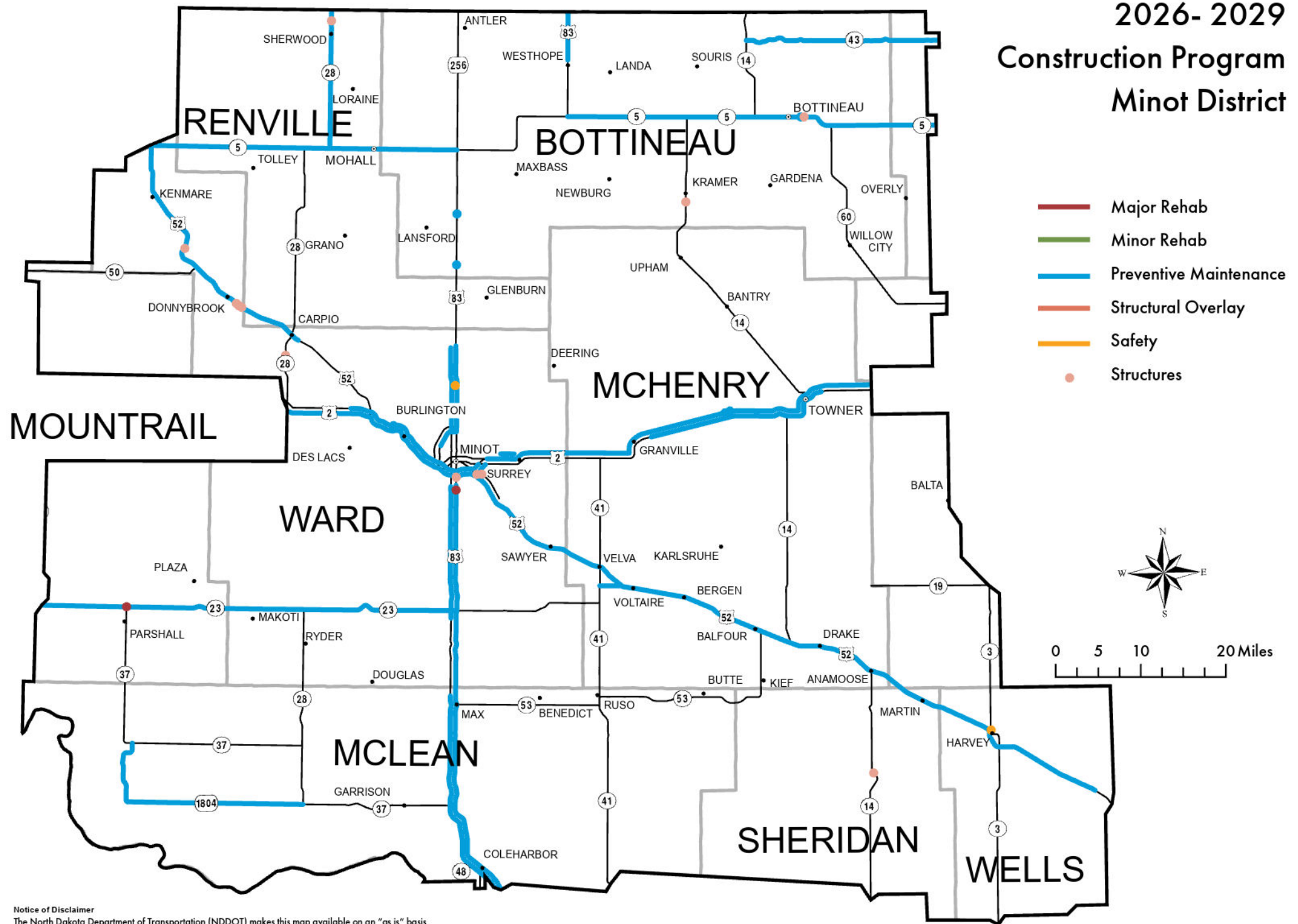
(In Thousands)

| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|-------------------------------|----------|------|---------|--|--------|---|--------------|--------------|--------------|------------|------------|
| Key Source | | | CMC | | | | | | | | |
| Fiscal Year: 2027-2029 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| | 4101 NH | | 2 | E 3 MI W OF JCT 52 TO 1 MI W JCT 83 | 14.2 | Thin Overlay | 3846 | 3113 | 733 | 0 | 0 |
| | 4102 NH | | 2 | W 3 MI W OF JCT 52 TO 1 MI W JCT 83 | 14.2 | Thin Overlay | 3838 | 3106 | 732 | 0 | 0 |
| | 4103 NH | | 2 | WE GRANVILLE TO 2 MI W JCT 14 | 16.0 | Thin Overlay | 4325 | 3500 | 825 | 0 | 0 |
| | 4116 NH | | 5 | E JCT 14 TO BOTTINEAU | 11.7 | Chip Seal Coat, Microsurfacing | 1795 | 1453 | 342 | 0 | 0 |
| | 4117 NH | | 5 | E BOTTINEAU-CITY SECTION | 0.5 | Chip Seal Coat, Microsurfacing | 74 | 60 | 14 | 0 | 0 |
| | 4118 NH | | 5 | E BOTTINEAU E TO W JCT 281-DUNSEITH | 17.7 | Chip Seal Coat, Microsurfacing | 2710 | 2193 | 517 | 0 | 0 |
| 23542 | 4119 SS | | 37 | E JCT ND 23 TO PARSHALL | 2.0 | Aggr Base, Full Depth Rec, Hot Bit Pave, Widening | 5709 | 4620 | 1089 | 0 | 0 |
| 23642 | 4104 NH | | 52 | E E JCT 2 TO CO LN - SAWYER | 14.4 | Mill/OI 2" Max | 3905 | 3160 | 745 | 0 | 0 |
| | 4105 NH | | 83 | N 0.5 MI S JCT 23 TO 41ST AVE | 15.3 | Mill/OI 2" Max | 4128 | 3341 | 787 | 0 | 0 |
| | 4106 NH | | 83 | N 41ST AVE TO 37TH AVE | 0.3 | Mill/OI 2" Max | 80 | 65 | 15 | 0 | 0 |
| | 4107 NH | | 83 | S MINOT TO AFB | 9.9 | Mill/OI 2" Max | 2680 | 2169 | 511 | 0 | 0 |
| | 4120 SS | | 1804 | N JCT ND 37 EMMET COR W&N TO RAUB JCT | 28.5 | Chip Seal Coat | 1717 | 1390 | 327 | 0 | 0 |
| | 4201 NH | | 2 | E E ENT BERTHOLD TO 3 MI W OF JCT 52 | 7.1 | Microsurfacing | 687 | 556 | 131 | 0 | 0 |
| | 4202 NH | | 2 | E 1 MI W JCT 83 TO 55TH ST | 5.5 | Mill/OI 2" Max | 1548 | 1253 | 295 | 0 | 0 |
| | 4203 NH | | 2 | E 1.7 MI E GRANVILLE TO 2 MI W JCT 14 | 14.6 | CPR, Grinding | 2521 | 2040 | 481 | 0 | 0 |
| | 4204 NH | | 2 | W 1 MI W. JCT 83 TO 55TH ST | 5.0 | Mill/OI 2" Max | 1401 | 1134 | 267 | 0 | 0 |
| | 4205 NH | | 5 | E MOHALL TO W JCT 83-RENVILLE CORNER | 9.4 | Chip Seal Coat, Microsurfacing | 1499 | 1213 | 286 | 0 | 0 |
| | 4206 NH | | 23 | E JCT 28 E TO JCT 83 | 18.3 | Chip Seal Coat, Microsurfacing | 2911 | 2356 | 555 | 0 | 0 |
| | 4207 NH | | 52 | E KENMARE TO S OF DONNYBROOK | 17.6 | Microsurfacing | 1692 | 1369 | 323 | 0 | 0 |
| | 4208 NH | | 52 | E S OF DONNYBROOK TO CARPIO | 9.3 | Microsurfacing | 891 | 721 | 170 | 0 | 0 |
| | 4209 NH | | 52 | E CO LN-SAWYER-SE TO 1 MI W BERGEN | 14.3 | Microsurfacing | 1380 | 1117 | 263 | 0 | 0 |
| | 4210 NH | | 52 | E 1 MI W OF BERGEN TO JCT 14-ANAMOOSE | 25.0 | Thin Overlay | 7036 | 5694 | 1342 | 0 | 0 |
| | 4211 NH | | 83 | N N JCT 200 N TO SNAKE CREEK EMBANKMNT | 6.8 | Mill/OI 2" Max | 1925 | 1558 | 367 | 0 | 0 |
| | 4228 NH | | 83 | N SNAKE CREEK EMBANKMENT | 2.9 | Microsurfacing | 276 | 223 | 53 | 0 | 0 |
| | 4212 NH | | 83 | S N JCT 200 N TO SNAKE CREEK EMBANK. | 6.9 | Mill/OI 2" Max | 1928 | 1560 | 368 | 0 | 0 |
| | 4229 NH | | 83 | S SNAKE CREEK EMBANKMENT | 2.9 | Microsurfacing | 276 | 223 | 53 | 0 | 0 |
| | 4213 SS | | 97 | E VELVA-SUNFLOWER ROAD | 2.5 | Mill/OI 2" Max | 709 | 574 | 135 | 0 | 0 |
| | 4301 NH | | 2 | E 2 MI W JCT 14 TO 1.5 MI E TOWNER | 7.7 | Thin Overlay | 2246 | 1818 | 428 | 0 | 0 |
| | 4302 NH | | 2 | W JCT 28-BERTHOLD TO E OF BERTHOLD | 0.7 | Thin Overlay | 205 | 166 | 39 | 0 | 0 |
| | 4303 NH | | 2 | W 55TH ST E TO E GRANVILLE | 19.6 | Mill/OI 2" Max | 5746 | 4650 | 1096 | 0 | 0 |
| | 4304 NH | | 2 | W 2 MI W JCT 14 TO 1.5 MI E TOWNER | 7.7 | Thin Overlay | 2244 | 1816 | 428 | 0 | 0 |
| | 4305 NH | | 5 | E W JCT 28 TO RR AVE - MOHALL | 8.2 | Chip Seal Coat, Microsurfacing | 1358 | 1099 | 259 | 0 | 0 |
| | 4306 NH | | 5 | E MOHALL - RAILROAD AVE TO 5TH AVE | 0.4 | Chip Seal Coat, Microsurfacing | 72 | 58 | 14 | 0 | 0 |
| | 4307 NH | | 5 | E E JCT 83 E TO JCT 14 | 14.0 | Microsurfacing | 1405 | 1137 | 268 | 0 | 0 |
| | 4308 SS | | 28 | N E JCT 5-MOHALL N TO STATE LINE | 16.3 | Mill/OI 2" Max | 4766 | 3857 | 909 | 0 | 0 |
| | 4309 SS | | 43 | E JCT ND 14 E TO JCT US 281 | 23.3 | Mill/OI 2" Max | 6811 | 5512 | 1299 | 0 | 0 |
| | 4310 NH | | 52 | E E JCT 52/5 TO 1 MI N KENMARE | 5.1 | Microsurfacing | 509 | 412 | 97 | 0 | 0 |
| | 4312 NH | | 83 | N NDDOT RESPONSIBLE | 0.5 | Mill/OI 2" Max | 146 | 118 | 28 | 0 | 0 |
| | 4313 NH | | 83 | N MINOT TO AFB | 10.1 | Mill/OI 2" Max | 2961 | 2396 | 565 | 0 | 0 |
| | 4316 NH | | 83 | N NORTH END OF WESTHOPE N TO STATE LI | 5.7 | Mill/OI 2" Max | 1679 | 1359 | 320 | 0 | 0 |
| | 4315 NH | | 83BN | MINOT NW BYPASS | 5.4 | Microsurfacing | 542 | 439 | 103 | 0 | 0 |
| Subtotal | | | | | | | 92177 | 74598 | 17579 | 0 | 0 |
| Urban | | | | | | | | | | | |
| 24411 | 4109 UGP | | 989 | N 3RD ST, CENTRAL AVE | 0.5 | Reconstruction, Watermain, Sanitary Sewer | 9132 | 4600 | 0 | 4532 | 0 |

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

| | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|------|--------|---------|--|--------|--|------------|----------|------------|----------------|------------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Key Source | | | CMC | | | | | | | | | | | |
| Urban | | | | | | | | | | | | | | |
| 24033 | 4122 | SU | 989 | N 16TH ST INT (FRTG RD SW-24TH AV SW) | 0.4 | PCC Pave, Grinding, Signals, Curb Ramps, Deck Overlay, 1.6 Prelim Engineer | 4479 | 3625 | 0 | 854 | 0 | | | |
| 24435 | 4214 | NHU | 83 | N 19TH AV SW-URBAN LIMITS, INTERCHANGE | 1.6 | Prelim Engineer | 5156 | 4173 | 983 | 0 | 0 | | | |
| 24303 | 4215 | SU | 989 | N 16TH ST (BURDICK TO 2ND AVE SW) | 0.6 | Reconstruction | 11657 | 5376 | 0 | 6281 | 0 | | | |
| Subtotal | | | | | | | 30424 | 17774 | 983 | 11667 | 0 | | | |
| Bridge | | | | | | | | | | | | | | |
| 23640 | 4123 | | 5 | E 4 WEST OF N.D. HWY 60 | 0.0 | Jt Repair | 57 | 46 | 11 | 0 | 0 | | | |
| 23640 | 4124 | SS | 28 | N 3 SOUTH U.S. HWY 52 | 0.0 | Jt Repair, Spall Repair, Riprap | 54 | 44 | 10 | 0 | 0 | | | |
| 23640 | 4125 | SS | 28 | N 15 NORTH OF N.D. HWY 5 W | 0.0 | Jt Repair | 54 | 44 | 10 | 0 | 0 | | | |
| 23640 | 4126 | SS | 52 | E SOUTHEAST OF KENMARE | 0.0 | Jt Repair, Spall Repair, Struct/Incid | 109 | 88 | 21 | 0 | 0 | | | |
| 23640 | 4127 | SS | 52 | E 8 NORTHWEST OF ND 28 | 0.0 | Jt Repair, Spall Repair | 54 | 44 | 10 | 0 | 0 | | | |
| 23640 | 4128 | SS | 52 | E 7 NORTHWEST OF ND 28 | 0.0 | Jt Repair | 54 | 44 | 10 | 0 | 0 | | | |
| 23640 | 4129 | SS | 52 | E 7 NORTHWEST OF ND 28 | 0.0 | Spall Repair | 54 | 44 | 10 | 0 | 0 | | | |
| 23635 | 4317 | | 2 | E NE JCT U.S. HWY 2 & 52 | 0.0 | Deck Overlay, Approach Slabs, Spall Repair | 1125 | 910 | 215 | 0 | 0 | | | |
| 23635 | 4318 | | 2 | WNE OF JCT 2 & 52 | 0.0 | Deck Overlay, Approach Slabs, Spall Repair | 1125 | 910 | 215 | 0 | 0 | | | |
| 23635 | 4319 | | 14 | N 12 SOUTH OF U.S. HWY 52 | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 1118 | 905 | 213 | 0 | 0 | | | |
| 23635 | 4320 | | 14 | N 1 SOUTH OF KRAMER | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 320 | 259 | 61 | 0 | 0 | | | |
| Subtotal | | | | | | | 4124 | 3338 | 786 | 0 | 0 | | | |
| Transportation Alternatives | | | | | | | | | | | | | | |
| 4130 | TAC | | | BOTTINEAU COUNTY LAKE METIGOSHE SHAR | 0.0 | Bikeway/Walkway | 204 | 149 | 0 | 55 | 0 | | | |
| 24659 | 4131 | TAU | | MINOT EDISON ELEMENTARY SRTS | 0.0 | SRTS | 1080 | 874 | 0 | 206 | 0 | | | |
| Subtotal | | | | | | | 1284 | 1023 | 0 | 261 | 0 | | | |
| Safety | | | | | | | | | | | | | | |
| 24129 | 4114 | HEN | 83 | N INTERSECTION OF US 83 AND ND 23 | 0.0 | Intersect Imp | 10000 | 9000 | 1000 | 0 | 0 | | | |
| 4132 | | | | MCHENRY CO ROADS | 0.0 | Lighting, Signing, Pave Mark | 730 | 657 | 0 | 73 | 0 | | | |
| 4133 | | | | WELLS CO ROADS | 0.0 | Lighting, Signing, Pave Mark | 871 | 784 | 0 | 87 | 0 | | | |
| 4134 | | | | WARD CO 17 AND 14 ROUNDABOUT | 0.0 | Roundabout | 2900 | 2610 | 0 | 290 | 0 | | | |
| 24570 | 4227 | HENHEU | | MINOT SPEED FEEDBACK SIGNS | 0.0 | Signing | 84 | 76 | 4 | 4 | 0 | | | |
| 4321 | | | | US 52 & CR 12/54 ST | 0.0 | RCI | 4520 | 4068 | 452 | 0 | 0 | | | |
| 4322 | | | | MINOT SCHOOLS STREET LIGHTING | 0.0 | Lighting | 1452 | 1307 | 0 | 145 | 0 | | | |
| 4323 | | | | BOTTINEAU CO - 6" PAVEMENT MARKINGS | 0.0 | Pave Mark | 107 | 96 | 0 | 11 | 0 | | | |
| Subtotal | | | | | | | 20664 | 18598 | 1456 | 610 | 0 | | | |
| Transit | | | | | | | | | | | | | | |
| 4115 | TURB | | | MINOT-CITYWIDE 5307 | 0.0 | TR Op Assist, TR Prev Maint | 2463 | 1601 | 0 | 862 | 0 | | | |
| 4225 | TURB | | | MINOT-CITYWIDE 5307 | 0.0 | TR Op Assist, TR Prev Maint | 2512 | 1633 | 0 | 879 | 0 | | | |
| 4324 | TURB | | | MINOT-CITYWIDE 5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 2563 | 1666 | 0 | 897 | 0 | | | |
| Subtotal | | | | | | | 7538 | 4900 | 0 | 2638 | 0 | | | |
| Total | | | | | | | 156211 | 120231 | 20804 | 15176 | 0 | | | |
| Grand Total | | | | | | | 215483 | 163103 | 35965 | 16415 | 0 | | | |

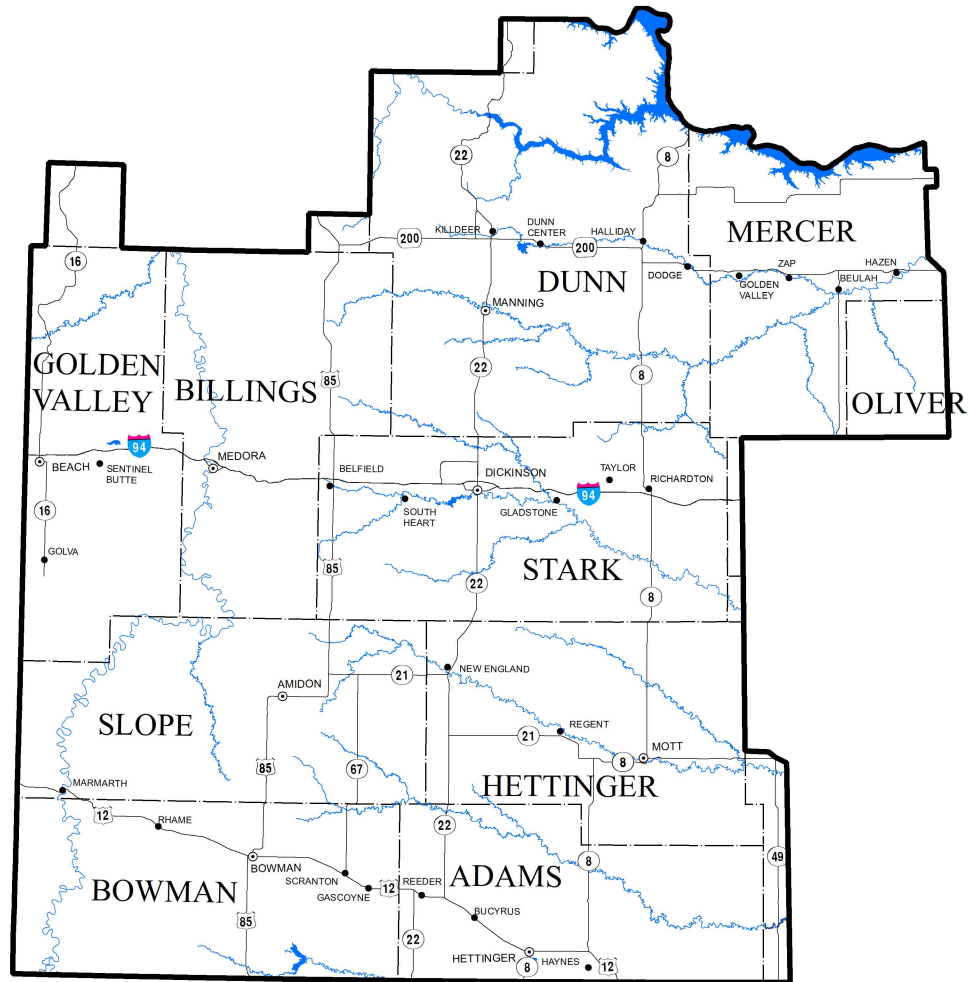
2026- 2029
Construction Program
Minot District



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Dickinson District

District 5



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

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

| | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|------|-------|------|-----|-----|--------------------------------------|--------|--|-------|----------------|-------|-------|-------|--|
| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | |
| Key Source | | | | CMC | | | | | Cost | Fund | Fund | Fund | Fund | |
| Fiscal Year: 2026 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| 24691 | 5043 | NH | | 12 | E | RHAME TO BOWMAN | 13.0 | Chip Seal Coat | 751 | 608 | 143 | 0 | 0 | |
| 24687 | 5044 | NH | | 12 | E | COUNTY LINE TO HETTINGER | 19.4 | Chip Seal Coat | 1126 | 911 | 215 | 0 | 0 | |
| 23485 | 5004 | SS | | 16 | N | 3MI N TROTTERS N TO 8MI N TROTTERS | 4.4 | Culvert Rehab, Riprap | 650 | 526 | 124 | 0 | 0 | |
| 24688 | 5045 | SS | | 22 | N | STATE LINE N TO W JCT 12- REEDER | 11.9 | Chip Seal Coat | 693 | 561 | 132 | 0 | 0 | |
| 23878 | 5006 | SS | | 22 | N | GREEN RIVER BRIDGE | 0.8 | Drainage Impr. | 933 | 755 | 178 | 0 | 0 | |
| 24689 | 5046 | SS | | 22 | N | N OF KILLDEER TO RP 118 | 9.5 | Chip Seal Coat | 554 | 448 | 106 | 0 | 0 | |
| 24689 | 5047 | SS | | 22 | N | RP 118.9 TO LOST BRIDGE | 7.1 | Chip Seal Coat | 413 | 334 | 79 | 0 | 0 | |
| 24692 | 5050 | SS | | 22B | N | KILLDEER BUSINESS LOOP | 4.9 | Chip Seal Coat | 283 | 229 | 54 | 0 | 0 | |
| 24690 | 5048 | NH | | 85 | N | STATE LINE N TO N OF BOWMAN | 19.0 | Chip Seal Coat | 1101 | 891 | 210 | 0 | 0 | |
| 23932 | 5049 | NH | | 85 | N | GORHAM JCT N TO JCT ND 200 | 16.3 | Hot Bit Pave | 7060 | 5714 | 1346 | 0 | 0 | |
| 24330 | 5009 | IM | | 94 | E | BILLINGS CO. I-94 W RIVER ROAD INTCH | 0.2 | Structure Items | 960 | 864 | 96 | 0 | 0 | |
| 23518 | 5010 | IM | | 94 | E | W OF E MEDORA INT TO 2 MILES E | 2.5 | Culvert Rehab, Fencing | 600 | 540 | 60 | 0 | 0 | |
| 23388 | 5015 | NH | | 200 | E | DUNN CENTER TO DODGE | 21.5 | Full Depth Rec, Structural Ol>3, Struct Replace | 27011 | 21860 | 5151 | 0 | 0 | |
| 22938 | 5016 | NH | | 200 | E | ND 200, MAIN ST W- HAZEN GOLF COURSE | 2.6 | Bikeway/Walkway, Lighting | 1796 | 1454 | 342 | 0 | 0 | |
| 23486 | 5017 | IM | | | | DICKINSON - VARIOUS LOCATIONS - I-94 | 0.0 | Culvert Rehab | 624 | 562 | 62 | 0 | 0 | |
| Subtotal | | | | | | | | | 44555 | 36257 | 8298 | 0 | 0 | |
| Urban | | | | | | | | | | | | | | |
| 23695 | 5018 | NHU | | 94B | E | W BUS LOOP (I-94 TO STATE AVE) | 1.4 | Reconstruction, Bikeway/Walkway, Lighting | 13610 | 11015 | 1234 | 1361 | 0 | |
| 24205 | 5019 | SUCPU | | 983 | E | 5TH ST SE (ND 22 TO 6TH AVE SE) | 0.5 | Construction, Mill/Ol>2<Or=3", Curb Ramps, Utilities | 1975 | 1254 | 0 | 721 | 0 | |
| Subtotal | | | | | | | | | 15585 | 12269 | 1234 | 2082 | 0 | |
| Bridge | | | | | | | | | | | | | | |
| 23772 | 5021 | NH | | 85 | N | 4 SOUTH OF JCT US 12 | 0.0 | Struct Replace | 2160 | 1748 | 412 | 0 | 0 | |
| 24505 | 5032 | IM | | 94 | E | JCT. I-94 & ND 8 | 0.0 | Spall Repair, Selective Grade | 500 | 450 | 50 | 0 | 0 | |
| 23388 | 5034 | NH | | 200 | E | 5 EAST OF SOUTH JCT. ND 8 | 0.0 | Struct Replace, Riprap | 1622 | 0 | 1622 | 0 | 0 | |
| Subtotal | | | | | | | | | 4282 | 2198 | 2084 | 0 | 0 | |
| Transportation Alternatives | | | | | | | | | | | | | | |
| 5036 | TAC | | | | | ADA SIDEWALK IMPROVEMENTS | 0.0 | Bikeway/Walkway | 766 | 547 | 0 | 219 | 0 | |
| 24415 | 5037 | TAC | | | | EAST RIVER ROAD SHARED USE PATH | 0.0 | Bikeway/Walkway | 2143 | 1734 | 0 | 409 | 0 | |
| 24398 | 5038 | TAC | | | | CITY OF REGENT | 0.0 | Reconstruction, Walk/Drive Ways | 766 | 547 | 0 | 219 | 0 | |
| Subtotal | | | | | | | | | 3675 | 2828 | 0 | 847 | 0 | |
| Emergency Relief | | | | | | | | | | | | | | |
| 24071 | 5039 | SERP | | 22 | N | ND 22- 4 MILES SOUTH OF LOST BRIDGE | 0.2 | Slide Repair | 7301 | 5909 | 1392 | 0 | 0 | |
| Subtotal | | | | | | | | | 7301 | 5909 | 1392 | 0 | 0 | |
| Safety | | | | | | | | | | | | | | |
| 23692 | 5040 | HEN | | | | I-94B & 23RD AVE W/CO 10 | 0.0 | Roundabout | 2920 | 2628 | 292 | 0 | 0 | |
| 23759 | 5041 | HEC | | | | MULTIPLE LOCATIONS | 0.0 | Guardrail | 794 | 715 | 79 | 0 | 0 | |
| 23691 | 5042 | HEN | | | | ND22 & 8TH ST S | 0.0 | Roundabout | 2781 | 2503 | 278 | 0 | 0 | |
| Subtotal | | | | | | | | | 6495 | 5846 | 649 | 0 | 0 | |
| Total | | | | | | | | | 81893 | 65307 | 13657 | 2929 | 0 | |

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

| | | | | | | | (In Thousands) | | | | |
|-------------------------------|----------|------|---------|---|--------|---|----------------|---------------|--------------|-------------|----------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other |
| Key Source | | | CMC | | | | Cost | Fund | Fund | Fund | Fund |
| Fiscal Year: 2027-2029 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| | 5117 NH | | 8 | N WEST JCT 21 EAST TO MOTT | 7.8 | Chip Seal Coat | 468 | 379 | 89 | 0 | 0 |
| | 5118 NH | | 8 | N MOTT TO 1.4 MI N HETTNGR/STARK CO LN | 19.4 | Chip Seal Coat | 1168 | 945 | 223 | 0 | 0 |
| 24106 | 5119 SS | | 12 | E STATE LINE E TO W RHAME | 20.5 | Thin Overlay | 5556 | 4496 | 1060 | 0 | 0 |
| 24048 | 5120 NH | | 12 | E HETTINGER TO STATE LINE | 14.0 | Microsurfacing, Micro Mill | 1583 | 1281 | 302 | 0 | 0 |
| | 5121 NH | | 21 | E S JCT 22 E TO W JCT ND 8 | 21.0 | Chip Seal Coat | 1270 | 1028 | 242 | 0 | 0 |
| 23544 | 5122 SS | | 22 | N 34TH ST N TO RP 91 | 16.9 | Mill/OI>2<Or=3" | 12738 | 10309 | 2429 | 0 | 0 |
| | 5123 NH | | 49 | N CO LN N TO BEULAH | 19.4 | Chip Seal Coat | 1173 | 949 | 224 | 0 | 0 |
| | 5124 NH | | 49 | N BEULAH NORTH TO JCT 200 | 3.1 | Chip Seal Coat | 187 | 151 | 36 | 0 | 0 |
| | 5125 NH | | 85 | N N BOWMAN N TO AMIDON | 21.4 | Chip Seal Coat | 1291 | 1045 | 246 | 0 | 0 |
| | 5126 NH | | 85 | N AMIDON N TO 9.7 MI N AMIDON | 10.0 | Chip Seal Coat | 603 | 488 | 115 | 0 | 0 |
| | 5127 NH | | 85 | N NEAR BELFIELD TO NEAR GORHAM JCT | 15.0 | Mill/OI 2" Max | 4043 | 3272 | 771 | 0 | 0 |
| | 5128 IM | | 94 | WRP 31 NEAR PAINTED CANYON | 0.2 | Slide Repair | 780 | 702 | 78 | 0 | 0 |
| | 5221 SS | | 8 | N SOUTH OF TWIN BUTTES | 0.0 | Slide Repair | 762 | 617 | 145 | 0 | 0 |
| 23545 | 5222 SS | | 22 | N RP 91 TO JCT ND 200 | 13.1 | Mill/OI>2<Or=3" | 9247 | 7484 | 1763 | 0 | 0 |
| | 5223 SS | | 22 | N KILLDEER BYPASS | 3.8 | CPR, Grinding | 947 | 766 | 181 | 0 | 0 |
| | 5224 SS | | 22 | N LOST BRIDGE TO ND 73 | 14.5 | Chip Seal Coat | 913 | 739 | 174 | 0 | 0 |
| | 5225 SS | | 49 | N WESTMORELAND BRIDGE SOUTH OF BEULAH | 1.0 | Structure Items | 1081 | 875 | 206 | 0 | 0 |
| | 5226 IM | | 94 | E LITTLE MISSOURI RIVER TO FRYBURG | 10.9 | Chip Seal Coat | 683 | 615 | 68 | 0 | 0 |
| | 5227 IM | | 94 | E FRYBURG TO BELFIELD | 7.2 | Chip Seal Coat | 450 | 405 | 45 | 0 | 0 |
| | 5228 IM | | 94 | E SOUTH HEART TO W DICKINSON INTR | 6.8 | Chip Seal Coat | 194 | 175 | 19 | 0 | 0 |
| 23879 | 5229 IM | | 94 | E EXIT 59 | 0.0 | Lighting | 1184 | 1066 | 118 | 0 | 0 |
| 23879 | 5230 IM | | 94 | E EXIT 61 - JCT ND 22 & I-94 | 0.0 | Lighting | 1184 | 1066 | 118 | 0 | 0 |
| | 5231 IM | | 94 | W STATE LINE TO RP 11.7 | 11.7 | Chip Seal Coat | 329 | 296 | 33 | 0 | 0 |
| | 5232 IM | | 94 | W MEDORA TO FRYBURG | 11.5 | Chip Seal Coat | 720 | 648 | 72 | 0 | 0 |
| | 5233 IM | | 94 | W FRYBURG TO BELFIELD | 7.2 | Chip Seal Coat | 450 | 405 | 45 | 0 | 0 |
| | 5234 IM | | 94 | W BELFIELD TO SOUTH HEART | 10.8 | CPR, Mill/OI>2<Or=3" | 8744 | 7870 | 874 | 0 | 0 |
| | 5319 SS | | 49 | N STATE LINE N 19 MILES | 19.0 | Chip Seal Coat | 1239 | 1003 | 236 | 0 | 0 |
| | 5320 SS | | 49 | N 19 MI N ST LN - W JCT 21-NEW LEIPZIG | 10.8 | Chip Seal Coat | 702 | 568 | 134 | 0 | 0 |
| | 5309 IM | | 94 | E RP 11.7 TO LITTLE MISSOURI RIVER | 12.6 | Deck Overlay, PCC Pave | 49227 | 44304 | 4923 | 0 | 0 |
| | 5321 IM | | 94 | E BELFIELD TO SOUTH HEART | 10.8 | CPR, Mill/OI>2<Or=3" | 9094 | 8185 | 909 | 0 | 0 |
| | 5322 IM | | 94 | E GREEN RIVER E TO TAYLOR | 9.6 | Chip Seal Coat | 627 | 564 | 63 | 0 | 0 |
| | 5323 IM | | 94 | E TAYLOR E TO YOUNGMANS BUTTE | 8.0 | Chip Seal Coat | 523 | 471 | 52 | 0 | 0 |
| | 5324 IM | | 94 | E NEAR YOUNGMANS BUTTE-NEAR EAGLE NEST | 12.9 | Chip Seal Coat | 292 | 263 | 29 | 0 | 0 |
| | 5325 IM | | 94 | WE DICK. INTR E TO RP 76.35 | 11.2 | Chip Seal Coat | 332 | 299 | 33 | 0 | 0 |
| Subtotal | | | | | | | 119784 | 103729 | 16055 | 0 | 0 |
| Urban | | | | | | | | | | | |
| 24434 | 5209 NHU | | 94B | E VILLARD ST W(N OF I-94-STATE AV) | 1.5 | Chip Seal Coat, Pave Mark | 600 | 486 | 54 | 60 | 0 |
| 24441 | 5210 SU | | 983 | N STATE AVE (VILLARD TO 15TH ST W) | 1.3 | Chip Seal Coat, Pave Mark | 500 | 405 | 0 | 95 | 0 |
| | 5326 NHU | | 22 | N ND 22 (15TH ST W-45TH ST W) | 1.9 | Microsurfacing, Chip Seal Coat, Pave Mark | 1000 | 809 | 191 | 0 | 0 |
| 24746 | 5327 SU | | 983 | E FAIRWAY ST (STATE AVE-13TH AVE W) | 0.3 | Mill/OI>2<Or=3", Subcut, Curb & Gutter, Curb Ramps, Lighting | 1100 | 890 | 0 | 210 | 0 |
| 24210 | 5328 SU | | 983 | N 10TH AVE E (VILLARD-MUSEUM DR) | 1.0 | Mill/OI 2" Max, Curb & Gutter, Curb Ramps, Flashing Beacon | 3000 | 2428 | 0 | 572 | 0 |
| 24593 | 5329 SU | | 983 | W 21ST ST W (STATE AV-ND 22) | 1.0 | Mill/OI>2<Or=3", Subcut, Curb & Gutter, Curb Ramps, Lighting | 3200 | 2590 | 0 | 610 | 0 |
| Subtotal | | | | | | | 9400 | 7608 | 245 | 1547 | 0 |

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

| | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|---------|--------------------------------------|--------|---|-------|-------|-------|-------|-------|----------------|--|--|--|--|
| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total | Fed | State | Local | Other | | | | | |
| Key Source | CMC | | | | Cost | Fund | Fund | Fund | Fund | | | | | |
| Bridge | | | | | | | | | | | | | | |
| 5107 NH | 8 | N 5 NORTH OF MOTT | 0.0 | Structur Repair | 731 | 592 | 139 | 0 | 0 | | | | | |
| 5108 NH | 8 | N 14 NORTH OF MOTT | 0.0 | Structur Repair | 731 | 592 | 139 | 0 | 0 | | | | | |
| 5109 NH | 8 | N 17 NORTH OF MOTT | 0.0 | Structur Repair | 731 | 592 | 139 | 0 | 0 | | | | | |
| 5110 NH | 8 | N 5 SOUTH JCT. I-94 | 0.0 | Jt Repair, Spall Repair | 88 | 71 | 17 | 0 | 0 | | | | | |
| 5111 NH | 8 | N 5 NORTH JCT. I-94 | 0.0 | Structur Repair | 877 | 710 | 167 | 0 | 0 | | | | | |
| 5112 NH | 85 | N 9 NORTH OF S.D. BORDER | 0.0 | Structur Repair | 844 | 683 | 161 | 0 | 0 | | | | | |
| 5113 NH | 85 | N AT JCT. ND 21 | 0.0 | Jt Repair | 57 | 46 | 11 | 0 | 0 | | | | | |
| 5114 NH | 85 | N 10 NORTH OF JCT. ND 21 | 0.0 | Structur Repair | 675 | 546 | 129 | 0 | 0 | | | | | |
| 5115 IM | 94 | E 4 MILES WEST OF ND 8 | 0.0 | Structur Repair, Pipe Replacemt | 193 | 174 | 19 | 0 | 0 | | | | | |
| 5116 IM | 94 | E 4 MILES WEST OF ND 8 | 0.0 | Struct/Incid, Pipe Replacemt | 203 | 183 | 20 | 0 | 0 | | | | | |
| 23674 5211 SS | 22 | N AT NEW ENGLAND | 0.0 | Structure Paint | 205 | 166 | 39 | 0 | 0 | | | | | |
| 23274 5212 SS | 49 | N 7 NORTH ND-SD BORDER | 0.0 | Deck Overlay, Rail Retrofit, Grd rail Upgrade | 761 | 616 | 145 | 0 | 0 | | | | | |
| 23274 5213 SS | 49 | N 11 NORTH ND-SD BORDER | 0.0 | Deck Overlay, Rail Retrofit, Grd rail Upgrade | 452 | 366 | 86 | 0 | 0 | | | | | |
| 5235 | 94 | E WEST MEDORA INT | 0.0 | Spall Repair | 562 | 506 | 56 | 0 | 0 | | | | | |
| 23674 5214 IM | 94 | E 16 WEST OF US 85 | 0.0 | Structure Paint | 204 | 184 | 20 | 0 | 0 | | | | | |
| 23674 5215 IM | 94 | E 9 WEST OF JCT. US 85 | 0.0 | Structure Paint | 204 | 184 | 20 | 0 | 0 | | | | | |
| 23902 5236 IM | 94 | E 2 WEST OF ND 22 | 0.0 | Approach Slabs, Spall Repair | 121 | 109 | 12 | 0 | 0 | | | | | |
| 23902 5237 IM | 94 | E 1 W JCT. ND 22 | 0.0 | Deck Overlay, Spall Repair | 463 | 417 | 46 | 0 | 0 | | | | | |
| 23902 5238 IM | 94 | E JCT. ND 22 & I-94 | 0.0 | Deck Overlay, Spall Repair | 1293 | 1164 | 129 | 0 | 0 | | | | | |
| 23674 5216 IM | 94 | E JCT. I-94 & ND 8 | 0.0 | Structure Paint | 204 | 184 | 20 | 0 | 0 | | | | | |
| 23674 5217 IM | 94 | E 3 EAST OF JCT. ND 8 | 0.0 | Structure Paint | 204 | 184 | 20 | 0 | 0 | | | | | |
| 23674 5218 IM | 94 | E 7 EAST OF JCT. ND 8 | 0.0 | Structure Paint | 204 | 184 | 20 | 0 | 0 | | | | | |
| 23674 5219 IM | 94 | W 16 WEST OF JCT. US 85 | 0.0 | Structure Paint | 204 | 184 | 20 | 0 | 0 | | | | | |
| 23902 5239 IM | 94 | W 1 WEST OF ND 22 | 0.0 | Deck Overlay, Spall Repair | 452 | 407 | 45 | 0 | 0 | | | | | |
| 23674 5220 NH | 200 | E 7 EAST OF SOUTH JCT ND 8 | 0.0 | Structure Paint | 205 | 166 | 39 | 0 | 0 | | | | | |
| 5312 | 67 | N 2 NORTH JCT. US 12 | 0.0 | Struct Replace | 633 | 512 | 121 | 0 | 0 | | | | | |
| 5313 | 67 | N 2 NORTH JCT. US 12 | 0.0 | Struct Replace | 633 | 512 | 121 | 0 | 0 | | | | | |
| 5314 | 67 | N 11 NORTH JCT US 12 | 0.0 | Culvert Rehab | 121 | 98 | 23 | 0 | 0 | | | | | |
| 5315 | 67 | N 14 NORTH JCT. US 12 | 0.0 | Culvert Rehab | 121 | 98 | 23 | 0 | 0 | | | | | |
| 5316 | 67 | N 12 SOUTH JCT. ND 21 | 0.0 | Struct Replace | 487 | 394 | 93 | 0 | 0 | | | | | |
| 5317 | 67 | N 12 SOUTH JCT. ND 21 | 0.0 | Struct Replace | 487 | 394 | 93 | 0 | 0 | | | | | |
| 5318 | 67 | N 12 SOUTH JCT. US 12 | 0.0 | Struct Replace | 487 | 394 | 93 | 0 | 0 | | | | | |
| 24201 5330 | 94 | E W RIVER ROAD W OF MEDORA | 0.0 | Spall Repair, Struct/Incid | 91 | 82 | 9 | 0 | 0 | | | | | |
| 24201 5331 | 94 | E 1 EAST OF ND 22 | 0.0 | Structur Repair | 57 | 51 | 6 | 0 | 0 | | | | | |
| 24201 5332 IM | 94 | E 1 EAST OF JCT. ND 22 | 0.0 | Spall Repair | 91 | 82 | 9 | 0 | 0 | | | | | |
| 24201 5333 IM | 94 | E 5 EAST OF JCT. 22 | 0.0 | Deck Overlay, Spall Repair, Struct/Incid | 404 | 364 | 40 | 0 | 0 | | | | | |
| 24201 5334 IM | 94 | E 8 EAST OF JCT. 22 | 0.0 | Deck Overlay, Spall Repair | 548 | 493 | 55 | 0 | 0 | | | | | |
| 24201 5335 IM | 94 | E 9 EAST OF JCT. 22 | 0.0 | Spall Repair | 91 | 82 | 9 | 0 | 0 | | | | | |
| 24201 5336 IM | 94 | E 9 WEST OF JCT. ND 8 | 0.0 | Spall Repair | 91 | 82 | 9 | 0 | 0 | | | | | |
| 24201 5337 IM | 94 | E 3 WEST OF JCT ND 8 | 0.0 | Spall Repair | 91 | 82 | 9 | 0 | 0 | | | | | |
| Subtotal | | | | | 15301 | 12930 | 2371 | 0 | 0 | | | | | |
| Transportation Alternatives | | | | | | | | | | | | | | |
| 24668 5129 TAC | | BELFIELD 36TH ST SW & HWY 85 SHARED | 0.0 | Bikeway/Walkway | 261 | 211 | 0 | 50 | 0 | | | | | |
| Subtotal | | | | | 261 | 211 | 0 | 50 | 0 | | | | | |
| Safety | | | | | | | | | | | | | | |
| 5130 | | STARK CO ROUNDABOUT (OLD 10 & 116 AV | 0.0 | Roundabout | 5962 | 5366 | 0 | 596 | 0 | | | | | |
| 24596 5240 HEU | | VILLARD ST PEDESTRIAN CROSSING | 0.0 | Flashing Beacon | 76 | 68 | 8 | 0 | 0 | | | | | |
| 5338 | | I-94 BNSFF RR OVERHEAD | 0.0 | Anti-Icing Syst | 100 | 90 | 10 | 0 | 0 | | | | | |

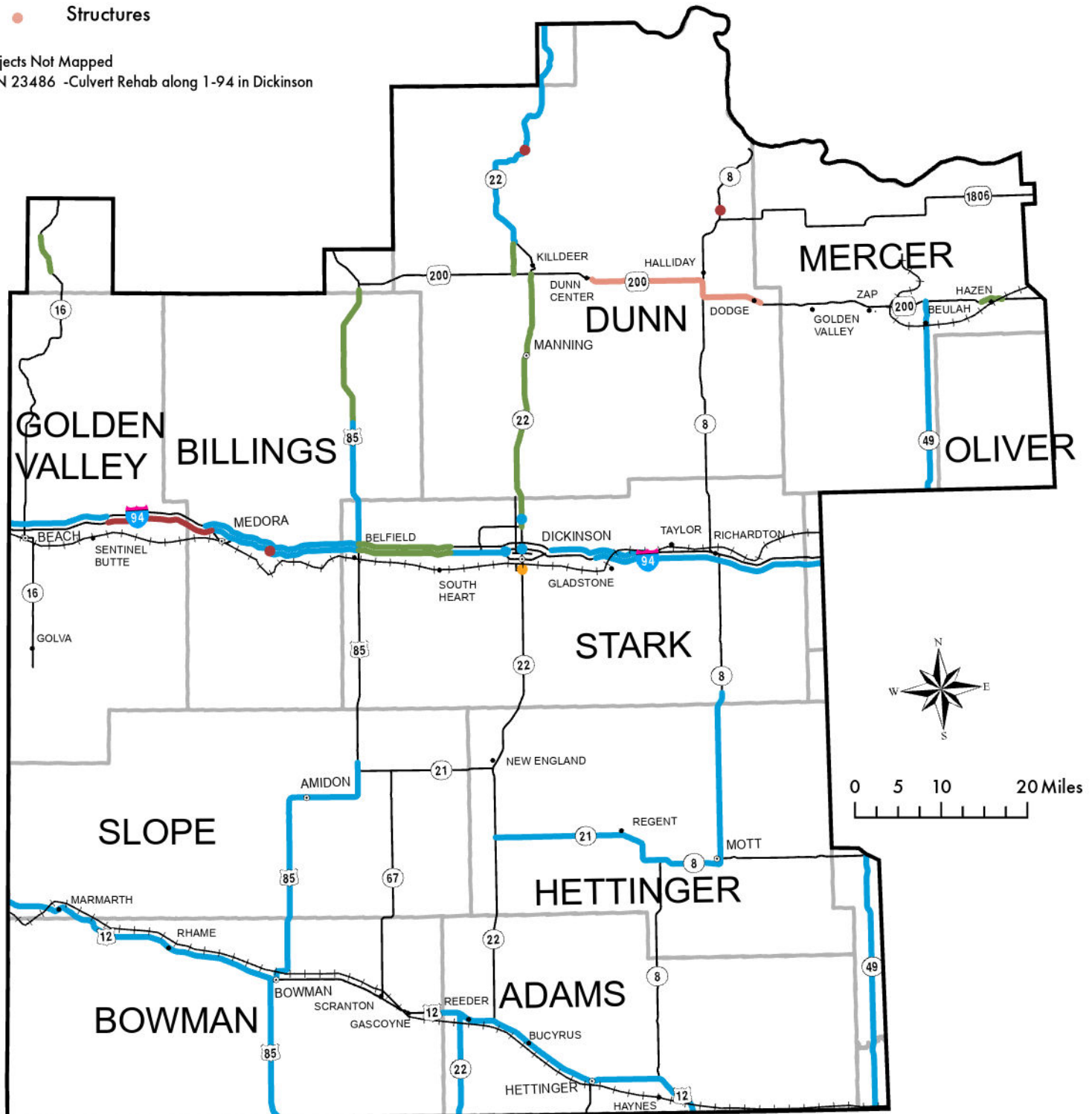
**North Dakota Department of Transportation
District - Dickinson**

| | | | | | | | (In Thousands) | | | | |
|-------------|------|------|---------|---------------------------|--------|-----------|----------------|----------|------------|------------|------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | |
| Safety | | | | | | | | | | | |
| 5339 | | | | MARMARTH SPEED TREATMENTS | 0.0 | | 100 | 90 | 10 | 0 | 0 |
| 5340 | | | | TAYLOR LIGHTING | 0.0 | Lighting | 415 | 374 | 0 | 41 | 0 |
| Subtotal | | | | | | | 6653 | 5988 | 28 | 637 | 0 |
| Total | | | | | | | 151399 | 130466 | 18699 | 2234 | 0 |
| Grand Total | | | | | | | 233292 | 195773 | 32356 | 5163 | 0 |

2026 - 2029 Construction Program Dickinson District

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

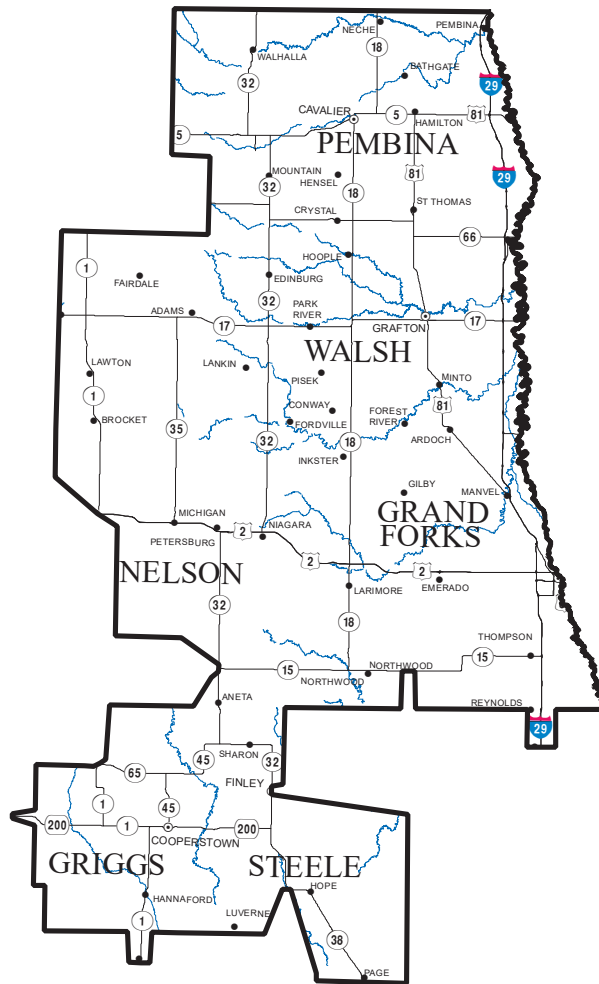
Projects Not Mapped
PCN 23486 - Culvert Rehab along 1-94 in Dickinson



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

Grand Forks District

District 6



Ed Pavlish, District Engineer
North Dakota Department of Transportation
1951 North Washington
Grand Forks, ND 58208-3077
Phone: (701) 787-6500
Fax: (701) 787-6515

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

| | | | | | | | | (In Thousands) | | | | |
|-------------------|------|--------|---------|--------------------------------------|--------|--|------------|----------------|------------|------------|------------|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | |
| Key Source | | | CMC | | | | | | | | | |
| Fiscal Year: 2026 | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | |
| 24717 | 6002 | NH | 2 E | NIAGRA E TO 1.4 MILES W OF JCT ND 18 | 10.1 | CPR, Grinding | 1614 | 1306 | 308 | 0 | 0 | |
| 24716 | 6003 | NH | 2 W | 5.3 MI E ND 1 TO MICHIGAN BYPASS | 4.5 | CPR | 713 | 577 | 136 | 0 | 0 | |
| 24705 | 6048 | NH | 5 E | END PCC TO PAR ROAD | 11.1 | Chip Seal Coat | 645 | 522 | 123 | 0 | 0 | |
| 24027 | 6004 | SS | 5 E | JCT I-29 TO RED RIVER | 3.8 | Mill/OI 2" Max | 849 | 687 | 162 | 0 | 0 | |
| | 6005 | NH | 17 E | SCHOOL ROAD E TO HILL AVE -(US 81) | 0.7 | Microsurfacing | 205 | 166 | 39 | 0 | 0 | |
| 24704 | 6049 | NH | 17 E | GRAFTON E TO RED RIVER | 12.5 | Chip Seal Coat | 723 | 585 | 138 | 0 | 0 | |
| 24711 | 6050 | SS | 18 N | N JCT 17 TO RP 202.571 | 4.1 | Mill/OI 2" Max | 1290 | 1044 | 246 | 0 | 0 | |
| 24711 | 6051 | SS | 18 N | RP 202.571 TO CO LN | 5.0 | Mill/OI 2" Max | 1462 | 1183 | 279 | 0 | 0 | |
| 24712 | 6052 | SS | 18 N | CO LN N 9 MILES | 9.0 | Mill/OI 2" Max | 2660 | 2153 | 507 | 0 | 0 | |
| 23653 | 6053 | SS | 18 N | PEMBINA CO 55 TO STATE LINE | 2.6 | Mill/OI>2<Or=3", Sliver Grading | 3025 | 2448 | 577 | 0 | 0 | |
| 24024 | 6054 | SS | 18 N | THROUGH NECHE | 1.4 | Culvert Rehab, Drainage Impr. | 660 | 534 | 126 | 0 | 0 | |
| 24028 | 6009 | IM | 29 N | NEAR 32ND AVE TO N OF N GF INTER | 10.4 | CPR, Grinding | 1658 | 1492 | 166 | 0 | 0 | |
| 22786 | 6010 | IM | 29 N | 47TH AVENUE SOUTH | 0.0 | Right Of Way | 2500 | 2250 | 250 | 0 | 0 | |
| 23476 | 6011 | IM | 29 N | N BOWESMONT TO CANADIAN LINE | 20.4 | CPR, Mill/OI 2" Max | 6882 | 6194 | 688 | 0 | 0 | |
| 24028 | 6012 | IM | 29 S | NEAR 32ND AVE N TO N OF N GF INTR | 10.3 | CPR | 1656 | 1490 | 166 | 0 | 0 | |
| 23896 | 6013 | SS | 32 N | WALHALLA TO STATE LINE | 5.4 | Mill/OI>2<Or=3", Pipe Replacem | 10053 | 8136 | 1917 | 0 | 0 | |
| 24154 | 6055 | SS | 35 N | MICHIGAN N TO JCT 17 | 27.3 | Chip Seal Coat | 1582 | 1280 | 302 | 0 | 0 | |
| 24030 | 6014 | SS | 44 N | JCT I-29 N TO JCT 66 | 3.0 | CPR, Mill/OI 2" Max | 1275 | 1032 | 243 | 0 | 0 | |
| 24031 | 6015 | SS | 59 E | JCT I-29 E TO RED RIVER | 1.1 | Thin Overlay | 297 | 240 | 57 | 0 | 0 | |
| 24703 | 6056 | SS | 66 E | DISTRICT BNDRY E TO N JCT 32 | 8.0 | Chip Seal Coat | 466 | 377 | 89 | 0 | 0 | |
| 24107 | 6016 | NH | 81 N | ARDOCH N THRU MINTO | 6.9 | Microsurfacing | 634 | 513 | 121 | 0 | 0 | |
| 24706 | 6057 | NH | 81 N | MINTO N TO N GRAFTON | 8.3 | Chip Seal Coat | 483 | 391 | 92 | 0 | 0 | |
| 24714 | 6018 | NH | 81 N | GRAFTON-E JCT 17 TO W JCT 17 | 0.2 | Microsurfacing | 64 | 52 | 12 | 0 | 0 | |
| 24697 | 6061 | NH | 200 E | 7 MILES W OF JCT ND 32 | 0.1 | Pipe Repair, Slide Repair | 929 | 752 | 177 | 0 | 0 | |
| Subtotal | | | | | | | 42325 | 35404 | 6921 | 0 | 0 | |
| Urban | | | | | | | | | | | | |
| 24115 | 6020 | NHURCE | 297 E | 42ND ST/DEMERS RR GRADE SEPARATION | 0.4 | Reconstruction, Struct/Incid, Right Of Way | 90000 | 41237 | 25630 | 21633 | 1500 | |
| 24333 | 6021 | SU | 297 E | WASHINGTON-N 6TH ST, RAMPS | 0.7 | CPR, Grinding, Dowel Retrofit, Mill/OI 2" Max | 2061 | 1668 | 187 | 206 | 0 | |
| 24056 | 6022 | SU | 986 E | POINT BRIDGE | 0.2 | Spall Repair, Structure Paint, Lighting, Guardrail | 1150 | 920 | 0 | 230 | 0 | |
| Subtotal | | | | | | | 93211 | 43825 | 25817 | 22069 | 1500 | |
| Bridge | | | | | | | | | | | | |
| 23903 | 6058 | | 2BE | GRAND FORKS | 0.0 | Expan Joint Mod, Structur Repair | 126 | 102 | 24 | 0 | 0 | |
| 23903 | 6059 | | 5 E | 4 EAST OF I-29 | 0.0 | Expan Joint Mod, Approach Slabs, Guardrail | 237 | 192 | 45 | 0 | 0 | |
| 24028 | 6024 | IM | 29 N | 3 SOUTH US 2 | 0.0 | Spall Repair, Approach Slabs, Expan Joint Mod, Struct/Incid | 731 | 658 | 73 | 0 | 0 | |
| 24028 | 6026 | IM | 29 N | 1 SOUTH US 2 | 0.0 | Deck Overlay, Spall Repair, Struct/Incid | 1020 | 918 | 102 | 0 | 0 | |
| 24028 | 6027 | SU | 29 N | 1 SOUTH US 2 | 0.0 | Spall Repair, Jt Repair, Structure Items | 112 | 101 | 11 | 0 | 0 | |
| 24028 | 6028 | IM | 29 N | JUNCTION US 2-GF | 0.0 | Deck Overlay, Expan Joint Mod, Spall Repair, Approach Slabs, | 1209 | 1088 | 121 | 0 | 0 | |
| 24028 | 6029 | IM | 29 N | JUNCTION US 81- GF | 0.0 | Spall Repair, Struct/Incid | 162 | 146 | 16 | 0 | 0 | |
| 24028 | 6039 | IM | 29 S | 1 SOUTH US 2 | 0.0 | Deck Overlay, Spall Repair, Struct/Incid | 1020 | 918 | 102 | 0 | 0 | |
| 24028 | 6040 | IM | 29 S | JUNCTION US 2-GF | 0.0 | Deck Overlay, Approach Slabs, Expan Joint Mod, Spall Repair, | 1209 | 1088 | 121 | 0 | 0 | |
| 24028 | 6041 | IM | 29 S | JUNCTION US 81-GF | 0.0 | Spall Repair, Struct/Incid | 162 | 146 | 16 | 0 | 0 | |
| 23903 | 6060 | | 59 E | 1 EAST OF I-29 | 0.0 | Deck Overlay, Approach Slabs, Spall Repair, Expan Joint Mod | 3281 | 2655 | 626 | 0 | 0 | |

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

| | | | | | | | (In Thousands) | | | | |
|----------------|------|------|---------|---------------------------|--------|-------------------------------|-----------------|---------------|--------------|--------------|--------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | |
| Safety | | | | | | | Subtotal | 9269 | 8012 | 1257 | 0 |
| 6062 | | | | GRAFTON 5 ST W | 0.0 | Widening | 400 | 360 | 0 | 40 | 0 |
| | | | | | | | Subtotal | 400 | 362 | 0 | 40 |
| Transit | | | | | | | | | | | |
| 6046 TURB | | | | GRAND FORKS-CITYWIDE-5310 | 0.0 | TR Capital | 143 | 114 | 0 | 29 | 0 |
| 6047 TURB | | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase | 3668 | 1805 | 286 | 1216 | 361 |
| 6064 TURB | | | | GRAND FORKS-CITYWIDE-5339 | 0.0 | TR Capital | 113 | 90 | 0 | 23 | 0 |
| | | | | | | | Subtotal | 3924 | 2009 | 286 | 1268 |
| | | | | | | | Total | 149709 | 90132 | 34281 | 23435 |
| | | | | | | | | | | | 1861 |

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

| | | | | | | | (In Thousands) | | | | |
|------------------------|------|------|---------|---|--------|---|----------------|----------|------------|------------|------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | |
| Fiscal Year: 2027-2029 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| 23996 | 6117 | NH | | 1 N W JCT 200 N TO JCT ND 65 | 8.7 | Mill/OI>2<Or=3" | 7084 | 5733 | 1351 | 0 | 0 |
| 23931 | 6102 | NH | | 5 E EAST OF LANGDON TO RED RIVER | 37.0 | Structure Items, Struct Replace, Grd rail Upgrade | 4487 | 3631 | 856 | 0 | 0 |
| | 6118 | NH | | 5 E PAR.-ROAD TO CAVALIER | 13.2 | Chip Seal Coat | 793 | 642 | 151 | 0 | 0 |
| | 6119 | SS | | 15 E E JCT 18 EAST TO I-29 | 19.3 | Chip Seal Coat | 1165 | 943 | 222 | 0 | 0 |
| | 6120 | SS | | 17 E ADAMS E TO JCT 32 | 9.4 | Mill/OI 2" Max | 2788 | 2256 | 532 | 0 | 0 |
| 24109 | 6121 | SS | | 18 N LARIMORE TO JCT 2 | 3.0 | Mill/OI 2" Max | 1133 | 917 | 216 | 0 | 0 |
| 24109 | 6122 | SS | | 18 N JCT 2-LARIMORE-N 3 MILES | 3.0 | Mill/OI 2" Max | 809 | 655 | 154 | 0 | 0 |
| 24725 | 6104 | IM | | 29 N FOREST RIVER N TO HERRICK INTR | 14.4 | CPR, Grinding | 2393 | 2154 | 239 | 0 | 0 |
| 24726 | 6106 | IM | | 29 S WALSH CO LINE TO S JCT 17 | 14.1 | CPR, Grinding | 2344 | 2110 | 234 | 0 | 0 |
| 24727 | 6107 | IM | | 29 S S OF JCT 17 N TO HERRICK INTR | 7.3 | CPR, Grinding | 1207 | 1086 | 121 | 0 | 0 |
| | 6123 | SS | | 32 N W JCT 5 N TO WALHALLA | 11.4 | Chip Seal Coat | 688 | 557 | 131 | 0 | 0 |
| | 6124 | SS | | 65 E JCT 1-BINFORD E TO JCT 45 | 9.4 | Chip Seal Coat | 566 | 458 | 108 | 0 | 0 |
| 24707 | 6125 | SS | | 66 E CRYSTAL E TO N JCT 81 ST THOMAS | 10.1 | Chip Seal Coat | 612 | 495 | 117 | 0 | 0 |
| 24108 | 6126 | NH | | 81 N W JCT 5-HAMILTON E TO I-29 | 9.8 | Mill/OI 2" Max | 2655 | 2149 | 506 | 0 | 0 |
| 24734 | 6132 | SS | | VARIOUS HWYS - GRAND FORKS DISTRICT | 0.0 | Pipe Repair | 1522 | 1232 | 290 | 0 | 0 |
| | 6201 | NH | | 2 E 5.7 MI E ND 1 TO 0.8 MI W ND 35 | 3.9 | CPR | 675 | 546 | 129 | 0 | 0 |
| | 6202 | NH | | 2 E 0.8 MI W ND 35 TO 1.5 MI E E JCT 32 | 14.1 | CPR, Grinding | 2443 | 1977 | 466 | 0 | 0 |
| | 6215 | NH | | 2 E 1.4 MI W JCT 18 E TO 1 MI W GF AFB | 12.6 | Hot Bit Pave | 12157 | 9839 | 2318 | 0 | 0 |
| | 6203 | NH | | 2 W NIAGARA E TO NEAR ARVILLA | 20.3 | Mill/OI 2" Max | 5701 | 4614 | 1087 | 0 | 0 |
| | 6205 | SS | | 17 E PARK RIVER TO SCHOOL RD-GRAFTON | 14.8 | Curb Ramps, Mill/OI 2" Max | 7416 | 6002 | 1414 | 0 | 0 |
| | 6206 | SS | | 18 N W JCT 15 N TO LARIMORE | 11.0 | Mill/OI 2" Max | 4498 | 3640 | 858 | 0 | 0 |
| | 6216 | SS | | 18 N CO LN N TO S JCT 17 | 14.2 | Chip Seal Coat | 890 | 720 | 170 | 0 | 0 |
| | 6207 | SS | | 18 N S JCT 17 TO N JCT 17 | 0.9 | Mill/OI 2" Max | 431 | 349 | 82 | 0 | 0 |
| | 6217 | IM | | 29 N S OF ND 15 TO NEAR 32ND AVE-GF | 7.3 | CPR, Grinding | 1269 | 1142 | 127 | 0 | 0 |
| | 6218 | IM | | 29 S S OF ND 15 TO NEAR 32ND AVE-GF | 7.3 | CPR, Grinding | 1269 | 1142 | 127 | 0 | 0 |
| | 6219 | IM | | 29 S N OF JCT 66 N TO CANADIAN LINE | 30.2 | Chip Seal Coat | 2109 | 1707 | 402 | 0 | 0 |
| | 6220 | SS | | 32 N JCT 38 NORTH TO S JCT 200 | 8.8 | Chip Seal Coat | 551 | 446 | 105 | 0 | 0 |
| | 6301 | NH | | 2 E DISTRICT BOUNDARY TO RP 295.95 | 5.5 | CPR | 96 | 78 | 18 | 0 | 0 |
| | 6325 | NH | | 2 W NIAGARA E TO NEAR ARVILLA | 20.3 | Chip Seal Coat | 1322 | 1070 | 252 | 0 | 0 |
| | 6309 | SS | | 18 N 1 MI S OF HENSEL TO CAVALIER | 7.9 | Mill/OI 2" Max | 2628 | 2127 | 501 | 0 | 0 |
| | 6310 | IM | | 29 N N OF BUXTON N TO RP 119.245 | 1.1 | CPR, Grinding | 202 | 182 | 20 | 0 | 0 |
| | 6311 | IM | | 29 N N OF BUXTON N TO S OF ND 15-THOMPSON | 10.3 | CPR, Grinding | 1848 | 1663 | 185 | 0 | 0 |
| | 6326 | IM | | 29 N N OF N GR INTR N TO JCT ND 54 | 14.5 | Chip Seal Coat | 1509 | 1221 | 288 | 0 | 0 |
| 18959 | 6313 | IM | P | 29 N N OF JCT ND 54 N TO FOREST RIVER | 6.9 | CPR, Mill/OI>2<Or=3" | 3621 | 3259 | 362 | 0 | 0 |
| | 6315 | IM | | 29 S N OF BUXTON N TO RP 119.245 | 1.2 | CPR | 222 | 200 | 22 | 0 | 0 |
| | 6316 | IM | | 29 S N OF BUXTON N TO S OF ND 15 | 10.3 | CPR | 1849 | 1664 | 185 | 0 | 0 |
| | 6327 | SS | | 32 N JCT 15 N TO JCT 2-PETERSBURG | 18.0 | Mill/OI 2" Max | 5270 | 4265 | 1005 | 0 | 0 |
| | 6318 | SS | | 32 N S JCT 66 N TO E JCT 5 HALLSON | 11.0 | Mill/OI 2" Max | 3231 | 2615 | 616 | 0 | 0 |
| | 6319 | NH | | 81 N MANVEL N TO LEVANT | 6.6 | Milling, Thin Overlay | 2131 | 1725 | 406 | 0 | 0 |
| | 6320 | NH | | 81 N LEVANT NW TO N EDGE ARDOCH | 5.8 | Mill/OI 2" Max | 2144 | 1735 | 409 | 0 | 0 |
| | 6328 | NH | | 200 E COOPERSTOWN EAST TO S JCT 32 | 12.7 | Full Depth Rec, Mill/OI>2<Or=3" | 7419 | 6004 | 1415 | 0 | 0 |
| 24735 | 6332 | SS | | VARIOUS HWYS - GRAND FORKS DISTRICT | 0.0 | Pipe Repair | 1657 | 1341 | 316 | 0 | 0 |
| Subtotal | | | | | | | 104804 | 86291 | 18513 | 0 | 0 |

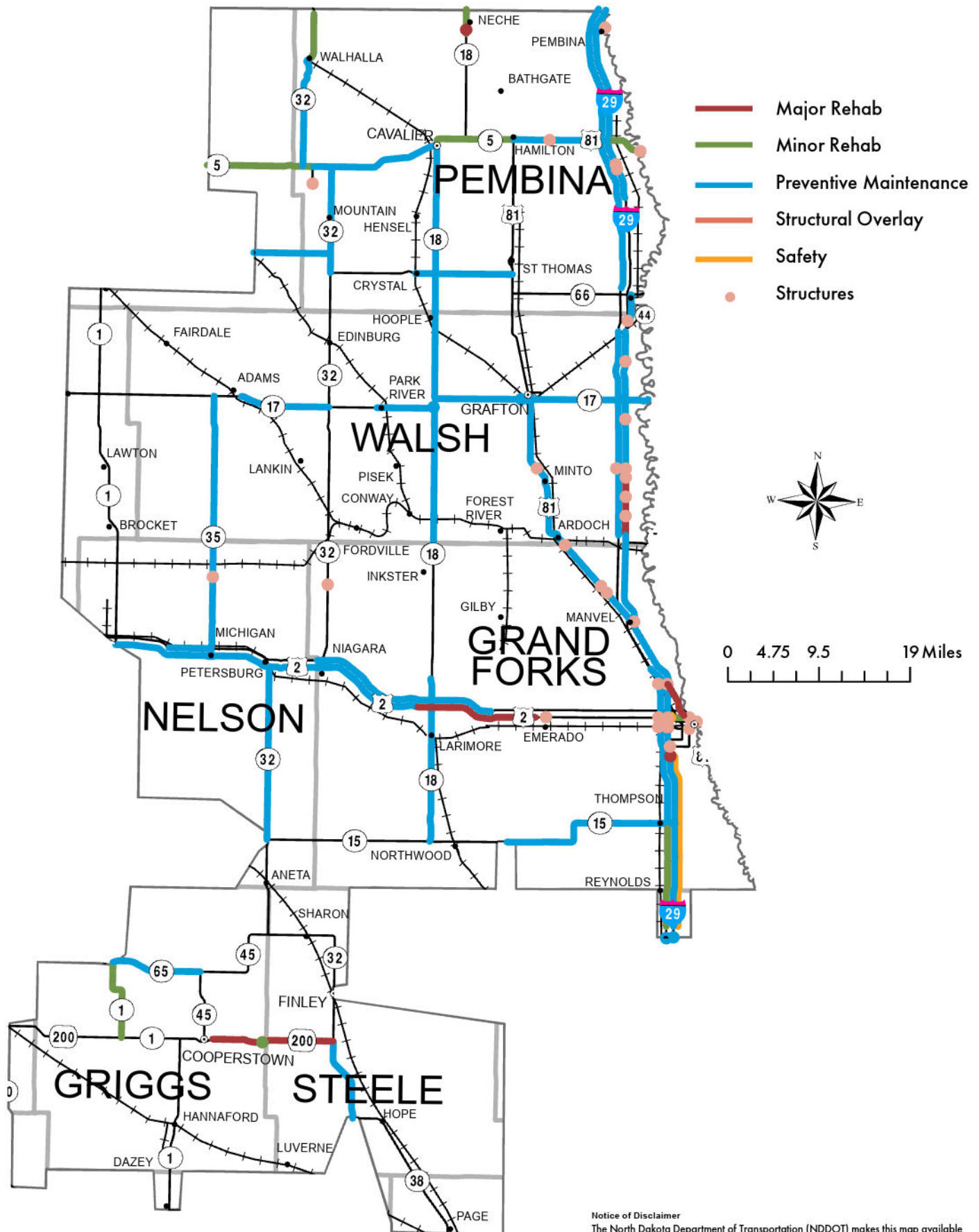
**North Dakota Department of Transportation
District - Grand Forks**

| | | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|------|------|------|-----|-----|--------------------------------------|--------|--|------------|----------|----------------|------------|------------|--|--|
| PCN | Map | Fund | Pend | Hwy | Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | |
| Key Source | | | | CMC | | | | | | | | | | | |
| Urban | | | | | | | | | | | | | | | |
| 24730 | 6127 | SUSS | | 81 | N | US 81 (US 2 TO I-29) | 4.1 | Mill/OI 2" Max | 1498 | 1212 | 199 | 87 | 0 | | |
| 23740 | 6221 | NHU | | 2 | E | GATEWAY DR (I-29 TO RED RIVER) | 2.5 | CPR, Grinding | 9161 | 7414 | 1747 | 0 | 0 | | |
| 24412 | 6222 | NHU | | 2 | E | US2 AT 42ND ST, WASHINGTON, MILL RD | 1.8 | Signals | 2727 | 2207 | 520 | 0 | 0 | | |
| 24747 | 6242 | UGP | | 986 | N | N 4TH ST (2ND AVE N-UNIVERSITY AVE) | 0.1 | Reconstruction, Storm Sewer, Lighting, Landscaping | 3613 | 2810 | 0 | 803 | 0 | | |
| 24437 | 6322 | NHU | | 2 | E | I-29 TO 55TH ST | 0.8 | CPR, Grinding, Dowel Retrofit | 1125 | 910 | 215 | 0 | 0 | | |
| 23739 | 6329 | NHU | | 81B | N | WASHINGTON ST (1ST AV N-8TH AV N) | 0.4 | Reconstruction | 12737 | 10308 | 1155 | 1274 | 0 | | |
| 24748 | 6330 | SU | | 986 | N | S 48TH ST (15TH AVE S-17TH AVE S) | 0.3 | Reconstruction | 6873 | 3688 | 0 | 3185 | 0 | | |
| Subtotal | | | | | | | | | 37734 | 28549 | 3836 | 5349 | 0 | | |
| Bridge | | | | | | | | | | | | | | | |
| 23740 | 6128 | NHU | | 2 | E | US 2 AND 3RD STREET | 0.0 | Spall Repair | 109 | 88 | 21 | 0 | 0 | | |
| 23637 | 6129 | IM | | 29 | N | 3 SOUTH OF ND 5 | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 811 | 730 | 81 | 0 | 0 | | |
| | 6130 | | | 32 | N | 9 NORTH OF NIAGARA | 0.0 | Pipe Replacemt | 780 | 631 | 149 | 0 | 0 | | |
| | 6131 | | | 35 | N | 8 NORTH OF US 2 | 0.0 | Pipe Replacemt | 780 | 631 | 149 | 0 | 0 | | |
| 24200 | 6223 | IM | | 29 | N | 3 SOUTH US 2 | 0.0 | Structure Paint | 322 | 290 | 32 | 0 | 0 | | |
| 24200 | 6224 | IM | | 29 | N | JUNCTION US 81 MANVEL | 0.0 | Structure Paint | 204 | 184 | 20 | 0 | 0 | | |
| 23904 | 6225 | IM | | 29 | N | 3 NORTH ND 54 | 0.0 | Structure Paint | 291 | 262 | 29 | 0 | 0 | | |
| 23904 | 6226 | IM | | 29 | N | 5 NORTH ND 54 | 0.0 | Structure Paint, Struct/Incid | 291 | 262 | 29 | 0 | 0 | | |
| 23904 | 6227 | IM | | 29 | N | 7 NORTH ND 54 | 0.0 | Structure Paint | 329 | 296 | 33 | 0 | 0 | | |
| 23904 | 6228 | IM | | 29 | N | 7 SOUTH ND 17 | 0.0 | Structure Paint | 291 | 262 | 29 | 0 | 0 | | |
| 23904 | 6229 | IM | | 29 | N | 2 SOUTH OF ND 17 | 0.0 | Structure Paint | 291 | 262 | 29 | 0 | 0 | | |
| 24200 | 6230 | IM | | 29 | N | 4 NORTH ND 17 | 0.0 | Structure Paint | 263 | 237 | 26 | 0 | 0 | | |
| 24200 | 6231 | IM | | 29 | N | 3 SOUTH ND 66 | 0.0 | Structure Paint, Struct/Incid | 380 | 342 | 38 | 0 | 0 | | |
| | 6211 | IM | | 29 | N | 3 SOUTH OF ND 5 | 0.0 | Struct Replace, Median X-Overs | 2812 | 2531 | 281 | 0 | 0 | | |
| 23904 | 6232 | IM | | 29 | S | 7 SOUTH ND 17 | 0.0 | Structure Paint | 291 | 262 | 29 | 0 | 0 | | |
| | 6233 | | | 81 | N | 4 NORTH OF MANVEL | 0.0 | Jt Repair, Structur Repair | 54 | 44 | 10 | 0 | 0 | | |
| | 6234 | | | 81 | N | 5 NORTH OF MANVEL | 0.0 | Jt Repair, Structur Repair | 54 | 44 | 10 | 0 | 0 | | |
| | 6235 | | | 81 | N | 11 NORTH OF MANVEL | 0.0 | Jt Repair | 109 | 88 | 21 | 0 | 0 | | |
| | 6236 | | | 81 | N | 7 SOUTH OF ND 17 | 0.0 | Spall Repair | 54 | 44 | 10 | 0 | 0 | | |
| | 6237 | | | 81 | N | 4 EAST OF HAMILTON | 0.0 | Jt Repair | 32 | 26 | 6 | 0 | 0 | | |
| 24200 | 6238 | SS | | 89 | E | 2 SOUTH OF JCT ND 5 | 0.0 | Structure Paint | 205 | 166 | 39 | 0 | 0 | | |
| | 6324 | | | 2 | E | 13 WEST OF I-29 | 0.0 | Deck Replacment, Approach Slabs | 1898 | 1536 | 362 | 0 | 0 | | |
| Subtotal | | | | | | | | | 10651 | 9218 | 1433 | 0 | 0 | | |
| Transportation Alternatives | | | | | | | | | | | | | | | |
| 24667 | 6134 | TAC | | | | HOOPLE SHARED USE TRAIL CONSTRUCTION | 0.0 | Bikeway/Walkway | 750 | 607 | 0 | 143 | 0 | | |
| 24666 | 6135 | TAC | | | | THOMPSON ND 15 SHARED USE PATH | 0.0 | Bikeway/Walkway | 1210 | 979 | 0 | 231 | 0 | | |
| Subtotal | | | | | | | | | 1960 | 1586 | 0 | 374 | 0 | | |
| Safety | | | | | | | | | | | | | | | |
| | 6114 | HEU | | | | US2/GATEWAY DR. & N COLUMBIA RD | 0.0 | Intersect Imp | 2516 | 2264 | 0 | 252 | 0 | | |
| | 6136 | | | | | PEMBINA CO 55 | 0.0 | Pave Mark | 114 | 102 | 0 | 12 | 0 | | |
| | 6137 | | | | | US 2 STEFFES WEST CAMPUS ACCESS | 0.0 | Turn Lanes | 400 | 360 | 0 | 40 | 0 | | |
| 24584 | 6138 | | | | | US 2 & N 43RD ST | 0.0 | Intersect Imp | 1213 | 1092 | 0 | 121 | 0 | | |
| | 6139 | | | | | JCT ND 17/32, ND 17/18 | 0.0 | Roundabout | 6200 | 5580 | 0 | 620 | 0 | | |
| 23333 | 6212 | HEN | | 29 | N | N OF BUXTON INTR TO S OF 32ND AVE | 17.9 | HTMCG | 10117 | 9105 | 1012 | 0 | 0 | | |
| | 6239 | | | | | STEELE CO 6" EDGELINES | 0.0 | | 1060 | 954 | 0 | 106 | 0 | | |
| 24598 | 6240 | HEU | | | | COLUMBIA RD; 24TH AVE S & 28TH AVE S | 0.0 | Aggr Base, PCC Pave, Signals, Signing | 2752 | 2477 | 0 | 275 | 0 | | |

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

| | | | | | | | (In Thousands) | | | | |
|---------------------|------|------|---------|---------------------------|--------|---|----------------|---------------|--------------|--------------|-------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | |
| Safety | | | | | | | | | | | |
| 6241 | | | | US 81 & ND 66 N JCT | 0.0 | Turn Lanes | 500 | 450 | 50 | 0 | 0 |
| 6331 | | | | 32 AVE S & 17 ST - LEFT | 0.0 | Turn Lanes | 851 | 765 | 43 | 43 | 0 |
| Subtotal | | | | | | | 25723 | 23149 | 1105 | 1469 | 0 |
| Illustrative | | | | | | | | | | | |
| 6140 TURB | | | | GRAND FORKS-CITYWIDE-5339 | 0.0 | TR Cap Purchase | 942 | 845 | 0 | 97 | 0 |
| Subtotal | | | | | | | 942 | 845 | 0 | 97 | 0 |
| Transit | | | | | | | | | | | |
| 6115 TURB | | | | GRAND FORKS-CITYWIDE-5310 | 0.0 | TR Capital | 100 | 80 | 0 | 20 | 0 |
| 6116 TURB | | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase | 3777 | 1823 | 286 | 1297 | 371 |
| 6213 TURB | | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase | 3889 | 1841 | 286 | 1380 | 382 |
| 6214 TURB | | | | GRAND FORKS-CITYWIDE-5310 | 0.0 | TR Capital | 101 | 81 | 0 | 20 | 0 |
| 6333 TURB | | | | GRAND FORKS-CITYWIDE-5310 | 0.0 | TR Capital | 97 | 78 | 0 | 19 | 0 |
| 6334 TURB | | | | GRAND FORKS-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 4203 | 1423 | 293 | 1429 | 1058 |
| Subtotal | | | | | | | 12167 | 5326 | 865 | 4165 | 1811 |
| Total | | | | | | | 198124 | 158693 | 26166 | 11454 | 1811 |
| Grand Total | | | | | | | 347833 | 248825 | 60447 | 34889 | 3672 |

2025- 2029 Construction Program Grand Forks District

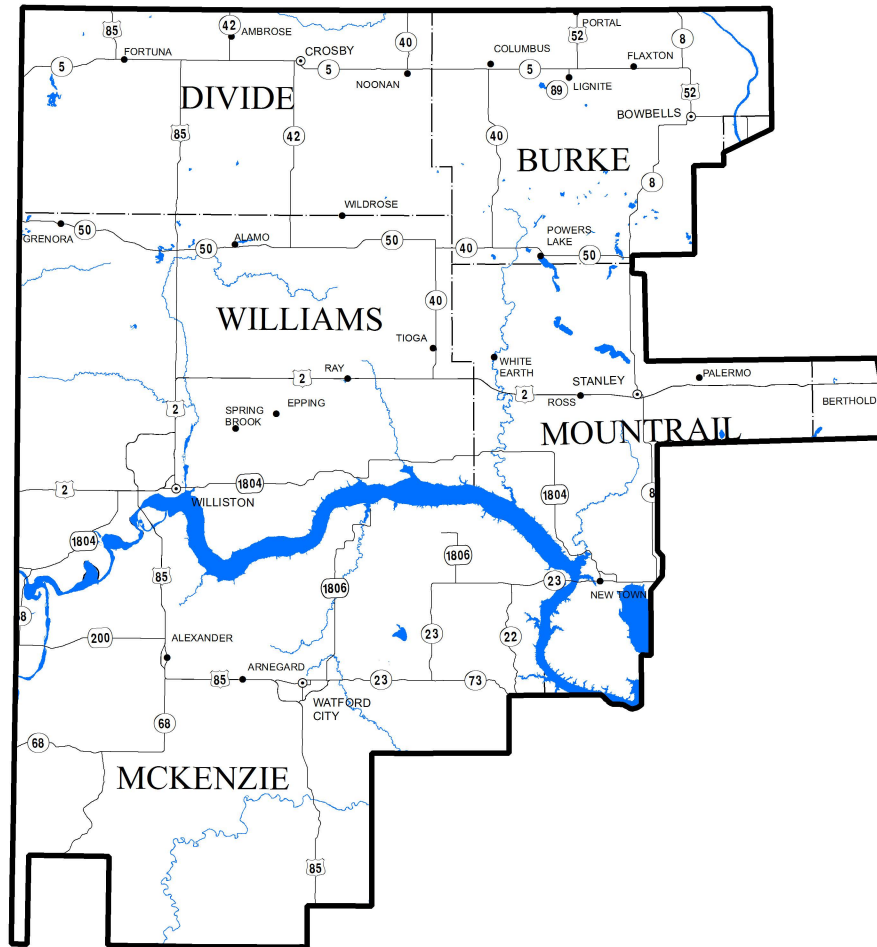


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Williston District

District 7



Joel Wilt, District Engineer
North Dakota Department of Transportation
605 Dakota Parkway West
Williston, ND 58802-0698
Phone: (701) 774-2700

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

| | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|----------|------|---------|--------------------------------------|--------|---|------------|----------|------------|----------------|------------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Key Source | | | CMC | | | | | | | | | | | |
| Fiscal Year: 2026 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| 24774 | 7001 NH | | 2 E | NEAR JCT 1804 E TO JCT US 85 | 2.7 | CPR | 428 | 346 | 82 | 0 | 0 | | | |
| 24775 | 7002 NH | | 2 E | E OF STANLEY E 9 MI | 7.6 | Thin Overlay | 1971 | 1595 | 376 | 0 | 0 | | | |
| 24775 | 7003 NH | | 2 E | 9 MI E STANLEY TO 12 MI W BERTHOLD | 13.0 | Thin Overlay | 3377 | 2733 | 644 | 0 | 0 | | | |
| 24774 | 7004 NH | | 2 W | NEAR JCT 1804 E TO JCT US 85 | 2.7 | CPR | 428 | 346 | 82 | 0 | 0 | | | |
| 24776 | 7005 NH | | 2 W | 2 MI N OF WILLISTON TO JCT 85 | 10.5 | CPR | 1684 | 1363 | 321 | 0 | 0 | | | |
| 24257 | 7027 SS | | 5 E | STATE LINE E TO W JCT 85-FORTUNA | 12.4 | Chip Seal Coat | 719 | 582 | 137 | 0 | 0 | | | |
| 24763 | 7028 NH | | 5 E | E JCT US 85 EAST TO CROSBY | 13.9 | Chip Seal Coat | 806 | 652 | 154 | 0 | 0 | | | |
| 24254 | 7029 NH | | 23 E | 4 BEARS BRDG TO W NEW TOWN NW TRR | 2.3 | Chip Seal Coat | 131 | 106 | 25 | 0 | 0 | | | |
| 24255 | 7030 NH | | 23B E | JCT 23 & BUS 23E TO JCT 23B & 1804 | 1.4 | Chip Seal Coat | 79 | 64 | 15 | 0 | 0 | | | |
| 24764 | 7031 SS | | 42 N | W JCT 5 N TO STATE LINE | 6.3 | Chip Seal Coat | 363 | 294 | 69 | 0 | 0 | | | |
| 24259 | 7032 SS | | 73 E | E OF JCT ND 23 TO NEAR RP 6 | 5.6 | Chip Seal Coat | 327 | 265 | 62 | 0 | 0 | | | |
| | 7040 SS | | 73 E | SLIDE REPAIR NEAR RP 8 | 1.0 | Slide Repair | 3700 | 2994 | 706 | 0 | 0 | | | |
| 23483 | 7006 FTF | | 85 N | JCT ND 200 N TO RP 120 | 12.3 | Aggr Surface, Grade, Hot Bit Pave | 110000 | 55000 | 55000 | 0 | 0 | | | |
| 24778 | 7008 NH | | 85 N | JCT ND 23 TO NEAR JCT ND 23A | 7.2 | Mill/OI 2" Max | 2882 | 2332 | 550 | 0 | 0 | | | |
| 24778 | 7009 NH | | 85 N | 4 LANE WATFORD CITY TO JCT ND 200 | 18.1 | Mill/OI 2" Max | 7614 | 6162 | 1452 | 0 | 0 | | | |
| 24256 | 7033 NH | | 85 N | W JCT 5-FORTUNA N TO STATE LINE | 6.4 | Chip Seal Coat | 371 | 300 | 71 | 0 | 0 | | | |
| 24779 | 7034 NH | | 85 S | 4 LANE S WATFORD CITY TO JCT ND 200 | 25.1 | Mill/OI 2" Max | 10522 | 8515 | 2007 | 0 | 0 | | | |
| 24777 | 7010 NH | | 85B N | JCT 85 S OF ALEXANDER TO JCT 85 N | 2.9 | Mill/OI 2" Max | 764 | 618 | 146 | 0 | 0 | | | |
| 24258 | 7035 SS | | 1804 N | RED MIKE AREA TO CO RD 42 - EPPING | 11.7 | Chip Seal Coat | 677 | 548 | 129 | 0 | 0 | | | |
| 24765 | 7036 SS | | 1804 N | CO RD 42 - EPPING W TO 131ST AVE NW | 7.9 | Chip Seal Coat | 459 | 371 | 88 | 0 | 0 | | | |
| Subtotal | | | | | | | 147302 | 85186 | 62116 | 0 | 0 | | | |
| Urban | | | | | | | | | | | | | | |
| 24221 | 7038 NHU | | 2 E | US 2 & 48TH AVE W | 0.1 | Signals | 700 | 567 | 133 | 0 | 0 | | | |
| Subtotal | | | | | | | 700 | 567 | 133 | 0 | 0 | | | |
| Bridge | | | | | | | | | | | | | | |
| 22605 | 7014 NH | | 2 E | CITY OF RAY | 0.0 | Approach Slabs, Spall Repair, Jt Repair | 624 | 505 | 119 | 0 | 0 | | | |
| 22605 | 7017 NH | | 2 W | CITY OF RAY | 0.0 | Approach Slabs, Spall Repair, Jt Repair | 624 | 505 | 119 | 0 | 0 | | | |
| 23341 | 7037 | | 23 E | 5 WEST OF ND 22 | 0.0 | Jt Repair | 130 | 105 | 25 | 0 | 0 | | | |
| | 7041 SS | | 73 E | 3 WEST OF ND 22 | 0.0 | Box Culv Ext | 1300 | 1052 | 248 | 0 | 0 | | | |
| Subtotal | | | | | | | 2678 | 2167 | 511 | 0 | 0 | | | |
| Transportation Alternatives | | | | | | | | | | | | | | |
| 24410 | 7023 TAU | | | 14TH AVE WEST PEDESTRIAN IMPROVEMENT | 0.0 | Walk/Drive Ways | 395 | 320 | 0 | 75 | 0 | | | |
| Subtotal | | | | | | | 395 | 320 | 0 | 75 | 0 | | | |
| Safety | | | | | | | | | | | | | | |
| 22484 | 7024 HEN | | 52 E | STATE LINE TO E JCT ND 5 | 36.9 | Passing Lanes, Hot Bit Pave | 13000 | 11700 | 1300 | 0 | 0 | | | |
| 23672 | 7026 HEN | | | ND 23 - FOUR BEARS VILLAGE | 1.8 | Pave Mark, Signing, Curb & Gutter, Lighting, Walk/Drive | 1000 | 1000 | 0 | 0 | 0 | | | |
| 24571 | 7039 | | | ND 1804 INTERSECTION OF CMC5303 | 0.0 | Turn Lanes | 580 | 522 | 0 | 58 | 0 | | | |
| Subtotal | | | | | | | 14580 | 13222 | 1300 | 58 | 0 | | | |
| Total | | | | | | | 165655 | 101462 | 64060 | 133 | 0 | | | |

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

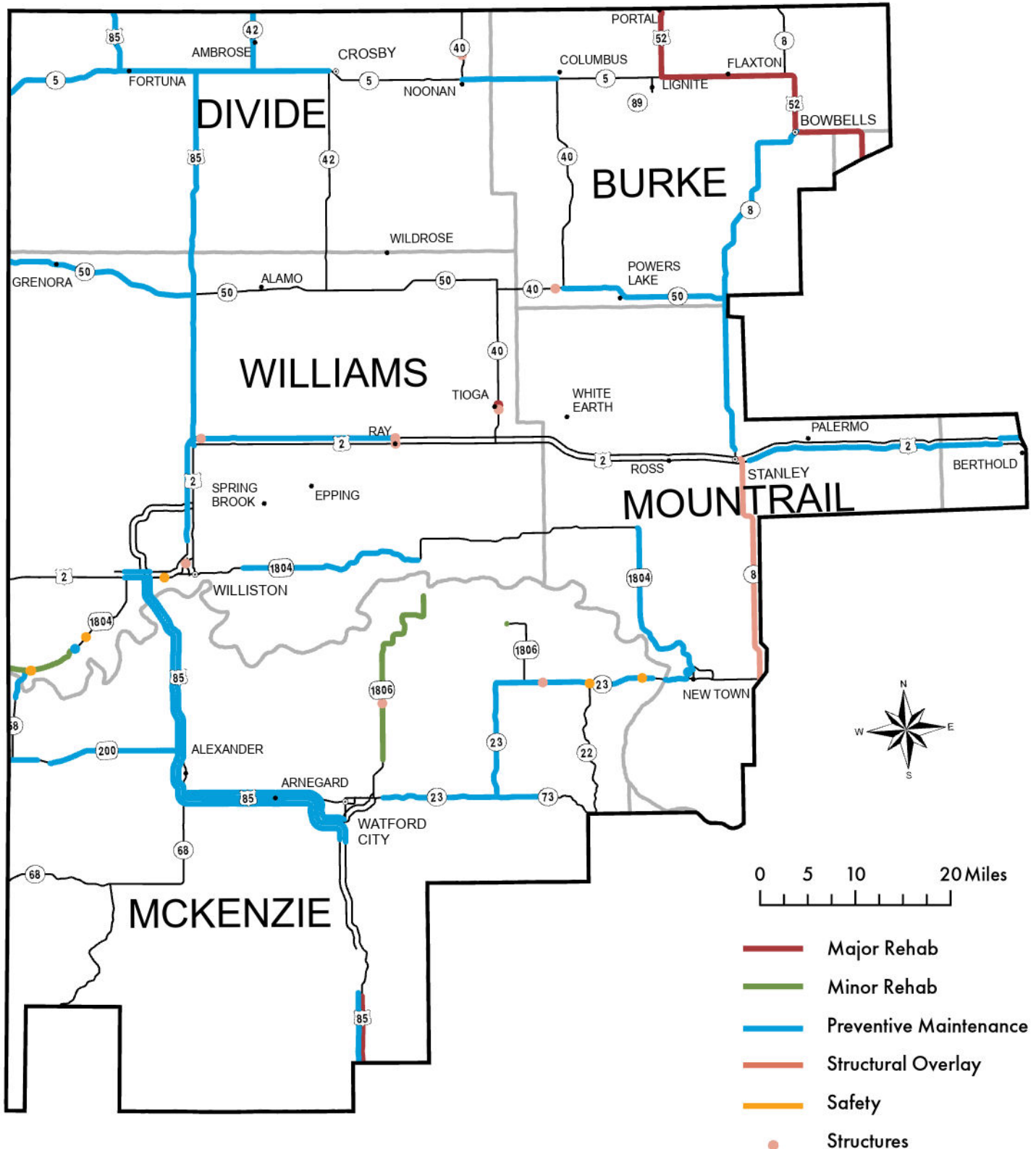
| | | | | | | | | | | (In Thousands) | | | | |
|------------------------|---------|------|---------|--|--------|---------------------------------|------------|----------|------------|----------------|------------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Fiscal Year: 2027-2029 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| | 7119 NH | | 5 | E W JCT ND 40-NOONAN-TO E JCT ND 40 | 10.0 | Chip Seal Coat | 602 | 487 | 115 | 0 | 0 | | | |
| 24236 | 7120 SS | | 8 | N JCT 23 E NEW TOWN N TO STANLEY | 24.1 | Structural Ol>3 | 19792 | 16018 | 3774 | 0 | 0 | | | |
| | 7121 SS | | 8 | N STANLEY 6TH AVE SE | 0.5 | Chip Seal Coat | 28 | 23 | 5 | 0 | 0 | | | |
| | 7122 SS | | 8 | N ND 50 TO US 52 | 22.7 | Chip Seal Coat | 1372 | 1110 | 262 | 0 | 0 | | | |
| | 7123 NH | | 23B | E JCT OF ND 1804 TO JCT ND 23 & 23B | 3.2 | Chip Seal Coat | 193 | 156 | 37 | 0 | 0 | | | |
| 24131 | 7106 NH | | 85 | N INTER. US85/ND68 AND US85/US85B | 18.4 | Pave Mark, Signals, Signing | 1688 | 1519 | 169 | 0 | 0 | | | |
| | 7107 NH | | 85 | N NEAR JCT ND 200 TO JCT US 2 | 19.7 | Thin Overlay | 8591 | 6953 | 1638 | 0 | 0 | | | |
| | 7108 NH | | 85 | N INTERSECTION US 85 & CO HWY 7 | 0.2 | Signals | 379 | 307 | 72 | 0 | 0 | | | |
| | 7110 NH | | 85 | S NEAR JCT ND 200 | 19.5 | Mill/Ol 2" Max | 8531 | 6904 | 1627 | 0 | 0 | | | |
| | 7124 SS | | 89 | E LIGNITE SPUR | 1.5 | Chip Seal Coat | 90 | 73 | 17 | 0 | 0 | | | |
| | 7125 SS | | 1804 | N NEW TOWN TRR TO CNTY RD 5 | 19.2 | Chip Seal Coat | 1159 | 938 | 221 | 0 | 0 | | | |
| 24554 | 7111 SS | | 1804 | N MARLEY CROSSING | 1.0 | Prelim Engineer, Right Of Way | 5001 | 4047 | 954 | 0 | 0 | | | |
| 24738 | 7130 SS | | | VARIOUS HWYS - WILLISTON DISTRICT | 0.0 | Pipe Repair | 517 | 418 | 99 | 0 | 0 | | | |
| | 7201 NH | | 2 | E INTERSECTIONS OF US 85 & 139 AVE NW | 1.0 | Signals | 394 | 319 | 75 | 0 | 0 | | | |
| | 7202 NH | | 2 | E JCT 2ND AVE W & 26TH ST TO 2 MI N | 2.0 | Mill/Ol>2<Or=3" | 771 | 624 | 147 | 0 | 0 | | | |
| | 7204 NH | | 2 | E INTERSECTION OF US 2 & IVERSON RD | 0.1 | Signals | 394 | 319 | 75 | 0 | 0 | | | |
| | 7216 NH | | 2 | E 12 MI W BERTHOLD TO 3 MI W BERTHOLD | 6.3 | Thin Overlay | 1760 | 1424 | 336 | 0 | 0 | | | |
| | 7217 NH | | 2 | W JCT 85 E TO RAY | 20.2 | CPR | 3498 | 2831 | 667 | 0 | 0 | | | |
| | 7218 NH | | 2 | W 3 MI W OF BERTHOLD TO JCT ND 28 | 2.9 | Thin Overlay | 818 | 662 | 156 | 0 | 0 | | | |
| | 7219 SS | | 8 | N 0.4 MI N STANLEY N TO S JCT ND 50 | 16.2 | Mill/Ol 2" Max | 4545 | 3678 | 867 | 0 | 0 | | | |
| | 7220 SS | | 50 | E E JCT 40-BATTLEVIEW TO N JCT 8 | 17.4 | Thin Overlay | 4905 | 3970 | 935 | 0 | 0 | | | |
| | 7221 NH | | 85 | N GRASSY BUTTE N 7.5 MILES | 7.4 | Mill/Ol 2" Max | 2797 | 2264 | 533 | 0 | 0 | | | |
| | 7222 NH | | 85 | N N JCT 2 N TO JCT 50 APPAM | 15.9 | Chip Seal Coat | 998 | 808 | 190 | 0 | 0 | | | |
| | 7223 NH | | 85 | N JCT 50 APPAM N TO E JCT 5 | 23.7 | Chip Seal Coat | 1485 | 1202 | 283 | 0 | 0 | | | |
| | 7224 NH | | 85 | N E JCT 5 W TO W JCT ND 5 | 8.1 | Chip Seal Coat | 507 | 410 | 97 | 0 | 0 | | | |
| | 7225 NH | | 200 | E STATE LINE E TO YELLOWSTONE BRIDGE | 3.0 | Chip Seal Coat | 189 | 153 | 36 | 0 | 0 | | | |
| | 7226 NH | | 200 | E YELLOWSTONE BRIDGE TO JCT 85 | 14.2 | Chip Seal Coat | 893 | 723 | 170 | 0 | 0 | | | |
| | 7310 NH | | 23 | E 1 MI E JCT 1806 E TO JCT ND 73 | 12.1 | Chip Seal Coat | 787 | 637 | 150 | 0 | 0 | | | |
| | 7311 NH | | 23 | E JCT 73 N&E TO RESERVATION BOUNDARY | 19.4 | Chip Seal Coat | 1264 | 1023 | 241 | 0 | 0 | | | |
| | 7312 NH | | 23 | E RES BNDRY E TO 4 BEARS BRIDGE | 9.4 | Chip Seal Coat | 614 | 497 | 117 | 0 | 0 | | | |
| | 7313 NH | | 23A | E WATFORD CITY TRUCK ROUTE | 1.6 | Chip Seal Coat | 102 | 83 | 19 | 0 | 0 | | | |
| | 7314 SS | | 50 | E STATELINE TO JCT US 85 | 19.9 | Chip Seal Coat | 1301 | 1053 | 248 | 0 | 0 | | | |
| | 7315 SS | | 58 | N 6.5 MI N JCT 200 N TO JCT ND 1804 | 3.2 | Mill/Ol 2" Max | 932 | 754 | 178 | 0 | 0 | | | |
| 23809 | 7316 SS | | 1804 | N MARLEY CROSSING TO MONTANA LINE | 7.9 | Mill/Ol>2<Or=3" | 5683 | 4599 | 1084 | 0 | 0 | | | |
| 23008 | 7317 SS | | 1806 | N TOBACCO GARDEN RD TO 31ST ST NW | 21.3 | Asp Ol>2"<Or=3", Sliver Grading | 30387 | 24592 | 5795 | 0 | 0 | | | |
| Subtotal | | | | | | | 112967 | 91578 | 21389 | 0 | 0 | | | |
| Urban | | | | | | | | | | | | | | |
| 24452 | 7113 SU | | 993 | N US 2 W FRONTAGE RD(CHINAMAN COULEE) | 0.0 | Struct/Incid | 700 | 560 | 0 | 140 | 0 | | | |
| 24451 | 7114 SU | | 993 | N US 2 E FRONTAGE RD (42ND ST-58TH ST) | 1.1 | Mill/Ol>2<Or=3" | 683 | 546 | 0 | 137 | 0 | | | |
| | 7126 SU | | 999 | E US 85B, ND 23B | 0.1 | Signal Revision | 1810 | 1465 | 164 | 181 | 0 | | | |
| 24454 | 7210 SU | | 993 | E FAIRGROUNDS RD (US 2 - 13TH AVE E) | 0.8 | Reconstruction | 1217 | 985 | 0 | 232 | 0 | | | |
| 24453 | 7211 SU | | 993 | N US 2 W FRONTAGE RD(42ND-58TH ST) | 0.9 | Mill/Ol>2<Or=3", Pave Mark | 688 | 557 | 0 | 131 | 0 | | | |

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

| | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|------|------|---------|----------|---------------------------------------|-----------|---|----------|------------|----------------|------------|---|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Key Source | | | CMC | | | | | | | | | | | |
| Urban | | | | | | | | | | | | | | |
| 7212 | SU | | 994 | E | WATFORD CITY COLLECTORS | 8.5 | Chip Seal Coat | 1472 | 1191 | 0 | 281 | 0 | | |
| 7213 | SU | | 994 | N | WATFORD CITY MINOR ARTERIALS | 10.0 | Chip Seal Coat | 712 | 576 | 0 | 136 | 0 | | |
| 7214 | NHU | | 999 | N | WATFORD CITY US 85B, ND 23B | 5.9 | Chip Seal Coat | 762 | 617 | 69 | 76 | 0 | | |
| Subtotal | | | | | | | 8044 | 6497 | 233 | 1314 | 0 | | | |
| Bridge | | | | | | | | | | | | | | |
| 23640 | 7127 | SS | 40 | N | 3 NORTH ND 5 | 0.0 | Jt Repair, Spall Repair | 54 | 44 | 10 | 0 | 0 | | |
| 7128 | | | 85 | N | 2 NORTH OF US 2 | 0.0 | Pipe Replacemt | 364 | 295 | 69 | 0 | 0 | | |
| 7129 | | | 85 | N | 2 NORTH OF US 2 | 0.0 | Pipe Replacemt | 364 | 295 | 69 | 0 | 0 | | |
| 7215 | SS | | 22 | N | 6 SOUTH OF ND 23 | 0.0 | Struct Replace | 2475 | 2003 | 472 | 0 | 0 | | |
| 24197 | 7227 | SS | 40 | N | 4 NORTH US 2 | 0.0 | Deck Overlay, Spall Repair, Jt Repair, Struct/Incid | 849 | 687 | 162 | 0 | 0 | | |
| 24197 | 7228 | SS | 40 | N | 1 WEST JCT ND 50 | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 361 | 292 | 69 | 0 | 0 | | |
| 7229 | NH | | 85 | N | 2 SOUTH OF US 2 | 0.0 | Deck Overlay, Spall Repair, Struct/Incid | 3387 | 2741 | 646 | 0 | 0 | | |
| 7230 | | | 1804 | N | 5 SOUTHWEST TRENTON | 0.0 | Riprap | 109 | 88 | 21 | 0 | 0 | | |
| 24198 | 7318 | NH | 2 | E | 5 EAST OF US 85 SOUTH | 0.0 | Expan Joint Mod, Spall Repair | 152 | 123 | 29 | 0 | 0 | | |
| 24198 | 7319 | SS | 2 | W | 1 EAST OF US 85 NORTH | 0.0 | Spall Repair, Expan Joint Mod, Struct/Incid | 183 | 148 | 35 | 0 | 0 | | |
| 23008 | 7320 | | 1806 | N | 10 NORTH ND 23 | 0.0 | Struct Replace | 1921 | 1555 | 366 | 0 | 0 | | |
| Subtotal | | | | | | | 10219 | 8271 | 1948 | 0 | 0 | | | |
| Transportation Alternatives | | | | | | | | | | | | | | |
| 24661 | 7131 | TAU | | | WILLISTON SCHOOL PEDESTRIAN SAFETY I | 0.0 | SRTS | 531 | 430 | 0 | 101 | 0 | | |
| 24662 | 7132 | TAU | | | WATFORD CITY 12TH ST NE & 4TH AVE NE | 0.0 | Bikeway/Walkway | 269 | 218 | 0 | 51 | 0 | | |
| 24664 | 7133 | TAC | | | STANLEY SAFE ROUTES TO SCHOOL | 0.0 | SRTS | 48 | 39 | 0 | 9 | 0 | | |
| Subtotal | | | | | | | 848 | 687 | 0 | 161 | 0 | | | |
| Safety | | | | | | | | | | | | | | |
| 24130 | 7118 | HES | 40 | N | INTERSECTION OF ND 40 & CO 10 - TIOGA | 0.3 | Lighting, Roundabout, Signing | 1688 | 1366 | 322 | 0 | 0 | | |
| 7231 | | | | | ND 22 & ND 23 ROUNDABOUT | 0.0 | Roundabout | 2000 | 1800 | 0 | 200 | 0 | | |
| 7321 | | | | | DIVIDE COUNTY SAFETY PROGRAM | 0.0 | Rumble Stripes | 156 | 140 | 0 | 16 | 0 | | |
| 7322 | | | | | WILLIAMS CO 8 & 17 | 0.0 | Pave Mark | 680 | 612 | 68 | 0 | 0 | | |
| Subtotal | | | | | | | 4524 | 3918 | 390 | 216 | 0 | | | |
| Total | | | | | | | 136602 | 110951 | 23960 | 1691 | 0 | | | |
| Grand Total | | | | | | | 302257 | 212413 | 88020 | 1824 | 0 | | | |

2026 - 2029 Construction Program

Williston District



Notice of Disclaimer

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Fargo District

District 8



Aaron Murra District Engineer
North Dakota Department of
Transportation
503 38th Street South
Fargo, ND 58103-1198
Phone: (701) 239-8901
Fax: (701) 239-8915

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

(In Thousands)

| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
|------------------------------------|---------|--------------------------------------|--------|--|--------------|--------------|-------------|--------------|------------|
| Key Source | CMC | | | | | | | | |
| Fiscal Year: 2026 | | | | | | | | | |
| Rural | | | | | | | | | |
| 24291 8048 SS | 10 | E ND 18 E TO RAYMOND INTR | 12.1 | Chip Seal Coat | 475 | 384 | 91 | 0 | 0 |
| 24766 8049 NH | 13 | E JCT 18-WYNDMERE E-TO I-29 | 14.5 | Chip Seal Coat | 842 | 681 | 161 | 0 | 0 |
| 24767 8050 SS | 18 | N STATE LINE N TO S JCT 11 | 9.2 | Chip Seal Coat | 533 | 431 | 102 | 0 | 0 |
| 23583 8002 SS | 18 | N E JCT 200 W THRU PORTLAND | 2.5 | Aggr Base, Bikeway, Curb & Gutter, Drainage Impr., Hot Bit | 2223 | 1799 | 424 | 0 | 0 |
| 23102 8051 IM | 29 | N NEAR BLANCHARD TO JCT 200 | 9.4 | PCC Pave, Struct/Incid | 34479 | 31031 | 3448 | 0 | 0 |
| 24768 8052 SS | 46 | E EAST OF ENDERLIN E TO I-29 | 30.0 | Chip Seal Coat | 1740 | 1408 | 332 | 0 | 0 |
| 24112 8006 IM | 94 | E 1 MI W 45TH TO RED RIVER | 4.9 | CPR | 1779 | 1601 | 178 | 0 | 0 |
| 24112 8008 IM | 94 | W 1 MI W 45TH TO RED RIVER | 4.9 | CPR | 1780 | 1602 | 178 | 0 | 0 |
| Subtotal | | | | | 43851 | 38937 | 4914 | 0 | 0 |
| Urban | | | | | | | | | |
| 23199 8009 NHUCPU | 10 | E MAIN AV (UNIVERSITY TO 25TH ST) | 1.0 | Reconstruction, Watermain, Sanitary Sewer | 33683 | 20548 | 2316 | 10819 | 0 |
| 24150 8010 SUCPU | 984 | E 32ND AVE S(W OF 15TH ST-RED RIVER) | 0.0 | Reconstruction | 8864 | 4878 | 0 | 3986 | 0 |
| 24237 8011 SU | 984 | E 17TH AVE S(25TH ST-UNIV DR) | 0.0 | Reconstruction | 9960 | 5400 | 0 | 4560 | 0 |
| 24260 8060 CRP | 992 | E RIVERS BEND(SHEYENNE-23RD AV) | 0.4 | Bikeway/Walkway, Struct/Incid | 1070 | 747 | 0 | 323 | 0 |
| 24432 8014 CRP | | HORACE CR 17(81ST AV S TO 76TH AV S) | 0.3 | Bikeway/Walkway | 646 | 413 | 0 | 233 | 0 |
| Subtotal | | | | | 54223 | 31986 | 2316 | 19921 | 0 |
| Bridge | | | | | | | | | |
| 23773 8053 | 29 | N 2 SOUTH OF I-94 INT | 0.0 | Spall Repair | 56 | 50 | 6 | 0 | 0 |
| 23773 8054 | 29 | N 2 SOUTH OF I-94 | 0.0 | Deck Overlay, Approach Slabs | 411 | 370 | 41 | 0 | 0 |
| 23773 8055 | 29 | N 2 SOUTH I94 | 0.0 | Deck Overlay | 411 | 0 | 0 | 0 | 411 |
| 23773 8056 | 29 | S 2 SOUTH OF I-94 INT | 0.0 | Spall Repair | 56 | 50 | 6 | 0 | 0 |
| 23773 8057 | 29 | S 2 SOUTH OF I-94 | 0.0 | Deck Overlay, Approach Slabs | 411 | 370 | 41 | 0 | 0 |
| 24112 8031 IM | 94 | E I-94-US 81 INTCHNGE-FARGO | 0.0 | Deck Overlay, Spall Repair, Expan Joint Mod, Struct/Incid | 2429 | 2186 | 243 | 0 | 0 |
| 24112 8032 IM | 94 | E 1 EAST OF US 81 - FARGO | 0.0 | Spall Repair, Approach Slabs, Struct/Incid | 1083 | 975 | 108 | 0 | 0 |
| 23341 8058 | 200 | E 4 EAST OF MAYVILLE | 0.0 | Jt Repair | 130 | 105 | 25 | 0 | 0 |
| 23341 8059 | 200 | E 5 EAST OF MAYVILLE | 0.0 | Jt Repair | 130 | 105 | 25 | 0 | 0 |
| Subtotal | | | | | 5117 | 4211 | 495 | 0 | 411 |
| Transportation Alternatives | | | | | | | | | |
| 24417 8034 TAC | | MILNOR MAIN ST TO NORTHVIEW SRTS | 0.0 | Bikeway/Walkway | 250 | 202 | 0 | 48 | 0 |
| 24416 8036 TAC | | GWINNER SOUTHSIDE SRTS | 0.0 | Walk/Drive Ways | 500 | 405 | 0 | 95 | 0 |
| 24418 8061 TAC | | S UNIVERSITY DR;54 AVE S TO 88 AVE S | 0.0 | Reconstruction | 2023 | 850 | 0 | 468 | 705 |
| Subtotal | | | | | 2773 | 1457 | 0 | 611 | 705 |
| Safe Routes to School | | | | | | | | | |
| 8037 TAC | | MAIN STREET TO NORTHVIEW - SRTS | 0.0 | Bikeway/Walkway | 250 | 202 | 0 | 48 | 0 |
| 8038 TAC | | SOUTHSIDE SAFE ROUTE TO SCHOOL SIDEW | 0.0 | Bikeway/Walkway | 500 | 405 | 0 | 95 | 0 |
| Subtotal | | | | | 750 | 607 | 0 | 143 | 0 |
| Safety | | | | | | | | | |
| 24189 8041 HEN | 32 | N E JCT ND 13 | 0.0 | Lighting, Roundabout | 1921 | 1729 | 192 | 0 | 0 |
| Subtotal | | | | | 1921 | 1729 | 192 | 0 | 0 |
| Transit | | | | | | | | | |
| 8044 TURB | | FARGO-CITYWIDE-5310 | 0.0 | TR Capital | 109 | 87 | 0 | 22 | 0 |
| 8045 TURB | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 5812 | 3778 | 0 | 2034 | 0 |
| 8046 TURB | | FARGO-CITYWIDE-5339 | 0.0 | TR Capital | 3975 | 3180 | 0 | 795 | 0 |

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

| | | | | | | | (In Thousands) | | | | |
|------------|------|------|---------|----------|--------|-----------|----------------|----------|------------|------------|------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | |
| | | | | | | Subtotal | 9896 | 7045 | 0 | 2851 | 0 |
| | | | | | | Total | 118531 | 85972 | 7917 | 23526 | 1116 |

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

| | | | | | | | | | | (In Thousands) | | | | |
|------------------------|------|------|---------|--|--------|--|------------|----------|------------|----------------|------------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Key Source | | | CMC | | | | | | | | | | | |
| Fiscal Year: 2027-2029 | | | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | |
| 8167 | SS | | 10 | E LYNCHBURG INTR TO ND 18 S CASSELTON | 2.7 | CPR, Mill/OI 2" Max | 1200 | 971 | 229 | 0 | 0 | | | |
| 23490 | 8147 | IM | 29 | N 11.3 MI N ST LN N TO JCT 13 | 11.3 | Approach Slabs, CPR, CL Stitching | 6173 | 5556 | 617 | 0 | 0 | | | |
| 23103 | 8148 | IM | 29 | S NEAR BLANCHARD TO N JCT 200 | 9.3 | PCC Pave, Struct/Incid | 37684 | 33916 | 3768 | 0 | 0 | | | |
| 24111 | 8149 | IM | 94 | E BUFFALO E TO WHEATLAND | 9.0 | CPR, Grinding, HBP on Ramps | 1498 | 1348 | 150 | 0 | 0 | | | |
| 24111 | 8150 | IM | 94 | W BUFFALO E TO WHEATLAND | 9.2 | CPR, Sand Seal | 1859 | 1673 | 186 | 0 | 0 | | | |
| 8230 | SS | | 11 | E I-29 TO STATE LINE | 13.0 | Mill/OI 2" Max | 3643 | 2948 | 695 | 0 | 0 | | | |
| 8231 | SS | | 18 | N 7TH ST S TO 3RD ST N - CASSELTON | 0.8 | Bikeway/Walkway, CPR, Grinding, Lighting, Marking | 1645 | 1331 | 314 | 0 | 0 | | | |
| 8232 | SS | | 27 | E LISBON E TO JCT 18 | 26.1 | Mill/OI 2" Max | 7346 | 5945 | 1401 | 0 | 0 | | | |
| 8233 | IM | | 29 | N WILD RICE RIVER TO .3 MI N MAIN | 12.1 | CPR, Grinding | 2096 | 1886 | 210 | 0 | 0 | | | |
| 8204 | IM | | 29 | N 64TH AVENUE SOUTH INTERCHANGE | 0.0 | Ramp Revisions, Struct/Incid | 19739 | 17765 | 1974 | 0 | 0 | | | |
| 8234 | IM | | 29 | N N JCT 200 N TO N OF BUXTON | 7.1 | CPR, CL Stitching | 1224 | 1102 | 122 | 0 | 0 | | | |
| 8235 | IM | | 29 | S WILD RICE RIVER TO .3 MI N MAIN | 12.1 | CPR, Grinding | 2096 | 1886 | 210 | 0 | 0 | | | |
| 8236 | IM | | 29 | S N JCT 200 N TO N OF BUXTON | 7.1 | CPR, CL Stitching | 1224 | 1102 | 122 | 0 | 0 | | | |
| 23480 | 8237 | SS | 32 | N STATE LINE N TO S JCT 11 | 10.2 | Hot Bit Pave, Widening | 9385 | 7595 | 1790 | 0 | 0 | | | |
| 8238 | IM | | 94 | E E CASSELTON TO RAYMOND INTR | 7.7 | CPR | 1336 | 1202 | 134 | 0 | 0 | | | |
| 8239 | IM | | 94 | E W HORACE RD E TO 1 MI W 45TH | 2.0 | CPR | 353 | 318 | 35 | 0 | 0 | | | |
| 8240 | IM | | 94 | W W HORACE RD E TO 1 MI W 45TH | 2.0 | CPR | 352 | 317 | 35 | 0 | 0 | | | |
| 24737 | 8250 | SS | | VARIOUS LOCATIONS ON ND 18 | 0.0 | Pipe Repair | 2677 | 2166 | 511 | 0 | 0 | | | |
| 23027 | 8322 | SS | 10 | E LYNCHBURG INTR TO ND 18 S CASSELTON | 2.7 | Chip Seal Coat | 157 | 127 | 30 | 0 | 0 | | | |
| 8303 | SS | | 11 | E FROM N JCT 32 TO S JCT 32-FORMAN | 1.3 | Mill/OI 2" Max | 384 | 311 | 73 | 0 | 0 | | | |
| 8304 | SS | | 11 | E S JCT 32 E TO 3 MI E OF CAYUGA | 8.2 | Mill/OI 2" Max | 2395 | 1938 | 457 | 0 | 0 | | | |
| 8305 | SS | | 11 | E 3 MI W OF CAYUGA TO LIDGERWOOD | 14.8 | Mill/OI 2" Max | 4325 | 3500 | 825 | 0 | 0 | | | |
| 8306 | SS | | 11 | E LIDGERWOOD E TO HANKINSON | 12.7 | Mill/OI 2" Max | 3712 | 3004 | 708 | 0 | 0 | | | |
| 8307 | SS | | 11 | E HANKINSON E TO I-29 | 3.5 | Mill/OI 2" Max | 1021 | 826 | 195 | 0 | 0 | | | |
| 8308 | NH | | 13 | E S JCT 1 E TO W JCT 32-GWINNER | 20.9 | Mill/OI 2" Max | 6123 | 4955 | 1168 | 0 | 0 | | | |
| 8309 | SS | | 18 | N PORTLAND NW TO W JCT 200 | 4.7 | Mill/OI 2" Max | 1371 | 1110 | 261 | 0 | 0 | | | |
| 8310 | IM | | 29 | N CHRISTINE INTR N TO WILD RICE RIVER | 9.3 | CPR | 1679 | 1511 | 168 | 0 | 0 | | | |
| 8311 | IM | | 29 | N CASS CNTY 20 N TO ARGUSVILLE | 9.5 | CPR | 1712 | 1541 | 171 | 0 | 0 | | | |
| 8312 | IM | | 29 | S CHRISTINE INTR N TO WILD RICE RIVER | 9.7 | CPR, Mill/OI 2" Max | 4586 | 4127 | 459 | 0 | 0 | | | |
| 8313 | IM | | 29 | S CASS CNTY 20 N TO ARGUSVILLE | 9.9 | CPR | 1787 | 1608 | 179 | 0 | 0 | | | |
| 8314 | | | 94 | E E CASSELTON SHRP SECTIONS | 4.1 | Crack & Seat, Structural OI>3 | 8669 | 7802 | 867 | 0 | 0 | | | |
| Subtotal | | | | | | | 139451 | 121387 | 18064 | 0 | 0 | | | |
| Urban | | | | | | | | | | | | | | |
| 24234 | 8118 | SU | 13 | E ND 13 (12TH ST N TO RIVER) | 0.4 | CPR, Approach Slabs, Joint Sealant | 1833 | 1484 | 166 | 183 | 0 | | | |
| 24429 | 8119 | SU | 984 | E 40TH AV S OVER RED RIVER (BLUESTEM) | 0.1 | Struct/Incid, Bikeway/Walkway | 3400 | 2720 | 0 | 680 | 0 | | | |
| 8151 | SU | | 984 | E 1ST AVE N (10TH ST-UNIVERSITY) | 0.2 | Reconstruction | 11516 | 6324 | 0 | 5192 | 0 | | | |
| 24449 | 8152 | SU | 991 | E 4TH ST S, 4TH AVE S | 0.3 | Reconstruction | 2834 | 1884 | 0 | 950 | 0 | | | |
| 24433 | 8122 | CRP | | HORACE 76TH AVE S(CR 17-BRINK DR) | 0.2 | Bikeway/Walkway | 519 | 415 | 0 | 104 | 0 | | | |
| 24436 | 8208 | NHU | 10B | E MAIN AVE (45TH ST TO 25TH ST) | 2.0 | CPR, Expan Joint Mod | 17244 | 13956 | 1564 | 1724 | 0 | | | |
| 24430 | 8209 | SU | 984 | E 1ST AVE N(ROBERTS ST-10TH ST) | 0.2 | Reconstruction, Sanitary Sewer, Watermain | 13635 | 5614 | 0 | 8021 | 0 | | | |
| 24431 | 8210 | SU | 984 | E 1ST AVE N (3RD ST TO ROBERTS ST) | 0.3 | Reconstruction, Storm Sewer, Sanitary Sewer, Watermain | 9800 | 5080 | 0 | 4720 | 0 | | | |
| 8251 | UGP | | 984 | E 1ST AVE N (3RD ST N-10TH ST N) | 0.5 | Lighting, Landscaping | 2212 | 1790 | 0 | 422 | 0 | | | |
| 23596 | 8252 | CPU | 984 | E 40TH AV NW AT BNRR(E OF N FARGO INT) | 0.0 | Struct Replace | 5840 | 0 | 0 | 5840 | 0 | | | |

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

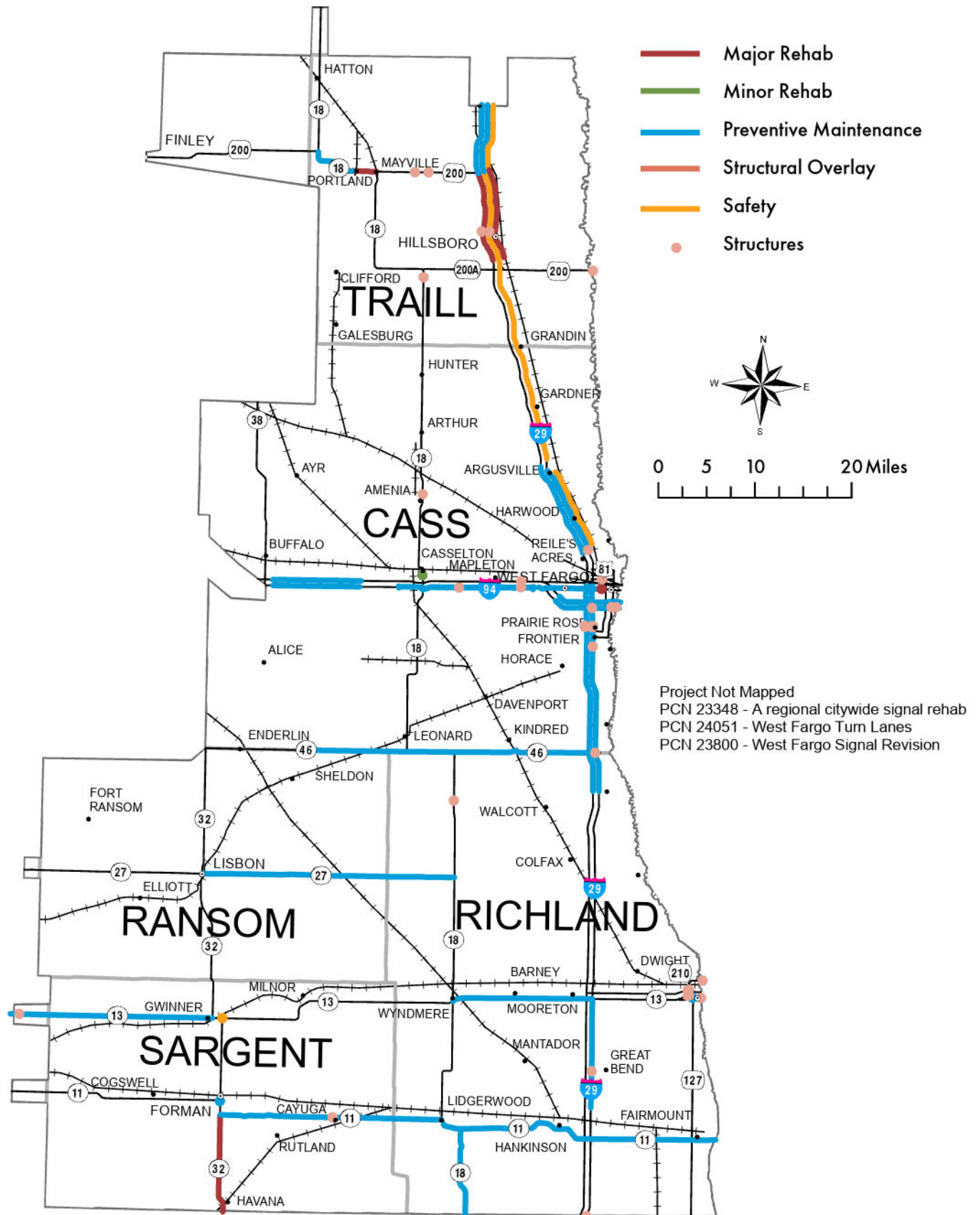
| | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|---------|--|--------|---|------------|----------|------------|------------|------------|----------------|--|--|--|--|
| PCN Map Fund Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | | | |
| Key Source | CMC | | | | | | | | | | | | | |
| Urban | | | | | | | | | | | | | | |
| 8241 CRP | 984 | N RED RIVER (MAIN AVE-NP AVE) | 0.2 | Bikeway/Walkway | 1375 | 1100 | 0 | 275 | 0 | | | | | |
| 24450 8211 SU | 991 | N 2ND ST N, 7TH ST N | 1.1 | Mill/Ol>2<Or=3" | 2211 | 1789 | 0 | 422 | 0 | | | | | |
| 24694 8315 NHU | 81 | N 10TH ST N (NP AV-4TH AV N) | 0.3 | Reconstruction, Sanitary Sewer | 11217 | 6350 | 712 | 4155 | 0 | | | | | |
| 8316 SU | 991 | E 2ND AVE N, 4TH AVE S, 6TH ST S | 1.7 | CPR, Route and Seal, Curb Ramps | 1412 | 1033 | 0 | 379 | 0 | | | | | |
| 8317 CRP | 992 | E BEATON DR(SHEYENNE-W OF 9TH ST E) | 0.6 | Bikeway/Walkway, Box Culv Ext, Flashing Beacon | 1580 | 1220 | 0 | 360 | 0 | | | | | |
| 24428 8318 SU | 992 | E 13TH AVE E(SHEYENNE-9TH ST E) | 0.9 | Reconstruction, Storm Sewer, Sanitary Sewer | 15406 | 10908 | 0 | 4498 | 0 | | | | | |
| 8323 TAU | | DEER CREEK AREA | 0.0 | Bikeway/Walkway | 580 | 461 | 0 | 119 | 0 | | | | | |
| Subtotal | | | | | 102614 | 62128 | 2442 | 38044 | 0 | | | | | |
| Bridge | | | | | | | | | | | | | | |
| 23774 8153 SS | 10 | E 4 EAST OF ND 18 | 0.0 | Deck Overlay, Rail Retrofit, Selective Grade, Riprap | 132 | 107 | 25 | 0 | 0 | | | | | |
| 8123 SS | 11 | E AT CAYUGA | 0.0 | Struct Replace | 757 | 613 | 144 | 0 | 0 | | | | | |
| 23639 8154 NH | 13 | E 1 EAST OF ND 1 | 0.0 | Deck Overlay, Spall Repair | 503 | 407 | 96 | 0 | 0 | | | | | |
| 23639 8155 NH | 13 | E 1 WEST OF WAHPETON | 0.0 | Deck Overlay, Spall Repair, Selective Grade | 1761 | 1425 | 336 | 0 | 0 | | | | | |
| 23639 8156 NH | 13 | E 1 WEST OF WAHPETON | 0.0 | Deck Overlay | 967 | 783 | 184 | 0 | 0 | | | | | |
| 24234 8157 | 13 | E CITY OF WAHPETON | 0.0 | Approach Slabs | 494 | 400 | 94 | 0 | 0 | | | | | |
| 23639 8158 NH | 13 | W 1 WEST OF WAHPETON | 0.0 | Deck Overlay, Structur Repair, Selective Grade | 1761 | 1425 | 336 | 0 | 0 | | | | | |
| 23639 8159 NH | 13 | W 1 WEST OF WAHPETON | 0.0 | Deck Overlay | 967 | 783 | 184 | 0 | 0 | | | | | |
| 23774 8160 SS | 18 | N 5 SOUTH OF ND 46 | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 469 | 380 | 89 | 0 | 0 | | | | | |
| 23774 8161 SS | 18 | N 1 NORTH OF AMENIA | 0.0 | Deck Overlay, Rail Retrofit | 213 | 172 | 41 | 0 | 0 | | | | | |
| 23774 8162 SS | 18 | N SOUTH OF BLANCHARD | 0.0 | Deck Overlay, Rail Retrofit, Spall Repair | 351 | 284 | 67 | 0 | 0 | | | | | |
| 23905 8163 IM | 29 | N SOUTH DAKOTA BORDER | 0.0 | Deck Replacment | 679 | 611 | 68 | 0 | 0 | | | | | |
| 23905 8164 IM | 29 | N JUNCTION ND 46 & I-29 | 0.0 | Deck Replacment | 1638 | 1474 | 164 | 0 | 0 | | | | | |
| 24196 8138 SU | 294 | E 1 EAST I-29 | 0.0 | Jt Repair, Structur Repair, Spall Repair, Structure Paint | 610 | 494 | 55 | 61 | 0 | | | | | |
| 23907 8242 NH | 13 | E 1 EAST OF ND 1 | 0.0 | Structure Paint | 152 | 123 | 29 | 0 | 0 | | | | | |
| 23907 8243 IM | 29 | N 8 SOUTH OF ND 13 | 0.0 | Structure Paint | 354 | 319 | 35 | 0 | 0 | | | | | |
| 23907 8244 IM | 29 | N I-29 & I-94 INTCHG-FARGO | 0.0 | Structure Paint, Struct/Incid | 730 | 657 | 73 | 0 | 0 | | | | | |
| 23596 8217 IM | 29 | N 3 SOUTH OF HARWOOD | 0.0 | Struct Replace, Approach Slabs | 5840 | 5256 | 584 | 0 | 0 | | | | | |
| 23907 8246 IM | 29 | N 4 NORTH OF 200 SOUTH | 0.0 | Structure Paint | 354 | 319 | 35 | 0 | 0 | | | | | |
| 23907 8247 IM | 29 | S 4 NORTH OF 200 SOUTH | 0.0 | Structure Paint | 354 | 319 | 35 | 0 | 0 | | | | | |
| 8225 NH | 210 | E NORTH OF WAHPETON | 0.0 | Deck Overlay, Rail Retrofit, Approach Slabs, Spall Repair | 730 | 591 | 139 | 0 | 0 | | | | | |
| 24204 8319 IM | 94 | E 8 WEST OF I-29 | 0.0 | Pipe Replacemt, Riprap | 759 | 683 | 76 | 0 | 0 | | | | | |
| 8320 IM | 94 | W 8 WEST OF I-29 | 0.0 | Pipe Replacemt, Riprap | 759 | 683 | 76 | 0 | 0 | | | | | |
| 8321 | 200 | E ND-MINNESOTA BORDER | 0.0 | Structur Repair | 844 | 683 | 161 | 0 | 0 | | | | | |
| Subtotal | | | | | 22178 | 18991 | 3126 | 61 | 0 | | | | | |
| Transportation Alternatives | | | | | | | | | | | | | | |
| 24419 8141 TAC | | WATER RECLAMATION SHARED USE PATH | 0.0 | Bikeway/Walkway | 370 | 296 | 0 | 74 | 0 | | | | | |
| 24669 8168 TAC | | FORT RANSOM STATE PARK TRAIL BRIDGES | 0.0 | Bikeway/Walkway | 540 | 437 | 0 | 103 | 0 | | | | | |
| 24418 8169 TAC | | SOUTH UNIVERSITY DRIVE | 0.0 | Reconstruction | 705 | 564 | 0 | 141 | 0 | | | | | |
| 8253 TAU | | DRAIN 27 | 0.0 | Bikeway/Walkway | 1297 | 870 | 0 | 427 | 0 | | | | | |
| 8324 TAU | | BEATON DRIVE | 0.0 | Bikeway/Walkway | 524 | 419 | 0 | 105 | 0 | | | | | |
| Subtotal | | | | | 3436 | 2586 | 0 | 850 | 0 | | | | | |
| Safety | | | | | | | | | | | | | | |
| 22888 8165 HEN | 29 | N CASS CTY 20 TO S OF ARGUSVILLE INTR | 8.1 | HTMCG | 4373 | 3936 | 437 | 0 | 0 | | | | | |
| 23330 8166 HEN | 29 | N S OF ARGUSVILLE INTR TO GARDNER INTR | 8.6 | HTMCG | 5532 | 4979 | 553 | 0 | 0 | | | | | |
| 23331 8143 HEN | 29 | N GARDNER INTR TO MAYVILLE INTR | 22.3 | HTMCG | 12667 | 11400 | 1267 | 0 | 0 | | | | | |

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

| | | | | | | | | | | (In Thousands) | | | | |
|-------------|------|------|---------|-------------------------------------|--------|--|------------|----------|------------|----------------|------------|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | |
| Key Source | | | | | | | | | | | | | | |
| Safety | | | | | | | | | | | | | | |
| | 8170 | | | LYNCHBURG INTERCHANGE - FRONTAGE RD | 0.0 | Road Realign | 350 | 315 | 0 | 35 | 0 | | | |
| 24036 | 8171 | | | I-29 SAFETY CORRIDOR | 0.0 | Signing, Pave Mark, DMS | 4000 | 3200 | 0 | 800 | 0 | | | |
| 23332 | 8226 | HEN | 29 | N MAYVILLE INTR TO N OF BUXTON INTR | 8.3 | HTMCG | 4280 | 3852 | 428 | 0 | 0 | | | |
| | 8248 | | | ND 46 & EAST JCT OF ND 32 | 0.0 | Roundabout | 1650 | 1485 | 165 | 0 | 0 | | | |
| | 8249 | | | W FARGO ROUNDABOUT 52ND/9TH ST W | 0.0 | Roundabout | 2260 | 2034 | 0 | 226 | 0 | | | |
| Subtotal | | | | | | | 35112 | 31201 | 2850 | 1061 | 0 | | | |
| Transit | | | | | | | | | | | | | | |
| | 8144 | TURB | | FARGO-CITYWIDE-5339 | 0.0 | TR Capital | 1355 | 1084 | 0 | 271 | 0 | | | |
| | 8145 | TURB | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 5986 | 3891 | 0 | 2095 | 0 | | | |
| | 8146 | TURB | | FARGO-CITYWIDE-5310 | 0.0 | TR Capital | 109 | 87 | 0 | 22 | 0 | | | |
| | 8227 | TURB | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 6106 | 3969 | 0 | 2137 | 0 | | | |
| | 8228 | TURB | | FARGO-CITYWIDE-5310 | 0.0 | TR Capital | 136 | 88 | 0 | 48 | 0 | | | |
| | 8229 | TURB | | FARGO-CITYWIDE-5339 | 0.0 | TR Capital | 3777 | 3002 | 46 | 729 | 0 | | | |
| | 8325 | TURB | | FARGO-CITYWIDE-5307 | 0.0 | TR Op Assist, TR Cap Purchase, TR Prev Maint | 7563 | 4850 | 0 | 2713 | 0 | | | |
| | 8326 | TURB | | FARGO-CITYWIDE-5310 | 0.0 | TR Capital | 595 | 476 | 0 | 119 | 0 | | | |
| | 8327 | TURB | | FARGO-CITYWIDE-5339 | 0.0 | TR Capital | 3270 | 2616 | 0 | 654 | 0 | | | |
| Subtotal | | | | | | | 28897 | 20063 | 46 | 8788 | 0 | | | |
| Total | | | | | | | 331688 | 256356 | 26528 | 48804 | 0 | | | |
| Grand Total | | | | | | | 450219 | 342328 | 34445 | 72330 | 1116 | | | |

2026 -2029 Construction Program

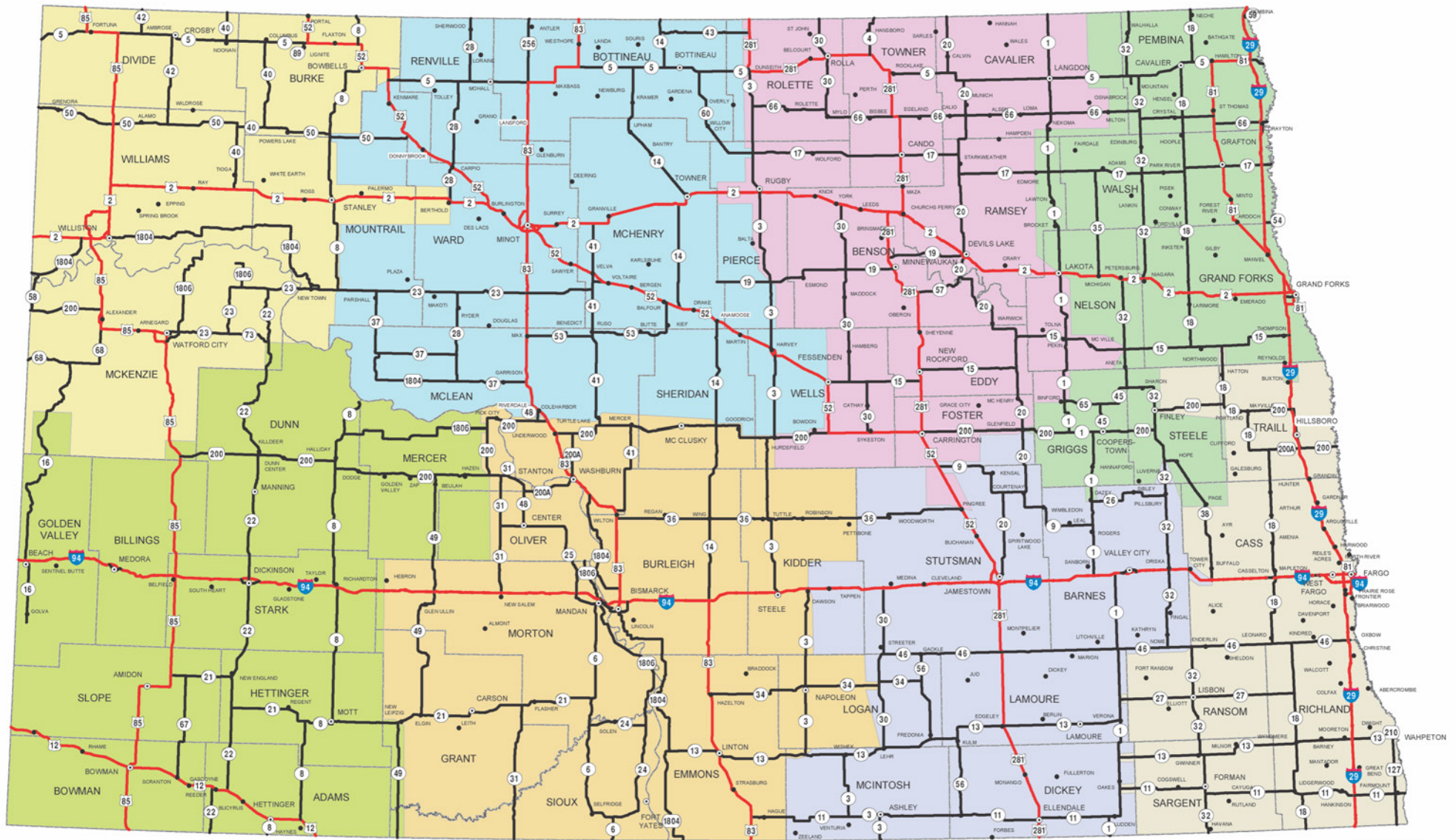
Fargo District



Notice of Disclaimer

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North Dakota Department of Transportation



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

| | | | | | | | (In Thousands) | | | | |
|-------------------|-------------|------|---------|--------------------------------------|--------|----------------------|----------------|----------|------------|------------|------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | | | | | | | | | |
| Fiscal Year: 2026 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| | 9001 STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Overt | 62 | 50 | 12 | 0 | 0 |
| | 9002 NH | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| | 9003 STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 8546 | 6916 | 1630 | 0 | 0 |
| | 9004 STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Rec Trails | 1263 | 1010 | 0 | 253 | 0 |
| | 9005 STP | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| | 9006 RPS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| | 9007 NH | | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| | 9008 IMSS | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| | 9009 SS | | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 15001 | 12140 | 2861 | 0 | 0 |
| | 9010 IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 2222 | 2000 | 222 | 0 | 0 |
| | 9011 NH | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 11120 | 9000 | 2120 | 0 | 0 |
| | 9012 SS | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 11120 | 9000 | 2120 | 0 | 0 |
| | 9013 STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 280 | 227 | 53 | 0 | 0 |
| | 9014 STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 20 | 20 | 0 | 0 | 0 |
| | 9015 STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 216 | 175 | 41 | 0 | 0 |
| | 9016 STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| | 9017 SSNHHE | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 7000 | 5665 | 1335 | 0 | 0 |
| | 9018 SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| | 9019 IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| | 9020 STP | | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| | 9021 SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| | 9022 IMSS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| | 9023 STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | DBE & OJT | 90 | 90 | 0 | 0 | 0 |
| | 9024 STP | | | TECHNICAL CERTIFICATION PROGRAM | 0.0 | Certification | 250 | 202 | 48 | 0 | 0 |
| | 9025 STP | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 927 | 750 | 177 | 0 | 0 |
| | 9026 IM | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| | 9027 RPS | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| | 9028 STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3316 | 1810 | 0 | 452 | 1054 |
| 23283 | 9029 SS | | | LED LIGHTING - MINOT & GRAND FORKS | 0.0 | Lighting | 3082 | 2494 | 588 | 0 | 0 |
| | 9050 NEVI | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | NEVI | 7125 | 5500 | 0 | 0 | 1625 |
| Subtotal | | | | | | | 87224 | 70330 | 13248 | 967 | 2679 |
| Urban | | | | | | | | | | | |
| | 9030 SU | | | VARIOUS URBAN LOCATIONS STATEWIDE | 0.0 | Right Of Way | 2000 | 1600 | 200 | 200 | 0 |
| | 9031 SU | | | VARIOUS URBAN LOCATIONS STATEWIDE | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 |
| | 9032 SU | | | VARIOUS URBAN LOCATIONS STATEWIDE | 0.0 | Utilities | 700 | 560 | 70 | 70 | 0 |
| Subtotal | | | | | | | 4950 | 3960 | 270 | 720 | 0 |
| Bridge | | | | | | | | | | | |
| | 9033 BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 |
| | 9034 BRNBRS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 6000 | 4856 | 1144 | 0 | 0 |

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

| | | | | | | | (In Thousands) | | | | |
|------------------|------|------|---------|-----------------------------------|--------|--|----------------|----------|------------|------------|------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | |
| Subtotal | | | | | | | 6309 | 5106 | 1203 | 0 | 0 |
| County | | | | | | | | | | | |
| 9037 | SC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Roadways | 29774 | 24096 | 0 | 5678 | 0 |
| 9038 | BRC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Bridges | 15248 | 12340 | 0 | 2908 | 0 |
| Subtotal | | | | | | | 45022 | 36436 | 0 | 8586 | 0 |
| Emergency Relief | | | | | | | | | | | |
| 9039 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Emerg Repairs | 1000 | 1000 | 0 | 0 | 0 |
| Subtotal | | | | | | | 1000 | 1000 | 0 | 0 | 0 |
| Missile Roads | | | | | | | | | | | |
| 9040 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 300 | 300 | 0 | 0 | 0 |
| Subtotal | | | | | | | 300 | 300 | 0 | 0 | 0 |
| Safety | | | | | | | | | | | |
| 9041 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 |
| 9042 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 |
| 9043 | HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 250 | 225 | 25 | 0 | 0 |
| 9044 | HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 |
| Subtotal | | | | | | | 537 | 483 | 54 | 0 | 0 |
| Transit | | | | | | | | | | | |
| 9045 | TCAP | | | STATEWIDE TRANSIT - RTAP | 0.0 | TR Training | 121 | 121 | 0 | 0 | 0 |
| 9046 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 491 | 319 | 0 | 172 | 0 |
| 9047 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 5000 | 4000 | 0 | 1000 | 0 |
| 9048 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 11914 | 7744 | 0 | 4170 | 0 |
| 9049 | TRUR | | | STATEWIDE TRANSIT - 5305/5304 | 0.0 | TR Planning | 236 | 189 | 47 | 0 | 0 |
| Subtotal | | | | | | | 17762 | 12373 | 47 | 5342 | 0 |
| Total | | | | | | | 163104 | 129988 | 14822 | 15615 | 2679 |

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

| | | | | | | | | (In Thousands) | | | |
|------------------------|--------|------|---------|--------------------------------------|--------|----------------------|------------|----------------|------------|------------|------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | |
| Fiscal Year: 2027-2029 | | | | | | | | | | | |
| Rural | | | | | | | | | | | |
| 9101 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9102 | STP | | | TECHNICAL CERTIFICATION PROGRAM | 0.0 | Certification | 250 | 202 | 48 | 0 | 0 |
| 9103 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9104 | IM | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9105 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 100 | 100 | 0 | 0 | 0 |
| 9106 | STP | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| 9107 | RPS | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| 9108 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 2222 | 2000 | 222 | 0 | 0 |
| 9109 | STP | | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9110 | STP | | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9111 | RPS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| 9112 | SS | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 11120 | 9000 | 2120 | 0 | 0 |
| 9113 | NH | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 11120 | 9000 | 2120 | 0 | 0 |
| 9114 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 8546 | 6916 | 1630 | 0 | 0 |
| 9115 | SS | | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 15001 | 12140 | 2861 | 0 | 0 |
| 9116 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3316 | 1810 | 0 | 452 | 1054 |
| 9117 | SSNHHE | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 7000 | 5665 | 1335 | 0 | 0 |
| 9118 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9119 | NH | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9120 | STP | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 927 | 750 | 177 | 0 | 0 |
| 9121 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 280 | 227 | 53 | 0 | 0 |
| 9122 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 216 | 175 | 41 | 0 | 0 |
| 9123 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9124 | IMSS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9125 | IMSS | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| 9126 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Rec Trails | 1263 | 1010 | 0 | 253 | 0 |
| 9127 | NH | | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| 9128 | SS | | | BILLBOARD CONTROL PROGRAM | 0.0 | Billboard Contr | 150 | 121 | 29 | 0 | 0 |
| 9129 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Overt | 62 | 50 | 12 | 0 | 0 |
| 9130 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | DBE & OJT | 90 | 90 | 0 | 0 | 0 |
| 9150 | NEVI | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | NEVI | 7125 | 5500 | 0 | 0 | 1625 |
| 9201 | NH | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9202 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9203 | IM | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9204 | STP | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 927 | 750 | 177 | 0 | 0 |
| 9205 | STP | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 |
| 9206 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Rec Trails | 1263 | 1010 | 0 | 253 | 0 |
| 9207 | RPS | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 |
| 9208 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 2222 | 2000 | 222 | 0 | 0 |

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

| | | | | | | | (In Thousands) | | | | |
|------------|----------|------|---------|--------------------------------------|--------|----------------------|----------------|----------|------------|------------|------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | |
| Rural | | | | | | | | | | | |
| 9209 | IMSS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9210 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3316 | 1810 | 0 | 452 | 1054 |
| 9211 | SS | | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 15001 | 12140 | 2861 | 0 | 0 |
| 9212 | SS | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 11120 | 9000 | 2120 | 0 | 0 |
| 9213 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 8546 | 6916 | 1630 | 0 | 0 |
| 9214 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | DBE & OJT | 90 | 90 | 0 | 0 | 0 |
| 9215 | STP | | | TECHNICAL CERTIFICATION PROGRAM | 0.0 | Certification | 250 | 202 | 48 | 0 | 0 |
| 9216 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 |
| 9217 | RPS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |
| 9218 | STP | | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 |
| 9219 | NH | | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| 9220 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 216 | 175 | 41 | 0 | 0 |
| 9221 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 280 | 227 | 53 | 0 | 0 |
| 9222 | SSNHHE\$ | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 7000 | 5665 | 1335 | 0 | 0 |
| 9223 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovrt | 62 | 50 | 12 | 0 | 0 |
| 9224 | NH | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 11120 | 9000 | 2120 | 0 | 0 |
| 9225 | IMSS | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| 9226 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9227 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 20 | 20 | 0 | 0 | 0 |
| 9228 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 780 | 631 | 149 | 0 | 0 |
| 9301 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | SPR Univ Study | 8546 | 6916 | 1630 | 0 | 0 |
| 9302 | NH | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Weigh In Motion, ATR | 1000 | 809 | 191 | 0 | 0 |
| 9303 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | MPO Planning | 3316 | 1810 | 0 | 452 | 1054 |
| 9304 | NH | | | VAR LOC - STATEWIDE - NHS | 0.0 | Seal Coats | 11120 | 9000 | 2120 | 0 | 0 |
| 9305 | NH | | | ND 511 ALERT | 0.0 | ITS | 185 | 150 | 35 | 0 | 0 |
| 9306 | SSNHHE\$ | | | VAR LOC - STATEWIDE - INDIVIDUAL | 0.0 | Prelim Engineer | 7000 | 5665 | 1335 | 0 | 0 |
| 9307 | SS | | | STATEWIDE PAVEMENT MARKING | 0.0 | Pave Mark | 15001 | 12140 | 2861 | 0 | 0 |
| 9308 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Rec Trails | 1263 | 1010 | 0 | 253 | 0 |
| 9309 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 |
| 9310 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Prelim Engineer | 1111 | 1000 | 111 | 0 | 0 |
| 9311 | IMSS | | | ROAD WEATHER (DMS & ESS) | 0.0 | ITS | 1236 | 1000 | 236 | 0 | 0 |
| 9312 | IMSS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Preventive Mtce | 833 | 750 | 83 | 0 | 0 |
| 9313 | IM | | | RIGHT OF WAY - INTERSTATE | 0.0 | Right Of Way | 244 | 220 | 24 | 0 | 0 |
| 9314 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Utilities | 62 | 50 | 12 | 0 | 0 |
| 9315 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Training | 1000 | 1000 | 0 | 0 | 0 |
| 9316 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | ADA Ramp Rev | 250 | 202 | 48 | 0 | 0 |
| 9317 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Hwy Patrol Ovrt | 62 | 50 | 12 | 0 | 0 |
| 9318 | IM | | | VAR LOC - STATEWIDE - INTERSTATE | 0.0 | Seal Coats | 2222 | 2000 | 222 | 0 | 0 |
| 9319 | SS | | | VAR LOC - STATEWIDE - NON-NHS | 0.0 | Seal Coats | 11120 | 9000 | 2120 | 0 | 0 |
| 9320 | RPS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Protect Devices | 2612 | 2350 | 131 | 131 | 0 |

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

| | | | | | | | | | | | (In Thousands) | | | | |
|-----------------------------|--------|------|---------|--------------------------------------|--------|-----------------|------------|----------|------------|------------|----------------|--|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | | |
| Key Source | | | CMC | | | | | | | | | | | | |
| Rural | | | | | | | | | | | | | | | |
| 9321 | STP | | | VAR LOC - STATEWIDE - NON-INTERSTATE | 0.0 | Prelim Engineer | 2162 | 1750 | 412 | 0 | 0 | | | | |
| 9322 | RPS | | | INDIVIDUAL PROJECTS - STATEWIDE | 0.0 | Crossing Impr | 2612 | 2350 | 131 | 131 | 0 | | | | |
| 9323 | STP | | | HIGHWAY INNOVATION FUNDING | 0.0 | Innovation | 3089 | 2500 | 589 | 0 | 0 | | | | |
| 9324 | STP | | | TECHNICAL CERTIFICATION PROGRAM | 0.0 | Certification | 250 | 202 | 48 | 0 | 0 | | | | |
| 9325 | STP | | | RIGHT OF WAY - NON-INTERSTATE | 0.0 | Right Of Way | 927 | 750 | 177 | 0 | 0 | | | | |
| 9326 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Corps Eng | 280 | 227 | 53 | 0 | 0 | | | | |
| 9327 | STP | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | US Fish Wild | 216 | 175 | 41 | 0 | 0 | | | | |
| 9328 | SS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Wetlands/Tree | 188 | 150 | 38 | 0 | 0 | | | | |
| 9329 | STI | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | DBE & OJT | 90 | 90 | 0 | 0 | 0 | | | | |
| Subtotal | | | | | | | 242387 | 196118 | 38581 | 2901 | 4787 | | | | |
| Urban | | | | | | | | | | | | | | | |
| 9131 | SU | | | VARIOUS INDIVIDUAL URBAN | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 | | | | |
| 9132 | SU | | | VARIOUS URBAN LOCATIONS STATEWIDE | 0.0 | Utilities | 700 | 560 | 70 | 70 | 0 | | | | |
| 9133 | SU | | | VARIOUS URBAN LOCATIONS STATEWIDE | 0.0 | Right Of Way | 2000 | 1600 | 200 | 200 | 0 | | | | |
| 9229 | SU | | | VARIOUS INDIVIDUAL URBAN | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 | | | | |
| 9230 | SU | | | VARIOUS URBAN LOCATIONS STATEWIDE | 0.0 | Utilities | 700 | 560 | 70 | 70 | 0 | | | | |
| 9232 | SU | | | VARIOUS URBAN LOCATIONS STATEWIDE | 0.0 | Right Of Way | 2000 | 1600 | 200 | 200 | 0 | | | | |
| 9330 | SU | | | VARIOUS INDIVIDUAL URBAN | 0.0 | Prelim Engineer | 2250 | 1800 | 0 | 450 | 0 | | | | |
| 9331 | SU | | | VARIOUS URBAN LOCATIONS STATEWIDE | 0.0 | Utilities | 700 | 560 | 70 | 70 | 0 | | | | |
| 9332 | SU | | | VARIOUS URBAN LOCATIONS STATEWIDE | 0.0 | Right Of Way | 2000 | 1600 | 200 | 200 | 0 | | | | |
| 9344 | SU | | | URBAN GRANT PROGRAM VAR LOC | 0.0 | Dir Task Force | 5684 | 4600 | 0 | 1084 | 0 | | | | |
| Subtotal | | | | | | | 20534 | 16480 | 810 | 3244 | 0 | | | | |
| Bridge | | | | | | | | | | | | | | | |
| 9134 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 | | | | |
| 9135 | BRNBRS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 6000 | 4856 | 1144 | 0 | 0 | | | | |
| 9233 | BRNBRS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 6000 | 4856 | 1144 | 0 | 0 | | | | |
| 9234 | BRU | | | BRIDGE PREVENTIVE MTCE - STATEWIDE | 0.0 | Structure Items | 309 | 250 | 59 | 0 | 0 | | | | |
| 9333 | BRNBRS | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Bridge Inspect | 6000 | 4856 | 1144 | 0 | 0 | | | | |
| Subtotal | | | | | | | 18618 | 15068 | 3550 | 0 | 0 | | | | |
| Transportation Alternatives | | | | | | | | | | | | | | | |
| 9235 | TAU | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 1181 | 956 | 0 | 225 | 0 | | | | |
| 9236 | TAC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 870 | 704 | 0 | 166 | 0 | | | | |
| 9334 | TAU | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 1181 | 956 | 0 | 225 | 0 | | | | |
| 9335 | TAC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Dir Task Force | 870 | 704 | 0 | 166 | 0 | | | | |
| Subtotal | | | | | | | 4102 | 3320 | 0 | 782 | 0 | | | | |
| County | | | | | | | | | | | | | | | |
| 9138 | SC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Roadways | 29774 | 24096 | 0 | 5678 | 0 | | | | |
| 9139 | BRC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Bridges | 15248 | 12340 | 0 | 2908 | 0 | | | | |
| 9237 | BRC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Bridges | 15248 | 12340 | 0 | 2908 | 0 | | | | |
| 9238 | SC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Roadways | 29774 | 24096 | 0 | 5678 | 0 | | | | |

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

| | | | | | | | | | | | (In Thousands) | | | | | |
|------------------|------|------|---------|-----------------------------------|--------|--|------------|----------|------------|------------|----------------|--|--|--|--|--|
| PCN Map | Fund | Pend | Hwy Dir | Location | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund | | | | | |
| Key Source | | | CMC | | | | | | | | | | | | | |
| County | | | | | | | | | | | | | | | | |
| 9336 | SC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Roadways | 29774 | 24096 | 0 | 5678 | 0 | | | | | |
| 9337 | BRC | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | County Bridges | 15248 | 12340 | 0 | 2908 | 0 | | | | | |
| Subtotal | | | | | | | 135066 | 109308 | 0 | 25758 | 0 | | | | | |
| Emergency Relief | | | | | | | | | | | | | | | | |
| 9140 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Emerg Repairs | 1000 | 1000 | 0 | 0 | 0 | | | | | |
| 9239 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Emerg Repairs | 1000 | 1000 | 0 | 0 | 0 | | | | | |
| 9338 | SER | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Emerg Repairs | 1000 | 1000 | 0 | 0 | 0 | | | | | |
| Subtotal | | | | | | | 3000 | 3000 | 0 | 0 | 0 | | | | | |
| Missile Roads | | | | | | | | | | | | | | | | |
| 9141 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 300 | 300 | 0 | 0 | 0 | | | | | |
| 9240 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 300 | 300 | 0 | 0 | 0 | | | | | |
| 9339 | ROM | | | VARIOUS LOCATIONS - STATEWIDE | 0.0 | Missile Roads | 300 | 300 | 0 | 0 | 0 | | | | | |
| Subtotal | | | | | | | 900 | 900 | 0 | 0 | 0 | | | | | |
| Safety | | | | | | | | | | | | | | | | |
| 9142 | HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 | | | | | |
| 9143 | HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 250 | 225 | 25 | 0 | 0 | | | | | |
| 9144 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 | | | | | |
| 9145 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 | | | | | |
| 9241 | HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 | | | | | |
| 9242 | HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 250 | 225 | 25 | 0 | 0 | | | | | |
| 9243 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 | | | | | |
| 9244 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 | | | | | |
| 9340 | HES | | | SHSP PLANNING AND IMPLEMENTATION | 0.0 | Safety | 50 | 45 | 5 | 0 | 0 | | | | | |
| 9341 | HES | | | STATEWIDE CRASH REPORT EVALUATION | 0.0 | Safety | 250 | 225 | 25 | 0 | 0 | | | | | |
| 9342 | HES | | | SMALL SCALE IMPROVEMENTS | 0.0 | Safety | 111 | 100 | 11 | 0 | 0 | | | | | |
| 9343 | HES | | | HIGHWAY SAFETY IMPROVEMENTS | 0.0 | Safety | 126 | 113 | 13 | 0 | 0 | | | | | |
| Subtotal | | | | | | | 1611 | 1449 | 162 | 0 | 0 | | | | | |
| Transit | | | | | | | | | | | | | | | | |
| 9146 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 500 | 325 | 0 | 175 | 0 | | | | | |
| 9147 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 12152 | 7899 | 0 | 4253 | 0 | | | | | |
| 9148 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 5000 | 4000 | 0 | 1000 | 0 | | | | | |
| 9149 | TCAP | | | STATEWIDE TRANSIT - RTAP | 0.0 | TR Training | 124 | 124 | 0 | 0 | 0 | | | | | |
| 9245 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 511 | 332 | 0 | 179 | 0 | | | | | |
| 9246 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 5000 | 4000 | 0 | 1000 | 0 | | | | | |
| 9247 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 12396 | 8057 | 0 | 4339 | 0 | | | | | |
| 9248 | TCAP | | | STATEWIDE TRANSIT - RTAP | 0.0 | TR Training | 126 | 126 | 0 | 0 | 0 | | | | | |
| 9345 | TCAP | | | STATEWIDE TRANSIT - RTAP | 0.0 | TR Training | 129 | 129 | 0 | 0 | 0 | | | | | |
| 9346 | TRUR | | | STATEWIDE TRANSIT - 5310 | 0.0 | TR Capital | 520 | 338 | 0 | 182 | 0 | | | | | |
| 9347 | TRUR | | | STATEWIDE TRANSIT - 5339 | 0.0 | TR Capital | 5000 | 4000 | 0 | 1000 | 0 | | | | | |
| 9348 | TRUR | | | STATEWIDE TRANSIT - 5311 | 0.0 | TR Op Assist, TR Admin, TR Cap Purchase, TR Training | 12643 | 8218 | 0 | 4425 | 0 | | | | | |
| Subtotal | | | | | | | 54101 | 37548 | 0 | 16553 | 0 | | | | | |
| Total | | | | | | | 480319 | 383191 | 43103 | 49238 | 4787 | | | | | |

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

| | | | | | | | (In Thousands) | | | | | |
|------------|------|------|---------|----------|--|--------|----------------|------------|----------|------------|------------|------------|
| PCN Map | Fund | Pend | Hwy Dir | Location | | Length | Work Type | Total Cost | Fed Fund | State Fund | Local Fund | Other Fund |
| Key Source | | | CMC | | | | | | | | | |
| | | | | | | | Grand Total | 643423 | 513179 | 57925 | 64853 | 7466 |

PROGRAMS

Federal Funding Programs

Funding levels are based on IIJA apportionment levels for 2026 and an assumed 2% increase for 2027, 2028 and 2029. It was based on \$404 million for 2026, \$412 million for 2027, \$420 million for 2028, and \$428 million for 2029. The NDDOT also programs additional projects known as “Pending”. These projects replace any projects that do not remain in the fiscal year planned or if additional obligation limitation is received.

Federal aid highway funds are apportioned to the state from several sources. The core formula program structure as provided by “Investment and Jobs Act” (IIJA) is:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program
- Metropolitan Planning Program
- National Highway Freight Program (NHFP)
- Carbon Reduction Program (CRP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT)

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

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

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

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

National Highway Performance Program (NHPP)

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

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

The IIJA Act continues NHPP which was established under MAP-21. The NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

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

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

Surface Transportation Block Grant Program (STBGP)

IIJA continues the Surface Transportation Block Grant Program (STBGP) acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how the Federal Highway Administration (FHWA) has historically administered it. The STBGP promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

STBGP incorporates the funding from the pre-MAP-21 Highway Bridge Program (HBP) for bridge infrastructure not on the NHS.

Per the IIJA, a percentage of the STBGP apportionment (after mandatory set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:

- Urbanized areas with population greater than 200,000.
- Areas with population greater than 50,000 but no more than 200,000
- Areas with population greater than 5,000 but no more than 49,999
- Areas with a population of 5,000 or less

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

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The IIJA continues the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the

National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). As ND is currently a state without a nonattainment or maintenance area, CMAQ funds can be used for any CMAQ or STGBP eligible project.

Highway Safety Improvement Program (HSIP)

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

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

Railway-Highway Crossings Program

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

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

Metropolitan Planning Program

Continued in the IIJA, the metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. This funding is provided to the Metropolitan Planning Organizations (MPO) Program for TIP development, planning, transportation plans, and operation of the MPO.

National Highway Freight Program (NHFP)

The IIJA continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;

- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN.

Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan (required in FY 2019 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects.

Carbon Reduction Program (CRP)

IIJA introduced the Carbon Reduction Program (CRP) which provides funds for projects designed to reduce transportation emissions.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

IIJA introduced the PROTECT program which provides funds to enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities and resilience improvements to protect:

- Surface transportation assets by making them more resilient to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes
- Communities through resilience improvements and strategies that allow for the continued operation or rapid recovery of surface transportation systems that serve critical local, regional, and national needs, including evacuation routes, and that provide access or service to hospitals and other medical or emergency service facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities;
- Coastal infrastructure, such as a tide gate to protect highways, that is at long-term risk to sea level rise;
- Natural infrastructure that protects and enhances surface transportation assets while improving ecosystem conditions, including culverts that ensure adequate flows in rivers and estuarine systems.

Other Programs

Transportation Alternatives (TA)

IIJA continues the Transportation Alternatives (TA) program. The FAST Act eliminated the Transportation Alternatives Program (TAP) established by MAP-21 and replaced it with a set-aside of the Surface Transportation Block Grant Program (STBGP) funding for transportation alternatives

(TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

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

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

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

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

Selection of Projects

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

Eligible Project Sponsors

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

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

Bridge Formula Program (BFP)

IJA introduced the Bridge Formula Program (BFP) with funding based on the relative costs of replacing a state's bridges classified as in poor condition and rehabilitating the state's bridges classified as in fair condition. North Dakota will receive \$45 million each year through 2026. IJA requires a 15% minimum set aside for off system bridges.

National Electric Vehicle Infrastructure (NEVI)

IJA introduced the National Electric Vehicle Infrastructure (NEVI) which provides funds for developing the electric vehicle charging infrastructure.

Emergency Relief (ER) Program

IJA continues the Emergency Relief (ER) provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. This is normally due to a result of flooding caused by heavy rains or large spring run-off. Once the Governor declares a disaster area, and FHWA accepts the State's proposal, special funds are made available for the repair or restoration of these roads. Emergency repair work which is performed to restore essential traffic, minimize the extent of damage, or protect the remaining facilities and is accomplished in the first 270 days after the occurrence of the disaster, may be reimbursed at 100 percent Federal share. Permanent repairs generally are reimbursed at 80.93 or 90.00 percent Federal share depending on the roadway classification.

The NDDOT conducts statewide evaluations to determine if there are reasonable alternatives to roads, highway, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. NDDOT performs this evaluation in accordance with 23 CFR

part 667. This evaluation is prepared before including any project relating to such facility in the STIP.

Discretionary Program

IJA continues some of the previous Discretionary Programs, which are federal funds specifically designated by Congress for particular projects or programs are not distributed by a mandated distribution formula. Allocated funds are generally congressional appropriation earmarks and Congress acts on these funds each year as part of the new Appropriations Act. The spending level varies from year to year. Allocated discretionary funds generally have their own obligation limitation, which is equal to the amount of the funding.

Federal Lands and Tribal Transportation Program

IJA continues to acknowledge the importance of access to federal and tribal lands. The Federal Lands and Tribal Transportation Program consists of three programs to create unification and acknowledge the importance of access to federal and tribal lands. The *Federal Lands Transportation Program (FLTP)* is for projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. The Federal land management agency (FLMA) partners will manage the program with FHWA ultimately being responsible for the administration. The *Federal Lands Access Program* is for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. Representatives from FHWA - Central Federal Lands (CFL), NDDOT (LG Division), and North Dakota Association of Counties (NDACo), in consultation with applicable FLMAs, will administer the program. The *Tribal Transportation Program (TTP)* provides access to basic community services to enhance the quality of life on Indian Reservations. The Bureau of Indian Affairs (BIA) jointly with the FHWA Office of Tribal Transportation (OTT) will administer the program along with the local tribal partners.

<https://highways.dot.gov/federal-lands/programs-tribal/planning/current-documents>

<https://highways.dot.gov/federal-lands/programs-planning/tip/cfl-transportation-improvement-program>

Urban and County Federal Funding

Urban Streets and Highways

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

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

1. Bismarck-Mandan MPO, 221 N. 5th St., PO Box 5503, Bismarck, ND 58506-5503, Telephone (701) 355-1840, Email: mpo@bismarcknd.gov
Website: <https://www.bismarcknd.gov/133/Metropolitan-Planning-Organization-MPO>
2. Fargo-Moorhead Metropolitan Council of Governments, One 2nd St N., Suite #232, Fargo, ND 58102, Telephone (701) 232-3242, Email: metrocof@fmmetrocog.org
Website: <http://www.fmmetrocog.org>
3. Grand Forks-East Grand Forks MPO, 255 N. 4th St., Grand Forks, ND 58206, Telephone (701) 746-2660, Email: info@theforksmmpo.org
Website: <http://www.theforksmmpo.org>

County Roads and Bridges

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

The NDDOT shares the federal highway funds with the 53 counties. The counties can use these funds for any project they select as long as it is on their federal aid system of roads. The match on these projects is up to 80.93 percent federal with the remainder being county funds.

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

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

The counties also receive funding for bridges to use on the county and township roads, and on most streets in the cities, but not on the urban (state) system. The IIA requires that 15% of the 2009 Highway Bridge Program (HBP) Apportionment be obligated for off system bridges. The match for these projects will vary between 100% and 80.93 percent federal and 19.07 percent county or city depending on the location and the federal funding allocated to the project.

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

Public Transit Programs

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

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

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

Federal Transit Grants

The Federal Transit Administration (FTA) annually apportions federal funding which includes grant monies allotted under sections 5303, 5304, 5307, 5339, 5310, and 5311. The grant funding is administered as follows:

Section 5303 AND 5304 – Statewide Planning and Metropolitan Planning

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

The combining of FTA and FHWA planning funds allows flexibility in transportation, urban street and highway planning activities. Budget tracking and cost billing are also greatly simplified. Section 5303 funds are distributed to the four MPOs by means of a distribution formula developed in coordination with the MPOs. The MPOs and their respective cities each develop an annual proposed work program that details how each urbanized area will utilize its planning apportionment. The four urbanized areas in North Dakota are: Bismarck-Mandan MPO, Fargo-Moorhead Metropolitan Council of Governments, Grand Forks-East Grand Forks MPO, and Central Dakota MPO.

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

Section 5307 Urbanized Area Formula Program

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

In North Dakota, Section 5307 formula transit funds are administered directly to the state's four urbanized areas/cities by the FTA Region VIII Office in Denver, and thus the funds do not pass through the NDDOT. The MPOs and their respective cities jointly develop an annual proposed

transit “program of projects” that details how each urbanized area will utilize its transit apportionment. The four urbanized areas in North Dakota are: Bismarck-Mandan, Fargo-Moorhead, Grand Forks-East Grand Forks, and Minot.

Section 5339 and 5339(b) Bus and Bus Facilities for Major Capital Investment

Section 5339 provides federal funds for transit projects in both urban and rural areas of the state to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. These funds are provided for transit needs that exceed the capabilities of the annual formula funding provided under Sections 5307 and 5311. Providers will submit annual applications for 5339 formula program funds appropriate to the needs of their agency. The NDDOT will apply for 5339(b) competitive funds on behalf of rural transit. Urban and Tribal providers, as direct recipients, are encouraged to apply on their own but can submit request to NDDOT as part of the state competitive application.

Section 5310 – Enhanced Mobility for Seniors and Persons with Disabilities

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

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

Sections 5311 Formula Grants for Other than Urbanized Areas

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

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

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

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

Section 5311(j), Public Transportation on Indian Reservations

This transit assistance program provides federal funds directly to Indian Tribes to improve

public transportation on Indian Reservations. All Indian Reservations in North Dakota are eligible for these funds and can apply for them through the FTA Denver Regional Office.

Section 5311(f), Intercity Bus Program

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

Urbanized Transit Programs

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

1. Bismarck-Mandan
2. Fargo-Moorhead – large, urbanized area based on the 2020 Census, effective FFY2024
3. Grand Forks-East Grand Forks
4. Minot – urbanized area based on the 2020 Census, effective FFY 2024

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

Rural Transit Programs

Localities with less than 50,000 in population are defined as rural areas. North Dakota currently has 22 rural transit projects that will receive Section 5311 funding during federal FY 2024 to provide transit services in the rural areas of the state. These projects are identified in the FY 2024 Section 5311 Program of Projects. These same 22 projects are also eligible to receive Sections 5339 and 5310 funding. These funds are administered by the NDDOT based on project needs as determined through an application process.

It is anticipated that the number of rural transit projects receiving federal funding each year will remain relatively constant during the timeframe covered by this STIP document (2025-2028). Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

State Aid for Public Transit Programs

North Dakota has a State Aid for Public Transit assistance program. Since this state-aid program involves only state funds (no federal funding) it is included herein for informational purposes only. 28 public transit projects (both urban and rural) throughout the state receive state funds to support their transit operations. State Aid funds may be used as local match to federal funds.

Public Transit Agency Safety Plan

NDDOT has developed a State Transit Agency Safety Plan that was approved by the NDDOT

executive management. The plan includes a Safety Management System (SMS) to monitor and improve the safety performance for passengers and employees. Performance measures and targets regarding Injuries, Fatalities, Safety Events, and System Reliability have been established so to reduce the areas of highest or unacceptable safety risk.

Transit Performance Management

The state sponsored Transit Asset Management (TAM) plan was approved by the NDDOT executive management and is reviewed annually with revisions to performance targets and useful life benchmarks. Annually, the state transit agencies accept the TAM targets through the BlackCat Grant Electronic system.

Performance measures have been established for facilities, equipment, and rolling stock as part of the NDDOT Transit Asset Management (TAM) Plan. These performance measures help the transit agencies quantify the condition of their assets which facilitates setting targets that support funding prioritization.

The National Transit Asset Management System final Rule (49 U.S.C. 625) requires that all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or Group Plan.

Transit Program Information

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

2026
Program Summary (In Thousands)

| | Expenditures | | | Revenues | | |
|--|--------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽¹⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽²⁾ | \$79,748 | \$71,661 | \$8,087 | \$0 | \$0 | \$0 |
| National Highway Performance | \$172,261 | \$111,855 | \$60,406 | \$218,822 | \$177,092 | \$41,729 |
| National Highway Freight ⁽³⁾ | \$34,479 | \$31,031 | \$3,448 | \$11,064 | \$8,954 | \$2,110 |
| Highway Safety Improvements ⁽⁴⁾ | \$36,439 | \$32,895 | \$3,544 | \$23,220 | \$18,792 | \$4,428 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,840 | \$3,917 | \$923 |
| Surface Transportation | \$93,690 | \$74,957 | \$18,733 | \$97,576 | \$78,968 | \$18,608 |
| MPDG Grant | \$110,000 | \$55,000 | \$55,000 | \$110,000 | \$55,000 | \$55,000 |
| RAISE Grant | \$22,438 | \$11,219 | \$11,219 | \$22,438 | \$11,219 | \$11,219 |
| Total | \$554,277 | \$393,318 | \$160,959 | \$487,960 | \$353,943 | \$134,017 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$53,901 | \$27,608 | \$26,293 | \$13,967 | \$11,304 | \$2,664 |
| Highway Safety Improvements ⁽⁴⁾ | \$1,440 | \$1,296 | \$144 | \$1,440 | \$1,296 | \$144 |
| Surface Transportation/CMAQ/ | \$47,552 | \$29,530 | \$18,022 | \$13,967 | \$11,304 | \$2,664 |
| RCE Grant | \$90,000 | \$41,237 | \$48,763 | \$90,000 | \$44,961 | \$45,039 |
| Total | \$192,893 | \$99,671 | \$93,222 | \$119,375 | \$68,865 | \$50,510 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$29,773 | \$24,096 | \$5,677 | \$22,272 | \$18,025 | \$4,247 |
| Highway Safety Improvements ⁽⁴⁾ | \$3,378 | \$3,040 | \$338 | \$3,756 | \$3,040 | \$716 |
| Total | \$33,151 | \$27,136 | \$6,015 | \$26,029 | \$21,065 | \$4,964 |
| Bridge Program | | | | | | |
| State Bridges | \$45,628 | \$37,277 | \$8,351 | \$25,442 | \$20,590 | \$4,852 |
| County Bridges | \$15,247 | \$12,340 | \$2,907 | \$30,162 | \$24,410 | \$5,752 |
| Inspection, Load Rating, and Maintenance | \$6,308 | \$5,106 | \$1,202 | \$6,907 | \$5,590 | \$1,317 |
| Total | \$67,183 | \$54,723 | \$12,460 | \$62,511 | \$50,590 | \$11,921 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁵⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$2,933 | \$2,374 | \$559 | \$5,185 | \$4,196 | \$989 |
| County Areas | \$8,258 | \$5,750 | \$2,508 | \$2,917 | \$2,361 | \$556 |
| Total | \$11,191 | \$8,124 | \$3,067 | \$8,102 | \$6,557 | \$1,545 |
| Emergency Relief | \$8,301 | \$6,908 | \$1,393 | \$0 | \$0 | \$0 |
| ROM Missile Roads | \$300 | \$300 | \$0 | \$300 | \$300 | \$0 |
| UGP | \$4,461 | \$2,356 | \$2,105 | \$4,461 | \$2,356 | \$2,105 |
| Electric Vehicle | \$7,125 | \$5,700 | \$1,425 | \$7,125 | \$5,700 | \$1,425 |
| PROTECT | \$18,783 | \$15,201 | \$3,582 | \$11,853 | \$9,482 | \$2,371 |
| Carbon Reduction | \$1,716 | \$1,160 | \$556 | \$7,447 | \$6,027 | \$1,420 |
| Transit | \$40,079 | \$27,021 | \$13,058 | \$40,079 | \$27,021 | \$13,058 |
| Total | \$939,460 | \$641,618 | \$297,842 | \$775,241 | \$551,905 | \$223,335 |
| Maintenance & Operations | \$125,588 | \$0 | \$125,588 | \$125,588 | \$0 | \$125,588 |
| Grand Total | \$1,065,048 | \$641,618 | \$423,430 | \$900,829 | \$551,905 | \$348,923 |

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

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

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

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

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

2027
Program Summary (In Thousands)

| | Expenditures | | | Revenues | | |
|--|------------------|------------------|------------------|------------------|------------------|----------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽¹⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽²⁾ | \$36,617 | \$32,899 | \$3,718 | \$0 | \$0 | \$0 |
| National Highway Performance | \$148,826 | \$120,598 | \$28,228 | \$223,198 | \$180,634 | \$42,564 |
| National Highway Freight ⁽³⁾ | \$37,684 | \$33,916 | \$0 | \$11,285 | \$9,133 | \$2,152 |
| Highway Safety Improvements ⁽⁴⁾ | \$58,658 | \$52,240 | \$6,418 | \$12,785 | \$10,347 | \$2,438 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,840 | \$3,917 | \$923 |
| Surface Transportation | \$135,985 | \$109,240 | \$26,745 | \$58,635 | \$47,453 | \$11,182 |
| Raise Grant | \$39,520 | \$35,568 | \$3,952 | \$39,520 | \$27,800 | \$11,720 |
| Total | \$462,512 | \$389,161 | \$69,583 | \$350,263 | \$279,284 | \$70,979 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$18,191 | \$14,722 | \$3,469 | \$14,247 | \$11,530 | \$2,717 |
| Highway Safety Improvements ⁽⁴⁾ | \$3,948 | \$3,553 | \$395 | \$3,948 | \$3,553 | \$395 |
| Surface Transportation/CMAQ/ FRA | \$50,726 | \$35,490 | \$15,236 | \$55,041 | \$44,545 | \$10,496 |
| Total | \$77,008 | \$57,493 | \$19,515 | \$77,379 | \$63,356 | \$14,023 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$29,774 | \$24,096 | \$5,678 | \$22,788 | \$18,442 | \$4,346 |
| Highway Safety Improvements ⁽⁴⁾ | \$10,768 | \$9,691 | \$1,077 | \$10,768 | \$9,691 | \$1,077 |
| Total | \$40,542 | \$33,787 | \$6,755 | \$33,556 | \$28,133 | \$5,423 |
| Bridge Program | | | | | | |
| State Bridges | \$48,476 | \$39,908 | \$8,568 | \$38,305 | \$31,000 | \$7,305 |
| County Bridges | \$15,247 | \$12,340 | \$2,907 | \$17,299 | \$14,000 | \$3,299 |
| Inspection, Load Rating, and Maintenance | \$6,308 | \$5,106 | \$1,202 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$70,031 | \$57,354 | \$12,677 | \$62,882 | \$50,890 | \$11,992 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁵⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$2,726 | \$2,206 | \$520 | \$4,795 | \$3,881 | \$914 |
| County Areas | \$5,014 | \$4,032 | \$982 | \$2,978 | \$2,410 | \$568 |
| Total | \$7,740 | \$6,238 | \$1,502 | \$7,773 | \$6,291 | \$1,482 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$1,000 | \$1,000 | \$0 |
| ROM Missile Roads | \$300 | \$300 | \$0 | \$300 | \$300 | \$0 |
| UGP | \$17,188 | \$9,200 | \$7,988 | \$17,188 | \$9,200 | \$7,988 |
| Electric Vehicle | \$7,125 | \$5,700 | \$1,425 | \$0 | \$0 | \$0 |
| PROTECT | \$2,951 | \$2,388 | \$563 | \$12,090 | \$9,672 | \$2,418 |
| Carbon Reduction | \$1,589 | \$1,180 | \$409 | \$7,596 | \$6,148 | \$1,449 |
| Transit | \$38,295 | \$25,462 | \$12,833 | \$38,295 | \$25,462 | \$12,833 |
| Total | \$726,281 | \$589,263 | \$133,250 | \$608,321 | \$479,735 | \$128,586 |
| Maintenance & Operations | \$125,588 | \$0 | \$125,588 | \$125,588 | \$0 | \$125,588 |
| Grand Total | \$851,869 | \$589,263 | \$258,838 | \$733,909 | \$479,735 | \$254,174 |

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

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

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

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

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

2028
Program Summary (In Thousands)

| | Expenditures | | | Revenues | | |
|--|---------------------|------------------|--------------------|------------------|------------------|-----------------------------------|
| | Total | Federal | State/Other | Total | Federal | State/Other ⁽¹⁾ |
| State Highway Construction Program | | | | | | |
| Interstate Maintenance ⁽²⁾ | \$127,880 | \$114,755 | \$13,125 | \$0 | \$0 | \$0 |
| National Highway Performance | \$88,280 | \$71,445 | \$16,835 | \$227,662 | \$184,247 | \$43,415 |
| National Highway Freight ⁽³⁾ | \$0 | \$0 | \$0 | \$11,511 | \$9,316 | \$2,195 |
| Highway Safety Improvements ⁽⁴⁾ | \$23,556 | \$21,200 | \$2,356 | \$19,773 | \$16,002 | \$3,771 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,840 | \$3,917 | \$923 |
| Surface Transportation | \$150,360 | \$120,857 | \$29,503 | \$59,779 | \$48,380 | \$11,400 |
| Total | \$395,298 | \$332,957 | \$62,341 | \$323,566 | \$261,862 | \$61,704 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$41,751 | \$33,789 | \$7,962 | \$14,532 | \$11,760 | \$2,771 |
| Highway Safety Improvements ⁽⁴⁾ | \$5,167 | \$4,650 | \$517 | \$5,167 | \$4,650 | \$517 |
| Surface Transportation/CMAQ/ | \$58,124 | \$29,696 | \$28,428 | \$56,142 | \$45,436 | \$10,706 |
| Total | \$105,042 | \$68,135 | \$36,907 | \$75,841 | \$61,846 | \$13,994 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$29,774 | \$24,096 | \$5,678 | \$23,243 | \$18,811 | \$4,433 |
| Highway Safety Improvements ⁽⁴⁾ | \$3,789 | \$3,410 | \$379 | \$3,789 | \$3,410 | \$379 |
| Total | \$33,563 | \$27,506 | \$6,057 | \$27,032 | \$22,221 | \$4,812 |
| Bridge Program | | | | | | |
| State Bridges | \$37,694 | \$32,695 | \$4,999 | \$38,305 | \$31,000 | \$7,305 |
| County Bridges | \$15,247 | \$12,340 | \$2,907 | \$17,299 | \$14,000 | \$3,299 |
| Inspection, Load Rating, and Maintenance | \$6,308 | \$5,106 | \$1,202 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$59,249 | \$50,141 | \$9,108 | \$62,882 | \$50,890 | \$11,992 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁵⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$2,477 | \$1,825 | \$652 | \$4,795 | \$3,881 | \$914 |
| County Areas | \$870 | \$704 | \$166 | \$2,978 | \$2,410 | \$568 |
| Total | \$3,347 | \$2,529 | \$818 | \$7,773 | \$6,291 | \$1,482 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$1,000 | \$1,000 | \$0 |
| ROM Missile Roads | \$300 | \$300 | \$0 | \$300 | \$300 | \$0 |
| UGP | \$5,824 | \$4,600 | \$1,224 | \$5,824 | \$4,600 | \$1,224 |
| Electric Vehicle | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROTECT | \$2,677 | \$2,166 | \$511 | \$12,331 | \$9,865 | \$2,466 |
| Carbon Reduction | \$1,375 | \$1,100 | \$275 | \$7,748 | \$6,270 | \$1,478 |
| Transit | \$40,111 | \$26,654 | \$13,457 | \$40,111 | \$26,654 | \$13,457 |
| Total | \$647,786 | \$517,088 | \$130,698 | \$564,408 | \$451,799 | \$112,609 |
| Maintenance & Operations | \$125,588 | \$0 | \$125,588 | \$125,588 | \$0 | \$125,588 |
| Grand Total | \$773,374 | \$517,088 | \$256,286 | \$689,996 | \$451,799 | \$238,197 |

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

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

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

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

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

2029
Program Summary (In Thousands)

| | Expenditures | | | Revenues | | |
|--|---------------------|------------------|--------------------|------------------|------------------|-----------------------------------|
| State Highway Construction Program | Total | Federal | State/Other | Total | Federal | State/Other ⁽¹⁾ |
| Interstate Maintenance ⁽²⁾ | \$94,996 | \$85,304 | \$9,692 | \$0 | \$0 | \$0 |
| National Highway Performance | \$96,521 | \$77,632 | \$18,889 | \$232,215 | \$187,932 | \$44,283 |
| National Highway Freight ⁽³⁾ | \$0 | \$0 | \$0 | \$11,741 | \$9,502 | \$2,239 |
| Highway Safety Improvements ⁽⁴⁾ | \$5,256 | \$4,730 | \$526 | \$22,665 | \$18,343 | \$4,322 |
| Railway-Highway Crossing | \$5,222 | \$4,700 | \$522 | \$4,840 | \$3,917 | \$923 |
| Surface Transportation | \$211,695 | \$138,279 | \$73,416 | \$60,744 | \$49,160 | \$11,584 |
| Total | \$413,690 | \$310,645 | \$103,045 | \$332,206 | \$268,854 | \$63,352 |
| Urban Highway Construction Program | | | | | | |
| National Highway Performance | \$29,628 | \$21,250 | \$8,378 | \$14,822 | \$11,996 | \$2,827 |
| Highway Safety Improvements ⁽⁴⁾ | \$4,452 | \$4,007 | \$445 | \$4,452 | \$4,007 | \$445 |
| Surface Transportation/CMAQ/ | \$61,736 | \$44,672 | \$17,064 | \$57,390 | \$46,446 | \$10,944 |
| Total | \$95,816 | \$69,929 | \$25,887 | \$76,664 | \$62,448 | \$14,216 |
| County Highway Construction Program | | | | | | |
| Surface Transportation | \$29,773 | \$24,096 | \$5,677 | \$23,786 | \$19,250 | \$4,536 |
| Highway Safety Improvements ⁽⁴⁾ | \$2,438 | \$2,194 | \$0 | \$2,711 | \$2,194 | \$517 |
| Total | \$32,211 | \$26,290 | \$5,677 | \$26,497 | \$21,444 | \$5,053 |
| Bridge Program | | | | | | |
| State Bridges | \$44,199 | \$36,128 | \$8,071 | \$38,305 | \$31,000 | \$7,305 |
| County Bridges | \$15,247 | \$12,340 | \$2,907 | \$17,299 | \$14,000 | \$3,299 |
| Inspection, Load Rating, and Maintenance | \$6,308 | \$5,106 | \$1,202 | \$7,278 | \$5,890 | \$1,388 |
| Total | \$65,754 | \$53,574 | \$12,180 | \$62,882 | \$50,890 | \$11,992 |
| Transportation Alternatives Program | | | | | | |
| State Highways ⁽⁵⁾ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Urban Areas | \$1,704 | \$1,374 | \$330 | \$5,023 | \$4,065 | \$958 |
| County Areas | \$870 | \$704 | \$166 | \$3,119 | \$2,524 | \$595 |
| Total | \$2,574 | \$2,078 | \$496 | \$8,142 | \$6,589 | \$1,553 |
| Emergency Relief | \$1,000 | \$1,000 | \$0 | \$1,000 | \$1,000 | \$0 |
| ROM Missile Roads | \$300 | \$300 | \$0 | \$300 | \$300 | \$0 |
| UGP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Electric Vehicle | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROTECT | \$3,175 | \$2,707 | \$468 | \$12,578 | \$10,062 | \$2,516 |
| Carbon Reduction | \$1,580 | \$1,220 | \$360 | \$7,903 | \$6,396 | \$1,507 |
| Transit | \$42,725 | \$27,794 | \$14,931 | \$42,725 | \$27,794 | \$14,931 |
| Total | \$658,825 | \$495,537 | \$163,044 | \$570,896 | \$455,778 | \$115,118 |
| Maintenance & Operations | \$125,588 | \$0 | \$125,588 | \$125,588 | \$0 | \$125,588 |
| Grand Total | \$784,413 | \$495,537 | \$288,632 | \$696,484 | \$455,778 | \$240,706 |

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

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

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

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

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

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

IN ADDITION,

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

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

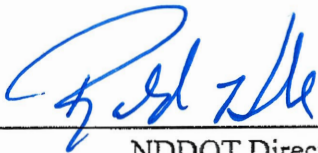
NDDOT certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 49 CFR, Part 29, are applicable thereto.

IN ADDITION,

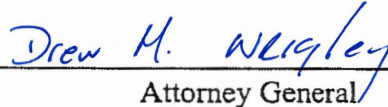
NDDOT certifies that:

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

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



NDDOT Director



Attorney General

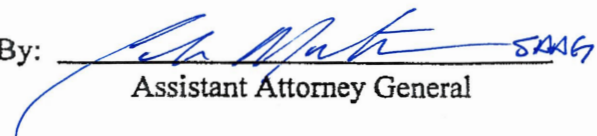
10/27/25

Date

10/24/25

Date

By:



Assistant Attorney General



U.S. Department
of Transportation

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

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

December 23, 2025

Ron Henke, Director
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Subject: Statewide Planning Finding and 2026-2029 State Transportation Improvement Program Approval

Dear Ron Henke:

The North Dakota Department of Transportation 2026-2029 Statewide Transportation Improvement Program (STIP) submitted October 30, 2025, to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is approved.

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

The formal planning finding for the 2026-2029 STIP is attached. The planning finding this year was an extensive look at all the planning elements, including the statewide and metropolitan planning activities, the STIP, performance-based planning, and public involvement activities.

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

Based on the reviews and participation in the statewide and MPO planning activities, the FTA and the FHWA have identified recommendations which are intended only to assist the NDDOT in improving their program, not as a corrective action. In addition to the recommendations, there are commendations for the NDDOT.

Recommendations:

- Bi-state MPOs received planning and FTA funding allocations from MnDOT this year which were different than what NDDOT provided for the MN side. A meeting with MnDOT, MN FHWA, and FTA would be beneficial to talk through the process for next year to avoid confusion on what funding numbers to use in their UPWPs.
- NDDOT updated the Non-Metropolitan Public Participation Plan this year. Public input for the STIP only includes news releases and public solicitations for different funding

programs. NDDOT historically doesn't receive public input during this process. Consider expanding the public input opportunities to encourage more participation.

- Discrepancies between the MPO TIPs and the STIP on project costs, year of construction, and whether the project was solely in the TIP or the STIP continue to occur. Increased coordination and communication are needed between the MPOs and the NDDOT to ensure the TIPs are incorporated by reference, without change, into the STIP.

Commendations:

- Governor Delegation of Authority for Transportation Improvement Program reviews and approvals was updated promptly with the election of a new governor.
- The NDDOT continues to work closely with the MPOs to implement weekly meetings with the MPO Executive Directors as well as a meeting with their Office Managers to discuss reimbursement requests and collaborate with each other.
- The CDMPO is anticipating a December 2025 adoption of their MTP. A year ahead of schedule with guidance and support of the NDDOT. The CDMPO's first MTP is not required to be completed until December 29, 2026.

The attached STIP Federal Planning Finding provides additional details.

If you have questions or need additional information, please contact Ranae Tunison, FTA, at (303) 362-2397, or Kristen Sperry, FHWA, at (701) 221-9464.

Sincerely,

Ranae Tunison

Carrie Butler
Acting Regional Administrator
Federal Transit Administration

Wendall L. Meyer
Interim Division Administrator
Federal Highway Administration

Enclosure: STIP Federal Planning Finding

Ecc: Chad Orn, NDDOT
Jane Berger, NDDOT
Derek Pfeifer, NDDOT
Tracey MacDonald, FTA
Scott Mareck, FHWA-MN
Jason Gottfried, MnDOT
Lindsey Handel, FHWA-ND
Pamela Todd, FHWA-ND

North Dakota FY 2026-2029 STIP Federal Planning Finding

Issued by FTA Region 8 and FHWA North Dakota Division for Statewide, Non-Metropolitan, and Metropolitan Transportation Planning and Programming Processes

This is the documented Federal Planning Finding for the North Dakota Department of Transportation (NDDOT) FYs 2026-2029 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs). This Federal Planning Finding includes various planning documents and/or studies that have been reviewed since the last annual STIP approval on 1/7/2025. FHWA and FTA have reviewed the following planning documents prepared by the NDDOT and the four North Dakota Metropolitan Planning Organizations (MPOs): BisMan (BM MPO), The Forks (GF-EGF MPO), Fargo-Moorhead (FM MCOG) and Central Dakota (CDMPO).

FHWA reviewed the following planning documents:

- STIP and associated amendments and modifications,
- TIPs and associated amendments and modifications,
- Unified Planning Work Programs (UPWPs) and associated amendments and modifications,
- State Planning and Research (SPR) Part I and State Planning and Research (SPR) Part II and associated amendments,
- Functional Classification Updates,
- BM MPO and CDMPO MTPs,
- SPR Part I and II End of Year Reports, SPR Part I Quarterly Reports
- Dickinson Comprehensive Plan
- Public Non-Metropolitan Participation Plan
- FM MCOG's
 - Congestion Management Process
 - 15th Ave Corridor Study in Dilworth
 - University & 10th St Corridor Study

FTA reviewed the following planning documents:

- STIP and associated amendments and modifications,
- TIPs and associated amendments and modifications,
- Unified Planning Work Programs (UPWPs),
- State Planning and Research (SPR) Part I and State Planning and Research (SPR) Part II and associated amendments,
- BM MPO and FM MCOG MTPs,

- CDMPO Public Participation Plan,
- FM MCOG Transit Development Plan (TDP)
- City of Fargo, MATBUS's Coordinated Public Transit Human Services Transportation Plan

BACKGROUND INFORMATION

What is a Federal Planning Finding?

- A Federal Planning Finding is a formal action taken by the FTA and FHWA to ensure that STIPs and TIPs are developed according to Statewide and Metropolitan transportation planning processes consistent with required statutory and regulatory planning and related provisions (23 USC 134 and 135, 49 USC 5303 and 5304, 23 CFR Part 450 and 49 CFR Part 613).
- A Federal Planning Finding verifies projects in the STIP (including projects from TIPs) are based on a planning process that substantially meets the requirements of Title 23 and Title 49.
- A Federal Planning Finding is a formal opportunity to highlight what works well and what needs improvement in a Statewide or metropolitan transportation planning process.
- A Federal Planning Finding is a prerequisite to FTA/FHWA approval of the STIP and based on a planning process that substantially meets the regulatory requirements of 23 CFR Part 450.

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

- The Fixing America's Surface Transportation Act (FAST Act) contains a statutory requirement for a Federal Planning Finding associated with the STIP, codified in 23 U.S.C. 135(g)(8) and 49 USC 5304(g)(8) and Infrastructure Investment and Jobs Act (IIJA) has continued the requirement.
- Through regulation, the requirement for a Federal Planning Finding applies to both the TIP (23 CFR 450.330(a)) and the STIP (23 CFR 450.220(b)).

PLANNING PROCESS OBSERVATIONS AND RECOMMENDATIONS

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

Statewide Planning Process

- The Public Agency Safety Plans (PTASP) were reviewed by FTA and the agencies continue to have annual performance updates.
- The FTA requirements of the annual narrative report for the National Transit Database (NTD). The state completed the annual narrative report.

- The Statewide Coordinated Public Transit Human Service Plan and Intercity Bus Plan was initiated this year.

STIP Development

- The 2025-2028 STIP was approved on 1/7/2025.
- The draft 2026-2029 STIP went out for public comment 8/15/2025. The comment period was open until 9/15/2025.
- Comments received: one comment was received regarding a request for a new interchange. Full comment and response included in the Final STIP.

State Planning and Research (SPR) Work Program

- The 2024-2025 Statewide Planning and Research (SPR) Part A Work Program was approved on 12/01/2024. The 2024 SPR Part A work program annual summary report was submitted 4/1/2025.
- The 2025-2026 SPR Work Program was approved 8/5/25. SPR Part A funding is used to support planning efforts.
 - An amendment to the 2025-2026 SPR Work Program Part A was approved 9/15/25.
- The 2025-2026 SPR Part B Work Program was approved on 12/9/2024. SPR Part B funding is used to support University research projects, multi-state pooled fund projects, internal NDDOT research projects, and national research efforts including the Transportation Research Board (TRB) & National Cooperative Highway Research Program (NCHRP). The NDDOT holds an annual Research Advisory Committee (RAC) meeting to prioritize upcoming research topics in support of SPR Part B funding. Proposals can include topics of extensive laboratory material testing, evaluation, and data reporting to determine material characteristics, operation properties, performance-based planning and programming research, and economic viability of innovations to improve highway construction, safety, and maintenance.
 - An amendment to the 2025-2026 SPR Part B was approved 8/4/25 to revise commitment levels for the Transportation Learning Network (2025-2029).

Performance Management

- None

Coordination with MPOs

- The NDDOT continues to work with the MPOs to ensure Consolidated Planning Grants (CPG) funds are utilized timely. NDDOT has implemented weekly meetings with the

MPO Executive Directors as well as a meeting with their Office Managers to discuss reimbursement requests and collaborate with each other.

- The NDDOT should continue to work on coordinating effectively with the MPOs when project changes occur that would require TIP modifications and/or amendments.

Metropolitan Planning Process

Metropolitan Transportation Plans

- MTPs are required to be updated every 5 years. MTPs were adopted by the MPOs on the following dates:
 - FM MCOG Policy Board adopted their MTP on September 26, 2024, and re-adopted their MTP and Congestion Management Plan on April 2025.
 - The CDMPO is anticipating a December 2025 adoption. This is a year ahead of schedule, since the first CDMPO MTP is not required to be completed until December 29, 2026.
 - The BisMan MTP was adopted in December 2024 by the Policy Board.
 - The BisMan MTP was amended April 2025.
- Two MPOs are updating their Transit Development Plans (TDP), in support of their MTPs. TDPs are not a requirement by themselves, however they provide the transit update to the MTP.
 - FM MCOG is updating their TDP. The comment period goes through December 2025.
 - CDMPO is working towards completing their first TDP Fall 2026.
 - GF-EGF MPO updated their TDP, January 2023.
 - BM MPO updated their TDP, November 2023.

TIPs

- The 2026-2029 TIPs for three MPOs (FM MCOG, GF-EGF MPO, and BM MPO) are incorporated into the 2026-2029 STIP by reference.
- The first TIP for the CDMPO is due December 29, 2026.

Unified Planning Work Programs (UPWP)

- All four MPOs are continuing to implement their listed UPWP activities.

Census

- NDDOT is continuing to update their CMC routes with the corresponding boundary changes. By December 29, 2025, changes to highway functional classification associated with the Census-defined urban area boundaries (or the FHWA-approved urban area boundaries if adjustments are made) should be approved by the State transportation

agency and FHWA Division Office as stated in the FHWA Census Issues Schedule of Activities.

Performance Management

- Public Transit Agency Safety Plan (PTASP) - Transit operators were required to certify they have a PTASP in place meeting the requirements of the rule by 7/20/2021. The PTASP must be updated and certified by the transit agency annually through their annual Certifications and Assurances in FTA's grant making system TrAMS. FTA published a PTASP final rule on May 13, 2024 with requirements for Agency Safety Plans (ASP), Safety Committees, cooperation with frontline transit worker representatives in the development of ASPs, safety risk reduction programs, safety performance targets, de-escalation training for certain transit workers, and addressing infectious diseases through the Safety Management System (SMS) process. This final rule also finalizes revisions to the regulation to coordinate and align with other FTA programs and safety rulemakings.
 - GF-EGF MPO –adopted their own plan and targets
 - FM MCOG –adopted their own plan and targets
 - BM MPO –adopted their own plan and targets
 - CDMPO – is in the process to adopt their own plan and targets by 2025
- Transit Asset Management Plan (TAM) A TAM plan must be updated in its entirety at least every 4 years, and it must cover a horizon period of at least 4 years. An initial TAM plan was required by October 2018; an updated TAM plan was required by 10/1/2022. The next update will be required to be adopted by 12/31/2026.
 - GF-EGF MPO – will plan to adopt the NDDOT group plan and targets
 - FM MCOG – will adopt MATBUS' updated plan and targets
 - BM MPO – will plan to adopt the NDDOT group plan and targets
 - CDMPO – are in the process to adopt the NDDOT group plan and targets

Public Involvement Process

- NDDOT updated the Non-Metropolitan Public Participation Plan this year. Public input for the STIP only includes news releases and public solicitations for different funding programs. NDDOT historically doesn't receive public input during this process. Consider expanding the public input opportunities to encourage more participation.
- The MPO Public Participation Plans (PPP) were adopted on the following dates:
 - BM MPO – December 2023
 - FM MCOG – December 2022
 - GF-EGF MPO – November 2024
 - CDMPO – October 2024

Mid-Year Reviews

- NDDOT, FHWA, and FTA conducted Mid-Year Reviews with the four MPOs in July 2025. During these meetings discussion topics included transit updates, CPG balances, TIP development, subrecipient monitoring, UPWP status, and any other topics needing the group's attention. MnDOT also participated in these reviews for the bi-state MPOs.

Corrective Actions, Commendations, and Recommendations

Definitions

Corrective Actions:

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

Recommendations:

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

Commendations:

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

Resolutions of Previous Corrective Actions:

Previous Corrective Actions will be addressed as part of the FM MCOG’s Transportation Management Area Certification Review in 2027.

Resolutions of Previous Recommendations

Governor Delegation of Authority for TIP reviews and approvals will need to be updated with the election of a new governor.

- The updated Governor designee letter was submitted January 8, 2025.

Observations and Recommendations for the NDDOT 2026-2029 STIP

Corrective Action: none

Recommendations:

- Bi-state MPOs received planning and FTA funding allocations from MnDOT this year which were different than what NDDOT provided for the MN side. A meeting with MnDOT, MN FHWA, and FTA would be beneficial to talk through the process for next year to avoid confusion on what funding numbers to use in their UPWPs.
- NDDOT updated the Non-Metropolitan Public Participation Plan this year. Public input for the STIP only includes news releases and public solicitations for different funding programs. NDDOT historically doesn’t receive public input during this process. Consider expanding the public input opportunities to encourage more participation.

- Discrepancies between the MPO TIPs and the STIP on project costs, year of construction, and whether the project was solely in the TIP or the STIP continue to occur. Increased coordination and communication are needed between the MPOs and the NDDOT to ensure the TIPs are incorporated by reference, without change, into the STIP.

Commendations:

- Governor Delegation of Authority for Transportation Improvement Program reviews and approvals was updated promptly with the election of a new governor.
- The NDDOT continues to work closely with the MPOs to implement weekly meetings with the MPO Executive Directors as well as a meeting with their Office Managers to discuss reimbursement requests and collaborate with each other.
- The CDMPO is anticipating a December 2025 adoption of their MTP. A year ahead of schedule with guidance and support of the NDDOT. The CDMPO's first MTP is not required to be completed until December 29, 2026.

Conclusion

The FHWA and FTA, based on the State DOT and MPO(s) self-certifications of their statewide and metropolitan planning processes, review of self-certification supporting documentation, and our involvement in the State and MPO transportation planning processes, hereby find that the NDDOT STIP for FYs 2026-2029 is based on a statewide transportation planning process that meets the requirements of 23 USC Sections 134 and 135, 49 USC Sections 5303 and 5304, and subparts A, B, and C of 23 CFR 450, 23 CFR 420, and 49 CFR 613.

October 27, 2025

Kim Riepl
Executive Director
Bismarck-Mandan MPO
P.O. Box 5503
Bismarck, ND 58506

Dear Kim:

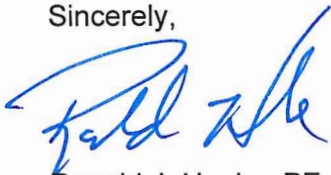
SUBJECT: APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (BMMPO) 2026-2029 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The current transportation bill, Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021, and is set to expire September 30, 2026. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

Thank you for your continuing efforts to improve transportation infrastructure in North Dakota. If you have questions, please feel free to give Will Hutchings a call at 701-328-6421.

Sincerely,



Ronald J. Henke, PE
Director

38/wrh

C: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Derek Pfeifer, NDDOT Local Government Engineer
Larry Gangl, NDDOT Bismarck District Engineer

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Bismarck-Mandan Metropolitan Planning
Organization**


Signature


Policy Board Chair

Title

5/20/25

Date

North Dakota Department of Transportation


Signature

Local Government Engineer

Title

8/12/2025

Date

October 27, 2025

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

Dear Ben:

SUBJECT: APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2026-2029 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The current transportation bill, Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021, and is set to expire September 30, 2026. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

Thank you for your continuing efforts to improve transportation infrastructure in North Dakota. If you have questions, please feel free to give Will Hutchings a call at 701-328-6421.

Sincerely,



Ronald J. Henke, PE
Director

38/wrh

C: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Jason Gottfried, Minnesota Department of Transportation
Derek Pfeifer, NDDOT Local Government Engineer
Aaron Murra, NDDOT Fargo District Engineer

TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

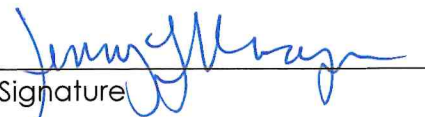
The Fargo-Moorhead Metropolitan Planning Organization (Metro COG) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with all applicable requirements as outlined in 23 CFR 450.336 including:

- 1) 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- 2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d)] and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Infrastructure Investment and Jobs Act (IIJA) (PL 117-58) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and CFR part 27 regarding discrimination against individuals with disabilities.

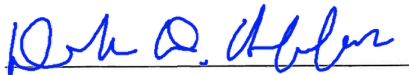
The aforementioned applicable requirements are reflective of 23 CFR 450.336 as of August 18, 2025. Metro COG is compliant to the extent all applicable requirements, or portions thereof, are in effect.

Full documentation of Metro COG's federal certification can be obtained by contacting Metro COG at (701) 532-5100, metrococog@fmmetrococog.org or by visiting in person at 1 – 2nd Street North, Case Plaza, Suite 232, Fargo, North Dakota 58102.

**Fargo-Moorhead Metropolitan
Council of Governments**


Signature _____ Date 9/25/25
Policy Board Chair _____
Title _____

**North Dakota
Department of Transportation**


Signature _____ Date 9/26/2025
Local Government Engineer _____
Title _____

October 27, 2025

Ben Ehreth
Executive Director
Grand Forks-East Grand Forks MPO
600 DeMers Ave
East Grand Forks, MN 56721

Dear Ben:

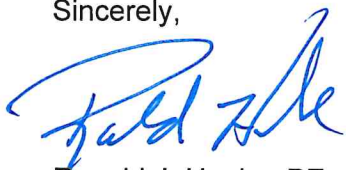
SUBJECT: APPROVAL OF GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Grand Forks-East Grand Forks Metropolitan Planning Organization's (GFEGFMPO) 2026-2029 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The current transportation bill, Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021, and is set to expire September 30, 2026. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

Thank you for your continuing efforts to improve transportation infrastructure in North Dakota. If you have questions, please feel free to give Will Hutchings a call at 701-328-6421.

Sincerely,



Ronald J. Henke, PE
Director

38/wrh

C: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Jason Gottfried, Minnesota Department of Transportation
Derek Pfeifer, NDDOT Local Government Engineer
Ed Pavlish, NDDOT Grand Forks District Engineer



Transportation Planning Process Certification Statement

The Grand Forks – East Grand Forks Metropolitan Planning Organization (Forks MPO), the Metropolitan Planning Organization for the Grand Forks, North Dakota and East Grand Forks, Minnesota metropolitan region, hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements as outlined in 23 CFR 450.363 including:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination based on race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1110(e) of the IJA (Pub. L. 114-58) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The aforementioned applicable requirements are reflective of 23 CFR 450.336 as of August 14, 2025. The Forks MPO is compliant to the extent all applicable requirements, or portions thereof, are in effect.

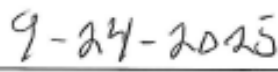
Forks MPO



Signature



Executive Board Chair




Date

**North Dakota Department of
Transportation**



Signature



Local Government Engineer



Date

MEDIA RELEASE | FOR IMMEDIATE RELEASE | Aug. 15, 2025

NDDOT seeks public comment on 2026-2029 Transportation Improvement Program

BISMARCK, N.D. - The North Dakota Department of Transportation (NDDOT) has released a draft of the 2026-2029 Statewide Transportation Improvement Program (STIP) for public review and comment from Aug. 15 to Sept. 15, 2025.

The STIP is a four-year program of transportation improvements funded with federal highway and transit dollars. Improvements include projects on state and county highways, urban streets, roadway safety features, bikeways and transit programs.

The draft STIP is located online at dot.nd.gov by clicking "Construction & Planning" then "Transportation Plans & Programs." Printed copies are also available at NDDOT district offices. Individual copies may be obtained from Michael Wilz, NDDOT Programming Division, at 701-328-4457.

Comments should be submitted by Sept. 15 to the appropriate NDDOT contact listed below or emailed to dot@nd.gov with "Draft STIP" in the subject line.

NDDOT District Offices:

Larry Gangl - Bismarck District, 701-328-6950
Jay Praska - Valley City District, 701-845-8800
Wyatt Hanson - Devils Lake District, 701-665-5100
Korby Seward - Minot District, 701-857-6925
Rob Rayhorn - Dickinson District, 701-227-6500
Ed Pavlish - Grand Forks District, 701-787-6500
Joel Wilt - Williston District, 701-774-2700
Aaron Murra - Fargo District, 701-239-8901

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



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

North Dakota Division

August 25, 2025

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

The Honorable Mark Fox
Chairman, Three Affiliated Tribes
MHA Nation
404 Frontage Rd
New Town, ND 58763

Attention: Mr. Joseph Silveria

Dear Chairman Fox:

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

The NDDOT is beginning the process of developing the North Dakota STIP for years 2026-2029. The Federal Highway Administration (FHWA) would like to schedule a planning consultation meeting to receive input on the draft list of projects and discuss any additional projects that the Tribe would like to have considered in this STIP.

We would like to accommodate your schedule. To do that, please provide dates and times that will work for your office.

Please contact Kristen Sperry, Planning Program Manager, at 701-221-9464, or by email at kristen.sperry@dot.gov, to arrange for a convenient time.

Sincerely yours,

Wendall L. Meyer
Interim Division Administrator

Ecc: Chad Orn, NDDOT
Jane Berger, NDDOT
Michael Wilz, NDDOT
Brandon Beise, NDDOT
Joel Wilt, NDDOT
Steve Wilkie, BIA
Pam Todd, FHWA
Lindsey Handel, FHWA



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

North Dakota Division

August 25, 2025

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

The Honorable Lonna J. Street
Chairman, Spirit Lake Sioux Tribe
P.O. Box 359
Fort Totten, ND 58335

Attention: Mr. Ryan Leaf

Dear Chairwoman Street:

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

The NDDOT is beginning the process of developing the North Dakota STIP for years 2026-2029. The Federal Highway Administration (FHWA) would like to schedule a planning consultation meeting to receive input on the draft list of projects and discuss any additional projects that the Tribe would like to have considered in this STIP.

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Sincerely yours,

Wendall L. Meyer
Interim Division Administrator

Ecc: Chad Orn, NDDOT
Jane Berger, NDDOT
Michael Wilz, NDDOT
Wyatt Hanson, NDDOT
Brandon Beise, NDDOT
Steve Wilkie, BIA
Pam Todd, FHWA
Lindsey Handel, FHWA



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

North Dakota Division

August 25, 2025

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

The Honorable Janet Alkire
Chairwoman, Standing Rock Nation
Standing Rock Avenue Bldg 1
P.O. Box D
Fort Yates, ND 58538

Attention: Ms. Larissa Young

Dear Chairwoman Alkire:

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

The NDDOT is beginning the process of developing the North Dakota STIP for years 2026-2029. The Federal Highway Administration (FHWA) would like to schedule a planning consultation meeting to receive input on the draft list of projects and discuss any additional projects that the Tribe would like to have considered in this STIP.

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Sincerely yours,

Wendall L. Meyer
Interim Division Administrator

Ecc: Chad Orn, NDDOT
Jane Berger, NDDOT
Michael Wilz, NDDOT
Brandon Beise, NDDOT
Larry Gangl, NDDOT
Steve Wilkie, BIA
Pam Todd, FHWA
Lindsey Handel, FHWA



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

North Dakota Division

August 25, 2025

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

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

Attention: Mr. Ron Trottier, Jr.

Dear Chairman Azure:

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

The NDDOT is beginning the process of developing the North Dakota STIP for years 2026-2029. The Federal Highway Administration (FHWA) would like to schedule a planning consultation meeting to receive input on the draft list of projects and discuss any additional projects that the Tribe would like to have considered in this STIP.

We would like to accommodate your schedule. To do that, please provide dates and times that will work for your office.

Please contact Kristen Sperry, Planning Program Manager, at 701-221-9464, or by email at kristen.sperry@dot.gov, to arrange for a convenient time.

Sincerely yours,

Wendall L. Meyer
Interim Division Administrator

Ecc: Chad Orn, NDDOT
Jane Berger, NDDOT
Michael Wilz, NDDOT
Brandon Beise, NDDOT
Wyatt Hanson, NDDOT
Todd Brockmann, FHWA-OTT
Steve Wilkie, BIA
Pam Todd, FHWA
Lindsey Handel, FHWA



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

North Dakota Division

August 25, 2025

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

The Honorable J. Garret Renville
Chairman, Sisseton Wahpeton Oyate
P.O. Box 509
Agency Village, SD 57262-0509

Attention: Mr. Clifford Eberhardt

Dear Chairman Renville:

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

The NDDOT is beginning the process of developing the North Dakota STIP for years 2026-2029. The Federal Highway Administration (FHWA) would like to schedule a planning consultation meeting to receive input on the draft list of projects and discuss any additional projects that the Tribe would like to have considered in this STIP.

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Sincerely yours,

Wendall L. Meyer
Interim Division Administrator

Ecc: Chad Orn, NDDOT
Jane Berger, NDDOT
Michael Wilz, NDDOT
Brandon Beise, NDDOT
Aaron Murra, NDDOT
Richard White, Sisseton Wahpeton Oyate
Steve Wilkie, BIA
Pam Todd, FHWA
Lindsey Handel, FHWA