

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board

FROM: Rachel Lukaszewski, MPO Executive Director

DATE: April 10, 2023

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, April 18, 2023, at 1:30 PM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Building at 221 N 5th Street, Bismarck, ND. The agenda is outlined below.

The City of Bismarck and Policy Board members are encouraging citizens to provide their comments for public hearing items on the Bismarck-Mandan MPO Policy Board agenda via email to mpo@bismarcknd.gov. Please include which item number your comment references. It will be sent to the members, as well as placed with the minutes. To ensure your comments are received prior to the meeting, please submit them by 5:00 pm 1 business day prior to the meeting. If you would like to participate via video or audio link for a 3-5 minute comment on a regular agenda public hearing item, please provide your name, agenda item and e-mail address to the above e-mail at least 3 days before the meeting.

Any of the 5 (five) Policy Board members can attend this meeting remotely. **Policy Board members and those presenting at the meeting will receive ZOOM invites approximately 1 business day prior to the meeting. Individuals wishing to participate via ZOOM should email contact information to mpo@bismarcknd.gov at least 3 days in advance of the meeting to receive a meeting invite tailored uniquely to them.**

As always, live meeting coverage is available on Government Access Channels 2 & 602HD, Radio Access at 102.5 FM Radio, or stream FreeTv.org and RadioAccess.org. Agenda items can be found online at [MPO Policy Board](http://MPOPolicyBoard).

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Next scheduled Policy Board meeting is on 05/16/2023. Please call 701-355-1852 with questions. Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <http://www.bismarcknd.gov/DocumentCenter/View/23201> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
East Main Avenue Corridor Study	96	06/30/2023
Sunset Drive Corridor Study	98	08/31/2023
Arrive 2050 Forecast/Arrive 2050	15	03/31/2025
2022 Transit Development Plan	60	12/31/2023
2023 Ortho-Contour Project	0	02/29/2024

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	RSP: Regionally Significant Project
FHWA: Federal Highway Administration	TDM: Travel Demand Model
FTA: Federal Transit Administration	TIP: Transportation Improvement Plan
MTP: Metropolitan Transportation Plan	UPWP: Unified Planning Work Program

A full list of common MPO acronyms may be accessed online
<https://www.bismarcknd.gov/DocumentCenter/View/37890/MPO-acronyms>

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
MARCH 21, 2023**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on March 21, 2023, at 1:30 p.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th Street, Bismarck, ND. Chair Tim Helbling presided.

Members present or participating via Zoom were Mike Schmitz, Andy Zachmeier, Steve Schwab, Tim Helbling, and Carrie Praska.

Others present or attending via Zoom were Kim Riepl and Stephen Larson of the Bismarck-Mandan MPO; Jason Carbee, HDR; Bill Troe, Luke Champa and Scott Harmstead, SRF Consulting; and Adam McGill, KLJ.

CALL TO ORDER

Chair Helbling called the March 21, 2023 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

MINUTES

Chair Helbling called for a motion to approve the minutes of the February 21, 2023 Regular Meeting of the Policy Board.

MOTION: Mr. Schmitz made a motion to approve the minutes of the February Regular Meeting. Mr. Zachmeier seconded the motion and with Andy Zachmeier, Carrie Praska, Steve Schwab, Mike Schmitz, and Chair Helbling voting in favor, the minutes of the February 21, 2023 Regular Meeting were approved.

2027 URBAN ROADS PROJECTS

Ms. Riepl presented. She explained special meetings were held for the Urban Roads Program in August 2022 and on February 14, 2023 to discuss the appropriate use of FY 2027 funds. These meetings were followed by a meeting with North Dakota Department of Transportation (NDDOT) representatives on February 16. Based on this meeting, the MPO and its jurisdictions determined that Mandan's 8th Avenue NW project should be promoted as the number one priority project for FY 2027. However, since available FY 2027 funds may exceed the amount Mandan is requesting for their project, NDDOT encouraged other jurisdictions to submit projects for consideration. The MPO received two Urban Roads applications for consideration, one from Mandan and one from Bismarck, as summarized in Exhibit A.

Mandan's application is for the reconstruction of 8th Avenue NW from 24th Street to 27th Street and 27th Street NW from 8th Avenue to ND Highway 1806. The reconstruction includes a shared left turn lane, some storm sewer replacement, street lighting, and a multi-use trail on the south side of 8th Avenue. The total cost is estimated at \$6 million. Mandan is requesting \$4,046,500 in federal funds for the project. The City of Bismarck's application is for mill and overlay on Yegen Road (from Hagen Avenue to ND Highway 1804), 12th Street (from Santa Fe to Burleigh Avenue), and Burleigh

Avenue (from Tavis Road to Washington Street). The total cost is estimated at \$1,960,000, and the federal request is \$1,568,000. A correction was made at TAC to change this project's label from reconstruction to preventive maintenance. Both Mandan and Bismarck's projects are consistent with the MPO's Metropolitan Transportation Plan (MTP), and TAC recommended approval with Mandan's project as the highest priority.

MOTION: Mr. Schmitz made a motion to approve the 2027 Urban Roads Projects, prioritized as presented. Mr. Zachmeier seconded the motion and with Andy Zachmeier, Carrie Praska, Steve Schwab, Mike Schmitz, and Chair Helbling voting in favor, the motion was approved.

2027 URBAN REGIONAL PROGRAM PROJECTS

Ms. Riepl presented. Two project applications were received from the City of Mandan and three from the City of Bismarck. MPO staff scored the projects based on the goals and objectives of the MTP, and the projects were also scored and ranked by a prioritization committee on March 15. This committee was made up of representatives of NDDOT, Bismarck and Mandan Engineering, and the MPO. After discussion, it was decided that each submitting jurisdiction would rank its own projects individually to inform NDDOT of its own priority, and NDDOT District would rank the projects overall.

The first City of Mandan project is a maintenance project on 6th Avenue SE at the railroad underpass. The project would be a reconstruction of the underpass to mitigate flooding, icing, and accelerated deterioration due to poor water and ground water conveyance. The second Mandan project is for a mill and overlay on 1806 South, from North Woodland Drive to 19th Street SE. The first City of Bismarck project is for a reconstruction project on State Street from Calgary Avenue to 57th Avenue. Bismarck proposes to prepare environmental documents and reconstruct this section of State Street, but it may be possible to increase this roadway's capacity by widening the roadway, as opposed to a full reconstruction. The current cost estimate assumes a full reconstruction. The second Bismarck project is intended to replace all non-compliant highway signs on the regional highway system throughout Bismarck (including US 83, ND 810, ND 1804, and Main Avenue/I-94 Business). The final Bismarck project addresses the BNSF railroad underpasses on 7th and 9th Streets. The project would perform preliminary engineering to evaluate cost-effective solutions to remedy current deficiencies, and the cost estimate for the project includes funds for construction.

All five applications are consistent with the MTP, and the project scores, rankings, and cost estimates are shown in Exhibit D. TAC recommended approval of the projects and rankings as shown on the summary sheet. Mandan's 6th Avenue SE project would be ranked first overall, followed by Bismarck's State Street project, Mandan's 1806 South project, Bismarck's 7th and 9th Street underpasses project, and Bismarck's sign replacement project. Policy Board can accept TAC's ranking, create their own ranking, or forward the projects to NDDOT with no ranking. Ms. Riepl noted that TAC members believe it is important to submit these projects to NDDOT prioritized.

MOTION: Mr. Schmitz made a motion to approve the 2027 Urban Regional Program Projects, prioritized as presented. Mr. Zachmeier seconded the motion and

with Andy Zachmeier, Carrie Praska, Steve Schwab, Mike Schmitz, and Chair Helbling voting in favor, the motion was approved.

ARRIVE 2050 FORECAST/ARRIVE 2050 AND 2050 GROWTH SCENARIOS

Mr. Champa provided a study update for SRF. HDR is the primary consultant for the study, but SRF is leading the Arrive 2050 Forecast portion of the project. Mr. Champa went through a presentation about the Arrive 2050 Forecast, specifically presenting the preferred population growth scenario for TAC's consideration. Last month this item was presented and discussed at Policy Board, so this month is a continuation of that discussion. Mr. Champa referred to the growth rates adopted for previous studies. For the 2050 Forecast, SRF and the MPO are recommending adoption of the medium growth rate of 1.1% as the preferred growth scenario for the Bismarck-Mandan MPO area. The different jurisdictions will have the opportunity to tweak their growth rates, but the 1.1% number will be used for the MPO area overall. This growth rate will be used in the update to the Travel Demand Model (TDM), to help forecast traffic behavior and demand in the region. If this rate is approved, SRF will work on refining this projection and setting up workshops in April with the local jurisdictions to help with that process. TAC recommended approval of the medium growth rate scenario as presented.

MOTION: Mr. Schmitz made a motion to approve the 'Medium' Arrive 2050 Forecast Growth Rate Scenario as presented. Mr. Zachmeier seconded the motion and with Andy Zachmeier, Carrie Praska, Steve Schwab, Mike Schmitz, and Chair Helbling voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY

Mr. Harmstead provided a study update for SRF. They have a draft final report for the study ready and under review and it is expected to be presented for approval at Bismarck City Commission, TAC, and Policy Board in April. The final public meeting for the study was held on March 6. Attendance was light, but SRF has gotten more feedback online and through social service organizations throughout the study than through in-person engagement. Online feedback on the alternatives for the corridor is being collected at www.eastmainstudy.com through March 21. The final study report will include the issues and needs and alternatives analysis, information on project phasing, funding opportunities, stormwater and utilities, and a locally recommended alternative.

Mr. Helbling noted that with all the snow this year, when lanes are changed both Bismarck and Mandan need to find a better way to remove the old lane markings, as currently there are sections of roadway where the old markings are confusing drivers. Mr. Schmitz agreed with this. Mr. Harmstead made note of the comment.

SUNSET DRIVE CORRIDOR STUDY

Mr. McGill provided a study update for KLJ. KLJ is finishing up public engagement for the study. They had their last public meeting on March 9, which was fairly well attended, and will be continuing to gather feedback on the public's favorite alternatives for the corridor through the study website at bit.ly/SunsetCorridor until

March 23. As of last week, they had nearly one hundred responses to their online survey, which is already higher than the last survey they released for this study. Once this feedback is evaluated, KLJ will begin the draft final report.

2022 TRANSIT DEVELOPMENT PLAN (TDP)

Mr. Troe provided a study update for SRF. SRF is focusing on Bis-Man Transit's funding and their organizational structure for this TDP, while also looking at transit service (although a significant service change is not expected to be recommended). Historically, Bis-Man Transit's expenses have been near or over their revenues, requiring them to draw on their reserves. The COVID relief funding has provided Transit some relief from this issue, but that funding is now essentially exhausted. Cash flow is also an important consideration. SRF is evaluating different scenarios to help Transit address their revenue shortage. There may be opportunities to look at increasing local support for Transit's services. Service reductions, especially significant reductions, have not been feasible historically for Bis-Man Transit.

Mr. Troe said SRF is confident that a one-sided recommendation to solve Transit's funding issue will not be successful. This means a solution that is entirely focused on getting additional revenue, or entirely focused on reducing service or saving money on service, is not feasible. The alternatives that will be considered will instead include a combination of these two paths. This TDP will also seek to support the importance of Bis-Man Transit's services, and the community benefits coming from the workers who depend on Transit. SRF is preparing for another series of TDP public meeting on April 10. One meeting will be at the Mandan Public Library from noon to 1:30 p.m. and the other will be at the Bismarck Public Library from 4:30 to 6:00 p.m.

Mr. Schmitz said he is very interested in the alternatives this TDP presents. He believes transit service is a serious issue in the community, especially since there is currently no cab service in Bismarck. He mentioned reduction of service hours would be difficult to present at Bismarck City Commission. Mr. Troe said in the past, reduction of hours has focused on paratransit, but fixed-route riders have not always been able to provide input. SRF is working to make sure fixed-route riders have a voice in the future of transit services in the region. Mr. Schmitz agreed with this and said he has heard from fixed-route riders in the past. Mr. Helbling asked if a platform like Zoom is being used for the TDP public meetings. Mr. Troe explained the library locations are physically accessible, but they are not set up for live broadcast. The meetings are being recorded and made publicly available, however.

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS

Mr. Larson explained this month the MPO completed two administration modifications to the 2023-2026 TIP. Modifications are used for minor changes to the TIP, and they do not need to be advertised or opened for public comment. The first modification is for a mill and overlay project on 7th Street in Bismarck, from Front Avenue to Bismarck Expressway, and the second is for another mill and overlay project on 7th and 9th Streets in Bismarck from Main Avenue to Boulevard Avenue. Both modifications move these projects into funding year 2023, and the projects are now linked. Both projects are intended for 2024 construction.

2023 ORTHO-CONTOUR PROJECT UPDATE

Ms. Riepl reminded the board that 95 West was approved in February to be the consultant for the Ortho-Contour project. The MPO has been in contract negotiations since February, and it is expected that a signed contract will be ready to go by the end of March, with a project kickoff meeting in early April.

MPO DIRECTOR'S MEETING UPDATE

Ms. Riepl gave an update on the MPO Director's Meeting held on March 13. The meeting was between NDDOT, the three existing MPOs in North Dakota, and other interested parties. Ms. Riepl provided three updates from the meeting. First, she explained NDDOT is currently revisiting the formula for distributing Consolidated Planning Grant (CPG) federal funds in North Dakota. The CPG funds MPO activities. The formula must be reviewed after each Decennial Census is finalized, and after a new MPO is designated, and both have happened in North Dakota. The 2020 Census has concluded, and the numbers indicate the City of Minot has achieved a population exceeding fifty thousand which would make it an MPO (however, this has not been officially published by the Federal Highway Administration yet). The Bismarck-Mandan MPO will be working with the other state MPOs and NDDOT to decide on a new CPG formula and will present this to Policy Board for their information in April.

The second update concerns a change to NDDOT's contract management practices. Currently the MPO develops a two-year work program and budget called the Unified Planning Work Program (UPWP). The current UPWP covers the period of 2023-2024. When a new UPWP is adopted, NDDOT contracts with the MPO for the UPWP period. The contract between NDDOT and the MPO allows the MPO to operate and conduct planning activities. Due to audit findings, NDDOT is now changing their MPO contracts from two-year contracts to one-year contracts, beginning immediately. NDDOT will amend the current 2023-2024 contract with the MPO so that it expires at the end of 2023 and will create a new contract for 2024. The MPO budget period will align with the contract period. MPOs are still encouraged to create a two-year UPWP, but the second year would be illustrative. NDDOT will tie the authorization of CPG funds to the one-year contract. The MPO will keep Policy Board informed on relevant information about this change, and Policy Board will also review the upcoming contract amendment, and the new 2024 contract, in future.

The final update from the meeting covers Urbanized Area Boundary adjustments, and changes to the Functional Classification map. MPOs will have an opportunity to change their Urbanized Area Boundaries which were recently released by the Census Bureau. For example, the Census's boundary for Bismarck does not currently include Lincoln, so this is something the MPO may want to adjust. The Urbanized Boundaries help determine which functionally classified roadways are eligible for federal funding, so they are important for the region. The MPO will work with NDDOT on the redraw process. The MPO will also be reviewing the area's Functional Classification map to see if any changes are needed, and again NDDOT will be assisting the MPO with this process. The MPO will keep its local jurisdictions informed in the coming weeks.

Mr. Schmitz asked how the jurisdictions can get the Urbanized Boundaries redrawn appropriately. Ms. Riepl said letters from NDDOT on the process will be

coming soon, and an instructional webinar was held in February about redraw requirements. NDDOT will be helping the MPO with the redraw, since it is important to correct irregular boundaries. The MPO will make sure its local jurisdictions are involved and able to provide input. Ms. Riepl noted the Urbanized Boundaries can be expanded, but not reduced, from what the Census Bureau has established.

Mr. Helbling asked if the redraw brings additional funding to the region. Ms. Riepl said no additional funding is involved, but additional roadways may be eligible for funding if the boundaries are extended. Mr. Zachmeier asked if some of the subdivisions where growth is occurring or may occur outside of Mandan, Lincoln, and Bismarck can be considered urbanized areas. Ms. Riepl said the MPO will need jurisdictional input on questions like that. The 2020 Census numbers were incorporated into the Census Bureau's boundaries, but imminent growth is something local jurisdictions will be aware of.

ADJOURNMENT

There being no further business, Chair Helbling declared the meeting adjourned at 2:25 p.m.

The next scheduled meeting will take place April 18, 2023, at 1:30 p.m. in the Tom Baker Meeting Room in the City/County Building, 221 N 5th St, Bismarck.

Respectfully submitted,

Stephen Larson
Recording Secretary

APPROVED:

MPO Policy Board Chair

Bismarck-Mandan MPO

TIP AmendmentProject Year(s)

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.21	\$809,000	\$191,000	\$0	\$1,000,000	SS

Project Description:

This amendment removes a project in the TIP for ITS equipment work (Weigh in Motion site and Automatic Traffic Record Maintenance) statewide, because the project location within the Bismarck-Mandan MPO area, at Bismarck Expressway/ND 810, was removed from the project. This location could potentially be added to a future NDDOT project. The PCN is 23603.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

This project was consistent with the Arrive 2045 MTP.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

 Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP AmendmentProject Year(s)

Entity	Project	Federal	State	Local	Total	Federal Funding Source
BURLEIGH	23.2.01	\$10,881,147 (old) \$15,671,147 (new)	\$0	\$2,718,853 (old) \$7,395,181 (new)	\$13,600,000 (old) \$23,066,328 (new)	SU CVD BRU

Project Description:

This amendment is for the reconstruction of Burleigh County's 66th Street from Apple Creek Road to Northgate Dr. The amendment increases the cost estimates for the project, as noted above, and adds an additional source of federal funds Burleigh County is receiving for the project. The PCN is 23055.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

This project is currently in the TIP and is therefore consistent with the Arrive 2045 MTP.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

Bismarck-Mandan MPO Policy Board Chair

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PROJECT FUNDING YEAR 2023

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	23.1.01	^{***} Urban Roads - Bismarck 43rd Ave 43rd Ave (State St - 26th St) & 19th St (N Valley Pl/Yucca Av - 43rd Ave) (Reconstruction and Widening)	\$4,800,000 \$574,285	\$0	\$7,700,649 \$5,290,769 \$4,000,000 (Bismarck)	\$22,365,703	NHU CVD	22829	2022	
BISMARCK	23.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations) (Install RRFB at up to 11 locations, recommended by School Safety Crossing Study)	\$378,000	\$0	\$42,000 (Bismarck)	\$420,000	HEU	23372	2023	
BISMARCK	23.1.03	Urban Grants Project - Bismarck 3rd/4th/5th St, Rosser Av, Broadway (3rd St from Main-Rosser, Rosser from 3rd-7th, 4th St from Rosser-Thayer, 5th St from Rosser-Thayer, & Broadway from 3rd-4th & 6th-7th) (Mill & Overlay, Curb & Gutter, ADA Ramp Rev, Bikeway/Walkway, Lighting, Signal Revision, Landscaping, Signage, Signal Modifications, Pavement Marking)	\$786,313	\$0	\$1,125,687 (Bismarck)	\$1,912,000	UGP	23216	NA	
BISMARCK	23.1.05	[*] Projects of Local Importance (PLI) - Ash Coulee Dr Reconstruction (Tyler Parkway/15th St NW to N Washington St) (Reconstruction and conversion to curb and gutter roadway)	\$0	\$0	\$12,000,000 (Bismarck)	\$12,000,000	NA		2023	
BURLEIGH	23.2.01	[*] Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	\$8,000,000 (UR) \$7,395,181 (BRU) \$171,147 (CVD)	\$0	\$2,218,853 \$2,718,853 \$23,066,328 (Burleigh)	\$13,600,000 \$23,066,328	SU CVD BRU	23055	NA	Amendment Cost increase (APRIL 2023)
MANDAN	23.4.01 22.4.03	[*] Urban Roads - 8th Ave NW (Old Red Trail to 24th St NW) (Reconstruction)	\$1,052,000	\$0	\$1,248,000 (Mandan)	\$2,300,000	SU	23699	2023	Amendment (should have been modification) Moved from 2022 (FEBRUARY 2023)
MANDAN	23.4.02 24.4.03	Transportation Alternatives - Mandan ND 6 Share Use Trail Phase 3 (ND 6 shared use trail from 19th St SE to Heart River Bridge) (Construction of new shared use trail on east side of ND 6)	\$416,384	\$0	\$98,115	\$514,499	TAU	23922	2024	Modification Moved from 2024 (APRIL 2023)
NDDOT	23.6.15	Bridge - I-94 (3 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$308,878 \$783,000	\$34,320 \$97,000	\$0	\$343,196 \$870,000	IM	22603	NA	Amendment Cost increase (JAN 2023)
NDDOT	23.6.16	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median X-Over)	\$526,707	\$58,523	\$0	\$585,230	IM	22603	NA	
NDDOT	23.6.17	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Deck Overlay, Approach Slabs, Structure Paint, Spall Repair, Structure/Incidentals)	\$4,494,223 \$9,000,000	\$499,364 \$1,000,000	\$0	\$4,993,633 \$10,000,000	IM	22603	NA	Amendment Cost increase (JAN 2023)
NDDOT	23.6.20	Safety - Roundabouts Statewide (ND 1804 & N Washington St Intersection) (Addition of 4 roundabout signs for intersection)	\$27,000	\$3,000	\$0	\$30,000	HES	23529	NA	
NDDOT	23.6.24	^{***} Rural - Statewide ITS Equipment (One Location at Bismarck Expressway/ND 840, various other locations in western ND)- (Weigh in Motion and Automatic Traffic Reclassification)	\$609,000	\$161,000	\$0	\$1,000,000	SS	23403	NA	Amendment Project Removed (APRIL 2023)
NDDOT	23.6.22	^{***} Bridge - I-94 (various locations throughout Bismarck District, one within MPO area) (19th St separation abt 1/2 mile E of US 83 N) (Structure Paint)	\$224,000	\$25,000	\$0	\$249,000	SS	22614	NA	
NDDOT	23.6.24	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extends TBD) (3.3 miles, Reconstruction, City Utilities)	\$16,733,000 \$27,216,000	\$4,493,000 \$3,050,000	\$5,400,000 \$37,657,000 (Mandan)	\$24,600,000 \$37,657,000	SU-CPU	23278	NA	Amendment Cost increase (JAN 2023)
NDDOT	23.6.25	Carbon Reduction - Bismarck State St (Calgary Ave to 43rd Ave) (Shared Use Path/Bikeway Roadside Improvements)	\$320,000	\$0	\$75,000 (Bismarck)	\$395,000	CRP	23671	NA	
NDDOT	23.6.26	Bridge - I-94 (I-94 Midway and Grant Marsh) Bridge (Preliminary Engineering work for a highway planning study evaluating Grant Marsh Bridge)	\$4,500,000	\$500,000	\$0	\$5,000,000	IM	23595	NA	Modification Moved from 2022 (OCTOBER 2022)
NDDOT	23.6.27 22.6.26	Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 miles, Median X-Over, Ramp Connections)	\$1,366,544	\$151,838	\$0	\$1,518,382	IM	22639	NA	Modification Moved from 2022 (DECEMBER 2022)
NDDOT	23.6.28 22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extends TBD) (Reconstruction, Sanitary Sewer & Drainage)	\$2,706,000	\$303,000	\$2,999,000 (Mandan)	\$6,008,000	SU-CPU	22005 23133	NA	Modification Moved from 2022 (DECEMBER 2022)
NDDOT	23.6.29 22.6.23	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extends TBD) (Reconstruction, City Utilities)	\$15,848,000	\$1,776,000	\$5,398,000 (Mandan)	\$23,022,000	SU-CPU	23277	NA	Modification Moved from 2022 (DECEMBER 2022)
NDDOT	23.6.30	^{***} Safety - Bismarck District Highways (Various Highways throughout NDDOT's Bismarck District) (Pavement Markings)	\$1,125,845	\$125,093	\$0	\$1,250,938	HES	23792	NA	Amendment New Project (JAN 2023)
NDDOT	23.6.31	Safety - Bismarck Tyler Parkway Interchange (Tyler Parkway Interchange and Crossroad) (Signage)	\$103,270	\$11,474	\$0	\$114,744	IM	23607	NA	Amendment New Project (JAN 2023)
NDDOT	23.6.32	Rural - Hwy 1805 (From South of Fort Lincoln to South of 19th St SE) (Chip Seal Coat)	\$208,234	\$23,136	\$0	\$231,360	SS	23836	NA	Amendment Project Removed (State Funded) (FEB 2023)
NDDOT	23.6.33	Rural - Hwy 1804 (From Burnt Creek Loop to US 83, only about 7 miles within MPO boundary) (Chip Seal Coat)	\$1,244,202	\$138,244	\$0	\$1,382,446	SS	23837	NA	Amendment New Project (JAN 2023)
NDDOT	23.6.34 22.6.36	Bridge - I-94 (CP railway creek struct. 1 mile E of US 83 N, 19th St separation abt 1/2 mile E of US 83 N) (Deck Overlay, Rail Redoff, Approach Slabs, Expand Joint Mod)	\$1,195,087	\$132,788	\$0	\$1,327,875	IM	23009	NA	Modification Moved from 2022 (JANUARY 2023)
NDDOT	23.6.35	Rural - Statewide ITS equipment (Apple Creek Weigh in Motion sites, east and westbound, around I-94 mile marker 165) (Electronics calibration)	\$39,600	\$4,400	\$0	\$44,000	NH	23886	NA	Amendment New Project (FEBRUARY 2023)
NDDOT	23.6.36 24.6.04	Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (Mill and Overlay, Signal Revision, Lighting, tied to project 23.6.37)	\$2,529,002	\$283,438	\$312,500 (Bismarck)	\$3,125,000	NHU	23201	2024	Modification Moved from 2024 (MARCH 2023)
NDDOT	23.6.37 26.6.13	Urban Regional - Bismarck 7th St (CRP funding has a federal funding cap of \$570,000) (Main Ave to Boulevard Ave) (Mill and Overlay, ADA Ramps, Lighting, tied to project 23.6.36, Bismarck provides local match)	\$1,901,177 \$570,000 \$2,531,177	\$219,793 \$63,881 \$283,674	\$242,330 \$70,431 \$312,761	\$2,423,300 \$704,312 \$3,127,612	NHU CRP TOTALS	23347	2024	Modification Moved from 2025 (MARCH 2023)
BISMARCK PARKS & REC DIST BISMARCK	23.7.02	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway) (Sidewalk Improvements)	\$380,000	\$0	\$90,000 (Bis P&R District)	\$470,000	TAU	23236	2023	

^{*} Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes, new freeways, upgrading an intersection to a roundabout or new/improved interchange.

^{**} Pending Availability of Federal Funds

^{***} City plans to advance construct project in 2022

^{****} Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT FUNDING YEAR 2024
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFB at up to 4 locations, recommended by School Safety Crossing Study)	\$126,000	\$0	\$14,000 (Mandan)	\$140,000	TBD		NA	
MANDAN	24.4.02	Transportation Alternatives - Mandan-ID-6 Share-Use Trail Phase 3 (ID-6 shared-use trail from 19th St SE to Heart River Bridge) (Construction of new shared-use trail on east side of ID-6)	\$416,384	\$0	\$88,115 (Mandan)	\$514,499	TAU	23922	2024	Modification Moved to 2023 (APRIL 2023)
NDDOT	24.6.01	Urban Regional - Bismarck 20th St (Front Ave to Bismarck Expressway) (Mill and Overlay, Signal Revision, Lighting)	\$3,529,002	\$283,428	\$312,500 (Bismarck)	\$3,125,000	NHU	23201	NA	Modification Moved to 2023 (MARCH 2023)
NDDOT	24.6.09	Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway Exit 161) (Structure/Incidentals, Ramp Revisions)	\$27,000,000	\$3,000,000	\$0 (Bismarck)	\$30,000,000	IM NHU	22648	NA	
NDDOT	24.6.10	Bridge - I-94 (1 mile E of US 83 N) (Structure Paint)	\$223,891	\$24,877	\$0 (Bismarck)	\$248,768	IM	22614	NA	
NDDOT	24.6.12	Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (.1 miles, Memorial Bridge) (Clean drains & glands, Clean Tubs, Pigeon Proof Utility Passages, Add Tub drains if needed, & potentially adding steps for access)	\$121,395	\$13,605	\$15,000 50% Bismarck 50% Mandan	\$150,000	NHU	22902	NA	
NDDOT	24.6.13	Rural - State Highway System, Bismarck and Dickinson Districts (Numerous locations within the State Highway ROW) (Replace non-LED lighting with LED and assess and upgrade existing light system)	\$900,000	\$100,000	\$0 (Multiple)	\$1,000,000	SS	23281	NA	
NDDOT	24.6.15	Bridge - I-94B (Memorial Bridge East Bound between Bismarck and Mandan) (Deck Overlay, Structure Paint, Joint Repair and Joint Sealant)	\$4,570,000	\$512,000	\$565,000 50% Bismarck 50% Mandan	\$5,647,000	NH		NA	
NDDOT	24.6.16 24.6.22	Safety - Bismarck Expwy/McKenzie Drive Interchange (Bismarck Expressway, and McKenzie Drive Interchange west-bound off-ramp) (Installation of wrong way detection system)	\$699,680	\$77,742	\$0	\$777,422	HEN	23378	NA	

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*Pending Availability of Federal Funds

**Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT FUNDING YEAR 2025
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	25.1.01	Urban Roads - Bismarck Boulevard Ave (6th St to 7th St) (CPR, Grinding, Curb Ramps)	\$121,395	\$0	\$28,605 (Bismarck)	\$150,000	SU	23747	NA	
BISMARCK	25.1.02	Urban Roads - Bismarck Washington St (S Washington St and Denver Ave) (Traffic Signals, planned to be constructed with 25.6.13)	\$279,208	\$0	\$65,792 (Bismarck)	\$345,000	NHU	23741	NA	
BURLEIGH	25.2.01	Transportation Alternatives - Bismarck S Washington St Trail (Meridian Dr to Sibley Park) (Shared Use Trail Extension of S Washington St Trail)	\$334,744	\$0	\$78,878 (Bis Parks & Rec for Burleigh)	\$413,622	TAU	23910	2025	
MANDAN	25.4.01	**Urban Roads - Mandan Old Red Trail (40th Ave NW to Urban Limits) (Reconstruction)	\$4,000,000	\$0	\$1,000,000 (Mandan)	\$5,000,000	SU		NA	
MANDAN	25.4.02	Transportation Alternatives - Mandan Old Red Trail Phase 1 (Old Red Trail shared use path, from Sunset Dr to east of 30th Ave NW) (Rehab and municipal improvements for existing trail)	\$365,452	\$0	\$86,113	\$451,565	TAU	23914	2025	
NDDOT	25.6.01	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.02	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.05	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.06	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.07	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.08	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.09	**Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 mi Fencing, PCC Pave)	\$31,388,531	\$3,487,615	\$0 (Burleigh)	\$34,876,146	IM	22957	NA	
NDDOT	25.6.12	Urban Regional - Bismarck 7th St to 9th St (CRP funding has a federal funding cap of \$570,000). (Main Ave to Boulevard Ave). (Mill and Overlay, ADA Ramps, Lightings).	\$1,961,122 \$570,000 \$2,531,122	\$219,732 \$63,891 \$283,623	\$243,330 \$70,431 \$313,761	\$2,423,300 \$704,312 \$3,127,612	NHU CRP TOTALS	23347	NA	Modification Moved to 2023 (MARCH 2023)
NDDOT	25.6.13	Urban Regional - Bismarck Expy (Washington St to 26th St) (Traffic Signals, planned to be constructed with 25.1.02)	\$1,954,460	\$219,040	\$241,500 (Bismarck)	\$2,415,000	NHU	23741	NA	
NDDOT	25.6.14	Urban Regional - Bismarck State St (7th St to Divide Ave) (CPR, Grinding, Curb Ramps)	\$987,346	\$110,654	\$122,000 (Bismarck)	\$1,220,000	NHU	23742	NA	

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**Pending Availability of Federal Funds

***Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT FUNDING YEAR 2026

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	26.1.01	Safety - 19th St and Century Ave (19th St and Century Ave Intersection east/west and north/south turn lanes) (Reconstruct the east/west and north/south turn lanes to remove the existing negative offset, signal work)	\$1,023,300	\$0	\$113,700 (Bismarck)	\$1,137,000	HEU	23645	NA	
BISMARCK	26.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (16th St and Braman Ave, Centennial Rd and Jericho Rd) (East RRFB)	\$121,000	\$0	\$13,000 (Bismarck)	\$134,000	HEU	23644	NA	
BISMARCK	26.1.03	Urban Roadway - Bismarck S Washington St (Burleigh Ave to drainage ditch, and Burleigh Ave from S Washington St to Boston Dr) (Widening from 2 to 3 lanes, Reconstruction)	\$4,500,000	\$0	~~\$2,300,000~~ \$8,500,000 (Bismarck)	~~\$41,200,000~~ \$13,000,000	NHU	23859	2024	Amendment Extends change and cost increase (JAN 2023)
BURLEIGH	26.2.01	Safety - Centennial Rd/71st Ave (Centennial Rd/71st Ave Intersection, including adjoining 41st St NE & Rooster Rd) (Reconstruction of intersection into a roundabout, with lighting and landscaping)	\$3,330,000	\$0	\$370,000 (Burleigh)	\$3,700,000	HEU	23697	NA	
NDDOT	26.6.01	Rural - I-94B (Junction of old Hwy 10 to west Mandan) (Major rehab)	\$1,268,000	\$299,000	\$0 (Morton)	\$1,567,000	NH		NA	
NDDOT	26.6.02	Urban Regional - Mandan I-94B (W Urban Limit to Heart River Bridge) (Mill & Overlay)	\$182,093	\$42,907	\$0 (Morton)	\$225,000	NHU		NA	
NDDOT	26.6.03	Rural - I-94 East Bound Lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$2,144,000	\$238,000	\$0 (Morton)	\$2,382,000	IM		NA	
NDDOT	26.6.04	Rural - I-94 West Bound Lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$1,823,000	\$203,000	\$0 (Morton)	\$2,026,000	IM		NA	
NDDOT	26.6.05	Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (PCC Pave)	\$2,488,000	\$2,765,000	\$0 (Burleigh)	\$27,654,000	IM	22958	NA	
NDDOT	26.6.06	Urban Regional - Bismarck 7th St/ 9th St (7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave) (CPR, Grinding, Curb Ramps)	\$350,400	\$43,800	\$43,800 (Bismarck)	\$438,000	NHU	23743	NA	
NDDOT	26.6.07	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading Widening)	\$1,275,000	\$142,000	\$0 (Mandan)	\$1,417,000	IM		NA	
NDDOT	26.6.08	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading Widening)	\$1,275,029	\$300,442	\$0 (Mandan)	\$1,575,471	NHU		NA	
NDDOT	26.6.09	Bridge - I-94B (2 miles east of Mandan, Memorial Bridge) (Structure Paint)	\$137,000	\$15,000	\$17,000 (Mandan)	\$169,000	NH		NA	
NDDOT	26.6.10	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, East Bound) (Structure Paint, Structure Items)	\$387,000	\$43,000	\$48,000 (Mandan)	\$478,000	NH		NA	
NDDOT	26.6.11	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, West Bound) (Structure Paint, Structure Items)	\$387,000	\$43,000	\$48,000 (Mandan)	\$478,000	NH		NA	
NDDOT	26.6.12	Bridge - I-94 (I-94B Ramp on N side of Memorial Hwy/Bis. Expwy, Expwy/Mem. Hwy bridges, & Expwy/McKenzie Dr SE bridge) (Structure Paint, Structure Items, Seal Repairs)	\$1,192,378	\$132,486	\$0	\$1,324,864	IM	23898	NA	Amendment New Project (JANUARY 2023)

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* Pending Availability of Federal Funds

** Project area extent is larger than the MPO area. Costs have not been prorated.



April 4, 2023

Rachel Lukaszewski
Executive Director
Bismarck-Mandan MPO

PCN 23465, 19th St and Century Avenue Safety Project

Rachel,

The City of Bismarck is requesting a change in scope of work for the above project. This project is included in 2026 TIP as a safety project to remove the negative offset of the east/west left turn lanes. The scope of work of the original project would be expanded to include the north/south approaches of 19th Street. During the preliminary engineering process, it was discovered that the north/south left turn lanes also have a negative offset. The change in scope of work would include replacing the north/south traffic signal standards and signal heads, removing the existing south raised median, and installing a new south raised median to correct the negative offset.

The cost estimate has been revised to reflect the change in scope of work and is attached. Additional matching funds would be the responsibility of the City of Bismarck.

Thank you and please submit this request to NDDOT for their consideration.

A handwritten signature in blue ink that reads "Gabe Schell".

Gabe Schell, PE
City Engineer

Engineers Opinion of Cost - Preliminary 19th & Century Left Turn Lanes - PCN 23465 City of Bismarck 4/4/23						
SPEC	CODE	ITEM DESCRIPTION	UNIT	QUANTITIES	UNIT PRICE	COST
103	0100	CONTRACT BOND	L SUM	1	\$ 6,500.00	\$ 6,500.00
202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	980	\$ 75.20	\$ 73,696.00
202	0130	REMOVAL OF CURB & GUTTER	LF	1,260	\$ 7.50	\$ 9,450.00
252	0100	SOD	SY	315	\$ 16.50	\$ 5,197.50
302	0120	AGGREGATE BASE COURSE CL 5	TON	881	\$ 46.40	\$ 40,878.40
550	0300	8IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	1,129	\$ 190.00	\$ 214,510.00
702	0100	MOBILIZATION	L SUM	1	\$ 65,000.00	\$ 65,000.00
704	1000	TRAFFIC CONTROL SIGNS	UNIT	1,140	\$ 3.75	\$ 4,275.00
704	1054	SIDEWALK BARRICADE	EA	8	\$ 187.00	\$ 1,496.00
704	1060	DELINEATOR DRUMS	EA	39	\$ 40.00	\$ 1,560.00
704	1067	TUBULAR MARKERS	EA	75	\$ 14.37	\$ 1,077.75
704	1085	SEQUENCING ARROW PANEL-TYPE A	EA	2	\$ 1,400.00	\$ 2,800.00
704	1500	OBLITERATION OF PAVEMENT MARKING	SF	135	\$ 12.00	\$ 1,620.00
708	1540	INLET PROTECTION-SPECIAL	EA	10	\$ 200.00	\$ 2,000.00
709	0151	GEOSYNTHETIC MATERIAL TYPE R1	SY	1,100	\$ 6.88	\$ 7,562.50
722	6140	ADJUST GATE VALVE BOX	EA	4	\$ 950.00	\$ 3,800.00
722	6160	ADJUST INLET	EA	1	\$ 1,000.00	\$ 1,000.00
722	6200	ADJUST MANHOLE	EA	1	\$ 3,000.00	\$ 3,000.00
722	6240	ADJUST UTILITY APPURTENANCE	EA	2	\$ 790.00	\$ 1,580.00
722	6241	ADJUST SPRINKLER SYSTEM	L SUM	1	\$ 23,000.00	\$ 23,000.00
748	0140	CURB & GUTTER-TYPE I	LF	1,318	\$ 48.65	\$ 64,120.70
748	0520	CURB-TYPE I	LF	52	\$ 75.00	\$ 3,900.00
750	0100	SIDEWALK CONCRETE	SY	296	\$ 128.00	\$ 37,888.00
750	0110	SIDEWALK BRICK PATTERN	SY	6	\$ 187.50	\$ 1,125.00
750	0200	CONCRETE MEDIAN PAVING	SY	170	\$ 126.00	\$ 21,420.00
750	0210	CONCRETE MEDIAN NOSE PAVING	SY	38	\$ 205.00	\$ 7,790.00

Engineers Opinion of Cost - Preliminary 19th & Century Left Turn Lanes - PCN 23465 City of Bismarck 4/4/23						
SPEC	CODE	ITEM DESCRIPTION	UNIT	QUANTITIES	UNIT PRICE	COST
750	2115	DETECTABLE WARNING PANELS	SF	60	\$ 62.00	\$ 3,720.00
754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	39	\$ 30.00	\$ 1,170.00
754	0112	FLAT SHEET FOR SIGNS-TYPE IV REFL SHEETING	SF	39	\$ 30.00	\$ 1,170.00
754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	15	\$ 35.00	\$ 525.00
754	0193	FLEXIBLE DELINEATORS-TYPE D	EA	12	\$ 225.00	\$ 2,700.00
762	0122	PREFORMED PATTERNED PVMT MK-MESSAGE(GROOVED)	SF	180	\$ 35.00	\$ 6,300.00
762	1255	PREFORMED THERMO PLASTIC PVMT MK 6IN LINE	LF	500	\$ 11.25	\$ 5,625.00
762	1270	PREFORMED THERMO PLASTIC PVMT MK 24IN LINE	LF	150	\$ 35.75	\$ 5,362.50
762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROOVED	LF	1,315	\$ 13.80	\$ 18,147.00
770	4525	REVISE LIGHTING SYSTEM	EA	1	\$ 40,000.00	\$ 40,000.00
772	2906	REVISE TRAFFIC SIGNAL SYSTEM-SITE 1	EA	1	\$ 255,000.00	\$ 255,000.00
SUBTOTAL						\$ 946,000.00
Index for Inflation @3% Annual						\$ 1,034,000.00
SUBTOTAL + 10% CONTINGENCY						\$ 1,137,000.00
FEDERAL FUNDING SUBTOTAL						\$ 1,023,300.00
90% Participation						
CITY FUNDING SUBTOTAL						\$ 113,700.00
10% Local Share						

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PROGRESS REPORT

SRF COMM. NOS.	14186
PROGRESS REPORT NO.	14
DATE	April 4, 2023

REPORTING PERIOD	March 2023
PROJECT NAME	Bismarck E Main Ave Corridor Study
PREPARED BY	Scott Harmstead – SRF

PROBLEMS ENCOUNTERED/ITEMS OF CONCERN

Project Issues/Concerns

NA. Contract executed 2/14/22

April snowstorm delayed traffic counts/cameras to week of May 2. No significant impact to overall project schedule anticipated.

Existing Conditions and Issues and Needs memorandums have been combined.

TASK PROGRESS – SCHEDULE/BUDGET SUMMARY

TASK	PERCENT COMPLETE	NOTES	STATUS
Phase 1 – Baseline Input	100%	Traffic data collection complete. Existing operations analysis via VISSIM complete. ATAC has completed existing and future model runs, currently under SRF review. Issues and Needs memorandum to be combined with Existing Conditions memorandum. Memo finalized (combined with Memo in Phase 2).	Complete
Phase 2 – Issues and Needs	100%	VISSIM model further developed and 2045 no-build model complete. Issues and Needs memorandum to be combined with Existing Conditions memorandum. Memo finalized (combined with Memo in Phase 1).	Complete
Phase 3 – Alternative Development	100%	Apex Engineering has developed cross sections and layouts for three alternatives for each segment (three segments total), property redevelopment concepts developed by SRF. Apex developed alternative cost estimates.	Complete
Phase 4- Alternative Analysis	100%	3-lane VISSIM model and results completed for three corridor alternatives. Draft of Alternatives Analysis memorandum developed and posted on project website (About page). Alternatives Analysis memorandum finalized.	Complete
Phase 5 – Finalization and Implementation	95%	Apex Engineering developed preferred alternatives, funding options, and storm water evaluation/City utility assessment. Final revisions to study report in progress.	On Schedule
Engagement	100%	Issues and Needs and Alternative Corridor Improvement stakeholder open houses and public meetings complete. SRC meetings completed. Alternative improvements survey completed. Final public meeting held March 6.	Complete
Project Management	99%	Client check-ins, progress reports, internal coordination	On Schedule
Total	96%		On Schedule

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Status Report #10

Project: Sunset Drive Corridor Study

Consultant: KLJ

Reporting Period: 3/10/2023 to 4/7/2023

Tasks Completed to Date:

Task	% of Task Complete
Task 1 – Project Management and Coordination	95%
Task 2 – Public Engagement	100%
Task 3 – Existing Conditions Documentation	100%
Task 4 – Future Conditions Analysis	100%
Task 5 – Goals/Objectives/Project Purpose & Need	100%
Task 6 – Alternatives Development	100%
Task 7 – Alternative Analysis	100%
Task 8 – Project Implementation & Corridor Concept Plan	100%
Task 9 – Draft/Final Report	95%

Overall percentage of project complete: 98%

Summary of activities within reporting period:

Task 1 – Project Management and Coordination

- Project Oversight and management with BM-MPO

Task 2 – Public Engagement

- Public meeting #2 was held on Thursday March 9th.
- Response Period was open until March 23rd.

Ad #1:

- Run dates: March 1-9
- Purpose: Inform about public input meeting and direct to survey
- Targeted to all Mandan residents (and surrounding area)
- Cost: \$75
- Results: Reached 3,590 people with 9,865 impressions

Ad #2:

- Run dates: March 10-23
- Purpose: Direct to survey for feedback on corridor concepts
- Targeted to all Mandan residents (and surrounding area)
- Cost \$75
- Results: Reached 3,858 people with 13,633 impressions

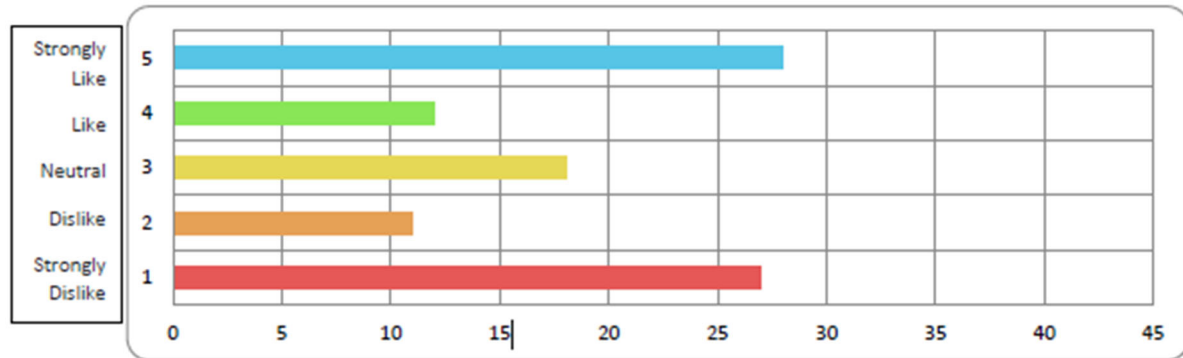
PROJECT WEBSITE SURVEY RESULTS

Social Pinpoint/Project website: [Bit.ly/SunsetCorridor](https://bit.ly/SunsetCorridor)

A total of 2,292 people visited the Social Pinpoint site and 112 people took the survey.

Respondents were able to view and rate roadway concepts on a scale of 1-5 (1 strongly dislike- 5 strongly like) and provide comments on each concept.

Concept 1 South Segment: Parking on both sides

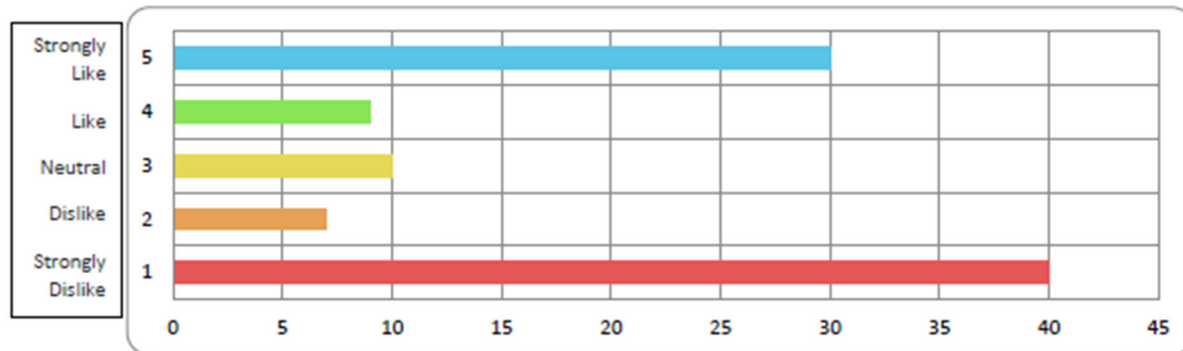


Like= 40

Neutral= 18

Dislike= 38

Concept 2 South Segment: Three lanes, no parking



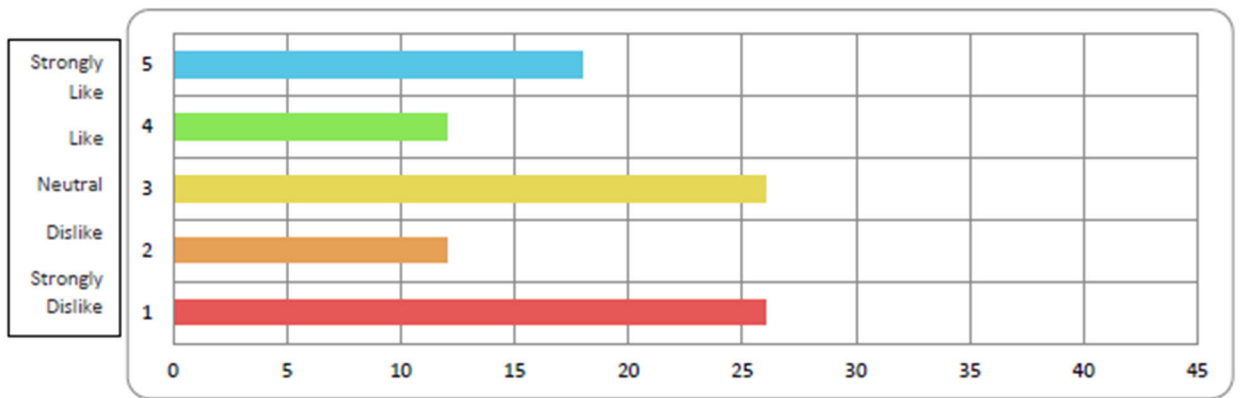
Like= 39

Neutral= 10

Dislike= 47

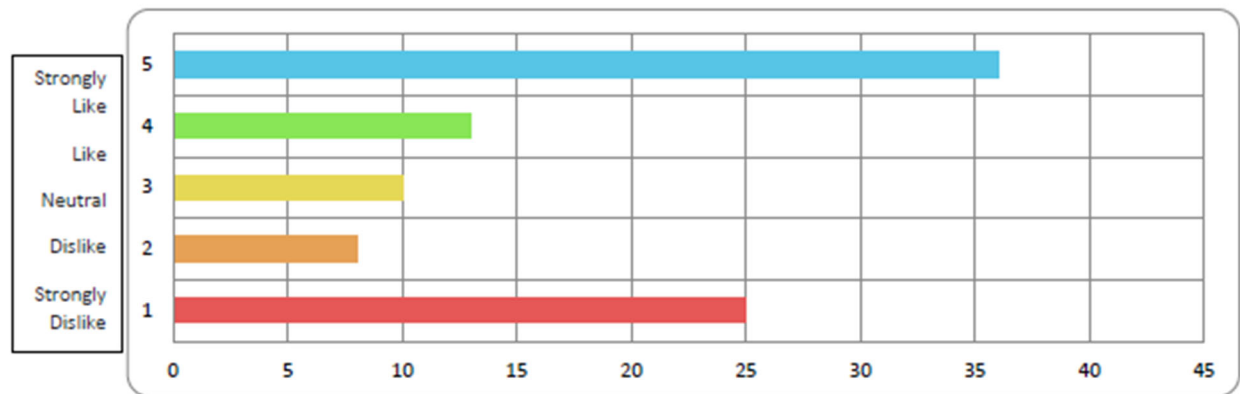
Sunset Drive Corridor Study

Concept 3 South Segment: Three lanes with park on east side



Like= 30
Neutral= 26
Dislike= 38

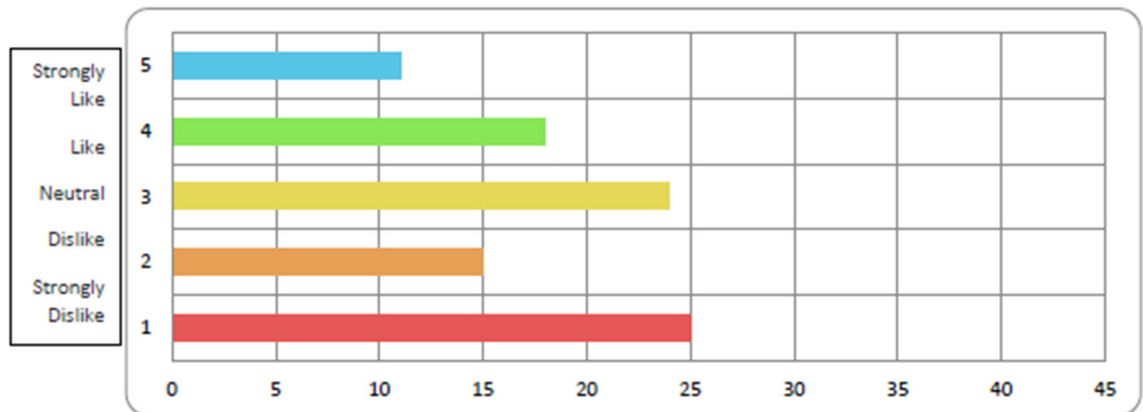
Concept 1 North Segment: Three lanes no parking



Like= 49
Neutral= 10
Dislike= 33

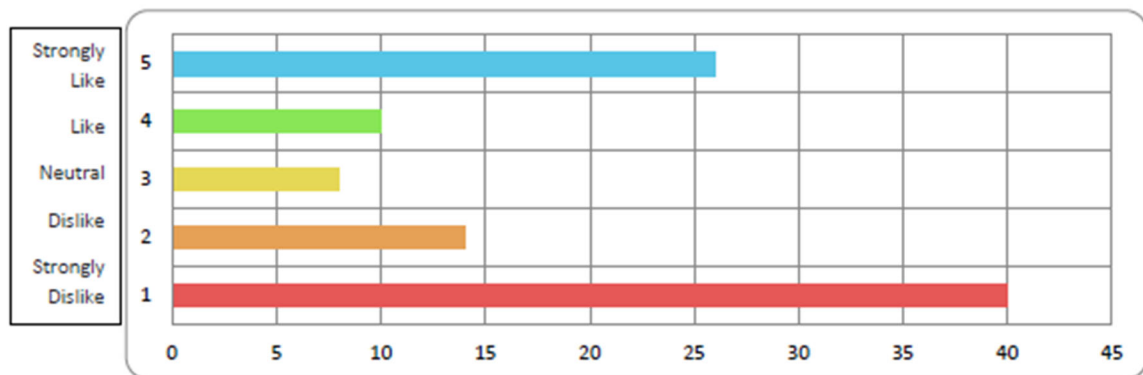
Sunset Drive Corridor Study

Concept 2 North Segment: Three lanes, parking on east side

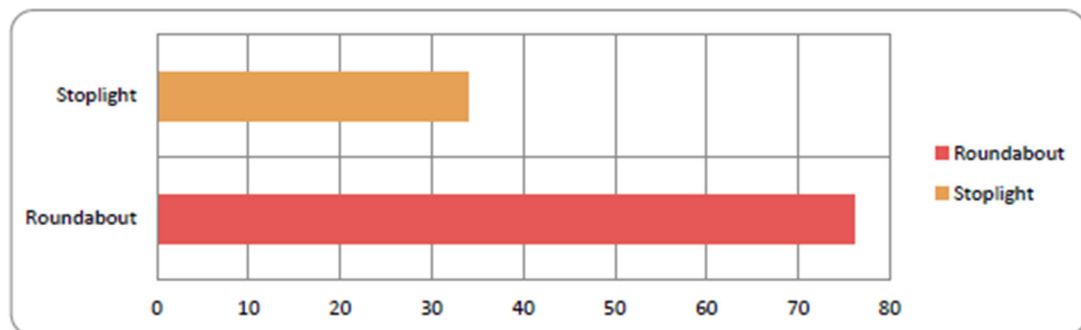


Like= 29
 Neutral= 24
 Dislike= 40

Concept 3 North Segment: Three lanes, parking on both sides



Like= 36
 Neutral= 8
 Dislike= 54

27th Street Intersection:

Stoplight= 34
 Roundabout= 76

Sunset Drive Corridor Study

Task 3 – Existing Conditions Report

- Completed.

Task 4 – Future Conditions Analysis

- Completed.

Task 5 – Goals/Objectives/Project Purpose & Need

- Completed.

Task 6 – Alternatives Development

- Completed.

Task 7 – Alternative Analysis

- Completed.

Task 8 – Project Implementation & Corridor Concept Plan

- Completed.

Task 9 – Draft and Final Report

- Draft report submitted 4/7/2023

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TAC and Policy Board Progress Report

Date: Friday, April 07, 2023

Project: Bismarck-Mandan Arrive 2050 Update

To: Rachel Lukaszewski

From: Jason Carbee

Subject: Progress Report for February 26, 2023 to April 1, 2023

Please note that this progress report summarizes the work completed during the period above.

TDMSE Task 1 – Project Management

- The consultants continued monthly accounting and progress reports.
- Conducted MPO-HDR-SRF team coordination calls.
- Provided updates to TAC and Policy Board meetings March 20 and 21.

TDMSE Task 2 - Outreach and Stakeholder Consultation

- Incorporated Mandan development community focus group meeting summaries into focus group meeting material.
- Updated Focus Group Meeting Summary Memo.
- This task is complete.

TDMSE Task 3- TDMSE Data Needs

This task is complete.

TDMSE Task 4 – TDMSE Methodology

This task is complete.

TDMSE Task 5 – TDMSE Development Scenario and Forecasts

- Allocated Baseline socio-economic data into TAZ geographies in GIS.
- Delivered to ATAC for review, and eventually incorporate into a baseline TDM run.

TDMSE Task 6 – TDMSE Baseline Study Expectations

- Continued work on refining baseline TAZ socioeconomic data in ArcGIS.

TDMSE Task 7 – Allocate Socioeconomic Data

- Coordination with jurisdictions on allocation workshop assumptions
- Additional TAZ Allocation workshop preparation and coordination.
- Workshops for each side of the river are scheduled for Friday, April 14th

Project Progress Summary

Task	Start Date	End Date	Percent Complete		Explanation / Discussion
			Period Start	Period End	
TDMSE Task 1 - Project Management	Sep-22	Jun-23	60%	70%	Reflects combined SRF / HDR hours for TDMSE.
TDMSE Task 2 - Outreach and Stakeholder Consultation	Sep-22	Jun-23	99%	99%	
TDMSE Task 3- TDMSE Data Needs	Sep-22	Nov-23	99%	99%	
TDMSE Task 4 - TDMSE Methodology	Oct-22	Nov-23	95%	99%	
TDMSE Task 5 - Development Scenario and Forecasts	Nov-22	Feb-23	95%	95%	
TDMSE Task 6 - Baseline Study Expectations (Forecasts)	Nov-22	Mar-23	25%	99%	
TDMSE Task 7- Allocate Socioeconomic Data	Dec-22	May-23	0%	25%	
TDMSE Task 8 - Model Performance Review and Validation	Feb-23	Jun-23	0%	0%	This calendar date might slide due to ATAC modeling schedule. Should not impact overall MTP schedule.
TDMSE Task 9 - Report	Sep-22	Jul-23	0%	0%	This calendar date might slide due to ATAC modeling schedule. Should not impact overall MTP schedule.
MTP TASK 1 - Project Management	Jun-23	Dec-24	5%	6%	Continued accounting and invoicing.
MTP TASK 2 – Public Engagement	Jun-23	Dec-24	1%	1%	
MTP TASK 3 – Data Collection	Jun-23	Sep-23	0%	0%	
MTP TASK 4 - Goals, Objectives & Performance Measures	Aug-23	Oct-23	0%	0%	
MTP TASK 5 – Baseline System Conditions	Aug-23	Jan-24	0%	0%	
MTP TASK 6 - Develop & Screen Alternatives	Jan-24	May-24	0%	0%	
MTP TASK 7 – Financial Plan and Implementation Schedule	Oct-23	Jun-24	0%	0%	
MTP TASK 8 – MTP Document Development and Review	Jun-24	Dec-24	0%	0%	
Project Totals	Sep-22	Dec-24	13%	15%	



PROGRESS REPORT

SRF COMMISSION NO.	022-15824
PROGRESS REPORT NO.	7
DATE	March 31, 2023

REPORTING PERIOD	March 1, 2023 through March 31, 2023
PROJECT NAME	Bismarck-Mandan MPO Transit Development Plan
PREPARED BY	Bill Troe
ROUTE/COPY TO	Teresa Carey
Percent Complete through Period	60%

COMPLETED ACTIVITIES PREVIOUS PERIOD (March 2023)

- Prepared draft organizational structure memo outlining alternatives.
- Updated draft existing conditions based on comments received from Bis-Man Transit and the MPO.
- Presented financial outlook with MPO and Bis-Man Transit staff to confirm all are using consistent sources and numbers.
- Presented financial outlook to Bismarck City Manager and Assistant to confirm there is an understanding of the conditions prior to holding a public meeting in which financials will be the central theme.
- Prepared public meeting material.

ONGOING ACTIVITY THIS PERIOD (April 2023)

- Finalize future funding scenario memo including alternate sources.
- Present the alternate governance options and document.
- Facilitate Public Meeting Round #2.
- Summarize public meeting comments.

PROJECTED ACTIVITY NEXT PERIOD (May 2023)

- Review organizational structure material with Board of Directors.
- Refine future financial options to fill the current revenue to expenses gap.
- Prepare Draft Transit Development Plan document.

PROBLEMS ENCOUNTERED/ITEMS OF NOTE/SCHEDULE REVISIONS

- None.

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Bismarck-Mandan MPO

TIP 2023-2026 Administrative ModificationProject Year(s) 2024; 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
MANDAN	24.4.02 (old) 23.4.02 (new)	\$416,384	\$0	\$98,115 (Mandan)	\$514,499	TAU

Project Description:

This project is for the construction of a new shared use trail on the east side of ND 6 in Mandan, from 19th St SE to Heart River Bridge. This modification moves the project funding year from 2024 to 2023. The PCN is 23922.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

This project is currently in the TIP and is therefore consistent with the Arrive 2045 MTP.

Bismarck-Mandan MPO Policy Board informed of Administrative Modification at the _____ meeting.
(date)