Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

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TO: **Bismarck-Mandan Metropolitan Planning Organization Policy Board**

FROM: **Rachel Lukaszewski, MPO Executive Director**

DATE: **November 13, 2023**

RE: **Policy Board Meeting**

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, November 21, 2023, at 1:30 PM.** The meeting will be held in the Ed "Bosh" Froehlich Meeting Room of the Mandan City Hall at 205 2nd Avenue NW, Mandan, 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 or streaming live and archived online at FreeTv.org. Agenda items can be found online at MPO Policy Board.

AGENDA

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   https://bismantransit.com/files/2023/10/BisManTDP_FinalReport_20230929.pdf
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7. ARRIVE 2050 FORECAST/ARRIVE 2050 MTP – Jason Carbee, HDR
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8. SAFE ROUTES TO SERVICES/COMPLETE STREETS STUDY – Kim Riepl, MPO, & Mike Bittner, Bolton & Menk

9. 2023 ORTHO-CONTOUR PROJECT – Miles Strain, 95West
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10. 2024-2027 TIP ADMINISTRATIVE MODIFICATION – Stephen Larson, MPO
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11. OTHER BUSINESS

12. ADJOURNMENT

Next scheduled Policy Board meeting is on 12/19/2023. 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

Project	% Complete	Contracted Completion Date
East Main Avenue Corridor Study (Bismarck)	100	06/30/2023
Sunset Drive Corridor Study (Mandan)	100	08/31/2023
Arrive 2050 Forecast/Arrive 2050 MTP (MPO wide)	31	03/31/2025
2023 Transit Development Plan (Bis-Man Transit)	98	12/31/2023
2023 Ortho-Contour Project (MPO wide)	66	02/29/2024
Safe Routes to Services Study (Bismarck/Mandan)	0	12/31/2024

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	TAZ: Traffic Analysis Zone
FHWA: Federal Highway Administration	TDMSE: Travel Demand Model & Socioeconomic Data
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
OCTOBER 17, 2023

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on October 17, 2023, at 1:30 p.m. in the Ed "Bosh" Froehlich Meeting Room, Mandan City Hall, 205 2nd Ave NW, Mandan, ND. Mike Schmitz presided.

Members present or participating via Zoom were Mike Schmitz, Tim Helbling, and Andy Zachmeier. Members absent were Keli Berglund and Steve Schwab.

Others present or attending via Zoom were Kim Riepl, Paulette Jacobsen, Rachel Lukaszewski, and Stephen Larson of the Bismarck-Mandan MPO; Bill Troe, SRF Consulting; Deidre Hughes, Bis-Man Transit; Miles Strain, Lon Juergens, Andrew Moody, Andrew Byron, and Mike Lalla, 95West Aerial Mapping; and Jason Carbee, HDR.

CALL TO ORDER

Chair Schmitz called the October 17, 2023 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

MINUTES

Chair Schmitz called for a motion to approve the minutes of the September 19, 2023 Regular Meeting of the Policy Board.

MOTION: Mr. Helbling made a motion to approve the minutes of the September Regular Meeting. Mr. Zachmeier seconded the motion and with Andy Zachmeier, Tim Helbling, and Chair Schmitz voting in favor, the minutes of the September 19, 2023 Regular Meeting were approved.

2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Mr. Larson presented. This month the MPO processed five amendments to the 2024-2027 TIP. The amendments were advertised for the required 15-day comment period, and no public comments were received.

The first amendment, exhibit A, is for the addition of a Recreational Trails Program (RTP) project at Valerie Entzel Memorial Park alongside Highway 1806 in Morton County, for the construction of a gravel road to a gravel parking lot with handicapped parking, security lights, picnic tables and a shelter, trash receptacles, and park benches. The second amendment, Exhibit B, adds an RTP project to the TIP for Bismarck Parks to purchase a Tucker-Terra Trail Groomer for the care of Bismarck's cross-country ski trails. Exhibit C adds an RTP project to the TIP for a new gravel trail connecting both Dolan Drive and 28th Avenue SE in Lincoln to the existing Moch Park dog park. This project was originally submitted by Lincoln Park District as an application under a different grant program outside of the MPO's traditional programs. It was moved into the RTP category by North Dakota State Parks and Recreation Department, which is why the project did not come before the MPO during its application phase.

The fourth and fifth amendments, Exhibits D and E, are on connected projects for reconstruction at the Centennial Road/Bismarck Expressway Interchange at Exit 161. These projects are also tied to a third TIP project. The amendments increase the cost estimates as noted on the amendment forms. TAC recommended approval of all five amendments as presented.

MOTION: Mr. Helbling made a motion to approve the 2024-2027 TIP Amendments as presented. Mr. Zachmeier seconded the motion and with Andy Zachmeier, Tim Helbling, and Chair Schmitz voting in favor, the motion was approved.

FINAL DRAFT URBANIZED AREA BOUNDARY (UZA) UPDATE

Ms. Lukaszewski presented. She referred the board to the map link provided in the agenda packet to the Draft Urbanized Area Boundary (UZA). The UZA is set by the federal government after each decennial census, and then each MPO area can work with its local jurisdictions to revise the UZA if needed. The UZA is intended to look at the next five to ten years of urbanized growth for the region and to form the boundary in which functionally classified roadways are designated. The UZA set by the federal government after the 2020 census does not cover the corporate limits of all three cities in the MPO area (Bismarck, Mandan, and Lincoln). With the help of the local jurisdictions and the North Dakota Department of Transportation (NDDOT), the MPO has created an adjusted UZA. The adjustments have expanded the boundary to include the City of Lincoln, while also reducing the boundary somewhat, especially north and south of the cities, from its 2013 iteration. This boundary reduction was undertaken to align with the federal boundary more closely, and NDDOT also advised the adjustment. These UZA adjustments will lead to a reduction in functionally classified roadway mileage in the MPO area. However, after the UZA is approved, the MPO will work with NDDOT to update the functionally classified system and to add the roadways being removed from the urban system to the rural functional class system. This is in some ways a benefit for Burleigh and Morton County, since rural functional class funding is based on mileage, whereas the MPO area construction grants are formulary, meaning there will be no reduction in funds to the MPO area resulting from the changes to the UZA.

TAC did not recommend any changes to the UZA at their meeting yesterday. If the UZA is approved it will be sent to the Federal Highway Administration (FHWA) for review, and to the three cities (Lincoln, Bismarck, and Mandan) for approval.

Mr. Schmitz asked where the Extra-Territorial Area (ETA) is located for Bismarck and Mandan in relation to the new UZA. Ms. Lukaszewski said the MPO does not deal with the local ETA, so it is not shown on the map. Mr. Schmitz said it appears some portions of the Bismarck ETA, and maybe some of Mandan's as well, are going to be outside the new UZA, and he is reasonably sure some of the ETA will become part of city limits in future. He asked how often the UZA can be adjusted. Ms. Lukaszewski said the MPO may be able to ask the federal government to adjust it on an interim basis, but otherwise it would not be updated until the next decennial census.

Mr. Schmitz said he is concerned about the possibility of having roads that will be brought into city limits that are outside the UZA, and how this might affect federal funding on those roadways. Ms. Lukaszewski said the MPO is interested in maintaining the functional classification system as is, although some of it might be moved to the rural

system. There is no competition between rural and urban functional classification system roadways for funding.

Mr. Schmitz said his concern is more related to a road that would not qualify for rural funding and could be left out of urban funding if it was not within the UZA. Ms. Lukaszewski said local roads do not qualify for such funding either way, a road must be functionally classified before being eligible for federal funds. The functional class system can be adjusted once the UZA is set, and any roads the local jurisdictions want considered for either urban or rural classification can be brought forward. Mr. Schmitz noted his concern is there are future collector roads that will be coming online and the new UZA may not be anticipating that.

Mr. Helbling asked what affects adjusting the UZA would have on pipeline related regulations. Mr. Schmitz does not believe the UZA would impact that. The City of Bismarck has no authority over the pipeline, it is a Burleigh County permit ordinance issue. Mr. Helbling noted shrinking the UZA might give pipelines the idea they have more territory to go through. Ms. Lukaszewski said the MPO boundary is not changing, and this boundary extends past the UZA. The UZA is specific to urban planning, and to retaining urban funding for urban development.

Mr. Schmitz thinks the new UZA looks tight in a couple of spots, and he wanted to ask questions to understand the process. He understands it will be revisited with the next census.

MOTION: Mr. Helbling made a motion to approve the Final Draft UZA as presented. Mr. Zachmeier seconded the motion and with Andy Zachmeier, Tim Helbling, and Chair Schmitz voting in favor, the motion was approved.

DRAFT 2024 UNIFIED PLANNING WORK PROGRAM

Ms. Lukaszewski presented. A few months ago, the board was made aware that NDDOT is changing the way the MPO's Consolidated Planning Grant (CPG) is divided. The CPG is the federal funding that supports MPO operations. With the changes to the CPG, the MPO's Unified Planning Work Program (UPWP) contract with NDDOT, which allows the MPO to spend its federal funding, is also adjusting. The UPWP will be an annual document going forward, and Exhibit F shows a revised UPWP for just the 2024 funding year. All references to the 2023 year have been removed from this draft.

Ms. Lukaszewski highlighted a few changes made to the 2024 work program since the 2023-2024 UPWP was approved last year. First, the MPO was made aware that its cost of rental of office space from the City of Bismarck is increasing, so that line item has been adjusted. Mr. Schmitz asked about the amount of that increase, and Ms. Lukaszewski said the rent was increasing from $4 per square foot to $14 per square foot. Mr. Schmitz indicated this lines up with what Burleigh County is paying for their space.

The MPO is expecting to move budget for two studies from 2023 into 2024, $60,000 for the Safe Routes to Services Study, and $105,000 for the Arrive 2050 Metropolitan Transportation Plan (MTP). The MPO will also be moving some budget into 2024 for the Ortho-Contour project, and for an Origin-Destination data acquisition (for bicyclists and pedestrians in support of the Safe Routes to Services Study). The Origin-Destination data will be a micro-purchase acquired from Streetlight. It does not increase the 2024 budget overall because it represents a reallocation of funds from

another line item. The MPO will work with its local jurisdictions to ensure their budgets are adjusted for 2024 as needed. Local budgets will use encumbrances; no additional funding is being requested of local agencies.

Ms. Lukaszewski pointed out a change requested by NDDOT. Since the MPO is now moving to an annual contract, any budget not expended within the fiscal year will be returned to NDDOT. NDDOT will try to assist the MPO in moving unused funds into a future fiscal year, but this is not guaranteed, and the process for encumbering federal funds is still a work in progress. Language within the UPWP has been adjusted to reflect this, stating that if funding is not available for the entire 2024 work program, the program will be revised by moving a study or data acquisition from 2024 into 2025.

MOTION: Mr. Helbling made a motion to approve the Draft 2024 UPWP as presented. Mr. Zachmeier seconded the motion and with Andy Zachmeier, Tim Helbling, and Chair Schmitz voting in favor, the motion was approved.

ARRIVE 2050 FORECAST/ARRIVE 2050 MTP

Mr. Carbee provided a study update for HDR. The final mapping of housing and employment allocations for the Arrive 2050 Forecast portion of the project should be coming out this week. For the MTP portion of the project, the first round of public open houses will be held on November 9. The focus is on gathering initial input on high-level goals for the study from the public and having an online presence during this kickoff portion of the project. There will be maps available online for people to submit comments and paper maps at the open houses. HDR will wait to talk about the existing conditions of the MPO area with the public until they have a chance to finishing collecting data and discuss it with TAC and the Steering Committee. The first open house on November 9 will be 11:30 a.m. to 1:30 p.m. at the Missouri Valley Family YMCA in Bismarck, and the second will be from 4:00 p.m. to 6:00 p.m. at the Innovation Barn in Mandan.

2022 TRANSIT DEVELOPMENT PLAN (TDP)

Mr. Troe provided an update for SRF. SRF is in the public review period for the TDP document. This is available for review on the Bis-Man Transit website and the MPO website, and SRF is taking comments from the public on the document until October 24. Exhibit H in the packet provides a review schedule for the final document, as various local boards will consider acceptance or approval of the TDP over the next month. The Bis-Man Transit Board, the Mandan and Bismarck City Commissions, and finally TAC and Policy Board will consider the document. The Bismarck City Commission consideration will include a public hearing.

Chair Schmitz asked where to find the document. It can be found at https://bismantransit.com/home or on the MPO website.

2023 ORTHO-CONTOUR PROJECT

Mr. Strain led an update for 95West. They are about half finished with the project. The orthophotography portion should be completed by the end of the year, the editing is going well. The lidar is taking longer to process. The collection was done on May 3, later than usual due to the heavy snowfall last winter, but it was completed in one

day with good flying conditions. 95West is now working to remove remaining snow piles from the lidar that affect the data's topographical accuracy. Most of the remaining snow was located north of Bismarck, with some piles in parking lots around town. Mr. Strain had his staff show some images of the snow piles and explained these will be voided and corrected for the final product. 95West staff showed 3D images of the snow piles and some cityscape. Mr. Strain noted 95West collected the lidar this year at 20 points per meter, higher than usual, which provides great data for urban planning and modeling. The lidar 3D imagery will ultimately be colorized. Overall, 95West is very satisfied with the quality of the data for the project.

2024-2027 TIP ADMINISTRATIVE MODIFICATIONS

Mr. Larson presented on four administrative modifications the MPO processed this month to the 2024-2027 TIP (Exhibit J). The first modification addresses a chip seal coat project. Formerly this project ran on Highway 1804 from Burnt Creek Loop to US 83, but this modification slightly changes the extents, to run on Highway 1804 from South Junction 83 west and north to Junction 83 and moves the project from FY 2023 to 2024. The second modification is for phase 1 of Mandan's Old Red Trail shared use path project, for the construction of a trail from Sunset Drive to east of 30th Avenue NW. This project is being moved from FY 2025 to 2024. The third modification is on a project for reconstruction at the Centennial Road/Bismarck Expressway Interchange at Exit 161. This project is tied to two amended projects presented earlier. The modification increases the cost estimates for the project as noted on the modification form. Finally, the fourth modification adds the Annual Project Phase Cost Estimates for project years 2024-2027, as received from NDDOT. The NDDOT representative at TAC did note a minor correction to these numbers yesterday.

NOTICE OF REMOVAL OF 2026 AND 2027 TIP PROJECTS

Mr. Larson presented. The MPO recently received word of two TIP project removals, affecting FY 2026 and FY 2027. Since these changes do not affect the current project year, 2024, which is also called the in-year, they do not need to be processed as TIP amendments or modifications but will instead be processed with the development of next year's 2025-2028 TIP. However, the MPO wanted to make its boards aware of these changes. The affected projects are project number 26.2.01 and project number 27.2.01. The 2026 project is for the construction of a roundabout at Centennial and 71st, and the 2027 project is for the construction of a roundabout at 71st and 26th, both in Burleigh County. Burleigh County has requested the removal of these projects due to lack of needed local funding. Both projects were Highway Safety Improvement Program (HSIP) projects, so NDDOT will be determining how the federal funds from these projects will be redistributed. This redistribution will be based on HSIP projects NDDOT is aware of that are ready for construction.

OTHER BUSINESS

Sioux County-Emmons County Bridge

Mr. Zachmeier said he received information earlier in October about a possible bridge crossing between Sioux County and Emmons County, close to the Morton County line. This is an idea that has been discussed in the past. The exact location of the bridge

has not been determined. Initially it was supposed to be south of the casino area in Sioux County crossing over to Emmons, but another location north of the casino close to the Morton County line has been discussed. Mr. Zachmeier believes a state senator and Senator Cramer's office are involved in discussions about this project. He is bringing this to the board for informational purposes.

ADJOURNMENT

There being no further business, Chair Schmitz declared the meeting adjourned at 2:19 p.m.

The next scheduled meeting will take place November 21, 2023, at 1:30 p.m. in the Ed "Bosh" Froehlich Room in Mandan City Hall, 205 2nd Ave NW, Mandan.

Respectfully submitted,

_____
Stephen Larson
Recording Secretary

APPROVED:

_____
MPO Policy Board Chair

EXHIBIT A

EXHIBIT A

Bismarck-Mandan MPO

TIP 2024-2027 Amendment

Project Year(s) 2024

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	24.6.22	$1,260,000	$140,000	$0	$1,400,000	HES

Project Description: This amendment adds a new project to the TIP for pavement markings on a variety of US and ND highways throughout NDDOT's Bismarck District. A lot of this work may be outside the MPO area, but some is anticipated to take place within our region. The PCN is 24173.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan: This project is consistent with the Arrive 2045 MTP, specifically goal 2B.

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

_____

_____ Bismarck-Mandan MPO Policy Board Chair

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EXHIBIT B

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) / LOCAL ROADS SAFETY PROGRAM (LRSP) SUMMARY

NOVEMBER 2023

A total of two (2) project applications were submitted for fiscal funding year 2028 HSIP/LRSP. The submitting jurisdiction for both applications is the City of Bismarck. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff. Points are provided to TAC and Policy Board for information, discussion, and potential prioritization.

JURISDICTION	TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	Score	Consistent with MTP
City of Bismarck	Construction	**I-94 EB Ramp/Schafer St and Divide Ave/Tyler Parkway Intersection** Additional signage on the north ramp approach, added pavement markings, and replacement of the east/ west left turn protected/permissive signal to a flashing yellow arrow. Also, realignment of the left turn lanes on Tyler Pkwy/Divide Ave to remove the negative offset of the turn lanes.	$80,000 / $72,000	12.5	1A, 2B, 4A, 7B
City of Bismarck	Construction	**ND Hwy 1804/University Dr and Yegen Road Intersection** Install intersection lighting system to illuminate the operational area of the intersection.	$165,000 / $148,500	12.5	1A, 2B, 4A, 7B

klr_nov_2023

HSIP/LRSP SCORING METHODOLOGY:

The applications will be scored by MPO staff using the MTP HSIP objectives. These scores will not be prioritized by staff but rather will be provided to the TAC for board discussion. TAC may rank the projects based in their discussion, and the ranking will be provided to PB. PB will be provided the staff score and TAC ranking. PB has the authority to accept, change, or deny any prioritization for the HSIP/LRSP Program.

HSIP/LRSP SCORING *(For MPO Staff Use):*

HSIP/LRSP Scoring Objectives
1A: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
2B: Maintain street signage and visibility (SMO)
4A: Enhance the efficient and safe movement of freight and goods including investments in congestion reduction and safety improvements on the critical urban freight corridors and other designated freight corridors (SMO)
7B: Leverage the existing transportation system by emphasizing low-cost, high impact solutions that may include incremental system improvements, system preservation, and technology applications to alleviate congestion in lieu of more expensive projects such as roadway widening (SMO)

1. **Project: Yegen Road & University Dr Traffic Signals**
   Submitting Entity: City of Bismarck
   Total Points Possible: 12.5
   Total Points Awarded: 12.5
   a. Objective 1A: X 4 pts
   b. Objective 2B: X 5 pts
   c. Objective 4A: X 2.3 pts
   d. Objective 7B: X 1.2 pts

2. **Project: Schafer St/Tyler Pkwy Negative Offset Removal**
   Submitting Entity: City of Bismarck
   Total Points Possible: 12.5
   Total Points Awarded: 12.5
   a. Objective 1A: X 4 pts
   b. Objective 2B: X 5 pts
   c. Objective 4A: X 2.3 pts
   d. Objective 7B: X 1.2 pts

HSIP/ LRSP SCORING RESULTS

Number (in order of points)	**Agency/ Project**	**Total Points**

EXHIBIT C

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming
SFN 59959 (3-2023)

23 USC § 407 Documents
NDDOT Reserves All Objections

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name			NDDOT District
City of Bismarck			Bismarck
Contact Name			Current Date
Gabe Schell			10/20/23
Email Address		Telephone Number	Project Cost Estimate (attach detailed copy)
gschell@bismarcknd.gov		701-355-1505	$80,000.00

Location Description	Roadway Ownership	Vision Zero Emphasis Area (check all that apply)	Functional Class
I-94 Eastbound Ramp/Schafer St and Divide Avenue/Tyler Parkway Intersection	[x] State [ ] County [ ] City [ ] Tribe	[ ] Younger Drivers [ ] Speeding or Aggressive Drivers [ ] Alcohol-Related [ ] Unbelted Vehicle Occupants [ ] Lane Departure [x] Intersections	[ ] Local Road or Street [ ] Minor Collector [ ] Major Collector [ ] Minor Arterial [x] Principal Arterial

Improvement Category (check all that apply)

[ ] Access Management	[ ] Intersection Geometry	[ ] Parking	[ ] Roadway Delineation
[ ] Advanced Technology & ITS	[x] Intersection Traffic Control	[ ] Pedestrians & Bicyclists	[x] Roadway Signs & Traffic Control
[ ] Alignment	[ ] Lighting	[ ] Railroad Grade Crossings	[ ] Shoulder Treatments
[ ] Animal Related	[ ] Miscellaneous	[ ] Roadside	[ ] Speed Management
[ ] Interchange Design	[ ] Non-infrastructure	[ ] Roadway	[ ] Work Zone

Describe Current Safety Issues

Negative offset left turn lane for Schafer St/Tyler Parkway Traffic. Potential for wrong way traffic on ramp.

Describe Proposed Safety Improvements

Pavement markings would be added to provide better guidance for traffic especially left turning traffic. Additional signage on the north ramp approach would deter traffic from going the wrong way on the interstate ramp. Replacing the east/west left turn protected/permissive to flashing yellow arrow would provide improved lane designation and realignment of the left turn lanes on Tyler Parkway/ Divide Avenue would improve safety by removing the negative offset of the turn lanes. Estimated cost is construction cost only.

For questions or comments contact:
Justin Schlosser
701-328-2673
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov

	Divide @ Schafer				
	Description	**Unit**	**Estimate Bid Price**	**Quantity Bid**	**Estimate Bid Total**
	Flashing Yellow Left turns	**LS**	**$25,000.00**	1	$25,000.00
	Negative offset Correction/PVMT MK	**LS**	**$20,000.00**	1	$20,000.00
	Traffic Signs	**EA**	**$1,000.00**	5	$5,000.00
	TRAFFIC CONTROL	**LS**	**$10,000.00**	1	$10,000.00
	MOBILIZATION	**LS**	**$10,000.00**	1	$10,000.00
	CONTRACT BOND	**LS**	**$10,000.00**	1	$10,000.00
					$80,000.00

Location Map – HSIP Application

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EXHIBIT D

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming
SFN 59959 (3-2023)

23 USC § 407 Documents
NDDOT Reserves All Objections

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name			NDDOT District
City of Bismarck			Bismarck
Contact Name			Current Date
Gabe Schell			10/20/23
Email Address		Telephone Number	Project Cost Estimate (attach detailed copy)
gschell@bismarcknd.gov		701-355-1505	165,000

Location Description	Roadway Ownership	Vision Zero Emphasis Area (check all that apply)	Functional Class
Intersection of Yegen Road and ND 1804/University Drive	[x] State [ ] County [ ] City [ ] Tribe	[ ] Younger Drivers [ ] Speeding or Aggressive Drivers [ ] Alcohol-Related [ ] Unbelted Vehicle Occupants [ ] Lane Departure [x] Intersections	[ ] Local Road or Street [ ] Minor Collector [ ] Major Collector [ ] Minor Arterial [x] Principal Arterial

Improvement Category (check all that apply)

[ ] Access Management	[ ] Intersection Geometry	[ ] Parking	[ ] Roadway Delineation
[ ] Advanced Technology & ITS	[ ] Intersection Traffic Control	[ ] Pedestrians & Bicyclists	[ ] Roadway Signs & Traffic Control
[ ] Alignment	[x] Lighting	[ ] Railroad Grade Crossings	[ ] Shoulder Treatments
[ ] Animal Related	[ ] Miscellaneous	[ ] Roadside	[ ] Speed Management
[ ] Interchange Design	[ ] Non-infrastructure	[ ] Roadway	[ ] Work Zone

Describe Current Safety Issues

Install intersection lighting at the intersection of Yegen Road and University Drive/ND 1804. Traffic volumes have increased at this intersection with the growth at the University of Mary, rural developments south of Bismarck and the growth of Lincoln. A significant number of left turns occur at this high-speed intersection. Intersection lighting would improve visibility for turning traffic and improve safety.

Describe Proposed Safety Improvements

Install an intersection lighting system illuminating the operational area of the intersection. This project is on the NDDOT's secondary regional system and is presumed to be designed by NDDOT. Cost estimate is for construction cost only.

For questions or comments contact:
Justin Schlosser
701-328-2673
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov

Location Map – HSIP Application

	University and Yegen				
Item #	Description	Unit	Estimate Bid Price	Quantity Bid	Estimate Bid Total
1002-4.1	2-INCH CONDUIT	LF	$7.00	4400	$30,800.00
1002-4.4	(2) - NO. 4 CONDUCTORS	LF	$4.50	4400	$19,800.00
1002-4.6	NO. 6 COPPER GROUND	LF	$1.50	4400	$6,600.00
1002-4.8	JUNCTION BOX	EA	$1,200.00	2	$2,400.00
1002-4.9	SODDING	SY	$15.00	10	$150.00
1004-4.5	TYPE CL STREETLIGHT UNIT	EA	$5,000.00	13	$65,000.00
1003-4.4	FEEDPOINT-PAD-MTD-TYPE IV	EA	$12,500.00	1	$12,500.00
	TRAFFIC CONTROL	LS	$7,500.00	1	$7,500.00
	MOBILIZATION	LS	$10,000.00	1	$10,000.00
	CONTRACT BOND	LS	$10,000.00	1	$10,000.00
					$164,750.00

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EXHIBIT E

URBAN GRANTS PROGRAM SUMMARY

NOVEMBER 2023

A total of two (2) project applications were submitted for the fiscal funding year 2027 Urban Grants Program. The projects were scored by MPO staff against the goals and objectives of the Metropolitan Transportation Plan (MTP), as approved by Policy Board in February 2023. Points do not indicate recommended prioritization by staff but are provided to TAC and Policy Board for their information, discussion, and potential prioritization of projects.

JURISDICTION	PROJECT TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	MTP OBJECTIVES SUPPORTED
Bismarck	Reconstruction	**Main Avenue Reconstruction – 7th Street to 9th Street:** Reconstruction of Main Ave roadway from a 4-lane section with parking on the north side to a 3-lane section with on-street parking. New concrete pavement, curb and gutter, street and pedestrian lighting, pavement markings, and ADA-compliant pedestrian facilities will be included. Storm sewer running east/west on Main Ave will be replaced and upsized to meet current stormwater requirements. Safety improvements include wider sidewalks, boulevards for snow storage and multi modal access, and considerations for curb extensions and high visibility crosswalks at intersections. Landscaping will be placed in the new boulevards.	$2,795,650/ $2,033,200	1A, 2A, 2B, 2C, 2D, 3C, 5C, 7B
Mandan	Reconstruction	**Downtown 1st Street and Avenues Reconstruct Phase II (1st St. NW from 2nd Ave NW to 4th Ave NW and 3rd Ave NW from 1st St NW to Main St and 2nd Ave NW from 1st St NW to Main St):** Full reconstruct on 1st St roadway with concrete due to exceedingly poor pavement condition and the need to replace water main which precludes a mill and overlay; also sidewalk and sidewalk ramp improvements to replace poor curb, gutter, and sidewalk conditions, to bring up to ADA compliance; curb bulb outs at 1st St intersections; signage and striping; beautification elements such as benches, bike racks, LED and pedestrian lighting. Potential reverse angle parking trial on a portion of 1st Street. Signalization warrants and potential roundabout placement at 1st St intersections will be examined during preliminary design. This Phase II project is a stand-alone project, not dependent on Phase I or III.	$4,781,290 / $3,500,119	1A, 2A, 2B, 2C, 2D, 3C, 5C, 7B

URBAN GRANT SCORING METHODOLOGY:

The applications will be scored by MPO staff using objectives provided within the MTP appropriate to the Urban Grants Program. These scores will not be prioritized by staff but rather will be provided to the TAC for discussion. TAC may rank the projects based on their discussion, and if so, the ranking will be provided to Policy Board. Policy Board has the authority to accept, change, or deny any prioritization for the Urban Grant Program.

URBAN GRANT SCORING *(For MPO Staff Use):* Goals & Objectives for UGP (Approved February 2023)

Urban Grant Scoring Objectives
1A: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
2A: Maintain pavement quality and bridges at acceptable levels (SMO)
2B: Maintain street signage and visibility (SMO)
2C: Maintain the current bicycle & pedestrian system (SMO)
2D: Maintain transit fleet, equipment, and facilities in a state of good repair as identified within the Transit Development Plan (TDP) (SMO)
3C: Improve the continuity of the multimodal systems for pedestrians, cyclists, or transit riders; through improved network connections and reduction of system gaps (SMO)
5C: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
7B: Leverage the existing transportation system by emphasizing low-cost, high impact solutions that may include incremental system improvements, system preservation, and technology applications to achieve reduced congestion in lieu of more expensive projects such as roadway widening (SMO)

Urban Grant Program Objectives

- Preserve existing transportation assets
- Ensure safety of all users of the transportation system
- Improve multi-modal transportation options such as walking, bicycling, and public transportation
- Enhance the economic vitality of the area by providing transportation assets that support:
    - revitalization efforts
    - development of vacant or underutilized parcels within existing urban areas; and/or
    - redevelopment of established portions of communities
- Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

1. Project: 1st Street & Avenues Reconstruct Phase II — Total Points Possible 16.4
   Submitting Entity: City of Mandan — Total Points Awarded 16.4
   a. Objective 1A: X 4.50 pts
   b. Objective 2A: X 1.25 pts
   c. Objective 2B: X 1.25 pts
   d. Objective 2C: X 1.25 pts
   e. Objective 2D: X 1.25 pts
   f. Objective 3C: X 3.60 pts
   g. Objective 5C: X 2.10 pts
   h. Objective 7B: X 1.20 pts

2. Project: Main Avenue Reconstruction, 7th to 9th St — Total Points Possible 16.4
   Submitting Entity: City of Bismarck — Total Points Awarded 16.4
   a. Objective 1A: X 4.50 pts
   b. Objective 2A: X 1.25 pts
   c. Objective 2B: X 1.25 pts
   d. Objective 2C: X 1.25 pts
   e. Objective 2D: X 1.25 pts
   f. Objective 3C: X 3.60 pts
   g. Objective 5C: X 2.10 pts
   h. Objective 7B: X 1.20 pts

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EXHIBIT F

Urban Grant Program Application FY 2027

Coversheet

LPA
Bismarck

Contact Person (Name and Title)
Gabe Schell, City Engineer

Address
221 N 5th Street, Bismarck, ND

Telephone
701-355-1505

Email
gschell@bismarcknd.gov

Project Name
Main Avenue Reconstruction -7th Street to 9th Street

LPA Applicant Signature (Highest Elected Official)

_____

NDDOT District Engineer Signature if project is located on/impacts a State Highway

_____

Date Submitted
10/20/2023

Required Attachments:

☒Relevant excerpts from adopted plans ☒Project location map ☒Cross Section of Roadway/facility

☒Map of underground utilities (water, sanitary sewer)

Optional Attachments:

☒Other Attachments (describe) ☐Relevant supporting data, pictures, graphics, and/or visual aids

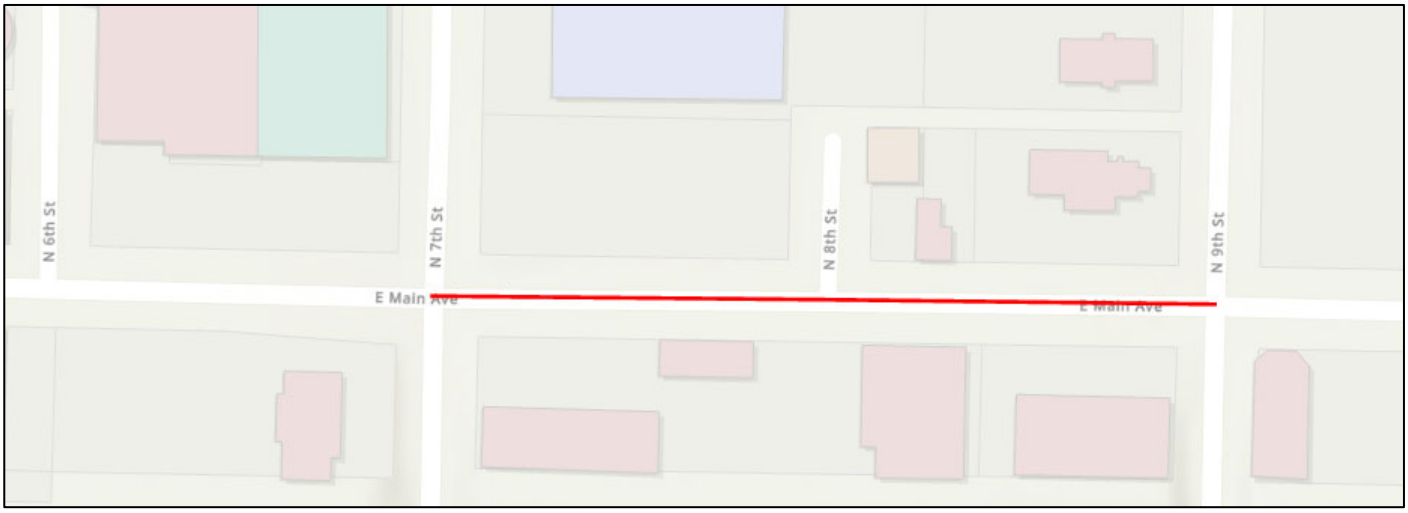
Letter of Support – Bismarck Downtowners

For NDDOT use only:
Date Received_____
Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?
Yes☐ **No**☐

General Project Information

Project Description (include location and scope of work)

The project consists of reconstructing Main Avenue from 7th Street to 9th Street. The project would include reconstruction of the roadway from a 4-lane section with parking on the north side to a 3-lane section with on-street parking. New pavement, curb & gutter, street and pedestrian lighting, pavement markings, and ADA-compliant pedestrian facilities will be included. Storm sewer facilities be upsized and modified as well. No changes are proposed to the lane configuration for 7th Street or 9th Street (NDDOT Secondary Regional System).



Total Project Cost

$2,795,650

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

$2,033,200

Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project. Documentation of information to support the need such as relevant data, existing and projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.
   Main Avenue is an important corridor for personal and freight transportation, connecting local and regional users to Downtown Bismarck and beyond. Main Avenue is functionally classified as a principal arterial and provides east/west connectivity into and out of the central business district. The pavement conditions have shown signs of deterioration and are in need of major rehabilitation. The project would reconstruct Main Avenue from 7th Street to 9th Street. The project would include a road diet by converting the roadway from 4 lanes to a 3 lane roadway. The project would include the installation of wider pedestrian facilities and decorative pedestrian lighting that would help to promote redevelopment in this area.

2. **Community Impact of Project:** Describe how the project will offer significant long term value to the community specifically in addressing the following program objectives (a-f):

a) **Preserve existing transportation assets**
This segment of Main Avenue was constructed over 30 years ago and has reached the end of its useful life. The project would maintain the existing traffic signal systems installed at the Main Ave/7th St and Main Ave/9th St intersections constructed in 2022.

b) **Ensure safety of all users of the transportation system**
The installation of wider pedestrian facilities and pedestrian lighting will help to provide a safer route. The road diet from a 4-lane to a 3 lane would improve safety for vehicular traffic within the corridor.

c) **Improve multi-modal transportation options such as walking, bicycling, and public transportation**
The installation of wider pedestrian facilities and pedestrian lighting will help to provide a safer route for walking and bicycling users. The addition of a boulevard that can be used for snow storage would improve pedestrian use of the corridor through the winter months.

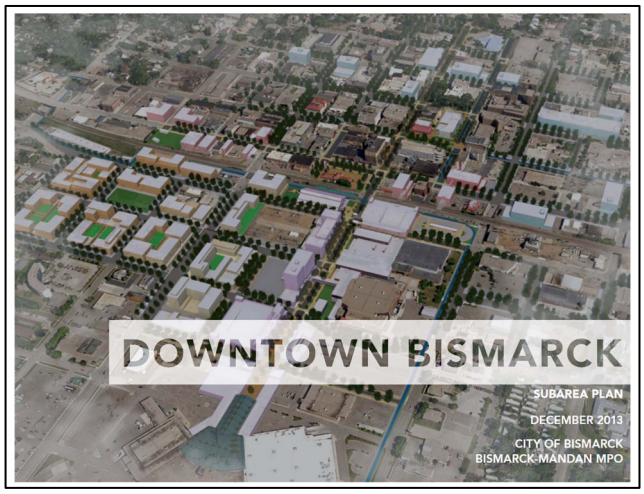
Existing Main Avenue Snow Storage on Sidewalks

d) **Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities**
This project would increase the economic viability of the area by providing a street that accommodates all users. By providing a reliable transportation network for all modes of travel, development and redevelopment interest is maintained or expanded.

e) **Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services**
This project supports existing businesses and the development of new businesses in downtown Bismarck by creating an atmosphere more conducive to pedestrian activity both during daytime work and evening social activity. This is accomplished by focusing more on multimodal forms of transportation.

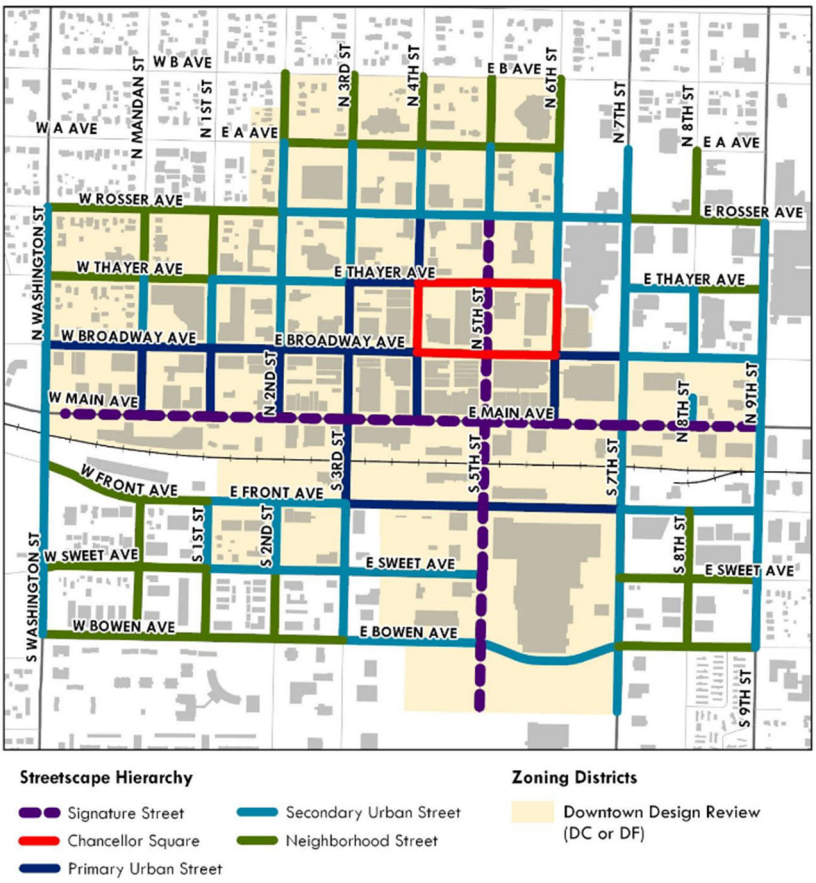
3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the

reference(s) in the plan and/or public involvement process and attach relevant excerpts. Examples of publicly accepted/adopted plans include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.



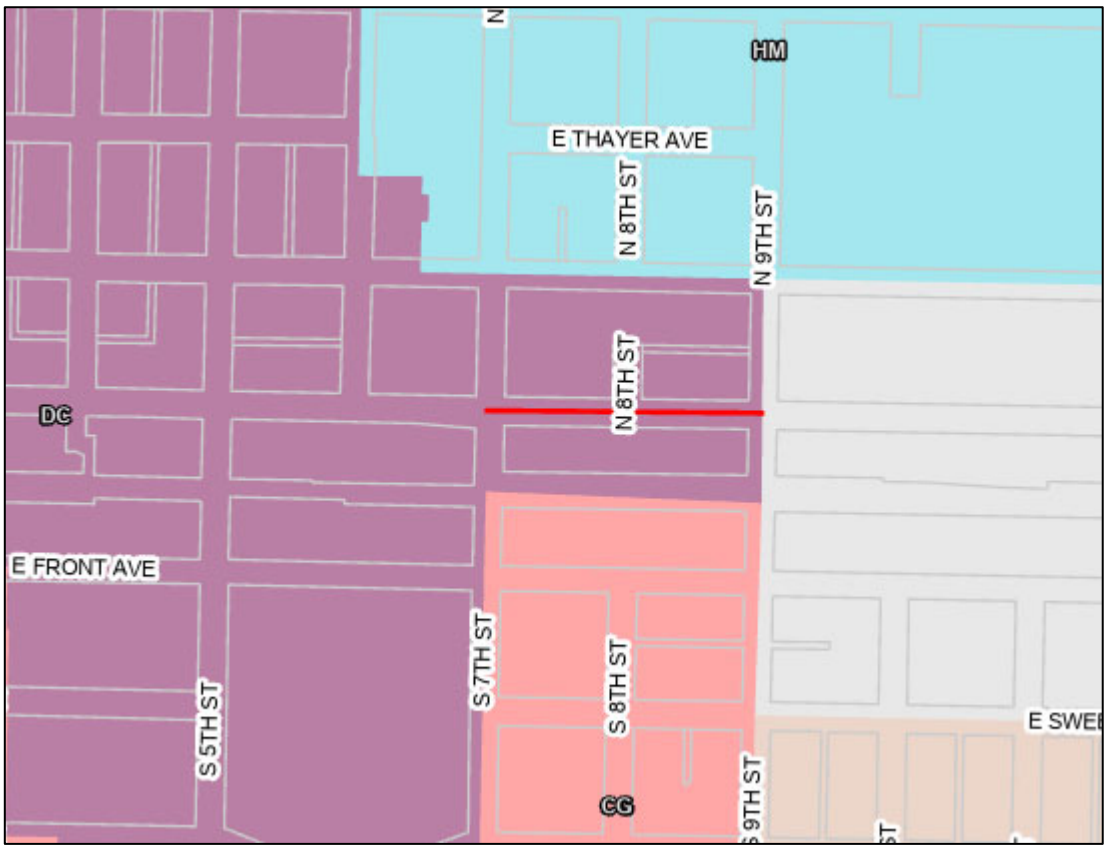
This project was identified in the Downtown Bismarck Subarea plan to include traffic calming measures and provide for existing business and the development of new business in downtown Bismarck by creating an atmosphere more conducive to pedestrian activity both during daytime work and evening social activity. In August of 2019 the board of City Commissioners adopted the Downtown Streetscape Standards. The purpose of these standards was to enhance and preserve the quality of the public right of way in the downtown core and provide an attractive, coherent and safe experience. Main Avenue is identified as a “signature street” in this plan.

In 2022, the City of Bismarck and Bismarck-Mandan MPO conducted a corridor study on Main Avenue. The study documented the existing conditions along East Main Avenue and identified strategies to ensure safety, mobility, and access for all future users. The study considers historic, current, and projected future traffic impacts, multimodal transportation options such as walking, bicycling, and transit, and explores future development opportunities along the corridor to support economic development. The study team conducted an in-depth analysis of current and future operations, access, multimodal safety, and land use conditions along the corridor. The study provided a plan for decision-makers to improve safety, mobility, efficiency, and reliability of the corridor and explore potential future land use or redevelopment areas along the corridor.



Downtown Streetscape Standards Website:
https://www.bismarcknd.gov/DocumentCenter/View/33761/Downtown-Streetscape-Standards_071119

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5” x 11” or 11” x 17” color map depicting project location in relation to urban core/CBD)
   This proposed project is near the eastern fringe of the downtown core as shown on the following map. This project will continue to expand the area to support the continued growth of the activities of the central business district. Investing transportation dollars into these roadways would provide a funding source that would lessen the costs to the adjacent property owners for these improvements. The East Main Avenue Corridor Study performed by the MPO and City of Bismarck in 2022 identified that the reduction to three lanes would help facilitate redevelopment opportunities in this area.



5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.
   The zoning is downtown core for all of the properties within the project area. The land uses vary from heath-medical, retail, office, and restaurants to mixed use residential and public. Maintaining a healthy level of service on the infrastructure within the downtown core is essential to continuing the development and redevelopment potential in all of these properties. City pedestrian activity on subject corridors and the relationship of non-time limit parking just outside of this area as a generator of pedestrian activity into and out of these roadways throughout the day. Please see the attached letter of support from the Downtown Business Association of Bismarck for additional information.

Existing Conditions
(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

Principal Arterial

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

The roadway is 60’ or 63’ face of curb to face of curb. The are two eastbound lanes, a center left turn lane, and one westbound lane with parallel parking on the north side. Sidewalk widths are 6 to 8 feet. Right of way width is 80’.

Main Avenue – between 7th St and 8th St looking west.

Pavement rating or condition

The pavement is in fair condition with the average Pavement Condition Index score of 69 in 2023.

Year of Last Federal Investment at this Location

1989

When was the current section built?

Reconstructed in 1989

Year last surfaced or received maintenance?

CPR project in 1999

In 2016 and 2017, the City of Bismarck initiated concrete pavement repair projects paid through special assessments to the adjacent properties. Property owners adjacent to the East Main Avenue project area protested the concrete pavement repair projects, and as a result, the projects did not take place.

Lighting

In Place, 40' steel standards, LED Luminaires

Signals

The signals at intersections of Main Ave at 7th St and 9th St were both replaced in 2022

Crash Rate or Number of Crashes?

Since 2010 there have been approximately 530 crashes within the project area, of those 74% of crashes resulted in property damage only, 72% of the crashes were intersection-related and 72% of crashes were rear ends or angles.

Other Known Safety Concerns?

No

Is parking allowed and what type?

Yes, Parallel parking on the north side.

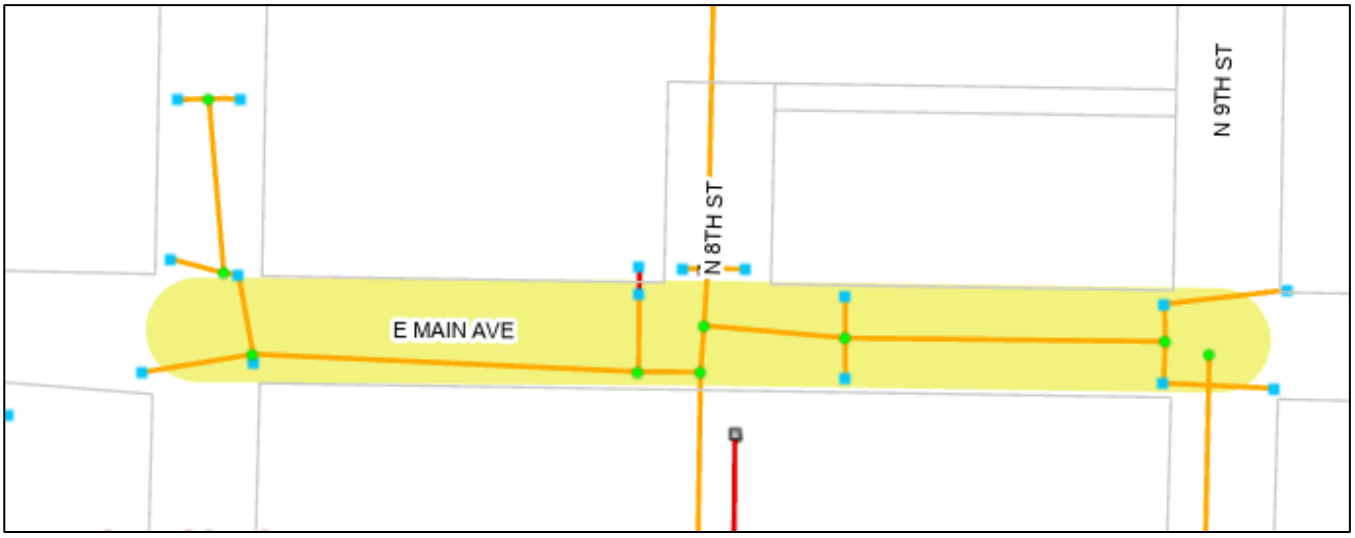
Are there any bridges, box culverts, etc. within the project corridor?

No

32

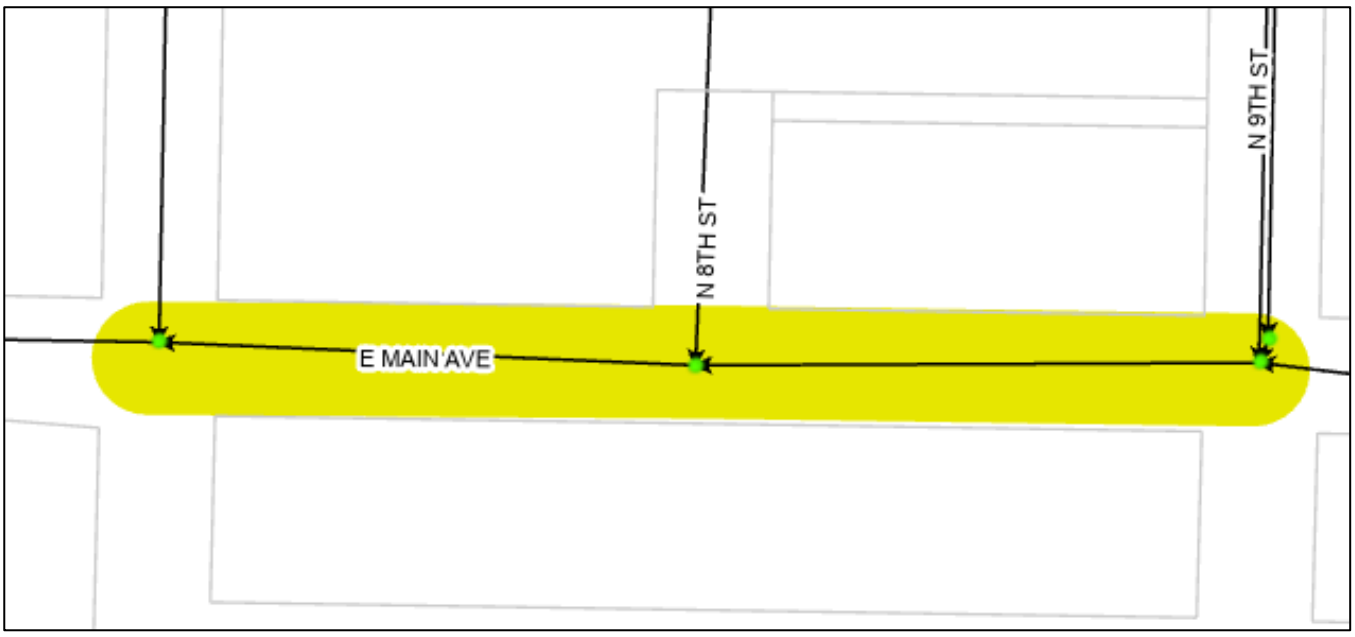
What is the condition of the existing sanitary sewer, storm sewer, and water lines?

Underground infrastructure for storm sewer, sanitary sewer and water lines are in good condition. Some storm sewer revision will be needed for the change in cross-section width of the roadway. Storm sewer that runs east/west on Main Avenue will need to be replaced and upsized to meet current stormwater requirements.



Existing Storm Sewer Network

Existing Water Main Network



Existing Sanitary Sewer Network

Are there any Access points to adjoining property that present a special concern?

No

Bicycle/Pedestrian Facilities (Sidewalk, shared use paths, bicycle lanes)?

6' minimum width sidewalks are in place throughout the project area.

Is there an existing transit or other public transportation facility or route located within the project limits?

Yes, transit routes utilize Main Avenue

Does a RR crossing or RR facility exist within the project limits?

No, but BNSF is parallel and to the south of Main Avenue within the project limits. There are grade separated crossings of 7th Street and 9th Street

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

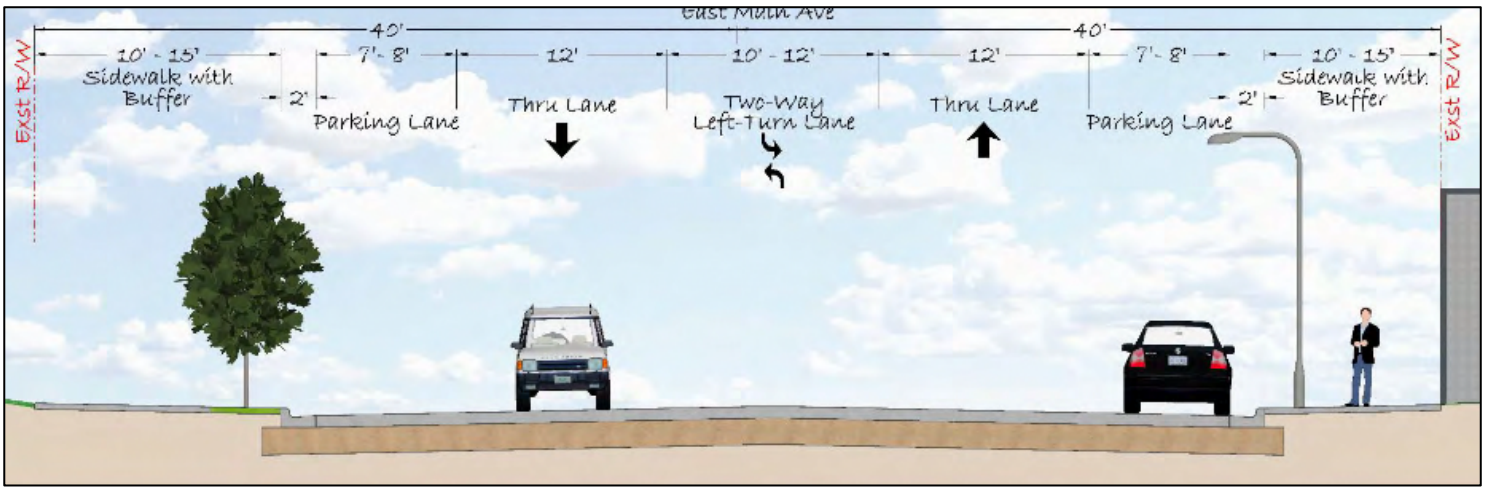
The project would consist of reconstructing the full width of the corridor. All pavement, curb & gutter, sidewalks, lighting, signs, and storm sewer would be removed. New street lights and pedestrian lighting would be installed. New concrete pavement, curb & gutter, sidewalks and ADA ramps would be installed. New east/west storm sewer pipe and inlets would be upsized to meet current stormwater design standards. Landscaping will be placed in the new boulevards.

Proposed Length

700 feet (0.13 miles)

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

3 lane section with parking on one or both sides of the roadway. Wider sidewalks on both sides and boulevards for snow storage.



Proposed Surfacing Type

Concrete

Proposed Lighting, if applicable

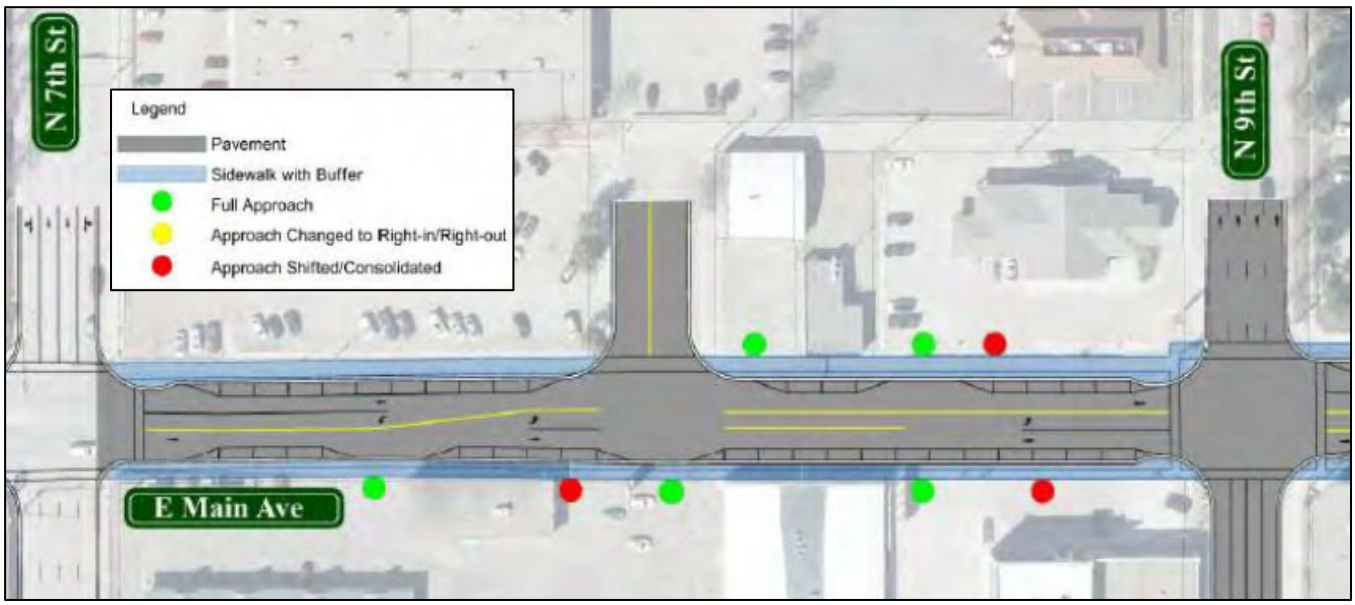
New street and pedestrian lighting

Proposed Traffic Signals or Pedestrian Beacons

None

Proposed Safety Improvements

The installation of wider sidewalks to better support multimodal transportation. The installation of boulevards to allow for snow storage and providing better access for multimodal transportation. Access Management discussions will be held with the property owners during the public input process to discuss the consolidation of three driveways within the corridor.



Proposed Access Management

Proposed Intersection Improvements

Consideration for curb extensions and high visibility crosswalks

35

Proposed Traffic Calming Measures

Lane reduction and consideration of curb extensions

Will parking be allowed and type?

Yes, parallel parking will be maintained on the north side and consideration of south side will be evaluated.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

No.

Will any private or public utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project? Have private utilities been coordinated with?

No, some storm sewer facilities will need to be modified for the revised cross-section. Coordination with private utilities has not taken place yet.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

No

Will a Sidewalk, shared use path, or biker lane be installed or replaced?

A 10' sidewalk will be installed on one side and a minimum of a 6' sidewalk will be installed on the other. The sidewalk width may increase depending on the public input received for boulevard width and sidewalk widths.

Proposed ADA improvements

All ramps within the corridor will be replaced and meet ADA standards

Proposed transit improvements

No.

Proposed Railroad Crossing Work

None.

Proposed Aesthetic Improvements

The addition of a boulevard will allow for landscaping features to be included.

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

No

Lakes, waterways, floodplains, wetlands

No

Stormwater management

No

Hazardous materials

No

Endangered/threatened/migratory species

No

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

No

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

No

Through/adjacent to tribal land

No

Additional comments on Environmental/Cultural Issues section

No

Miscellaneous Issues of Proposed Improvements

Construction Restrictions *(migratory bird, local events, etc.)*

No

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

No, temporary construction easements required to tie in revised driveways into private property.

Proposed Traffic Control during Construction

Initial concepts would suggest roadway would be closed during reconstruction. Access to businesses would be maintained.

Ineligible Project Items

No

Additional comments on Miscellaneous Issues section

No.

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total	Federal	State	Local
Engineering (In House)	254,150			254,150
Removals	280,000			
Lighting	130,000			
Sidewalks	190,000			
Curb & Gutter	70,000			
Pavement	750,000			
Storm Sewer	250,000			
Pavement Markings/Signing	90,000			
Landscaping	60,000			
Mob/Bond	290,000			
Traffic Control	100,000			
Design Items – 15%	331,500			
Total Federal Aid Eligible	2,541,500			
Totals	2,795,650	2,033,200		762,450

What is the source of the local funds?

Sales Tax and/or special assessments

City of Bismarck
Engineering Department
NDDOT Grant Support

October 3, 2023
Mark Berg, Gabe Schell, City of Bismarck elected officials & NDDOT

I'm writing to express support for Bismarck's current NDDOT Urban Grant Program application for Downtown Bismarck Main Ave 7th to 9th Street project. Our organizations represent over 200 businesses with nearly 9,000 employees, we also advocate for the largest and densest employment center in Bismarck located Downtown.

Smart Efficient Infrastructure: Bismarck's pursuit of infill projects has led to more than $160 million dollars in returned taxable valuation on existing infrastructure, generating wealth for the community. $106 million private dollars in Renaissance Zone projects, 200% increase in downtown housing units, new jobs and a walkable neighborhood. As the downtown continues to grow and intensify in use, these NDDOT Urban Road Grant applications would support the highest value per acre areas in our community. **This current application seeks to create a more pedestrian friendly area between two very busy one-way pairs maintained by NDDOT. This project would also allow for the adjacent properties to consider infill and redevelopment intensification by creating a more customer and/or residential friendly area.**

- *Main Ave Improvements from 7th Street to 9th Street.*

As always, we want to touch briefly on the return on investment for road improvements in Downtown Bismarck. When done with all modes of transportation and pedestrians in mind, we can see a very positive ROI. Improvement's like our Main Ave Road Diet, Quiet Rail Zone, Chancellor Square Reconfiguration, and our 5th St Demonstration Project have produced positive returns including:

- Increase in private commercial activity (based on permit applications)
- Increase in pedestrian activity
- New housing units
- Safer intersections and roadways
- Improved pedestrian environment and experience
- Continued increase in property valuation

We will continue to work with our partners at the City of Bismarck and NDDOT to help further this application in any way. Thank you for your consideration.

Sincerely,

Kate Herzog, President & COO
Downtown Bismarck Community Foundation 501c3 &
Downtown Business Association of Bismarck 501c6

EXHIBIT G

Urban Grant Program Application

Coversheet

LPA
City of Mandan

Contact Person
Jarek Wigness

Title
City Engineer

Address
205 2nd Avenue Northwest, Mandan, ND 58554

Telephone
701-667-3227

Email
jarek.wigness@cityofmandan.com

Project Name
Mandan Downtown 1st Street and Avenues Reconstruct (Phase 2)

LPA Applicant Signature (Highest Elected Official)

_____ Tim Helbling, Mayor

NDDOT District Engineer Signature if project is located on/impacts a State Highway

_____

Date Submitted: Click here to enter a date.

Application Attachment Checklist (check all that have been attached)

☒Relevant excerpts from adopted plans ☒Map(s) depicting project location ☒Cross Section of Roadway/facility

☒Pictures, Graphics, and/or other visual aids ☒Relevant supporting data

☒Other Attachments (describe)
Detailed Total Project Cost Breakdown dated October 2023

Information in this Box is for NDDOT to Complete

Date Received_____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?
Yes☐ **No**☐

Urban Grant Program Application

Coversheet

LPA
City of Mandan

Contact Person
Jarek Wigness

Title
City Engineer

Address
205 2nd Avenue Northwest, Mandan, ND 58554

Telephone
701-667-3227

Email
jarek.wigness@cityofmandan.com

Project Name
Mandan Downtown 1st Street and Avenues Reconstruct (Phase 2)

LPA Applicant Signature (Highest Elected Official)

_____ Tim Helbling, Mayor

NDDOT District Engineer Signature if project is located on/impacts a State Highway

_____

Date Submitted: Click here to enter a date.

Application Attachment Checklist (check all that have been attached)

☒**Relevant excerpts from adopted plans** ☒**Map(s) depicting project location** ☒**Cross Section of Roadway/facility**

☒**Pictures, Graphics, and/or other visual aids** ☒**Relevant supporting data**

☒**Other Attachments (describe)**
Detailed Total Project Cost Breakdown dated October 2023

Information in this Box is for NDDOT to Complete

Date Received_____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?
Yes☐ **No**☐

General Project Information

Project Description (including location and scope of work for which funding is requested)

The primary goal and objective of the entire project is to reconstruct 1st Street NW and several Avenues in the core downtown area of Mandan (see map below). Construction is intended to occur in three phases in order to utilize Urban Grant Program (UGP) funding and for the City of Mandan (City) to provide the local match required from available funds. Phase 1 will utilize UGP funding that has been granted for FY 2025-26. Based on preliminary cost estimates completed for the entire project, locations for Phases 1-3 are identified in the map below. Per UGP Policy, the City will ensure each construction phase has stand-alone or independent utility and does not require the completion of other phase(s) to meet the project's intended purpose or function. As this application is for Phases 2, the City intends to submit another UGP application for the third phase with the next UGP grant cycle, and understands it will need to compete with other projects on an equal basis.

A full reconstruct is needed as opposed to a less intense approach, such as a mill and overlay. This is due to 1) the current road condition is so deteriorated that a mill and overlay would not be a sufficient or cost-effective approach, 2) the curb, gutter, and sidewalk conditions are in very poor condition and not all meet ADA compliance, and 3) the watermain under these Avenues needs replacement. The proposed project will also provide beautification elements such as landscaping and streetscape improvements integrated throughout. The Project will incorporate examples highlighted in the Downtown Subarea Study (Study) that will work best for the streets and avenues once the project gets to final design. Examples of items planned to incorporate include Figures 221 through 227 of the Study as shown below.

Figure 221: Planter and Street Tree Protection
Location: Unknown

Figure 222: Portable Planter Boxes
Location: Crested Butte, CO

Figure 223: Decorative Light Fixture

Figure 224: Curb Extension and Planter Box
Location: Concordia, KS

Figure 225: Benches and Trash Receptacles
Location: Omaha, NE

Figure 226: Benches and Trash Receptacles
Location: Rapid City, SD

Figure 227: Bike Racks and Trash Receptacles
Location: Boulder, CO

As a demonstration of its commitment to the project as a priority, the City has already expended $190,000 of local funds to-date to complete design and boundary surveys, preliminary environmental studies, data collection, preliminary engineering and detailed cost analyses. This work primarily occurred between January-November 2020, and will continue with Phase 1 to be constructed in 2025-2026.

Total Project Cost

Phase 2 total project cost including contingency, design and construction engineering is estimated to be $4.8M The Phase 2 participating estimate, including engineering, is $4.4M. In addition to the participating items, the city also plans to replace watermain in this area for a cost of about $0.4M and understands that those costs cannot be shared through this program. Refer to the Cost Estimate section below and attached detailed cost estimate for more information.

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

$3.5M

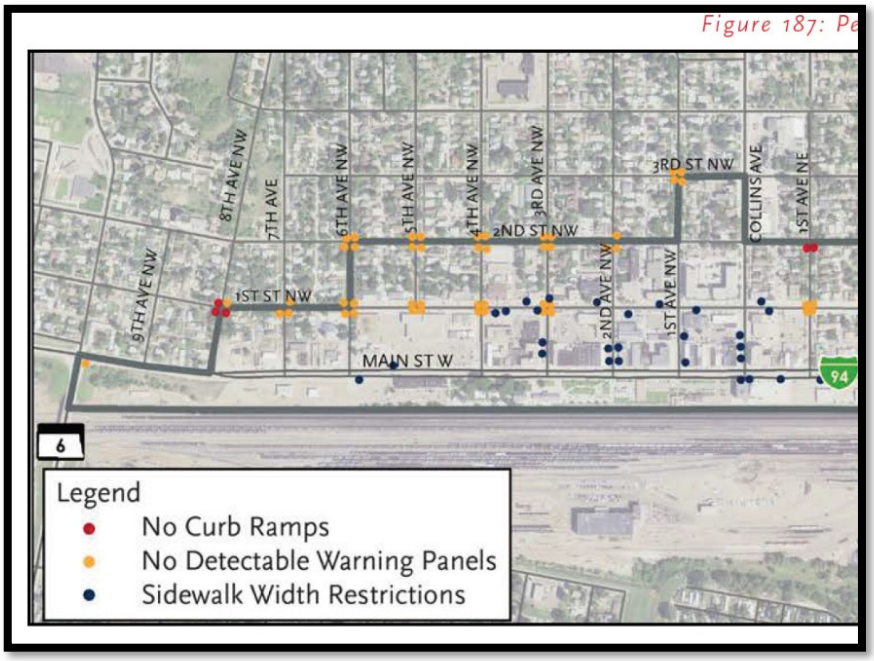
Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project that are part of the overall project or other planned projects that may compliment this project. Documentation of information to support the need such as relevant data, existing and if appropriate projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

   The City, in partnership with the Bismarck-Mandan Metropolitan Planning Organization (BMMPO), previously

completed the Study in late 2016, and many of the existing problems were discussed by the Study's steering committee members. City staff had three actively engaged representatives that participated in the Study's steering committee and continue in that ad hoc capacity today by participating in beautification discussions regarding the downtown area. Some reoccurring concerns from the meetings, which have also been expressed since the Study was completed, include:

a. Poor pavement conditions of Avenues in the core downtown area.
b. Poor sidewalk conditions of Avenues in the core downtown area. Many which are non-compliant with ADA requirements, as illustrated in Figure 187 from the Study draft plan.
c. Unsightly downtown infrastructure (streets and sidewalks), as illustrated in the pictures below.
d. Requests have been made for the possibility of using Avenue sidewalks for patron seating areas if infrastructure improvements are made.



With the above concerns in mind, along with a desire to make Mandan's core downtown area more pedestrian friendly for all users, the Study team provided ideas to revitalize the downtown Avenues. The ideas for the Avenues have not yet been developed to the level of detail of our primary corridors (Main Street and 1st Street), but the Study has brought forward ideas with a welcoming environment in mind to revitalize and make the core downtown area more pedestrian friendly.

Addressing the condition of the road segments targeted for this project, pavement condition studies done in both 2012 and 2016 show predominately poor conditions for these segments. Below are pictures showing current street conditions.

1st Street NW between 1st and 2nd Avenue looking west to 2nd Avenue

1st Street NW between 2nd and 3rd Avenue looking east to 2nd Avenue below

1st Street NW between 3rd and 4th Avenue looking west to 4th Avenue below

All images shown above in this section are Google Earth street view screenshots from August 2019.

2nd Avenue NW just north of Main Street looking south to Main (December 2017)

2nd Avenue NW between 1st and 2nd Street looking south to 1st Street (December 2017) above

2. **Community Impact of Project:** Describe how the project will offer significant long-term value to the community specifically in addressing the following program objectives (a-e):

a) Preserve existing transportation assets

The Project will reconstruct existing core downtown Streets and Avenues. Streets are one of our most valuable assets in the community as they accommodate all modes of transportation in the heart of the city.

b) Ensure safety of all users of the transportation system

The Project will improve deficiencies in the sidewalk system on all reconstructed streets to meet ADA compliance requirements. We will explore the widening of sidewalks during preliminary design to see if that would be the best approach for the City, while balancing roadway needs. We are not calling for drastic changes to vehicle operation on the avenues with this plan. The Study did develop an alternative on 1st Street that called for reverse angle parking. We will explore this in Phase 1 preliminary design with the possibility of implementing along 1st Street in a couple block segment as a trial run. Staff acknowledges safety benefits to reverse angle parking, especially as it relates to bicycles sharing the roadway. However, we do not presently have community buy-in for this idea.

c) Improve multi-modal transportation options such as walking, bicycling, and public transportation

The improved safety, aesthetics, and ADA accessibility enhancements of the project will greatly improve

the accessibility for all users of multi-modal transportation to access downtown Mandan. As a result, we anticipate these changes will promote more pedestrians, bicyclists, and users of public transportation to frequent downtown Mandan to access goods and services.

d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities

The project will have a positive effect on revitalizing downtown Mandan. It will improve accessibility for all users of multi-modal transportation and accommodate the area for goods and services which will stimulate the downtown economic growth. There have been many positive developments recently in downtown Mandan highlighted by improvements to Main Street (a UGP recipient), major improvements to Dykshoorn Park, just on the south side of Main Street and many new service oriented business choosing downtown Mandan. Along with Phase 1 of the project, Phase 2 will aim to capitalize on and extend that success further within our core downtown area.

e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

This project will make downtown Mandan more accessible, with the anticipation that these improvements will help drive more commercial investment to the heart of downtown resulting in a decreased need for that investment to expand to the fringes of the city.

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process. Relevant excerpts from such documents are encouraged to attach with the application. Examples of publicly accepted/adopted plans might include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

   This project is inspired by the Mandan Downtown Subarea Study. The Study was led by the BMMPO in partnership with the City. The Study received final approval from both the City Commission and the Metropolitan Planning Organization Policy Board. More information may be found by clicking either of the following links:

   https://www.bismarcknd.gov/DocumentCenter/View/31642/Downtown_Mandan_Subarea_Study_Final_Report

   https://www.kljeng.com/featured-projects/downtown-mandan-subarea-study

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5” x 11” or 11” x 17” color map depicting project location in relation to urban core/CBD if applicable to the project type)

   This project is in the heart of downtown Mandan. Below is a map depicting the location as it relates to the map furnished by the NDDOT for the Urban Grant Program, and attached is a larger version. The location for what is anticipated to be the different phases is represented by different colors on both maps.

5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

   The City has already laid the groundwork in revitalizing downtown Mandan and continues to do so through various projects. Some examples include the investments incentive programs such as the restaurant sales tax incentive and the Renaissance Zone building improvements program. More recently, the City purchased property that sat vacant for years between 4th and 6th Avenues just north of Main, and since then a prominent retail store and locally owned restaurant have relocated to this area. This project fits well with the previous efforts to improve vibrancy of our downtown area while allowing us to realize significant economic benefits.

Existing Conditions
(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

1st Street NW is a minor arterial. The avenues identified are collectors.

Current AADT (including source)

Varies from 1,030 on 4th Avenue to about 5,255 on 1st street NW near Collins Avenue. (From NDDOT interactive traffic counts site. All 2016 counts.)

Forecasted AADT (including source)

2040 projection Varies from 1,167 on 4th Avenue to about 5,939 on 1st Street near Collins Avenue. (Factor derived

from Downtown Subarea Study Traffic Forecasting Memo on page 2 of 4, then applied to current AADT numbers).

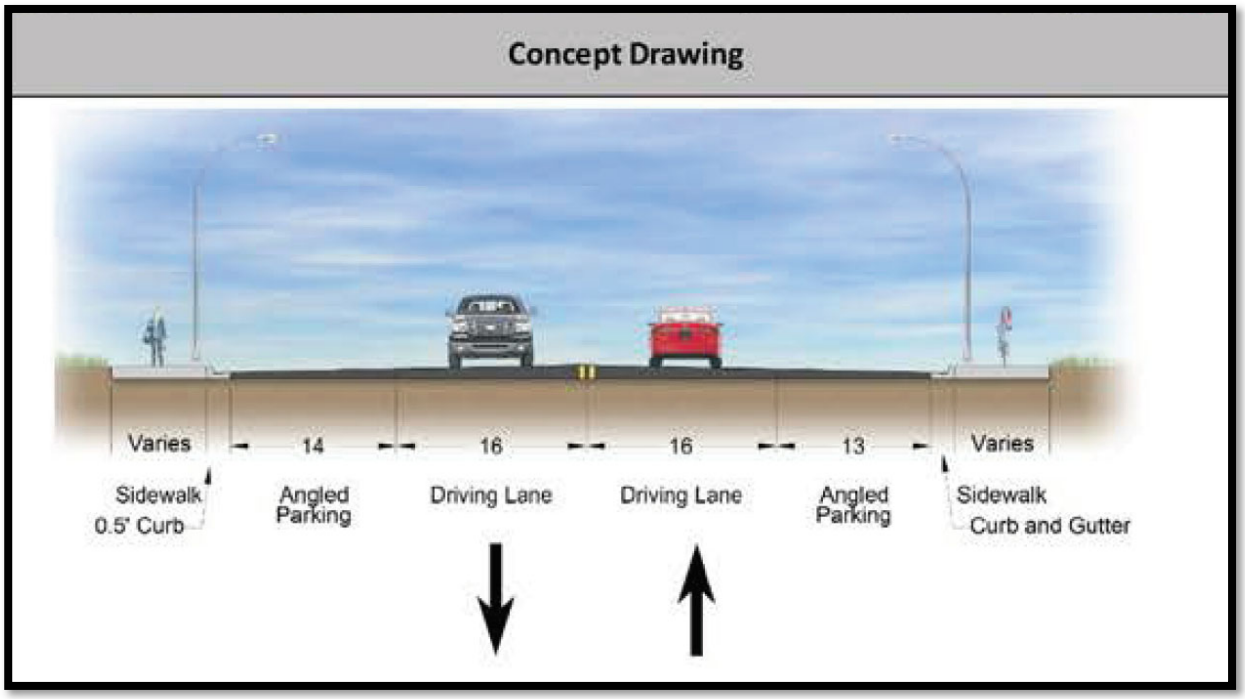
Posted or Statutory Speed Limit

25 mph

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

Avenues are approximately 60 feet wide from face of curb to face of curb with angled parking allowed on both sides and one driving lane in each direction, unstriped. They are typically lined with sidewalk against the curb and gutter. The sidewalk is about 10 feet wide except for where a basement access was allowed to protrude out into the sidewalk space. Below is a 2019 Google Earth street view snip to illustrate a typical cross section of our downtown avenues. This is 2nd Avenue just north of Main Street and looking north.

Below is the existing cross section of 1st Street.

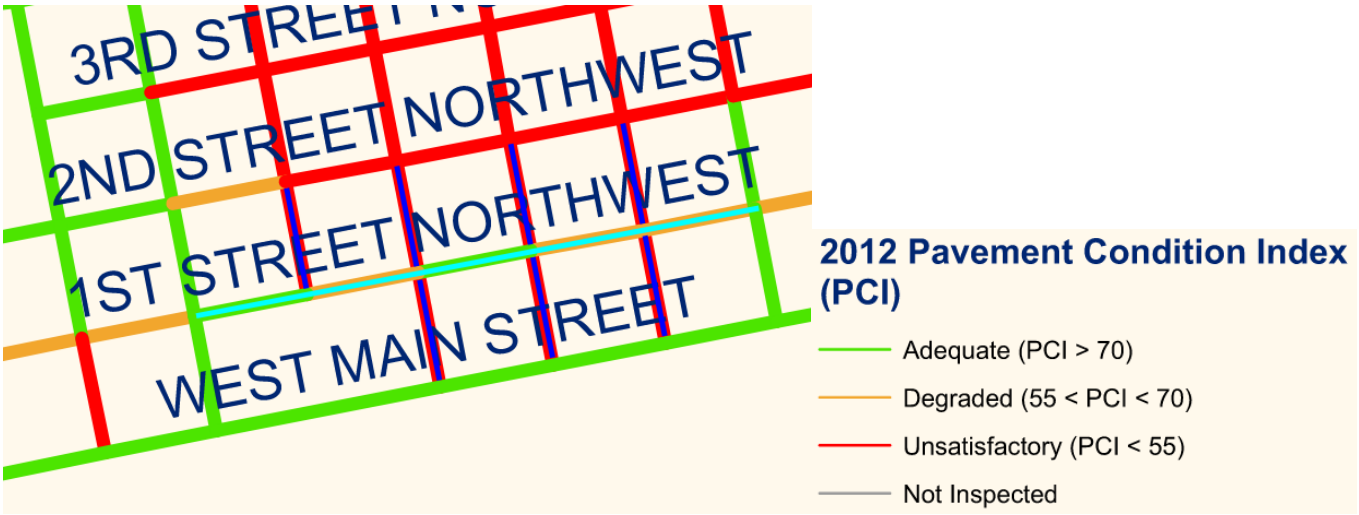


Pavement rating or condition

Avenues are unsatisfactory and 1st Street NW is mostly classified as degraded according to the 2012 Mandan State of the Streets Technical Report.

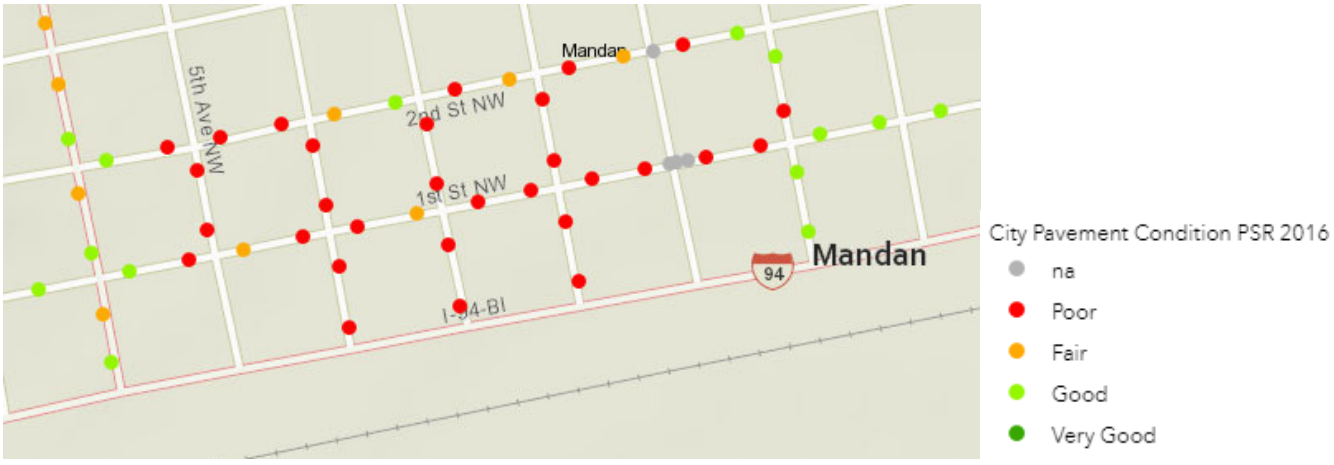
https://www.cityofmandan.com/vertical/sites/%7B38C3EFDC-F4D8-4D02-9E13-0987A081A7A4%7D/uploads/Dynatest_PCI.pdf

Below is a screenshot of Appendix A, Map 3: Pavement Condition Index (PCI) Values from the 2012 Mandan State of the Streets Technical Report.



They are also shown to be in poor condition from the 2016 pavement condition survey done in all urban areas statewide. A snapshot of that is shown below.

https://dotsc.ugpti.ndsu.nodak.edu/grit_viewer/



Year of Last Federal Investment at this Location

None found.

When was the current section built?

51

Record not found.

Year last surfaced or received maintenance?

Do not know.

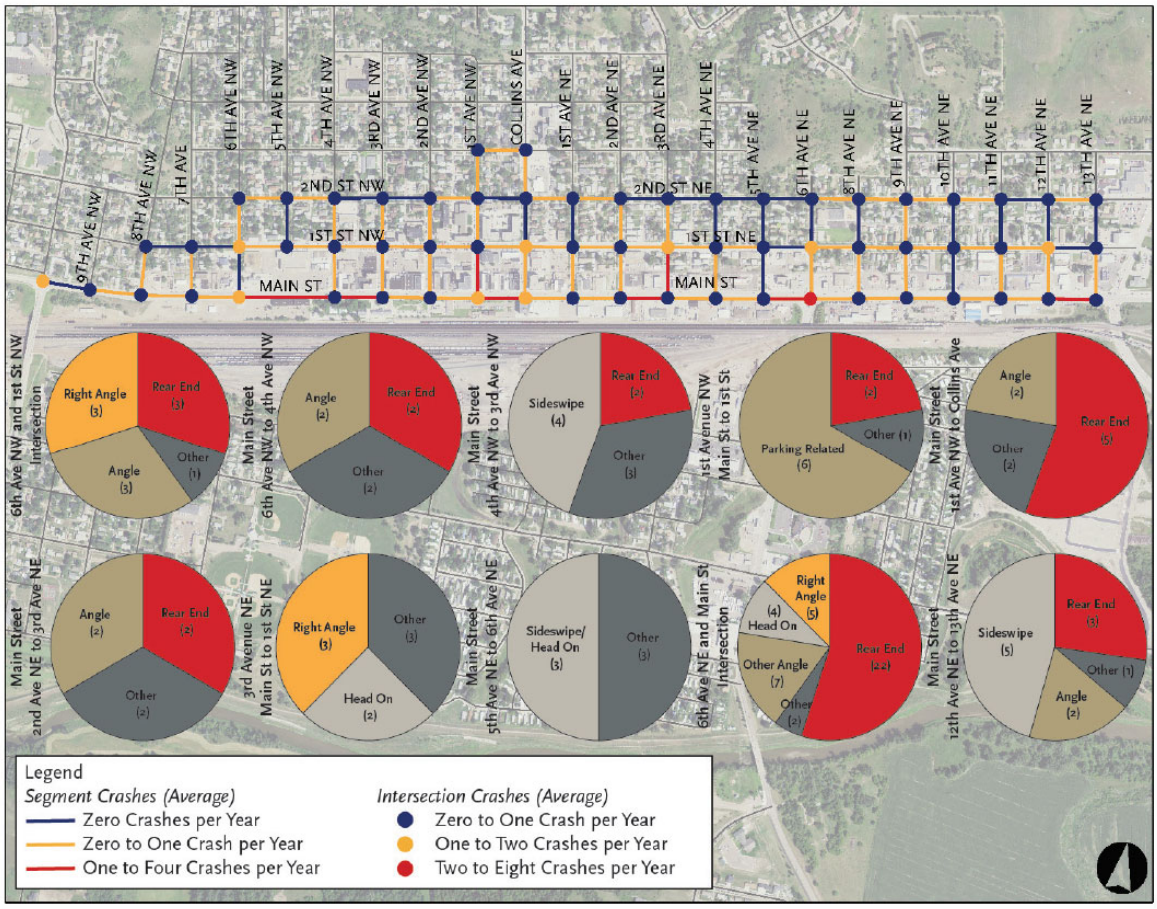
Lighting

Mix of LED and high-pressure sodium.

Crash Rate or Number of Crashes?

Minimal concern within the corridors of this project. Figure 38 from the Study illustrates an NDDOT traffic operations study done in the fall of 2016.

Figure 38: Crashes in Study Area



32 MANDAN DOWNTOWN SUBAREA STUDY

Other Known Safety Concerns?

Pedestrian crossing. Poor bicycling conditions. ADA accessibility.

Intersections (how many, type, control, etc.)

Reconstruction limits include going through 2 intersections and 4 alleyways.

Is parking allowed and what type?

Yes. Predominately angle.

Are there any bridges, box culverts, etc. within the project corridor?

52

No.

What is the condition of the existing sanitary sewer, storm sewer, and water lines?

Watermain needs replacement under much of the proposed project area, and possibly sanitary sewer unless we accomplish that with trenchless methods. That decision has yet to be made. It is anticipated that a fair amount of storm inlet work will be needed and about 3,000 feet of storm sewer main replacement as well.

Are there any Access points to adjoining property that present a special concern?

None of particular concern.

Bicycle/Pedestrian, and Public Transportation Accommodations (Sidewalk, shared use paths, bicycle lanes)?

Sidewalk of varying widths along most of these corridors. An important element of this project would be to make sure sidewalks meet ADA compliance standards and that they fit with the goal of creating a more accessible district.

Is there an existing transit or other public transportation facility located within the project limits?

The Capital Area Transit (CAT) fixed route service comes within a block of the west side of the project limits.

Do any school buses, transit buses, other multi-modal vehicles, etc. use this route?

School buses and Transit bus services.

Does a RRX or RR facility exist within the project limits?

No, BNSF main line and rail yard is a couple blocks south of most of this work, just south of Main Street.

Other existing conditions that are not listed identified above?

None

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

This project's main goal and objective is to reconstruct 1st Street NW from east of 4th Avenue NE to 2nd Avenue NE intersection and several avenues between Main Street and 2nd Street NW in the core downtown area of Mandan. The proposed project will entail new pavement, beautification elements such as landscaping and streetscape improvements, pedestrian facilities, lighting, as well as replace municipal utility infrastructure as needed. As described above, the City's intent is to phase these improvements.

Proposed Length

Approximately 4,500 feet for the 3 phases of the project. Approximately 1,700 feet for Phase 1, approximately 1,400 feet for anticipated Phase 2 (this application), and approximately 1,400 feet for anticipated Phase 3.

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

Proposed cross sections will be similar to the existing as seen above. During preliminary design, we will evaluate sidewalk widths vs. roadway widths to determine if changes will help accomplish the goal of making the district more pedestrian friendly. Changes to the existing cross sections are not anticipated to be major in nature.

Proposed Surfacing Type

The preferred surfacing will be concrete pavement. The estimate provided reflects all concrete surface.

Proposed Lighting, if applicable

We will want to incorporate new LED lighting into this project. We will explore decorative where it makes sense.

Proposed Traffic Control changes

With the urban regional project programmed, Main Street got all new traffic signalization in 2019. Within the Study, an alternate for consideration was for 1st Street to be a roundabout corridor. That ranked lower than

some of the other alternatives, but we would still consider during preliminary design if it made sense for any of these intersections at that time. Also, we would check for any signalization warrants, although the preliminary indication is that changes from existing intersection traffic control may not be warranted.

Proposed Safety Improvements

Reconstruct sidewalks to meet ADA compliance. Updated signage and striping where applicable to make traffic flow clearer to all modes of transportation. Evaluate opportunities to improve parking configurations.

Proposed Intersection Improvements

Will look at any signalization warrants or roundabouts during preliminary design. It is planned to have curb bulb outs at 1st Street intersections. Improvements to sidewalk ramps.

Proposed Traffic Calming Measures

Urban design elements to narrow the feel of the corridor, such as planters and bulb outs, will be considered.

Will parking be allowed and type?

Yes. We will keep the angle parking for the majority of the corridor and consider a possible trial of reverse angle parking that could be extended if well received.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

No.

Will any private utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project or potentially in the recent future (identify year)? Have private utilities been coordinated with?

Yes, most of the watermain under many of these streets will need to be replaced. Also, expect that most of the storm sewer will need to be replaced that runs under many of these streets. Sanitary sewer replacement should be minimal. Most of it runs in the alleys in the project area. What does not could be done with trenchless technologies. Private utilities have not yet been contacted.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

None of particular note.

Will a Sidewalk or shared use path be installed or replaced?

Yes. Most of the sidewalk along these streets are in poor condition and in need of replacement.

What ADA improvements will need to be made on this project?

Currently, there are many areas of non-compliance as previously stated. We will bring all sidewalk within these project limits up to ADA compliance.

Do any special accommodations need to be made for school buses, public transportation, other multi-modal vehicles, etc. on this route?

None anticipated.

Proposed Railroad Crossing Work

No.

Other Proposed Improvements

Nothing else major anticipated.

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

None anticipated.

Lakes, waterways, floodplains Wetland

No.

Stormwater management

Updated stormwater facilities throughout planned. However, no major stormwater issues exist in this particular project area.

Hazardous materials sites

The project area is in direct correlation with the diesel spill recovery effort that has been ongoing for over 10 years. The recovery has been a great success, with over 95% of the product being recovered and wells are actively being retired.

Hazardous materials on existing structure

None in addition to the above.

Upland habitat

None.

Endangered/threatened/migratory species

None.

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

There is public park space on the south side of Main Street near this project. None directly along the proposed corridor though.

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

None known of.

Through/adjacent to tribal land

None known of.

Additional comments on Environmental/Cultural Issues section

Historic in nature being in the core downtown area of the City.

Miscellaneous Issues of Proposed Improvements

Construction Restrictions *(migratory bird, local events, etc.)*

Mandan Progress Organization events occur typically about five or six weekends over the summer months. During construction, we would want to be cognizant of those and prepare accordingly.

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

None anticipated. However, full reconstruction of all sidewalks will be right up to the property line with zero building setbacks in many cases. Will need to be cognizant of that throughout.

Proposed Traffic Control during Construction

Temporary traffic control will be utilized to get the public through the site. Closures are expected since the

project is a reconstruct. The City will coordinate with the property owners and businesses as much as possible.

Ineligible Project Items

We recognize that the watermain replacement and any sanitary sewer work will all need to be locally funded. We may want to address the condition of our alleyways at the same time as well. If so, we recognize that will be locally funded as well.

Additional comments on Miscellaneous Issues section

None.

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total (Phase 2)	Federal (Phase 2)	State (Phase 2)	Local (Phase 2)
Preliminary & Final Engineering	$312,511	$250,009	0	$62,502
Eligible Item Construction and Contingency	$3,750,127	$3,000,102	0	$750,025
Construction Engineering	$312,511	$250,009	$0	$62,502
Subtotal – UGP Eligible (Participating)	$4,375,149	$3,500,119	0	$875,030
Watermain Replacement (includes Engineering)	$406,141	0	0	$406,141
Total Project	$4,781,290	$3,500,119	$0	$1,281,171

The above table assumes that UGP funding for FY25-26 combined will allow the City to complete Phases 1 and 2 in consecutive years, if the UGP grant application is successfully funded for both phases. The City would intend to submit an application for phase 3 in the subsequent solicitation round.

Please see attached preliminary detailed cost estimate for the project dated October 2023 for more detail on the anticipate scope of construction.

What is the source of the local funds?

City sales tax fund, City wide property taxes and special assessments to benefiting properties. If Municipal Infrastructure Funds are deposited as scheduled, we plan to ask our commission about the possibility of applying those as well. As previously stated, the City has already expended $190,000 of local funds to-date to complete design and boundary surveys, preliminary environmental, data collection, preliminary engineering and detailed cost analyses.

MANDAN DOWNTOWN STREET IMPROVEMENTS
1ST STREET NW, 4TH AVENUE NW TO 2ND AVENUE
CITY OF MANDAN PROJECT NUMBER: TBD
NDDOT PROJECT NUMBER: TBD
KLJ PROJECT NUMBER TBD
OCTOBER 2023
CONCRETE PAVEMENT, CURB AND GUTTER, STORM SEWER, WATERMAIN, SIDEWALK, PAVEMENT MARKING, LIGHTING, LANDSCAPING

SPEC	CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE		*COST (ANTICIPATED PHASE 2)***
103	0100	CONTRACT BOND	L SUM	1	$100,000		$ 38,500
202	0136	REMOVAL OF PAVEMENT	SY	27,425	$20		$ 214,056
202	0130	REMOVAL OF CURB & GUTTER	LF	8,244	$10		$ 28,798
202	0230	REMOVAL OF INLETS	EA	21	$1,000		$ 7,700
203	0101	COMMON EXCAVATION-TYPE A	CY	1,006	$40		$ 15,796
216	0100	WATER	M GAL	338	$75		$ 9,951
251	0000	EROSION CONTROL	L SUM	1	$20,500		$ 7,893
302	0120	AGGREGATE BASE COURSE CL 5	TON	15,955	$45		$ 282,249
550	0112	8IN NON-REINF CONCRETE PAVEMENT CL AE	SY	20,176	$120		$ 991,452
570	0713	8IN CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED	SY	941	$200		$ 51,040
702	0100	MOBILIZATION	L SUM	1	$1,000,000		$ 385,000
704	1100	TRAFFIC CONTROL	LSUM	1	$150,000		$ 57,750
709	0151	GEOSYNTHETIC MATERIAL TYPE R1	SY	22,908	$4		$ 36,886
714	0210	PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	62	$165		$ 2,904
714	0615	PIPE CONC REINF 24IN CL III	LF	963	$190		$ 99,275
714	0820	PIPE CONC REINF 30IN CL III	LF	255	$225		$ -
722	0110	MANHOLE 60IN	EA	5	$12,000		$ 26,400
722	4060	INLET MOUNTABLE CURB-TYPE B	LF	31	$6,900		$ 60,720
722	3510	INLET-TYPE 2	EA	21	$9,000		$ 69,300
722	6240	ADJUST UTILITY APPURTENANCE	EA	18	$500		$ 3,554
724	0210	FITTINGS-DUCTILE IRON	LBS	250	$25		$ -
724	0310	GATE VALVE & BOX 8IN	EA	15	$4,000		$ 17,600
724	0314	GATE VALVE & BOX 12IN	EA	8	$8,000		$ 17,600
724	0291	REMOVE & REPLACE GATE VALVE W/BOX 4IN	EA	2	$4,500		$ 4,950
724	0311	REMOVE & REPLACE GATE VALVE W/BOX 8IN	EA	2	$5,000		$ -
724	0313	REMOVE & REPLACE GATE VALVE W/BOX 12IN	EA	10	$9,000		$ 39,600
724	0600	WATER SERVICE	LF	1,389	$55		$ 29,995
724	0412	8IN HYDRANT	EA	2	$8,000		$ -
724	0430	REMOVE HYDRANT	EA	2	$2,000		$ -
724	0830	WATERMAIN 8IN PVC	LF	2,049	$120		$ 74,976
724	0850	WATERMAIN 12IN PVC	LF	1,567	$150		$ 81,180
724	0000	WATER LINE CONNECTION	EA	56	$2,000		$ 24,200
748	0140	CURB & GUTTER-TYPE I	LF	8,244	$40		$ 115,192
750	0030	PIGMENTED IMPRINTED CONCRETE	SY	348	$200		$ 38,280
750	0100	SIDEWALK CONCRETE	SY	5,774	$100		$ 195,580
750	0107	SIDEWALK - DECORATIVE	SY	386	$200		$ 42,460
750	0150	SIDEWALK TRENCH DRAIN	EA	12	$4,500		$ 21,325
750	0300	STEPS CONCRETE	L SUM	1	$50,000		$ 19,745
750	1020	DRIVEWAY CONCRETE 8IN	SY	827	$100		$ 8,262
750	2115	DETECTABLE WARNING PANELS	SF	579	$55		$ 12,510
754	0000	PERMANENT SIGNING	LSUM	1	$20,000		$ 7,700
762	0000	PREFORMED PATTERNED PVMT MK	L SUM	1	$70,220		$ 24,577
770	9402	LIGHTING SYSTEM (AESTHETIC)	L SUM	1	$450,000		$ 173,250
970	0001	LANDSCAPING APPURTENANCES	L SUM	1	$200,000		$ 77,000

PROJECT SUMMARY TABLE

	Phase 2
Subtotal - Participating	$3,125,106.00
Contingency (20%) - Participating	$625,021.00
Prelim & Final Engineeering (10%) - Participating	$312,511.00
Construction Engineering (10%) - Participating	$312,511.00
Total Cost - Participating (Storm + Road)	$4,375,149.00

Subtotal - Watermain	$290,101.00
Contingency (20%) - Watermain	$58,020.00
Prelim & Final Engineeering (10%) - Watermain	$29,010.00
Construction Engineering (10%) - Watermain	$29,010.00
Total Cost - Watermain	$406,141.00

ROW Acquisition	
Utility Relocation	

Total Project Cost **$4,781,290.00**

**Applied 10% increase to bid items to account for future inflated pricing
Phase 2 is 1st Street NW from 4th Ave NW to 2nd Ave NW; 3rd Ave NW from Main St to 1 St NW; and 2nd Ave from Main St to 1st St NW.

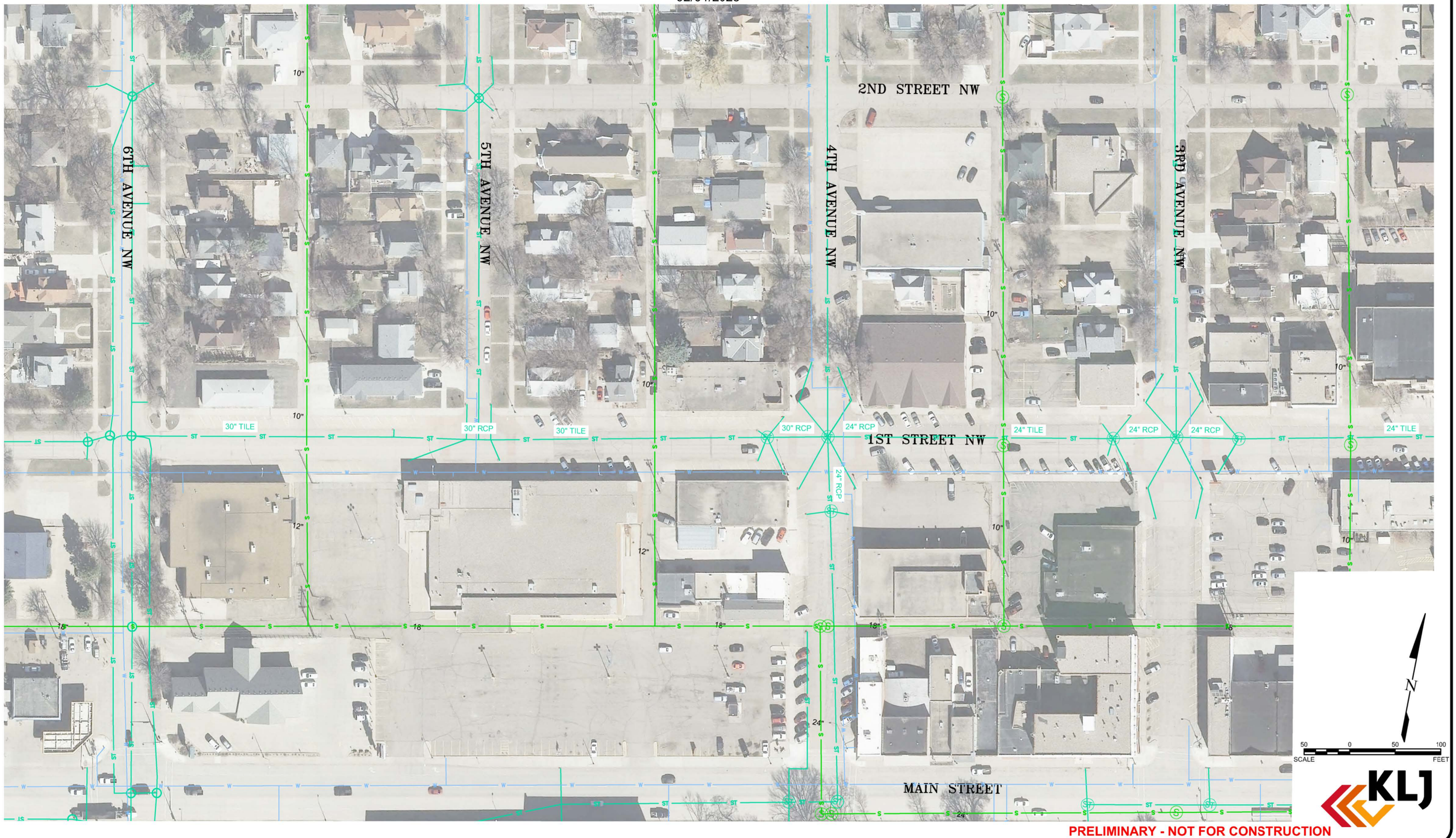
MANDAN DOWNTOWN SID217

UTILITY MAP - EXHIBIT 1

02/01/2023

NOTE(S)

1. UTILITIES BASED ON 2012 DATA.



PRELIMINARY - NOT FOR CONSTRUCTION

© KLJ 2023

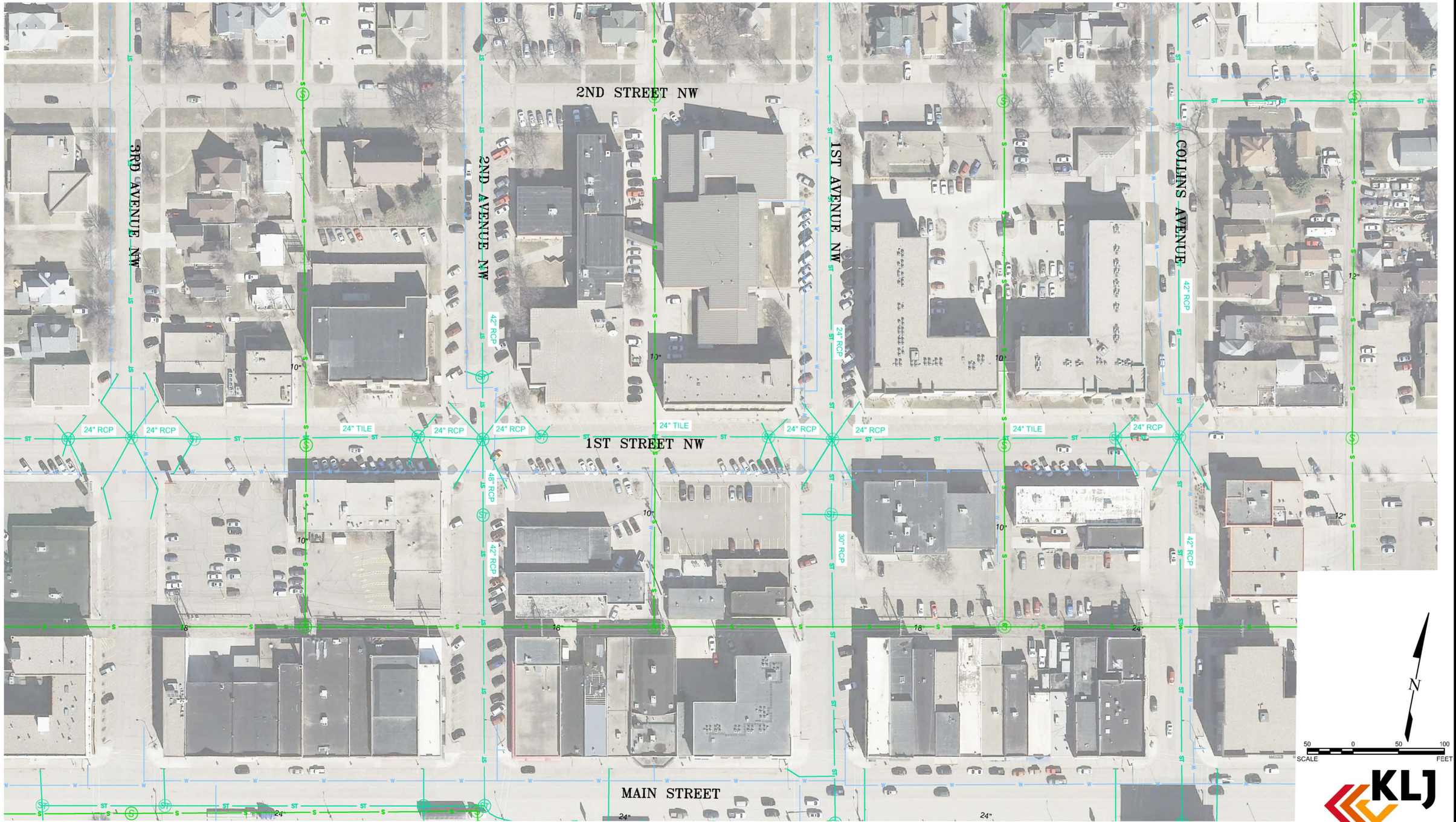
MANDAN DOWNTOWN SID217

UTILITY MAP - EXHIBIT 2

02/01/2023

NOTE(S)

1. UTILITIES BASED ON 2012 DATA.



PRELIMINARY - NOT FOR CONSTRUCTION

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EXHIBIT H

TRANSPORTATION ALTERNATIVES PROJECT SUMMARY - FY26

BMMPO BIKE-PED SUBCOMMITTEE RANKING 10/31/2023 | MPO STAFF SCORING 11/01/2023

Submitting Agency	Description	Total Cost / Federal Cost	Project Type	1	2	3	4	5	6	7	8	9	10	Bike Ped Subcommittee Average Rank	MPO Staff Score	Combined Score	Overall Rank
Bismarck Parks and Recreation District	**Sunrise Trail Connection (East Century Ave to Sunrise Park):** 10' wide shared use concrete trail extension from Sunrise Park to the future extension of Century Ave (approximately 858 LF or 0.16 Miles)	$591,800 - $473,440	Construction	3	3	3	3	1	3	3	1	3	3	2.6	2	4.6	3
City of Bismarck	**US 83/ State Street Multi-Use Trail Rehabilitation (Divide Ave to Calgary Ave NE):** 10' wide shared use path, asphalt overlay on approximately 5,700 linear feet along west side of State St, terminating at the Capitol grounds on Divide Ave	$412,000 - $329,600	Preservation	2	2	2	1	2	1	2	2	2	1	1.7	2	3.7	2
City of Mandan	**8th Ave NW/Mandan High School Pedestrian Trail**: 8' wide concrete trail paralleling 8th Ave NW on the east side from 24th St NW to 27th St NW, approximately 1,000 LF.	$580,000 - $464,000	Construction	1	1	1	2	3	2	1	3	1	2	1.7	1	2.7	1

klr_nov_2023

TA SCORING METHODOLOGY:

Step 1: Subcommittee members rank applications using either a pairwise or straight ranking. Members should not have ties and must rank all applications or none of their votes will be accepted. The individual ranks of each application will be averaged, and the resulting 'average' rank will be used in step 3.

Step 2: MPO staff will review the applications and score them according to the three TA-specific MTP objectives. If a project meets the objective all points are awarded. If the project does not meet the objective, no points are awarded. Objective 1A is 4 points; Objective 2B, 2C, and 2E are worth 1.66 points each (5 points collectively); and Objective 5C is 2.1 points. The applications with the most points of the group will be given a score of 1. Applications with the second most points will be scored 2, and so on.

Step 3: Score from step 1 and step 2 will be added together for each project to create a combined score.

Step 4: The top ranked construction project and the top ranked preservation project will be promoted as number 1 priorities. All remaining projects will be ranked in descending order according to the combined score or with a set priority (lesser than one) as determined by the Subcommittee.

TA SCORING OBJECTIVES *(For MPO Staff Use):*

TA Scoring Objectives
1A: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
2B: Maintain street signage and visibility (SMO)
2C: Maintain the current bicycle & pedestrian system (SMO)
2E: Maintain traffic signals, lighting, and other transportation ITS assets at acceptable levels (SMO)
5C: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)

1. Project: Sunrise Trail Connection — Total Points 7.1 /11.1
   Submitting Entity: BPRD — Score 2
   a. Objective 1A: - 4 pts
   b. Objective 2B: X 1.666 pts
   c. Objective 2C: X 1.666 pts
   d. Objective 2E: X 1.666 pts
   e. Objective 5C: X 2.1 pts

2. Project: State St/US 83 Multi Use Trail Rehab — Total Points 7.1 /11.1
   Submitting Entity: City of Bismarck — Score 2
   a. Objective 1A: - 4 pts
   b. Objective 2B: X 1.666 pts
   c. Objective 2C: X 1.666 pts
   d. Objective 2E: X 1.666 pts
   e. Objective 5C: X 2.1 pts

3. Project: 8th Ave NW-Mandan High School Pedestrian Trail — Total Points 11.1 /11.1
   Submitting Entity: City of Mandan — Score 1
   a. Objective 1A: X 4 pts
   b. Objective 2B: X 1.666 pts
   c. Objective 2C: X 1.666 pts
   d. Objective 2E: X 1.666 pts
   e. Objective 5C: X 2.1 pts

TA SCORING RESULTS

Number (in order of rank)	**Agency/ Project**	**Score**			**Rank**
		MPO	**Subcommittee**	**Combined**	
1	City of Mandan / 8th Ave NW Pedestrian Trail				
2	BPRD / Sunrise Trail Connection				
2	City of Bismarck / State Street Multi Use Path Rehab				

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NDDOT Transportation Alternatives Grant Application
FY 2026

Sunrise Trail Connection

Sunrise Park to East Century Avenue

BISMARCK PARKS AND RECREATION DISTRICT
Est. 1927

NDDOT Transportation Alternatives Grant Application

1. **Project Name:** Sunrise Trail Connection – East Century Avenue to Sunrise Park

2. **Project Location:** Bismarck, North Dakota

3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)

4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58504
701-222-6455 kklipfel@bisparks.org

5. **Project Sponsor:** City of Bismarck

6. **Sponsoring Official:**
Gabe Schell, City Engineer
City of Bismarck
221 North 5th Street, Bismarck, ND 58501

7. **Project Description:**
The proposed project includes a trail extension of the well-utilized Sunrise Trail from the East Century Avenue extension north to Sunrise Park. Sunrise Trail is currently part of a safe and accessible trail connection to Sunrise Park and Sunrise Elementary School from many residential subdivisions and with this connection, can also serve as a commuter and recreational trail connection to the East Century Trail, 43rd Avenue Trail and all businesses in the heart of northeast Bismarck. *Please refer to Exhibit 1, Project Location Map.*

The **Sunrise Trail connection** would be a 10' shared use concrete trail that will begin where the existing trail ends in Sunrise Park and go south to the future Century Avenue extension, approximate **858 LF**. The new trail connection would add .16 miles to the trail system in northeast Bismarck. The proposed trail project also includes a drainageway crossing to allow for safe and accessible connection from Sunrise Park to the greater E. Century Avenue Trail and the entire community trail system. *Please refer to Exhibit 1, Project Location Map.*

8. Project Cost:
The estimated construction cost of the proposed trail segment is $ 591,800 including a 10% contingency. Federal funds in the amount $ 473,440 are requested. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. *Please refer to a detailed Preliminary Cost Estimate, Exhibit 4.*

9. What TAP category best fits your project?
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

10. Supporting Data:

1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?

a. The **Arrive 2045 Metropolitan Transportation Plan (MTP)** highlights the need for safe trail alternatives to traditional transportation options, including Objective 5C: "Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan".

b. The Sunrise Trail Extension is identified in the Active Mobility Plan portion of the **Together 2045 – Bismarck's Comprehensive Plan** as a needed trail connection. See Exhibit 5.

c. The **Bismarck Mandan MPO Bicycle and Pedestrian Master Plan** includes five goals for the community, and this proposed project helps to fulfill all five goals.

d. The **2023-2028 State of North Dakota State Comprehensive Outdoor Recreation Plan** – Recreational Trail Needs identifies that Region 7, which includes Burleigh County, the primary need is non-motorized trails. In addition, the **Bismarck Parks and Recreation District conducted a community survey** in 2023 and paved recreational trails ranked #2 in importance of recreational amenities. See Exhibit 5.

2) Is your project tied to another project? If so, please explain.

The proposed trail connections would tie into the Century Avenue Trail, Sunrise Trail and the larger trail system in northeast Bismarck. The funding of the proposed project is not directly tied to any other trail project.

3) How does your project fit with similar projects in your community and/or region?

Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the entire community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to residents and visitors of the community.

4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.

a. Bismarck Parks and Recreation District
b. City of Bismarck
c. Bismarck-Mandan Metropolitan Planning Organization

11. Public Accessibility:

Bismarck Parks and Recreation District will own and maintain the trail. In addition to regular maintenance to keep the trails in good condition, BPRD also clears the trails in the winter to allow for use year-round. BPRD strives to meet and exceed all ADA guidelines when planning and maintaining trails.

12. Matching Funds Provided By:

Bismarck Parks and Recreation District will provide matching funds.

13. Will Right of Way For This Project Be Needed?

No. The trail alignment will be on BPRD-owned property or the City of Bismarck easement.

14. Maintenance of This Project Will Be Provided By:

The Bismarck Parks & Recreation District will provide the required trail maintenance.

15. Environmental Impacts

1) Land Use -The land use adjacent to the proposed trail includes recreational/public use and residential. There are minimal negative impacts to land use as a result of this trail.

2) Farmland -No farmland will be affected as a result of the trail.

3) Social -This project is expected to have a positive impact upon the neighborhood and the community as a whole. The trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation.

4) Economic -The positive economic benefits to the immediate area are expected to be small. The economic benefit of trails in general, to the community as a whole, is much greater.

5) Relocation -Neither people or businesses will be relocated by this project.

6) Wetlands -This proposed trail corridor does cross designated wetlands and would be permitted through the US Army Corps of Engineers. BPRD will use all best practices to ensure that any wetlands are as undisturbed as possible.

7) Flood Plain - The proposed trail does not go through the floodplain.

8) Threatened or Endangered Species -There are no threatened or endangered species within or along the project corridor.

9) Cultural Resources - There are no known cultural resources within this development area.

10) Hazardous Waste -There are no known hazardous waste sites within the project area.

16. Signatures

Contact Person: _____ Date: 10/23/2023
Kevin Klipfel, BPRD Executive Director

Sponsoring Official: _____ Date: 10/27/23
Gabe Schell, City Engineer

MPO Official: _____ Date: _____

17. Attachments

Exhibit 1 – Project Location Map
Exhibit 2 – Trail Site Plan
Exhibit 3 – Pedestrian Path Easement Map
Exhibit 4 – Preliminary Cost Estimate
Exhibit 5 – Community Plan Support
Exhibit 6 – Existing Conditions
Exhibit 7 – BPRD Board of Park Commissioner Minutes
Exhibit 8 – City of Bismarck Endorsement
Exhibit 9 – MPO Endorsement

Exhibit 1 – Project Location Map

Exhibit 2 – Trail Site Plan

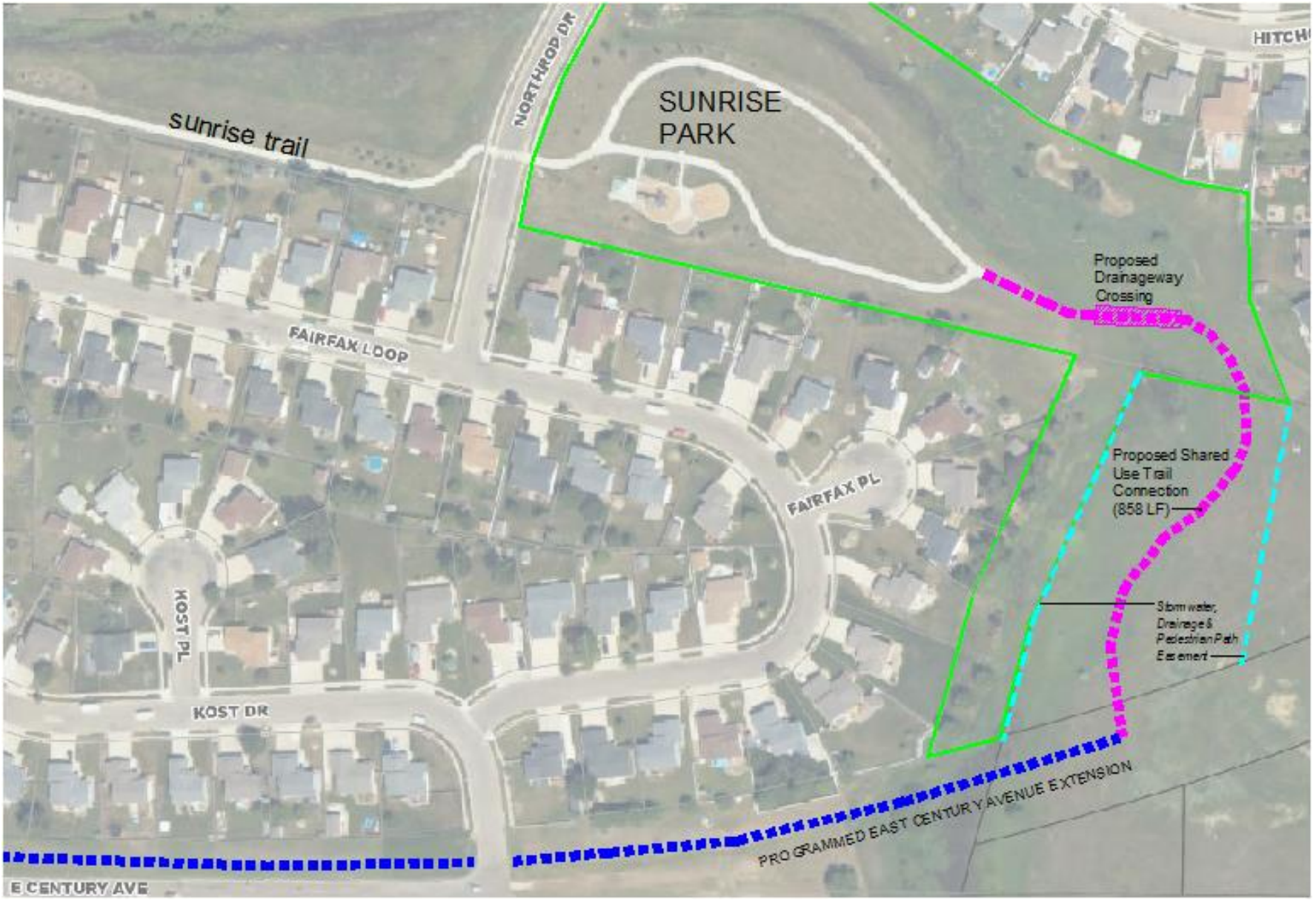


Exhibit 3 – Easement Map

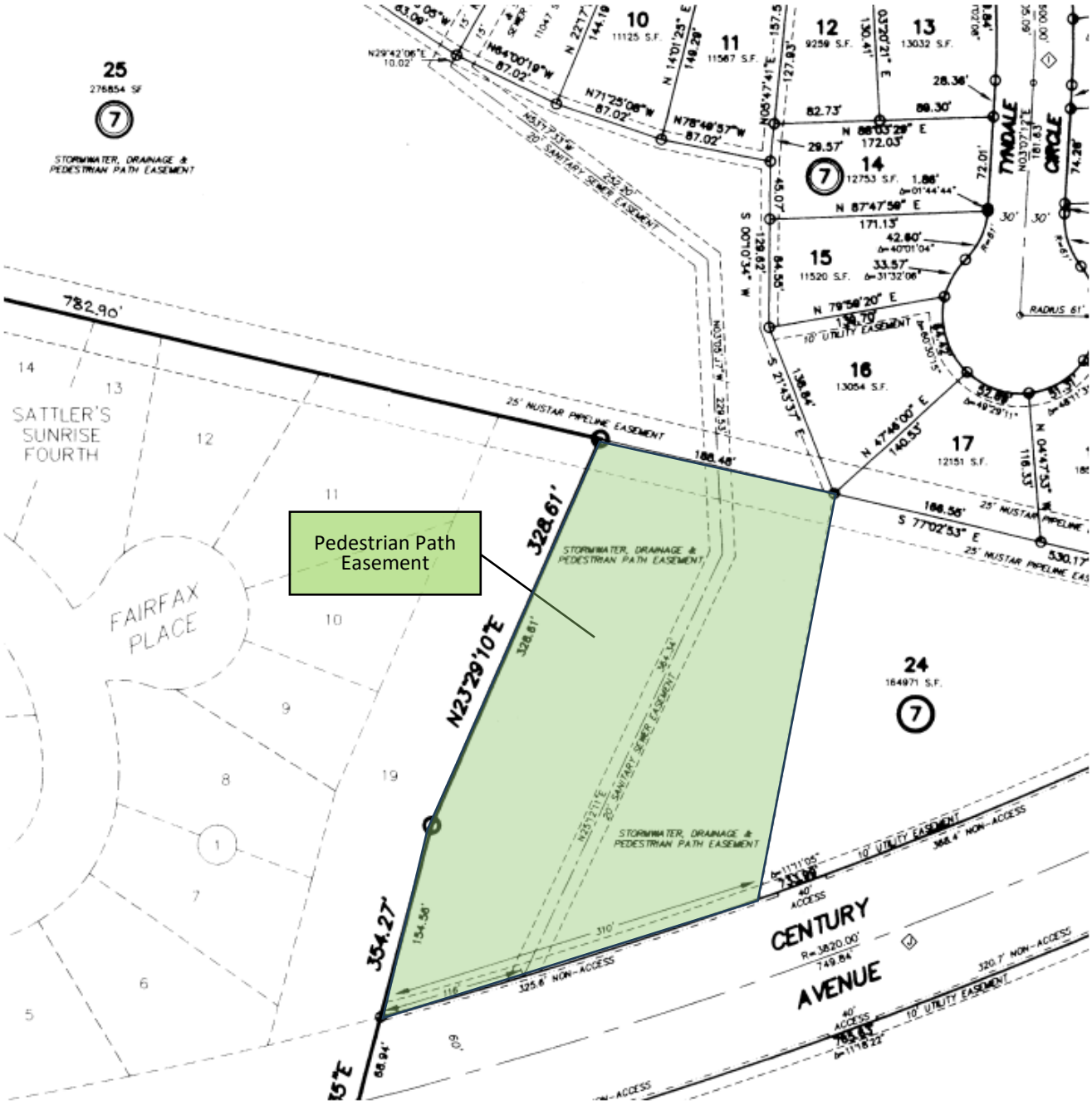


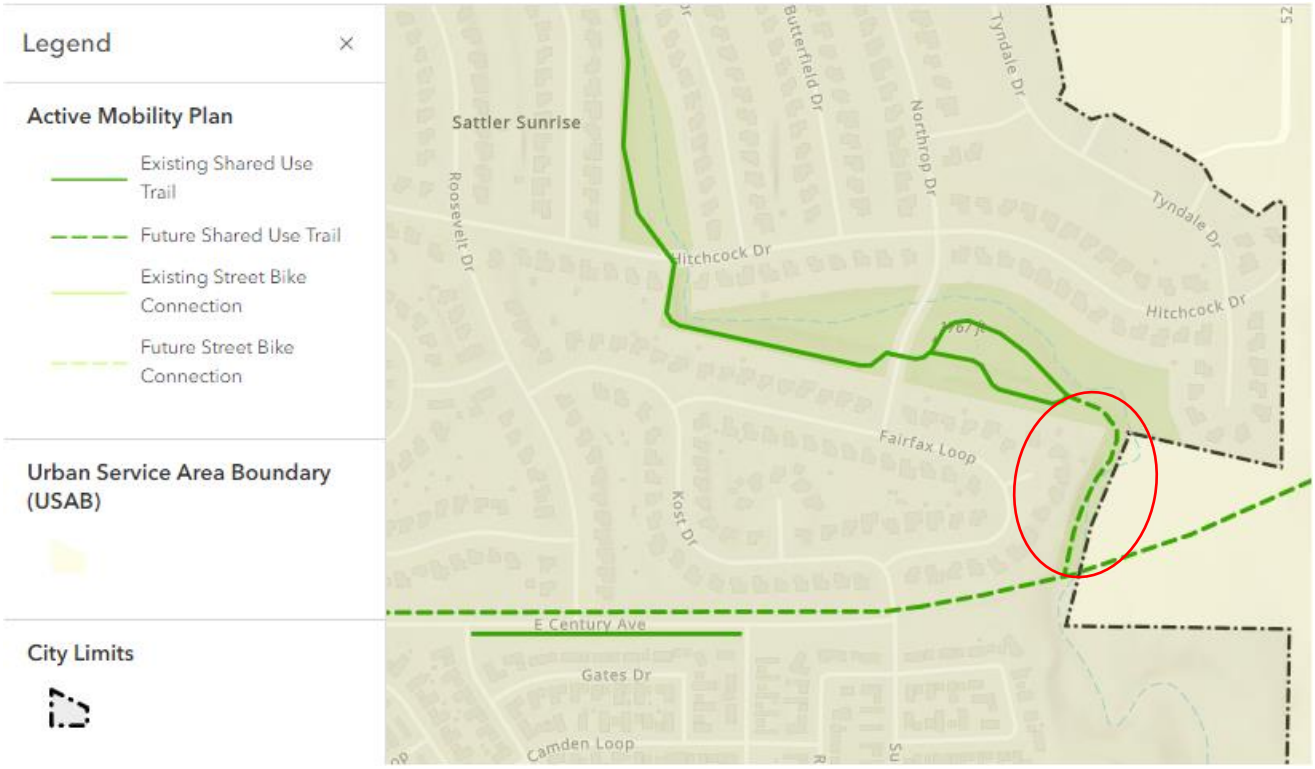
Exhibit 4 – Preliminary Cost Estimate

Sunrise Trail Extension					
East Century Avenue to Sunrise Park					
Estimated Total Trail Length = 858 LF (.16 miles)					
Preliminary Opinion of Cost					9/15/2023
Item	Description	Quantity	Unit	Unit Price	Total
1	Mobilization	1	EA	$ 40,000	$ 40,000
2	Contract Bond	1	EA	$ 7,000	$ 7,000
3	Topsoil (remove and replace)	1200	CY	$ 35	$ 42,000
4	Earthwork cut/fill	1	LS	$ 50,000	$ 50,000
5	Seeding	2	ACRE	$ 3,500	$ 7,000
6	Hydro Mulch	2	ACRE	$ 4,500	$ 9,000
7	Aggregate Base Course CL 5	1150	TON	$ 60	$ 69,000
8	4" Concrete	900	SY	$ 70	$ 63,000
9	Pedestrian Bridge	1	LS	$ 230,000	$ 230,000
10	Trailhead Sign	1	LS	$ 6,000	$ 6,000
11	Traffic Control	1	LS	$ 5,000	$ 5,000
12	Erosion Control	1	LS	$ 10,000	$ 10,000
				Total Construction Cost =	$ 538,000
				Construction Contingency (10%) =	$ 53,800
				Inflation (5% per year) =	$ 88,770
				Total Estimated Construction Cost =	**$ 680,570**

Exhibit 5 – Community Plan Support

Together 2045 – Active Mobility Plan

https://bismarck.maps.arcgis.com/apps/mapviewer/index.html?webmap=41ebfa037ff2460889570fc3300f89eb



Bismarck Parks and Recreation District 2023 Community Input Survey Results

https://www.bisparks.org/wp-content/uploads/2023-Community-Input-Survey-Results.pdf

Exhibit 6 – Existing Conditions

View from Sunrise Park loop trail looking east

View from E. Century ROW looking east

Bird’s eye view looking east

Bird's eye view looking west

Exhibit 7 – BPRD Board of Park Commissioners Minutes

MINUTES OF THE BOARD OF PARK COMMISSIONERS
September 21, 2023

The Board of Park Commissioners held their regular meeting on September 21, 2023 in the Tom Baker meeting room of the City/County Building. President Gilbertson called the meeting to order at 5:15 pm. Commissioners Jeske, Jordan, Odell and Zimmerman were present. The pledge of allegiance was said. President Gilbertson asked for a moment of silence to honor Burleigh County Commissioner Becky Matthews who passed away.

Commissioner Jeske moved to approve the agenda as presented. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

Finance Director Kathy Feist provided an overview of the 2024 proposed budget. President Gilbertson opened the public hearing on the 2024 budget. He asked three times for anyone opposed to or concerned with the budget to appear before the Board. The then asked three times for anyone in favor of the budget to appear before the Board. Nobody appeared before the Board. President Gilbertson closed the public hearing.

Commissioner Jordan moved to approve the second reading of the 2024 budget and approve the mill levy. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

Commissioner Jeske moved to adopt the 2024 operating budget. Commissioner Odell seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

Facilities and Programs Director Mike Wald recognized local award winners from the North Dakota Recreation & Park Association's (NDRPA) annual conference. The Partnership Award honors organizations that developed a successful partnership to create a program that benefits the community, region or state and increases awareness of the importance of parks, recreation, and leisure services in quality of life. Bismarck Public Schools and the City of Bismarck were recognized at the NDRPA Awards Banquet on September 13 for their partnership with Bismarck Parks and Recreation District for the Local Foods Program.

The Outstanding Young Professional Award honors NDRPA members with less than 10 years of experience who are age 35 or younger that have shown leadership and commitment to the field of parks and recreation. Facilities Manager Dylan Thiem received this award.

Commissioner Jeske moved to approve the following items on the consent agenda:

- Consideration of August 17, 2023 Board meeting minutes.
- Consideration of the following professional consultant's selection and agreements:
  - Meridian Drive to General Sibley Park Trail Project
  - Bismarck Municipal Ballpark Project
  -
- Consideration of the following agreements/addendums:
  - Bismarck Youth Baseball field use agreement extension
  - Bismarck Public Schools ice arena use agreement
  - Bismarck Hockey Boosters ice agreement addendum
- Approval of the following:
  - Submit a Transportation Alternatives Grant application to the North Dakota Department of Transportation for fiscal year 2026
  - Call for 2024 equipment, vehicles and golf cart bids

Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

The next regular Board meeting will be held October 19, 2023 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 5:35 pm.

City Administration

TO: Gabe Schell, City Engineer

DATE: September 27, 2023

FROM: Jason Tomanek, Assistant City Administrator

SUBJECT: North Dakota Department of Transportation Transportation Alternatives Funding Solicitation

The Board of City Commissioners met on Tuesday, September 26, 2023, and considered the request to pursue NDDOT Transportation Alternatives Program Funding.

The Commission considered the request to pursue the NDDOT Transportation Alternatives (TA) funding for Sunrise Trail extension from Sunrise Park to Century Avenue contingent on BPRD approval and rehabilitation of the multi-use trail along US 83/State Street from Divide Avenue to Calgary Avenue and approved it as presented.

EXHIBIT J

Bismarck ENGINEERING

October 20, 2023

Pam Wenger, TA Program Manager
Local Government Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Re: FY26 Transportation Alternative Program Application

Ms. Wenger,

We are pleased to submit the attached application for a Transportation Alternative Program (TA) project to be considered for 2026 funding. The US 83/State Street multi-use trail was constructed in 2003 and links the ND State Capital Grounds to the recreational trail network in north Bismarck. This trail is one of only three trail crossings of Interstate 94 adjacent to roadways and one of only seven crossings for pedestrians overall. The NDDOT's 2023 State Street Safety Improvement project brought all non-conforming ADA ramps into compliance but did not address the trail itself. The rehabilitation of the US 83/State Street trail will improve the facility for the non-motorized public to safely access a large and growing retail area adjacent to the corridor and provide recreational opportunities for all users.

The trail has reached the end of its useful life and requires an overlay to restore the trail to a more serviceable condition. The investment made in this trail earlier in the pavement life cycle will result in delaying the more expensive trail reconstruction project that at some point will be required.

Thanks you for the opportunity to submit this project and please contact me if you have any questions.

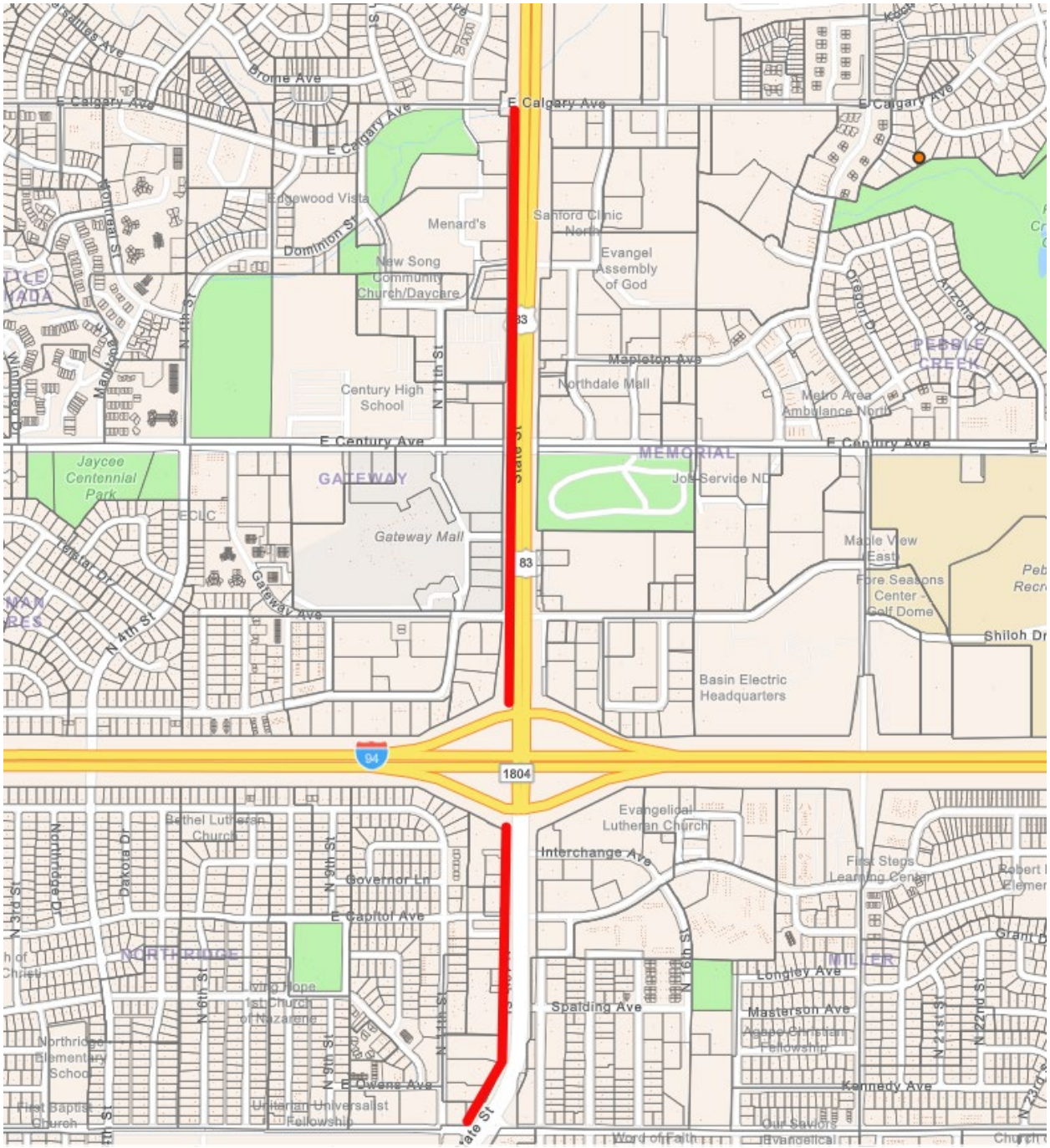
Sincerely,

Gabe Schell, PE
Bismarck City Engineer
Attachments

Project Name:

US 83/State Street multi-use trail Rehabilitation

1. **Project Location:**
   The project is located along the west side of US 83/State Street beginning north of Divide Avenue and continuing north to Calgary Avenue NE as shown in red.



2. **Project Contact:**
   City of Bismarck

3. **Contact Person:**
   Gabe Schell, City Engineer
   gschell@bismarcknd.gov
   701-355-1505
   P.O. Box 5503
   Bismarck, ND 58506-5503

4. **Project Sponsor:**
   Board of City Commissioners
   City of Bismarck

5. **Sponsoring Official:**
   Michael Schmitz, Mayor
   mschmitz@bismarcknd.gov
   701-355-1300
   P.O. Box 5503
   Bismarck ND 58506-5503

6. **Project Description:**
   The project includes approximately 5700 LF of asphalt pavement trail rehabilitation from the southwest corner of the intersection of Divide Avenue and State Street/US 83 to the southwest pedestrian ramp of US 83/Calgary Avenue. The 10' wide shared use path would be rehabilitated north/south along west side of State Street that terminates at the ND Capitol Grounds and provides connectivity to east/west facilities such as sidewalks and on-street bike lanes on Divide Avenue and sidewalks and shared use paths on Century Avenue and 43rd Avenue.

7. **Project Cost**
   The estimated construction cost of the proposed improvements is $412,000 with requested TA funds of $329,600 and local match of $82,400. Please find the detailed estimate prepared by City of Bismarck Engineering staff below.

State St Multi-use Trail Rehab

Divide Av to Calgary Av

ITEMS	QTY	UNITS	PRICE	TOTAL
Contract Bond	1	LS	$ 5,000.00	$ 5,000
Common Excavation	100	CY	$ 100.00	$ 10,000
Hot Bit	750	TON	$ 220.00	$ 165,000
Approach Transitions	18	EA	$ 5,000.00	$ 90,000
seeding	1	ACRE	$ 2,000.00	$ 2,000
Traffic Control	1	LS	$ 15,000.00	$ 15,000
Mobilization	1	LS	$ 20,000.00	$ 20,000
Asphalt Removal (Trail Transitions)	18	EA	$ 2,000.00	$ 36,000
Undeveloped Design Details (10%)				$ 34,300
Subtotal (2023)				$ 377,300

Total (2026) (3%/3 Years)				**$ 412,000**
		TA Request (80%)		**$ 329,600**
		Local Match (20%)		**$ 82,400**

8. **TA Category:**
   Type A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

9. **Supporting Data:**
   The purpose of this project is to provide improve network connectivity of the non-motorized user by improving the trail surface for ease of walkability and rideablility. This project would increase non-motorized access to retail, shopping and housing uses in north Bismarck and provide critical system linkage to recently constructed or programmed pedestrian facilities on 43rd Avenue NE. All modifications to the traffic signal systems and ADA facilities along State Street/US 83 have been upgraded as part of the 2023 safety project and no funds are being requested from the TA program for that work.

10. **Public Accessibility:**
    This project is located in the public right of way of State Street (US Highway 83). NDDOT would be the owner with City of Bismarck responsible through our cost participation and maintenance agreement with NDDOT for day to day maintenance.

11. **Matching Funding Provided by:**
    If a projected is awarded, the City of Bismarck will budget for a project through our Capital Improvements Program for the year the project is awarded. Matching funds would be sales tax.

12. Right-of–way Requirements:

All construction will be contained within the public right-of-way and will be operated and maintained by the City of Bismarck.

13. Maintenance of this Project:

Steve Salwei
Public Works Service Operations Dept
City of Bismarck

Maintenance responsibilities would be the City of Bismarck. Typically, Bismarck Parks and Recreation District provides snow removal services on shared use paths throughout Bismarck through a mutual agreement.

14. Environmental Impacts:

- Land Use: No impacts, all construction will be conducted within the public right-of-way
- Farmland: No farmland will be impact, all work with in the urbanize area of the City of Bismarck
- Social: Positive social impact by providing an opportunity for the public. Improve health and safety the public by improving the ability to walk and bike.
- Section 4(f) & 6(f): No impacts anticipated.
- Economic: No negative economic impacts anticipated
- Relocation: No impacts, all construction will be conducted within the public right-of-way
- Wetlands: No impacts, all construction will be conducted within the public right-of-way
- Floodplain: No impacts, all construction will be conducted outside of regulatory floodplain or floodway.
- Threatened or Endangered Species: No impacts, all construction will be conducted within the public right-of-way
- Cultural Recourses: No impacts, all construction will be conducted within previously disturbed areas within the right-of-way.
- Hazardous Waste: No impacts anticipated, all construction will be conducted within the public right-of-way

15. Required Signatures:

Contact Person:

Gabe Schell

10/20/23

Gabe Schell, City Engineer — Date

Responsible Official:

10/24/23

Mayor, City of Bismarck — Date

MPO Official:

Policy Board Chairman — Date

City Administration

TO: Gabe Schell, City Engineer

DATE: September 27, 2023

FROM: Jason Tomanek, Assistant City Administrator

SUBJECT: North Dakota Department of Transportation Transportation Alternatives Funding Solicitation

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The Commission considered the request to pursue the NDDOT Transportation Alternatives (TA) funding for Sunrise Trail extension from Sunrise Park to Century Avenue contingent on BPRD approval and rehabilitation of the multi-use trail along US 83/State Street from Divide Avenue to Calgary Avenue and approved it as presented.

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NDDOT Transportation Alternatives Program Application FY 2026

8th Ave NW – Mandan High School Pedestrian Trail

FY 2026

NDDOT's Transportation Alternatives Program Application

1. **Project Name** — 8th Ave NW – Mandan High School Pedestrian Trail

2. **Project Location** — Mandan, North Dakota

3. **Project Contact** — City of Mandan

4. **Contact Person** — Jarek Wigness, City Engineer
City of Mandan
205 Second Ave NW
Mandan, ND 58554
(701) 667-3225
jarek.wigness@cityofmandan.com

5. **Project Sponsor** — City of Mandan

6. **Sponsoring Official** — Mr. Tim Helbling, Mayor
205 Second Avenue NW
Mandan, ND 58554
(701) 667-7460
Tim.helbling@cityofmandan.com

7. **Project Description**
The project consists of construction of a new pedestrian trail connecting to the existing pedestrian trail that ends at the intersection of 8th Ave NW and 24th St NW. The project will consist of 1,000 linear feet of 8-foot-wide concrete trail paralleling 8th Ave NW from 24th St NW to 27th St NW. To construct the trail, the ditch along 8th Ave NW will be filled in and an 18" storm sewer pipe will be installed in the existing ditch to maintain drainage. ADA ramps will be installed as necessary along the trail. The project is located near the new Mandan High School, scheduled to open in August 2024. There is a segment of missing pedestrian trail at this location.

8. **Project Cost**
The estimated construction cost of the proposed trail is $580,000.00 including a 10% contingency to allow for items, conditions, or events which are uncertain at this time. The estimated cost also includes a 12% inflationary rate for year of expenditure dollars (FY 2026). The city is requesting a $464,000.00 grant to cover 80% of project costs.

9. **What TA Category Best Fits Your Project?**
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. With the new high school being constructed, there is a need to construct this segment of trail.

10. **Supporting Data**
    - **a.** Is your project part of an identified recreation or transportation plan?

i. *Arrive 2045,* the Bismarck-Mandan Metropolitan Planning Organization's (BMMPO) Metropolitan Transportation Plan has a strong bicycle and pedestrian trail priority. Goal 5 of *Arrive 2045* is to increase alternative transportation modes to automobile travel, with a critical objective to:

> Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan.

ii. The Bismarck-Mandan Bicycle + Pedestrian Plan's goals three and four reference maintaining safe and comfortable bicycle facilities for people of all ages and protecting the public's investment in the bicycling system over the long-term.

iii. The 2015 Mandan Land Use & Transportation Plan identifies the Northwest Growth Area surrounding the new Mandan High School, where the proposed project is to take place, as one of the highest anticipated growth areas.

iv. The Mandan Parks & Recreation Plan 2021-2023 Strategic Plan states an initiative to prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options. Pursuing TA funding is a strategic priority of the Mandan Park District and will also help the agency meet another strategic initiative, to provide high quality parks and amenities and provide for their upkeep, maintenance, and replacement.

v. The 2018-2022 North Dakota State Comprehensive Outdoor Recreation Plan identifies Non-Motorized Trails, such as pedestrian trails, as the number one priority of Region 7, which includes Morton County. 66% of Region 7 households identified trails for walking, running, bicycling, or horseback riding as a primary outdoor recreational need.

b. Is your project tied to another project?

i. No, the work is independent.

c. How does your project fit with similar projects in your community and/or region?

i. Mandan Park District is committed to providing a comprehensive trail system for the betterment of the community. MPD continues to rehabilitate existing trails and expand on the trail system as growth continues to occur.

All applicable references from recreation and transportation plans are included in Exhibit C.

d. Provide documentation of governmental agencies that are in support of this project. Also please provide documentation of support, if any, from the general public, other groups, and organizations.

i. City of Mandan

ii. Bismarck-Mandan Metropolitan Planning Organization

11. **Public Accessibility**
    Mandan Park District will own and operate the facility. Mandan trails are available free of charge to all users.

12. **Matching Funds Provided By:**
    City of Mandan will provide matching funds. If awarded a TA program grant, the City of Mandan is committed to providing $116,000 of local funds for the 20% match requirement of the program.

13. **Will Right of Way For This Project Be Needed?**
    The proposed project is within existing city right-of-way and no additional right-of-way will be necessary for the project.

14. **Maintenance of This Project Will Be Provided By:**
    The Mandan Park District will provide the required trail maintenance for this project.

15. **Environmental Impacts**
    - **a.** Land Use: The land adjacent to this proposed pedestrian trail is comprised of Single Family Residential. There are minimal to no impacts on land use as a result of this pedestrian trail. There are approximately 17 single family residential properties immediately adjacent to this portion of pedestrian trail between 24th St NW and 27th St NW. No changes or potential changes to land use are likely to occur due to the proposed pedestrian trail, other than those changes identified in the 2015 Mandan Land Use and Transportation Plan for the Northwest Mandan growth area, which may change the existing land uses over time as the City continues to grow.

    - **b.** Farmland: No farmland will be taken out of production as a result of the proposed pedestrian trail.

    - **c.** Social: The proposed pedestrian trail will improve access to and from various neighborhoods (both established and new), recreational areas, businesses and employment opportunities, public facilities, schools, and parks through alternative modes of transportation. The proposed project will ensure the future success, sustainability, and positive impact on the health and wellbeing of Mandan residents by encouraging more pedestrian and bicycle use and less dependency on motor vehicle travel.

    - **d.** Section 4(f) & 6(f): No Section 4(f) or Section 6(f) properties will be impacted by the proposed pedestrian trail.

    - **e.** Economic: Positive economic benefits to the immediate area are expected to be small but may include increased residential property values (across the country, adjacent trails have been proven to increase neighborhood desirability and therefore residential property values). The economic benefit to the Mandan community, is expected to be much greater.

    - **f.** Relocation: Neither people nor businesses will be relocated by this project.

g. Wetlands: The proposed project will avoid or mitigate impacts to any wetlands.

h. Floodplain: The proposed project is not within a floodplain.

i. Threatened or Endangered Species: There are no known threatened or endangered species within the project vicinity.

j. Cultural Resources: There are no properties on or eligible to be on the National Register of Historic Places within the project vicinity.

16. Hazardous Waste: There are no known hazardous waste sites within the project area.

17. Required Signatures and Dates

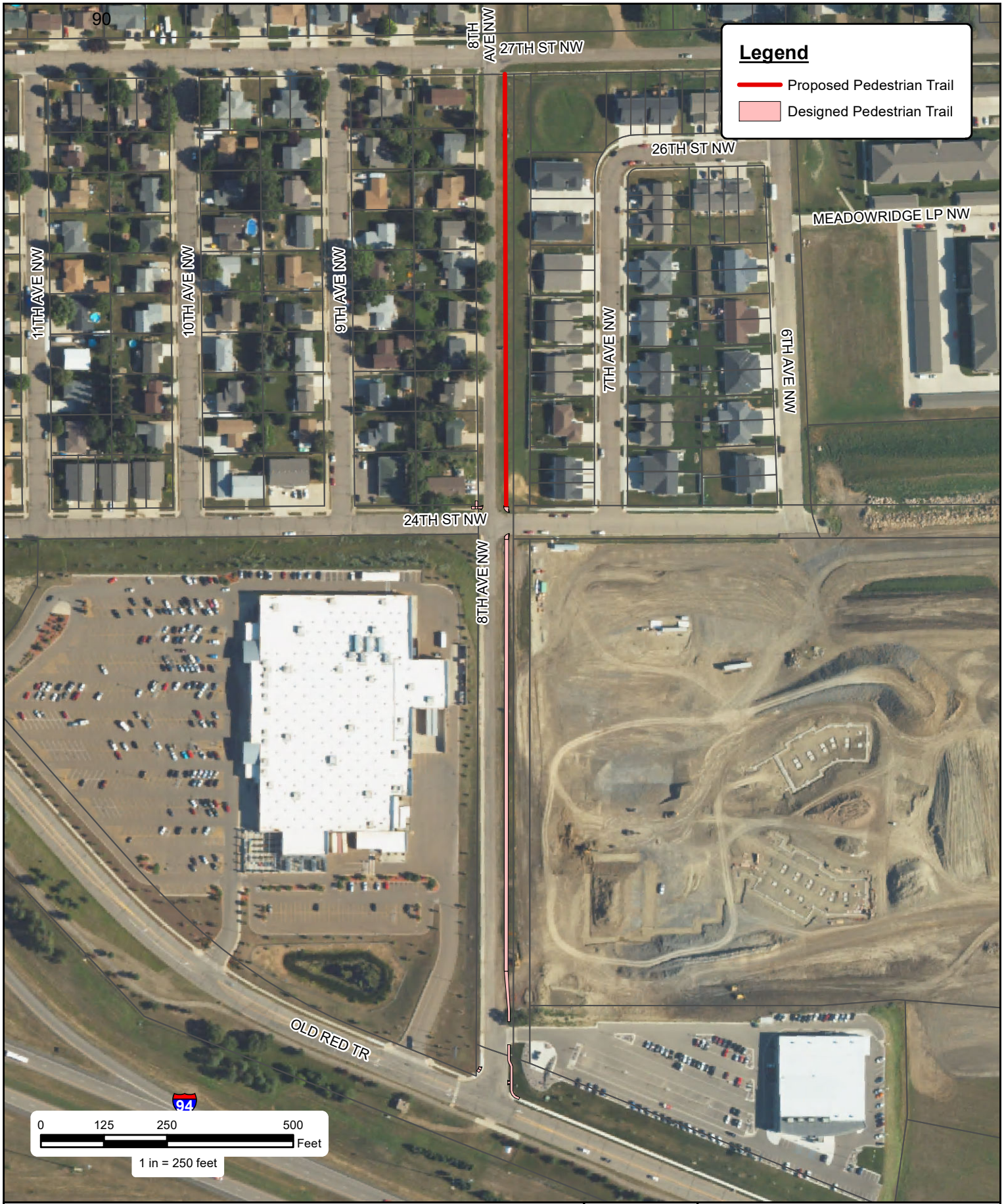
Contact Person: Jacob Wigner **Date:** 10-17-23

Sponsor: [signature] **Date:** 10-25-23

MPO Official: _____ **Date:** _____

18. Attachments

Exhibit A – Location Map
Exhibit B – Cost Estimate
Exhibit C – Applicable Plan References



8TH AVE NW – MANDAN HIGH SCHOOL PEDESTRIAN TRAIL
MANDAN, NORTH DAKOTA

N
W
E
S

moore engineering, inc.

Created By: KMV Date Created: 10/05/23 Date Saved: 10/05/23 Date Exported: 10/05/23
Plotted By: kyle.volk Parcel Date: XX/XX/20 Aerial Image: 2022 County NAIP SIDS Elevation Data: N/A
Horizontal Datum: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet Vertical Datum: NAVD1988
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8th Ave NW - Mandan High School Pedestrian Trail
Mandan, ND
Engineer's Estimate of Probable Cost

Base Bid		*UNIT*	*QUANTITY*	*UNIT PRICE*	*TOTAL PRICE*
1.	Mobilization	LSUM	1	$50,000.00	$50,000.00
2.	Testing Allowance	ALLOW	1	$7,500.00	$7,500.00
3.	Stormwater Management	LSUM	1	$5,000.00	$5,000.00
4.	Topsoil Stripping & Spreading	SY	2000	$5.00	$10,000.00
5.	Borrow Excavation	CY	2000	$6.00	$12,000.00
6.	Detectible Warning Panel	SF	32	$100.00	$3,200.00
7.	Concrete - 4"	SY	800	$150.00	$120,000.00
8.	Aggregate Base Course CL 5 - 4"	SY	800	$7.00	$5,600.00
9.	Subgrade Preparation	SY	800	$5.00	$4,000.00
10.	Signing	LSUM	1	$4,000.00	$4,000.00
11.	RCP Storm Sewer - 18"	LF	900	$165.00	$148,500.00
12.	Pavement Marking	LSUM	1	$3,500.00	$3,500.00
13.	Seeding Class III	SY	2300	$3.00	$6,900.00
14.	Traffic Control	LSUM	1	$3,500.00	$3,500.00
				Construction Subtotal	$383,700.00
				Contingincies	$38,370.00
				Engineering, Legal, Administration	$95,787.14
				Inflation (3 Years = 12%)	$62,142.86
				TOTAL PROJECT COST	**$580,000.00**
				Local Share	**$116,000.00**
				TA Grant	**$464,000.00**

moore engineering, inc.

Exhibit C - Applicable Plan References

ARRIVE 2045 GOAL 5:

Alternative Transportation Modes to Automobile Travel

Goal 5 incorporates the following goals, performance measures, and planning factors:

- National Performance Goals for congestion reduction, system reliability and environmental sustainability.
- National Performance Measure Categories of traffic congestion and on-road mobile source emissions.
- MAP-21 Planning Factors to increase accessibility and mobility of people and freight; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

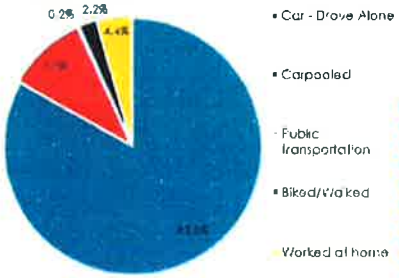
More people are choosing to use alternate modes of transportation to live a healthier lifestyle, reduce their environmental footprint, or spend less money out of their budget on transportation costs. Also, due to various social justice issues, certain portions of the population also are dependent on public transportation or non-motorized transportation. Regardless of the reason, it is important to provide a well-balanced transportation system that supports modes other than a single occupancy motor vehicle. This includes supporting alternative modes of transportation for users of all ages and all abilities.

Performance Measures

Existing Metrics and Targets:

Local MPO System Optional Requirements

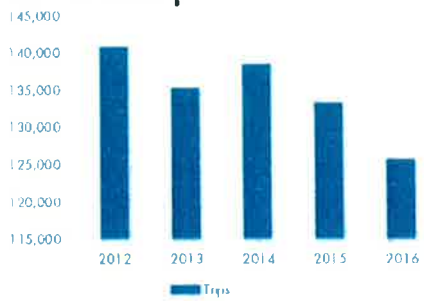
Mode Share



Desired Target:

Decrease single vehicle use

CAT Ridership



Desired Target:

Increase fixed route transit ridership

Miles of Facilities

Facility Type	Miles	
	Bismarck	Mandan
Multi-use Trails	52 miles	18 miles
Bicycle Lanes	4 miles	0 miles
Shared-Use Routes	5 miles	0 miles

Desired Target:

Increase miles of bicycle facilities

How will we achieve the goal?

Objectives:

- **5A**: Consider coordination with transit agencies to improve transit route efficiency, system productivity, and community awareness by implementing transportation investments that support the transit system (PBO)
- **5B**: Improve transit and rideshare opportunities for travelers commuting into Bismarck-Mandan from outside the urban area (PBO)
- **5C**: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
- **5D**: Improve the awareness and safety of bicycling, and educate both bicyclists and motorists on rules and responsibilities (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

CHAPTER 3:
Vision + Goals

VISION FOR WALKING AND BICYCLING

The Bismarck-Mandan Bicycle and Pedestrian Plan's vision is to convey that bicycling and walking are safe, comfortable, and convenient choices for all people. In hopes of creating an environment in which people feel comfortable and safe to bicycle and walk in Bismarck and Mandan.

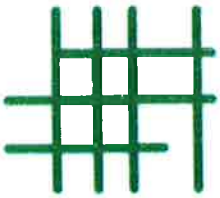
PLAN GOALS

The five goals described in the following sections help to promote the vision for the Plan. They serve as pillars which will support the development of the proposed network and implementation strategies discussed later in the Plan. The goals will also guide the implementation of the 5 E's of the Plan: Engineering, Education, Encouragement, Enforcement, and Evaluation. It was important that the goals developed for this plan were in line with the goals outlined within the MPO Long Range Transportation Plan all while responding to comments received by the public during the development of the plan.

Goal 1: Network Use

Increase the number of bicycling and walking trips made by people in Bismarck and Mandan.

Once perceived and real barriers are removed, walking and biking can become a daily experience for all residents, employees, and visitors. A well-established network gives people the option to not only be healthier but, be environmentally friendly by choosing to walk or bike. Encouraging people to bike and walk more frequently increases the number of bicycling and walking trips made by people.



Goal 2: Connectivity

Develop a connected network of bicycling and walking routes throughout both communities in partnership with local, regional and state partners. Connect bicycling and walking routes to community destinations and other transportation systems, including transit.

The connectivity of bicycle and pedestrian routes to not only community destinations but other transportation systems can decrease vehicle miles traveled per person in Bismarck and Mandan while providing viable options to combine travel needs. Connectivity of routes that lead people to community destinations is important as it promotes bicycling and walking not as a form of leisure activities but as alternative modes of transportation.

Goal 3: Safety and Comfort

Build and maintain safe and comfortable bicycling and walking facilities for people of all ages and abilities. Support driving, walking and bicycling behaviors that increase the safety of people who walk and bicycle.

Promoting and encouraging safe behaviors from drivers, walkers, and bicyclists offers a level of predictability to a functional system. Predictability of modes in a shared space better ensures the safety of drivers, bicyclists and pedestrians. By creating an environment in which all individuals feel safe and comfortable, this can be a driving force in encouraging biking and walking.

Goal 4: Maintenance

Protect the public's investment in the bicycling and walking system over the long-term and ensure system accessibility all year round.

Walking and bicycling can become a habitual part of daily life with a high-level of maintenance reliability. People will choose alternative modes of transportation when obstacles are reduced. The maintenance of public investment in the bicycling and walking system conveys the cities' commitment in trying to encourage people to bike and walk. It ensures people the permanency of these alternative modes of transportation.

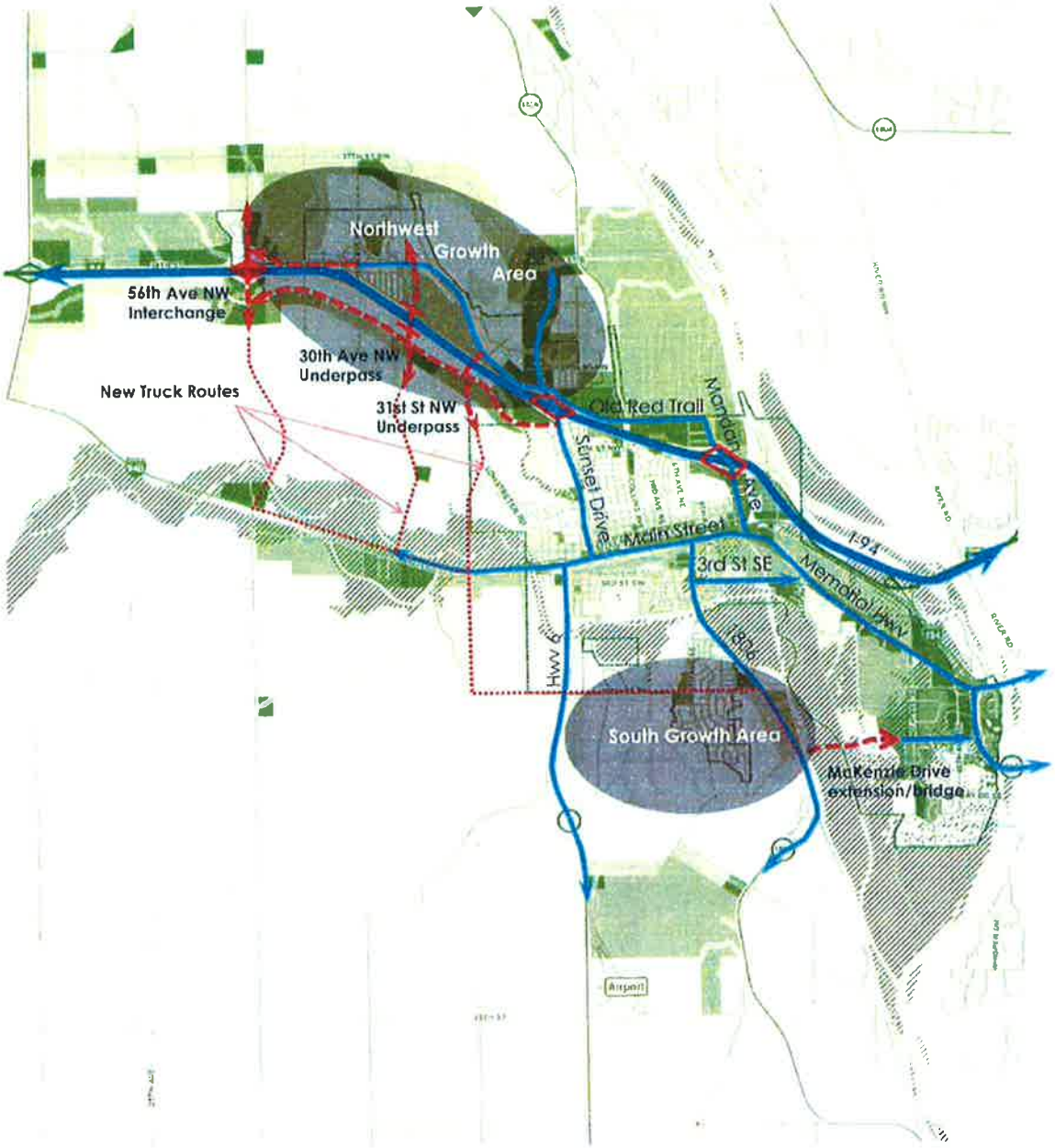
Goal 5: Planning

As new commercial and residential projects are planned, integrate bicycle and pedestrian facilities with project designs during the development review process.

Implementing improved facilities in the development review process not only increases opportunities to better allocate physical space needs, but property owners and developers reap the benefits of an enhanced public realm. By incorporating bicycle and pedestrian facilities in project designs during the development review process, this establishes a sense of permanency in advocating biking and walking in the community.

Impact of Key Recommendations

Taken together these key projects will serve the highest growth areas anticipated in Mandan in the next twenty years or more, and would serve to alleviate traffic, especially truck traffic, from some of the most congested roadway segments and points in Mandan: Sunset Drive/I-94 interchange, Sunset Drive, Main Street/1st Street, and 3rd Street SE.



Strategic Initiatives

1. Highest Quality of Financial Stewardship

Prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options.

2. Highest Quality of Parks & Amentities

Provide high quality parks and amentities and provide for their upkeep, maintenance and replacement.

3. Highest Quality of Facilities

Fund and support a maintenance schedule that provides high quality facilities with updated equipment.

4. Highest Quality Recreation Programs & Services

Provide high quality service and offer a diverse range of high quality recreational programs and opportunities for the entire community, while coordinating the best use of facilities and space.

5. Highest Quality of Staff & Team

Foster a work environment that encourages collaborative teamwork, develops, retains, and motivates quality park and recreational professionals.

6. Highest Quality Customer Service

Retain and provide excellent community/governmental partnerships and seek additional opportunities.

Tertiary Needs

Forty-eight percent of households in Region 6 are interested in using a boat, pontoon or personal watercraft for recreational boating other than fishing and 44% in using boat ramps or landings. Half of launch ramps without docks or slips in the region are in poor condition, according to providers.

Off-highway vehicle (ATV/dirt bike or side by side) trails are primary weaknesses in the region.

Outdoor golf driving or practice ranges are a primary weakness. Providers report 50% of outdoor driving ranges in Region 6 are in poor condition.

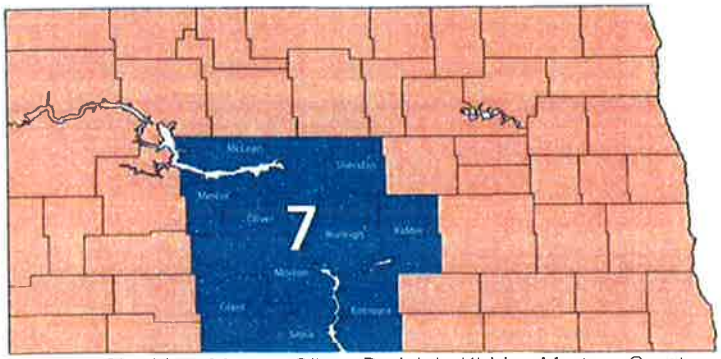
According to providers, 50% of outdoor skateboard parks and 25% of outdoor disc or Frisbee golf courses in the region are in poor condition.

REGION 7 FACILITY PRIORITIES

- 94% of Region 4 households report outdoor recreation is important.
- 54% of providers report demand for outdoor recreation facilities and activities exceeds supply.

Primary Needs

Trails for walking, running, bicycling or horseback riding are of interest to 66% of Region 7 households. Fifty-four percent are interested in using paved multi-use trails, 53% in modern trails, 47% in hiking trails, 46% in unpaved multi-use trails and 46% in semi-modern trails. Hiking trails and semi-modern trails are primary weaknesses. Providers listed paved multi-use trails (33%), unpaved multi-use trails (31%) and mountain biking trails (24%) as facilities where demand exceeds supply. According to providers, all exercise trails in the region are in poor condition, as are 29% of mountain biking trails.



McLean, Sheridan, Mercer, Oliver, Burleigh, Kidder, Morton, Grant, Sioux and Emmons Counties

Primary Needs	Secondary Needs	Tertiary Needs
Non-Motorized Trails	Campgrounds	Recreational Boating Facilities
Swimming/Water Facilities	Shooting Sport Facilities	Sports Courts/Fields
Playgrounds/Picnic Areas/Open Space Parks	Canoeing/Kayaking Facilities	Motorized Trails
	Winter Sports Facilities	Specialty Facilities

Fifty-one percent of North Dakota households in the region are interested in swimming outdoors with 48% interested in designated swimming beaches on lakes or rivers, 42% in regular swimming pools and 41% in specialty pools. Specialty pools and designated swimming beaches on lakes or rivers are primary weaknesses. Thirty-six percent of providers note demand exceeds supply for swimming beaches. According to providers, 33% of regular swimming pools and 20% of specialty pools in the region are in poor condition.

Sixty-five percent of North Dakota households in the region are interested in going to a park, natural area or green space to use a playground, enjoy nature or relax, with 56% interested in visiting modern parks or natural areas and 40% interested in semi-modern. Forty-eight percent are interested in playing at playgrounds. Forty-four percent are interested in visiting natural areas. Modern general purpose parks and recreation areas (28%) and

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PROGRESS REPORT

SRF COMMISSION NO.	022-15824
PROGRESS REPORT NO.	14
DATE	October 31, 2023

REPORTING PERIOD	October 1, 2023 through October 31, 2023
PROJECT NAME	Bismarck-Mandan MPO Transit Development Plan
PREPARED BY	Bill Troe
ROUTE/COPY TO	Teresa Carey
Percent Complete through Period	98%

COMPLETED ACTIVITIES PREVIOUS PERIOD (October 2023)

- Addressed comments received and returned the public review draft on October 2.
- Prepared presentation/review material for final round of approval/acceptance meetings.
- Gathered comments received during the review period to include in final update.
- Presented plan recommendations to the Bis-Man Transit Board – Received acceptance of the plan.

ONGOING ACTIVITY THIS PERIOD (November 2023)

- Complete presentations for final review.
- Address any outstanding comments.
- Print final documents.

PROJECTED ACTIVITY NEXT PERIOD (December 2023)

-
-
-

PROBLEMS ENCOUNTERED/ITEMS OF NOTE/SCHEDULE REVISIONS

- None.

2023 Transit Development Plan
Final Approval Schedule

The review process for the Bis-Man Transit - Transit Development Plan is underway and the draft document is available at bismantransit.com. The public is invited to offer comments on the draft plan from October 11, 2023 through October 24, 2023. Comments can be directed to Rachel Lukaszewski, Bismarck-Mandan MPO, 221 North 5th Street, Bismarck, ND, 58501 or 701-355-1852 or MPO@bismarcknd.gov

The plan will be considered for approval/acceptance by community boards on the following dates.

Bis-Man Transit Board	October 26 11:30 AM	Board Room Bis-Man Transit 3750 East Rosser Avenue Bismarck, ND
Mandan City Commission	November 7 4:00 PM	Ed "Bosh" Froehlich Meeting Room Mandan City Hall 205 2nd Avenue NW Mandan, ND

Bismarck-Mandan Metropolitan Planning Organization

BIS-MAN TRANSIT

Bismarck City Commission (Public Hearing)	November 14 5:15 PM	Tom Baker Room City/County Office Building 221 North 5th Street Bismarck, ND
Bismarck-Mandan MPO Technical Advisory Committee	November 20 10:00 AM	Ed "Bosh" Froehlich Meeting Room Mandan City Hall 205 2nd Avenue NW Mandan, ND
Bismarck-Mandan MPO Policy Board	November 21 1:30 PM	Ed "Bosh" Froehlich Meeting Room Mandan City Hall 205 2nd Avenue NW Mandan, ND

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at 701-355-1332, MPO@bismarcknd.gov, TTY 711, or 1-800-366-6888 at least five (5) days in advance of the meeting(s).

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EXHIBIT M

EXHIBIT M

BIS-MAN TRANSIT – TRANSIT DEVELOPMENT PLAN

FINAL APPROVAL PRESENTATIONS

OCTOBER-NOVEMBER 2023

BIS-MAN TRANSIT PLAN

SRF

Overview of Presentation

- Recommendations:
  - Addressing the Funding Gap
  - Service
  - Organization Structure
- Discussion

Bis-Man Transit Financial Conditions

Where Are We Today?

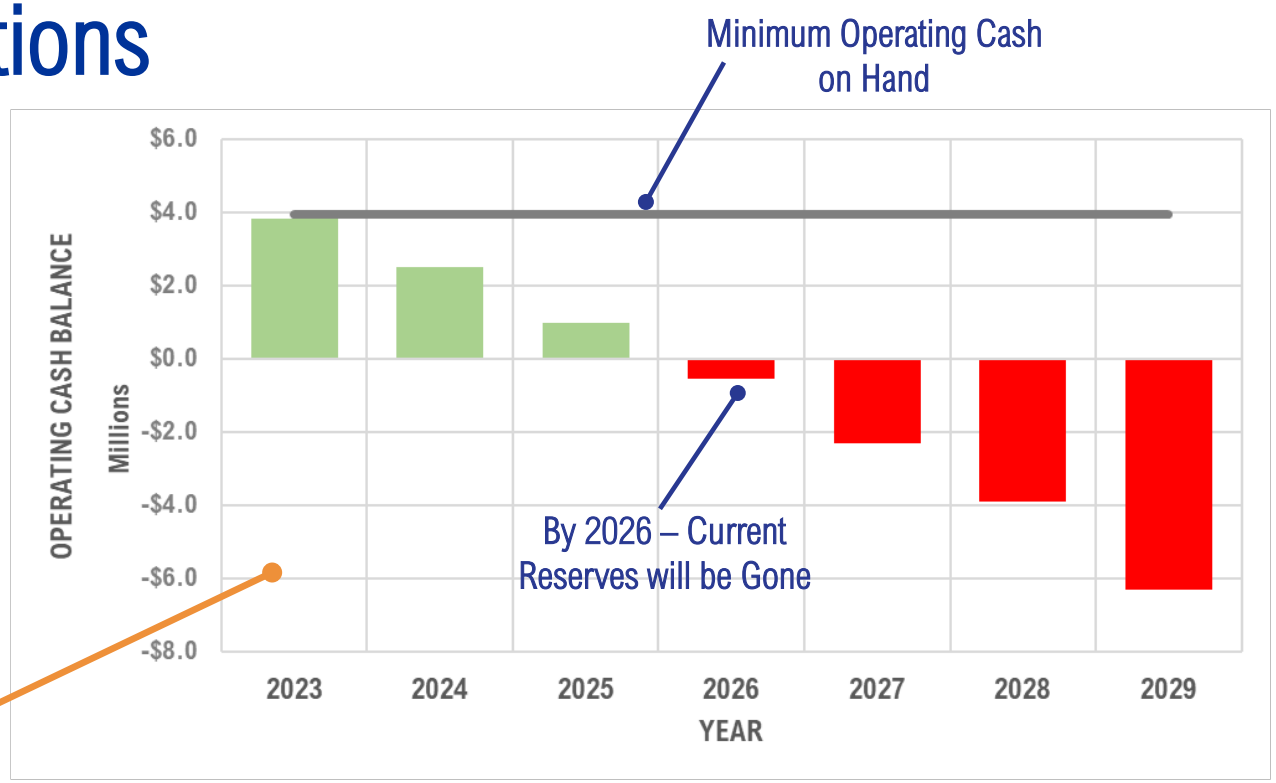
- Budget Issues of 2018/19 Have not been Resolved:
  - Costs Exceed Revenue
- CARES/ARPA Funding has Helped During Challenging Period
- Funds have been Exhausted

What is the Future?

NO ACTION/STATUS QUO

- Currently Account is at Operating Minimum

- 2024 Estimate $1.5 Million Below Operating Minimum
- By 2026 Operating Account is Exhausted



Financial Conditions

Adjustments Needed

- Annual Costs by $1.5 Million
- Revenue by $1.5 Million
- Share Responsibility to Close the Gap

What We Reviewed

- Options to SAVE Money, While Retaining Service:
  - Are there more cost-effective service options?
  - Adjust hours
- Options to Increase Revenue:
  - After Hours service: Fund from non-transit levy source
  - Increase transit levy
  - Others?

- What are User Impacts?
- Who is Impacted?
- How Much is Saved?
- How Much is Gap Reduced?

- What Benefits Does Transit Provide?

Service Options Reviewed

Characteristics of Option	Service Alternative					
			Convert to Demand Response			
	Current – Fixed Route / Paratransit / Non-ADA Demand Response	Fixed Route / Paratransit Only	Operate 20 Vehicles for Current Paratransit Hours	Operate 20 Vehicles for Current Fixed Route Hours	Operate 14 Vehicles for Current Fixed Route Hours and Days	Elderly and Disabled Only (Operate 14 Paratransit Vehicles and Current Paratransit Hours)
Change Relative to Current Service	Retain Current 6 Fixed Routes and Retain Current Paratransit/Non-ADA Service Levels	<u>All Service</u> 7 AM to 7 PM Weekdays 8 AM to 7 PM Saturdays No Sunday Service No Holiday Service	Same number of Vehicles as Current (14 Paratransit+6 Fixed Route) All Riders need to Reserve Their Trip at least One Day In Advance Reservations are First Come, First Served	Same number of Vehicles as Current (14 Paratransit+6 Fixed Route) All Riders need to Reserve Their Trip at least One Day In Advance Reservations are First Come, First Served	Operate 14 Vehicles in Service All Riders need to Reserve Their Trip at least One Day In Advance Reservations are First Come, First Served	Elderly and Handicapped Only Reserve Trip at least One Day in Advance (Same Number of Paratransit Vehicles) (Same Paratransit Hours)
Current Rider Impacts (Number of Daily Riders Impacted Reflects Average Daily First Half of 2023 Boarding Data)	No change - 303 daily FR and 258 Para Riders Accommodated	35 riders Weekdays/Saturday 41 rides on Sunday 51 rides on Holidays Move Trip Time / Do Not Make Trip	95 Fixed Route / Paratransit Riders not Served (Daily)	140 Fixed Route / Paratransit Riders not Served Weekdays/Saturdays 41 rides on no Served Sunday 51 rides on not Served Holidays No Paratransit Priority for Service	300 Fixed Route / Paratransit Riders not Served Weekdays/Saturdays 41 rides not Served Sundays 51 rides not Served on Holidays No Paratransit Priority for Service Concept Fares Reflect Current Paratransit – Increase from Fixed Route	303 Fixed Route Riders Per Day not Served
Eligible Federal Grants	5307 / 5310 / 5339	5307 / 5310 / 5339	5307 / 5310 / 5339	5307 / 5310 / 5339	5307 / 5310 / 5339	5310 / 5339
Annual Operating/Capital Cost	$7.1 Million (Average 2023-2029)	$6.7 Million (Average 2023-2029)	$7.4 Million (Average 2023-2029)	$6.6 Million (Average 2023-2029)	$5.3 Million (Average 2023-2029)	$5.6 Million
Funding Gap	$1.52 Million Operating Cash Account Depleted in 2026	$1.15 Million Operating Cash Account Depleted in 2026	$1.60 Million Operating Cash Account Depleted in 2026	$1.05 Million Operating Cash Account Depleted in 2026/27	Closes the Gap	$1.26 Million (Lose $1.7 million in 5307) Operating Cash Depleted within 2 Years of Implementing

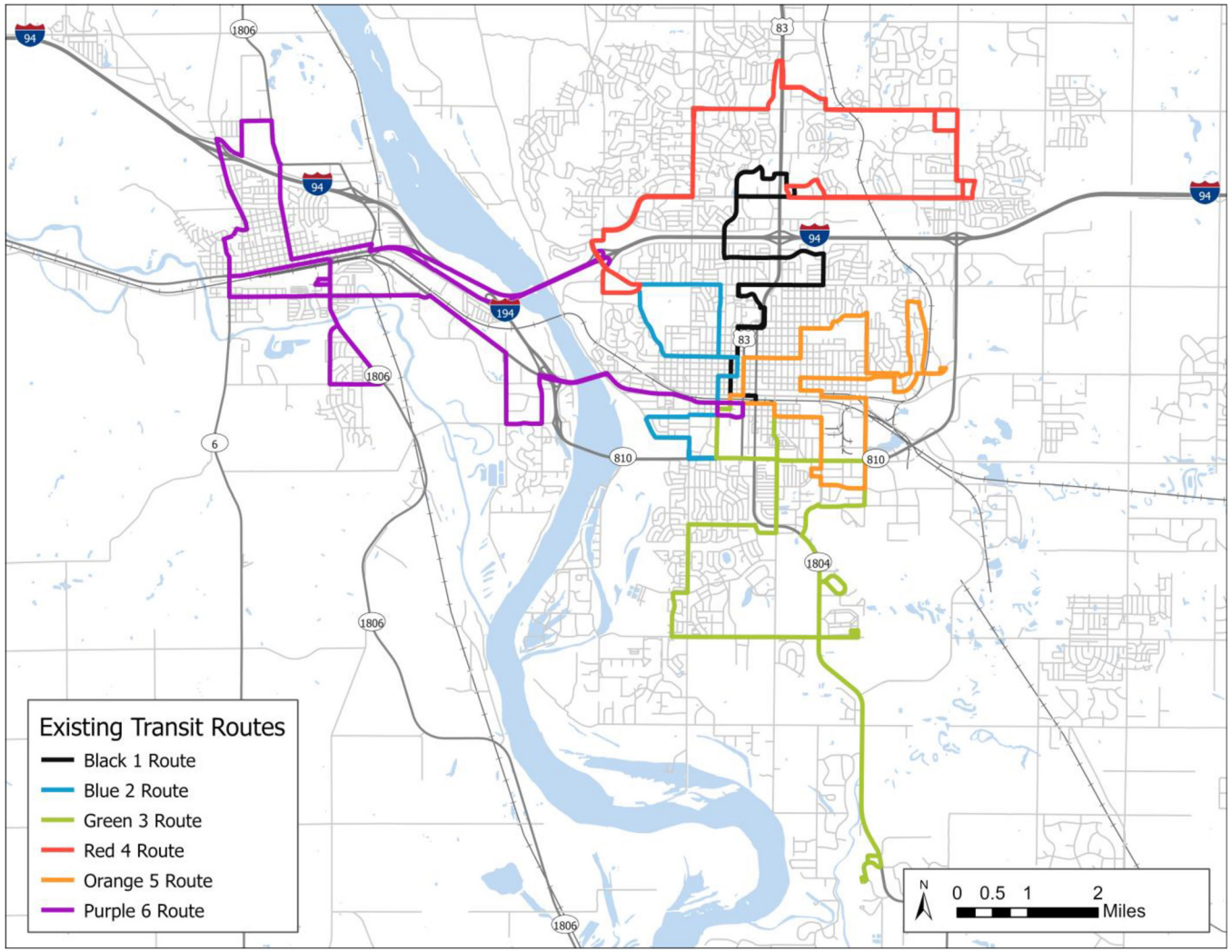
Service Options Reviewed

CURRENT RIDER IMPACTS

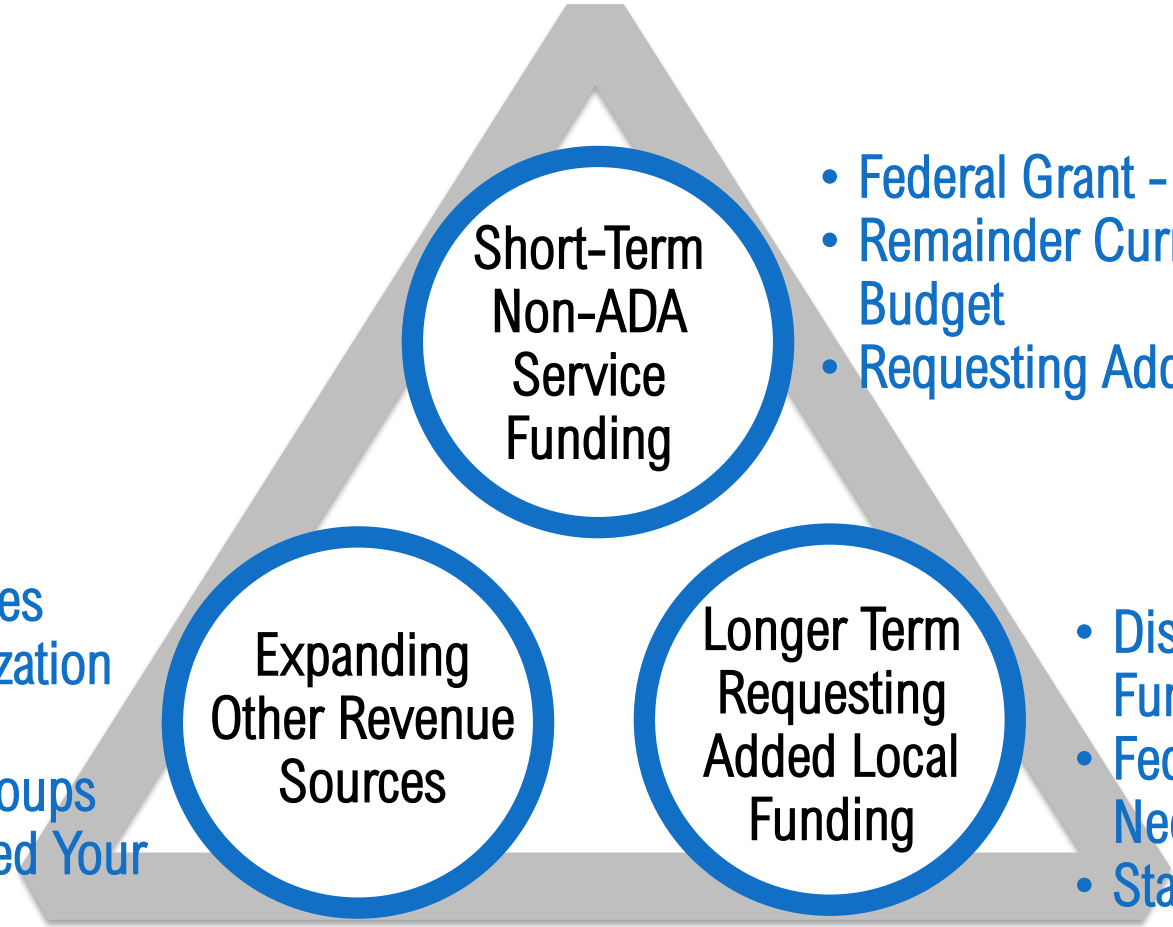
Characteristics of Option	Current – / Non-A				Operate 14 Vehicles for Current Fixed Route Hours and Days	Elderly and Disabled Only (Operate 14 Paratransit Vehicles and Current Paratransit Hours)
Change Relative to Current Service	Retain Cu Retain C Al			r Curren urs	Operate 14 Vehicles in Service All Riders need to Reserve Their Trip at least One Day In Advance Reservations are First Come, First Served	Elderly and Handicapped Only Reserve Trip at least One Day in Advance (Same Number of Paratransit Vehicles) (Same Paratransit Hours)
Current Rider Impacts (Number of Daily Riders Impacted Reflects Average Daily First Half of 2023 Boarding Data)	No chang Para F			303	300 Fixed Route / Paratransit Riders not Served Weekdays/Saturdays 41 rides not Served Sundays 51 rides not Served on Holidays No Paratransit Priority for Service Concept Fares Reflect Current Paratransit – Increase from Fixed Route	303 Fixed Route Riders Per Day not Served
Eligible Federal Grants	53			339	5307 / 5310 / 5339	5310 / 5339
Annual Operating/Capital Cost	$7.1 Mill			029)	$5.3 Million (Average 2023-2029)	$5.6 Million
Funding Gap	Operating in 2026	in 2026	in 2026	Depleted 2026/27	Closes the Gap	$1.26 Million (Lose $1.7 million in 5307) Operating Cash Depleted within 2 Years of Implementing

Bis-Man Transit Fixed Routes

- Little Redundancy in Route Coverage
- Redundancy Can Provide Opportunity to Combine Routes
- Routes Already 60 Minutes between each bus



Addressing the Funding-Expenditure Gap



- Federal Grant - Partial Cost Coverage
- Remainder Currently from B-M Transit Budget
- Requesting Added Funding from Cities

- Advertising on Buses
- Community Organization Sponsors:
  - Contacting 80 Groups
  - Message: We Need Your Help

- Discussing Options for Increasing Local Funding
- Federal Support will be Small Increases / Need to Match with Local Money
- State Funding is Static Going Forward

Requests/Conversations Regarding Non-ADA Supplemental Funding

- City of Bismarck:
  - Approved $225,000 for FY23
  - Approved $230,000 for FY24

- City of Mandan:
  - Approved $44,823 for FY23
  - FY24 Request is Pending

Fills Bismarck Non-ADA Service Cost Gap

Fills Mandan Non-ADA Service Cost Gap

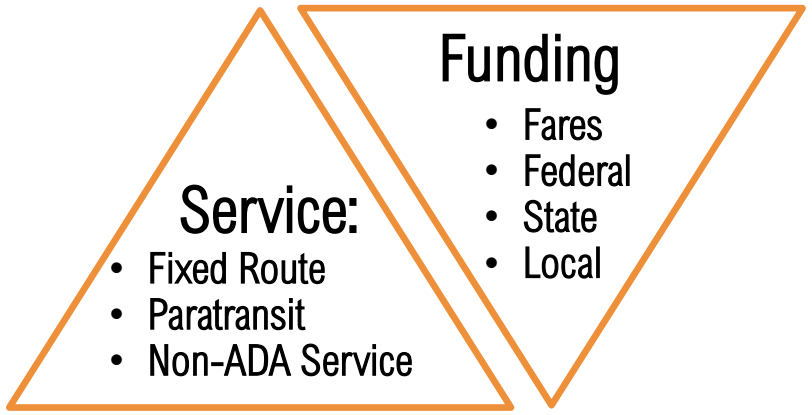
NON-ADA SERVICE

- Service Before Fixed Route Starts up (Monday through Saturday)
- Service After Fixed Route Ends Day (Monday through Saturday)
- Sundays
- Six Holidays

Requests Discussed:
FY23- $42,000
FY24 - $46,000

Longer Term – Closing the Gap

Service Cost-Revenue Need to Balance



- Service Level – Reducing has Substantial Impacts on Customers
- Funding Increase Options:
  - Property Tax Levy has Capacity:
    - Not much appetite to increase
  - Sales Tax Levy:
    - Modest levy generates substantial revenue
    - 1/10 Penny - $2 Million Revenue

Long Term Funding Overview

Federal Funding

- Going forward – Essentially yearly cost of living increases (or less)
- Next Transportation Bill opportunity for 2021-22 level change is 2026

State Funding

- Anticipate stable funding for the foreseeable future.

Local Funding

- Limited Number of sources:
  - Property tax levy:

    $1.3 million remaining capacity
  - Sales Tax:

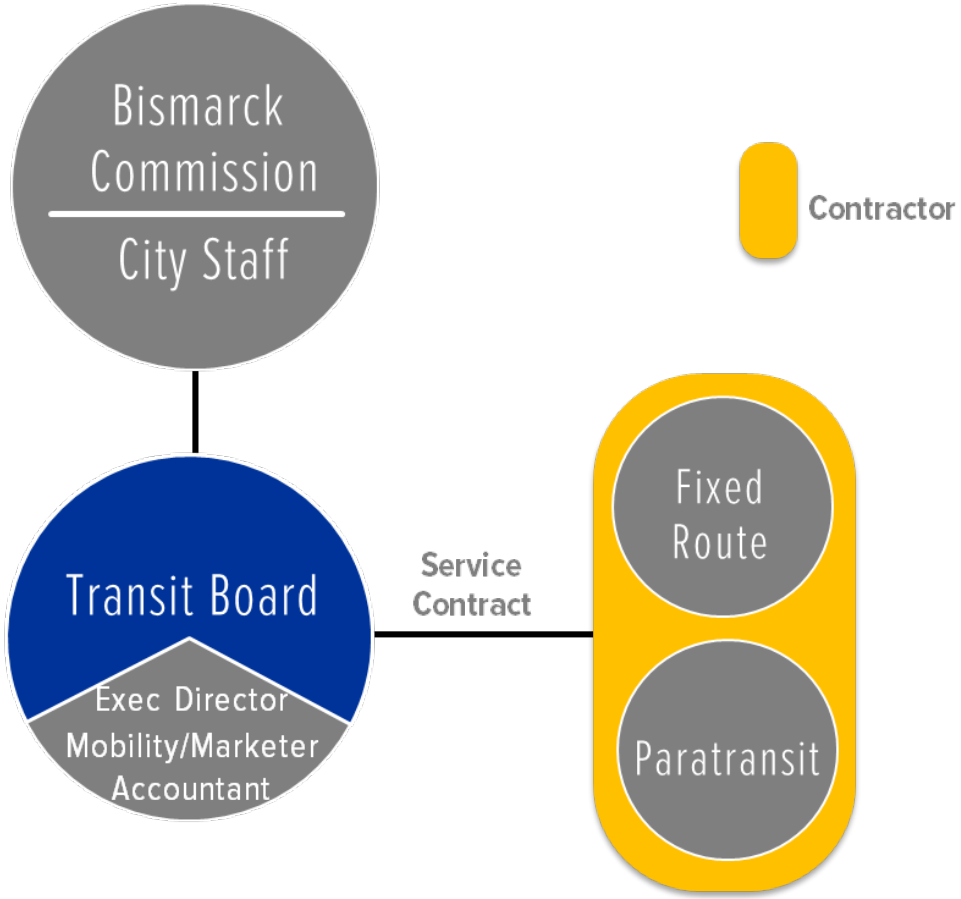
    Next real opportunity is 2028-29

Local Funding

- Bis-Man Transit is seeking partnerships:
- Human services agencies
- Civic organizations
- Medical centers

Organization Assessment

Current Organization Structure

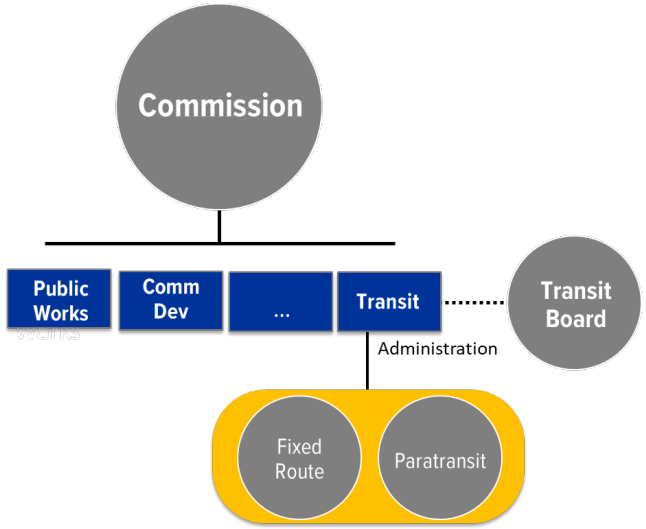


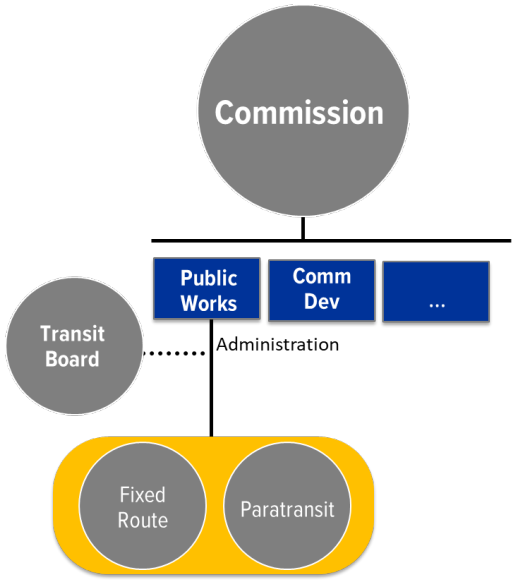
Questions Addressed in Review

- Inefficiency/Reliance on Multiple Departments:
  - Making Changes to Service
  - Acting on Items that Require a Money Discussion
  - Monthly/Annual Bookkeeping Reviews
  - FTA Compliance Coordination
- Is there a Need to Change?
- Can Items be Addressed without Changing Organization Structure?
- Additional Comments – Things We Should Know?

Organizational Structure Alternatives

Bring Under City of Bismarck





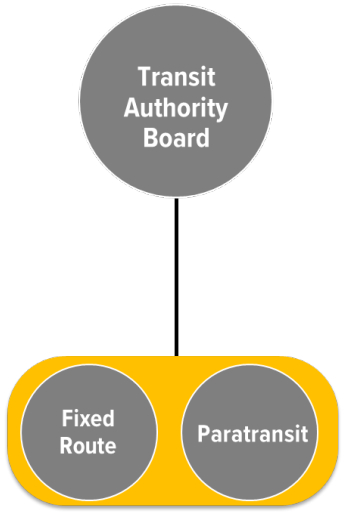
Two Options Under City Department Options:

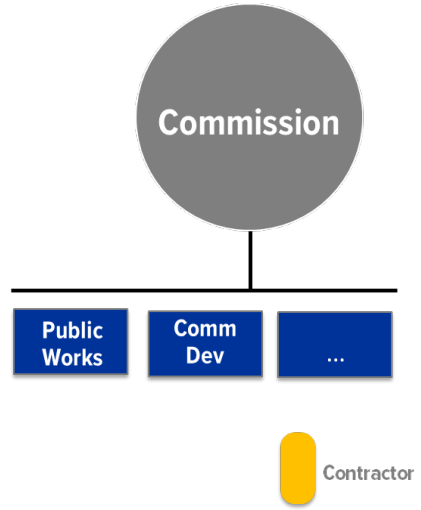
- New Department
- Place Under an Existing Department

Board – Is Advisory

Mandan and Lincoln – Little Changes from Today

Transit Authority





Transit is Stand Alone Agency

Board is Elected/Appointed

Board has more Authority Relative to Present

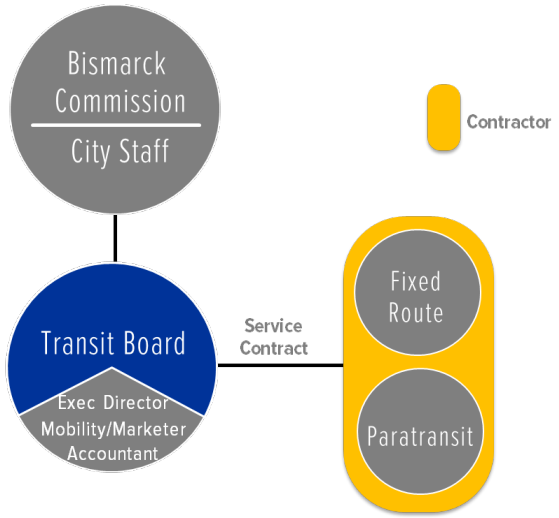
Each Interested Jurisdiction has a Seat (Cities/Counties)

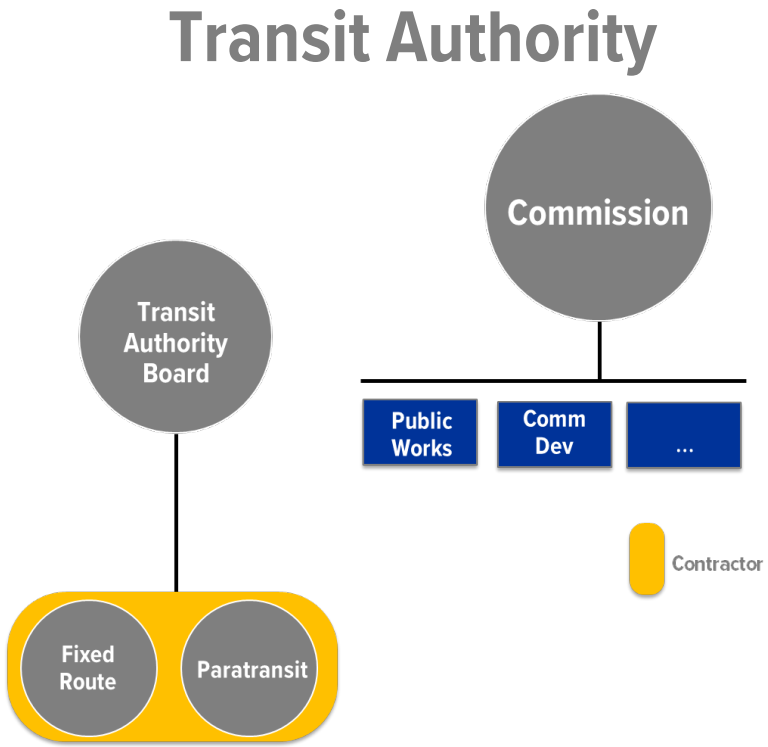
Responsible for Administration and Operations

Requires Action by Legislature

Organizational Structure Recommendations

Current Organization Structure





Recommendation:

Short term – Retain the current organizational structures. Moving to a city department does not address most of the current issues.

Longer Term: Coordinate with Fargo-Moorhead MATBUS (if they have continued interest to pursue an authority) to address legislative changes.

BIS-MAN TRANSIT – TRANSIT DEVELOPMENT PLAN

FINAL APPROVAL PRESENTATIONS

OCTOBER-NOVEMBER 2023

SRF

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Progress Report

Date:	Friday, November 10, 2023
Project:	Bismarck-Mandan Arrive 2050 Update
To:	Rachel Lukaszewski
From:	Jason Carbee
Subject:	Progress Report for October 1, 2023 to November 4, 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.
- Consulting team continued internal coordination calls.
- Continued MPO-HDR-SRF team coordination calls.
- Provided updates to TAC and Policy Board meetings.

TDMSE Task 7 – Allocate Socioeconomic Data

- Submitted final TAZ allocation to ATAC to complete the travel model.

TDMSE Task 9 - Report

- SRF staff continued development of final Forecasts report – awaiting final model so Task 8 review can be conducted by HDR.

MTP Task 2 – MTP Engagement

- Community Household Survey deployment is underway by ETC staff.
- Continued development of the materials and logistics for the first MTP Open Houses for November 9.
    - 11:30-1:30 at Bismarck Missouri Valley YMCA
    - 4:00-6:00 at Mandan Innovation Barn
- Began working with MPO to deploy outreach.
- Finalized project website and materials for online public meeting.

MTP Task 3 – MTP Data Collection

- HDR received GIS files from MPO.

MTP TASK 5 – Baseline System Conditions

- Finalized initial assessments of MPO past plans and partner agency plans.
- Continued evaluating and analyzing data as it was received, including safety and NPMRDS travel time data.

Project Progress Summary

Task	Start Date	End Date	Percent Complete		Explanation / Discussion
			Period Start	Period End	
TDMSE Task 1 - Project Management	Sep-22	Aug-23	99%	99%	Reflects combined SRF / HDR hours for TDMSE.
TDMSE Task 2 - Outreach and Stakeholder Consultation	Sep-22	Jun-23	100%	100%	
TDMSE Task 3- TDMSE Data Needs	Sep-22	Nov-23	100%	100%	
TDMSE Task 4 - TDMSE Methodology	Oct-22	Nov-23	100%	100%	
TDMSE Task 5 - Development Scenario and Forecasts	Nov-22	Feb-23	100%	100%	
TDMSE Task 6 - Baseline Study Expectations (Forecasts)	Nov-22	Mar-23	100%	100%	
TDMSE Task 7- Allocate Socioeconomic Data	Dec-22	Aug-23	98%	100%	Finalizing coordination on SE data allocation.
TDMSE Task 8 - Model Performance Review and Validation	Feb-23	Oct-23?	0%	0%	Have not received base year model files from ATAC yet.
TDMSE Task 9 - Report	Sep-22	Oct-23	20%	50%	Still awaiting final model files
MTP TASK 1 - Project Management	Jun-23	Dec-24	10%	13%	Continued accounting and invoicing.
MTP TASK 2 – Public Engagement	Jun-23	Dec-24	9%	20%	Began outreach materials in prep of Nov 9 open houses.
MTP TASK 3 – Data Collection	Jun-23	Sep-23	50%	75%	Still awaiting GIS files
MTP TASK 4 – Goals, Objectives & Performance Measures	Aug-23	Oct-23	0%	0%	
MTP TASK 5 – Baseline System Conditions	Aug-23	Jan-24	3%	10%	Began evaluations of plans and available data.
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	25%	31%	

EXHIBIT O

Bismarck-Mandan MPO * 2023 Ortho - Lidar Project * Period ending 10/31/23

Bismarck-Mandan MPO | Field Survey				
Phase (Percent of Project)	**Percent Complete**	**Start**	**End**	**Comments**
Kick-off Meeting (0.5%)	100.00%	4/20/2023	4/20/2023	
Targeting (2%)	100.00%	4/24/2023	4/30/2023	
Field Survey (3%)	100.00%	4/24/2023	6/30/2023	MPO opted for NAD83(2011) on 6/30/23
Survey Report (0.5%)	0.00%			
Supplemental Field Topo (2.5%)	0.00%			

Bismarck-Mandan MPO | Digital Orthophotos				
Phase (Percent of Project)	**Percent Complete**	**Start**	**End**	**Comments**
Imagery Acquisition (9%)	100.00%	5/3/2023	5/3/2023	NTP 5/1 * Acquisition start-up 5/3
Raw Imagery Processing and QC (1%)	100.00%	5/5/2023	5/19/2023	
Aero-Triangulation (2%)	100.00%	7/17/2023	8/1/2023	Holding for control and datum/projection finalization
Stereo Model Set QC (1%)	100.00%	8/5/2023	8/7/2023	Review for parallax / target report
Orthophoto Processing (22%)	35.00%	9/5/2023		Pilot delivery in October
Accuracy Analysis (0.5%)	0.00%			Accuracy reporting
File Formatting and Mosaics (3%)	0.00%			
Metadata (1%)	0.00%			
Final Delivery (Due 12/31/23)				due 12/31/23

Bismarck-Mandan MPO | Lidar Terrain				
Phase (Percent of Project)	**Percent Complete**	**Start**	**End**	
Lidar Acquisition (9%)	100.00%	5/3/2023	5/3/2023	NTP 5/1 * Acquisition start-up 5/3
Calibration and Index (4%)	100.00%	5/9/2023	9/5/2023	New boresight required * calibrate * adj to control
Bare Earth Edit (25%)	70.00%	9/6/2023		
Hydro Breakline Collection (10%)	90.00%	8/25/2023		Hydro flattening
Terrain Building and Formatting (2%)	0.00%			
Contour Generation (2%)	0.00%			
Final Delivery (Due 12/31/23)				due 12/31/23

Project Percent Complete	**65.70%**

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EXHIBIT P

EXHIBIT P

Bismarck-Mandan MPO

TIP 2024-2027 Administrative Modification

Project Year(s) 2024

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.38 (old) 24.6.16 (new)	$699,680	$77,742	$0	$777,422	HEN

Project Description:	This project is for the installation of wrong way detection systems at the Bismarck Expressway/McKenzie Drive Interchange, on the west-bound off-ramp. This modification moves the project from FY 2023 to 2024. The PCN is 23378.
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)