Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

Policy Board

MEETING AGENDA
November 18, 2025

Ed "Bosh" Froehlich Meeting Room	**Mandan City Hall**	**1:30 PM**

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

1. PLEDGE OF ALLEGIANCE

2. CALL TO ORDER

3. PUBLIC COMMENT
   Restricted to Items on the current agenda or the prior Policy Board agenda excluding public hearing items

4. MINUTES
   Review and Possible Approval of Minutes from October 21, 2025, Meeting 3

5. MONITORING REPORT UPDATE – JEREMY WILLIAMS, HDR
   Monitoring Report Update Progress Report and Final Report (Exhibit A) 9
   ACTION ITEM: Approval of the Monitoring Report Update Final Report

6. FY 2028 Transportation Alternatives (TA) Projects – Stephen Larson, MPO
   TA Summary FY28 November 2025 (Exhibit B) 53
   TA Lincoln 66th St Trail Improvements (Exhibit C) 57
   TA Mandan Hwy 1806 Trail Improvements (Exhibit D) 91
   TA Bismarck State St Trail Rehab (Exhibit E) 101
   TA BPRD Clairmont Trail Connections (Exhibit F) 109
   ACTION ITEM: FY 2028 TA Project Applications

7. FY 2030 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT – STEPHEN LARSON, MPO
   HSIP Summary FY30 November 2025 (Exhibit G) 125
   HSIP Mandan Sunset and 27th St Roundabout (Exhibit H) 127
   HSIP Bismarck RFBP (4 locations) (Exhibit I) 135

HSIP Burleigh Apple Creek Rd & 66th Street Intersection Improvements (Exhibit J) 143
ACTION ITEM: FY 2030 HSIP Project Applications

8. FY29 URBAN GRANTS PROGRAM (UGP) PROJECTS – STEPHEN LARSON, MPO
   UGP Summary FY29 November 2025 (Exhibit K) 151
   UGP Bismarck Washington St Signals (Exhibit L) 155
   UGP Mandan Downtown Phase 2 (Exhibit M) 169
   UGP Bismarck Main Avenue (Exhibit N) 189
   ACTION ITEM: FY 2029 UGP Project Applications

9. NDDOT BIS- MAN MPO 2026 UPWP CONTRACT – KIM RIEPL, MPO
   NDDOT UPWP Contract (Exhibit O) 205
   ACTION ITEM: Approval of Bis-Man MPO UPWP Contract

10. ATAC ADDENDUM TO MASTER AGREEMENT – KIM RIEPL, MPO
    Mandan Signalized Intersection Traffic Data Collection Pilot Project Addendum (Exhibit P) . . .227
    ACTION ITEM: Approval of ATAC Addendum to Master Agreement

11. 2025 SAFETY POLICY STUDY – LUKE CHAMPA, SRF
    Progress Report (Exhibit Q) 233

12. 2025 ITS RA – SHARIJAD HASAN , NDSU-ATAC
    Draft Report www.bismarcknd.gov/DocumentCenter/View/54076/Bis_Man_RA_Draft_Nov2025

13. FARMP (FRINGE AREA ROAD MASTER PLAN) UPDATE – Stephen Larson, MPO

14. ADMINISTRATIVE MODIFICATIONS – Stephen Larson, MPO

15. 2026 MEETING CALENDAR – Tracy Walters, MPO
    2026 Meeting Calendar (Exhibit R) 235

16. GOVERNMENT PARTNERS PROGRAM (GPP) MEMBERSHIP RENEWAL UPDATE – Kim Riepl, MPO

17. OTHER BUSINESS

18. ADJOURNMENT

The next scheduled Policy Board meeting is on 12/16/2025. Please call 701-355-1844 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 or complete and submit the Request for Reasonable Accommodations form at https://www.bismarcknd.gov/DocumentCenter/View/44505/Request-for-Reasonable-Accommodations-or-LEP-Language-Assistance-Form--Instructions at least five (5) days prior to the meeting.

PROJECTS UPDATE

Project	% Complete	Contracted Completion Date
Safety Policy Study (MPO-wide)	95	12/31/2025
2025 ITS RA Update (MPO-wide)	94	12/31/2025
2025 Monitoring Report Update (MPO-wide report)	92	12/31/2025

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 21, 2025

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met October 21, 2025, at 1:30 p.m. in the Ed "Bosh" Froehlich Meeting Room, City Hall, 205 2nd Ave NW, Mandan, ND. Mike Schmitz presided.

Board members present or participating via Zoom were Mike Schmitz, James Froelich, Keli Berglund, Andy Zachmeier, and Steve Bakken, who appeared in attendance for absent member Steve Schwab.

Others present or attending via Zoom were Kim Riepl, Paulette Jacobsen, Tracy Walters and Stephen Larson of the Bismarck-Mandan MPO; Will Hutchings, NDDOT; Scott Harmstead, SRF; and Michael Connelly, Bismarck City Commission.

PLEDGE OF ALLEGIANCE AND CALL TO ORDER

Chair Schmitz called the October 21, 2025, meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

PUBLIC COMMENT

Chair Schmitz called for public comments on items on the current agenda or the prior Policy Board meeting agenda, excluding public hearing items. Seeing and hearing none, he closed the public comment period.

MINUTES

Chair Schmitz called for a motion to approve the minutes of the September 16, 2025, meeting.

MOTION: Mr. Froelich made a motion to approve the minutes. Mr. Bakken seconded the motion and with Mr. Froelich, Ms. Berglund, Mr. Zachmeier, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

2026-2029 FINAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Larson stated the Policy Board has approved the draft 2026-2029 Transportation Improvement Program (TIP) in September. The TIP has since been updated to reflect changes and comments by TAC, North Dakota Department of Transportation (NDDOT), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and the document is in its final form. Mr. Larson noted that all the changes to the document were minor and are now reflected in the appendix of the document and any future changes and additions to the document will be addressed by the TIP revisions process. Mr. Larson also noted that TAC recommended approval of the 2026-2029 final TIP at their meeting.

MOTION: Mr. Froelich made a motion to adopt the final 2026-2029 TIP as presented. Mr. Bakken seconded the motion and with Mr. Froelich, Ms. Berglund, Mr. Zachmeier, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

2026 PM1 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) TARGETS

Ms. Walters stated the North Dakota Department of Transportation (NDDOT) recently adopted their annual Highway Safety Improvement Program (HSIP) performance targets for 2026. The federal government requires every state's DOT to monitor the rate of injuries and fatalities on the state road system and to use this monitoring to assist in setting safety targets in the effort to increase roadway safety. She stated MPOs are allowed to either set their own Performance Measures targets, or to support their state's targets. The Bismarck-Mandan MPO has historically supported NDDOT's safety targets. The MPO staff recommends the adoption of NDDOT's 2026 HSIP Safety Targets by Resolution of Adoption. She noted that TAC recommended adoption at their meeting.

MOTION: Mr. Froelich made a motion to adopt the NDDOT Highway Safety Improvement Program (HSIP) Safety Targets as presented. Ms. Berglund seconded the motion and with Mr. Froelich, Ms. Berglund, Mr. Zachmeier, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

2026 TRANSIT DEVELOPMENT PLAN (TDP) RFP

Ms. Jacobsen presented the request for proposals (RFP) for the 2026 Transit Development Plan (TDP). The study's purpose is to provide the BMMPO and Bis-Man Transit with a quality and usable guide to improve operations in a financially constrained manner. The 2026 TDP's goal is to enhance public transportation and maximize Bismarck-Mandan Transit's efficiency, accessibility and longevity. This document is typically updated approximately every three to five years. This TDP will focus on Bis-Man Transit's types of service it provides to the community and identify opportunities for improvement. She stated the public involvement plan will include two public meetings to be held in Bismarck and Mandan. The plan has a budget of $180,000, of which approximately $99,000 is in 2026 UPWP with the remainder of the $81,000 expended in 2027. The proposed deadline for proposals is November 17, 2025. Work will begin on this plan in January 2026 and this project is scheduled to conclude in May 2027. Ms. Jacobsen stated the MPO has received comments from NDDOT and has addressed the comments and changes to the TDP RFP.

Ms. Jacobsen provided an overview of the changes to the TDP RFP.

Ms. Jacobsen also noted that TAC had made a recommendation under the Facility/Service Recommendations in section b, to change 'Recommend alternative types of Transit services', to 'Evaluate alternative types of Transit services'. With this change, TAC recommended approval of the 2026 TDP at their meeting.

Mr. Schmitz stated that his concern is that we are spending $180,000.00 on the 2026 TDP and by the time this project is completed in 2027, that the 2026 TDP will be outdated. He stated that with the sales tax initiative, additional funds received by the public could be allocated to make significant changes to Bis-Man Transit. He noted that the money for the 2026 TDP study could be allocated to another study that would be more beneficial at this time.

Ms. Riepl stated we are in a position that could enable Transit to become more sustainable. She noted the 2026 TDP was not due until 2027 and the study was initiated based on historical update time frames. Because of the sales tax initiative and what could result from that, the MPO and Bis-Man Transit felt the time was right to look at the service and operations of Bis-Man Transit. She assured the Board that this is not a duplicate study of the last TDP. Ms. Riepl stated there is going to be new route recommendations and potentially additional hours of service extension, such as holidays and evening hours. There are ongoing

discussions between Bismarck, Mandan and Bis-Man Transit regarding the sales tax initiative and the disbursements of funds. She does not expect that the 2026 TDP would replace those discussions.

Mr. Bakken asked if it would be possible to delay the 2026 TDP study for 1 year to 18 months.

Ms. Riepl stated that they could delay the 2026 TDP study. She stated that Ms. Hughes with Bis-Man Transit feels that right now is the time to proceed with the 2026 TDP update as the upcoming changes can take place in tandem with the study and the update. Ms. Riepl noted the 2026 TDP is a long-range planning mechanism for Bis-Man Transit.

MOTION: Mr. Bakken made a motion to delay the 2026 Transit Development Plan (TDP) study until next year (2026) for three months to allow Bismarck, Mandan and political subdivisions time for further discussion and to identify how the TDP study should be focused. Mr. Schmitz seconded the motion noting it deserved the discussion.

Mr. Schmitz invited Mr. Connelly to come forward and address the Board regarding the 2026 TDP.

Mr. Connelly stated he agreed with delaying the timeline for the TDP study. By postponing the 2026 TDP study, this would allow time to focus on the specific needs for the cities of Bismarck and Mandan and that Mandan has significantly different dynamics with their providers to be addressed. Delaying the study would allow Bismarck, Mandan and Bis-Man Transit to work together to benefit the focus of the study.

Mr. Bakken stated that we should be focusing on what Bis-Man Transit should look like. This vision can be identified by having focused discussions within the next three months. The ability to have the study coincide with the actual work being done and with a focused direction would be greatly beneficial for all entities involved.

Mr. Froelich asked if the 2026 TDP study had been moved from the year 2027 to 2026, and if the study was an overall Bismarck and Mandan transportation study.

Ms. Riepl replied yes, the TDP study was moved up to 2026 as a priority. The study is focused on both Bismarck and Mandan but, because Bis-Man Transit is the public transportation agency for fixed route and para transit, it becomes a Bis-Man Transit study. Bis-Man Transit provides the full 20% local match for the study with no matching contributions paid by either Bismarck or Mandan.

Mr. Connelly asked Ms. Riepl to clarify Mr. Schell's statement at the TAC meeting regarding the sales tax initiative and the checks and balances of the collected sales tax funds.

Ms. Riepl stated the collected sales tax funds would be pursued through the 2026 Transit Development Plan (TDP). The RFP does not refer to any sales tax initiative funding. The general purpose of the study is to look at the overall operations of Transit and to see if they have become solvent in continuing operations. The sales tax initiative will be a part of the discussions and will be evaluated through the 2026 TDP.

MOTION and ROLL CALL VOTE: Mr. Bakken made a motion to delay the 2026 Transit Development Plan (TDP) study until next year (2026) for three months. Mr. Schmitz seconded the motion and with Mr. Schmitz seconded the motion noting it deserved additional discussion. Mr. Froelich, Ms. Berglund, Mr. Zachmeier, Mr. Bakken and Chair Schmitz voted unanimously for the 2026 TDP RFP study to be delayed for three months; the motion was approved.

ATAC MASTER AGREEMENT ADDENDUM

Ms. Riepl stated the Bismarck-Mandan MPO, in conjunction with the other state MPOs and NDDOT, maintains a master agreement with the Advanced Traffic Analysis Center (ATAC) of NDSU. We are currently amid a three-year master agreement and any work that is provided to us regarding our Travel Demand Model (TDM) maintenance or any other model runs through ATAC is handled through addendums to the Master Agreement.

Ms. Riepl stated this addendum was sent out to TAC and Policy Board members on Friday and has since been updated to reflect the total project cost. This is for routine traffic data collection as part of the collection efforts to update to our TDM which will precede our next Metropolitan Transportation Plan (MTP) update. The addendum addresses fifteen intersections in the Bismarck area and will use cameras to be set up by October 21st. If this addendum is approved, we will have current data available to coincide with the traffic collection data coordinated by NDDOT statewide and specifically in the Bismarck-Mandan area. Both projects combined efforts would allow the use of a 2025 base year for our next model update. The cost is $34,881, which will be paid 80% by federal funding and 20% by local match. This addendum was achieved in collaboration with the City of Bismarck Engineering Department and personnel from ATAC. She noted that TAC has recommended approval of the addendum to the ATAC Master Agreement.

MOTION: Mr. Bakken made a motion to approve the ATAC Master Agreement Addendum as presented. Mr. Froelich seconded the motion and with Mr. Froelich, Ms. Berglund, Mr. Zachmeier, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

2025 SAFETY POLICY STUDY

Mr. Harmstead stated they are working towards the draft report for the Safety Policy Study. The Steering Committee members met on September 25th. They discussed the countermeasure tool kit and looked at the urban versus rural potential strategies to implement in the future. The countermeasure tool kit will be updated based on notes from the meeting. Regarding the cost estimates, the roundabout, which was currently listed as approximately $400,000.00, will be in the range of a $3 million project. These costs will be updated to be accurate. The update on the high injury network will include a breakdown of the corridors that comprise the high injury network, the summary of the crash counts and severity of the crashes. He also said they are compiling information to start with the top two tiers of each high injury network to form a narrative. The draft report will be ready for the Steering Committee and the MPO's review by the first week of November and will be brought before TAC and Policy Board in December.

2025 ITS RA

Ms. Riepl stated this project is 70% complete. They have had extensive interviews with stakeholders and are looking at the existing regional architecture for the region's Intelligent Transportation Services (ITS). The service packages and their functional requirements have been reviewed and the Regional Architecture (RA) updates will start soon. The stakeholder feedback is being compiled to identify any gaps in the information and this will assist in drafting the report. The draft report will be ready for review in November. The project is on track to conclude by the end of the year.

FARMP (FRINGE AREA ROAD MASTER PLAN)

Mr. Larson stated contract negotiations with Bolton and Menk, the selected consultant, have concluded. The contract has completed the review process through the MPO and its oversight agencies. NDDOT will finalize their review of the QBE and upon approval, the MPO will immediately start the project.

2025 MONITORING REPORT UPDATE

Mr. Larson stated HDR has provided a second draft of the monitoring report. The final document is now going through internal review. Once the internal review is completed and necessary changes have been addressed, the final report will be brought to TAC and Policy Board in November for presentation and possible approval. HDR will be holding a training course for MPO staff to enable future updates of the Monitoring Report in-house. This project is on schedule for conclusion before the end of the year.

2025-2028 TIP ADMINISTRATIVE MODIFICATIONS

Mr. Larson stated this month the MPO processed three administrative modifications to the current 2025-2028 TIP. NDDOT moved three projects from 2025 back to fiscal year 2026. These three projects are for microsurfacing and pavement markings in Bismarck. The MPO keeps track of these types of modifications as they do happen quite frequently. The TIP provides for administrative movement for these modifications because they do happen often and they are usually minor changes.

2026-2027 UPWP ADMINISTRATIVE MODIFICATIONS

Ms. Riepl stated the 2026- 2027 UPWP funding source tables had administrative modifications requested by NDDOT to combine the funding sources of NDPL funds and NDFTA funds into one funding source. NDDOT has since directed that federal oversight prefers that those funding sources be split out and designated as they were first approved. The UPWP administrative modification has been made to revert to the initial table that Policy Board initially approved.

OTHER BUSINESS

ADJOURNMENT

There being no further business, Chair Schmitz adjourned at 2:12 p.m. The next scheduled meeting will take place on November 18, 2025, at 1:30 p.m. in the Ed "Bosh" Froelich Meeting Room of Mandan City Hall, 205 2nd Ave NW, Mandan.

Respectfully submitted,

APPROVED:

_____ _____

Tracy Walters
Recording Secretary

MPO Policy Board Chair

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EXHIBIT A

Progress Report

Date:	Monday, November 10, 2025
Project:	Bismarck-Mandan MPO – Monitoring Report Update
To:	Stephen Larson
From:	Jeremy Williams
Subject:	Progress Report for September 28, 2025 to November 1, 2025

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

Completed This Period

Task 1 – Project Management

- Conducted bi-weekly coordination calls.
- Completed monthly invoicing, budget tracking, and progress reporting.

Task 2 – Review and Update Performance Measures

- N/A

Task 3. Data Collection and Analysis

- N/A

Task 4. Documentation

- Revised draft Monitoring Report Update to address review comments from Stephen
- Finalized official Draft Monitoring Report

Task 5. Training

- N/A

Services Anticipated Next Period

Task 1 – Project Management

- Continue bi-weekly coordination calls
- Continue internal project management tracking, and monthly invoices / progress reports.

Task 2 – Review and Update Performance Measures

- N/A

Task 3. Data Collection and Analysis

- N/A

Task 4. Documentation

- N/A

Task 5. Training

- Identify and schedule date for virtual training session

Information Consultant Needs from MPO

PERCENT SERVICES COMPLETE TO DATE BY TASK

Task		Previous Invoice Period Percentage Complete	This Invoice Period Percentage Complete
1	Project Management	70%	90%
2	Review and Update Performance Measures	100%	100%
3	Data Collection and Analysis	90%	100%
4	Documentation	65%	100%
5	Training	0%	0%
Total		65%	85%



Bismarck-Mandan
Metropolitan Planning Organization





Bismarck-Mandan MPO Monitoring Report

December 2025 Update



Table of Contents

Bismarck-Mandan MPO Monitoring Report Update ... 1
Introduction ... 1
What is the Bismarck-Mandan Metropolitan Planning Organization? ... 1
What is the Monitoring Report? ... 2
Section 1 – People + Housing ... 3
Existing Characteristics – People ... 3
Recent Trends ... 6
Historic Growth Rates ... 6
School Enrollment ... 6
Projections ... 7
Future Land Use and Regional Growth ... 7
Population Projections ... 7
Existing Characteristics – Housing ... 8
Recent Trends ... 9
Travel Demand Model and Socioeconomic Projections ... 9
2022 North Dakota Statewide Housing Needs Assessment Projections ... 10
Recent Trends Compared to Area Projections ... 10
Section 2 – Employment ... 13
Existing Characteristics ... 13
Employment Projections ... 16
Trends ... 18
Section 3 – Travel ... 19
Existing Conditions ... 19
Commuting Patterns ... 20
Performance Measures and Current MPO Work ... 21
Functional Classification ... 23
Motorized Travel ... 25
Safety ... 26
Infrastructure Conditions ... 27
Pavement Conditions ... 27
Funding the Transportation Improvements in the Bismarck-Mandan MPO Region ... 29
Snapshot of Transportation Funds Programmed in the Region ... 30
Freight ... 31
Public Transportation ... 33
Bicycle and Pedestrian Transportation ... 36
Recent/Emerging Trends ... 37
Electric Vehicles ... 37
Shared Mobility ... 37
Mobility as a Service ... 37
Impact of COVID-19 ... 38
Passenger Rail Service ... 38

List of Figures

Figure 1: Demographics Profile for Burleigh and Morton Counties 3
Figure 2: Percent of Population Below the Poverty Level in Comparison to Burleigh and Morton Counties' Total Population 4
Figure 3: Percent of Population Below Poverty Level in the Bismarck-Mandan MPO, 2023 5
Figure 4: School Enrollment for MPO-Area Public Schools (2014–2024) 6
Figure 5: Population Projections by County, 2010–2050 7
Figure 6: Housing Profile for Burleigh and Morton Counties 8
Figure 7: New Housing Permits by County, 2010–2024 9
Figure 8: Residential Building Permit Density, 2020–2025 11
Figure 9: Household Growth Projection per TAZ, Medium Growth Assumption, 2050 12
Figure 10: Household Incomes for Burleigh and Morton Counties Combined, 2023 13
Figure 11: Unemployment Rate for Burleigh and Morton Counties and Other North Dakota Communities, 2023 13
Figure 12: Jobs by Industry Sector for Burleigh and Morton Counties and North Dakota, 2023 14
Figure 13: Employment Sites by Size in the Bismarck-Mandan MPO, 2022 15
Figure 14: Region VII Employment Projections, 2023–2033 16
Figure 15: Job Growth by TAZ, 2050 17
Figure 16: Travel Profile for Burleigh and Morton Counties 19
Figure 17: Commuting Patterns in Burleigh and Morton Counties, 2022 20
Figure 18: Functional Classification Mobility vs. Accessibility 23
Figure 19: Functionally Classified Roads in the Bismarck-Mandan MPO, 2024 24
Figure 20: Urban and Rural Comparison of VMT, 2013–2023 25
Figure 21: Comparison of MPO Counties' VMT to North Dakota, 2013–2023 25
Figure 22: Fatal and Serious Injury Crashes, 2020–2024 26
Figure 23: Fatal and Serious Injuries Involving Bicyclists or Pedestrians, 2020–2024 26
Figure 24: Bismarck-Mandan MPO Pavement Conditions, 2024 28
Figure 25: Breakdown of Expenditures Programmed on Construction vs. Preservation Projects in the MPO Region, 2026–2029 30
Figure 26: Programmed Expenditures on Construction and Preservation by MPO Member Jurisdiction, 2026–2029 30
Figure 27: City of Bismarck Truck and Delivery Routes 32
Figure 28: Annual CAT Ridership, 2018–2024 34
Figure 29: Annual Paratransit Ridership, 2018–2024 34
Figure 30: Big Sky North Coast Corridor 38

List of Tables

Table 1: Past Population and Population Projections by County 7
Table 2: Projected Households for the Bismarck-Mandan MPO (Medium Growth Scenario) 9
Table 3: Statewide Housing Needs Assessment Projected Housing Needs, 2022–2027 10
Table 4: MPO Employment Projections 16
Table 5: Percent of Employees Who Worked from Home, 2019–2023 18
Table 6: Recent, Ongoing, and Future Plans and Studies for the Bismarck-Mandan MPO 22
Table 7: Functional Classification Definitions 23
Table 8: Bismarck-Mandan MPO Pavement Condition Categories 27
Table 9: NDDOT 2024 Project Cost History 29
Table 10: Key Freight Routes in the Bismarck-Mandan MPO 31
Table 11: On-Time Performance for CAT and Paratransit Services, 2018–2024 35

Bismarck-Mandan MPO Monitoring Report Update

Introduction

What is the Bismarck-Mandan Metropolitan Planning Organization?

The Bismarck-Mandan Metropolitan Planning Organization (MPO) provides a forum for public officials, citizens, and other interested groups to establish policies and plans for effectively addressing various metropolitan transportation issues. The MPO is responsible for transportation project planning and programming in the region using federal transportation funds. The MPO planning area is approximately 394 square miles, with the geographic coverage including the Cities of Bismarck, Lincoln, and Mandan and portions of Burleigh and Morton Counties.

The MPO and its member jurisdictions work to carry out a performance-based and multimodal transportation planning process that is *continuing, cooperative, and comprehensive*. The ongoing coordination among the MPO, member agencies, and federal transportation agencies allows for efficiently managing public transportation funds while encouraging public participation in the metropolitan transportation planning process.

Two committees provide direction to the MPO on technical and policy matters:

- **Technical Advisory Committee (TAC):** Represents the MPO's member cities and counties, the North Dakota Department of Transportation (NDDOT), the Federal Highway Administration (FHWA), and the local transit agency. TAC is responsible for providing recommendations to assist the Policy Board in the decision-making process for the MPO.
- **Policy Board:** Represents the MPO's member cities and counties and is the decision-making body of the MPO.

The Bismarck-Mandan MPO Bike and Ped Subcommittee supports the MPO's TAC and Policy Board by advising these committees on matters related to safe, accessible active transportation in the MPO region. Members include professionals in community planning fields, engineering fields, local parks and recreation districts, law enforcement, public health, and NDDOT.

What is the Monitoring Report?

The Monitoring Report provides a comprehensive understanding of the existing conditions and trends influencing transportation in the region. The Report is updated every 1 to 3 years to reflect changes impacting the transportation system. This document considers three topic areas:

People + Housing 	Current characteristics of the MPO region's population and housing, including trends and projections of future growth.
Employment 	Current characteristics of the MPO region's employment, including trends and projections of future growth.
Travel 	Current characteristics of the MPO region's multimodal transportation system and recent trends impacting travel in the region.

Section 1 – People + Housing

This section provides an overview of the current characteristics of population and housing, including trends and projections.

Existing Characteristics – People

Figure 1 shows key characteristics of demographics for Burleigh and Morton Counties, as well as jurisdictions within these counties that represent the Bismarck-Mandan MPO. The figures refer to Burleigh and Morton counties combined, unless otherwise noted. Population trends shape travel demand, commuting patterns, and infrastructure requirements, and provide insight into how a region is evolving and where future transportation investments may be needed.

Figure 1: Demographics Profile for Burleigh and Morton Counties

133,491
2023 Total Population
Burleigh + Morton

+1,742
residents from 2020

2023 Median Age

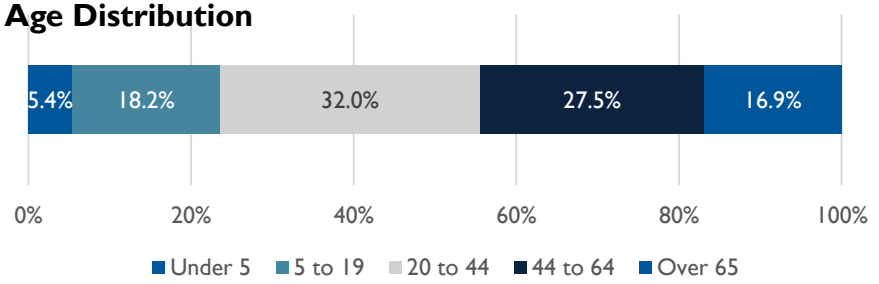
38.7 Burleigh County

38.2 City of Bismarck

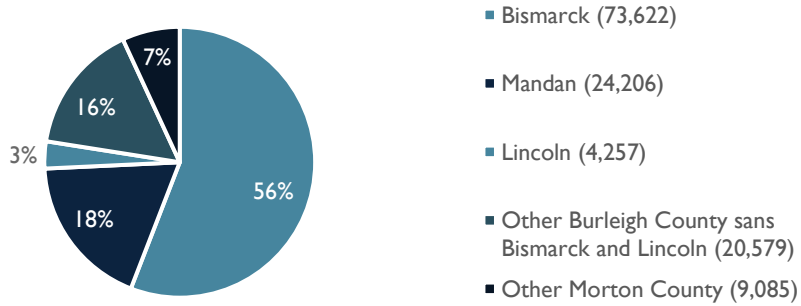
37.7 Morton County

36.2 City of Mandan

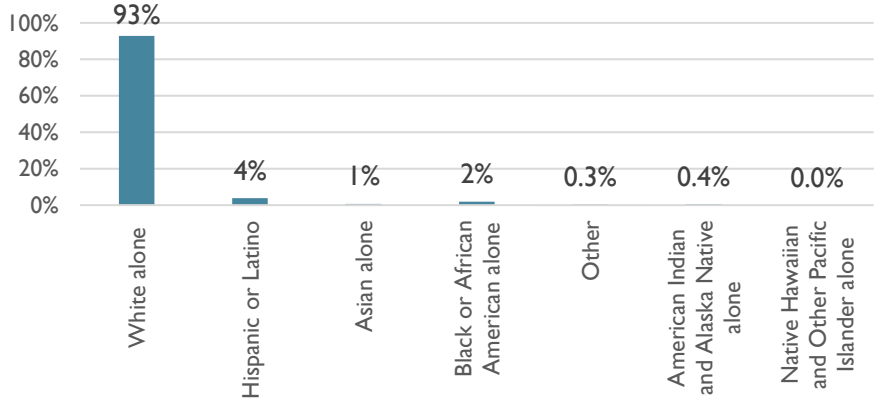
Age Distribution



2020 Population Breakdown by Jurisdiction



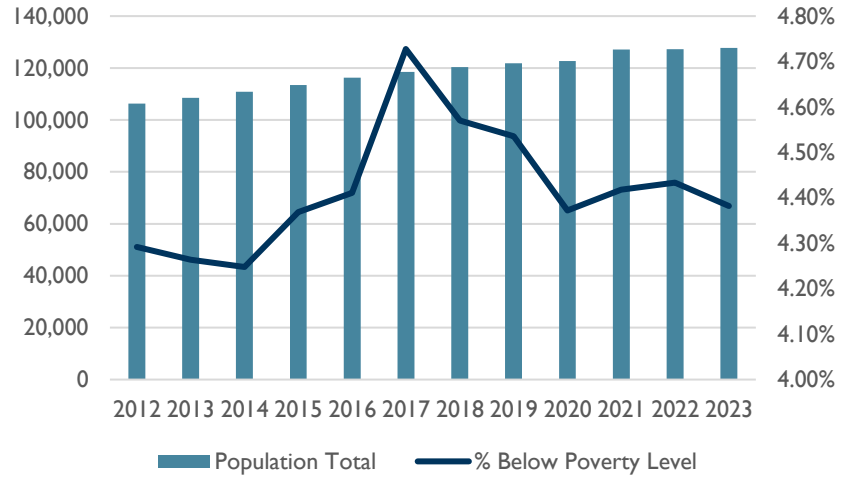
2023 Racial/Ethnic Composition



The U.S. Census Bureau defines poverty level using a set threshold that is determined nationally and adjusted for family size and age of householders. **Figure 2** shows the percentage of population in Burleigh and Morton counties living below the poverty levels from 2014 to 2023, with the total population for each year shown in comparison.

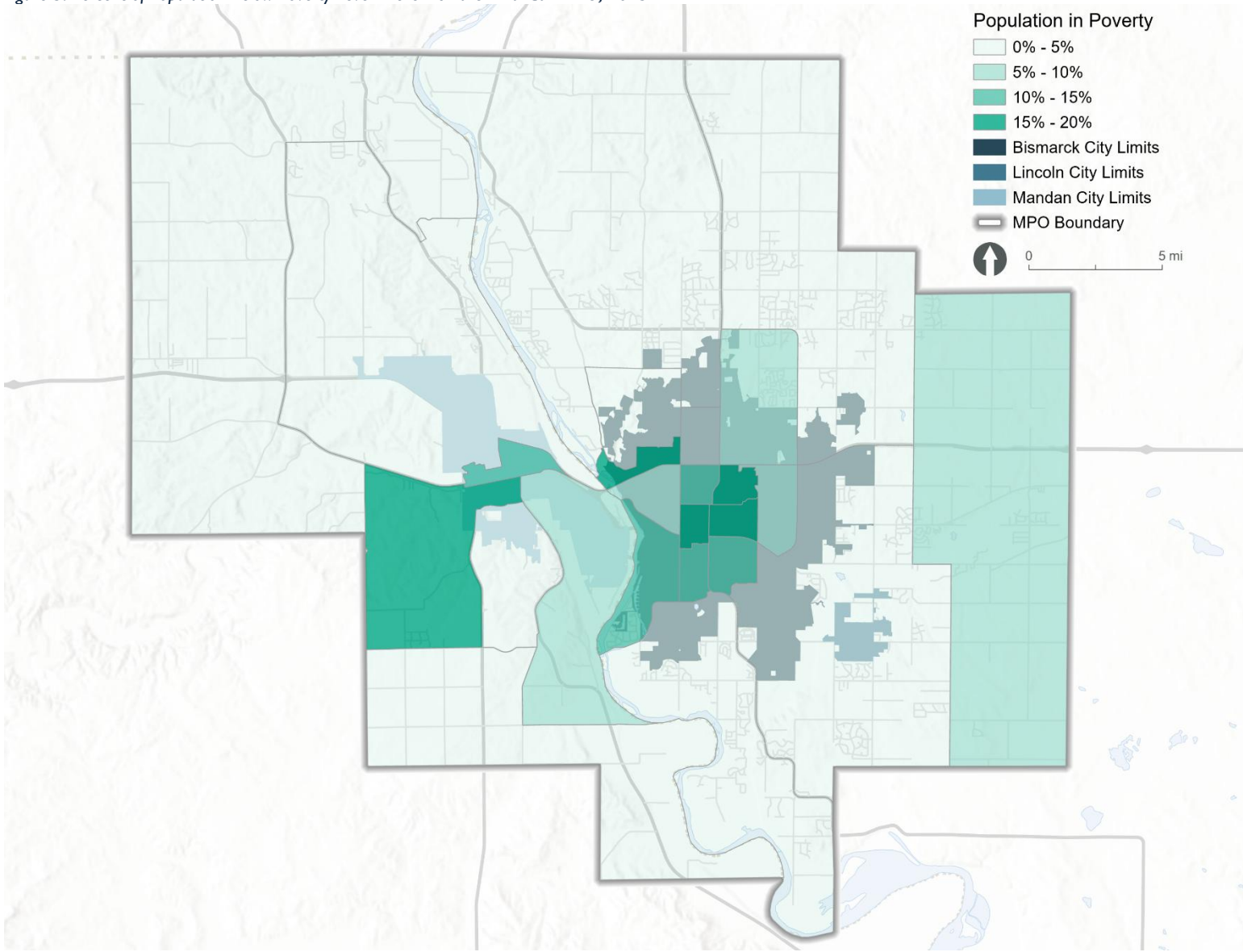
Figure 3 shows the poverty levels in 2023 for the population in the Bismarck-Mandan MPO. Overall, 5.3 percent of the MPO's total population was living below the poverty level. In comparison with the state of North Dakota, Bismarck-Mandan residents experience less poverty than residents across the state, of which 7.5 percent are living below the poverty leve .

Figure 2: Percent of Population Below the Poverty Level in Comparison to Burleigh and Morton Counties' Total Population



Source: U.S Census Bureau, ACS 5-Year Estimates 2023

Figure 3: Percent of Population Below Poverty Level in the Bismarck-Mandan MPO, 2023



Source: U.S. Census Bureau, ACS 5-Year Estimates 2023

Recent Trends

Historic Growth Rates

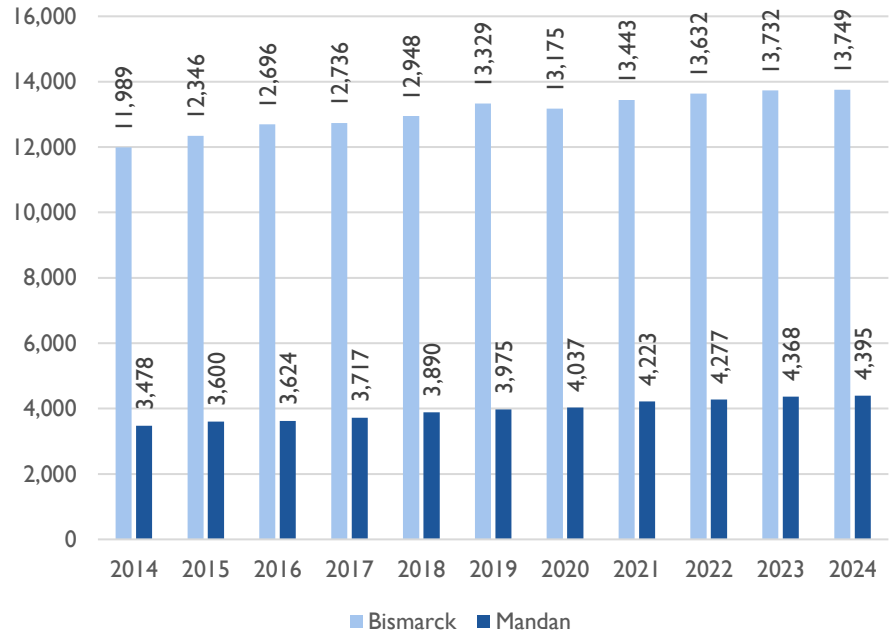
The Bismarck-Mandan region has experienced consistent growth over the past several decades. Data from the Arrive 2050 Forecast: Travel Demand Model Socio-Economic Update (TDMSE) shows that Burleigh and Morton Counties have outpaced national growth rates during key periods, particularly between 2010 and 2020. By 2050, it is projected that the region's population will grow to around 169,000 people. This growth reflects regional economic stability and quality of life attracting more residents to the area each year.

School Enrollment

Data from the North Dakota Department of Public Instruction show steady increases in enrollment across all MPO-area public schools from 2014 to 2024, during which time combined enrollments for Bismarck and Mandan public schools increased from nearly 15,467 students in 2014 to 18,144 in 2024. Similar to the annual growth rate, school enrollment dropped off in the wake of the COVID-19 pandemic, with enrollments dropping almost to 2014 levels. However, school enrollment quickly recovered, and 2024 saw the highest enrollment in the 11-year period.

Figure 4 shows the total school enrollment for the Bismarck and Mandan public school districts between 2014 and 2024.

Figure 4: School Enrollment for MPO-Area Public Schools (2014–2024)



Source: North Dakota Department of Public Instruction, Enrollment History Public School Districts

Projections

Future Land Use and Regional Growth

The 2050 Travel Demand Model projects continued growth for population and households across Burleigh and Morton Counties. These projections are based on anticipated land use changes, economic development, and regional planning efforts.

Population Projections

Population projections developed to support the Travel Demand Model show sustained growth through 2050. **Table 1** lists the population in 2023 and projected population totals and growth rates for Burleigh and Morton Counties for 2030 and 2050.

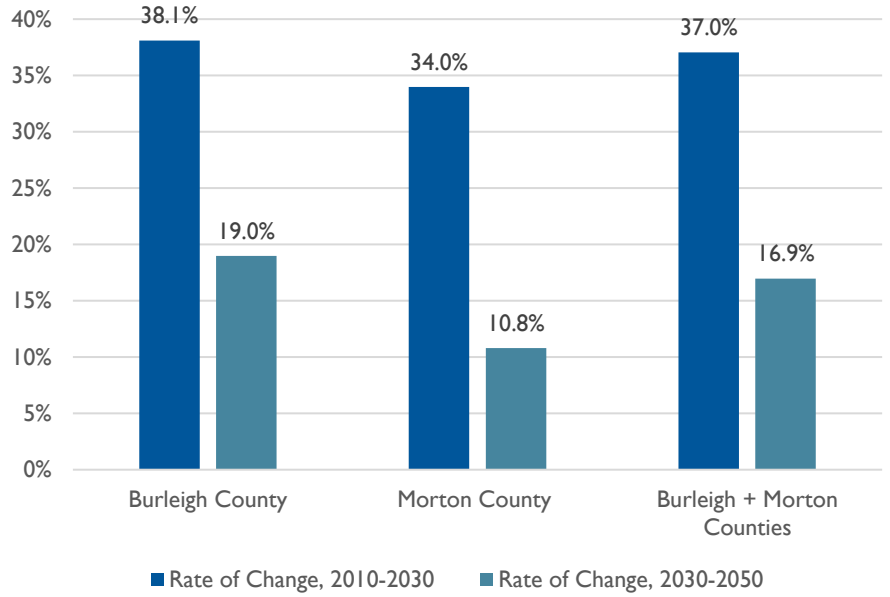
Table 1: Past Population and Population Projections by County

County	2023	2030	2050
Burleigh	98,986	108,781	129,423
Morton	33,479	35,789	39,650
Total	132,465	144,570	169,073

Source: Bismarck-Mandan MPO, 2050 TDMSE Report; U.S. Census Bureau

As shown in **Figure 5**, Burleigh and Morton Counties has experienced a period of stronger growth starting in 2010, and anticipated to continue through 2030, which can be attributed to the oil boom in the early 2010s. Growth is still expected between 2030 and 2050 but at a slower rate than previous years.

Figure 5: Population Projections by County, 2010–2050



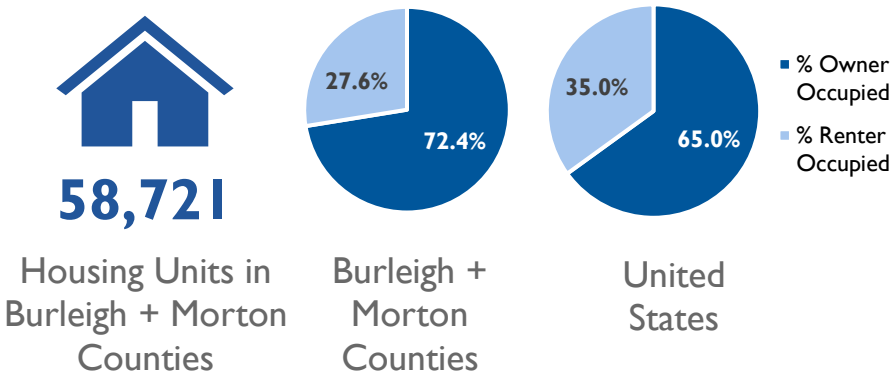
Source: Bismarck-Mandan MPO, 2050 TDMSE Report; U.S. Census Bureau

Existing Characteristics – Housing

This section provides a snapshot of current housing characteristics in the Bismarck-Mandan MPO. Housing data is a key input in transportation planning because it influences travel behavior, trip generation, and infrastructure needs. Characteristics such as housing tenure, vacancy rates, and household size offer insight into regional dynamics to inform future planning and policy.

Figure 6 shows a comparison of housing indicators across the MPO and the United States. The MPO for the figures refers to Burleigh and Morton Counties combined.

Figure 6: Housing Profile for Burleigh and Morton Counties



Average Household Size

Burleigh + Morton Counties	United States
2.39	2.49

2023 Median Household Value

Burleigh + Morton Counties	United States
$282,150	$303,400
+ $38,300 from 2020	+ $73,600 from 2020

2023 Median Rent (3 bedroom)

Burleigh + Morton Counties	United States
$1,337	$1,500
+ 144 from 2020	+ 277 from 2020



307
Number of building permits issued in 2024

283 New single-family permits issued

24 New multifamily permits issued (70 units)

Recent Trends

Travel Demand Model and Socioeconomic Projections

In general, Bismarck-Mandan is one of the few metropolitan areas expected to continue to see growth now that economic conditions have stabilized across the state. The TDMSE report projects housing needs into 2050, developed on a medium growth scenario, which yields an average 1.1 percent annual growth rate. By 2050, the TDMSE report estimates the following figures for household growth data in the Bismarck-Mandan MPO region:

- 82,720 households
- 2.2 people per household
- Renter households will double in size, growing to 28,137 by 2050
- Single-person and two-person households will grow the most, with the number of households with more than three people decreasing by 2050

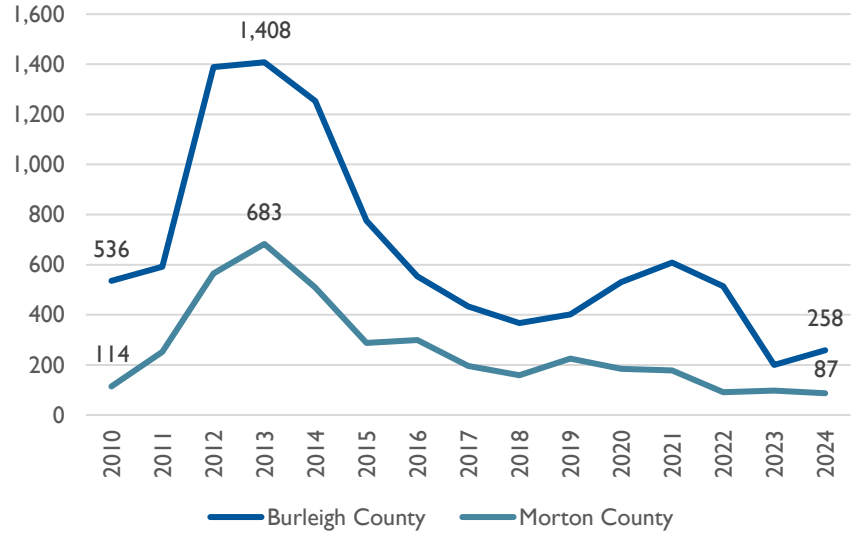
Table 2 shows that housing will continue to grow in the region, as population is projected to increase through 2050. However, as historical permit trends have shown, this growth is not as aggressive as what occurred between 2011 and 2015. According to **Figure 7**, building permits have returned to levels seen before the oil boom of the 2010s and will continue to see slight growth through 2050.

Table 2: Projected Households for the Bismarck-Mandan MPO (Medium Growth Scenario)

2021	2035	2050
56,130	72,870	82,720

Source: Bismarck-Mandan MPO, 2050 TDMSE Report

Figure 7: New Housing Permits by County, 2010–2024



Source: Federal Reserve Bank of St. Louis, New Private Housing Structures Authorized by Building Permits for Burleigh County, ND

2022 North Dakota Statewide Housing Needs Assessment Projections

The 2022 North Dakota Statewide Housing Needs Assessment forecasts future housing needs through 2027, modeled off recent socioeconomic conditions and analysis of historical patterns. The primary findings relevant to the Bismarck-Mandan MPO are as follows:

- The region surrounding Bismarck is projected to need 4,716 housing units by 2027, a 6 percent increase from 2022.
- The number of householders aged 65 and older in Region VII is expected to grow by 25.3 percent between 2022 and 2027, highlighting housing demands for older generations.
- Between 2012 and 2022, average verified sale prices for residential properties in Mandan increased by 63 percent and in Bismarck by 46 percent, contributing to declining homeownership rates among moderate-income households.

For Region VII, where Bismarck and Mandan are located, housing needs based on projected population change by age was calculated. As shown in **Table 3**, it is estimated that Region VII will grow to 81,663 households by 2027. This region encompasses 10 total counties, including Burleigh and Morton, so housing projections will be higher than other local estimates.

Table 3: Statewide Housing Needs Assessment Projected Housing Needs, 2022–2027

2022	2027
76,947	81,663

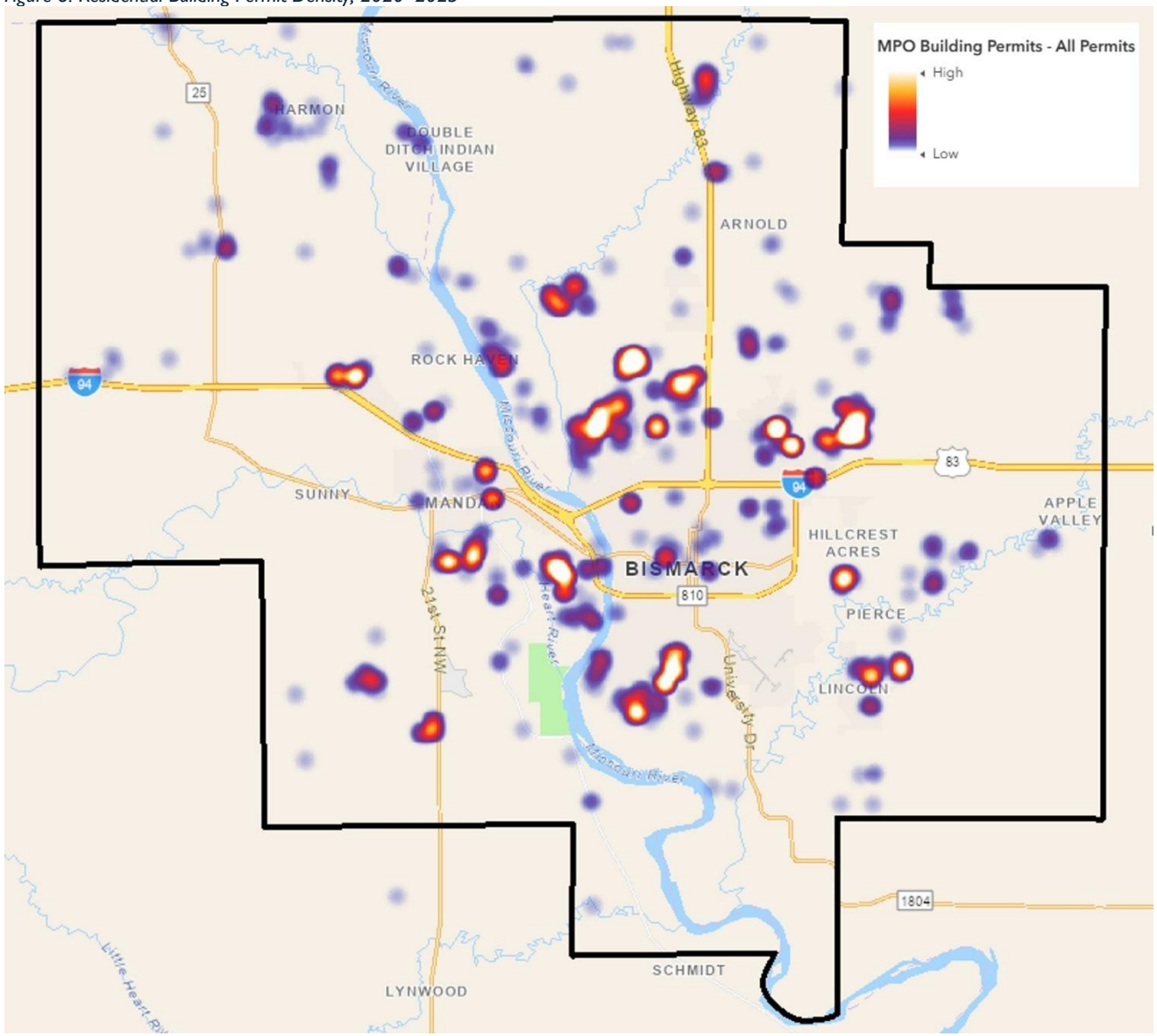
Source: North Dakota Housing Finance Agency, 2022 North Dakota Statewide Housing Needs Assessment

Recent Trends Compared to Area Projections

Between the Bismarck-Mandan MPO studies and the 2022 North Dakota Statewide Housing Needs Assessment, it is anticipated the MPO region will continue to see significant housing growth through 2050. Projections from the TDMSE report may be a more suitable estimate because it is more consistent with recent growth trends and the numbers were calculated using a growth rate similar to growth seen in recent years. However, projections through 2050 may not be accurate, considering how national trends such as the COVID-19 pandemic affected the local housing market in Bismarck-Mandan.

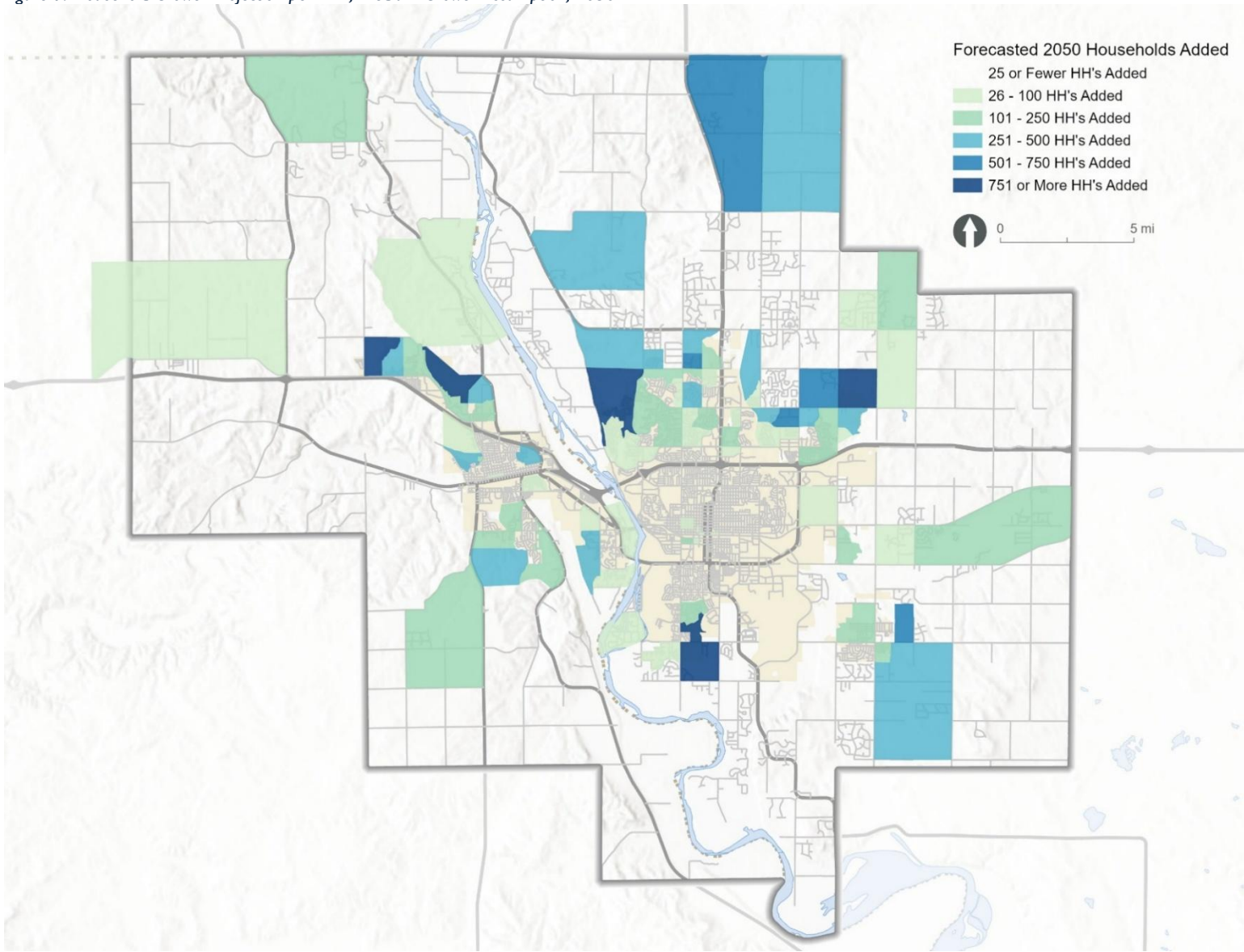
Figure 8 shows the location of residential housing permits issued between 2020 and 2025. The distribution of housing permits in this period reflects a similar pattern to projected housing growth by transportation analysis zone (TAZ) in 2050, as shown in **Figure 9**.

Figure 8: Residential Building Permit Density, 2020–2025



Source: City of Bismarck

Figure 9: Household Growth Projection per TAZ, Medium Growth Assumption, 2050



Source: Bismarck-Mandan MPO, 2050 TDMSE Report

Section 2 – Employment

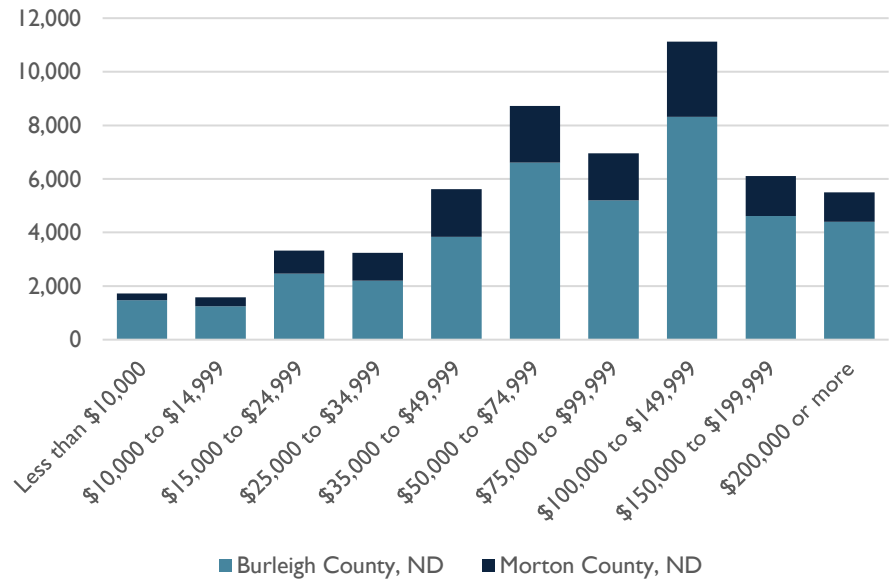
Job locations and business types play a key role in shaping how people travel across a region. Workplaces attract not only employees but also customers and other visitors, depending on the nature of the business. For example, retail and service businesses usually generate more traffic than industrial facilities. This chapter looks at where jobs are concentrated and how those patterns affect travel demand in the region.

Existing Characteristics

Labor-related information for the Bismarck-Mandan MPO region was collected from the U.S. Census Bureau. **Figure 10** shows the distribution of household income for Burleigh and Morton Counties combined. On average, residents of Burleigh and Morton Counties have higher household income than residents across the state of North Dakota.

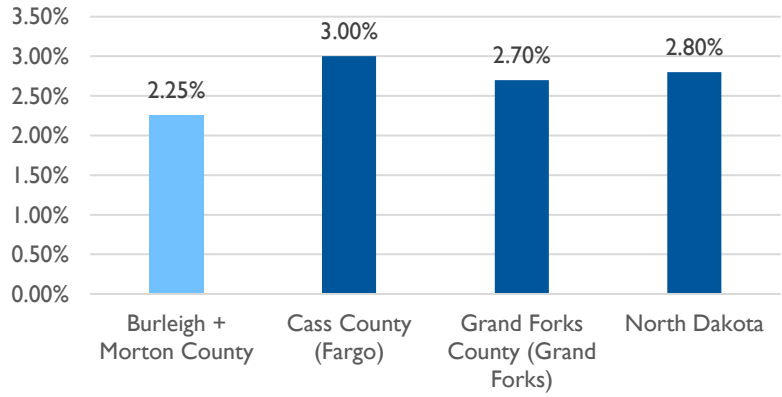
Figure 11 shows unemployment rates for Burleigh and Morton Counties in comparison to similar communities in the state and North Dakota as a whole. Unemployment rates are significantly lower in Burleigh and Morton Counties compared to other regions and the state. For further comparison, the United States reported a 5.2 percent unemployment rate in 2023.

Figure 10: Household Incomes for Burleigh and Morton Counties Combined, 2023



Source: U.S. Census Bureau, ACS 5-Year Estimates 2023

Figure 11: Unemployment Rate for Burleigh and Morton Counties and Other North Dakota Communities, 2023



Source: U.S. Census Bureau, ACS 5-Year Estimates 2023

Figure 12 compares the percentage of employees by industry sector for Burleigh and Morton Counties and the state of North Dakota. The five leading industries for the two counties include the following:

- Health care and education (24.8 percent)
- Retail trade (11.8 percent)
- Arts, entertainment, hospitality (8.9 percent)
- Construction (8.0 percent)
- Public administration (7.9 percent)

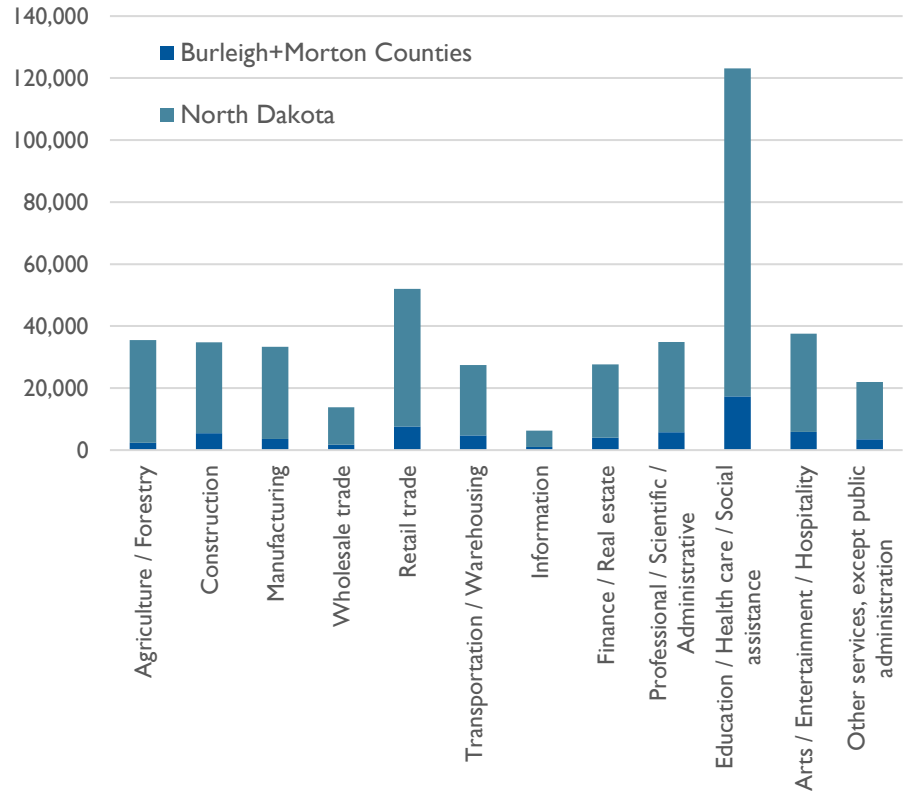
Compared to the state, both Burleigh and Morton Counties employ more residents in the public administration and retail trade sectors and have less employment in agriculture and manufacturing sectors.

The Bismarck-Mandan Chamber EDC also tracks major employers in the area. The following lists the five largest employers:

- State of North Dakota (4,456 employees)
- Sanford Health (4,204 employees)
- Bismarck Public Schools (2,580 employees)
- CHI St. Alexius Health (1,290 employees)
- Doosan Bobcat (1,280 employees)

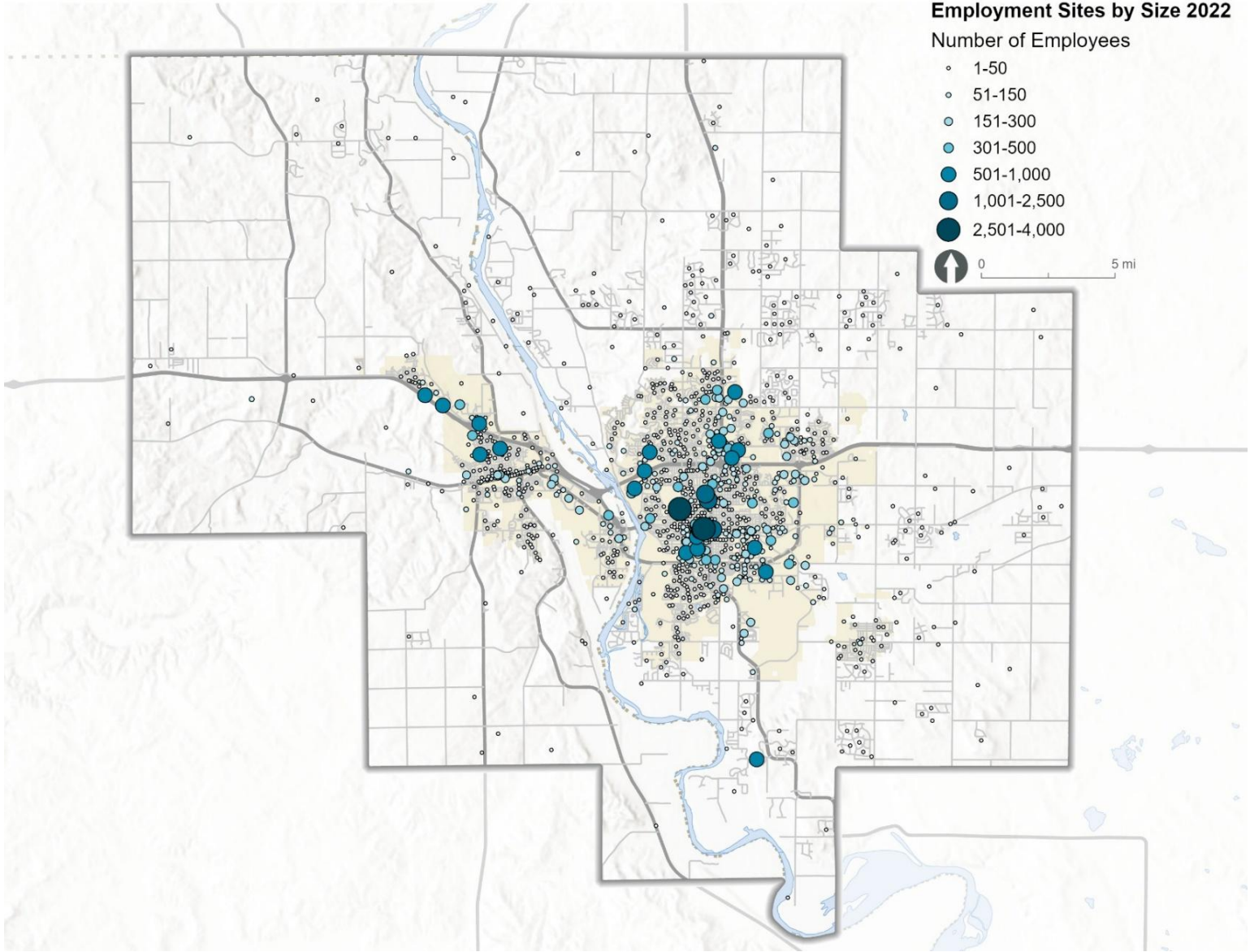
This aligns with the top employment sectors reported to the U.S. Census, with three of the five top employers being in health care and education. **Figure 13** presents the employment centers in the MPO by size in 2022.

Figure 12: Jobs by Industry Sector for Burleigh and Morton Counties and North Dakota, 2023



Source: U.S. Census Bureau, ACS 5-Year Estimates 2023

Figure 13: Employment Sites by Size in the Bismarck-Mandan MPO, 2022



Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics

Employment Projections

Figure 14 shows employment projections by industry for Region VII through 2033, which includes Burleigh and Morton Counties and the counties of McLean, Mercer, Sheridan, Oliver, Kidder, Grant, Sioux, and Emmons. The health care/social assistance industry is projected to have the most growth by 2033 for the region. Educational services will see the second-highest growth, with an estimated 801 jobs added by 2033. The agriculture sector will see the biggest loss in employment, with an estimated decrease of 298 jobs.

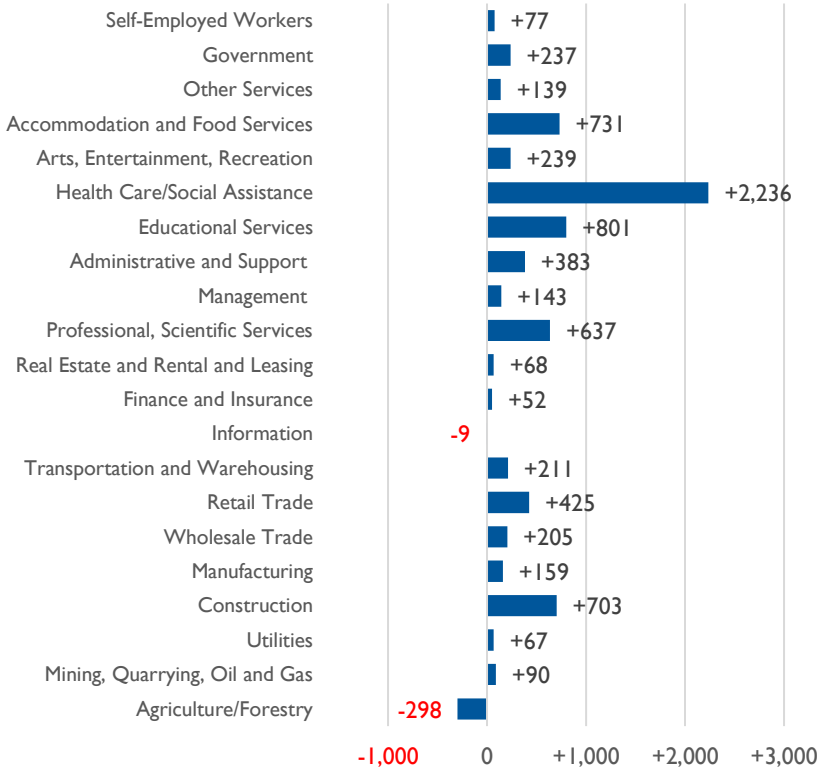
The Bismarck-Mandan MPO also projects growth by employment industry as part of the TDMSE report. Using projections through 2060, the TDMSE report estimates that 39,130 jobs will be added in the service industry for the MPO, between 2021 and 2060 (see **Table 4**). The service industry includes health care, education, entertainment, real estate, and finance employment sectors.

Table 4: MPO Employment Projections

Employment Sector	2021	2030	2060
Retail	10,402	11,507	14,422
Service	53,521	63,690	92,651
Other	12,336	12,854	13,382
Total	76,259	88,321	120,455

Source: Data based on Woods & Poole Employment Projections produced for the Bismarck-Mandan MPO 2050 TDMSE Report

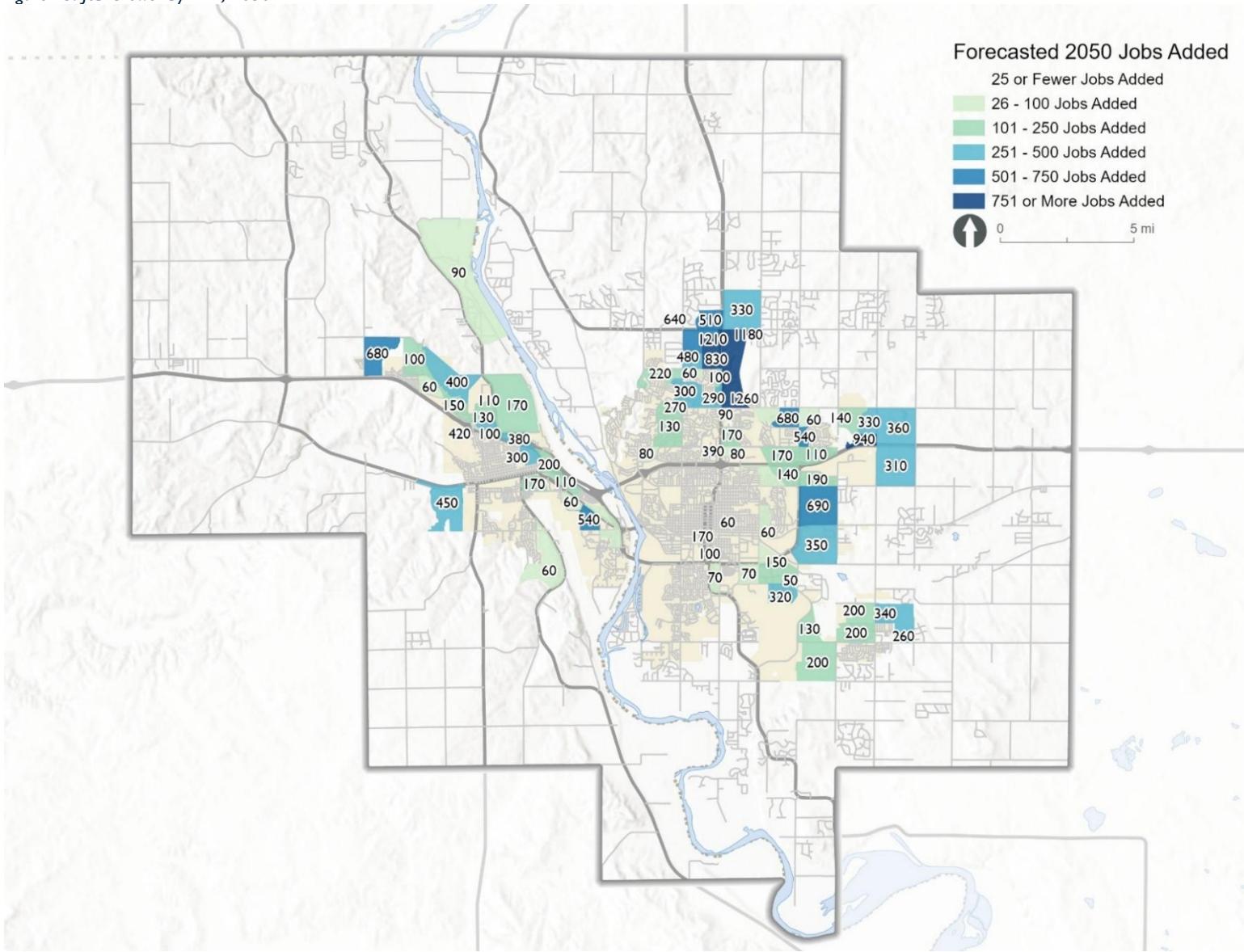
Figure 14: Region VII Employment Projections, 2023–2033



Source: Labor Market Information Center, Job Service North Dakota

Figure 15 shows projected job growth by 2050 per TAZ. The City of Bismarck is forecasted to experience the most job growth, with moderate growth seen in the City of Mandan.

Figure 15: Job Growth by TAZ, 2050



Source: Bismarck-Mandan MPO, 2050 TDMSE Report

Trends

Jobs in the MPO are projected to grow through 2050 and beyond. However, recent employment trends have been shaped significantly by the COVID-19 pandemic, which disrupted labor markets nationwide, including in the Bismarck-Mandan region. While initial impacts included job losses and economic uncertainty, recovery has been steady, with employment rebounding across most sectors.

One lasting effect of the pandemic has been the rise in remote work. Many employers adopted flexible work arrangements, and a portion of the workforce continues to work from home either full time or in hybrid formats. **Table 5** provides a breakdown of the shift in Burleigh and Morton County residents who worked from home before the pandemic in 2019 and in 2023.

Table 5: Percent of Employees Who Worked from Home, 2019–2023

County	2019	2023
Burleigh County	3.1%	8.1%
Morton County	5.7%	8.2%

Source: U.S. Census Bureau, ACS 5-Year Estimates 2019-2023

This shift has influenced travel behavior, contributing to changes in peak-hour traffic volumes and a reduction in overall vehicle miles traveled (VMT) during the early pandemic years. Although VMT has largely recovered, the long-term implications of increased flexible work arrangements may continue to moderate growth in commuting-related travel demand.

Section 3 – Travel

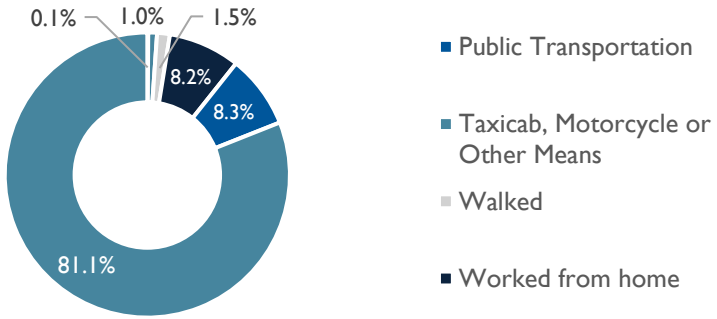
This chapter provides an overview of the current characteristics of the MPO region's multimodal transportation system and recent trends impacting travel in the region. All data figures will combine Burleigh and Morton Counties to represent the MPO.

Existing Conditions

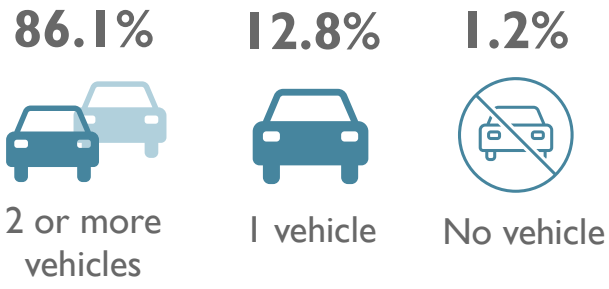
Figure 16 shows key characteristics of travel for Burleigh and Morton counties. This snapshot provides an overview of how residents travel to key destinations such as work and home, as well as preferred modes of travel.

Figure 16: Travel Profile for Burleigh and Morton Counties

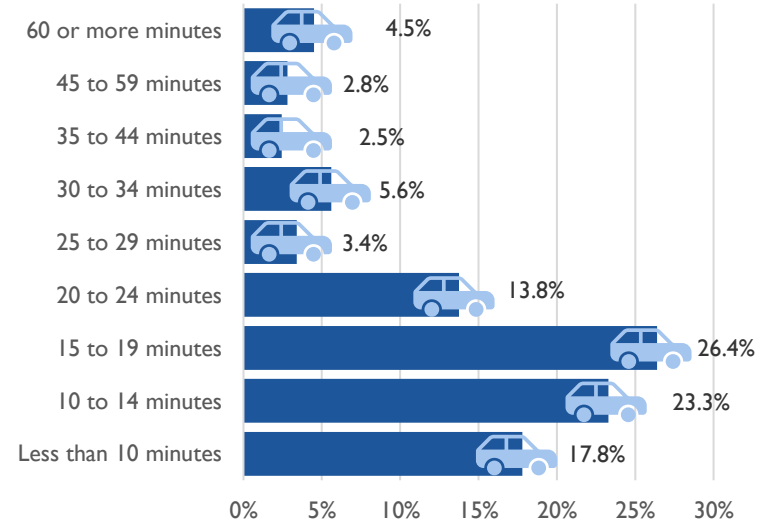
Means of Transportation to Work



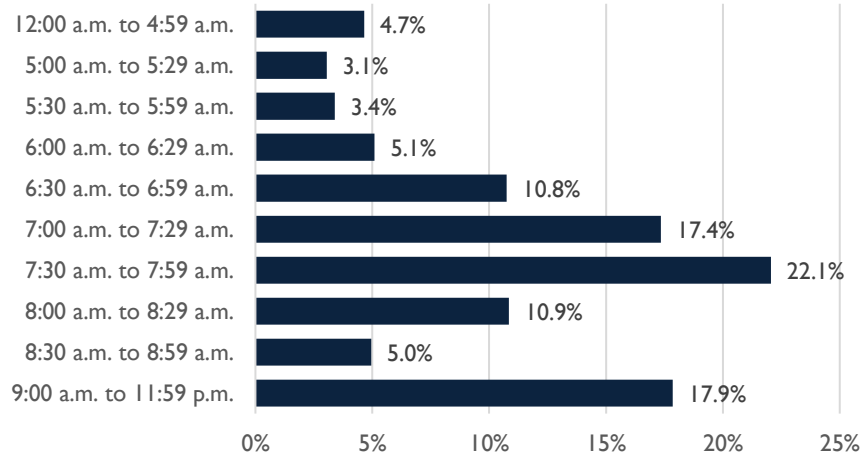
Vehicles Available



Travel Time to Work



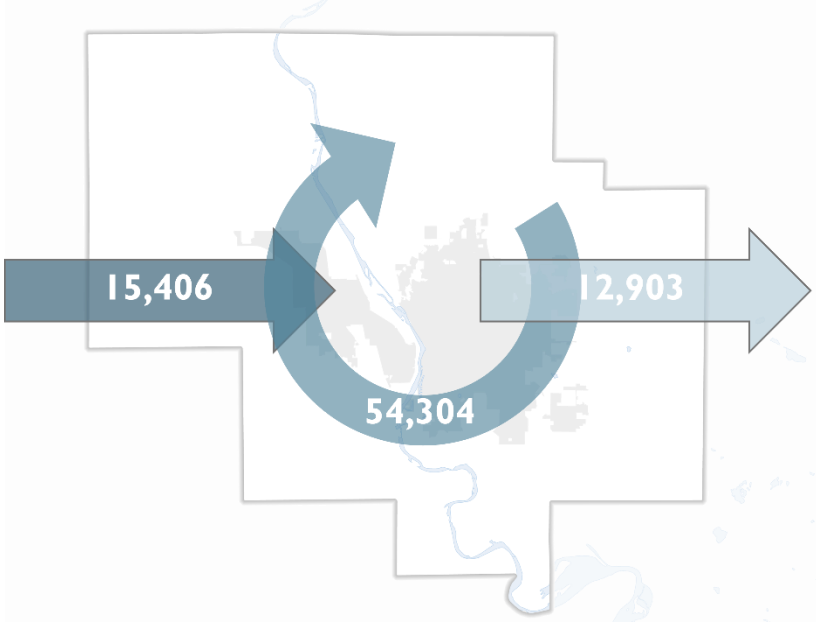
Time of Departure for Work



Commuting Patterns

Commuting patterns in the Bismarck-Mandan MPO reflect a strong concentration of residents who both live and work in Burleigh and Morton Counties. According to **Figure 17**, 54,304 individuals live and work in the region, representing the majority of the local workforce. In addition, 15,406 workers commute into the MPO from surrounding communities, highlighting the role of Bismarck and Mandan as employment centers in the region. More than 12,900 residents of Burleigh and Morton Counties travel outside the MPO for work. This outflow of commuters suggests economic and employment connections with nearby counties and cities and may influence regional transportation planning, especially for corridors linking the MPO to external destinations.

Figure 17: Commuting Patterns in Burleigh and Morton Counties, 2022



Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics

Performance Measures and Current MPO Work

Federal requirements governing the roles and responsibilities of MPOs articulate the required application of a performance-based planning approach that links performance-based planning practices to future investments in the transportation system, including in the development of annual Transportation Improvement Programs (TIP) and Metropolitan Transportation Plans.

Pursuant to the requirement of a performance-based planning approach, state departments of transportation (DOT) and MPOs are directed to emphasize performance goals in their Metropolitan Transportation Plans and TIP documents:

- Safety and security
- Infrastructure condition (for bridges and pavement)
- Congestion reduction
- System reliability for freight movement and economic vitality
- Alternative transportation modes to automobile travel
- Environmental sustainability
- Reduced project delivery

The Bismarck-Mandan MPO has adopted local-level targets and objectives to meet the needs of the Bismarck-Mandan region and specify how the MPO should improve to follow a given performance goal. Federal rulemaking has ratified specific performance measures for three of the seven performance goals, including Safety and Security (PM1), Infrastructure Condition (PM2), and System Reliability (PM3).

Minimum federal requirements require state DOTs to establish specific, numerical targets for each measure (PM1, PM2, and PM3); MPOs have the option to support these targets or create their own. The Bismarck-Mandan MPO has elected to support the targets established by NDDOT and, under this arrangement, progress toward these targets is reported by NDDOT. To see the latest on performance progress and for more information about PM1, PM2, and PM3, see FHWA's State Performance Dashboard for the state of North Dakota.

Additional performance measures in the Bismarck-Mandan MPO relate to transit operations and facilities (including vehicles). These topics are described in the MPO's annual Transit Asset Management report, which is included as part of the annual TIP publication. See the current TIP for more information about transit performance topics.

As a regional transportation planning agency, a key responsibility of the Bismarck-Mandan MPO is to lead transportation plans and studies in the Bismarck-Mandan region. The Monitoring Report seeks to provide the public with a snapshot of the ongoing work led by the MPO; **Table 6** lists recent, ongoing, and future plans and studies for the region.

Table 6: Recent, Ongoing, and Future Plans and Studies for the Bismarck-Mandan MPO

Recent Bismarck-Mandan MPO Plans and Studies	Current MPO Plans and Studies
East Main Avenue Corridor Study (2022)	Safety Policy Study
Sunset Drive Corridor Study (2023)	Intelligent Transportation Systems Regional Architecture Update
Transit Development Plan (2023)	Annual Update to the Transportation Improvement Program (2026–2029)
Pavement Condition and Analysis (2024)	
Arrive 2050 Metropolitan Transportation Plan (2024)	
Safe Routes to Services/ Complete Streets Study (2024)	
Future Plans and Studies	
Fringe Area Road Master Plan Update	
Transit Development Plan	
Parking Needs Study	
Passenger Rail Station Siting Study	

Functional Classification

Functional classification is a system used by FHWA and state DOTs to organize streets and highways based on the character of service they provide and to balance the provision of mobility and accessibility needs for vehicular users. The functional classification system also determines the eligibility of a street, road, or highway for federal funding; facilities designated as part of the functionally classified network are considered part of the federal-aid system, which means they are eligible to receive federal funding for transportation-related improvements. **Figure 19** shows the functionally classified roads in the Bismarck-Mandan MPO region, while an interactive map showing these facilities is available on the MPO's website.

Table 7 describes each of the functional classifications while **Figure 18** demonstrates the degrees of mobility and accessibility provided for each classification.

Figure 18: Functional Classification Mobility vs. Accessibility

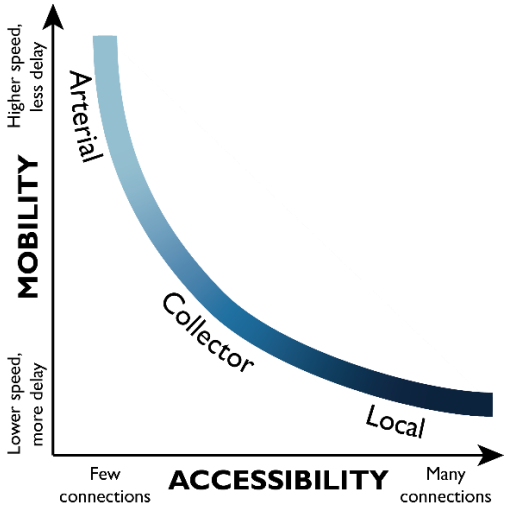
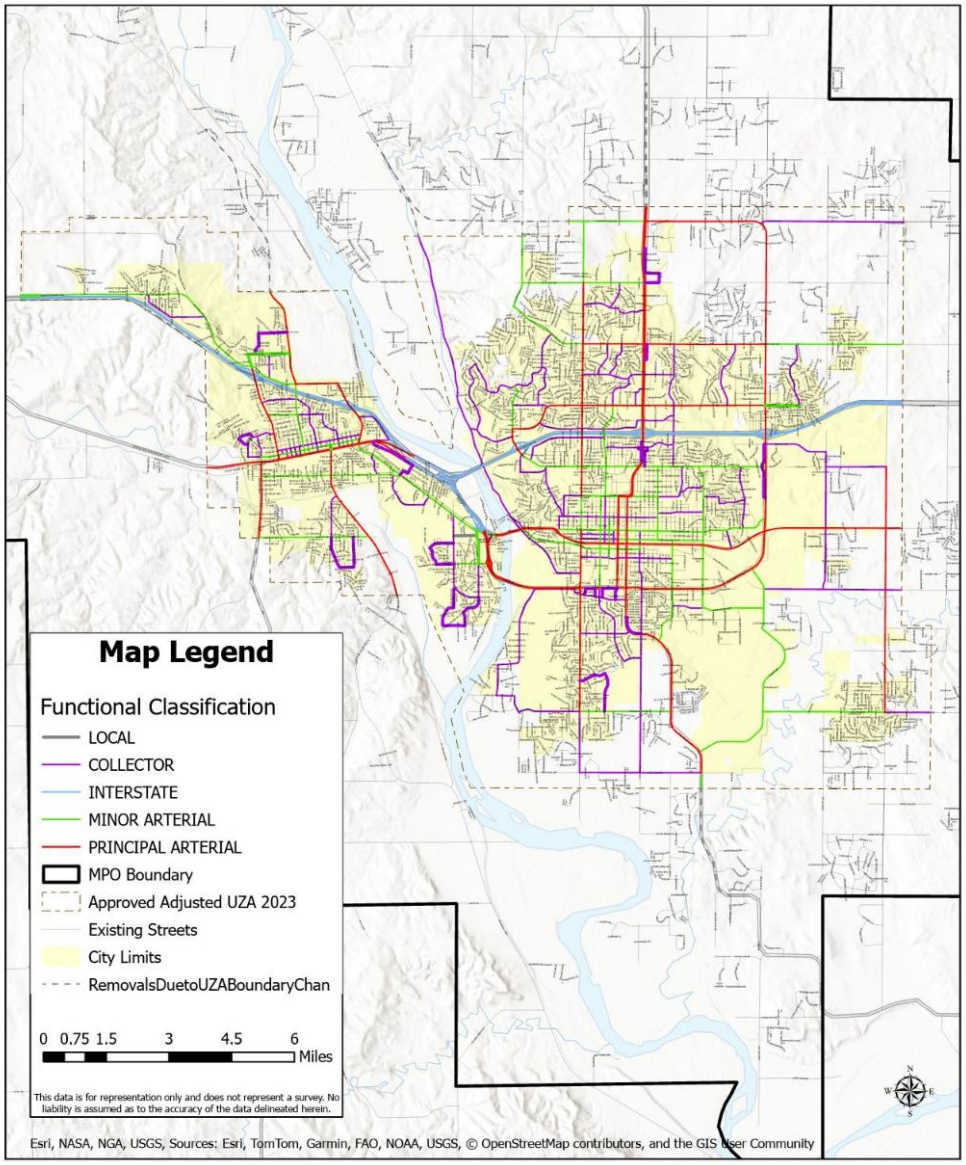


Table 7: Functional Classification Definitions

Functional Classification	Description
Interstate	Limited-access, divided highways designed for mobility and long-distance travel. These facilities connect the nation's major metropolitan areas.
Principal Arterial	Serve major centers of metropolitan areas by providing high degrees of mobility. These facilities often provide access to adjacent land uses directly.
Minor Arterial	Provide mobility for moderate-distance trips by connecting collector roads to the region's arterial network.
Collector	Provide connectivity between local and arterial roads while serving adjacent land uses directly.
Local	Provide highest degrees of access while providing the lowest degrees of mobility. Local roads are intended to provide direct access to adjacent land uses while discouraging long-distance travel.

Figure 19: Functionally Classified Roads in the Bismarck-Mandan MPO, 2024



Source: Bismarck-Mandan MPO

Motorized Travel

VMT measures the total distance traveled by vehicles in a specific area and is a key indicator of travel demand and roadway usage. In the Bismarck-Mandan MPO, NDOT collects and estimates VMT data using a combination of permanent monitoring stations and periodic traffic counts. These figures are reported annually to FHWA through the Highway Performance Monitoring System.

Figure 20 shows distinct patterns in urban and rural travel across Burleigh and Morton Counties from 2013 to 2023:

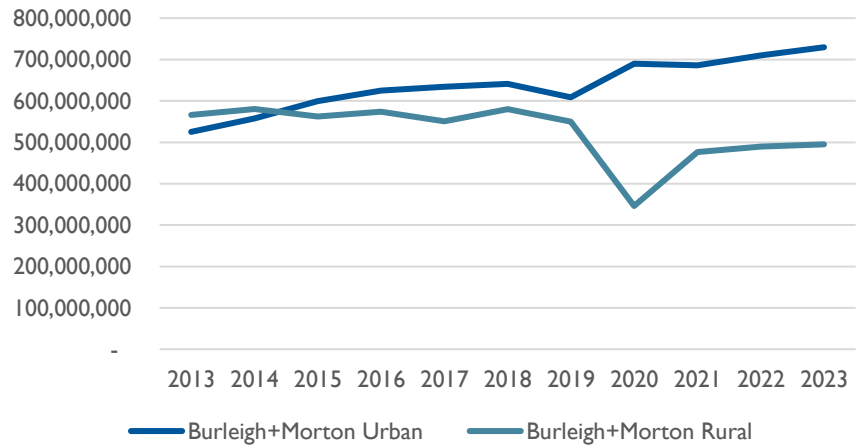
- **Urban VMT** has steadily increased over the past decade, rising from approximately 600 million miles in 2013 to about 750 million miles in 2023.
- **Rural VMT** has been more variable, with a noticeable dip around 2020 likely tied to the COVID-19 pandemic. By 2023, rural VMT had recovered to roughly 500 million miles.

When looking at the total VMT shown in **Figure 21**:

- Combined, Burleigh and Morton Counties have maintained relatively stable travel volumes, averaging close to 1 billion miles annually.
- Statewide VMT for North Dakota has also remained consistent, generally around 10 billion miles per year, with minor fluctuations.

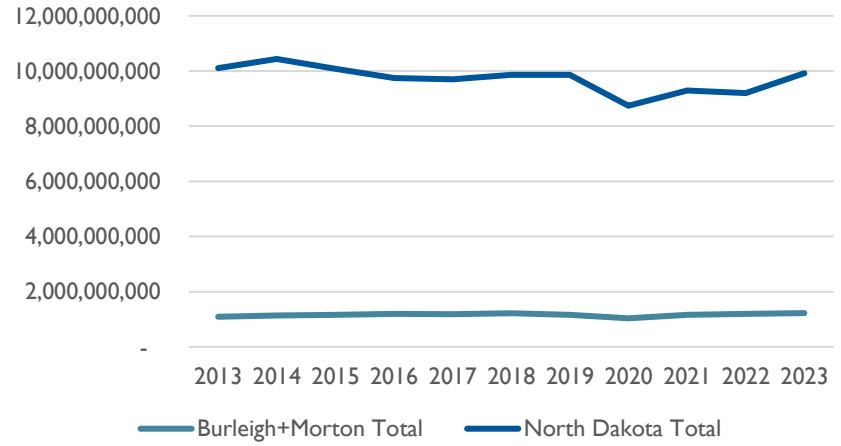
NDDOT's interactive Traffic Data Viewer provides traffic volumes and monitoring locations across the state.

Figure 20: Urban and Rural Comparison of VMT, 2013–2023



Source: NDDOT, Annual Traffic Reports 2013–2023

Figure 21: Comparison of MPO Counties' VMT to North Dakota, 2013–2023



Source: NDDOT, Annual Traffic Reports 2013–2023

Safety

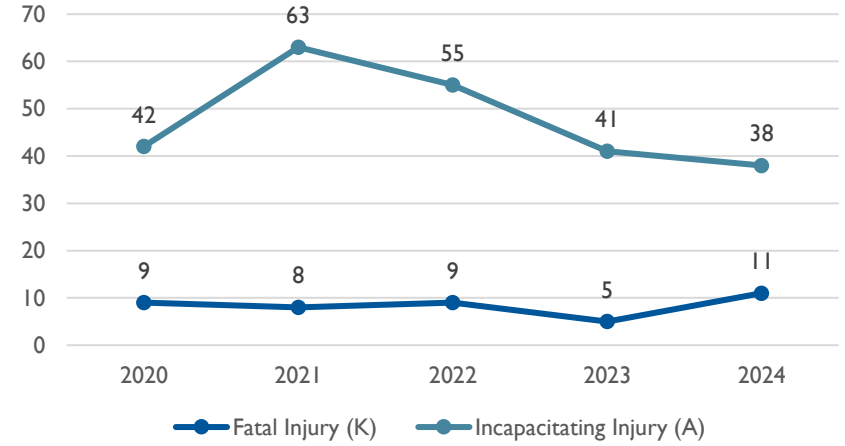
Planning for a safe multimodal transportation system is a key priority for the Bismarck-Mandan MPO and its member agencies. The MPO is currently leading the 2025 Safety Policy Study, which aims to identify and categorize the types of safety countermeasures used on the regional transportation system with the intent of developing a tool for future multimodal transportation improvements. The Safety Policy Study is scheduled for approval in December 2025.

As part of the Safety Policy Study, a crash data analysis and trend summary was completed. The key findings from this summary follow.

Figure 22 and **Figure 23** present historic trends related to the annual number of fatal and serious injury crashes that were recorded in the MPO between 2020 and 2024. These two trends align with the performance measures required by PM1.

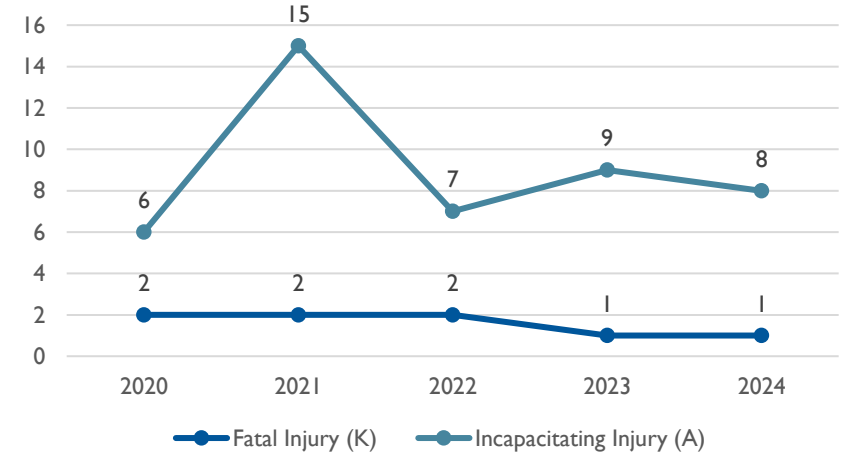
As the two figures indicate, annual fatal and serious injury crashes between 2020 and 2024 saw an increase from 2020 into 2021 before declining into 2024. Non-motorized fatal and serious injury crashes saw a slight increase in 2023 before declining in 2024.

Figure 22: Fatal and Serious Injury Crashes, 2020–2024



Source: NDDOT

Figure 23: Fatal and Serious Injuries Involving Bicyclists or Pedestrians, 2020–2024



Source: NDDOT

Infrastructure Conditions

Pavement Conditions

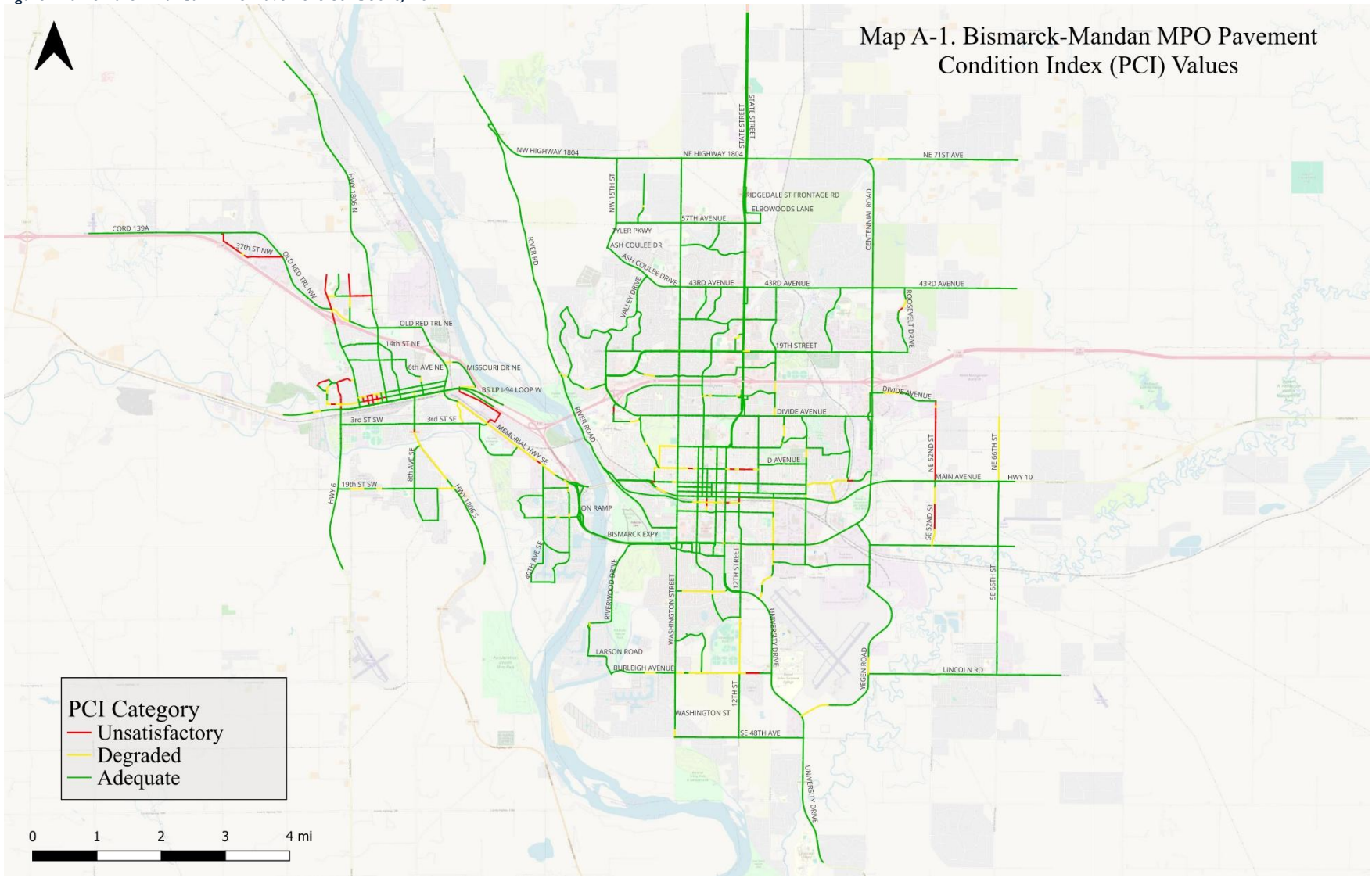
The Bismarck-Mandan MPO conducted a pavement condition assessment of the region's functionally classified roadways in 2024. The condition assessment covered each of the MPO's member jurisdictions: the Cities of Bismarck, Mandan, and Lincoln and Burleigh and Morton Counties. **Figure 24** shows the resulting pavement condition assessment, reported using a Pavement Condition Index (PCI), for the MPO's functionally classified roads. **Table 8** describes the PCI categories.

Table 8: Bismarck-Mandan MPO Pavement Condition Categories

Category	Typical Distresses and Typical Level of M&R Needed	PCI Range
Adequate	More extensive longitudinal and transverse cracking and weathering of surface. **Preventative maintenance**: Crack sealing and surface treatments	71–100
Degraded	Extensive longitudinal and transverse cracking, early-stage alligator (fatigue) cracking, early-stage rutting, and weathering of surface. **Global preventative maintenance and localized repairs**: Localized surface and/or full-depth patching, surface treatments, and thin overlays	56–70
Unsatisfactory	More extensive and more severe longitudinal and transverse cracking, alligator (fatigue) cracking, rutting, weathering of surface, and potholes. **Major rehabilitation**: Full-depth patching, mill and overlays, traditional overlays, and reconstruction	0–55

Source: Bismarck-Mandan MPO, 2024 Pavement Conditions and Analysis Report
Note: M&R = maintenance and repair

Figure 24: Bismarck-Mandan MPO Pavement Conditions, 2024



Source: Bismarck-Mandan MPO, 2024 Pavement Conditions and Analysis Report

Funding the Transportation Improvements in the Bismarck-Mandan MPO Region

The Bismarck-Mandan MPO is responsible for programming multimodal transportation improvements that use federal funds, including the construction of new roads and trails, reconstruction and rehabilitation of existing streets and roads, and preventative maintenance treatments like chip sealing and microsurfacing.

A major challenge to programming these improvements is the need to balance investments in expanding the multimodal transportation system with preserving existing transportation infrastructure in a state of good repair in light of limited federal, state, and local funding.

To contextualize the costs related to these project types, NDDOT's project cost history information is shown in **Table 9**.

Table 9: NDDOT 2024 Project Cost History

PROJECT COST HISTORY		
(Per Mile Costs) (today dollars - must inflate for future years)	Construction & CE Only	Total Cost#
	Statewide	Statewide
New Construction/New Alignment*	**8,000,000**	**11,000,000**
2-lane	5,000,000	6,900,000
4-lane	8,000,000	11,000,000
PCC Reconstruction	**3,150,000**	**3,500,000**
Major Rehabilitation/Structural Improvement	**1,700,000**	**1,900,000**
Full Depth Reclamation and Overlay w/Widening	1,700,000	1,900,000
Full Depth Reclamation and Overlay	975,000	1,100,000
Concrete Overlay/Widening	1,300,000	1,500,000
HBP Overlay w/Widening	1,150,000	1,300,000
Concrete Overlay	1,200,000	1,400,000
Mill & HBP Overlay >3"	575,000	660,000
Crack/Seat w/HBP Overlay	1,150,000	1,300,000
Minor Rehabilitation**	**900,000**	**1,000,000**
Sliver Grading w/HBP Overlay	900,000	1,000,000
Mill & HBP Overlay 2" > 3"	400,000	440,000
Preventive Maintenance	**300,000**	**320,000**
TLO ≤ 2" & Mill & HBP Overlay ≤ 2"	300,000	320,000
Microsurfacing	80,000	89,000
Chip Seal	50,000	58,000
CPR/Grinding	150,000	160,000
Urban		
Reconstruction***	**10,000,000**	12,000,000
Surfacing	**1,500,000**	1,800,000

All costs (except for 4-lane new construction/new alignment) are stated as 2-lane roadway costs. Multiply cost above by 2 to arrive at 4-lane both roadway costs.

For some work types no/few recent project data available. Costs a combination of actual project cost history and calculated costs based on recent average bid item costs.

Overall improvement category cost (Major Rehab, Minor Rehab, etc) is based on highest cost within category.

*Does not include major structures
**Cost may be higher for the roadways with wide shoulders.
***This is an average urban reconstruction cost.
Urban costs can vary widely dependent on the situation (section width, signals, storm sewer, etc)

#Total Cost includes Construction, CE, PE, ROW, Utilities, Wetlands, Cultural, Haul Roads

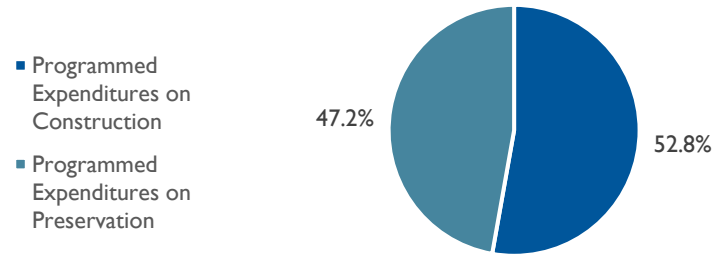
Source: NDDOT, Project Cost History

Snapshot of Transportation Funds Programmed in the Region

The Bismarck-Mandan MPO's annual TIP serves as a guide for how the MPO and its member agencies are investing in the region's multimodal transportation system. The current TIP is for 2026 through 2029 and offers a look at how expenditures on construction and preservation projects are balanced.

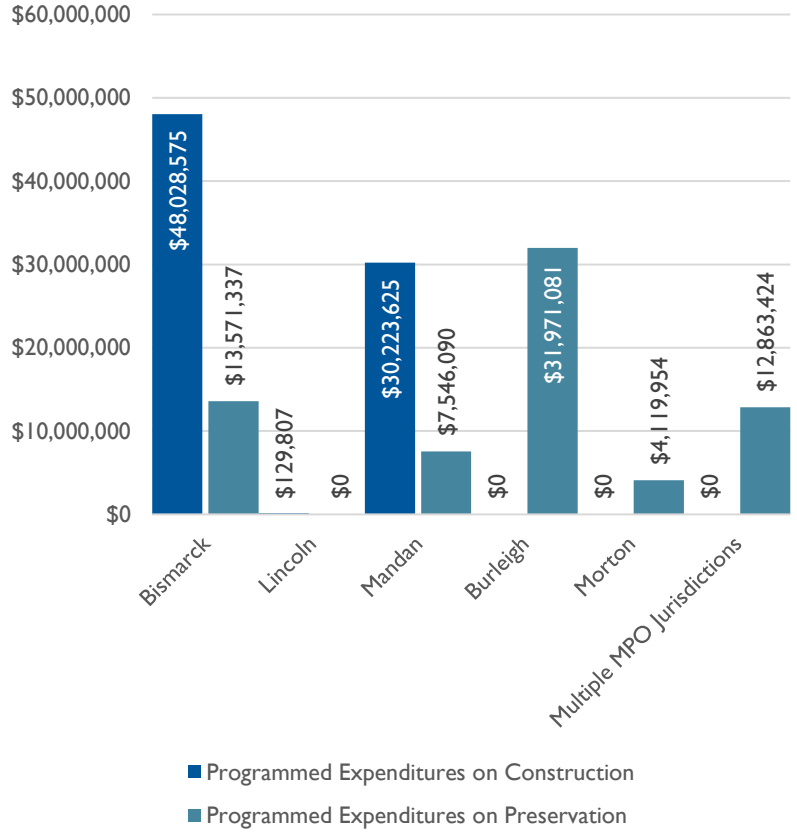
- **Construction** refers to expansion and rehabilitation projects such as adding turn lanes, adding new streets, upgrading intersection, resurfacing or reconstructing new streets or trails, or replacing bridges.
- **Preservation** refers to activities conducted to maintain the current transportation system in a state of good repair, such as mill and overlays.

Figure 25: Breakdown of Expenditures Programmed on Construction vs. Preservation Projects in the MPO Region, 2026–2029



Source: Bismarck-Mandan MPO, FY2026–2029 Transportation Improvement Program

Figure 26: Programmed Expenditures on Construction and Preservation by MPO Member Jurisdiction, 2026–2029



Source: Bismarck-Mandan MPO, FY2026–2029 Transportation Improvement Program

Freight

Freight transportation is an essential part of the Bismarck-Mandan MPO's economy, supporting the movement of goods across local, regional, and national markets. Trucks, rail, and air cargo are the primary modes used to move freight into, out of, and through the region. Many businesses in the area depend on reliable freight access, including those in manufacturing, construction, wholesale trade, and agriculture.

The region includes several important freight facilities. The Northern Plains Commerce Center in the City of Bismarck is a key transload site where goods are transferred between rail and truck. The Bismarck Municipal Airport also plays a role in freight movement, offering air cargo services that connect the region to broader markets.

Freight reliability is closely monitored through the FHWA PM3 performance measure, which tracks how consistently travel times are maintained on key freight corridors, especially those on the National Highway System. Reliable travel times are critical for freight operators because delays can increase costs and disrupt supply chains. By monitoring PM3 performance, the MPO can identify areas where improvements may be needed to support efficient freight movement and reduce congestion on routes that serve both commercial and general traffic.

Table 10 includes some of the key freight corridors in the Bismarck-Mandan region.

Table 10: Key Freight Routes in the Bismarck-Mandan MPO

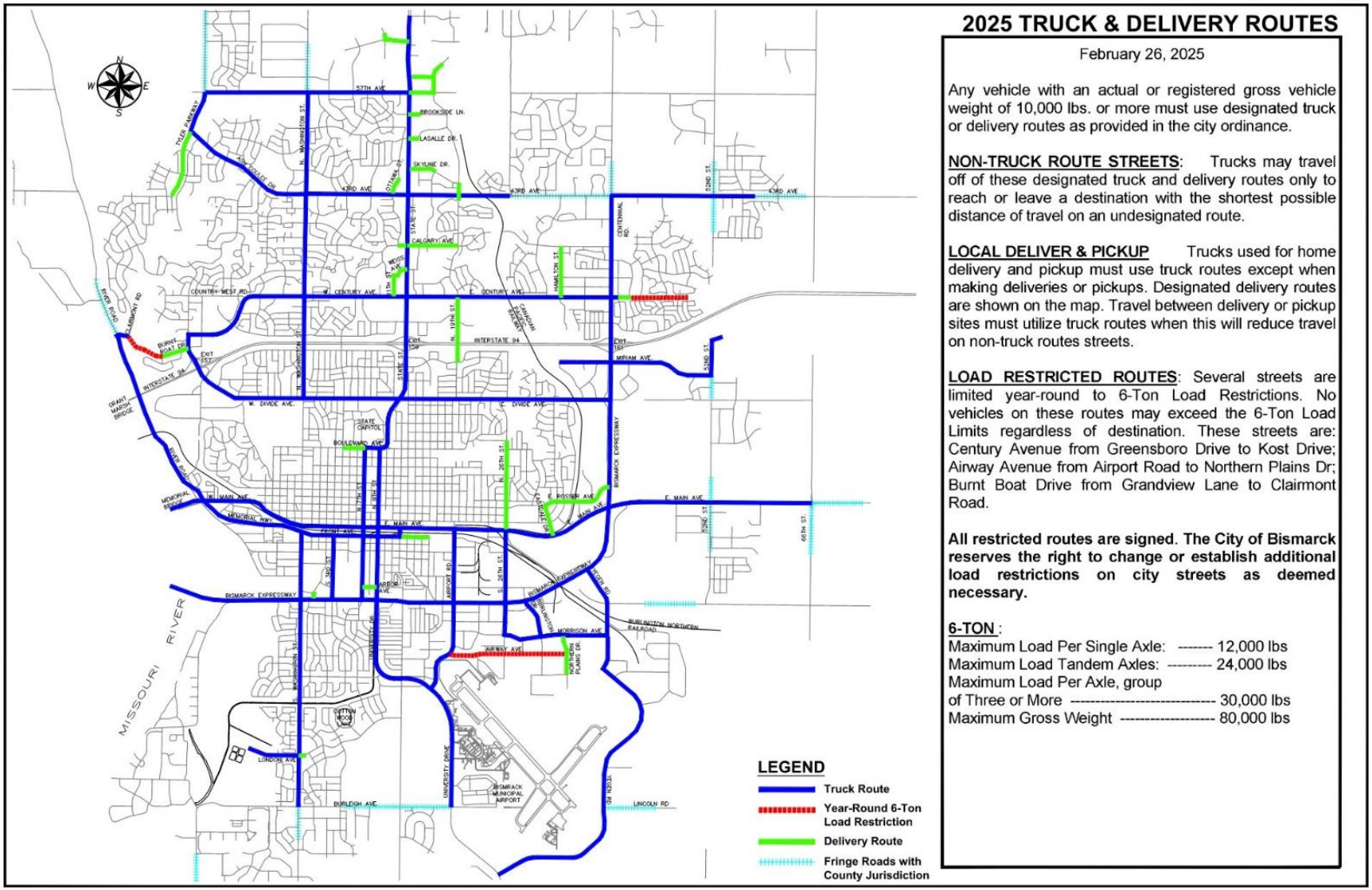
Freight Route
State Street
Century Avenue
North 9th Street
North 7th Street
University Drive
Bismarck Expressway
Main Avenue

Source: City of Bismarck

Truck annual average daily traffic for state roads through the Bismarck-Mandan MPO can be viewed on the NDDOT's GIS viewer on the State Roads – Truck Annual Average Daily Traffic layer.

Figure 27 shows a map of key freight routes in the City of Bismarck and which streets are posted as year-round 6-ton load restrictions, meaning no vehicle exceeding a 6-ton limit may use the route. The Arrive 2050 Metropolitan Transportation Plan contains further information about freight in the MPO region, such as truck generation, daily truck trips, reliability, and assets.

Figure 27: City of Bismarck Truck and Delivery Routes



Source: City of Bismarck

Public Transportation

Public transportation in the Bismarck-Mandan MPO is provided by Bis-Man Transit. The system includes two services: a door-to-door paratransit service (Paratransit) and a fixed-route bus service known as Capital Area Transit (CAT). Paratransit is available to individuals who are either 70 years of age or older or who qualify based on a disability. This service operates every day, and rides may be scheduled at least one day prior.

The CAT bus system is open to all riders and follows a network of routes throughout the area. Service hours generally run from 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 7:00 p.m. on Saturday. The route map can be found on the Bis-Man Transit website. CAT uses a flag-stop system, allowing passengers to board or exit the bus at most points along the route. The current route design consists of one-way loops that connect at a central hub located on Front Avenue in Bismarck. This bus system provides broad coverage across the MPO.

The City of Bismarck is the designated recipient of federal transit funding and owns the vehicles, facilities, and equipment used for public transportation. Operations and management are handled through a contracted provider.

Since the launch of CAT in 2004, ridership trends have shifted. While CAT continues to serve more annual trips overall, the number of trips on Paratransit has grown over time. When comparing service efficiency, CAT consistently provides more trips per vehicle revenue mile than Paratransit, indicating higher productivity for the fixed-route system.

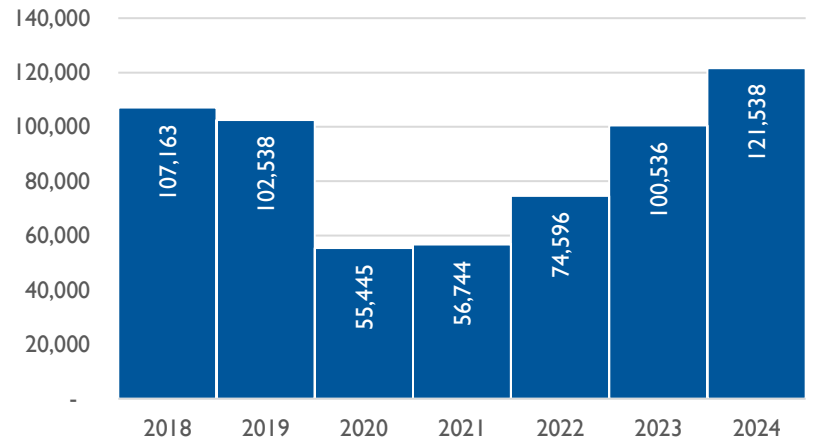


Source: Capital Area Transit

Figure 28 and **Figure 29** show annual ridership trends for CAT and Paratransit services. CAT ridership declined sharply in 2020 due to the COVID-19 pandemic but has steadily increased since then, reaching its highest level in 2024 with more than 121,000 annual trips.

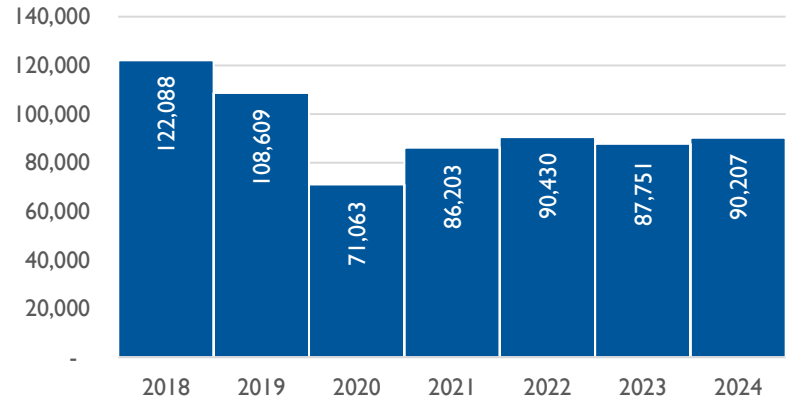
The Paratransit service saw its highest usage in 2018 with more than 122,000 trips. This was followed by a decline in 2019 and a sharp drop in 2020, likely due to the impacts of the COVID-19 pandemic. Ridership began to recover in 2021 and remains relatively stable, with more than 90,000 trips recorded in 2024. These trends reflect both the usefulness of the service to residents and broader shifts in travel behavior over the past several years.

Figure 28: Annual CAT Ridership, 2018–2024



Source: Cities Area Transit

Figure 29: Annual Paratransit Ridership, 2018–2024



Source: Cities Area Transit

Bis-Man uses an on-time performance metric to evaluate the performance of its fixed-route and paratransit services. The methods for calculating this metric are as follows:

- **Fixed route (CAT)**: Using a series of timing points for each route, a bus operator must pass each timing point within a specific window to be considered "on time." CAT determines this window as being 1 minute before the published time point to 5 minutes after.
- **Paratransit**: A 30-minute window assumed as the trip window is provided for each user scheduling a ride via paratransit. Paratransit performance is considered "on time" if the driver completes the schedule trip at the 30-minute mark while arrivals before or after are considered as being not "on time."

Table 11 provides the resulting calculations of annual on-time performance for the CAT and Paratransit services.

Table 11: On-Time Performance for CAT and Paratransit Services, 2018–2024

Year	CAT	Dial-A-Ride
2018	80.12%	87.04%
2019	80.34%	96.00%
2020	84.16%	97.20%
2021*	–	95.00%
2022	84.00%	90.58%
2023	84.00%	92.81%
2024	85.69%	92.90%

*On-time performance was not available.
Source: Capital Area Transit

Bicycle and Pedestrian Transportation

The Bismarck-Mandan MPO supports a growing network of bicycle and pedestrian facilities that provide safe and accessible options for non-motorized travel. Sidewalks, shared-use paths, and designated bike lanes are located throughout the region, connecting neighborhoods, parks, schools, and commercial areas. These facilities support both recreational use and active transportation, contributing to the overall mobility and health of the community.

In recent years, several projects have expanded and improved the bike and pedestrian network, including new trail segments, upgraded crossings, and improved signage. The regional system continues to strengthen through coordinated planning efforts among local jurisdictions and agencies. The Bismarck-Mandan MPO Multi-Use Trails Map provides a detailed map of existing multiuse trails and bicycle routes.

As part of its commitment to active transportation, the region has participated in the Bicycle Friendly Community program administered by the League of American Bicyclists. The Bismarck-Mandan area was recertified as a Bronze Bicycle Friendly Community in 2025. Key data from the application process highlights the area's investment in infrastructure, education, and encouragement programs. These efforts support a more bikeable and walkable community and help guide future improvements to the non-motorized transportation system.



Source: HDR, Inc.



Source: KFYR

Recent/Emerging Trends

The Bismarck-Mandan MPO continues to evolve in response to new technologies, changing travel behaviors, and broader societal shifts. Several key trends are shaping the future of transportation in the region.

Electric Vehicles

The adoption of electric vehicles (EV) in the state of North Dakota remains relatively low compared to national trends but the rates of EV ownership are growing. Between 2020 and 2023, EV registrations in North Dakota grew at an average annual rate of 72 percent, outpacing the national average of 52 percent over the same period. Although North Dakota remains one of the states with the lowest number of EV registrations, a continuation of the recent growth in EV ownership would see a rapid rise in the number of EVs operating in the state in the near future.

Local governments and agencies are beginning to consider how EVs may affect long-term transportation planning, including parking, charging access, and energy demand. While EV ownership is still limited, the groundwork has been laid to support broader adoption in the coming years.

Shared Mobility

Although traditional shared mobility services like ride-hailing and car-sharing are less prevalent in the Bismarck-Mandan region than in larger urban areas, there is growing interest in expanding mobility options. Regional planning efforts have considered the role of microtransit, bike-share systems, and other flexible transportation models that could improve access for residents without personal vehicles.

Micromobility options such as e-bikes and e-scooters are gaining popularity nationwide and could offer practical first- and last-mile solutions in the MPO. These modes are especially useful in connecting residents to transit stops, commercial centers, and recreational areas. The region's existing bicycle and pedestrian infrastructure, including multiuse paths and protected bike lanes, provides a pathway to implement these programs.

Recent upgrades to the CAT fleet support this shift. All CAT buses are now equipped with fat tire bike racks, allowing riders to combine cycling with public transit at no extra cost. This integration reflects a growing interest in flexible, multimodal travel.

Mobility as a Service

Mobility as a Service (MaaS) is an emerging concept that integrates several transportation options, such as public transit, ride-hailing, bike-share, and car-share, into a single digital platform. Through a smartphone app or web interface, users can plan, book, and pay for trips across multiple modes, making travel more seamless and flexible.

While MaaS systems are more common in large urban areas, they are increasingly being explored in small urban and rural communities. For regions like Bismarck-Mandan, MaaS offers the potential to improve access to transportation by coordinating services across providers and offering real-time information, fare integration, and trip planning tools. This could be especially beneficial for residents who rely on multiple modes to complete a single trip or who lack access to a personal vehicle.

According to the National Center for Applied Transit Technology, successful MaaS implementation in smaller communities depends on strong partnerships between public agencies and private mobility providers and investment in digital infrastructure and user-friendly platforms. MaaS can also support broader goals such as reducing congestion and enhancing the efficiency of existing transportation services.

Impact of COVID-19

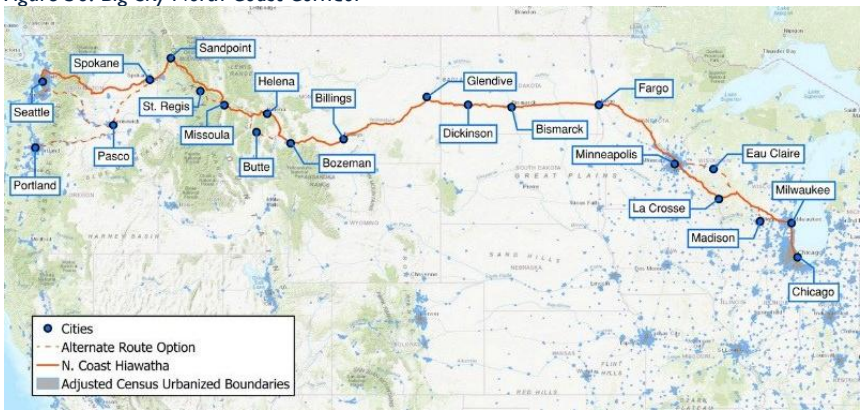
The COVID-19 pandemic had a significant effect on travel behavior in the MPO. Transit ridership declined sharply in 2020, and while it has since rebounded, patterns remain different than pre-pandemic norms. Remote work increased during the pandemic and continues to influence commuting trends, with some residents now working from home part time or full time. In addition, supply chain disruptions and changes in consumer behavior affected freight movement and delivery patterns. Local agencies observed increased demand for home deliveries and commercial vehicle activity, especially in residential areas. Understanding the long-term impacts of COVID-19 helps guide future transportation decisions and ensures the system remains responsive to evolving community needs.

Passenger Rail Service

There is currently a planning study in place to renew passenger rail service along Amtrak's North Coast Hiawatha line. This route traveled from Seattle to Chicago through North Dakota. The rail service, known as the Big Sky North Coast Corridor (**Figure 30**), is part of a nationwide effort to expand passenger rail and restore mobility between major metropolitan areas and smaller communities.

The Bismarck-Mandan MPO is a government partner with the Big Sky Passenger Rail Authority and is actively involved in shaping future rail services. In 2026, the MPO is expected to undertake a passenger rail station siting study to facilitate local access to the new rail service in the future. The new rail service will allow for increased access of regional visitors to communities within the Bismarck-Mandan MPO area and help spur local economic activity.

Figure 30: Big Sky North Coast Corridor



Source: Big Sky Passenger Rail Authority

TRANSPORTATION ALTERNATIVES PROGRAM SUMMARY

NOVEMBER 2025

A total of four (4) project applications were submitted for the fiscal funding year 2028 Transportation Alternatives Program. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff and ranked pairwise by members of the MPO Bike-Ped Subcommittee. The combined results of these exercises, and consistency with MTP objectives, are provided to TAC and Policy Board for information and discussion.

JURISDICTION	TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	Rank	Consistent with MTP
Lincoln Park District/City of Lincoln	Preservation	**66th Street Shared Use Path Safety Improvements** Install decorative pedestrian lighting on two segments of pathway, one from Lincoln Rd to 28th Ave, and one from Santee Road to the southern city limits (just south of Humbert Dr). Pave the gravel segment of shared use path from Santee to the southern city limits.	$360,075 / $291,400	1	Yes (14 Scored Objectives)
City of Mandan/Mandan Park District	Preservation	**Highway 1806 Pedestrian Trail Improvements** Resurface existing 10' wide asphalt pedestrian trail, from 14th St NW past 27th St N and also under the I-94 bridge on Hwy 1806. Overlay and drainage improvements throughout to address flooding of the trail and deteriorated pavement, and pedestrian safety enhancements consisting of a separation barrier underneath the I-94 bridge.	$1,100,000 ($771,175 federal-aid eligible) / $624,112	2	Yes (13 Scored Objectives)
City of Bismarck	Preservation	**US 83/State Street Multi-Use Trail Rehabilitation** Resurface the existing 10' wide shared use path, asphalt overlay on approximately 5,700 LF along west side of State St, from Capitol Grounds at Divide Ave to Calgary Ave.	$475,000 / $380,000	3	Yes (10 Scored Objectives)
Bismarck Parks and Recreation District	Construction	**Clairmont Trail Connections** Construct new 10’ wide asphalt trail connections through Clairmont Family Conservation Park from Golf Drive to Clairmont Road (3,330 LF).	$879,531 / $703,625	4	Yes (9 Scored Objectives)

Stephen Larson, November 2025

TRANSPORTATION ALTERNATIVES PROJECT SUMMARY - FY28

BMMPO BIKE-PED SUBCOMMITTEE RANKING 10/29/2025 | MPO STAFF SCORING 10/24/2025

Submitting Agency	Description	Total Cost / Federal Cost	Project Type	1	2	3	4	5	6	7	8	Bike Ped Subcommittee Average Rank	MPO Staff Score	Combined Score	Overall Rank
Lincoln Park District/City of Lincoln	**66th St Shared Use Path Safety Improvements:**	$360,075 -- $291,400	Preservation	1	2	1	1	1	4	3	1	1.75	1	2.75	1
City of Bismarck	**US 83/ State Street Multi-Use Trail Rehabilitation:**	$475,000 -- $380,000	Preservation	3	1	2	1	2	2	2	3	2	3	5	3
City of Mandan / Mandan Park District	**Hwy 1806 Pedestrian Trail Improvements**:	$771,175 -- $624,112	Preservation	2	3	3	1	3	1	1	2	2	2	4	2
Bismarck Parks and Recreation District	**Clairmont Trail Connections:**	$879,531 -- $703,625	Construction	4	4	4	2	4	3	4	4	3.625	4	7.625	4

sal_nov 2025

MPO Staff Scoring FY28 TA (Arrive 2050 MTP Rubric)	Points	Linc. 66th St	Mand. 1806	Bis. State St	Bis. Clairmont
Reduce crash frequency & severity	7	Yes	Yes	Yes	Yes
Implement safe system features	7	Yes	Yes	Yes	
Reduce speed for vulnerable users	6				
Safe & reliable freight	3				
Support other regional plans	2		Yes	Yes	Yes
Support efficient development patterns	2	Yes			Yes
Promote efficient delivery of complimentary multimodal improvements with roadway construction projects	3				
Minimize environmental impacts	2	Yes	Yes		Yes
System security	1	Yes	Yes	Yes	Yes
Reduce and/or mitigate VMT	2	Yes	Yes	Yes	Yes
Promote reliable vehicle travel	8				
Limit recurring congestion	8				
Identify corridors that faciliate efficient regional travel	5	Yes	Yes	Yes	
Reduce single-occupant vehicle travel	4	Yes	Yes	Yes	Yes
Maintain pavement and bridge condition	6				
Maintain signal, lighting, and ITS condition	4				
ITS maintenance & planning	2				
Manage the system through technology	3	Yes			
Transit Coordination	3				
Bicycle & pedestrian project implementation	3	Yes	Yes	Yes	Yes
Reduce multimodal gaps	3	Yes	Yes		Yes
Implement Complete Streets	6	Yes	Yes	Yes	
Connecting disadvantaged neighborhoods	5	Yes	Yes		
Minimize impacts on disadvantaged populations	5	Yes	Yes	Yes	
Total Points	100	**55**	**52**	**42**	**26**
Ranking		**1**	**2**	**3**	**4**

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EXHIBIT C

Transportation Alternatives Grant Application

66th St. Shared Use Path Safety Improvements

Lincoln, ND

October 13, 2025

SEH

Building a Better World for All of Us®

Engineers | Architects | Planners | Scientists

October 13, 2025

RE: 66th St. Shared Use Path Safety Improvements
Transportation Alternatives Grant Application
Lincoln, ND

North Dakota Department of Transportation
Transporation Alternatives Program
608 E Boulevard Avenue
Bismarck, ND 58505

Dear NDDOT Local Government:

The Lincoln Park District, in conjunction with the City of Lincoln, is excited to submit for the Transportation Alternatives program funding for a shared use pathway lighting and surfacing enhancement project for resilience in user type increase and safety of facility use. The proposed project is along 66th Street reaching from northern housing limits to the south city limit along the west side of the 66th St. The proposed project corridor is one of the main roadways in the City of Lincoln and acts as 1 of 2 main entrances to the City collecting all local roadway traffic for access in and out of the community.

The City of Lincoln is a thriving and growing community mainly consisting of residential housing. Many areas of the city have little or no pedestrian facilities which drives large use of the existing trail networks centrally located with the city. The Lincoln Park District has been constructing shared use pathway systems over the last several years to expand multi-use pathways as collectors on major arterial roadways throughout the city. In cooperation, the City of Lincoln has been working to incorporate sidewalk systems to enhance "Safe Routes to School" systems. Together, these project types have developed a connected network of sidewalk and trails allowing residents access to walking, biking, roller skating and other forms of recreation.

In recent years, the Lincoln Park District has constructed new pathways that are not lighted and some that are not paved due to funding shortages. This project will complete the corridor by paving the south segment of the path and adding lighting along both the north and south segments of the 66th Street path. These improvements will significantly improve user safety, extend hours of use, and open the path to a wider variety of users. They will also provide an attractive and secure gateway along one of Lincoln's main roadways, creating a consistent, lighted standard that matches other completed sections of the community's pathway network.

The City of Lincoln and Lincoln Park District look forward to further developing these important non-motorized shared use pathways to generate larger lengths of lighted and paved pathways for residents. Thank you for your consideration of this application!

Sincerely,

Mayor Kelli Berglund
City of Lincoln

Nick Couture
Lincoln Park District

SEH

Contents

Letter of Transmittal
Contents

1 Project Name 1
2 Project Location 1
3 Project Contact 2
4 Contact Person 3
5 Project Sponsor 3
6 Sponsoring Official 3
7 Project Description 3
7.1 General 3
7.2 Background 4
7.3 Connections 6
7.4 Lighting 7
7.5 Paving 10
7.6 Right-of-Way 10
8 Project Cost 11
9 TA Category 12
10 Supporting Data 12
10.1 Identified Recreation and Transportation Plans 12
10.2 Project Ties 12
10.3 Project Community Analysis 12
10.4 Project Support 13
11 Public Accessibility 13
11.1 Public Access 13
11.2 Project Owner 13
12 Matching Funds 13

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Contents (continued)

13 Right of Way 13

14 Project Maintenance 13

15 Environmental Impacts 14

15.1 Land Use 14
15.2 Farmland 14
15.3 Social 14
15.4 Section 4(f) & 6(f) Properties 14
15.5 Economic 14
15.6 Relocation 14
15.7 Wetlands 15
15.8 Floodplain 15
15.9 Threatened or Endangered Species 15
15.10 Cultural Resources 15
15.11 Hazardous Waste 15

16 Signatures 15

List of Tables

Table 1 – Opinion of Cost 11
Table 2 – TA Grant Request 11

List of Appendices

Project Maps

Letters of Support

Transportation Alternatives Grant Application

66th St. Shared Use Path Safety Improvements

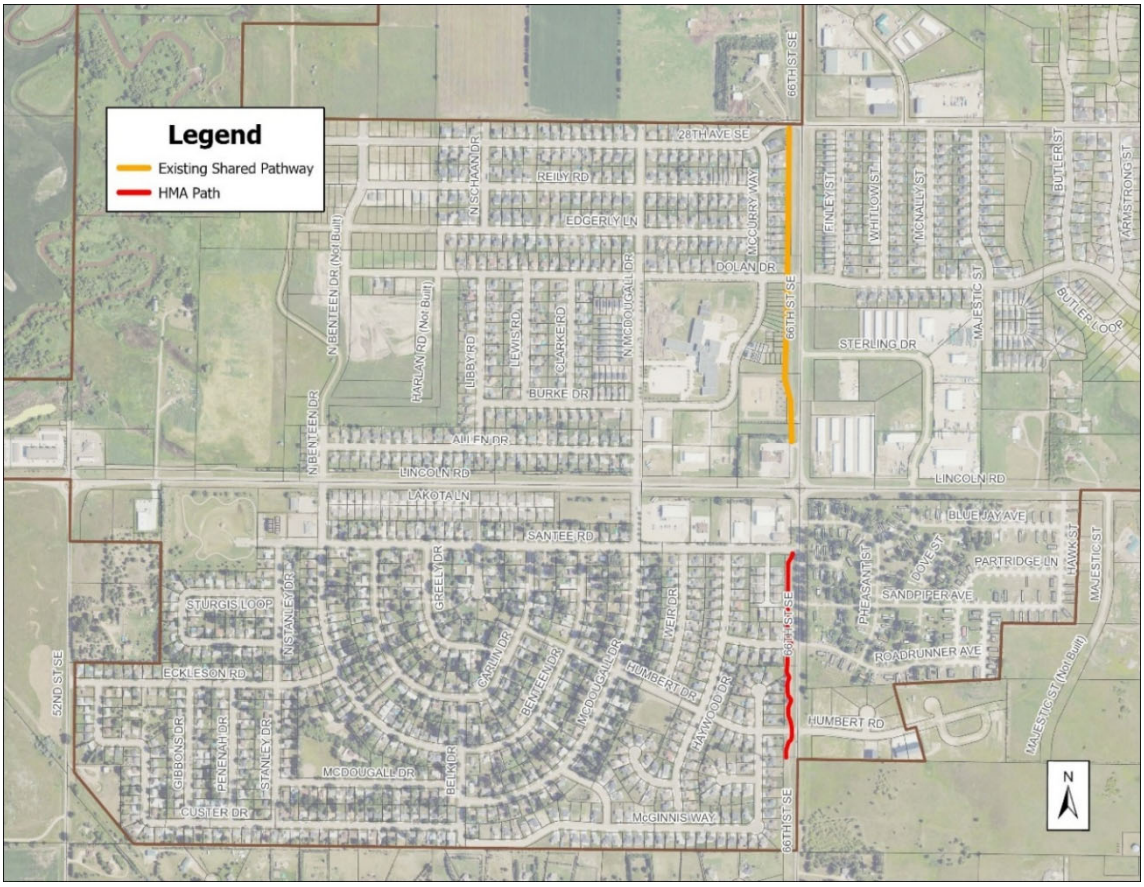
1 Project Name

66th St. Shared Use Path Safety Improvements

2 Project Location

- City
  - Lincoln, ND
- County
  - Burleigh County
- Description
  - This proposed project is two separate work items. The first is lighting improvements on two sections of pathway. The second is the paving of a section of pathway.
  - The proposed lighting improvements will be installed along two separate lengths of pathway, both of which are situated along the west side of 66th Street NW. The first stretch is between Lincoln Road and 28th Avenue. The second stretch is between Santee Road and southerly city limits south of Humbert Drive.
    The proposed pathway paving is between Santee Road and south city limits.
  - See below general map and Appendix A for full location.

Figure 1 – Lincoln City Map with Project Locations



3 Project Contact

Lincoln Park District
Nicholas Couture – Park President
32 McDougall Drive
Lincoln, ND 58504

701-391-5656
lincolnndparks@gmail.com

4 Contact Person

Matt Schaible, PE
Lincoln Park District Engineer
905 Tacoma Ave, Ste 2
Bismarck, ND 58504

701-354-5617
mschaible@sehinc.com

5 Project Sponsor

City of Lincoln, ND

6 Sponsoring Official

Mayor Keli Berglund
32 Santee Road
Lincoln, ND 58504

701-258-7969
lincoln@cityoflincolnnd.com

7 Project Description

7.1 General

Lincoln is a growing community that continues to attract young families and new residents. The City and Lincoln Park District have prioritized safe, accessible parks and trails as part of this growth, steadily expanding the community's non-motorized transportation network. The Park District recently completed a north segment of shared-use path along 66th Street between Lincoln Road and 28th Avenue and secured an FY26 Recreational Trails Program (RTP) grant to build a 10-foot-wide gravel path from Santee Road to the southern city limits. These investments reflect Lincoln's long-term commitment to a connected trail system that supports recreation and active transportation.

The proposed project builds on those efforts by paving the south section of the 66th Street path and installing decorative lighting along both segments. This corridor is vital for community connectivity, linking residential neighborhoods, the nearby trailer park, and Lincoln Elementary School to the broader pathway network. Completing the path to the same lighted standard as Lincoln Road will extend safe, comfortable access for children, families, and residents of all ages along two of the city's main corridors.

The Lincoln Road path's decorative lighting has transformed it into a well-used, attractive route supporting year-round use beyond daylight hours. Extending this standard to 66th Street will improve visibility and safety, enhance security through passive monitoring from adjacent roads, and reduce vandalism opportunities. Together, these improvements will strengthen connectivity, encourage active lifestyles, and ensure the City's growing trail system serves all residents equitably.

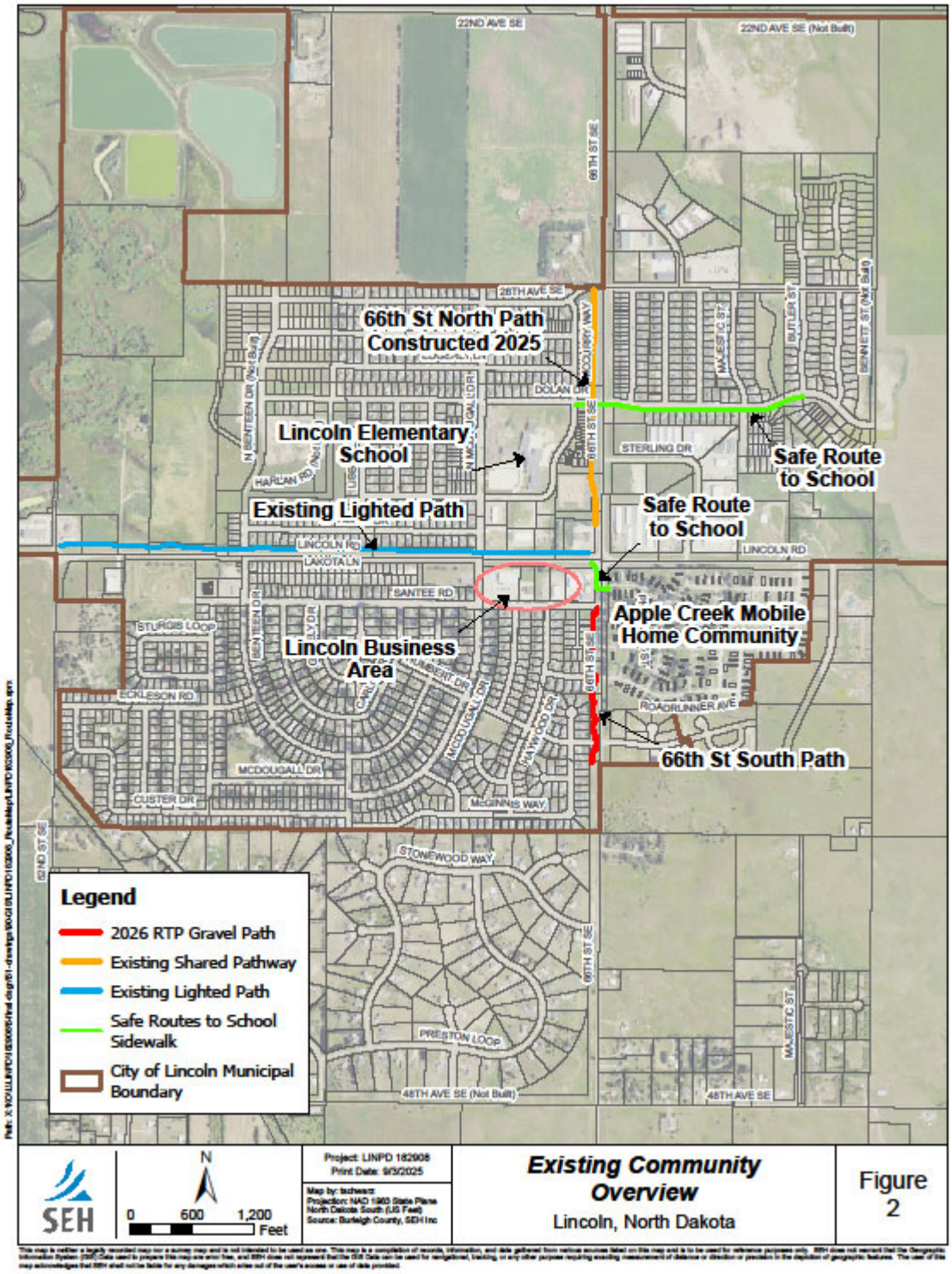
7.2 Background

Throughout the last 10 years, the trail enhancement program has been developing in the community. The following is a timeline and information on the pathway systems and why the installation of lighting and paving under this project will complete the full build-out of these trails along the two main corridors of the City of Lincoln.

- 2015 – Lincoln Road Shared Use Path – Part 1
  - Pathway and lighting installed between Benteen and McDougal
  - Gravel pathway between McDougal and 66th Street
  - Project funded by NDDOT TA Program, Burleigh County, and City of Lincoln
- 2017 – Lincoln Road Shared Use Path – Part 2
  - HMA paving of gravel path between McDougal and 66th Street
  - City of Lincoln funded
- 2020 – Lincoln Road Shared Use Path – Part 3
  - Pathway and lighting installed between Benteen and 52nd Street
  - Lincoln Park District funded
- 2021 – Safe Routes to Schools Sidewalks
  - Sidewalk on Dolan Drive and near Junction 66th Street & Lincoln Road
  - Funded by NDDOT TA Program and City of Lincoln
- 2025 – 66th Street Shared Use Path – Part 1
  - Pathway construction between Lincoln Road and 28th Ave.
  - Funded by Lincoln Park District
- 2026 – 66th Street Shared Use Path – Part 2
  - Gravel pathway construction between Santee and south city limits
  - Funded by NDPRD RTP Grant and Lincoln Park District

The map below shows these projects in relation to the city.

Figure 2 – Projects Throughout the Years


66th St North Path Constructed 2025
Lincoln Elementary School
Existing Lighted Path
Safe Route to School
Safe Route to School
Apple Creek Mobile Home Community
Lincoln Business Area
66th St South Path
22ND AVE SE
22ND AVE SE (Not Built)
66TH ST SE
26TH AVE SE
DOLAN DR
STERLING DR
LINCOLN RD
LAKOTA LN
SANTEE RD
BTURGIS LOOP
ECKLESON RD
MCDOUGALL DR
CUSTER DR
McGINNIS WAY
ROADRUNNER AVE
STONEWOOD WAY
PRESTON LOOP
48TH AVE SE (Not Built)
48TH AVE SE
63RD ST SE
MAJESTIC ST
BUTLER ST
BENNETT ST (Not Built)
N BENTEEN DR (Not Built)
HARLAN RD (Not Built)
Legend
2026 RTP Gravel Path
Existing Shared Pathway
Existing Lighted Path
Safe Routes to School Sidewalk
City of Lincoln Municipal Boundary
N
0 600 1,200 Feet
SEH
Project: LINPD 182908
Print Date: 9/3/2025
Existing Community Overview
Lincoln, North Dakota
Figure 2

7.3 Connections

The proposed project will be lighting and paving pathway that connects the north-south portions of the shared use path system.

7.3.1 Existing Connections

- Existing shared use path system
- Existing Safe Routes to School system
- Trailer Park residency's
- Lincoln Elementary
- Business area of City of Lincoln
- Local shopping (Cenex and Dollar General)
- North and South portions of the City
- Connection of multiple city parks

7.3.2 Future Connections

Future connection hope is to continue both north and south of the city limits for connections to two large Burleigh County developments

- Prairiewood Estates (approximately 130 homes)
- Copper Ridge (310 homes)
- Echoes Edge Addition (26 lots)

7.4 Lighting

The lighting will be of 12-foot square aluminum poles with a Gleopm-AF-01-LED-E1-SL2-BK-7030-PER7-AHD245-TH luminaire to match the existing system. Lighting will be placed on the westerly side of the pathway between the right-of-way boundary and the edge of the pathway. Spacing of the light structures will be at 75-foot spacing due to the low-level light output to keep light on the pathway and not cause light pollution into neighboring properties.

Figure 3 – Existing Lighting Structures



Figure 4 – Example Lighting Structures



7.4.1 North Segment Lighting

The north segment of the project will consist of approximately 33 light structures with a single new feed point constructed. The length of the lighting is approximately a run of 2,500 feet.

Figure 5 – 66th St. Path North



7.4.2 South Segment Lighting

The south segment will consist of approximately 28 light structures and also have a new feed point installed. The length of the lighting is approximately 1,600 feet.

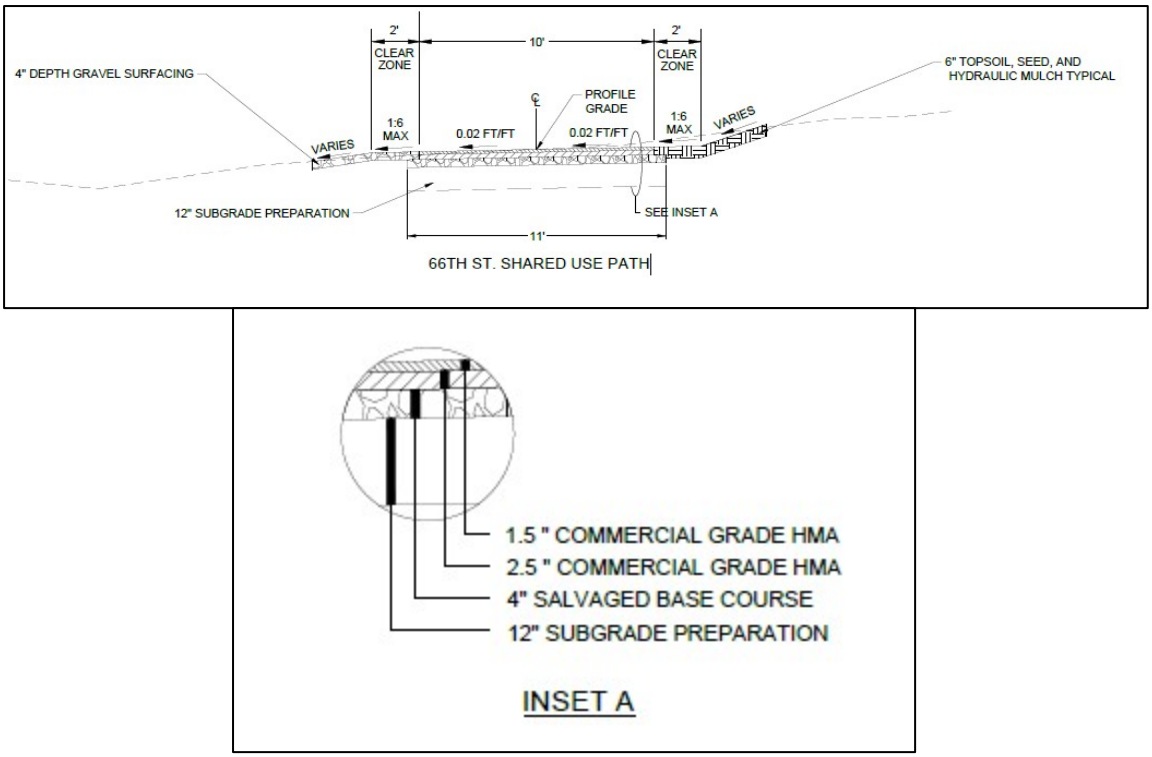
Figure 6 – 66th St South Proposed Path Location



7.5 Paving

The paving aspect of this project will be to pave a 10-foot wide, 4-inch-thick hot mix asphalt (HMA) surface over the 1,600-feet of gravel pathway between Santee Road and the southerly city limit ending. The end of the pathway will have a cul-de-sac shape for users to turn around. It is intended to work with other agencies to extend the path south to other housing developments in the future.

7.5.1 Typical Section of Pavement



7.6 Right-of-Way

All project work will occur within Burleigh County right-of-way, where the shared use paths have already been approved. The installation of the proposed lighting has been coordinated with Burleigh County, and no objections have been raised.

8 Project Cost

Projected project costs have been developed using prior lighting costs for the same structure type and using a ratio of length verse cost to estimate the cost of the proposed systems. These estimates have also been adjusted 3% per year to adjust for anticipated inflation to develop projected construction costs for 2028.

Table 1 – Opinion of Cost

Line No.	SPEC	CODE	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
1	103	0100	CONTRACT BOND	L SUM	1	$3,500.00	$3,500.00
2	203	0109	TOPSOIL - IMPORTED	CY	105	$95.00	$9,450.00
3	302	407	RESHAPE AGGREGATE BASE COURSE	STA	22	$4000.00	$8,800.00
4	430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	605	$155.00	$93,775.00
5	701	0100	MOBILIZATION	L SUM	1	$30,000.00	$30,000.00
6	770	0001	LIGHTING SYSTEM A	EACH	1	$166,500.00	$166,500.00
7	770	0001	LIGHTING SYSTEM B	EACH	1	$156,000.00	$156,000.00
						Subtotal	$313,075.00
						Contingency (15%)	$47,000.00
						TOTAL	**$360,075.00**

Table 2 presents the cost breakdown by funding source. Project costs will be covered through a combination of a Transportation Alternatives (TA) grant and contributions from the Lincoln Park District. The TA grant will provide the primary share of funding, while the Park District will supply the local match, ensuring the project is fully funded and financially feasible.

Table 2 – TA Grant Request

Funding Source	Cost
Total Estimated Construction Cost	$360,075
TA Grant Funding (80.93%)	$291,400
LPA Funding Responsibility (19.07%)	$68,675

9 TA Category

This project qualifies under Category A for off-road pedestrian, bicycle, and other non-motorized transportation facilities. It will provide a safe, walkable, and bikeable corridor that connects to the existing Safe Routes to School network while expanding pedestrian infrastructure away from roadways in an attractive and secure setting. The proposed decorative lighting will be installed in compliance with ADA requirements, ensuring consistent illumination levels that improve accessibility and safety for all users. All improvements are consistent with ADA requirements, as the shared use paths have been designed and constructed in compliance with current accessibility standards.

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.

10 Supporting Data

Following is the supporting data that assists with understanding the project request.

10.1 Identified Recreation and Transportation Plans

This project is on segments of shared use path that are part of the Lincoln Park District comprehensive plan.

This project is on segments of shared use path that are identified as part of plans for the Bismarck-Mandan MPO as amended in 2024 and 2025 as part of ND Parks and Recreation Departments RTP grant process.

10.2 Project Ties

This project is independent of other ongoing projects; however, it builds upon and enhances prior projects.

10.3 Project Community Analysis

The City of Lincoln and the Lincoln Park District have worked collaboratively to expand pedestrian access and shared use paths throughout the community, receiving positive feedback from residents on the existing facilities. In recent years, requests for lighted pathways have increased, leading the Park District to prioritize this type of project in its planning efforts..

Overall, this project would bring these sections of shared use path into similar full-buildout condition as the other three sections of shared use path within the City of Lincoln.

10.4 Project Support

This project is currently supported by the following agencies. See documentation of support in Appendix B.

- Lincoln Park District
- City of Lincoln
- Bismarck-Mandan MPO
- Lincoln Police Department
- Bismarck Public Schools
- Burleigh County

11 Public Accessibility

11.1 Public Access

This project is within public right-of-way and is being funded by the Lincoln Park District for public use. The project will remain open to public year-round.

11.2 Project Owner

This project will become the ownership of the Lincoln Park District upon completion.

12 Matching Funds

All required LPA matching funds will be contributed by the Lincoln Park District. This project has been accounted for in future budgets and will be set aside for funding of all preliminary engineering and environmental work, and the portion of construction cost at 19.07% of final construction cost.

All matching funds are resourced from non-federal sources.

13 Right of Way

No additional Right-of-Way is required for this project. All work will be within Burleigh County ROW and the work has been prior agreed to in these areas by Burleigh County.

14 Project Maintenance

Lincoln Parks District has entered into agreement with the City of Lincoln to perform all project maintenance of the installed project systems.

15 Environmental Impacts

15.1 Land Use

The proposed multiuse path alignment traverses undeveloped agricultural fields and existing residential parcels within the project corridor. The 10-foot-wide paved surface will result in minimal land conversion, with anticipated impacts limited to the immediate construction footprint and temporary staging areas. While the impervious surface will marginally reduce infiltration rates and accelerate stormwater runoff velocity within the path corridor, the linear nature of the facility and incorporation of appropriate drainage features will ensure no adverse impacts to adjacent properties or downstream drainage patterns.

15.2 Farmland

The project alignment has been designed to avoid productive agricultural lands and will not result in the conversion of farmland. No impacts to active farming operations are anticipated.

15.3 Social

The proposed lighting improvements along the multiuse path will enhance community connectivity by extending safe and accessible use into evening hours. The project supports residents of all ages and abilities by improving security and comfort, thereby encouraging greater year-round use of the facility. By creating safer conditions for walking, bicycling, and other forms of active transportation, the project will strengthen neighborhood linkages and promote public health through increased opportunities for physical activity.

15.4 Section 4(f) & 6(f) Properties

The proposed lighting installation will enhance the safety and usability of the proposed shared-use path located within publicly owned parks and recreation areas. The project is limited to adding lighting along the proposed path funded through the Recreational Trails Program and will not result in any adverse effects on the recreational functions of the property. The project will have no impact on wildlife refuges, waterfowl refuges, or historic sites of national, state, or local significance.

15.5 Economic

The project will provide long-term economic benefits by improving regional connectivity and expanding non-motorized access to local businesses and services. Integration with the existing Bismarck-Mandan trail network will strengthen linkages between communities, supporting active transportation and tourism. By encouraging increased foot and bicycle traffic, the project has the potential to boost patronage of local establishments in Lincoln and contribute to broader economic vitality within the region..

15.6 Relocation

The proposed alignment has been carefully planned to utilize existing right-of-way and easements where possible. No residential or commercial relocations will be required for project implementation. All necessary property rights can be acquired through standard easement procedures without displacement of existing structures or facilities.

15.7 Wetlands

No jurisdictional wetlands are present within the project limits. No wetland mitigation will be required for this project. During environmental permitting and SOV letter responses, if wetlands are determined to be in the project corridor, we will take all necessary steps to mitigate the project's effect on the wetland areas.

15.8 Floodplain

The project area is located outside of the 100-year floodplain, and no portion of the proposed improvements will encroach upon designated flood hazard zones. As a result, the project will not affect floodplain functions or increase flood risk.

15.9 Threatened or Endangered Species

No federally listed threatened or endangered species or designated critical habitat occur within the project area. The project will not adversely affect protected species or their habitats. If any threatened or endangered species are found within the project area during environmental reviews or agency consultations, we will take all appropriate measures to minimize or avoid impacts to those species.

15.10 Cultural Resources

There are no known cultural resources, archaeological sites, or historic structures are present within the area of potential effects. Should archaeological materials be encountered during construction, work will cease immediately, and appropriate state and federal agencies will be consulted in accordance with Section 106 of the National Historic Preservation Act.

15.11 Hazardous Waste

No known contaminated sites, underground storage tanks, or hazardous waste facilities are located within the project corridor. If hazardous waste is identified within the project area during environmental reviews or agency consultations, we will take all appropriate measures to properly manage and mitigate any potential impacts.

16 Signatures

Contact Person:

Matt Schaible, PE

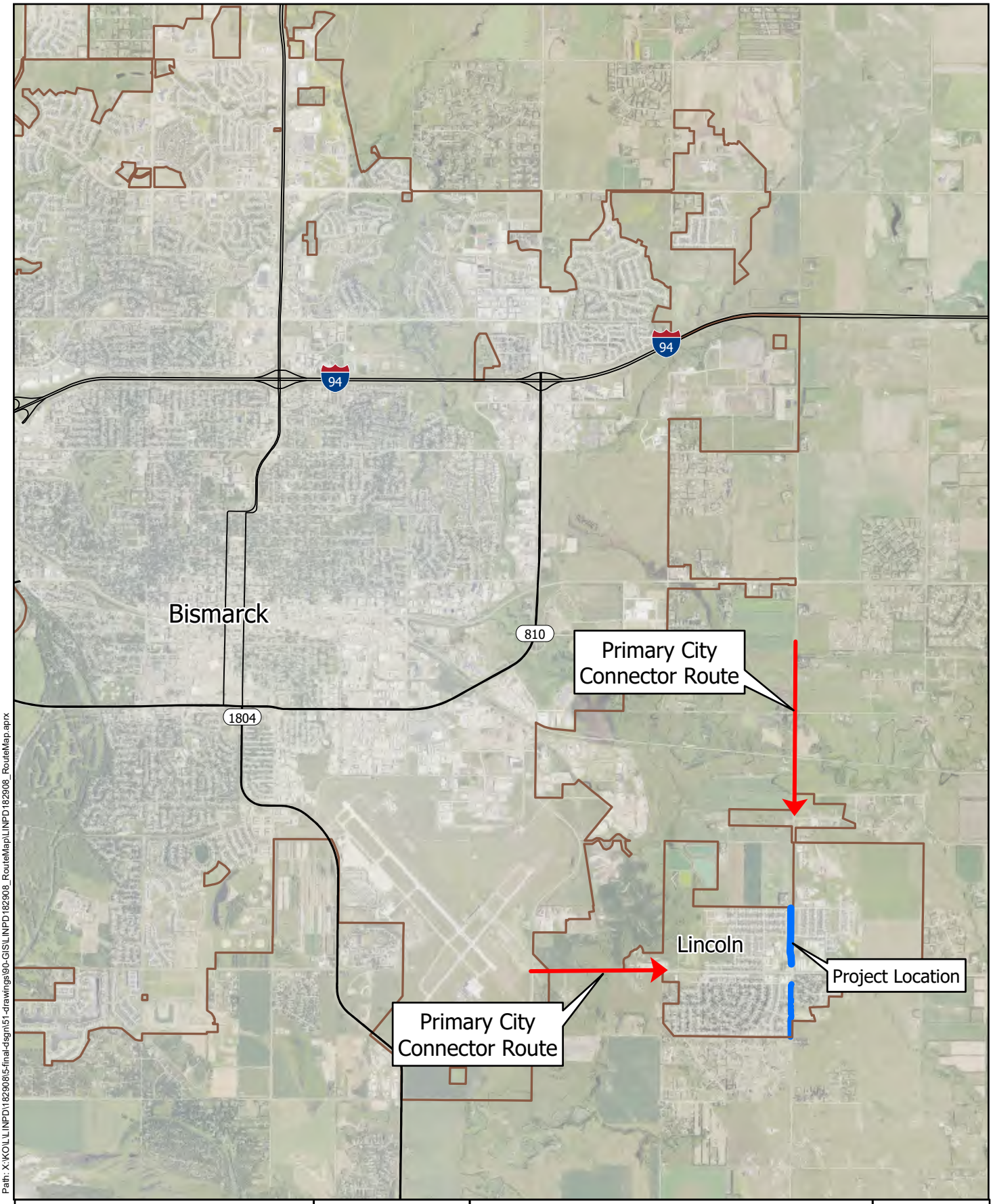
SEH Inc.

Responsible Official:

MPO Official:

Appendix A

Project Maps



Path: X:\KOL\LINPD\182908\5-final-dsgn\51-drawings\90-GIS\LINPD182908_RouteMap\LINPD182908_RouteMap.aprx

SEH

N

0 0.5 1 Mile

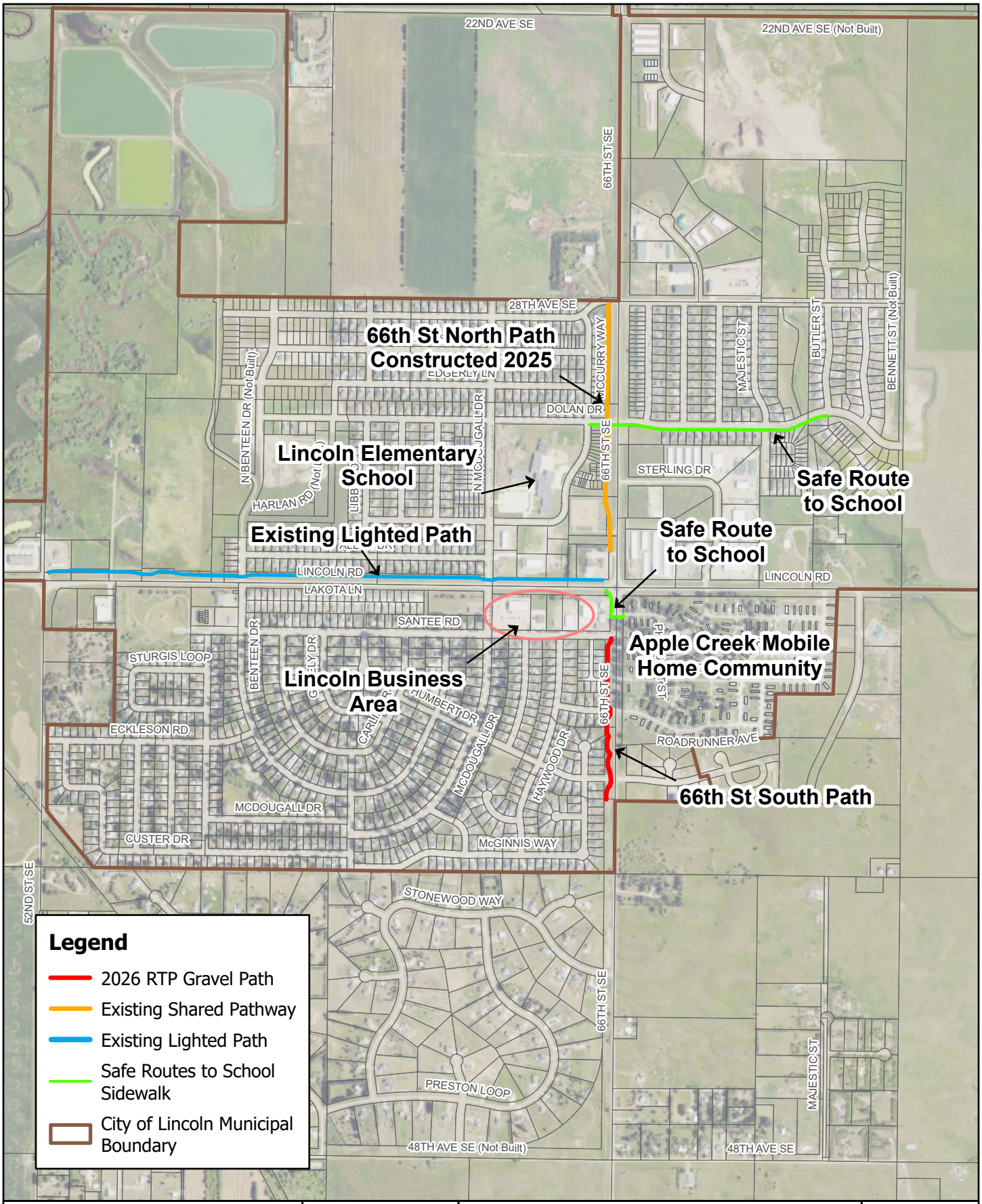
Project: LINPD 182908
Print Date: 9/12/2025

Map by: tschwarz
Projection: NAD 1983 State Plane North Dakota South (US Feet)
Source: State of North Dakota & SEH Inc

Project Location Map

Lincoln, North Dakota

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Path: X:\KOL\LINPD\182908\5-final-dsgn\51-drawings\90-GIS\LINPD182908_RouteMap\LINPD182908_RouteMap.aprx

SEH

N

0 600 1,200 Feet

Project: LINPD 182908
Print Date: 9/3/2025

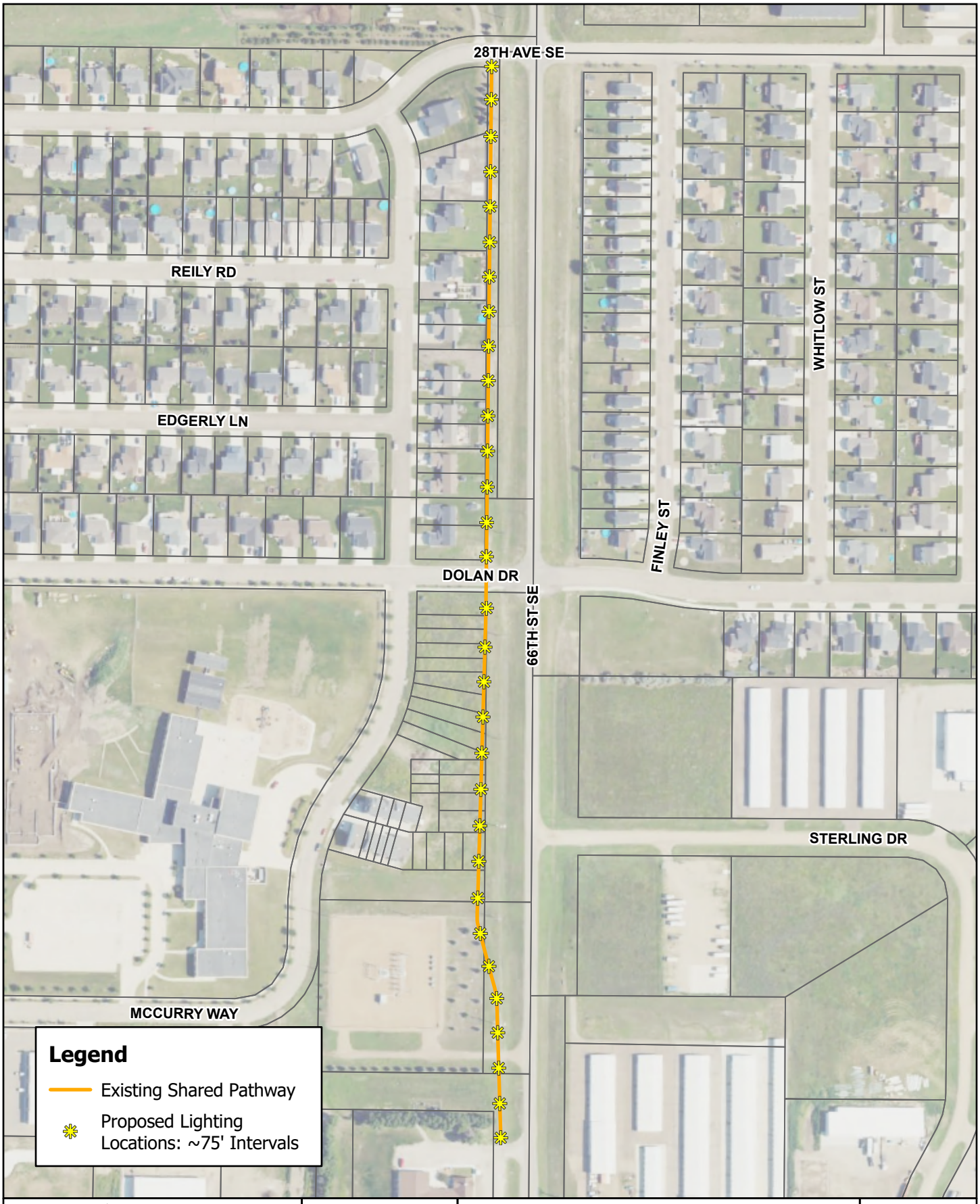
Map by: tschwarz
Projection: NAD 1983 State Plane North Dakota South (US Feet)
Source: Burleigh County, SEH Inc

Existing Community Overview

Lincoln, North Dakota

Figure 2

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



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N

0 250 Feet

Project: LINPD 182908
Print Date: 8/22/2025

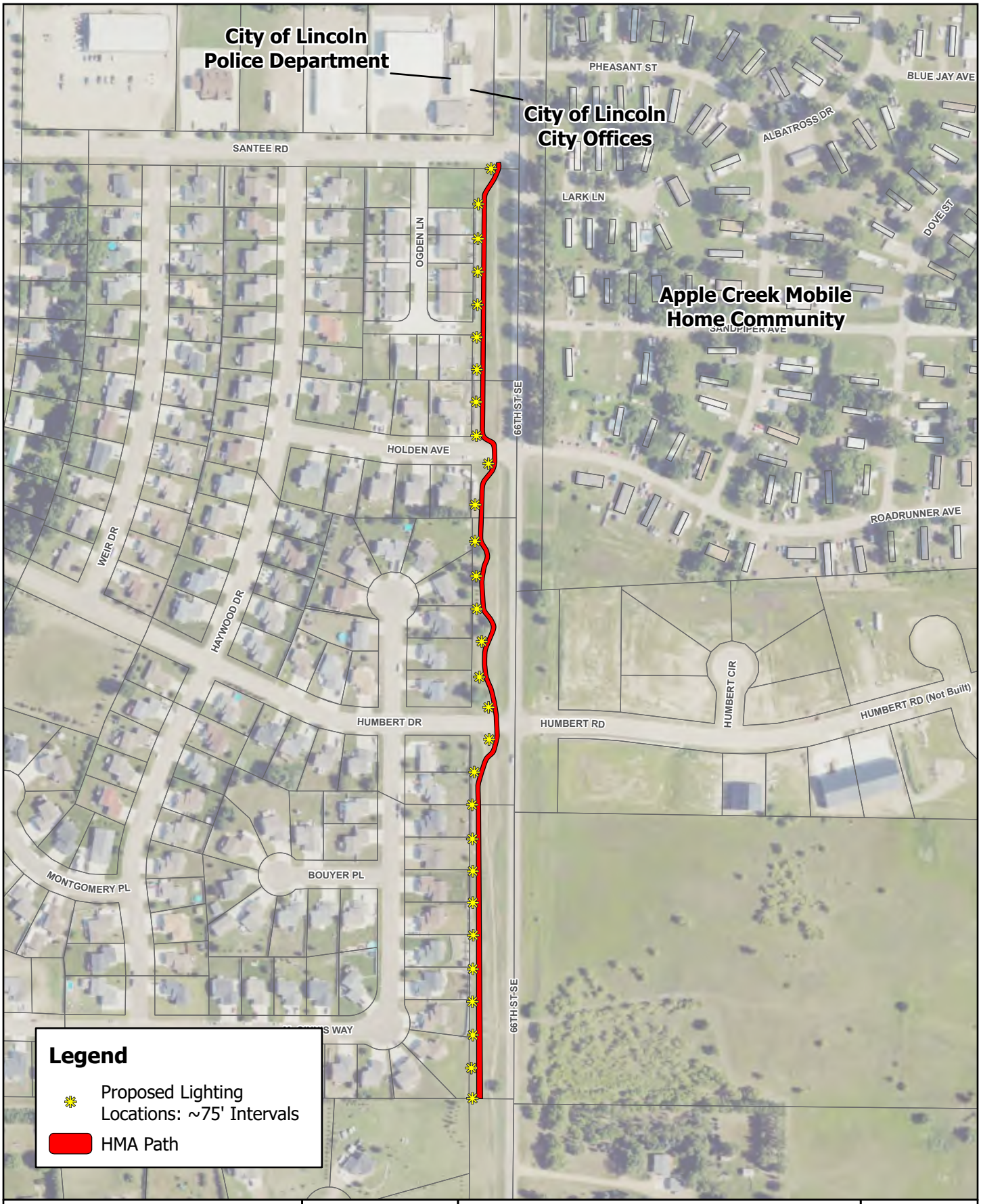
Map by: tschwarz
Projection: NAD 1983 (2011) State Plane North Dakota (Feet)
Source: Burleigh County, City of Lincoln, & SEH Inc

North Segment

Lincoln, North Dakota

Figure 1

This map is neither legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Path: X:\KOL\LINPD\182908\5-final-dsgn\51-drawings\90-GIS\LINPD182908_RouteMap\LINPD182908_RouteMap.aprx

N

0 100 200 Feet

Project: LINPD 182908
Print Date: 9/12/2025

Map by: tschwarz
Projection: NAD 1983 State Plane North Dakota South (US Feet)
Source: Burleigh County, SEH Inc

South Segment

Lincoln, North Dakota

Figure 2

This map is neither legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Appendix B

Letters of Support

MEETING OF THE LINCOLN CITY COUNCIL

AUGUST 7, 2025 - MINUTES

CALL TO ORDER

The Lincoln City Council members met on August 7, 2025, at 6:00 PM at Lincoln City Hall, 74 Santee Road, Lincoln, ND. Councilmembers Artavia, Bjornstad, Davis and Shoemaker, and Mayor Berglund were present.

1. AGENDA
   a. Mayor Berglund moved to remove agenda number 12, City Center Update. Davis motioned to approve the amended agenda, seconded by Shoemaker. MCU
2. CONSENT AGENDA
3. Davis motioned to approve the consent agenda, seconded by Bjornstad. MCU
4. PUBLIC COMMENT – None.
5. Wastewater Update – Loretta Marshik with SEH presented amendment #1 to reflect evolving scope of work, permit application worked and property relations, projections and design flows and loads. SEH will review study materials to present final draft and financial model.
6. Pavement Management Program – Foundational step was creation of GIS roadway segments and uploading to the software and calculating a pavement condition and index rating. To direct future maintenance strategies and Capital Improvement Planning.
7. Addendum – Amendment Wastewater Rate Study – Attorney Rogneby amendment to add language that would make clear that the city owns the data that it's paying to have created. Motion to approve the amended wastewater rate study by Davis, seconded by Artavia. MCU Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.
8. Ordinance to amend Commercial-Grade Dumpsters 1st reading. Motion to approve the first reading by Davis, seconded by Artavia. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.
9. Draft ordinance regarding storage containers. As this is a change to Lincoln zoning, a public hearing is required. Motion to approve the first reading by Bjornstad, seconded by Shoemaker. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes. Motion to set up the public meeting by Artavia, seconded by Davis. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.
10. Lincoln Park District Sponsorship. Matt Schaible from SEH, on behalf of Lincoln Park District requesting sponsorship for transportation alternatives project. The Lincoln Park District (LPD) is considering for fiscal year 2028 transportation alternatives to potentially extend the walking path along Lincoln Road to the west. Sponsorship does not require financial responsibility and the city would be more of a fiscal agent so the LPD and City of Lincoln would need to enter into an agreement. Motion by Davis, seconded by Bjornstad. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.
11. Lincoln Events Schedule and Parade Information presented by EDC Chair, Elizabeth Flemming.
12. Lincoln Mission Statement, Vision, and Core Values draft presented by Mayor Berglund. Motion to approve and adopt by Bjornstad, seconded by Shoemaker. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.
13. Sealed bids for police squad cards (2016 Ford Interceptor and 2018 Chevy Tahoe) were opened with neither accepted. Chief Giddings to relist for bids with a reserve set.
14. Ordinance to amend compensation for the mayor and city council. Motion to approve first reading by Davis, seconded by Artavia. Roll Call: Artavia – Yes, Bjornstad – No, Davis – Yes, Shoemaker – Yes.
15. City Administrator position created by council with job description to be finalized to be filled early 2026. Motion to proceed on developing a city administrator job position by Bjornstad, seconded by Shoemaker. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.
16. Take-Home Vehicle Agreement is invalid as it has not been approved by council or signed by either the mayor or city auditor. Council will discuss at the next meeting if a policy is warranted and what that might look like.

17. Mayor Berglund request entertaining motion to change the auditor's leave request absent type from vacation to discretionary due to extended work hours the 2 preceding pay periods. Motion by Davis, seconded by Bjornstad. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.
18. ATTORNEY REPORT Resolution to move funds from Employee Pension to General Fund. Attorney to research. Criminal summons involving former City of Lincoln employee has been charged related to accusations of misappropriation of city funds.
19. ENGINEER REPORT presented by Marshik.
20. AUDITOR REPORT

Adjournment at 7:36 pm.

Mayor Keli Berglund

Deputy Auditor Erman

From: Schriock, Daniel L.
To: Matt Schaible
Cc: Einrem, Casey J.; Hall, Marcus J.
Subject: RE: Lincoln Park District 66th Street Shared Use Path Lighting - NDDOT TA Application
Date: Friday, August 22, 2025 10:18:57 AM

Matt,

As with previous TA projects for the City of Lincoln we have no objections to this project.

Please let me know if you need anything else.

Daniel L. Schriock P.E.
Senior Assistant County Engineer
Burleigh County Highway Department
8100 43rd Ave NE
Bismarck, ND 58503
PH: (701)204-7748
CE: (701)954-9732

From: Matt Schaible <mschaible@sehinc.com>
Sent: Thursday, August 21, 2025 5:28 PM
To: Schriock, Daniel L. <dschriock@nd.gov>
Cc: Einrem, Casey J. <ceinrem@nd.gov>; Hall, Marcus J. <mahall@nd.gov>
Subject: Lincoln Park District 66th Street Shared Use Path Lighting - NDDOT TA Application

Some people who received this message don't often get email from mschaible@sehinc.com. Learn why this is important

***** **CAUTION:** This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *****

Good afternoon, Dan!

The Lincoln Park District is going to be submitting for NDDOT TA funds to place lighting along the shared use paths along 66th. Lighting would be installed on the west side of the pathway between ROW and path edge, same style as the lighting along Lincoln Road.

I know we briefly discussed this prior when considering the 66th St. path between Lincoln and 28th but that it was not fully proposed for Burleigh County consideration. Project would be slated for FY28 construction using TA funding through NDDOT.

Location would be the path between Lincoln Road and 28th, and the section between Santee Road and southerly city limits (just south of Humbolt). The south path would also be paved with this project. The south segment is also the gravel path that was awarded

RTP grant funds for construction in 2026, so it would then be paved and lighted in 2028 if TA grant was awarded. I have attached the two exhibits for reference of location and intent of project.

Please let me know if Burleigh County has any comments on this or is in support of this project.

Respectfully,

Matthew Schaible, PE (ND)
Associate, Project Manager
Short Elliott Hendrickson Inc.
701.354.5617 Direct | 406.207.6586 Mobile | 701.354.7121 Main

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Lincoln
NORTH DAKOTA

CITY OFFICE 701-258-7969 POLICE DEPARTMENT 701-258-2403

September 11, 2025

North Dakota Department of Transportation
608 East Boulevard Ave
Bismarck, ND 58505

Re: Letter of Support – 66th Street Shared Use Path Safety Improvement Project

Dear North Dakota Department of Transportation

On behalf of the City of Lincoln, I am writing to express my strong support for the 66th Street Shared Use Path Safety Improvement Project. This project is a critical investment in the safety, connectivity, and overall quality of life for our community.

The addition of paving and decorative lighting along this corridor will provide a safer, more accessible, and welcoming environment for residents of all ages. Families, students, and neighbors will benefit from a well-lit, reliable route for walking, biking, and connecting with one another. Importantly, this project also strengthens our link to the regional trail network, ensuring that Lincoln remains a connected and vibrant part of the greater Bismarck-Mandan area.

As Mayor, I hear frequently from residents about the importance of safe routes for children traveling to school, families enjoying recreation, and individuals commuting by bicycle or on foot. By addressing these needs, the 66th Street Shared Use Path Improvement Project supports not only public safety but also community health, economic vitality, and our shared vision for a thriving Lincoln.

I respectfully urge your full consideration and support of this important project. Thank you for your continued commitment to enhancing infrastructure and quality of life in our communities.

Sincerely,

Keli Berglund
Mayor, City of Lincoln, ND

74 Santee Road Lincoln, North Dakota 58504-9180 • Fax 701-258-1105

Lincoln Elementary School
3320 McCurry Way, Lincoln, ND 58504
Phone (701) 323-4310
www.bismarckschools.org

Mrs. Melissa Hurt
Principal

Mrs. Nicole Schaff
Assistant Principal

"Empower Every Learner to Thrive"
Together, our strong relationships build inclusive, collaborative, and innovative environments that create agency and inspire a passion for learning, excellence, and discovery.

August 22, 2025

To Whom It May Concern,

As the principal of Lincoln Elementary School, I am writing to express my support for the 66th Street Shared Use Path Safety Improvement Project. This initiative represents a meaningful investment in the safety, accessibility, and overall well-being of our students and families.

The proposed improvements, including paving the south segment and installing lighting along both the north and south segments, will significantly improve safe routes to school. These improvements will make it safer and easier for students to walk or bike to school, especially during early morning and evening hours. Increased visibility and accessibility will allow more students to travel independently in a secure environment, supporting both educational access and community health.

This project also aligns with our shared commitment to fostering healthy, active lifestyles and providing safe, reliable transportation options for all residents. By creating a fully accessible and lighted corridor, the City of Lincoln and the Lincoln Park District are taking an important step toward building a more connected and inclusive community.

I appreciate the thoughtful planning behind this project and encourage its full consideration for NDDOT Transportation Alternatives grant funding. The benefits to our students, families, and broader community will be long-lasting and deeply impactful.

Sincerely,

Melissa Hurt
Principal, Lincoln Elementary School

To Whom it May Concern,

As a councilmember for the City of Lincoln, I strongly support the 66th Street Shared Use Path Safety Improvement project. The addition of paving and lighting along the path will make the path safer, more accessible, and usable throughout the day and evening. This project will give residents a secure and welcoming place to walk, bike, and connect, while also linking our community more closely to the regional trail network. We have so many kids and active people who love the current path that we have. I believe these improvements and expanding the path system will greatly benefit the quality of life in Lincoln and encourage more people to take advantage of our shared use path system.

Thank you for your time and consideration,



Derek Bjornstad

Councilmember

City of Lincoln, ND

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EXHIBIT D

moore engineering, inc.

NDDOT Transportation Alternatives Program Application FY 2028

Mandan Highway 1806 Pedestrian Trail Improvements FY 2028



GRANT DOCKTER, PE | PROJECT MANAGER

701.425.1842 | grant.dockter@mooreengineeringinc.com

4503 Coleman Street, Suite 105 | Bismarck, ND 58503

mooreengineeringinc.com

NDDOT's Transportation Alternatives Program Application

1. **Project Name** — Mandan Highway 1806 Pedestrian Trail Improvements

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. James Froelich, Mayor
205 Second Avenue NW
Mandan, ND 58554
(701) 667-7460
james.froehlich@cityofmandan.com

7. **Project Description**

The project consists of pedestrian trail improvements from 14th St NW north on Highway 1806 past 27th St N. Improvements will include milling and overlay the existing deteriorated asphalt surface, drainage improvements to prevent flooding of the pedestrian trail, and pedestrian safety enhancements under the I-94 bridge. The existing trail was constructed in 2006. Approaching 20 years old, the pavement is beginning to fail and is in need of rehabilitation. This pedestrian trail is critical to Mandan as it connects the universal playground, Mandan High School and middle school, and many residential developments. A mill and overlay will provide the trail with a new surface and additional life expectancy. Typically, if the trail is well maintained and receives routine maintenance, a mill and overlay can last up to 15 years. Mandan Parks and Recreation recently completed a capital improvement for their asphalt trails. The plan includes routine maintenance and helps them plan and budget for rehabilitation. Drainage improvements will need to be incorporated to ensure that the trail along Highway 1806 does not flood. A majority of northeast Mandan drains through a designated drainage way that discharges through 3 large culverts. The discharge is directed over the pedestrian trail as a low water crossing. During times of significant rainfall or runoff, the pedestrian trail becomes inundated with water. To correct the drainage issue, it is proposed to add a small pedestrian bridge through the sag in the trail. This would allow drainage to continue uninhibited and protect the trail from water erosion and flooding. Additionally, the pedestrian trail is in need of safety improvements underneath the I-94 bridge. Currently, there is not any separation between the trail and the roadway surface, making it easy for vehicles to veer onto the trail. A physical separation barrier, such as a curb, along with a visual barrier, such as delineator posts, will be included to prevent this from happening in the future. The project will also improve ADA crossings to adhere to federal regulations. The City applied for TA funds for 2027 and was selected as an alternate project. Eventually, the project was not awarded. During the ranking process, the MPO ranked

this project as the top priority out of 5 projects for FY2027. The City is now reapplying with the same project for TA funds. It is an important trail for Mandan as the City continues to grow, specifically in the Northern part of Mandan.

8. **Project Cost**
   The estimated construction cost of the proposed trail is $771,175 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 2028). The city is requesting a $624,111.93 grant to cover 80.93% 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. This trail connects the new High School and Middle School to the Universal Playground in Mandan. The Universal Playground is an important amenity to Mandan as it was designed considering peoples physical, sensory, social, communication and cognitive abilities. The universal playground is made with a rubberized poured in place surface. This surface allows people to use their senses to know 'safe zones' when referring to where playground equipment is located. The surface also allows people with wheelchairs to easily access the playground and provides a soft surface if anyone was to fall.

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.
   ii. Mandan Park District completed a Capital Improvement Plan for their parking lot and trail network in 2025. The Capital Improvement Plan provides a plan to maintain existing asphalt and concrete paths and parking lots.

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 $301,298.07 of local funds for the 19.07% 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 existing trail lies on Mandan Parks & Recreation land. The proposed trail improvements are parallel to Highway 1806 from 14th St NW to 38th Street.

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 improvements.

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

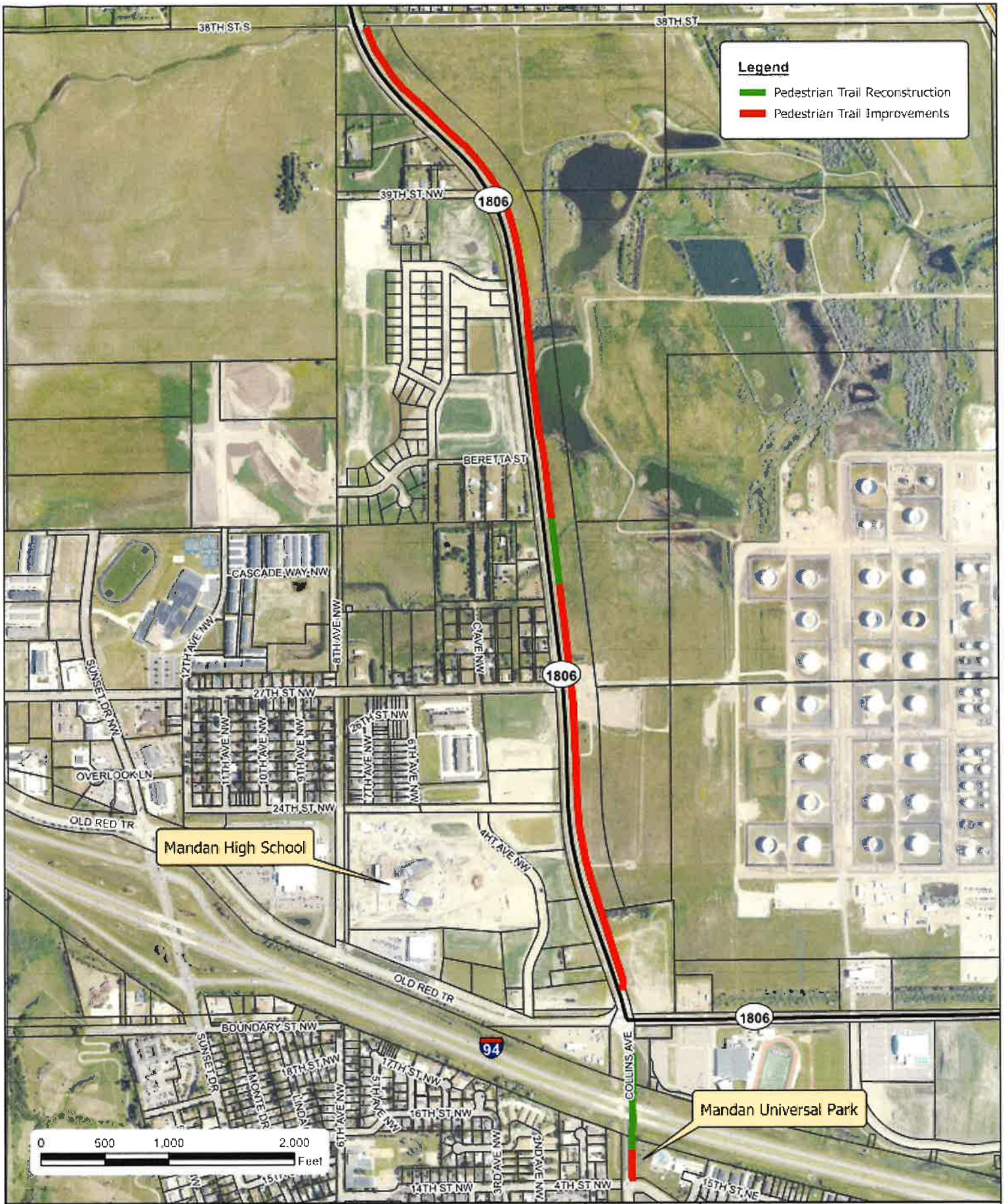
Contact Person: Jarek Wigness Jarek Wigness **Date:** 9/25/25

Sponsor: James Froelich James A. Froelich **Date:** 9/25/25

MPO Official: _____ **Date:** _____

18. Attachments

Exhibit A – Location Map
Exhibit B – Cost Estimate



HIGHWAY 1806 PEDESTRIAN TRAIL IMPROVEMENTS
MANDAN, NORTH DAKOTA

Created By: KMV Date Created: 09/09/24 Date Saved: 10/01/24 Date Exported: 10/01/24
Plotted By: kyle.vo5 Parcel Date: XX/XX/20 Aerial Image: 2023 County NAIP SIDS Elevation Data: N/A
Horizontal Datum: NAD1983 StatePlane North Dakota South FIPS 3302 Feet Vertical Datum: NAVD1988
T:\Projects\24100\24150\00_Arc\Pro\24150_Ped_Trail_Imp\24150_Ped_Trail_Imp.aprx

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moore engineering, inc.

Highway 1806 Pedestrian Trail Improvements
Mandan, ND
Preliminary Opinion of Cost

Base Bid		*UNIT*	*QUANTITY*	*UNIT PRICE*	*TOTAL PRICE*
1.	Mobilization	LSUM	1	$150,000.00	$150,000.00
2.	Testing Allowance	ALLOW	1	$15,000.00	$15,000.00
3.	Stormwater Management	LSUM	1	$5,000.00	$5,000.00
4.	2" Mill	SY	10000	$7.50	$75,000.00
5.	Superpave FAA 42/43	TON	1250	$160.00	$200,000.00
6.	Detectible Warning Panel	SF	36	$150.00	$5,400.00
7.	Concrete - 4"	SY	575	$85.00	$48,875.00
8.	Concrete - 6"	SY	20	$110.00	$2,200.00
9.	Curb & Gutter Type 1	LF	550	$135.00	$74,250.00
10.	Full Depth Reclamation	SY	575	$15.00	$8,625.00
11.	Subgrade Preparation	SY	575	$10.00	$5,750.00
12.	Aggregate Base Course CL5	TON	200	$50.00	$10,000.00
13.	Geosynthetic Material Type R1	SY	575	$7.00	$4,025.00
14.	Borrow Material	CY	1000	$50.00	$50,000.00
15.	Pedestrian Bridge	LSUM	1	$70,000.00	$70,000.00
16.	Traffic Control	LSUM	1	$5,000.00	$5,000.00
17.	Topsoil	SY	700	$5.00	$3,500.00
18.	Seeding	SY	700	$3.00	$2,100.00
19.	Guardrail	LF	550	$70.00	$38,500.00
20.	Fog Seal	SY	10575	$4.00	$42,300.00
21.	Concrete Removal	SY	20	$65.00	$1,300.00
22.	Construction Contingencies	LSUM	1	$100,000.00	$100,000.00
				Construction Subtotal	$916,825.00
				Engineering, Legal, Administration	$183,175.00
				TOTAL PROJECT COST	**$1,100,000.00**
				Local Share	**$358,013.53**
				TA Grant	**$741,986.47**

*Construction prices based on estimated 2028 project construction


Mandan

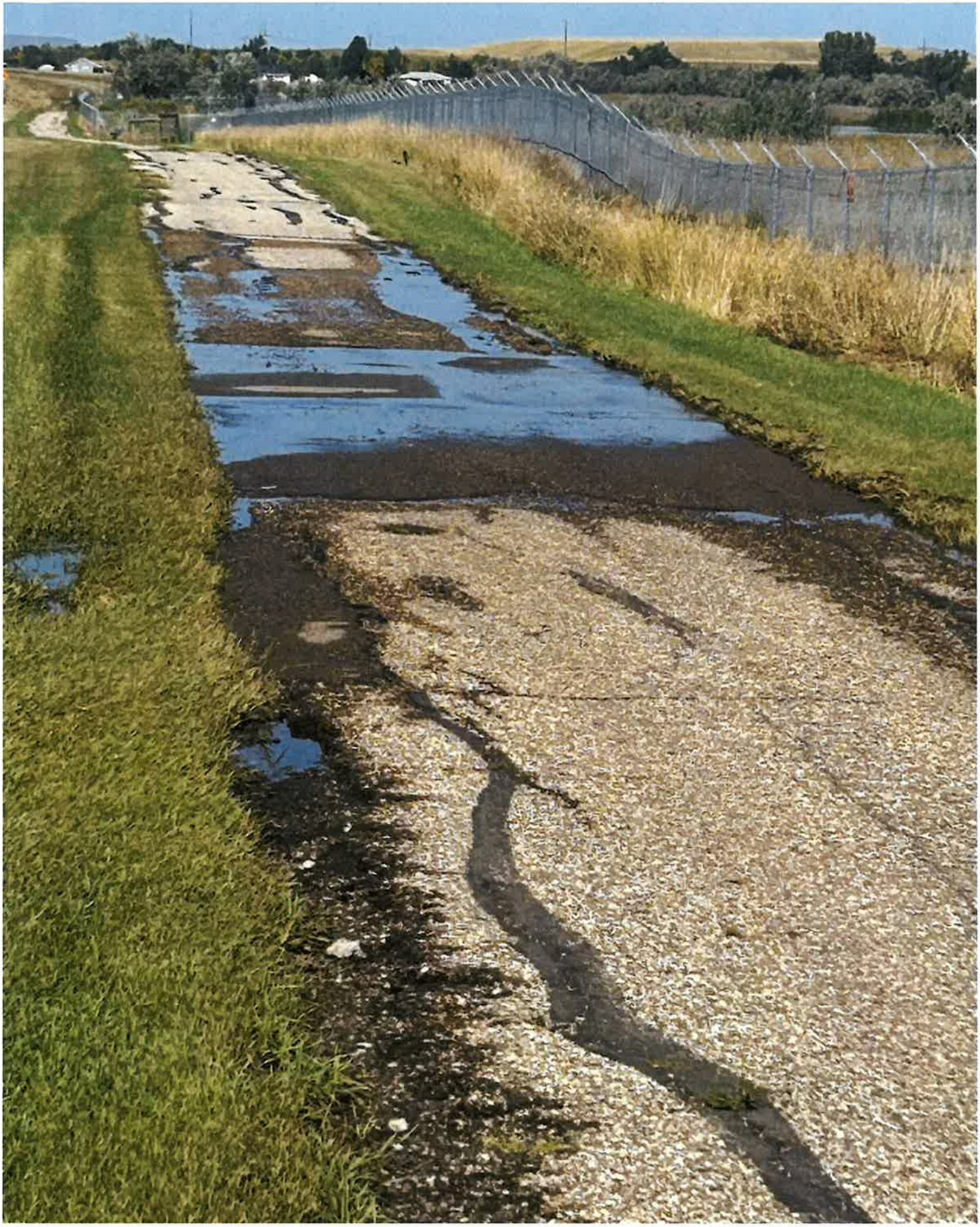




EXHIBIT E

Bismarck ENGINEERING

October 15, 2025

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

Re: FY28 Transportation Alternative Program Application

Mr. Snustad,

We are pleased to submit the attached application for a Transportation Alternative Program (TA) project to be considered for 2028 funding. The US 83/State Street multi-use trail was constructed in 2003 and links the ND State Capitol 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.

Thank 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

1. **Project Name**
   Bismarck State Street Trail Rehab (Divide Ave to Calgary Ave)

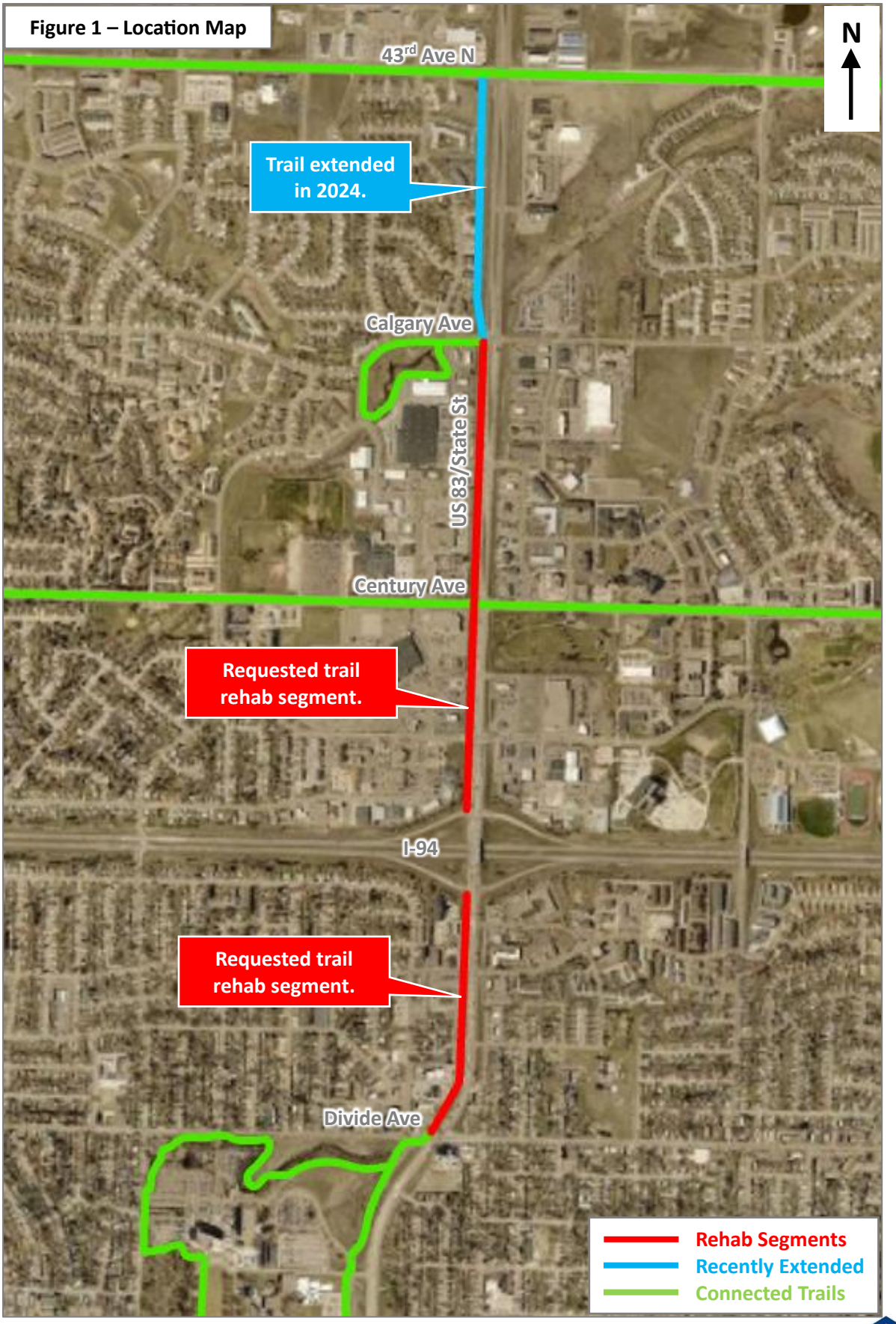
2. **Project Location**
   The project is located along the west side of US 83/State Street from Divide Ave to Calgary Ave. See Figure 1 on the next page.

3. **Project Contact**
   City of Bismarck

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

5. **Project Sponsor**
   Board of City Commissioners
   City of Bismarck

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


Figure 1 – Location Map
43rd Ave N
N
Trail extended in 2024.
Calgary Ave
US 83/State St
Century Ave
Requested trail rehab segment.
I-94
Requested trail rehab segment.
Divide Ave
Rehab Segments
Recently Extended
Connected Trails

7. Project Description

The requested project would rehabilitate the 10’ wide shared-use trail (approximately 5,700 LF of asphalt pavement) along the west side of US 83/State St from Divide Ave to Calgary Ave. Figure 2 shows a photo of the existing cracking and pavement distress.

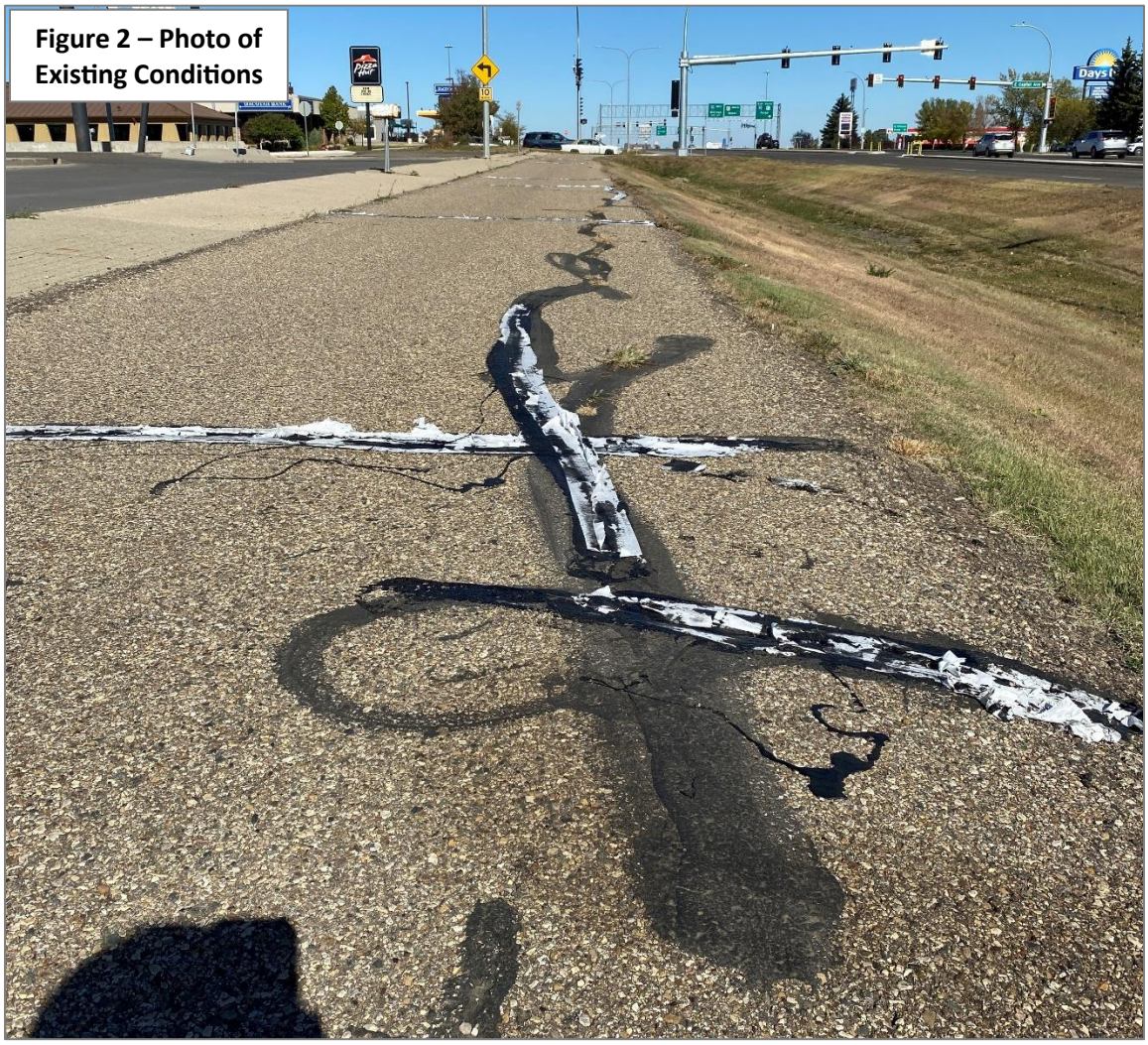


Figure 2 – Photo of Existing Conditions

The trail was reconstructed in 2003 and the most recent work was a crack seal project in 2024. The city has worked diligently to preserve the trail’s condition, but it has now reached the end of its useful life. Investing in a mill and overlay at this stage of the pavement’s life cycle is a strategic move that will significantly extend the trail’s service life and help avoid the much higher costs of a full-depth repair project in the near future. This proactive approach is both fiscally responsible and essential for maintaining a high-quality trail experience for the community.

In 2023, the State Street Safety Project was performed between Divide Ave and Calgary Ave. The project delivered a range of critical improvements: upgraded traffic signals, new turn lanes, concrete pavement repairs for vehicle lanes, additional

sidewalk connections, and ADA ramps in full compliance. However, one key element was left untouched – the pavement surface of the adjacent multi-use trail. Rehabilitating the trail is the final piece needed to complete the corridor's transformation and ensure the entire corridor is safe, accessible, and fully functional for all users.

8. Project Cost

The estimated construction cost of the proposed improvements is $475,000 with requested TA funds of $380,000 and local match of $95,000. The table below has the detailed estimate prepared by the City of Bismarck.

State Street Trail Rehab - Divide Ave to Calgary Ave				
ITEMS	**QTY**	**UNITS**	**PRICE**	**TOTAL**
Contract Bond	1	LS	$ 5,000.00	$ 5,000
Common Excavation	100	CY	$ 100.00	$ 10,000
Superpave FAA 43	750	TON	$ 240.00	$ 180,000
Approach Transitions	18	EA	$ 5,000.00	$ 90,000
Seeding & Mulching	1	ACRE	$ 6,000.00	$ 6,000
Erosion Control	1	LS	$ 10,000.00	$ 10,000
Traffic Control	1	LS	$ 15,000.00	$ 15,000
Mobilization	1	LS	$ 25,000.00	$ 25,000
Asphalt Removal (Trail Transitions)	18	EA	$ 3,000.00	$ 54,000
Undeveloped Design Details (10%)				$ 39,500
Subtotal (2025)				$ 434,500
Total (2028) (3% for 3 Years)				**$ 475,000**
		TA Request (80%)		**$ 380,000**
		Local Match (20%)		**$ 95,000**

9. 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.

10. Supporting Data

The existing trail is essential for pedestrian/bicyclist connectivity in northern Bismarck. On its southern terminus, the trail connects to the state capitol complex trail network. On its northern terminus, the trail connects to the new US 83/State St trail extension (constructed in 2024 from Calgary Ave to 43rd Ave N). The trail also connects to numerous E/W city sidewalks and to two E/W multi-use trails (at Century Ave and at 43rd Ave N).

I-94 is a barrier for pedestrians/bicyclists. There is no parallel N/S crossing of I-94 on the east side of the street. The next nearest N/S crossings of I-94 are at 4th St (0.6mi to the west) and at 19th St (0.5mi to the east).

If the pavement cracks are allowed to continue widening, the trail will become less comfortable for users and the number of pavement break-up areas will increase. This threatens the connectivity discussed in previous paragraphs.

Many past plans/studies have emphasized the need to maintain existing facilities. Some excerpts are:
-Arrive 2050 Metropolitan Transportation Plan. The Maintenance goal (objective 3) is to maintain the current bicycle and pedestrian system. The Active Transportation goal is to provide enhanced infrastructure and connections for pedestrians, bicyclists, and other modes of active transportation.
-Bismarck's Together 2045 Comprehensive Plan.
*Goal C2 – Prioritize maintenance of existing facilities above any extensions.
*Goal C4 – Encourage a highly connected network of streets and pathways.
*Goal C6 – Facilitate active forms of travel for transportation and recreation.
*Goal C7 – Design and maintain safe and comfortable facilities for pedestrians and cyclists.
-Bismarck-Mandan Bicycle and Pedestrian Plan.
*Goal 2, Connectivity. Develop a connected network of bicycling and walking routes.
*Goal 3, Safety and Comfort. Build and maintain safe and comfortable bicyclist and walking facilities.
*Goal 4, Maintenance. Protect the public's investment in the bicycling and walking system.

11. Public Accessibility

This project is located in the public right of way of US 83/State Street. NDDOT would be the owner and would have a cost participation and maintenance agreement with the City of Bismarck for the city to be responsible for day-to-day maintenance.

12. Matching Funds 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.

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

No. All construction will be contained within the public right-of-way and will be operated and maintained by the City of Bismarck.

14. Maintenance of this Project Will Be Provided By

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.

15. Environmental Impacts

- Land Use: No impacts. All construction will be conducted within the public right-of-way
- Farmland: No farmland will be impacted. All work with in the urbanized area of the City of Bismarck
- Social: Positive social impact by providing an opportunity for the public. Improve health and safety of 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

16. Required Signatures

Contact Person:

Gabe Schell

10/14/25

Gabe Schell, City Engineer — Date

Responsible Official:

10/14/2025

Mayor, City of Bismarck — Date

MPO Official:

Policy Board Chairman — Date

NDDOT Transportation Alternatives Grant Application FY 2028

Northwest Bismarck Trail Connections

Clairmont Family Conservation Park







BISMARCK PARKS AND RECREATION DISTRICT
Est. 1927

1. **Project Name:** Northwest Bismarck Trail Connection – Clairmont Family Conservation Park

2. **Project Location:** 2310 Tyler Parkway, 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 paved trail connections through the Clairmont Family Conservation Park from the Pinehurst area of Northwest Bismarck to River Road. The proposed shared-use trail will serve many functions, including acting as a safe, direct, and accessible route to services, both commercial and recreational. There is currently not a direct, accessible route for pedestrians or bike traffic since Burnt Boat Road does not have a shoulder and is not a safe route past where the sidewalk ends. The trail will also serve as utility access for both the City of Bismarck, Bismarck Parks and Recreation District and Ducks Unlimited to continue to maintain and operate stormwater conveyance areas and the constructed educational wetlands.

   The proposed trail will serve as a vital connection between the Legacy River Trail, the busiest recreational trail in the community, and the bike route system along Tyler Parkway, including key routes leading to Century Avenue and the businesses in north Bismarck and leading to Divide Avenue, providing access to the Tom O'Leary Recreational Complex and beyond. *Please refer to Exhibit 1, Project Location Map.*

   This proposed trail link would connect all the trails and parks along the river to Pinehurst Square, which includes many businesses including a dollar store, a hardware store, a pet store, a gas station, a coffee shop and food options, as well as services like a veterinarian, clinics, and a bank.

   The proposed project includes constructing a 10' shared-use asphalt trail from Golf Drive to Clairmont Road (3,330 LF). *Please refer to Exhibit 2, Clairmont Family Conservation Park Master Plan.*

8. **Project Cost:**
   The estimated construction cost of the proposed trail connections is $ 879,531 including contingency. Federal funds in the amount of $ 703,625 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 3.*

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 2050 Metropolitan Transportation Plan (MTP) highlights the need for safe trail alternatives to traditional transportation options, including Objective 4 under the goal of Active Transportation and Transit: "Bicycle and Pedestrian Project Implementation: Improve bicycle and pedestrian system accessibility, connectivity, and safety by promoting or implementing transportation investments identified in recent MPO planning documents.".

b. The trail connections through Clairmont Family Conservation Park are identified in the Active Mobility Plan portion of the Together 2045 – Bismarck's Comprehensive Plan as a needed trail connection. See Exhibit 4.

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.

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

The proposed trail connection would tie into the Legacy River Trail, the Divide Avenue and Century Avenue Trails and the larger trail system in northwest 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
d. Ducks Unlimited

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 ROW.

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 is adjacent to constructed wetlands. BPRD will work with Ducks Unlimited and 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: 10/13/2025
Kevin Klipfel, BPRD Executive Director

Sponsoring Official: Gabe Schell Date: 10/15/25
Gabe Schell, City Engineer

MPO Official: _____ Date: _____

17. **Attachments**

Exhibit 1 – Project Location Map
Exhibit 2 – Clairmont Family Conservation Park Master Plan
Exhibit 3 – Preliminary Cost Estimate
Exhibit 4 – Community Plan Support
Exhibit 5 – Existing Conditions
Exhibit 6 – BPRD Board of Park Commissioner Minutes
Exhibit 7 – Letters of Support

Exhibit 1 – Project Location Map

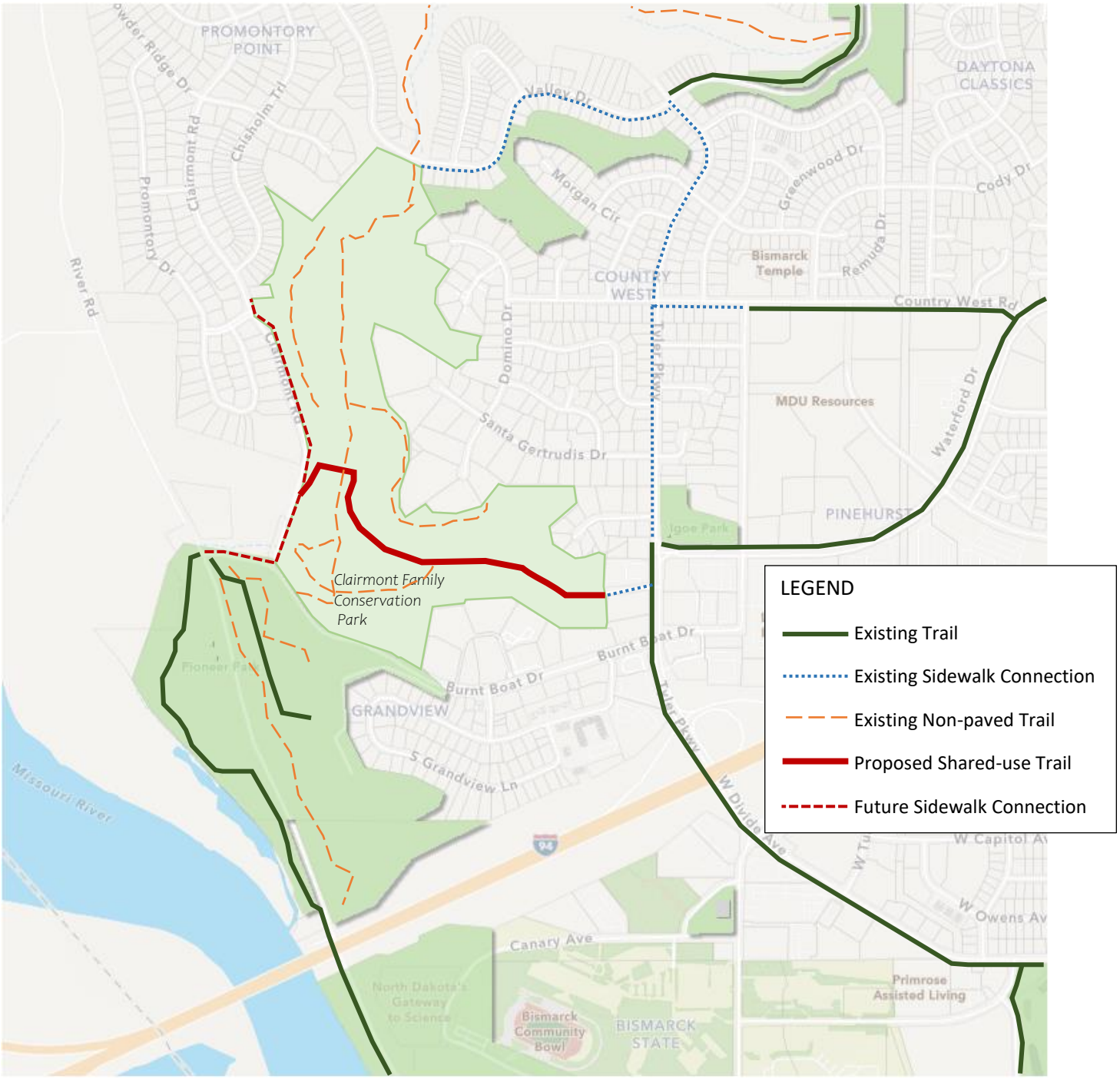


Exhibit 2 – Clairmont Family Conservation Park Master Plan

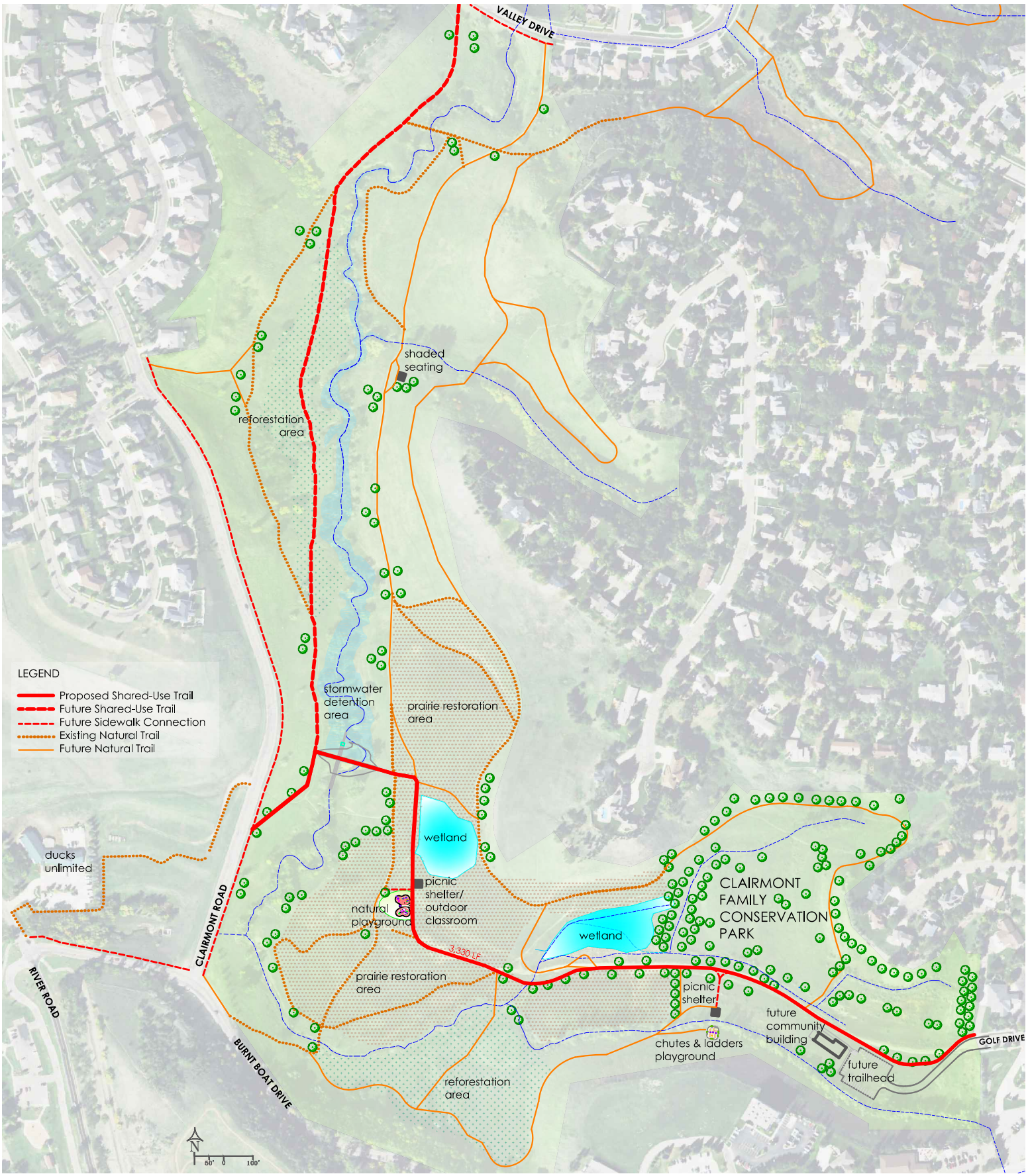


Exhibit 3 – Preliminary Cost Estimate

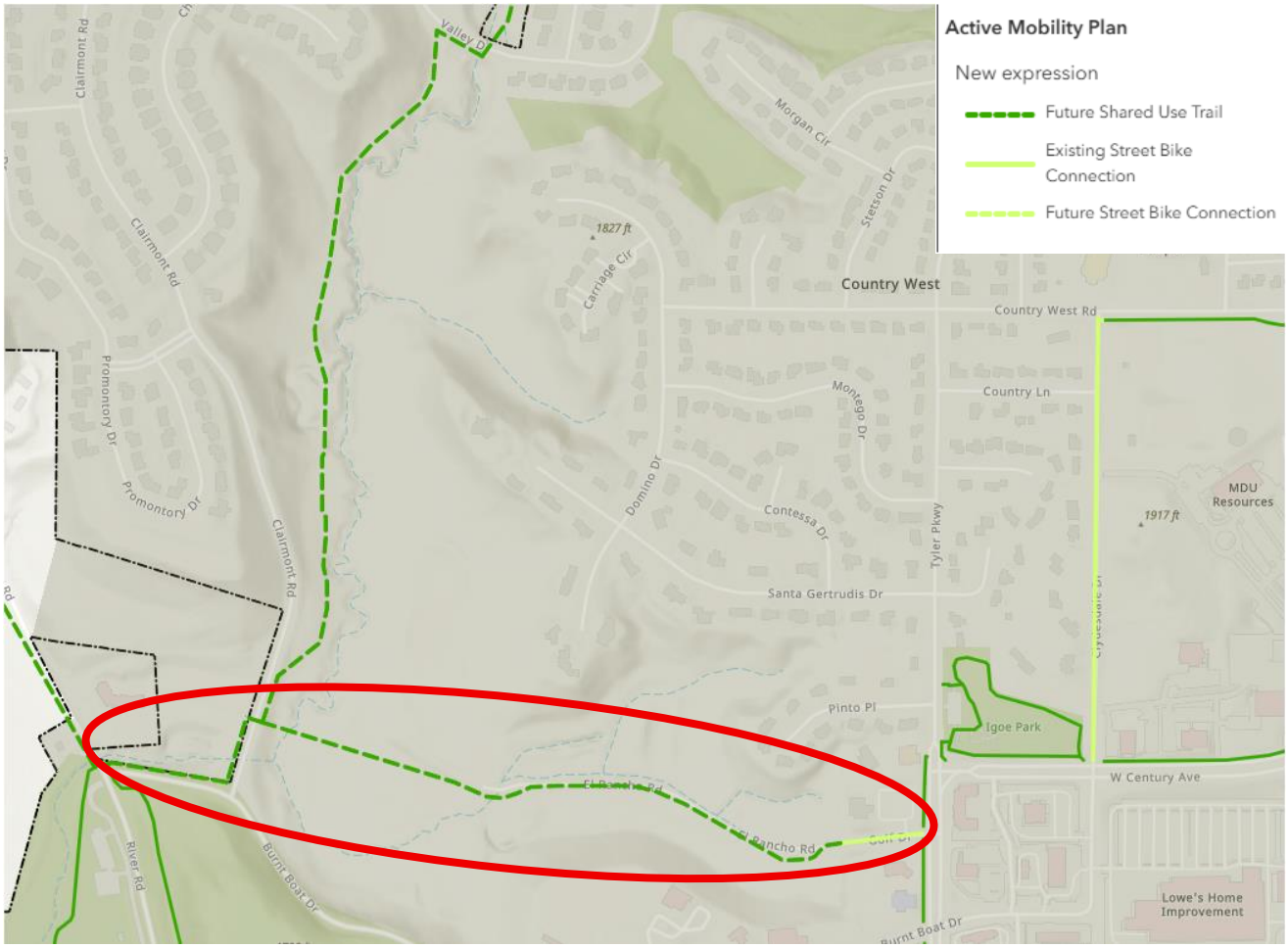
CLAIRMONT FAMILY CONSERVATION PARK - 2028 SHARED USE PATH
BISMARCK PARKS & RECREATION DISTRICT
Preliminary Opinion of Probable Construction Cost
10/13/2025
Phase 1: 3,330 LF

ITEM	SECTION	ITEM	UNIT	UNIT PRICE	QUANTITY - CLAIRMONT PARK	CLAIRMONT PARK COST
1	00 700	Contract Bond	LS	$ 7,000.00	1	$ 7,000.00
2	01 4000	Materials Testing	LS	$ 5,500.00	1	$ 5,500.00
3	01 5500	Traffic Control	LS	$ 3,000.00	1	$ 3,000.00
4	01 5713	ECB - Type 2	SY	$ 2.50	550	$ 1,375.00
5	01 5713	ECB - Type 4	SY	$ 5.00	275	$ 1,375.00
6	01 5713	Fiber Rolls	LF	$ 4.50	550	$ 2,475.00
7	01 5713	Silt Fence	LF	$ 6.00	275	$ 1,650.00
8	01 7113	Mobilization	LS	$ 59,000.00	1	$ 59,000.00
9	01 7123.10	Construction Staking	LS	$ 19,000.00	1	$ 19,000.00
10	31 1000	Site Clearing & Grubbing	LS	$ 8,500.00	1	$ 8,500.00
11	31 1000	Herbicide Weed Control	LF	$ 4.00	3330	$ 13,320.00
12	31 1123	Subgrade Preparation	SY	$ 8.00	4440	$ 35,520.00
13	31 1123	Aggregate Base Course - Fill Type 3	TON	$ 70.00	1041	$ 72,870.00
14	31 2200	Remove, Stockpile and Replace Topsoil - 6" Depth	CY	$ 40.00	2159	$ 86,360.00
15	31 2316	Common Excavation	CY	$ 45.00	4317	$ 194,265.00
16	31 2316	Rock Excavation	CY	$ 40.00	550	$ 22,000.00
17	31 1216	RAP - Superpave FAA 43 (2.75" Thickness)	TON	$ 250.00	648	$ 162,000.00
18	32 1216	PG 58S-28 Asphalt Cement	TON	$ 800.00	35.7	$ 28,560.00
19	32 1729.10	Sign - Post & Sign(s)	EA	$ 400.00	6	$ 2,400.00
20	32 3300	6-Foot Bench	EA	$ 2,000.00	3	$ 6,000.00
21	32 9219	Seeding Non-Irrigated & Mulched	ACRE	$ 17,000.00	1.92	$ 32,640.00
					ESTIMATED CONSTRUCTION COST BASE BID =	**$764,810.00**
					CONTINGENCY (15%) =	$114,721.50
					TOTAL ESTIMATED CONSTRUCTION COST BASE BID =	**$879,531.50**

Notes:
1. In providing estimates of probable construction cost, the Client understands that the Consultant has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's estimates of probable construction costs are made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the Consultant's estimate of probable construction cost. The Client assumes all liability if using this Probable Construction Cost for determining project feasibility or securing project funding/financing.

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



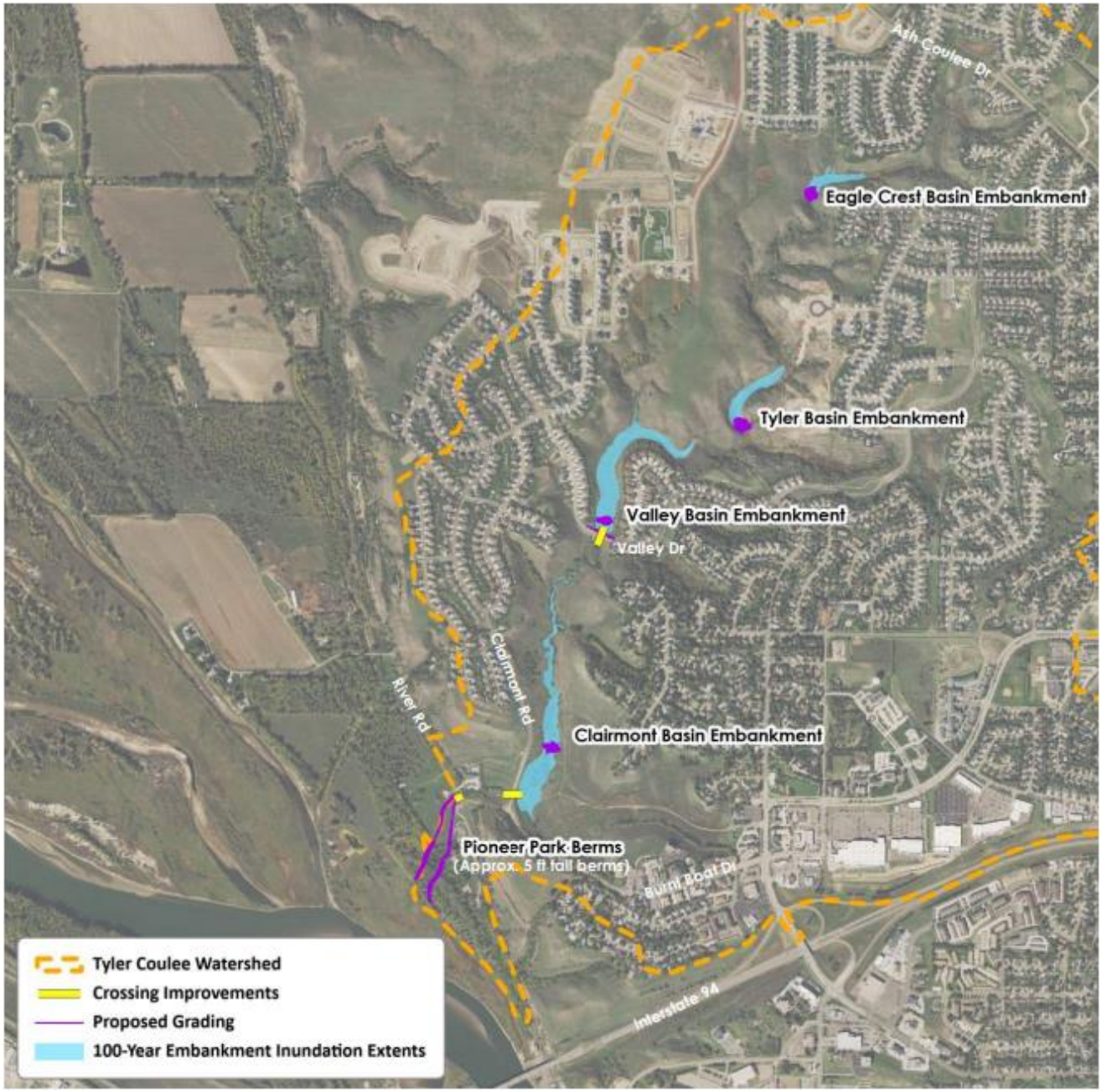
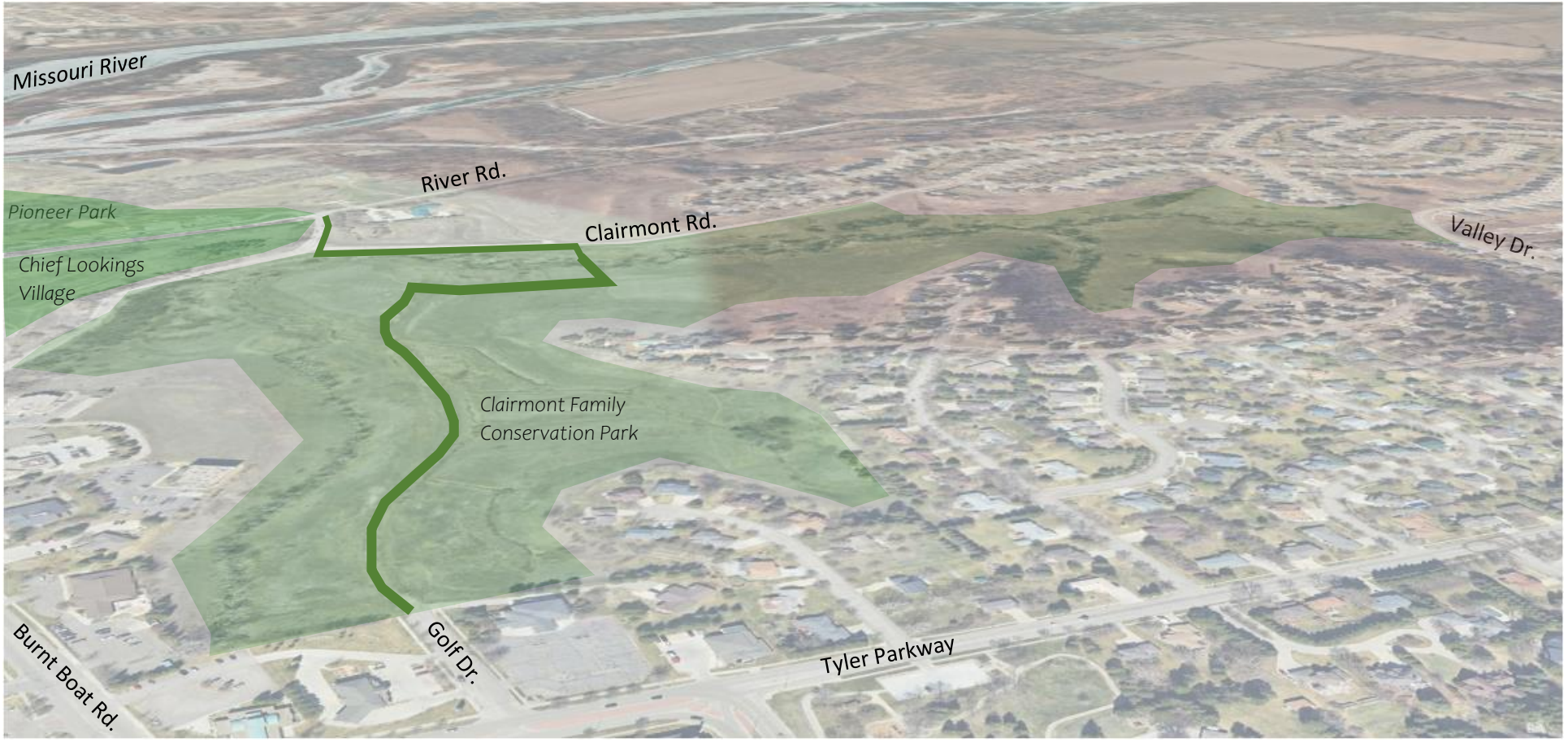
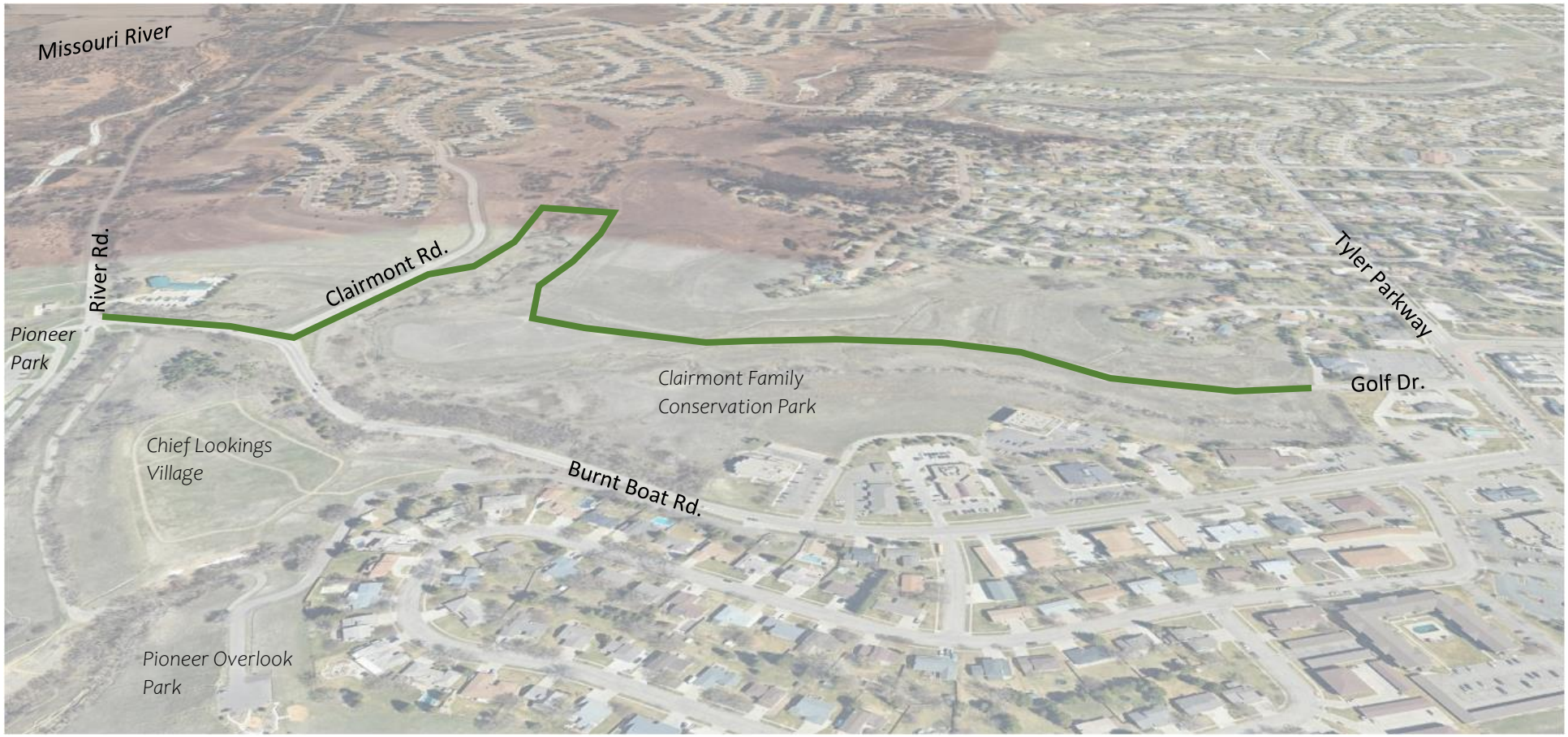


Figure 1 City of Bismarck Tyler Coulee Stormwater Improvements Graphic

Exhibit 5 – Existing Conditions



Bird's eye view looking west



Bird's eye view looking north



Figure 2 Burnt Boat Road end of sidewalk



Figure 3 Burnt Boat Road looking west



Exhibit 6 – BPRD Board of Park Commissioners Minutes

MINUTES OF THE BOARD OF PARK COMMISSIONERS
August 21, 2025

The Board of Park Commissioners held their regular meeting on August 21, 2025 in the Tom Baker meeting room of the City/County Building. President Zimmerman called the meeting to order at 5:15 pm. Commissioners Herzog, Jeske and Redmann were present. Commissioner Gilbertson was absent. The pledge of allegiance was said.

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

The following people appeared as the featured partners and programs:

- Dakota Media Access - Executive Director Tom Gerhardt
- Dakota West Arts Council - Executive Director Jason Thoms

Jeff Ubl from Ubl Design Group appeared before the Board regarding the bids for the World War Memorial roof replacement project. No bids were received. Commissioner Redmann moved approval for this project to be re-bid. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Herzog, Jeske, Redmann, and President Zimmerman. The nays being none, the motion carried.

Executive Director Klipfel reviewed a proposal from the company who is working on the Channel Drive/Hay Creek Interceptor Main Avenue to Divide Avenue project. As part of that project the Park District would like to complete the portion of the Channel Drive trail that is not included with the city of Bismarck's project. The price to complete this work is $153,220.49. Commissioner Jeske moved to approve this quote for this work. Commissioner Redmann seconded the motion, and the voting went as follows: Ayes: Commissioners Herzog, Jeske, Redmann, and President Zimmerman. The nays being none, the motion carried.

Executive Director Klipfel provided an update on some of this year's projects.

Commissioner Redmann moved to approve the following consent agenda.

- Consideration of July 17, 2025 Board meeting minutes
- Easement to the City of Bismarck for a Municipal Ballpark easement
- Consideration of agreement with University of Mary for use of the BSC Aquatic and Wellness Center
- Request to dispose of fitness equipment
- Request authorization to apply for a 2028 Transportation Alternative Grant for a trail connection through the Clairmont Family Conservation Park

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

Commissioner Redmann moved to approve the bills for payment with checks 408297 to 408323 and 219312 to 219536 along with bank drafts DFT001590 to DFT001606, EFTs 3483 to 3525 and direct deposits 88912 to 90955. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Herzog, Redmann, Jeske and President Zimmerman. The nays being none, the motion carried.

The next regular Board meeting will be September 11, 2025, at 5:15 pm in the Tom Baker Meeting Room with the with the public hearing on the proposed 2025 budget. The meeting was adjourned at 6:11 pm.

DUCKS UNLIMITED

GREAT PLAINS REGIONAL OFFICE
2525 River Road
Bismarck, ND 58503-9011
(701) 355-3500
www.ducks.org

September 3, 2025

Members of the NDDOT Transportation Alternatives Grant Committee:

On behalf of Ducks Unlimited, I am writing to express our strong support for the proposed paved trail connections through the Clairmont Family Conservation Park. This project is a natural extension of our shared commitment to conservation, education, and community access.

The proposed trail will not only provide safe, direct, and accessible routes for pedestrians and cyclists but will also serve as an essential access corridor to the native grassland plantings and constructed wetlands in the park. These wetlands and grasslands—developed through partnerships with Ducks Unlimited, the City of Bismarck, and Bismarck Parks and Recreation District—are critical for habitat, water management, and outdoor education. Ensuring reliable access for both visitors and maintenance is vital to their long-term success.

This trail will also create meaningful connections: linking neighborhoods, schools, and businesses to the Legacy River Trail and beyond, while also giving the community and visitors opportunities to experience conservation lands firsthand. By blending recreation with education and stewardship, the project advances Ducks Unlimited's mission and strengthens the community's relationship with the outdoors.

We are proud to support this project and encourage its full consideration.

Sincerely,

Johann Walker, Ph.D.
Director, Great Plains Region

BISMARCK MANDAN
CHAMBER | EDC
MOVING BUSINESS FORWARD

1640 Burnt Boat Drive | Bismarck, North Dakota 58503 | 701-223-5660 | bismarckmandan.com

August 29, 2025

To Whom It May Concern:

On behalf of the Bismarck Mandan Chamber EDC and our member organizations, I am writing to express support for the proposed paved trail connections through the Clairmont Family Conservation Park, linking the Pinehurst area of Northwest Bismarck to River Road and nearby neighborhoods.

This project offers significant benefits to our regional economy, workforce, and quality of life—key priorities for our business community. The proposed shared-use trails will provide a much-needed, safe, and direct connection for pedestrians and cyclists between residential areas and commercial centers. Currently, Burnt Boat Road poses serious safety concerns for non-motorized traffic due to the lack of shoulders and sidewalks. This trail will close that gap, making local businesses, services, and recreational amenities more accessible to a broader segment of the population.

Moreover, this investment in active transportation infrastructure will contribute to our region's competitiveness by enhancing walkability and connectivity—factors that are increasingly important in attracting and retaining a talented workforce. Trails like these also support tourism, increase nearby property values, and create a more vibrant, livable community.

In addition to economic and mobility benefits, the trail will serve an important operational role by providing utility access for the City of Bismarck, Bismarck Parks and Recreation District, and Ducks Unlimited. This will support continued maintenance of stormwater conveyance areas and educational wetlands—demonstrating a thoughtful, multipurpose approach to infrastructure development.

We commend the City of Bismarck, Bismarck Parks and Recreation District, and Ducks Unlimited for their collaboration on this forward-thinking project. The Bismarck Mandan Chamber EDC fully supports this initiative and encourages others to do the same.

Sincerely,

Brenda Nagel

Brenda Nagel
President & CEO
Bismarck Mandan Chamber EDC

Bismarck-Mandan
Convention & Visitors Bureau
1600 Burnt Boat Drive
Bismarck, ND 58503
701-222-4308
800-767-3555

September 2, 2025

Members of the NDDOT Transportation Alternatives Grant Selection Committee:

On behalf of the Bismarck-Mandan Convention & Visitors Bureau, I am pleased to express our strong support for the proposed paved trail connections through Clairmont Family Conservation Park.

This project will provide a safe and accessible route for walkers and cyclists where none currently exists, connecting northwest neighborhoods, Elk Ridge Elementary, and local businesses with the Legacy River Trail and the broader trail network. By replacing unsafe travel along Burnt Boat Road with a direct, inviting path, the trail will enhance both community safety and visitor experience.

For our visitors, easy access to scenic, well-connected trails is a top priority, and projects like this strengthen Bismarck's appeal as a welcoming destination. At the same time, the trail will serve local families, schools, and recreational assets, while supporting important environmental stewardship efforts in the conservation park.

This is exactly the type of investment that improves quality of life for residents and adds to the vibrancy that attracts visitors. We strongly encourage your support of this important project.

Sincerely,

Sheri J. Grossman, CDME
CEO

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

NOVEMBER 2025

A total of three (3) project applications were submitted for fiscal funding year 2030 HSIP/LRSP. The submitting jurisdictions are the City of Bismarck, the City of Mandan, and Burleigh County. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff. Points and consistency with MTP objectives are provided to TAC and Policy Board for information and discussion.

JURISDICTION	TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	Score	Consistent with MTP
City of Mandan	Construction	**Sunset Drive/27th Street North Intersection** Construct a single lane roundabout with pedestrian islands to improve traffic flow, reduce queue lengths, and improve safety for all intersection users.	$2,670,000 / $2,403,000	50	Yes (9 Scored Objectives)
City of Bismarck	Construction	**Rectangular Rapid Flashing Beacons (RRFB) 4 Locations** Install RRFB at 4 significant pedestrian crossings throughout Bismarck (Crosswalk between Century High School and Gateway Mall, Crossing at Washington St and Ave B, Crossing at Riverside Park Rd south of Memorial Bridge, and Crossing at Airport Road and Lee Ave).	$690,000 / $621,000	46	Yes (10 Scored Objectives)
Burleigh County	Construction	**Apple Creek Road/66th Street SE Intersection** Construct a hybrid roundabout to improve safety, reduce conflict points, and allow for future street development in the area.	$4,533,313 / $4,079,982	37	Yes (7 Scored Objectives)

Stephen Larson, November 2025

MPO Staff Scoring FY30 HSIP (Arrive 2050 MTP Rubric)	Points	Mand. Roundabout	Bis. RRFB	Burl. Roundabout
Reduce crash frequency & severity	7	Yes	Yes	Yes
Implement safe system features	7	Yes	Yes	Yes
Reduce speed for vulnerable users	6	Yes	Yes	Yes
Safe & reliable freight	3			
Support other regional plans	2	Yes	Yes	Yes
Support efficient development patterns	2			Yes
Promote efficient delivery of complimentary multimodal improvements with roadway construction projects	3	Yes		
Minimize environmental impacts	2			
System security	1			
Reduce and/or mitigate VMT	2			
Promote reliable vehicle travel	8	Yes		Yes
Limit recurring congestion	8	Yes		
Identify corridors that faciliate efficient regional travel	5			Yes
Reduce single-occupant vehicle travel	4			
Maintain pavement and bridge condition	6			
Maintain signal, lighting, and ITS condition	4			
ITS maintenance & planning	2		Yes	
Manage the system through technology	3		Yes	
Transit Coordination	3			
Bicycle & pedestrian project implementation	3	Yes	Yes	
Reduce multimodal gaps	3			
Implement Complete Streets	6	Yes	Yes	
Connecting disadvantaged neighborhoods	5		Yes	
Minimize impacts on disadvantaged populations	5		Yes	
Total Points	100	**50**	**46**	**37**
Ranking		**1**	**2**	**3**

EXHIBIT H

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 City of Mandan			NDDOT District Bismarck
Contact Name Riley McAdoo-Roesler			Current Date 10/24/25
Email Address riley.mcadooroesler@cityofmandan.com		Telephone Number 701-667-3228	Project Cost Estimate (attach detailed copy) $2,670,000.00

Location Description	Roadway Ownership	Vision Zero Emphasis Area (check all that apply)	Functional Class
Intersection of Sunset Drive & 27th Street north	☐ State ☐ County ☒ City ☐ Tribe	☒ Younger Drivers ☐ Speeding or Aggressive Drivers ☐ Alcohol-Related ☐ Unbelted Vehicle Occupants ☐ Lane Departure ☒ Intersections	☐ Local Road or Street ☐ Minor Collector ☐ Major Collector ☒ Minor Arterial ☐ 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	☐ Lighting	☐ Railroad Grade Crossings	☐ Shoulder Treatments
☐ Animal Related	☐ Miscellaneous	☐ Roadside	☐ Speed Management
☐ Interchange Design	☐ Non-infrastructure	☐ Roadway	☐ Work Zone

Describe Current Safety Issues

This intersection is currently side-street stop-controlled, and is heavily trafficked in the mornings and the afternoons due the intersection's proximity to the Mandan Middle School and Mandan High School. Since this intersection is so close to these schools, there are many young drivers that take these routes. The traffic congestion and confusion at the beginning of this school year forced police officers to direct traffic for multiple weeks, and prompted the installation of a temporary right turn lane on Sunset Dr. In 2023, a Sunset Drive corridor study was completed by the Bismarck-Mandan MPO. This Study found that the level of service on 27th Street had a rating of F. The two major movements, supported by the ADT, are a left turn off 27th onto Sunset, and a right turn off Sunset onto 27th. Two crashes that are in the data that supported the Sunset Drive Corridor study are both involving a vehicle making a left turning movement off of 27th Street. One of those crashes was involving a driver under that age of 21.

Describe Proposed Safety Improvements

Install a single-lane roundabout at the intersection of Sunset Drive & 27th Street North. A roundabout at this location will improve traffic flow and reduce queue lengths. As previous stated, the 2023 Sunset Drive corridor study found the level of service on 27th street to have a rating of F, leading to a recommendation to install a roundabout at this intersection to aid in the queue lengths and flow problems that persist. Having a roundabout at this location will improve pedestrian and bicyclists movement as it will add in islands allowing for shorter crossing distances. Vision zero's 2024-2028 plan lists "install roundabout" as an action item under its strategy #1 for intersections in the Safe Road section. This plan, as well as information provided by the Federal Highway Administration, shows that roundabouts are a proven safety countermeasure. Roundabouts also reduce intersection conflict points, with one of the major movements being a left turn, a reduction in conflict points can help reduce risk for crashes. Attached is supporting documentation: Location Maps, excerpts from the Sunset Drive corridor study, aerial pictures from peak hours, and traffic count data.

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

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

Item	Unit	Quantity	Unit Price	Cost
Remove Pavement	SY	1270	$ 40.00	$ 60,000.00
Remove curb & Gutter	LF	600	$ 20.00	$ 12,000.00
Remove Sidewalk	SY	400	$ 20.00	$ 8,000.00
Removal of Inlets	EA	4	$ 1,920.00	$ 8,000.00
Concrete Pavement	SY	3220	$ 200.00	$ 700,000.00
Curb & Gutter	LF	1400	$ 50.00	$ 70,000.00
Stamped Concrete	SY	600	$ 220.00	$ 140,000.00
Aggregate Base	CY	1240	$ 110.00	$ 140,000.00
Sidewalk	SY	400	$ 90.00	$ 40,000.00
Turf Establishment	LSUM	1	$ 63,820.00	$ 70,000.00
Earthwork	CY	1200	$ 20.00	$ 30,000.00
Inlets	EA	4	$ 10,220.00	$ 50,000.00
striping	LF	500	$ 10.00	$ 5,000.00
Signing	LSUM	1	$ 6,390.00	$ 7,000.00
Traffic Control	LSUM	1	$ 38,290.00	$ 40,000.00
Mobilization	LSUM	1	$ 240,000.00	$ 240,000.00
Lighting	EA	8	$ 3,200.00	$ 30,000.00
ROW	LSUM	1	$ 130,000.00	$ 130,000.00

Construction Subtotal	$ 1,780,000.00
Engineering & Legal (20%)	$ 356,000.00
Contingencies (30%)	$ 534,000.00
Total Project Cost	$ 2,670,000.00

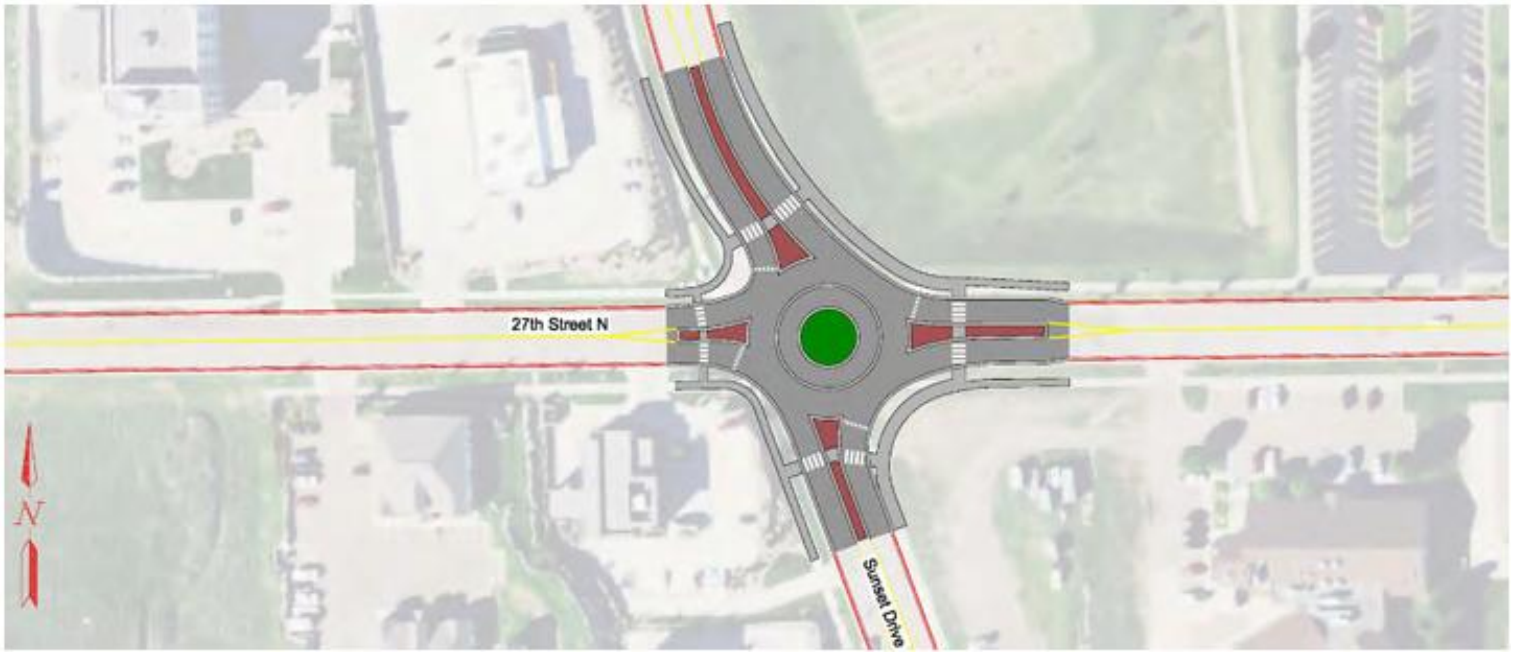
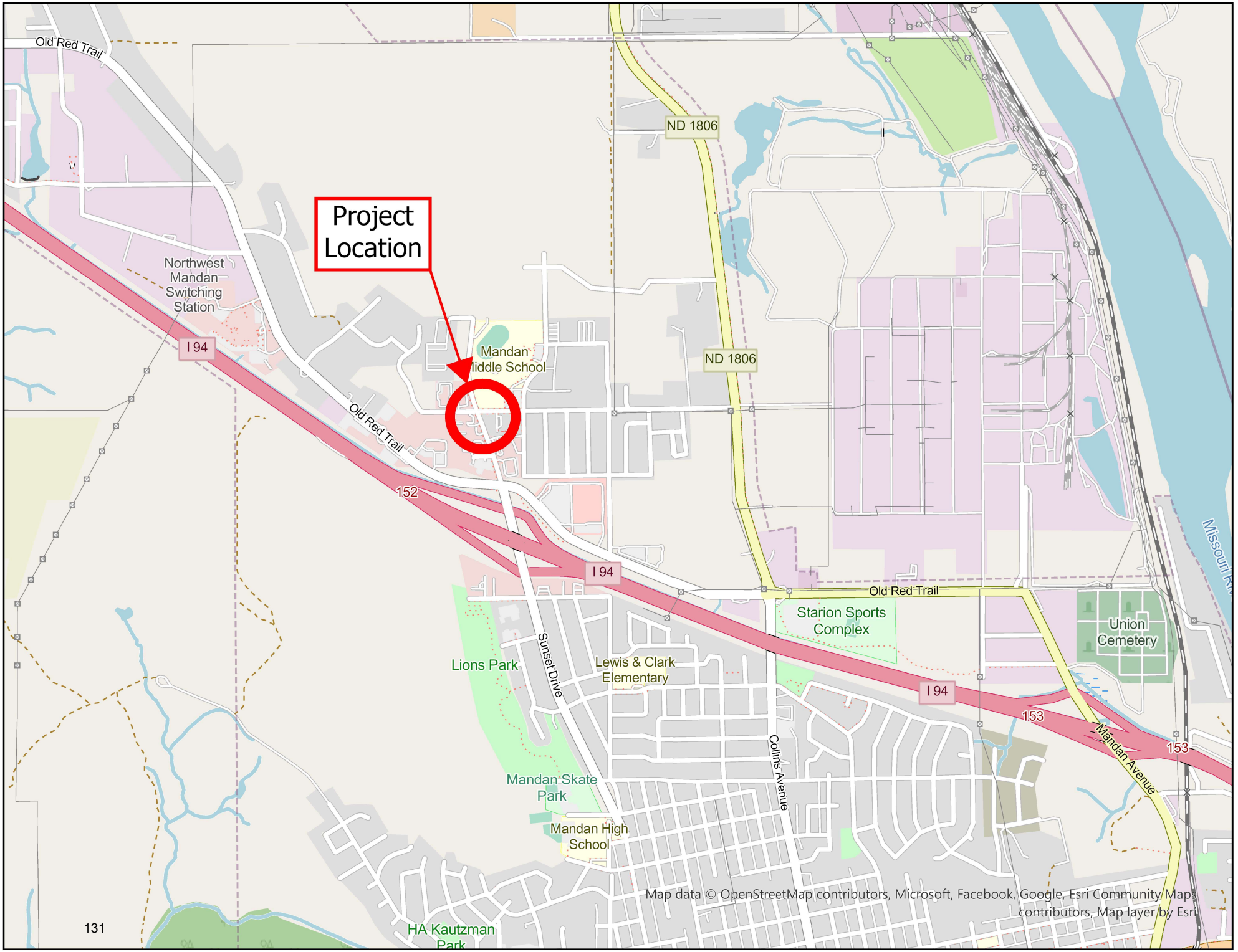


Figure 1, Proposed Roundabout concept from the 2023 Sunset Drive Corridor Study

Sunset Dr Intersection	Traffic Control	Mainline Operations (PM)	Side Street Operations (PM)	Notes
27th St NW	SSS	A (5 sec)	**F (100+ sec)**	Either a traffic signal or roundabout would increase the **LOS to C or better.**

Figure 2, Information presented regarding roundabout in the 2023 Sunset Drive Corridor Study


Comfort Inn & Suites
Bennigan's
Sunset Dr NW
Sunset Dr NW
12th Ave
12th Ave NW
Morton Ln NW
Morton Ln NW
27th St NW
27th St NW
Sunset Dr
12th Ave NW
Arby's
Legend
130
Project Extents
N
Bismarck-Mandan MPO, Maxar, Microsoft, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community
0 0.01 0.03 0.05 Miles


Project Location
Old Red Trail
Northwest Mandan Switching Station
I 94
Mandan Middle School
ND 1806
Old Red Trail
152
I 94
Old Red Trail
Starion Sports Complex
Union Cemetery
Lions Park
Sunset Drive
Lewis & Clark Elementary
I 94
153
Mandan Avenue
153
Collins Avenue
Mandan Skate Park
Mandan High School
HA Kautzman Park
Missouri R.
Map data © OpenStreetMap contributors, Microsoft, Facebook, Google, Esri Community Maps contributors, Map layer by Esri
131

Travel Direction	ADT
Northbound	5350
Southbound	1290
Eastbound	1170
Westbound	3550

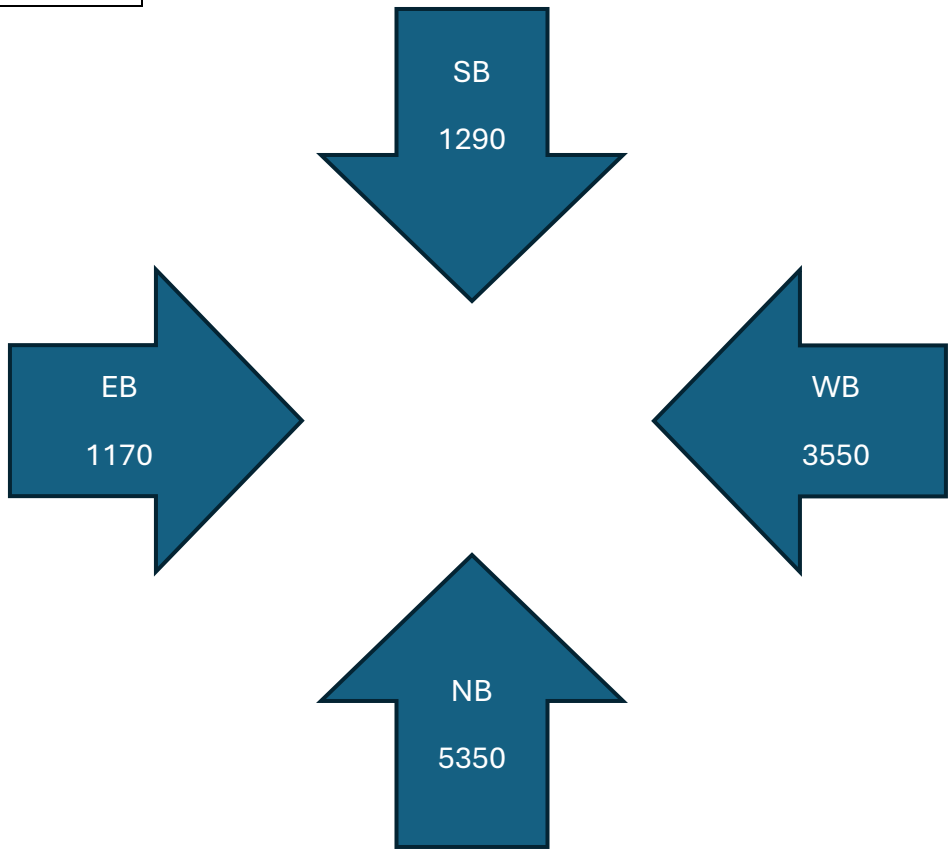






EXHIBIT I

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**
Chris Holzer		10/24/25
Email Address	**Telephone Number**	**Project Cost Estimate (attach detailed copy)**
cholzer@bismarcknd.gov	701-355-1529	$690,000.00

Location Description

1. Crosswalk b/w Century High School main entrance and Gateway Mall
2. Washington St & Ave B
3. Riverside Park Rd just south of Memorial Bridge
4. Airport Rd & Lee Ave

Roadway Ownership

- [ ] State
- [ ] County
- [x] City
- [ ] Tribe

Vision Zero Emphasis Area (check all that apply)

- [x] Younger Drivers
- [x] Speeding or Aggressive Drivers
- [ ] Alcohol-Related
- [ ] Unbelted Vehicle Occupants
- [ ] Lane Departure
- [x] Intersections

Functional Class

- [ ] Local Road or Street
- [ ] Minor Collector
- [ ] Major Collector
- [X] Minor Arterial
- [x] Principal Arterial

Improvement Category (check all that apply)

[ ] Access Management	[ ] Intersection Geometry	[ ] Parking	[ ] Roadway Delineation
[ ] Advanced Technology & ITS	[ ] Intersection Traffic Control	[x] 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

See attached pages.

Describe Proposed Safety Improvements

See attached pages.

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

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

Highway Safety Improvement Program
Overview Map of Requested Locations



HSIP Location #1 – Crosswalk between Century High School Main Entrance and Gateway Mall



Current Safety Issues

On 10/21/2025 a student was hit while using this crosswalk (crossing from north to south at school dismissal time). The striking vehicle was westbound in the passing lane and had their view of the student obstructed by an adjacent vehicle that had stopped in the westbound driving lane so the student could cross. Students use the Gateway Mall parking lot for overflow parking. The existing crosswalk has static signs, two EB thru lanes, 2 WB thru lanes, and a 35mph E/W posted speed. Citizens have called in concerned about student safety due to the relatively high speed and the multiple threat issue where one vehicle slows but the other does not. A 2025 count showed 17 pedestrians during 1hr in the morning and 15 pedestrians during 15 minutes in the afternoon.

Proposed Safety Improvements

Upgrade the existing crosswalk from static signs to rectangular rapid flashing beacons (pushbutton actuated). One for eastbound, one in the median (for east+west), and one for westbound. These improvements will enhance driver awareness of pedestrians and reduce the chance of a multiple-threat crash.

HSIP Location #2 – Washington Street & Avenue B



Current Safety Issues

There is an existing crosswalk with old-style (circular ball) flashing beacons. Washington Street frequently experiences heavy traffic and long vehicle queues, making it difficult for drivers - especially those following larger vehicles - to see the right-side flashing beacon. Just one block west of this intersection is a grade school, and concerned parents have reached out, urging safety improvements to better protected children on their way to and from school.

Proposed Safety Improvements

Replace the existing "old-style" (circular ball) flashing beacons with the new-style rectangular rapid flashing beacons with double-sided signs/flashers (pushbutton actuated). Installing RRFBs with double-sided signs would significantly enhance beacon visibility, improving pedestrian safety and reducing rear-end collisions caused by drivers unaware of sudden traffic slowdowns. Additionally, this location features the last remaining "old-style" crosswalk flashing beacon maintained by the city. Upgrading it would not only modernize the corridor but also complete the City's transition to a more uniform traffic control standard.

HSIP Location #3 – Riverside Park Road just south of Memorial Bridge



Current Safety Issues

The existing pedestrian crossing system - originally equipped with pushbuttons and older-style flashers - malfunctioned in 2024 and could not be repaired. As a result, the flashers and pushbuttons were removed, leaving only static warning signs in place. This crosswalk experiences consistently high pedestrian volumes, particularly from individuals using Memorial Bridge to travel between Bismarck and Mandan.

Proposed Safety Improvements

Replace the existing crosswalk signal standard, signs, and posts with two double-sided post-mounted rectangular rapid flashing beacons (pushbutton actuated). Installing double-sided signs/flashers will significantly improve visibility for drivers, thereby increasing pedestrian safety at this critical crossing point.

HSIP Location #4 – Airport Road & Lee Ave (page 1 of 2)

Background and Current Safety Issues – As part of the MPO's Safe Routes to Services Study, a site visit was conducted to various locations throughout the community. One of the key stops was the Dream Center. During the visit, it was noted that many individuals walk from the Dream Center and from the nearby mobile home court to Lee Avenue in order to get to Walmart. These pedestrians typically cross at the intersection of Airport Road and Lee Avenue, which currently lacks any east-west pedestrian accommodations. This gap in infrastructure presents a significant safety concern for those who rely on walking as their primary mode of transportation.



HSIP Location #4 – Airport Road & Lee Ave (page 2 of 2)



Proposed Safety Improvements

Install pedestrian curb ramps and an E/W crosswalk with overhead mast arms, signs, and rectangular rapid flashing beacons (pushbutton actuated). Installing an overhead mast arm RRFB system will significantly enhance driver awareness of people crossing.

Note. If this project to install a safe crossing is funded, then the city will also install additional sidewalk along the corridor (separate from the HSIP project).

HSIP Cost Estimate - 4 RRFB Locations in Bismarck				
Items	**Quantity**	**Units**	**Unit Price**	**Total**
Contract Bond	1	Lump Sum	$20,000	$20,000
Location #1 - Crosswalk b/w Century High School main entrance and Gateway Mall				
Mobilization	1	Each	$9,100	$9,100
Work Zone Traffic Control	1	Lump Sum	$15,000	$15,000
Removals	1	Lump Sum	$5,000	$5,000
Concrete Sidewalk	4	Panels	$250	$1,000
Electrical Feed Point	1	Each	$10,000	$10,000
RRFB, signs, and pushbutton on Type II signal standard with foundation	3	Each	$20,000	$60,000
			Location #1 SubTotal =	*$100,100*
Location #2 - Washington St & Ave B				
Mobilization	1	Each	$6,535	$6,535
Work Zone Traffic Control	1	Lump Sum	$10,000	$10,000
Removals	1	Lump Sum	$5,000	$5,000
RRFB, signs, and pushbutton on Type II signal standard with foundation	2	Each	$25,000	$50,000
Topsoil, Seeding, and Mulching	35	Sq Yd	$10	$350
			Location #2 SubTotal =	*$71,885*

Location #3 - Riverside Park Rd just south of Memorial Bridge				
Mobilization	1	Each	$7,075	$7,075
Work Zone Traffic Control	1	Lump Sum	$10,000	$10,000
Removals	1	Lump Sum	$10,000	$10,000
Concrete Sidewalk	3	Panels	$250	$750
RRFB, signs, and pushbutton on Type II signal standard with foundation	2	Each	$25,000	$50,000
			Location #3 SubTotal =	*$77,825*

Location #4 - Airport Rd & Lee Ave				
Mobilization	1	Each	$25,265	$25,265
Work Zone Traffic Control	1	Lump Sum	$10,000	$10,000
Removals	1	Lump Sum	$5,000	$5,000
Concrete Sidewalk	11	Panels	$250	$2,750
Pedestrian Curb Ramps	4	Each	$5,000	$20,000
Continental Crosswalk	90	LF	$50	$4,500
Electrical Feed Point	1	Each	$10,000	$10,000
RRFB, signs, and pushbutton on overhead mast arm signal standard with foundation	2	Each	$100,000	$200,000
Topsoil, Seeding, and Mulching	40	Sq Yd	$10	$400
			Location #4 SubTotal =	*$277,915*

All Locations SubTotal =	*$547,725*
Undeveloped Design Details (15%) =	*$82,159*
Year 2025 Estimated Cost =	*$629,884*
Year 2028 Estimated Cost (assumed 3% per 3yrs) =	**$690,000**

EXHIBIT J

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
Burleigh County		
Contact Name		**Current Date**
Daniel Schriock		10/24/25
Email Address	**Telephone Number**	**Project Cost Estimate (attach detailed copy)**
dschriock@nd.gov	701-204-7748	$4,533,313.00

Location Description	Roadway Ownership	Vision Zero Emphasis Area (check all that apply)	Functional Class
Intersection of Burleigh County Apple Creek Road and 66th Street SE	☐ State ☒ County ☐ City ☐ Tribe	☒ Younger Drivers ☐ Speeding or Aggressive Drivers ☐ Alcohol-Related ☐ Unbelted Vehicle Occupants ☐ Lane Departure ☒ Intersections	☐ Local Road or Street ☐ Minor Collector ☒ Major Collector ☐ Minor Arterial ☐ 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	☒ Lighting	☐ Railroad Grade Crossings	☐ Shoulder Treatments
☐ Animal Related	☐ Miscellaneous	☐ Roadside	☐ Speed Management
☐ Interchange Design	☐ Non-infrastructure	☐ Roadway	☐ Work Zone

Describe Current Safety Issues

Historically, the intersection of 66th Street/Apple Creek Road was ranked as #16 in the 2013 Local Road Safety Plan (LRSP) for Burleigh County rural intersections. The 2013 LRSP shows, based on crash data spanning from 2007 to 2011, there were 10 total crashes that occurred within that time period, three of which were non-incapacitating injuries. That data and ranking resulted in the intersection being identified as one of the county's most unsafe intersections.

Three (75%) of the four crashes that occurred at this intersection were classified as resulting in property damage only (PDO). There was one crash resulting in possible injury. There were no fatalities or severe injuries recorded at this intersection during the study period.

Describe Proposed Safety Improvements

Traffic operations report has been included for reference. According to the report:
The Hybrid Roundabout - Option 2 is the recommended long-term intersection alternative for 66th Street/Apple Creek Road. Roundabouts are effective in improving safety by eliminating conflicts between vehicles with significant speeds differentials and opposing directions. This design should have significant impact in reducing conflict points. The hybrid option will allow for future street development as traffic in the area continues to grow.

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

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

66th St. SE and Apple Creek Rd Roundabout Estimate

Spec	Code	Description	Units	Quantity	2025 Average	Estimated Price
103	100	Contract Bond	L Sum	1	$8,516.00	$8,516
201	300	Clearing and Grubbing	Acre	8	$22,000.00	$176,000
203	101	Common Ex Type A	CY	5000	$10.70	$53,500
203	140	Borrow-Excavation	CY	20000	$11.00	$220,000
203	109	Top Soil	CY	4500	$8.54	$38,430
251	2000	Seeding Class II	Acre	7	$748.70	$5,241
253	101	Straw Mulch	Acre	7	$416.20	$2,913
261	112	Fiber Rolls 12In	LF	30000	$3.15	$94,500
302	120	Aggregate Base Course Cl 5	Ton	19000	$28.00	$532,000
411	105	Milling Pavement Surface	SY	12000	$1.11	$13,320
430	45	Superpave FAA 45	Ton	7000	$59.30	$415,100
430	5803	PG 58S-28 Asphalt Cement	Ton	420	$473.74	$198,971
550	95	8in REINF Concrete PVMT CL AE-Colored & Te	SY	215	$105.00	$22,575
550	112	8in REINF Concrete Pavement Cl AE	SY	489	$62.10	$30,367
702	101	Mobilization	L Sum	1	$172,581.79	$172,582
704	1000	Traffic Control Signs	Units	3269	$2.20	$7,192
714	1005	Pipe Conc Reinf 42in Cl III	LF	193	$432.00	$83,376
714	1210	Pipe Conc Reinf 54in Cl III	LF	134	$506.10	$67,817
714	1310	Pipe Conc Reinf 60in Cl III	LF	441	$930.77	$410,470
714	3040	End Sect-Conc Reinf 42in	EA	2	$5,000.00	$10,000
714	3050	End Sect-Conc Reinf 54in	EA	2	$3,300.00	$6,600
714	3055	End Sect-Conc Reinf 60in	EA	2	$8,350.00	$16,700
748	120	Curb & Gutter Mountable Type I	LF	2927	$73.88	$216,247
748	160	Curb & Gutter- Type I Sec B	LF	350	$68.00	$23,800
762	112	Epoxy Pvmt Mk Message	SF	300	$22.41	$6,723
762	113	Epoxy Pvmt Mk 4in Line	LF	15000	$2.57	$38,550
762	115	Epoxy Pvmt Mk 8in Line	LF	1912	$6.61	$12,638
770	1	Lighting	EA	1	$150,000.00	$150,000
970	1	Landscaping Appurtenances	Ea	1	$100,000.00	$100,000

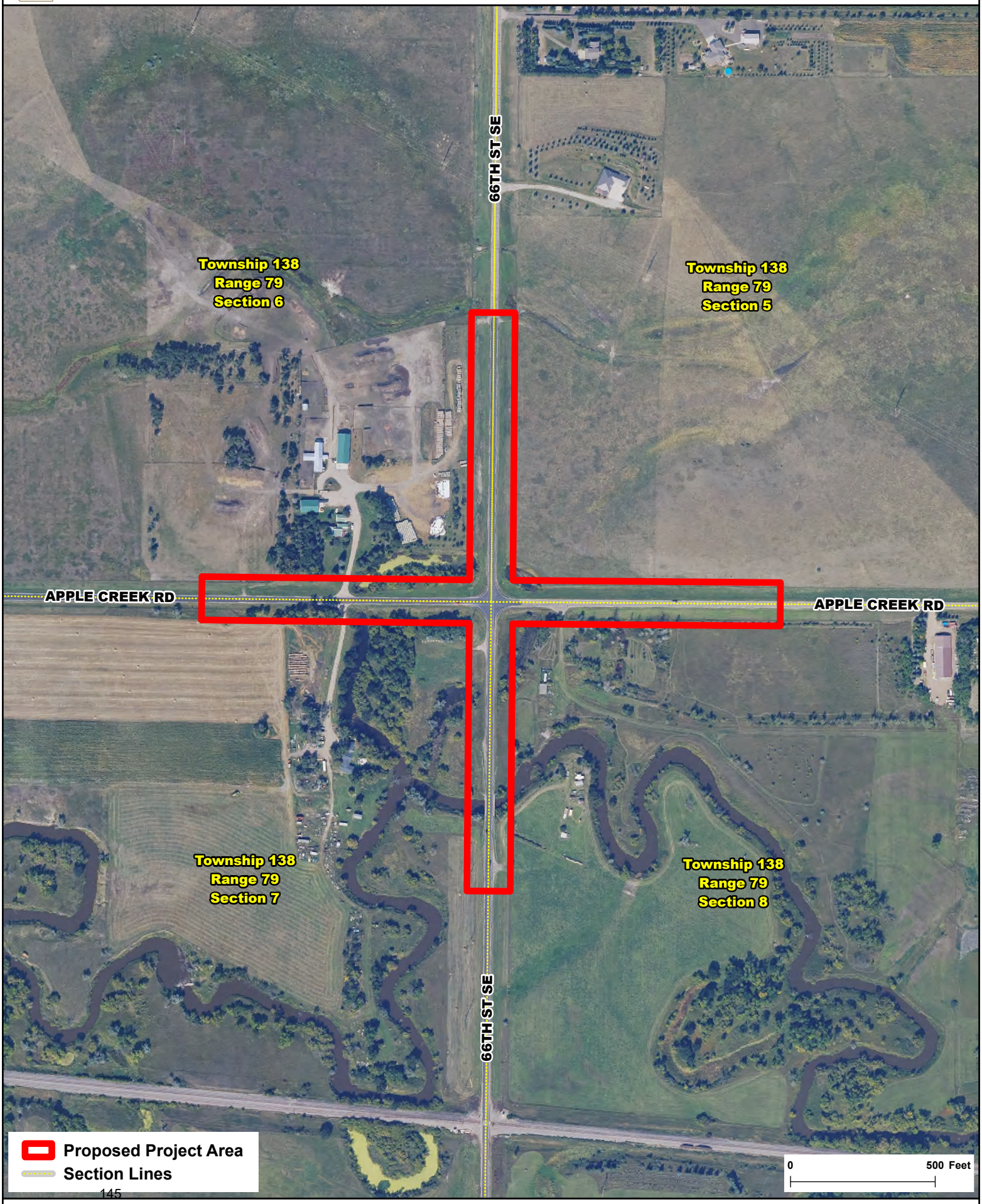
Total Construction :	**$3,134,128**
Construction FY2030 @ 3%/Year:	**$3,633,313**
Utilities:	$500,000
Constuction Engineering:	$400,000
Project Total:	**$4,533,313**

Project Cost Breakdown:		**Cost Split**
Preliminary and Design Engineering:	Burleigh County	100%
	HSIP	0%
Right of Way:	Burleigh County	100%
	HSIP	0%
Utility Relocation:	Burleigh County	10%
	HSIP	90%
Construction Engineering	Burleigh County	10%
	HSIP	90%
Construction	Burleigh County	10%
	HSIP	90%

HIGHWAY SAFETY IMPROVEMENT PROGRAM PROPOSED PROJECT

N

10/24/2025



Map produced by Burleigh County GIS. This map is for representation use only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated hereon.

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 7 (Sorted by Date)
City:
Location: Apple Creek Rd & 66 St SE
Start - End Date: 10/1/2020 - 9/30/2025 (5 Years)

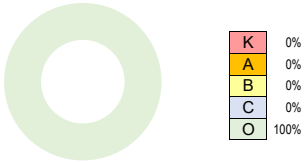
Notes: Non-injury animal crashes were not included.

23 USC § 407 Documents
NDDOT Reserves All Objections

VISION ZERO

Statistics for Total Crashes

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	0
Possible Injury	C	0
Property Damage Only	O	7
		7



EPDO Score = 7

Under Construction

Yes =	0	0%

Day of Week

Monday =	2	29%
Tuesday =	0	0%
Wednesday =	0	0%
Thursday =	1	14%
Friday =	2	29%
Saturday =	2	29%
Sunday =	0	0%
	7	

Manner of Collision			Breakdown by Severity K	A	B	C	O
Angle	2	29%	0	0	0	0	2
Rear End	3	43%	0	0	0	0	3
Left Turn	1	14%	0	0	0	0	1
Sideswipe (same dir.)	0	0%	0	0	0	0	0
Sideswipe (opp dir.)	0	0%	0	0	0	0	0
Single Vehicle	0	0%	0	0	0	0	0
Ped/Bike	0	0%	0	0	0	0	0
Head On	0	0%	0	0	0	0	0
Backing	0	0%	0	0	0	0	0
Other	1	14%	0	0	0	0	1
	7	100%	0	0	0	0	7

Surface Conditions			Breakdown by Severity K	A	B	C	O
Dry	5	71%	0	0	0	0	5
Wet	0	0%	0	0	0	0	0
Ice / Snow	2	29%	0	0	0	0	2
Other	0	0%	0	0	0	0	0
	7	100%	0	0	0	0	7

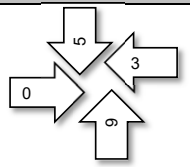
Lighting Conditions			Breakdown by Severity K	A	B	C	O
Dawn/Dusk	1	14%	0	0	0	0	1
Daylight	5	71%	0	0	0	0	5
Dark	0	0%	0	0	0	0	0
Dark (lighted)	1	14%	0	0	0	0	1
Unknown	0	0%	0	0	0	0	0
	7	100%	0	0	0	0	7

V1 and V2 Configuration*

Passenger Car =	5
PU / Van / Utility =	9
Truck =	0
Bus / Motorhome =	0
Motorcycle + Moped =	0
Ped or Bike =	0

These are only the most popular choices.

V1 and V2 Directions



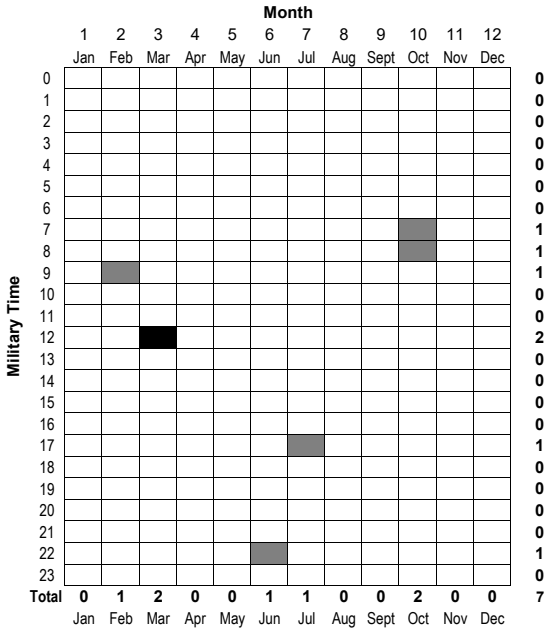
NB =	6
SB =	5
EB =	0
WB =	3

D1 and D2 Alcohol / Drugs*

Yes (alcohol or drugs present) = 1

D1 and D2 Age/Sex

Age	M	F	Total
0-17	1	1	2
18-20	1	0	1
21-24	1	1	2
25-34	2	0	2
35-44	0	2	2
45-54	1	1	2
55-64	2	0	2
65-74	0	0	0
75+	1	0	1
	9	5	14



Year	Start Date	End Date	Manner of Collision: Angle NB+EB	NB+WB	SB+EB	SB+WB	Subtotal	Rear End NB	SB	EB	WB	Subtotal	Left Turn NB to WB	SB to EB	EB to NB	WB to SB	Subtotal	Sideswipe Same Dir. NB	SB	EB	WB	Subtotal	Backing	Ped/Bike	Single Veh.	Head-on/other	Total	Severity K	A	B	C	O	Surface Cond. Dry	Wet	Ice/Snow	Construction?
1	10/1/20	9/30/21		1			1																				1				1	1			
2	10/1/21	9/30/22																									0								
3	10/1/22	9/30/23																								1	1				1	1			
4	10/1/23	9/30/24				1	1		1			1		1			1										3				3	1		2	
5	10/1/24	9/30/25						2				2															2				2	2			
			1			1	2	2	1			3		1			1									1	7				7	5		2	

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 7 (Sorted by Date)
City:
Location: Apple Creek Rd & 66 St SE
Start - End Date: 10/1/2020 - 9/30/2025 (5 Years)

23 USC § 407 Documents
NDDOT Reserves All Objections

LEGEND
▶ *Fatal*
▶ *Incapacitating Injury*
▶ *Non-Incapacitating Injury*
▷ *Possible Injury*
♦ *Wet surface*
❄ *Snow, Ice, Slush, Frost*
▲ *Crash related to work zone*
① *Unit number*

1. Contributing Factor
** = alcohol or drugs involved*

2. Most Harmful Event
For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

VISION ZERO

	Crash No.	Crash Severity Date, Day Surface Conditions, Weather Lighting, Time		Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor[1] Most Harmful Event[2]		Shortened Narrative		Diagram
1	1104392	PDO 02/13/21 Saturday Dry Clear Daylight 9:05 AM		Angle	① 17M BISMARCK ND Pickup - Van - Utility NB Going Straight (Stop) Failed to Yield	② 64M DAWSON ND Pickup - Van - Utility WB Going Straight (Stop) Improper License			← ↑
2	1139969	PDO 06/10/23 Saturday Dry Clear Dark(L) 10:15 PM		Other	① 34M BISMARCK ND Passenger Car WB Turning Right (Stop) Improper Turn*	② 23M LINCOLN ND Pickup - Van - Utility SB Going Straight (Stop)	V1 made a WB right turn too wide and struck SB V2.		↓ ←
3	1145428	PDO 10/30/23 Monday Ice / Snow Clear Daylight 8:00 AM	❄	Left Turn	① 22F BISMARCK ND Passenger Car SB Turning Left (Stop)	② 52F LINCOLN ND Passenger Car NB Going Straight (Stop) Weather			↓ ↑
4	1151689	PDO 03/28/24 Thursday Dry Clear Daylight 12:20 PM		Rear End	① 61M LINCOLN ND Pickup - Van - Utility SB Going Straight Speed	② 38F BISMARCK ND Pickup - Van - Utility SB Stopped			↓ ↓
5	1151733	PDO 03/29/24 Friday Slush Clear Daylight 12:00 PM	❄	Angle	① 90M BISMARCK ND Pickup - Van - Utility SB Going Straight (Stop) Failed to Yield	② 50M BISMARCK ND Pickup - Van - Utility WB Going Straight (Stop) Weather			↓ ←
6	1159246	PDO 10/21/24 Monday Dry Clear Dawn 7:14 AM		Rear End	① 18M LINCOLN ND Passenger Car NB Going Straight Careless/Reckless Driving	② 41F LINCOLN ND Pickup - Van - Utility NB Stopped			↑ ↑
7	1169486	PDO 07/11/25 Friday Dry Clear Daylight 5:50 PM		Rear End	① 17F MANDAN ND Passenger Car NB Going Straight (Stop) Other	② 27M LINCOLN ND Pickup - Van - Utility NB Going Straight (Stop)			↑ ↑
8									
9									
10									

Lincoln
NORTH DAKOTA

CITY OFFICE 701-258-7969 POLICE DEPARTMENT 701-258-2403

October 24, 2025

North Dakota Department of Transportation
Local Government Division
608 East Boulevard Avenue
Bismarck, ND 58505

RE: Letter of Support – Highway Safety Improvement Program (HSIP) Application for 66th Street & Apple Creek Road Roundabout Project

To Whom It May Concern:

On behalf of the City of Lincoln, I am pleased to submit this letter in strong support of Burleigh County's Highway Safety Improvement Program funding application for construction of a roundabout at the intersection of 66th Street and Apple Creek Road in Fiscal Year 2030.

This intersection serves as a primary access route for residents of Lincoln and the growing Burleigh County region. With increased traffic volume related to ongoing residential development, agricultural operations, and commuter travel into the Bismarck–Mandan area, safety improvements at this location are both necessary and timely.

This project aligns with the City of Lincoln's goals for responsible infrastructure planning and long-term roadway safety. We recognize that collaborative investment in critical intersections like 66th Street and Apple Creek Road is essential to accommodate continued growth and ensure the protection and well-being of the traveling public.

The City of Lincoln appreciates Burleigh County's leadership in pursuing this important improvement and is committed to partnership as the project moves forward. We respectfully request full consideration and approval of the County's application.

Thank you for your attention to this priority safety project.

Sincerely,

Keli Berglund
Mayor, City of Lincoln

BURLEIGH COUNTY
HIGHWAY DEPARTMENT

8100 43RD AVENUE NE
BISMARCK, ND 58503
701-204-7748
FAX 701-204-7749
www.burleighco.com

Request for County Board Action

DATE: **October 20, 2025**

TO: **Mark Splonskowski**
County Auditor

FROM: **Marcus J. Hall**
County Engineer

RE: **Federal HSIP Grant**

Please place the following item on the next Burleigh County Board agenda.

ACTION REQUESTED:
Approve support of the County Highway Department's Federal HSIP Grant application.

BACKGROUND:
Every year the Metropolitan Planning Organization (MPO) accepts applications for various funding programs. In the past, we have applied for money from the Highway Safety Improvement Program (HSIP). The roundabouts on Highway 10, and North Washington Street have all been funded, in part, with HSIP money. The County Highway Department would like to apply for construction funds under the HSIP grant for the construction of a roundabout (or other intersection improvements) at the intersection of 66th Street SE and Apple Creek Road. This project has been identified in multiple planning studies done by Metropolitan Planning Organization (MPO) and Burleigh County. In addition, the project has been included in the MPO's long-range project list.

The Highway Department is still working out details for the application and cost estimate, but currently we estimate the project at around $4.1 million. The grant application would be funded 90% federally and 10% locally. The local match dollars would come from Burleigh County and we estimate it do be around $450,000.

RECOMMENDATION:
It is recommended the Board adopt the following proposed resolution.

PROPOSED RESOLUTION:
THEREFORE, BE IT RESOLVED: That the proper County officials are hereby authorized to apply for a 2030 Highway Safety Improvement Program (HSIP) grant for the construction/reconstruction of a roundabout (or other intersection improvements) at the intersection of 66th Street SE and Apple Creek Road.

URBAN GRANTS PROGRAM SUMMARY

NOVEMBER 2025

A total of three (3) project applications were submitted for fiscal funding year 2029 Urban Grants Program. The submitting jurisdictions are the City of Bismarck and the City of Mandan. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff. Points and consistency with MTP objectives are provided to TAC and Policy Board for information and discussion.

JURISDICTION	TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	Score	Consistent with MTP
Bismarck	Preservation	**Washington Street Traffic Signal Modernization** Replace the entire traffic signal system at Washington St and Broadway Ave to enhance safety, improve traffic flow, and better serve all users. The existing signal is past its useful life, and there are known pedestrian safety issues (including a pedestrian fatality in June 2025) that will be addressed with pedestrian push buttons and leading intervals. Improve/modernize the signal system at Washington St and Rosser Ave to reduce north-south congestion and eastbound emergency vehicle delays. Upgrades will include flashing yellow arrow left-turn heads, video detection cameras, pedestrian pushbuttons, and the replacement of the signal cabinet.	$968,000 ($880,000 federal aid-eligible) / $700,000	57	Yes (12 Scored Objectives)
Mandan	Construction	**Downtown 1st Street and Avenues Reconstruction 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 existing poor conditions and 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. Sidewalk widths vs. roadway widths will be examined during preliminary design. The Phase II project is a stand-alone project, not dependent on Phase I (approved for funding) or III.	$6,238,968 ($4,694,176 federal-aid eligible / $3,755,341	49	Yes (12 Scored Objectives)

Bismarck	Construction	**Main Avenue Reconstruction – 7th Street to 9th Street** Reconstruction of Main Ave roadway and its deteriorated pavement, including new pavement, curb and gutter, street and pedestrian lighting, pavement markings, ADA-compliant pedestrian facilities, and upsized/modernized storm sewer facilities. The southernmost eastbound driving lane will be converted into a flex lane that will still serve as a driving lane until redevelopment on the south side of Main Avenue leads to conversion into a parking lane. The existing roadway will be narrowed, and wider sidewalks with boulevards will be installed to improve pedestrian safety, snow storage, and redevelopment potential. Access management discussions will be held with property owners during the public input process to discuss consolidation of three corridor driveways.	$3,537,000 ($3,215,000 federal-aid eligible) / $2,200,000	43	Yes (11 Scored Objectives)

Stephen Larson, November 2025

MPO Staff Scoring FY29 UGP (Arrive 2050 MTP Rubric)	Points	Bis. Signals	Mand. Downtown	Bis. Main Ave
Reduce crash frequency & severity	7	Yes		
Implement safe system features	7	Yes	Yes	Yes
Reduce speed for vulnerable users	6		Yes	
Safe & reliable freight	3			Yes
Support other regional plans	2	Yes	Yes	Yes
Support efficient development patterns	2		Yes	Yes
Promote efficient delivery of complimentary multimodal improvements with roadway construction projects	3		Yes	Yes
Minimize environmental impacts	2		Yes	Yes
System security	1		Yes	Yes
Reduce and/or mitigate VMT	2	Yes		
Promote reliable vehicle travel	8	Yes	Yes	Yes
Limit recurring congestion	8	Yes		
Identify corridors that faciliate efficient regional travel	5			
Reduce single-occupant vehicle travel	4			
Maintain pavement and bridge condition	6		Yes	Yes
Maintain signal, lighting, and ITS condition	4	Yes		
ITS maintenance & planning	2	Yes		
Manage the system through technology	3	Yes		
Transit Coordination	3		Yes	
Bicycle & pedestrian project implementation	3	Yes	Yes	Yes
Reduce multimodal gaps	3			
Implement Complete Streets	6	Yes	Yes	Yes
Connecting disadvantaged neighborhoods	5			
Minimize impacts on disadvantaged populations	5	Yes		
Total Points	100	**57**	**49**	**43**
Ranking		**1**	**2**	**3**

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Urban Grant Program Application

Coversheet

LPA
City of Bismarck

Contact Person (Name and Title)
Chris Holzer – City Traffic Engineer

Address
221 N 5th St - Bismarck, ND 58501

Telephone
701-355-1529

Email
cholzer@bismarcknd.gov

Project Name
Washington St Traffic Signal Modernization (Broadway Ave, Rosser Ave)

LPA Applicant Signature (Highest Elected Official)

_____

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

_____

Date Submitted
10/24/2025

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
Click here to enter text.

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**☐

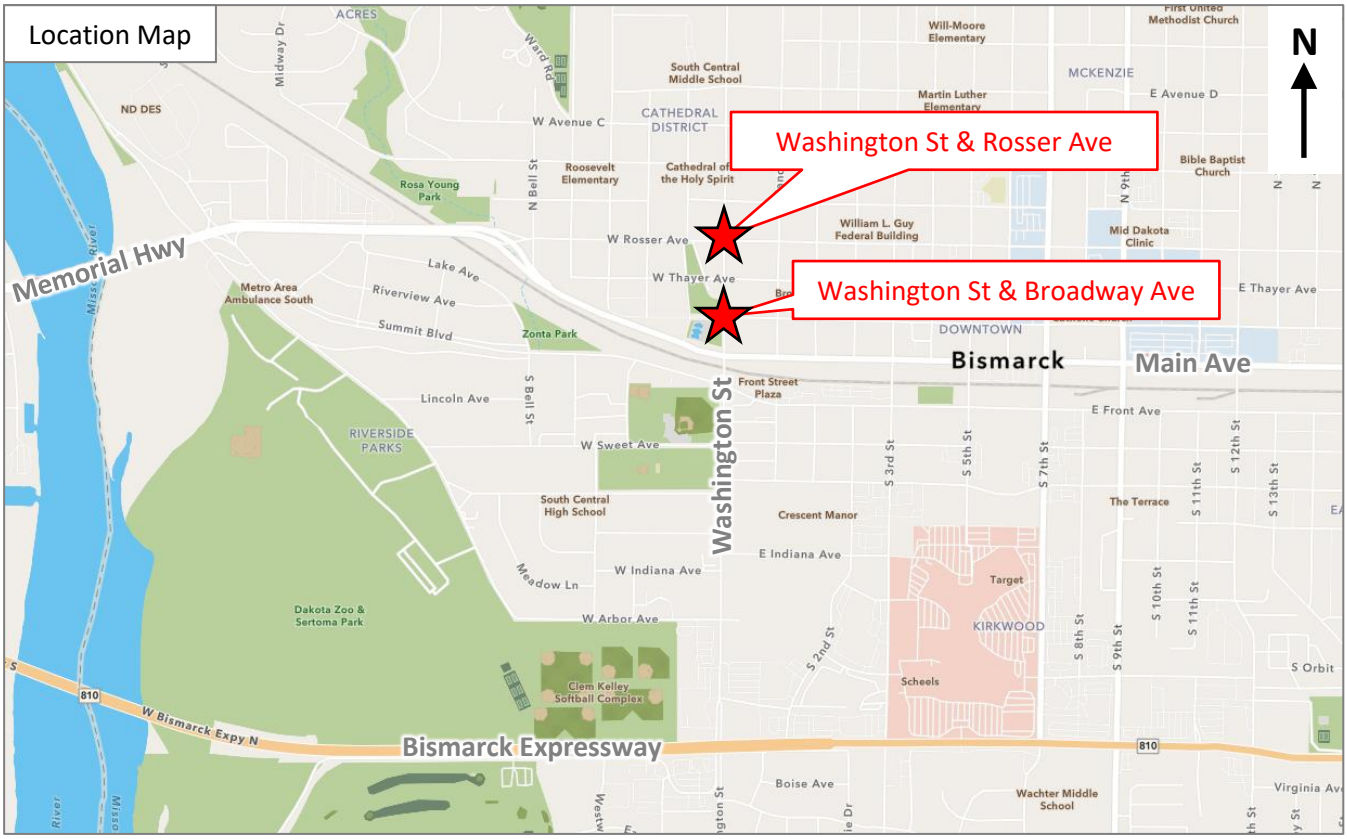
General Project Information

Project Description (include location and scope of work)

The Washington St traffic signal modernization project will include:

-Washington St & Rosser Ave. Add pedestrian pushbuttons and leading pedestrian intervals, add video detection cameras, add left turn arrow heads, and replace the traffic signal cabinet.

-Washington St & Broadway Ave. Replace the entire traffic signal system.



Total Project Cost

$968,000

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

$775,000

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.
   -At Washington St & Rosser Ave, the existing traffic signal operates pre-timed and has become a significant choke point for north-south traffic flow during peak periods. Compounding the issue, eastbound Rosser Avenue serves as a key route for ambulances heading to the two downtown hospitals. Unfortunately, the pre-timed pedestrian countdown timer often causes unnecessary delays for the ambulances—delays that can be critical when every second counts in saving lives. Additionally, the traffic signal controller has reached the end of its expected service life (age of 13yrs, typical life 10-15yrs) and is due for replacement. Upgrading the cabinet and integrating modern traffic signal features into the existing infrastructure would significantly enhance both safety and operational efficiency at this intersection, discussed in greater detail in the following sections.



-At Washington St & Broadway Ave, a pedestrian fatality crash occurred on 6/20/2025. The existing traffic signal system has reached the end of its service life and requires full replacement. The proposed new traffic signal system will incorporate modern technologies designed to enhance safety, improve traffic flow, and better serve all users, detailed in later sections. Allowing the current traffic signal to fail and default to stop control would pose a significant safety risk. Notably, the underpass retaining wall/barrier located in the southeast corner of the intersection severely limits visibility for westbound to northbound right turners, making it difficult to see conflicting traffic. This visual obstruction underscores the urgent need for a fully functional, upgraded traffic signal system.

-Poles = 33yrs old (typical 30yrs)

-Controller = 13yrs (typical 10-15yrs)

-Video detection cameras = 13yrs (typical 10-15yrs)





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

Modernizing the outdated traffic signals will maximize safety and reduce delays while still being able to utilize the existing roadway surfacing and lane configurations. Also, specifically changing the Washington St & Rosser Ave traffic signal from pre-timed to actuated will reduce delays, decrease stops, lower fuel consumption, and improve air quality.

b) Ensure safety of all users of the transportation system

-On 6/20/2025 a pedestrian fatality occurred at Washington St & Broadway Ave. Installing pedestrian pushbuttons for all approaches at both Broadway Ave and at Rosser Ave will allow leading pedestrian intervals to be used. Leading pedestrian intervals give pedestrians the opportunity to enter the crosswalk and establish their presence before vehicles are given a green light. The Federal Highway Administration lists leading pedestrian intervals as a **proven** safety countermeasure that often leads to a 13% reduction in pedestrian-vehicle crashes at intersections.

-Eastbound Rosser Avenue serves as a key route for ambulances heading to the two downtown hospitals. Unfortunately, the existing pre-timed pedestrian countdown timer often causes unnecessary delays for ambulances—delays that can be critical when every second counts in saving lives. After installing pushbuttons, the countdown timer will only display when somebody pushes the button, so ambulances should typically experience much fewer delays.

-The Washington St & Rosser Ave traffic signal presently operates pre-timed and has become a significant choke point for north-south traffic flow during peak periods. Installing video detection cameras will allow E/W traffic to “gap out” early, giving any “extra” green time back to N/S traffic. This should reduce the number of rear-end crashes caused by unexpectedly long lines of vehicles.

-Installing left turn heads with flashing yellow arrows have been shown to reduce left turn crashes by up to 40% compared to permissive-only green balls (CMF Clearinghouse ID 7684). The flashing yellow arrow has been found to be more intuitive to drivers than a circular green ball, which some drivers mistakenly interpret as a protected left turn. The flashing yellow arrow’s yellow color, which means “caution” in traditional rules of the road, is easily understood by drivers to mean they may turn left AFTER yielding to oncoming traffic and to conflicting pedestrians.

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

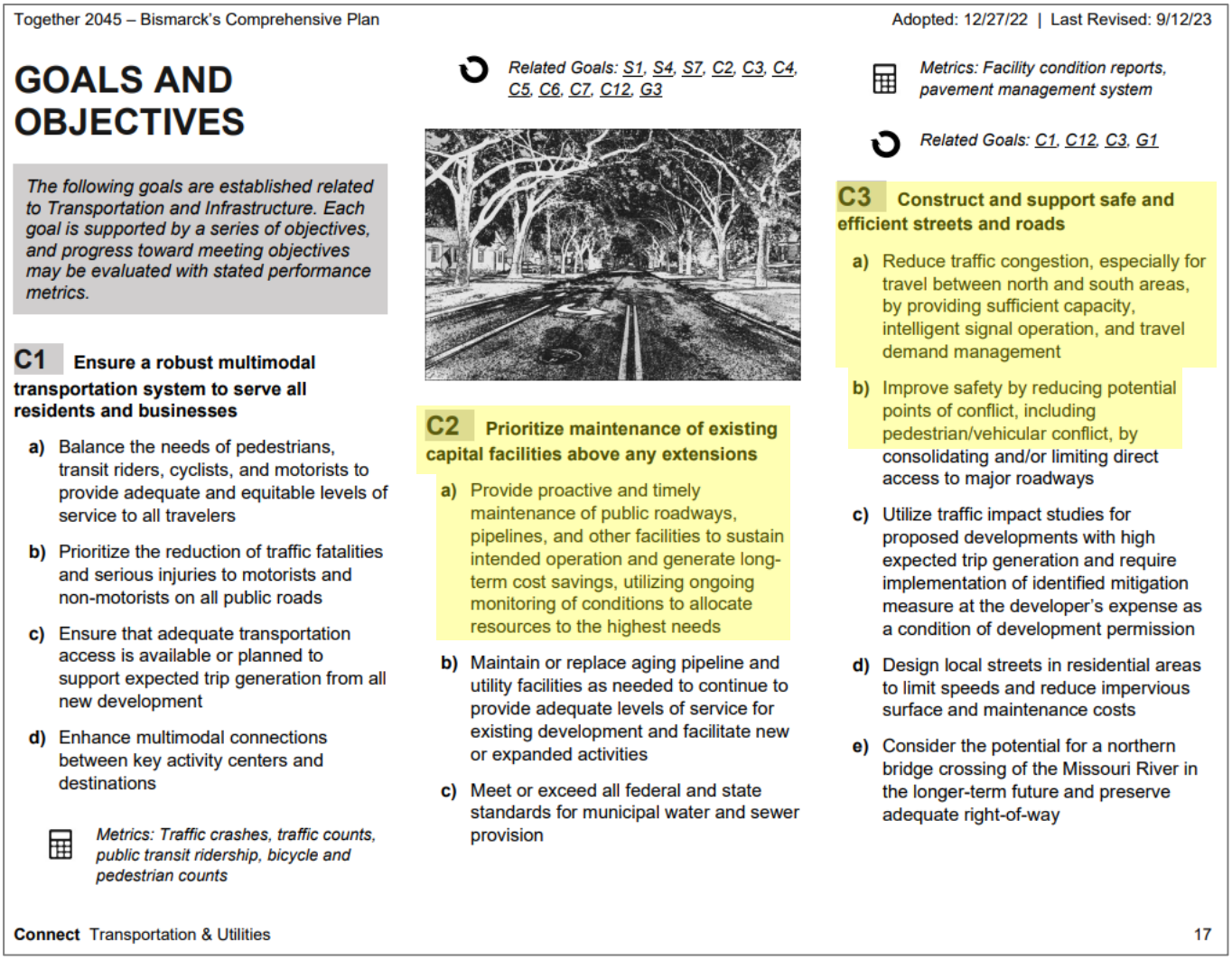
See the top bullet from item B above.

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

Washington St is seen as a barrier by many E/W pedestrians. However, enhancing pedestrian safety and comfort at these two traffic signals is likely to encourage more foot traffic – especially among local residents who want to cross Washington St to get to the Elks Aquatic Center, Custer Park, or Dairy Queen.

e) **Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services**
Adding more lanes on Washington St north of Rosser Ave has been discussed for decades. However, with the improved safety and efficiency of modern traffic signal features, the need to add more roadway lanes will be reduced and the boulevard trees will be able to stay in place as-is.

2. **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.
Below is an excerpt from Bismarck's "Together 2045" Comprehensive Plan, with relevant highlights.



Together 2045 – Bismarck's Comprehensive Plan

Adopted: 12/27/22 | Last Revised: 9/12/23

GOALS AND OBJECTIVES

The following goals are established related to Transportation and Infrastructure. Each goal is supported by a series of objectives, and progress toward meeting objectives may be evaluated with stated performance metrics.

C1 Ensure a robust multimodal transportation system to serve all residents and businesses

a) Balance the needs of pedestrians, transit riders, cyclists, and motorists to provide adequate and equitable levels of service to all travelers

b) Prioritize the reduction of traffic fatalities and serious injuries to motorists and non-motorists on all public roads

c) Ensure that adequate transportation access is available or planned to support expected trip generation from all new development

d) Enhance multimodal connections between key activity centers and destinations

Metrics: Traffic crashes, traffic counts, public transit ridership, bicycle and pedestrian counts

Related Goals: S1, S4, S7, C2, C3, C4, C5, C6, C7, C12, G3

C2 Prioritize maintenance of existing capital facilities above any extensions

a) Provide proactive and timely maintenance of public roadways, pipelines, and other facilities to sustain intended operation and generate long-term cost savings, utilizing ongoing monitoring of conditions to allocate resources to the highest needs

b) Maintain or replace aging pipeline and utility facilities as needed to continue to provide adequate levels of service for existing development and facilitate new or expanded activities

c) Meet or exceed all federal and state standards for municipal water and sewer provision

Metrics: Facility condition reports, pavement management system

Related Goals: C1, C12, C3, G1

C3 Construct and support safe and efficient streets and roads

a) Reduce traffic congestion, especially for travel between north and south areas, by providing sufficient capacity, intelligent signal operation, and travel demand management

b) Improve safety by reducing potential points of conflict, including pedestrian/vehicular conflict, by consolidating and/or limiting direct access to major roadways

c) Utilize traffic impact studies for proposed developments with high expected trip generation and require implementation of identified mitigation measure at the developer's expense as a condition of development permission

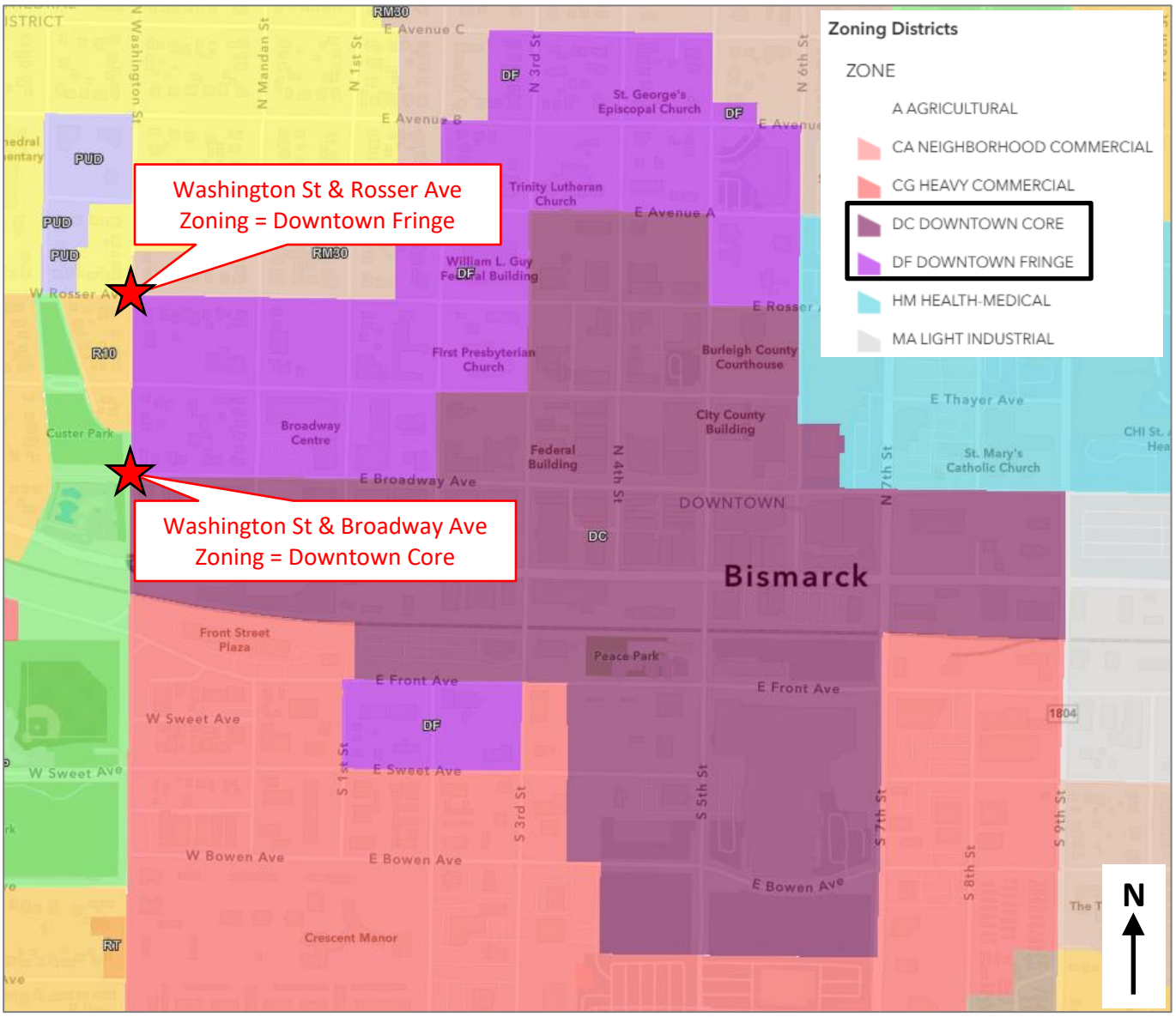
d) Design local streets in residential areas to limit speeds and reduce impervious surface and maintenance costs

e) Consider the potential for a northern bridge crossing of the Missouri River in the longer-term future and preserve adequate right-of-way

Connect Transportation & Utilities

17

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)



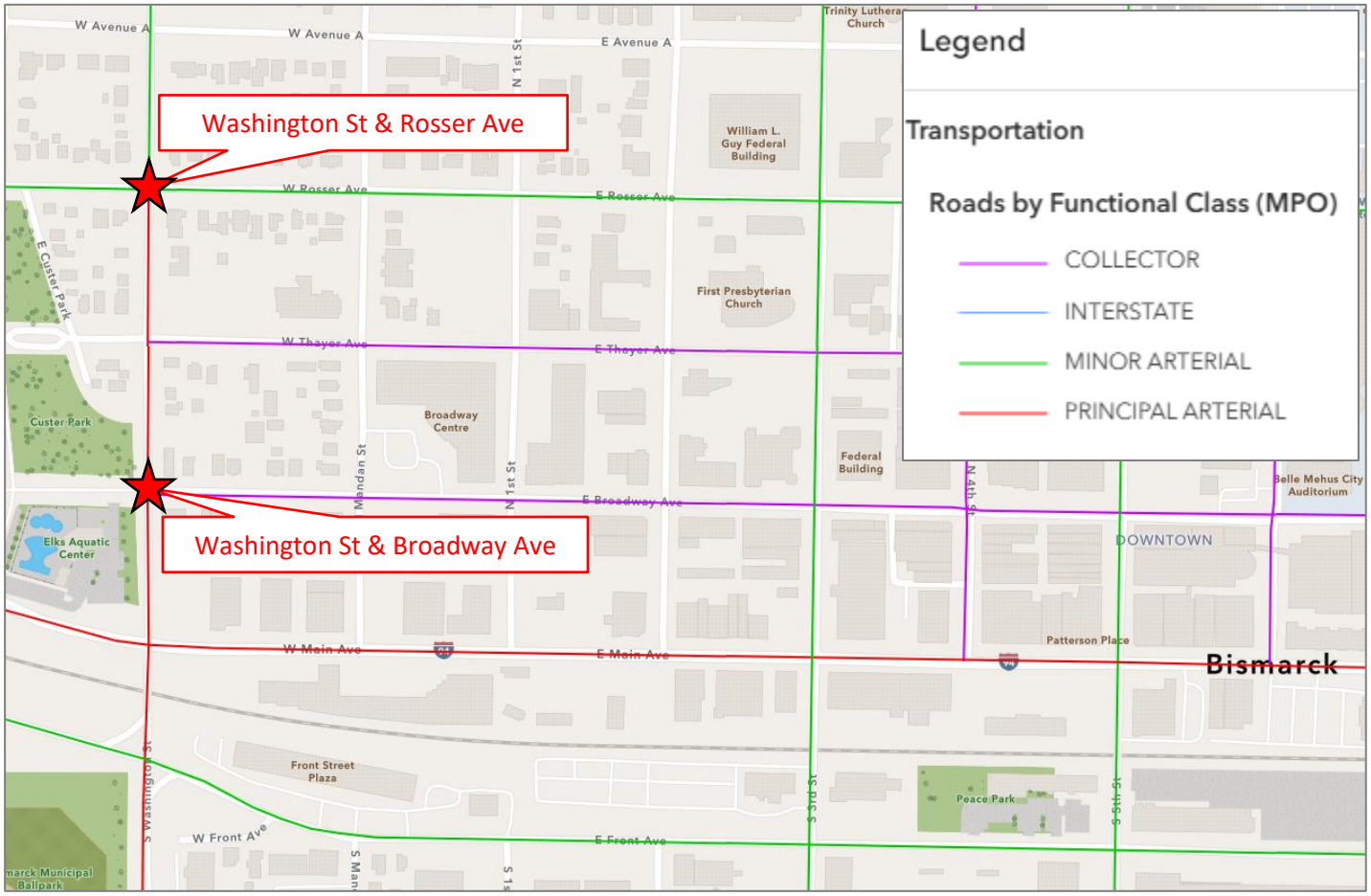
3. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling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

   Improving traffic flow in this area will deter nearby homeowners and businesses from relocating to other, less-congested parts of town.

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

Functional Classification of Roadway

Washington St = Principal Arterial (south of Rosser Ave) / Minor Arterial (north of Rosser Ave)
Rosser Ave = Minor Arterial
Broadway Ave = Collector



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

Washington St & Rosser Ave: all directions have an exclusive left turn lane, and northbound also has an exclusive right turn lane.



Washington St & Broadway Ave: N/S has L, T, T+R lanes. E/W has a shared L+T+R lane.



Pavement rating or condition

N/A

Year of Last Federal Investment at this Location

N/A

When was the current section built?

N/A

Year last surfaced or received maintenance?

N/A

Lighting

Yes

Signals

Yes

Crash Rate or Number of Crashes?

Crash data between 1/1/2020 and 10/22/2025 (5.8yrs):
-Washington St & Rosser Ave had 75 crashes, with 40 (53%) being N/S rear-ends.
-Washington St & Broadway Ave had 20 crashes, with 11 (55%) being N/S rear-ends.

Other Known Safety Concerns?

A pedestrian fatality occurred at Washington St & Broadway Ave in June of 2025. This intersection is adjacent to the Elks Aquatic Center and Custer Park.

Is parking allowed and what type?

Parking is not allowed on Washington St. Parking is allowed outside the intersection functional areas on Rosser Ave and on Broadway Ave.

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

No

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

N/A

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

No

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

Yes, sidewalks are present along both sides of all streets.

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

No

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

Just south of Broadway Ave, Washington St becomes an underpass under the railroad tracks.

Proposed Improvements

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

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

-Washington St & Rosser Ave. Add pedestrian pushbuttons and leading pedestrian intervals, add video detection cameras, add left turn arrow heads, and replace the traffic signal cabinet.
-Washington St & Broadway Ave. Replace the entire traffic signal system.

Proposed Length

Two intersections.

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

No change

Proposed Surfacing Type

No change.

Proposed Lighting, if applicable

Combination traffic signal standards that have lighting atop them.

Proposed Traffic Signals or Pedestrian Beacons

-Washington St & Rosser Ave. Add pedestrian pushbuttons and leading pedestrian intervals, add video detection cameras, add left turn arrow heads, and replace the traffic signal cabinet.

-Washington St & Broadway Ave. Replace the entire traffic signal system.

Proposed Safety Improvements

-Install pedestrian pushbuttons for all approaches, which will allow leading pedestrian intervals to be used. Leading pedestrian intervals give pedestrians the opportunity to enter the crosswalk and establish their presence before vehicles are given a green light. The Federal Highway Administration lists leading pedestrian intervals as a **proven** safety countermeasure that often leads to a 13% reduction in pedestrian-vehicle crashes at intersections.

-Eastbound Rosser Avenue serves as a key route for ambulances heading to the two downtown hospitals. Unfortunately, the existing pre-timed pedestrian countdown timer often causes unnecessary delays for emergency vehicles—delays that can be critical when every second counts in saving lives. After installing pushbuttons, the countdown timer will only display when somebody pushes the button, so emergency vehicles should typically experience much fewer delays.

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Proposed Intersection Improvements

Traffic signal replacement and modernization.

Proposed Traffic Calming Measures

None

Will parking be allowed and type?

No changes

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

No changes

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 changes

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

No changes

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

No changes

Proposed ADA improvements

Accessible pedestrian pushbuttons will be installed.

Proposed transit improvements

No changes

Proposed Railroad Crossing Work

No changes

Proposed Aesthetic Improvements

No changes

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

At Washington St & Broadway Ave, the SE corner floods during intense rain events. This issue is not planned to be impacted by the project.

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.)

Yes. Just west of Washington St & Broadway Ave is the Elks Aquatic Center and Custer Park. The proposed improvements will make it safer for pedestrians to get to those sites.

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

Proposed Traffic Control during Construction

It is planned to close the outside lanes when needed.

Ineligible Project Items

None

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	Federal	State	Local
Engineering (in house, not included as federal aid eligible)	$88,000	$0		$88,000
Rosser, mobilization and work zone traffic control	$35,000			
Rosser, replace traffic signal cabinet	$30,000			
Rosser, install video detection system	$50,000			
Rosser, install pedestrian pushbuttons	$40,000			
Rosser, install 4-section left turn heads	$20,000			
Broadway, mobilization and work zone traffic control	$80,000			
Broadway, replace entire signal system	$550,000			
Inflation of 3% per 3yrs (for yr 2028)	$75,000			
Total Federal Aid Eligible	$880,000	$700,000 (80%)		$180,000
Totals	$968,000	$700,000		$268,000

What is the source of the local funds?

Sales Tax

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EXHIBIT M

Urban Grant Program Application

Coversheet

LPA
City of Mandan

Contact Person (Name and Title)
Jarek Wigness, City Engineer

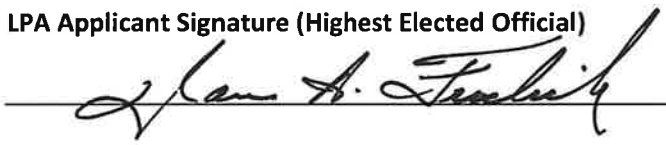
Address
205 2nd Avenue Northwest, Mandan, ND 58554

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)



James Froelich, Mayor

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

_____

Date Submitted
12/31/2025

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
Detailed Total Project Cost Breakdown dated October 2025

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 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 Appendix A). 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 utilized UGP funding that was granted for FY 2026. 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 Phase 3 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:

- Current road conditions so deteriorated that a mill and overlay would not be a sufficient or cost-effective
- Curb, gutter, and sidewalk conditions are in very poor condition, and not all meet ADA compliance
- 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 continue incorporating features like the Main Street project (2019) and 1st Street NW project (2026 – Phase 1). Examples of items planned are in Appendix E.

As a demonstration of its commitment to the project as a priority, the City has already expended $600,000 of local funds to-date to complete design and boundary surveys, preliminary environmental studies, data collection, preliminary engineering and detailed cost analyses. This work occurred in 2020 to determine project phases and primarily in 2025 with Phase 1 final design, to be constructed in 2026.

Total Project Cost

Phase 2 total project cost including contingency, design and construction engineering is estimated to be $5.9M with Phase 2 participating estimate, including engineering, is $5.2M. In addition to the participating items, the city also plans to replace watermain in this area for a cost of about $0.7M 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 (see Appendix F).

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. 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.

   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:

- Poor pavement conditions of Avenues in the core downtown area (Appendix C).
- 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 (Appendix C).
- Unsightly downtown infrastructure (streets and sidewalks), as illustrated in Appendix 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.

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

The project will reconstruct existing core downtown roadways with pedestrian safety improvements and beautification enhancements. 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. Safety for pedestrians will be increased by shortening crossing distance at intersections with bump-outs. We are not calling for drastic changes to vehicle operation on the avenues with this plan.

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 businesses choosing downtown Mandan. 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 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 is inspired by several LPA plans that promote an active and thriving community. A summary of key objectives and relevant excerpts from these plans are included below:

   Mandan Downtown Subarea Study (2018)
   - 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.
   - Public and stakeholder involvement occurred regularly throughout the study process. The following includes a summary of different types of engagement:
     - Monthly briefs with MPO Technical Advisory Committee and Policy Boards
     - Six focus groups with 44 attendees
     - Presentations to the Mandan Progress Organization and Mandan City Commission
     - Public input and Steering Committee meetings
     - Online survey taken by 186 members of the community and project website with more than 3,500 unique visitors

   Bismarck-Mandan Bicycle & Pedestrian Plan (2017)
   - The route for the Mandan walk audit were within the core downtown
   - Intersection concerns were a common theme along the audit alignment and were determined to be problematic within the business district located along 1st Street NW. Proper pedestrian visibility within intersections was difficult due to wide roadways and deep setbacks of sidewalks.

   Renaissance Zone Plan (2005)
   - The Renaissance Zone program is to revitalize communities in our state and encourage development through tax incentives.
   - Mandan City Commission approved a ten-year renewal on August 5, 2025.

   More information located in Appendix C and found on the City's website: https://www.cityofmandan.com/plans

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)

   Project location map, existing municipal utilities, and urban core figures are included in Appendices A – C. Separate phases are 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 (Appendix C). 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.

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. Appendix D shows existing conditions for each block and includes a typical cross section of these segments.

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

Appendix C includes the Pavement Condition Index (PCI) map.

Year of Last Federal Investment at this Location

2023.

When was the current section built?

Record not found.

Year last surfaced or received maintenance?

1998.

Lighting

Yes. A mix of LED and high-pressure sodium.

Signals

No.

Crash Rate or Number of Crashes?

Minimal concern within the corridors of this project.

Other Known Safety Concerns?

Yes. Pedestrian crossing conflicts, poor bicycling conditions, and non-compliant ADA accessibility.

Is parking allowed and what type?

Yes. Predominately angled parking.

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

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 750 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 Facilities (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 or route 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.

Does a RR crossing 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.

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 NW to 2nd Avenue NW intersection, in addition to 3rd Avenue NW and 4th Avenue NW between Main Street and 1st Street NW, within 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 replacement of 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 1,900 feet for Phase 1, approximately 1,600 feet for anticipated Phase 2 (this application), and approximately 1,300 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 prefer to incorporate new LED lighting into this project. We will explore decorative where it makes sense.

Proposed Traffic Signals or Pedestrian Beacons

No.

Proposed Safety Improvements

Reconstruct sidewalks to meet ADA compliance. Update signage and pavement markings to make traffic flow clearer to all modes of transportation. Evaluate opportunities to improve parking configurations.

Proposed Intersection Improvements

Intersection warrants concluded that existing traffic controls are sufficient during Phase 1 preliminary design. Roundabouts were considered and not anticipated for Phase 2. Alternatively, curb bulb outs at 1st Street intersections are planned with improvements to sidewalk ramps as well.

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 angled parking for some the corridor and consider parallel parking for sections that are restricted by encroaching elements within the roadway right-of-way.

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?

Yes, most of the watermain under many of these streets will need to be replaced. Also, expect that a decent amount of the storm sewer will need to be replaced that runs under many of these streets. Sanitary sewer replacement should be minimal since it mostly runs through alleys in the project area. What does not could be done with trenchless technologies. Private companies with utilities within Phase 1 have been informed that the City intends to continue downtown reconstruction eastward. Future coordination with them will occur throughout the design process.

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

Access points near roadway intersections will be evaluated. Potential closures would apply to properties that have alternate or multiple accesses.

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

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

Proposed ADA improvements

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

Proposed transit improvements

None anticipated.

Proposed Railroad Crossing Work

No.

Proposed Aesthetic Improvements

The proposed project will 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 included in Appendix X.

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, wetlands

No.

Stormwater management

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

Hazardous materials

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 complete recovery, and wells have been retired.

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.)

Areas of the project are located within a historical district, and some architectural sites are directly adjacent (Appendix C).

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 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 full 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	$391,181	$0	$0	$391,181
Eligible Item Construction and Contingency	$4,694,176	$3,755,341	$0	$938,835
Construction Engineering	$391,181	$0	$0	$391,181
Subtotal – UGP Eligible (Participating)	$5,476,538	$3,755,341	$0	$1,721,197
Watermain Replacement (Engineering and contingency included)	$742,430	$0	$0	$742,430
Temporary Construction Easement	$20,000	$0	$0	$20,000
Totals	$6,238,968	$3,755,341	$0	$2,483,627

Appendix F includes a preliminary detailed cost estimate.

What is the source of the local funds?

City-wide sales/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.

MANDAN DOWNTOWN

PROJECT LOCATION & PHASES



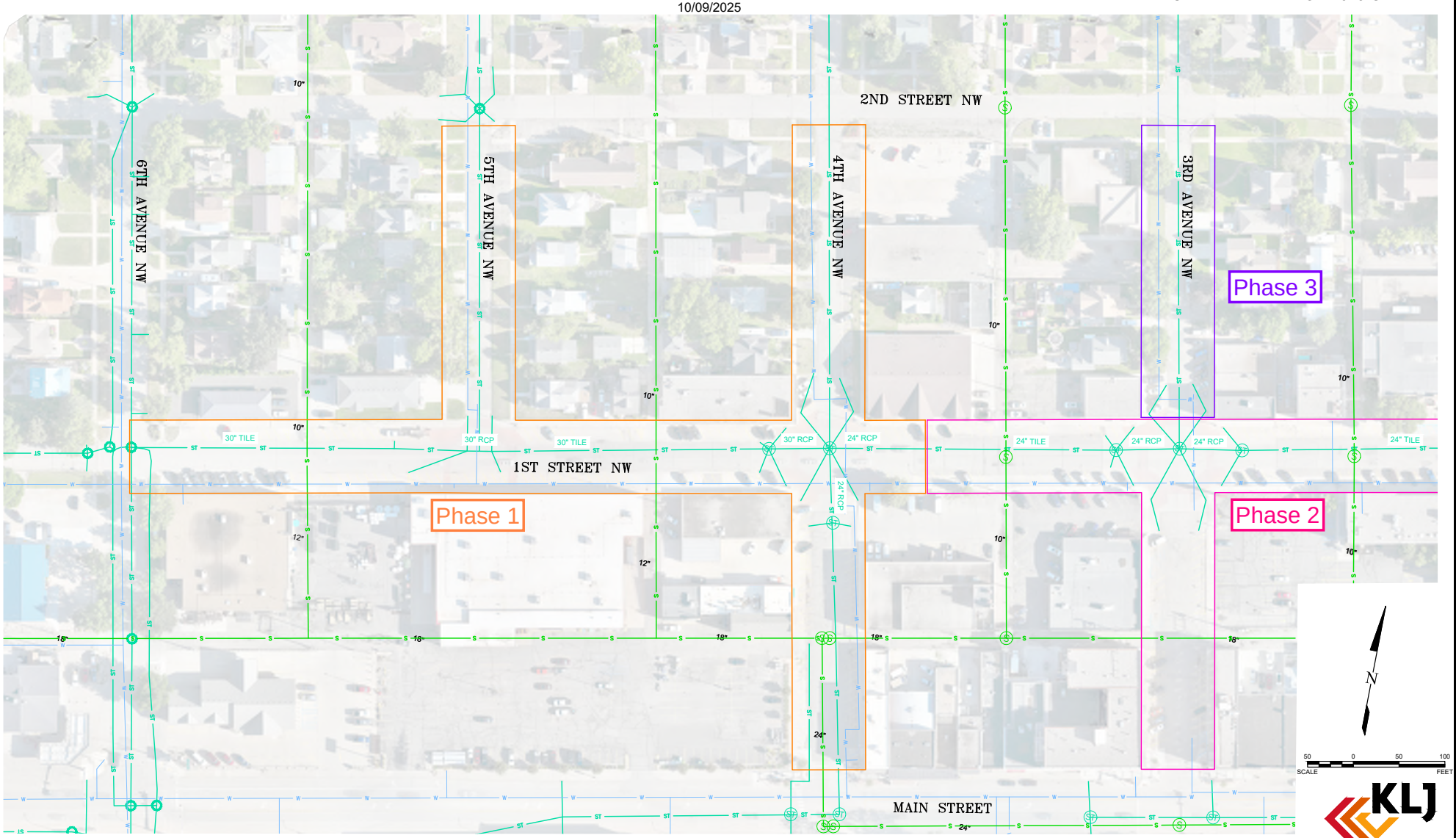
MANDAN DOWNTOWN

UTILITY MAP - EXHIBIT 1

10/09/2025

NOTE(S)

1. UTILITIES BASED ON 2019 GIS DATA.



PRELIMINARY - NOT FOR CONSTRUCTION

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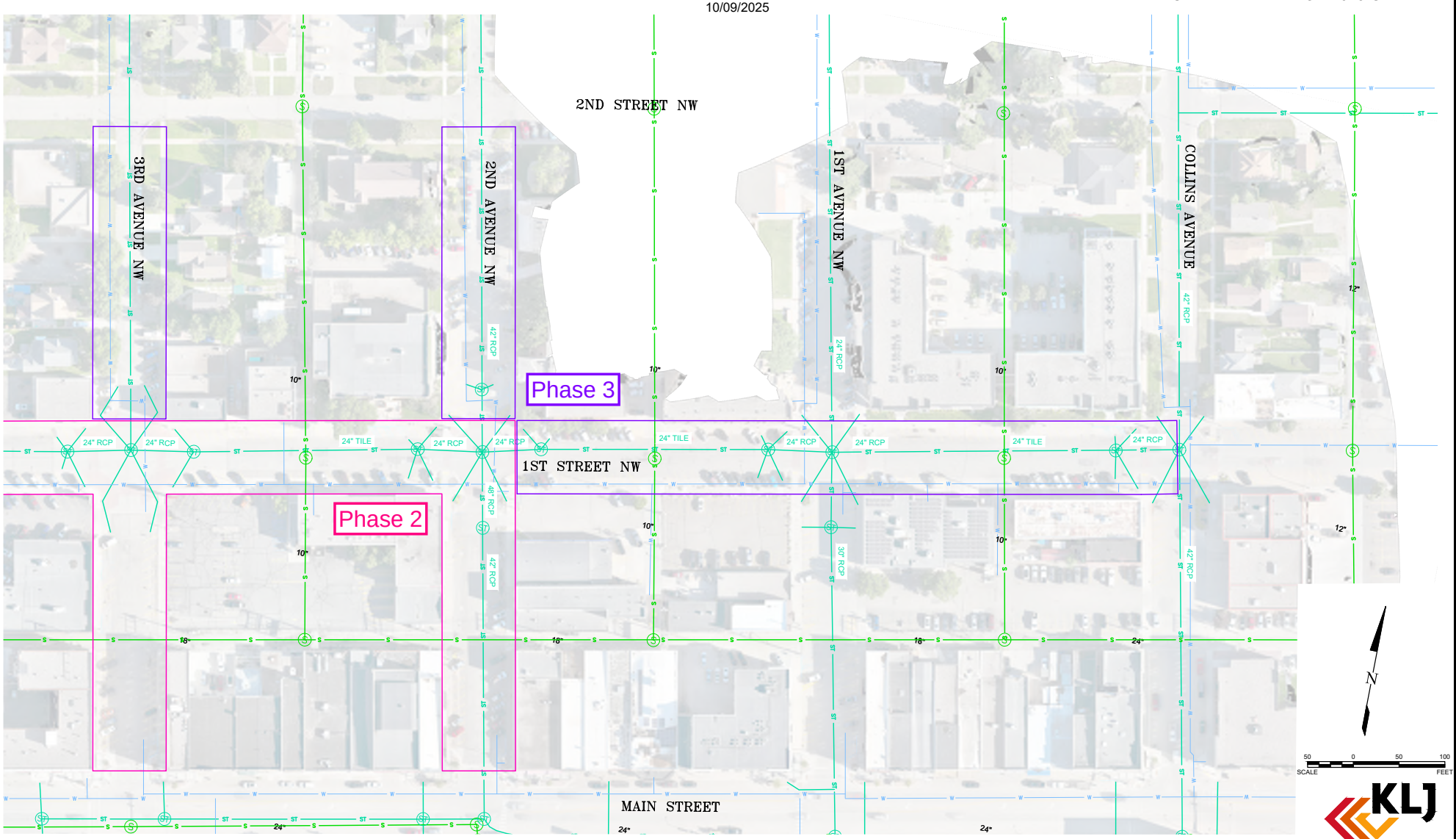
MANDAN DOWNTOWN

EXISTING UTILITY MAP - EXHIBIT 2

10/09/2025

NOTE(S)

1. UTILITIES BASED ON 2019 GIS DATA.



PRELIMINARY - NOT FOR CONSTRUCTION

Oct 09, 2025 - 10:23am - C:\Users\AUSTIN~1\AppData\Local\Temp\AcPublish_48916\1904-02191-MandanDowntownSID236-ExistingUtilitiesExhibit.dwg (Exhibit2)

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Figures from “Mandan Downtown Subarea Study (2018)” showing urban core boundary, existing pavement conditions, and pedestrian deficiencies.

Figure 76: Downtown Zoning Map, 2017

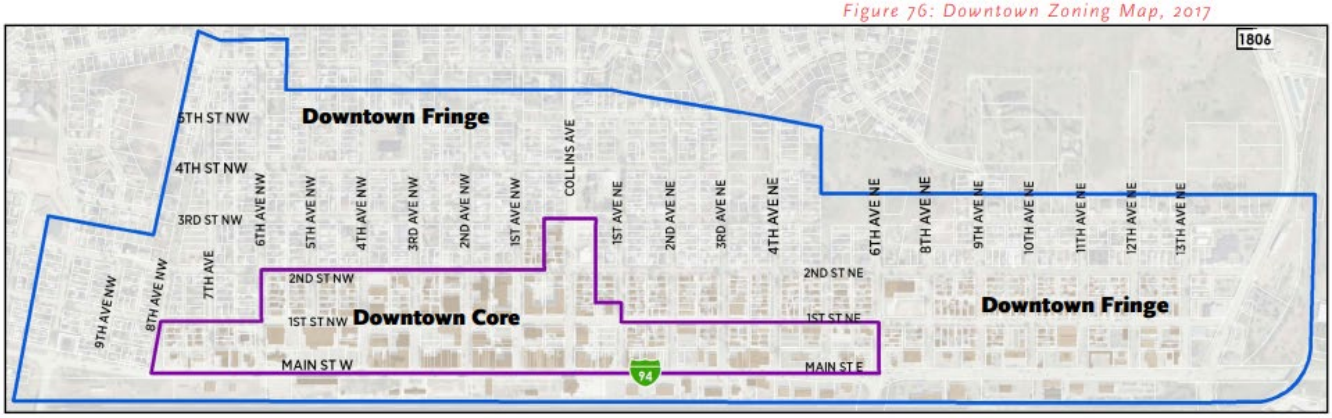


Figure 27: Pavement Conditions in Downtown Mandan

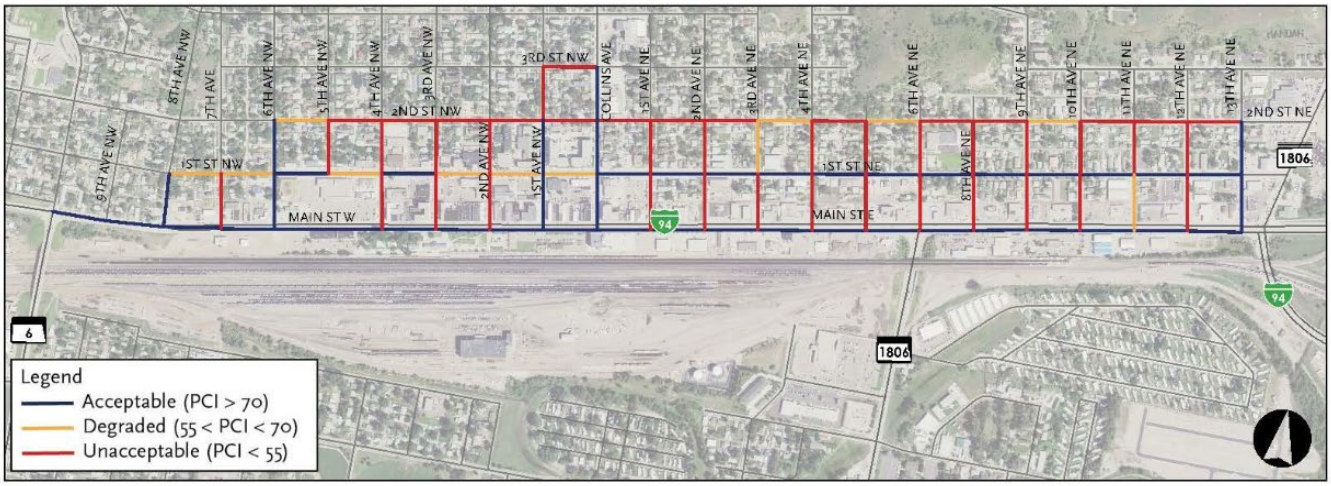
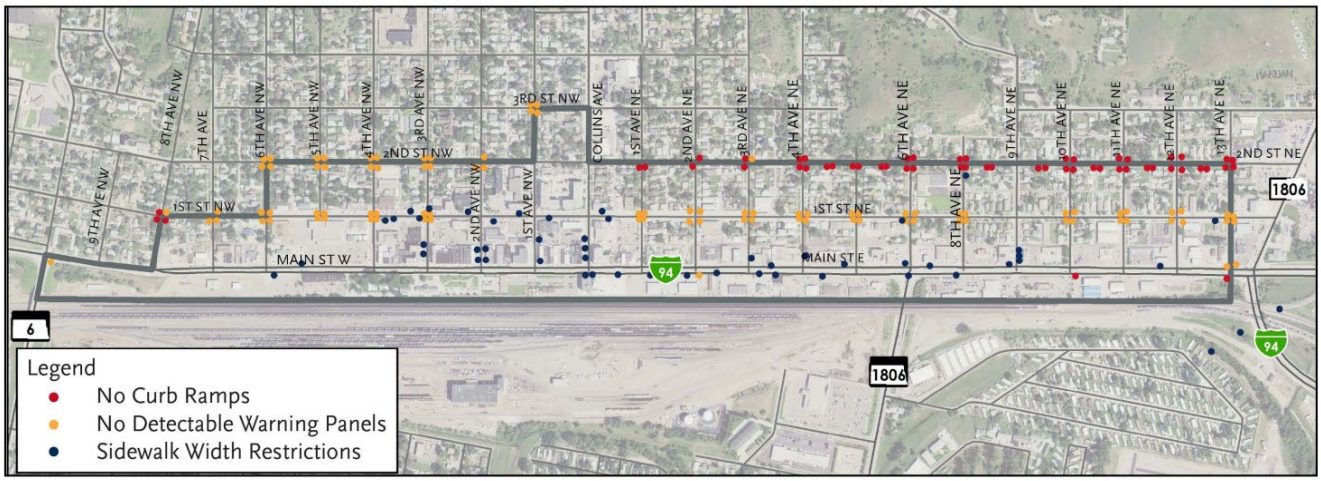
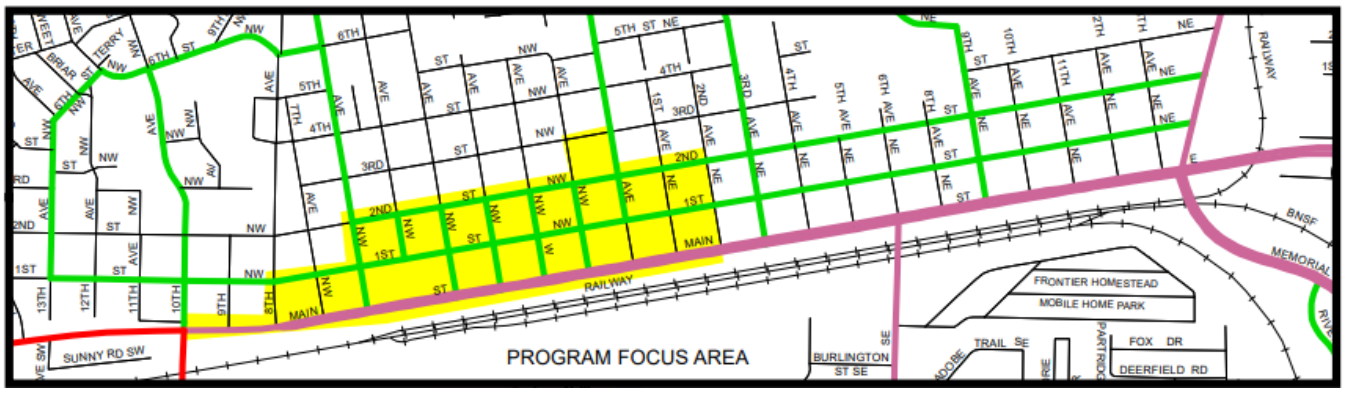


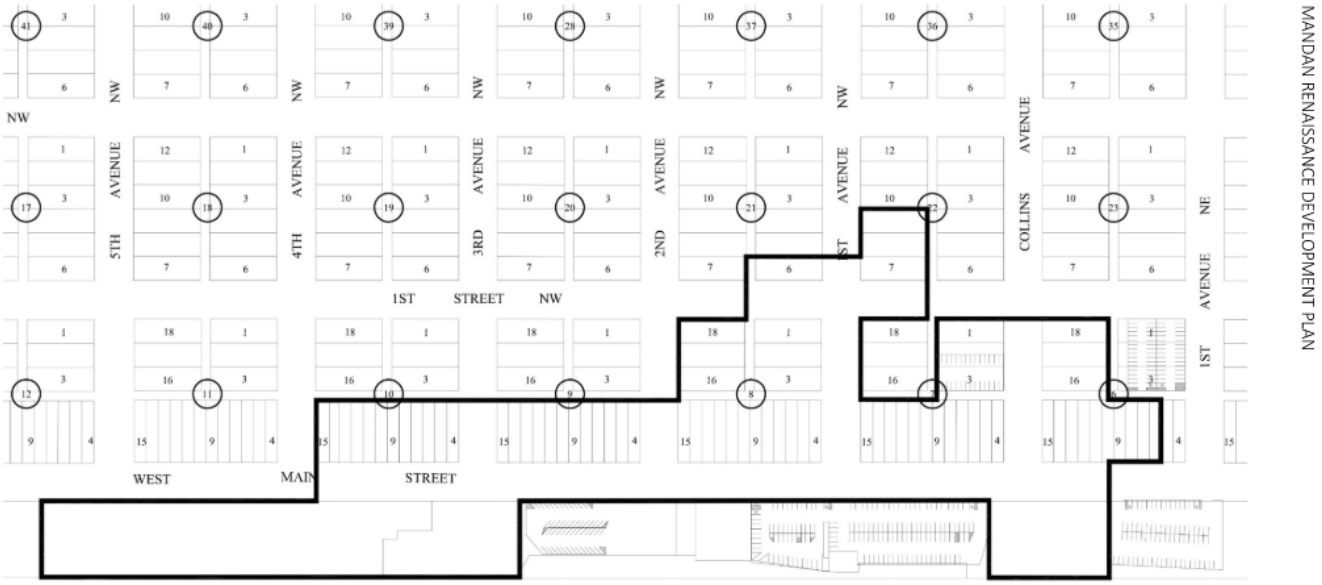
Figure 187: Pedestrian Deficiencies



NDDOT UGP program focus area below.



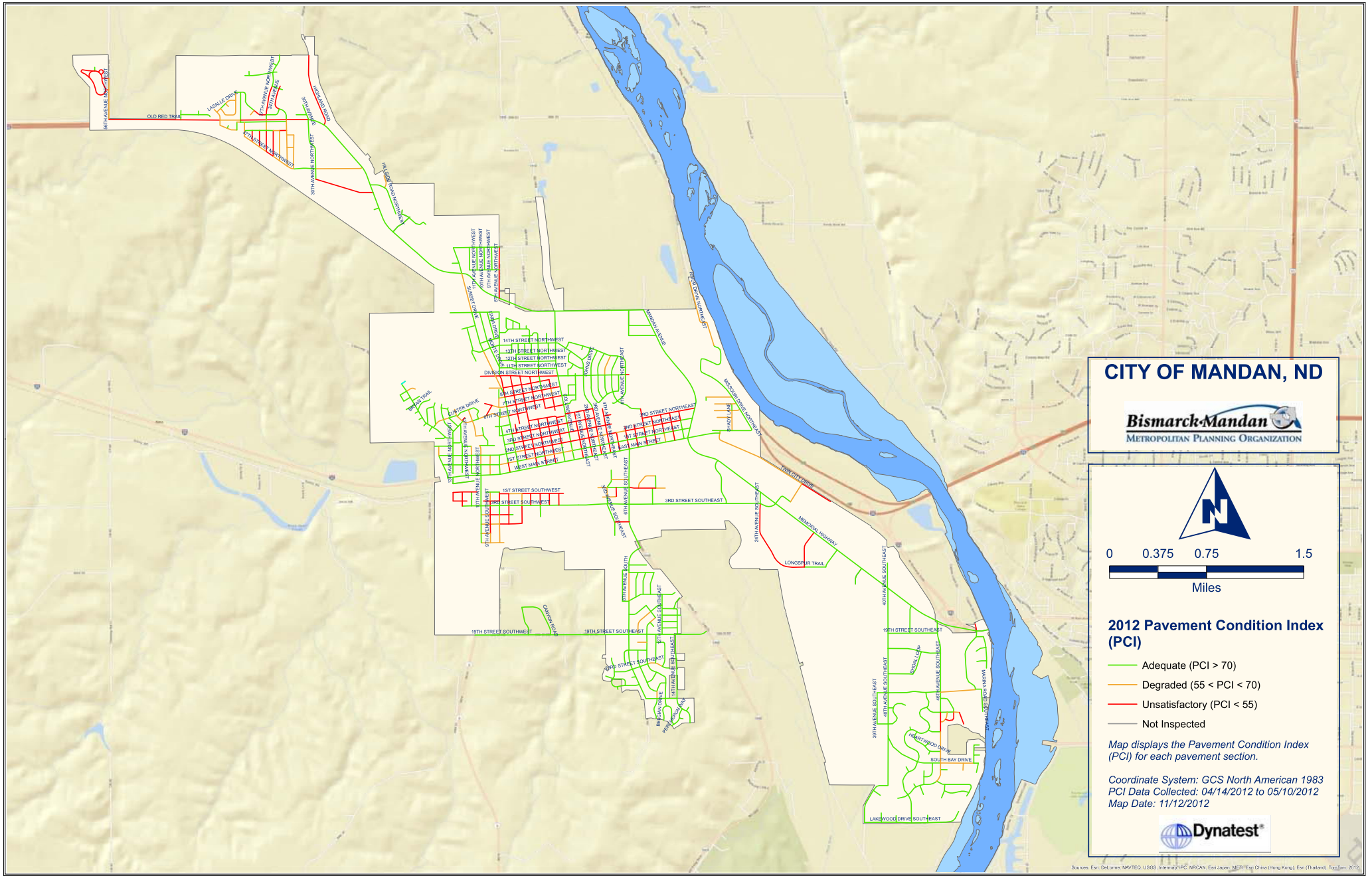
Mandan Historical District boundary below.



Mandan Renaissance Development area below.



Figure 1: Main Street & Downtown – Blocks 1-35


CITY OF MANDAN, ND
Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION
0 0.375 0.75 1.5
Miles
2012 Pavement Condition Index (PCI)
Adequate (PCI > 70)
Degraded (55 < PCI < 70)
Unsatisfactory (PCI < 55)
Not Inspected
Map displays the Pavement Condition Index (PCI) for each pavement section.
Coordinate System: GCS North American 1983
PCI Data Collected: 04/14/2012 to 05/10/2012
Map Date: 11/12/2012
Dynatest
Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, INCREMENT P, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2012

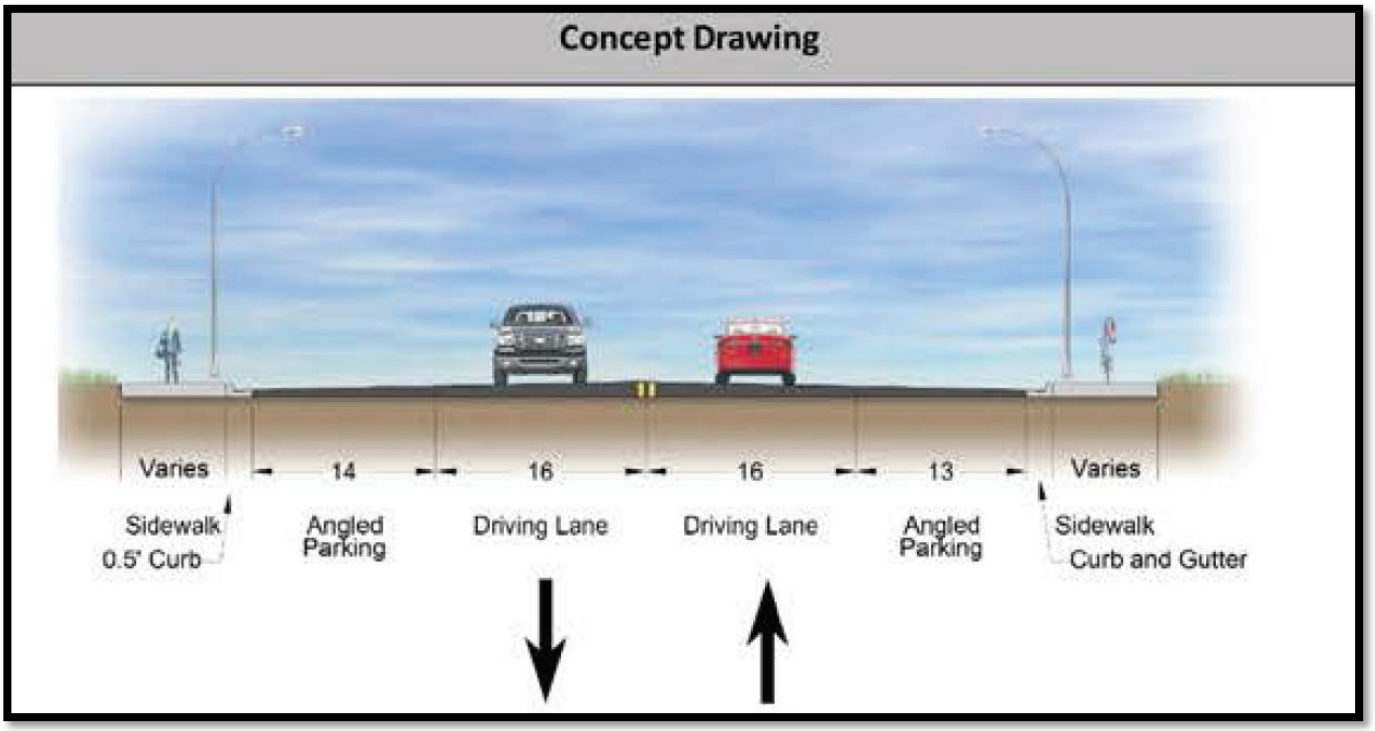
1st Street NW between 3rd and 4th Avenue looking east to 3rd Avenue below



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



Below is the existing cross section of 1st Street.



Intersection of 1st Street NW and 3rd Avenue NW looking west below



3rd Avenue NW just north of Main Street looking north to 1st Street NW below



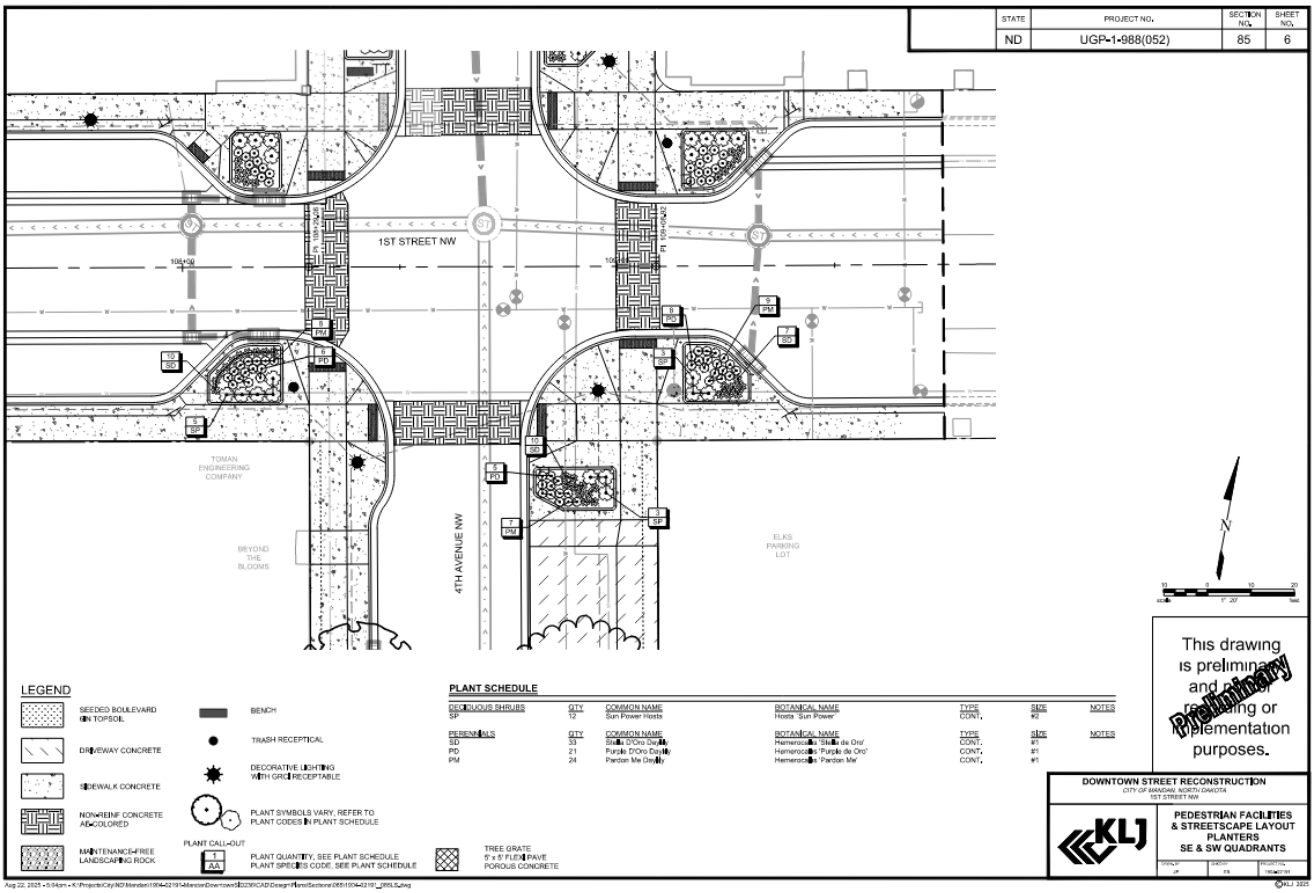
2nd Avenue NW just north of Main Street looking north to 1st Street NW below



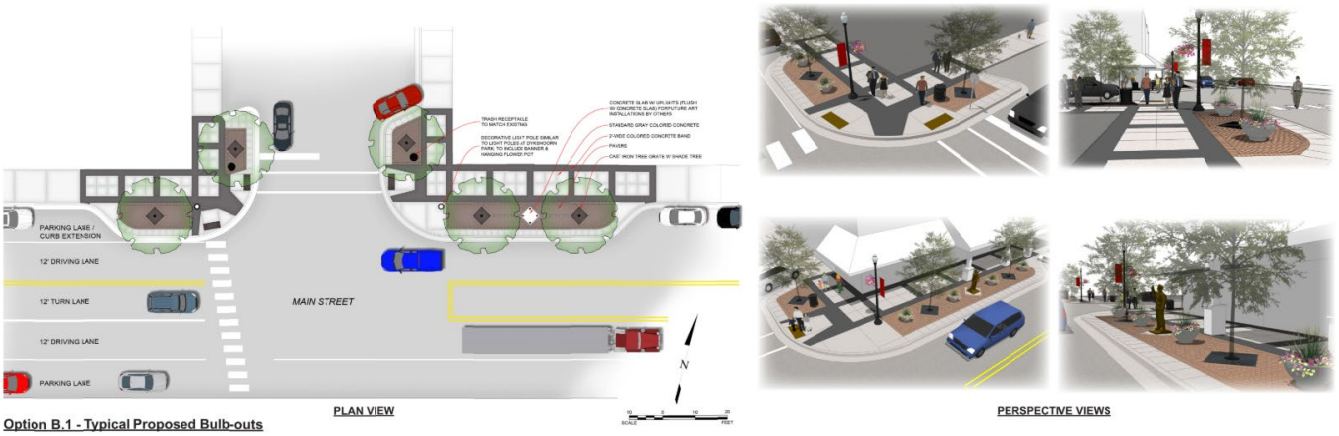
All images shown above in this section are Google Earth street view screenshots from August 2019

Upcoming 2026 project demonstrating concept to reality – UGP-1-988(052)





Previous 2019 Main Street project demonstrating concept to reality – UGP-NHU-1-094(202)915



Option B.1 - Typical Proposed Bulb-outs





MANDAN DOWNTOWN STREET IMPROVEMENTS - PHASE 2
1ST STREET NW, FROM 4TH AVENUE NW TO 2ND AVENUE
3RD & 2ND AVENUE, FROM MAIN STREET TO 1ST STREET NW
NDDOT PROJECT NUMBER: TBD
CITY OF MANDAN PROJECT NUMBER: TBD
PREPARED OCTOBER 2025 / ANTICIPATED 2029 COST
CONCRETE PAVEMENT, CURB AND GUTTER, STORM SEWER, WATERMAIN, SIDEWALK, PAVEMENT MARKING, LIGHTING, LANDSCAPING

SPEC	CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE		*2029 COST (ANTICIPATED PHASE 2)*
103	0100	* CONTRACT BOND	L SUM	1	$30,000		$ 30,000
202	0136	REMOVAL OF PAVEMENT	SY	9,721	$24		$ 228,453
202	0130	REMOVAL OF CURB & GUTTER	LF	2,618	$14		$ 36,652
202	0230	REMOVAL OF INLETS	EA	7	$1,150		$ 8,050
203	0101	COMMON EXCAVATION-TYPE A	CY	358	$18		$ 6,265
216	0100	WATER	M GAL	120	$53		$ 6,296
230	0300	SUBGRADE PREPARATION-TYPE A	STA	16	$3,500		$ 56,000
251	0000	EROSION CONTROL	L SUM	1	$18,500		$ 18,500
302	0120	AGGREGATE BASE COURSE CL 5	TON	5,697	$75		$ 427,275
550	0112	8IN NON-REINF CONCRETE PAVEMENT CL AE	SY	7,502	$140		$ 1,050,280
570	0713	8IN CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED	SY	232	$230		$ 53,360
702	0100	** MOBILIZATION	L SUM	1	$365,000		$ 365,000
704	1100	TRAFFIC CONTROL	L SUM	1	$80,000		$ 80,000
709	0151	GEOSYNTHETIC MATERIAL TYPE R1	SY	8,375	$5		$ 37,687
714	0210	PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	418	$130		$ 54,340
714	0620	PIPE CONC REINF 24IN CL III-STORM DRAIN	LF	385	$160		$ 61,600
714	0825	PIPE CONC REINF 30IN CL III-STORM DRAIN	LF	180	$200		$ 36,000
714	1010	PIPE CONC REINF 42IN CL III-STORM DRAIN	LF	180	$230		$ 41,400
722	0110	MANHOLE 60IN	EA	5	$18,500		$ 92,500
722	3510	INLET-TYPE 2	EA	7	$8,700		$ 60,900
722	4060	INLET MOUNTABLE CURB-TYPE B	LF	8	$8,700		$ 69,600
722	6200	ADJUST MANHOLE	EA	2	$3,600		$ 7,200
724	0310	GATE VALVE & BOX 8IN	EA	5	$8,700		$ 43,500
724	0314	GATE VALVE & BOX 12IN	EA	3	$10,500		$ 31,500
724	0291	REMOVE & REPLACE GATE VALVE W/BOX 4IN	EA	4	$5,200		$ 20,800
724	0311	REMOVE & REPLACE GATE VALVE W/BOX 8IN	EA	2	$5,800		$ 11,600
724	0313	REMOVE & REPLACE GATE VALVE W/BOX 12IN	EA	2	$10,500		$ 21,000
724	0611	WATER SERVICE LINE 1IN	LF	494	$90		$ 44,496
724	0636	WATER SERVICE LINE 6IN	LF	289	$210		$ 60,711
724	0412	8IN HYDRANT	EA	2	$18,000		$ 36,000
724	0430	REMOVE HYDRANT	EA	2	$2,300		$ 4,600
724	0830	WATERMAIN 8IN PVC	LF	568	$230		$ 130,640
724	0850	WATERMAIN 12IN PVC	LF	492	$255		$ 125,460
748	0140	CURB & GUTTER-TYPE I	LF	2,618	$58		$ 150,535
750	0030	PIGMENTED IMPRINTED CONCRETE	SY	174	$230		$ 40,020
750	0100	SIDEWALK CONCRETE	SY	1,778	$115		$ 204,470
750	0107	SIDEWALK - DECORATIVE	SY	193	$230		$ 44,390
750	0150	SIDEWALK TRENCH DRAIN	EA	4	$5,800		$ 23,200
750	0300	STEPS CONCRETE	L SUM	1	$17,500		$ 17,500
750	1016	DRIVEWAY CONCRETE 6IN REINFORCED	SY	471	$185		$ 87,154
750	1021	DRIVEWAY CONCRETE 8IN REINFORCED	SY	214	$185		$ 39,498
750	2115	DETECTABLE WARNING PANELS	SF	217	$70		$ 15,190
754	0000	PERMANENT SIGNING	L SUM	1	$12,500		$ 12,500
762	0000	PERMANENT PAVEMENT MARKING	L SUM	1	$75,000		$ 75,000
770	9402	LIGHTING SYSTEM (AESTHETIC)	L SUM	1	$300,000		$ 300,000
970	0001	LANDSCAPING APPURTENANCES	L SUM	1	$75,000		$ 75,000

PROJECT SUMMARY TABLE

	Phase 2
Subtotal - Participating	$3,911,813.00
Contingency (20%) - Participating	$782,363.00
Prelim & Final Engineeering (10%) - Participating	$391,181.00
Construction Engineering (10%) - Participating	$391,181.00
Total Cost - Participating (Storm + Road)	$5,476,538.00

Subtotal - Watermain	$530,307.00
Contingency (20%) - Watermain	$106,061.00
Prelim & Final Engineeering (10%) - Watermain	$53,031.00
Construction Engineering (10%) - Watermain	$53,031.00
Total Cost - Watermain	$742,430.00

Temporary Construction Easements	$20,000.00
Utility Relocation	

Total Project Cost	**$6,238,968.00**

Notes:

* Bond approximately 0.75% of construction cost

** Mobilization approximately 9% of construction cost

EXHIBIT N

Urban Grant Program Application FY 2029

Coversheet

LPA
Bismarck

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

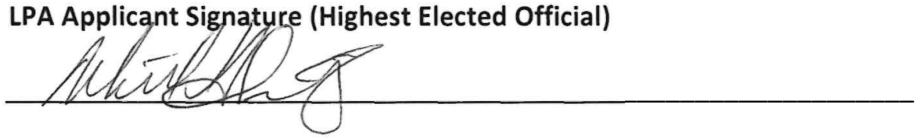
Address
221 N 5th Street, Bismarck, ND

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
10/24/2025

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

☒Map of underground utilities (water, sanitary sewer)

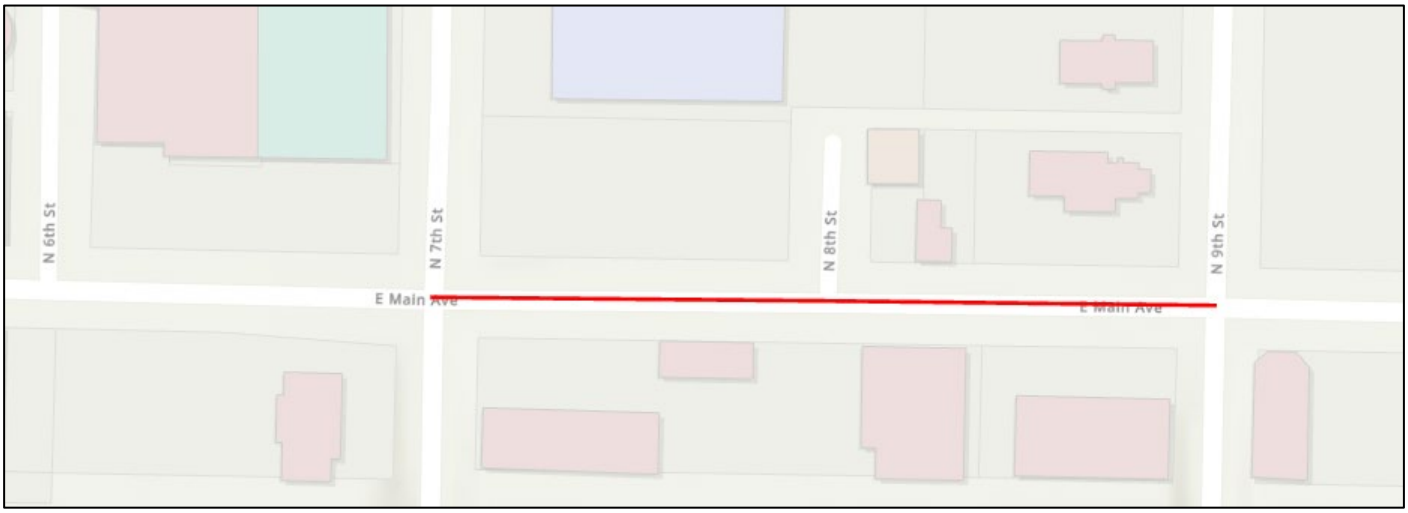
Optional Attachments:
☒Other Attachments (describe) ☐Relevant supporting data, pictures, graphics, and/or visual aids
Letter of Support – Bismarck Downtowners

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 involves the reconstruction of Main Avenue from 7th Street to 9th Street. This will include new pavement, curb and gutter, street and pedestrian lighting, pavement markings, and ADA-compliant pedestrian facilities. Additionally, storm sewer facilities will be upsized and modified to current standards. The lane configuration will consist of one westbound parking lane, one westbound driving lane, one two-way left-turn lane, one eastbound driving lane, and one eastbound flex lane. Initially, the flex lane will serve as a driving lane for eastbound traffic. However, once the properties on the south side of Main Avenue are redeveloped into more pedestrian-friendly uses, the flex lane will be converted into a parking lane. No changes are proposed for the lane configuration of 7th Street or 9th Street (NDDOT Secondary Regional System).



Total Project Cost

$3,537,000

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

$2,200,000

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 a crucial corridor for both personal and freight transportation, connecting local and regional users to Downtown Bismarck and beyond. Functionally classified as a principal arterial, it provides essential east/west connectivity into and out of the central business district. The pavement conditions have deteriorated significantly and require major rehabilitation. Additionally, the project will install wider pedestrian facilities and decorative pedestrian lighting to promote redevelopment in the 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 eventual conversion to a three-lane section would promote safety for vehicular users of 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.



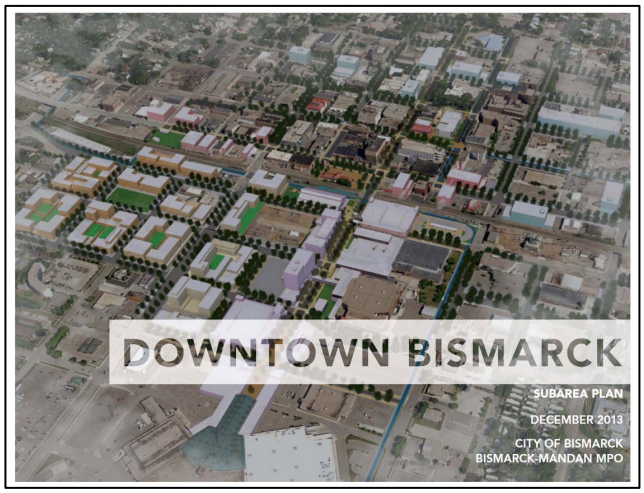
Existing Main Avenue Snow Storage on Sidewalks

   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.

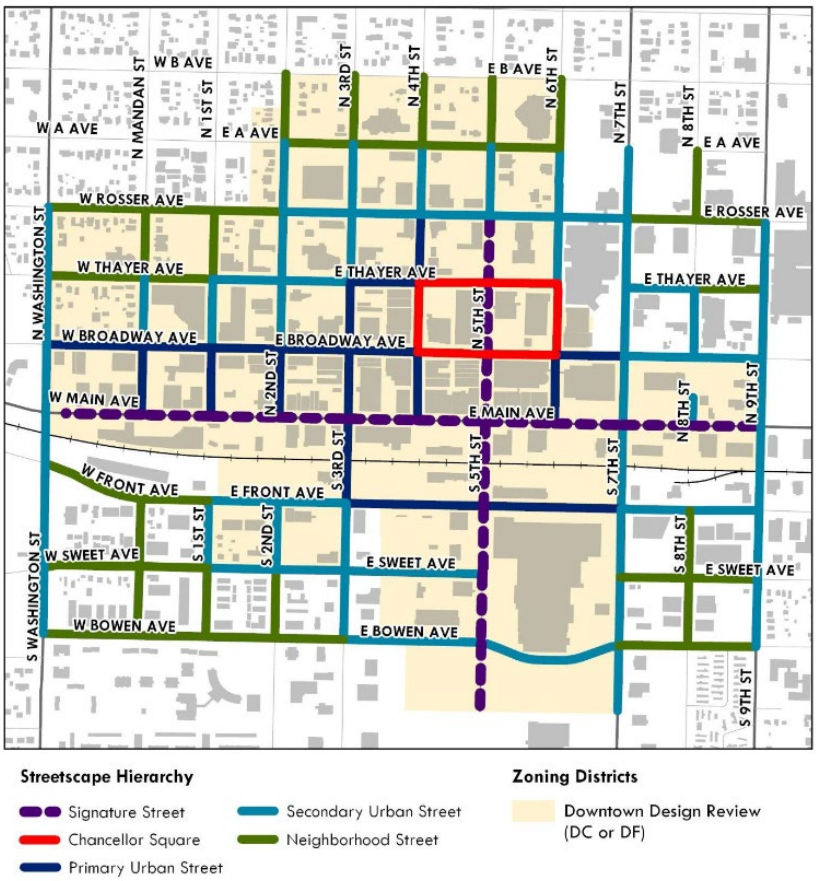
3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting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





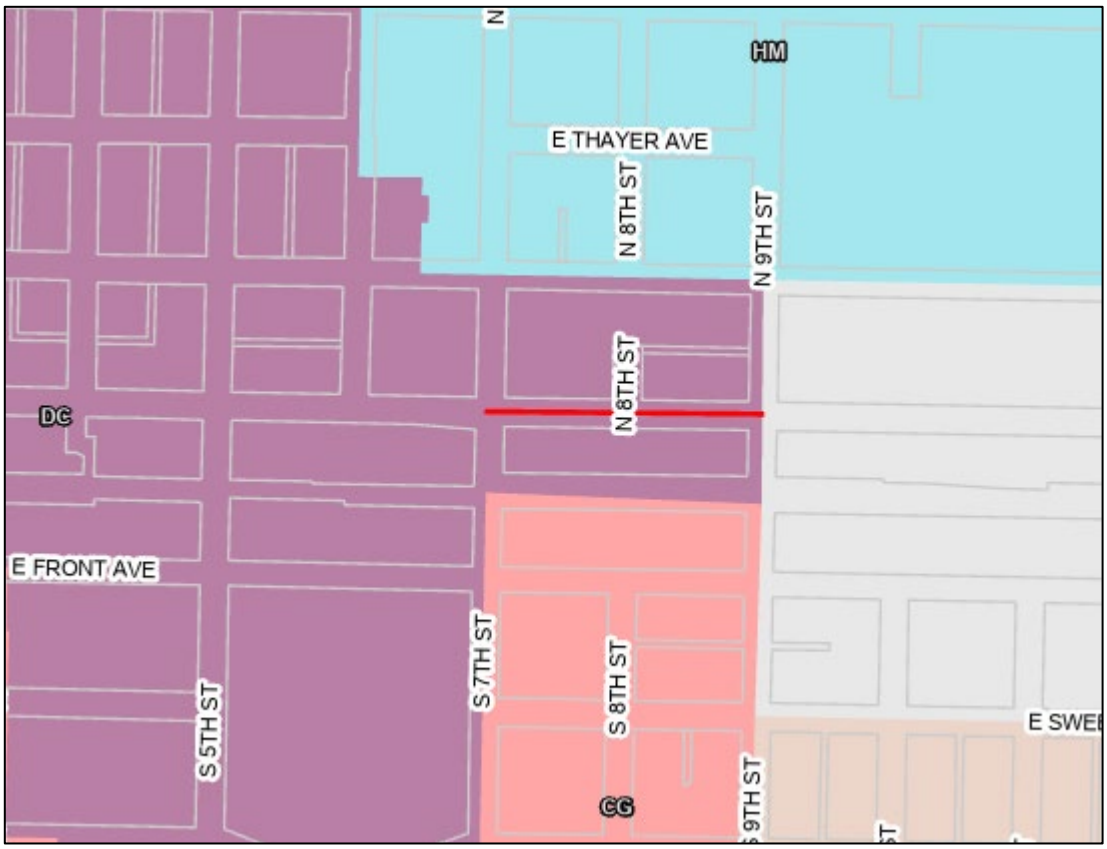
This project was identified in the Downtown Bismarck Subarea plan to include traffic calming measures and provide for existing business and the development of new business in downtown Bismarck by creating an atmosphere more conducive to pedestrian activity both during daytime work and evening social 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 a 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 for all properties within the project area is designated as downtown core. The land uses include health-medical, retail, office, restaurants, mixed-use residential, and public spaces. Maintaining a healthy level of service for the infrastructure within the downtown core is essential for the continued development and redevelopment potential of these properties. Pedestrian activity on the subject corridor is generated by the mix of uses in close proximity. 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

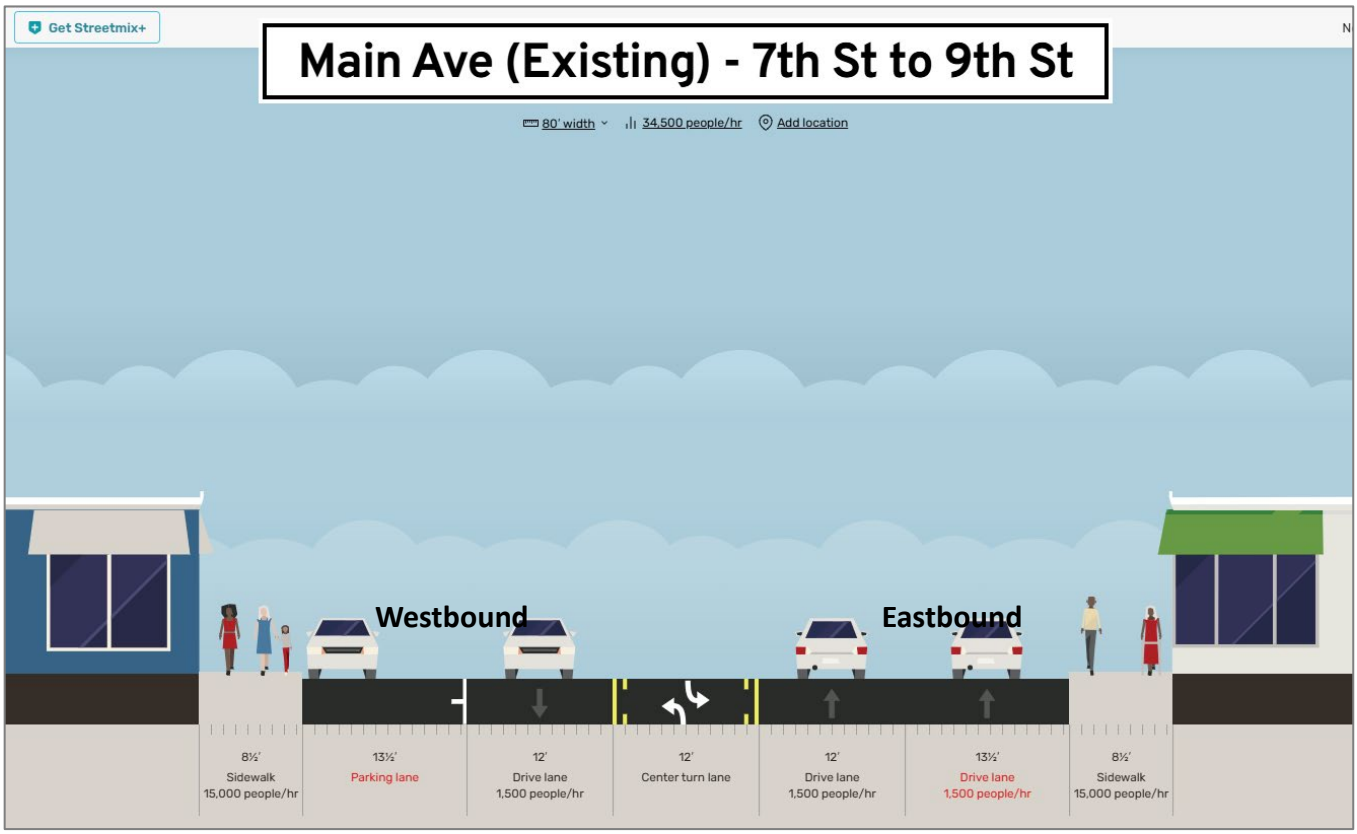
Principal Arterial

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?

Concrete pavement repair project was performed 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. Minor maintenance activities performed by Public Works crews since 2017.

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?

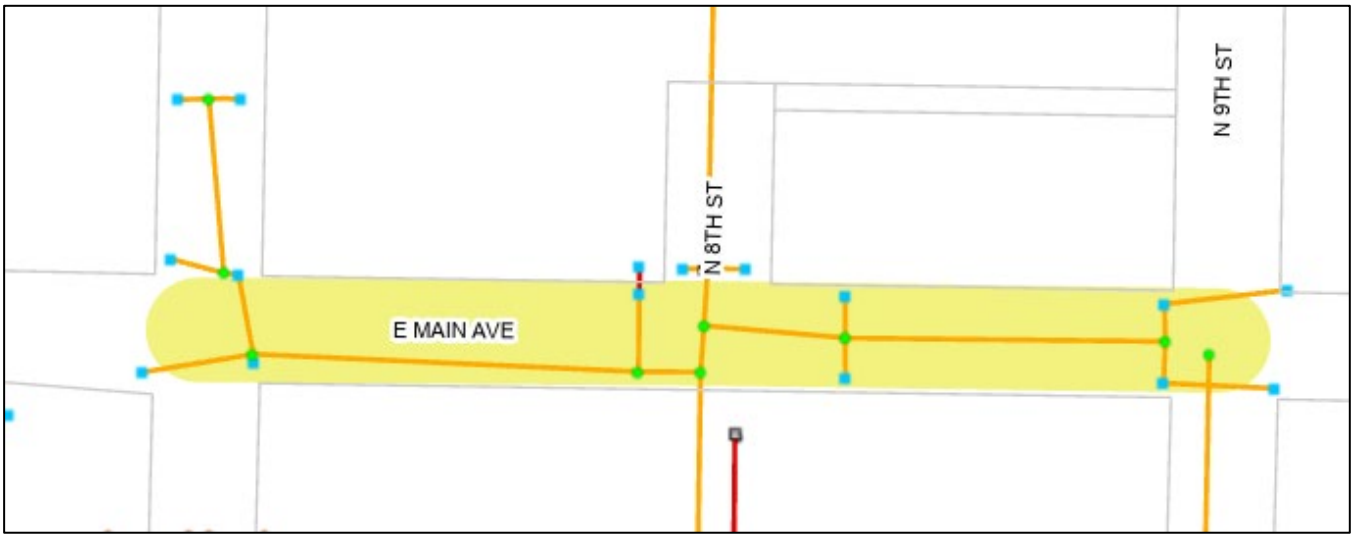
Yes, Parallel parking on the north side.

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

No

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

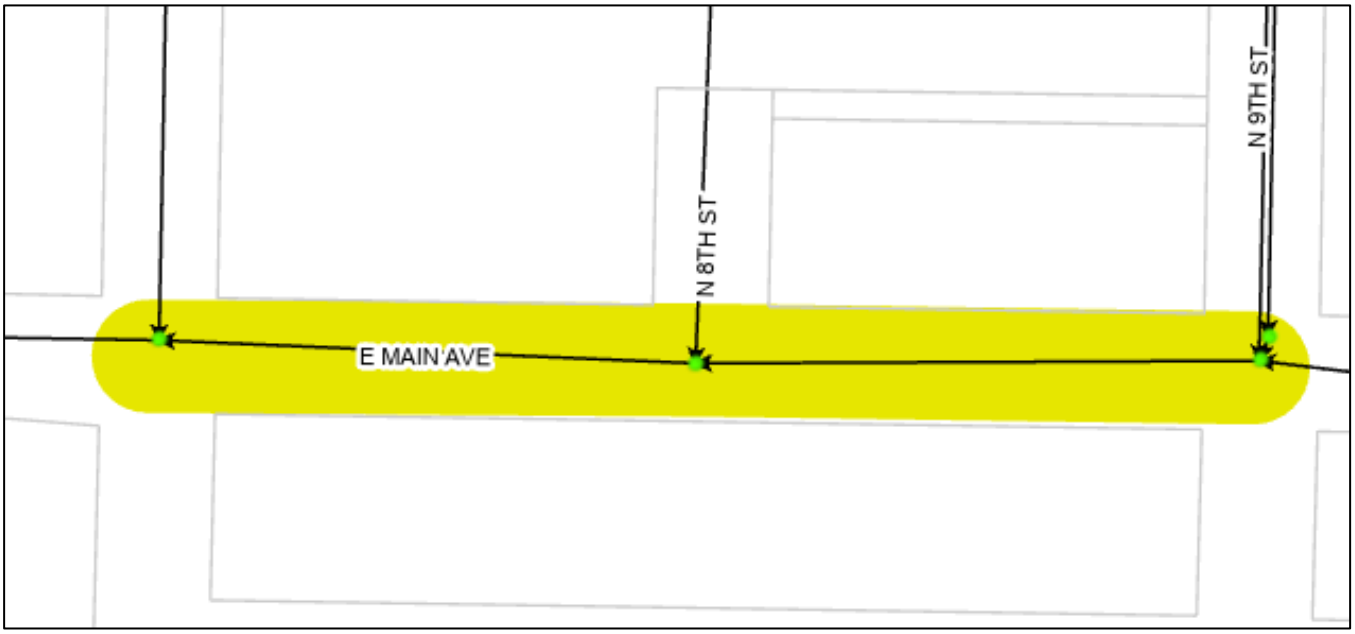
Underground infrastructure for storm sewer, sanitary sewer and water lines are in good condition. Some storm sewer revision will be needed for the change in cross-section width of the roadway. Storm sewer that runs east/west on Main Avenue will need to be replaced and upsized to meet current stormwater 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, however the number of driveways on the south side of Main Avenue impede the efficiency of providing on street parking at this time. On street parking would be provided at the time the properties on the south side are redeveloped into more pedestrian-friendly uses without the need for numerous vehicular access points.

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)?

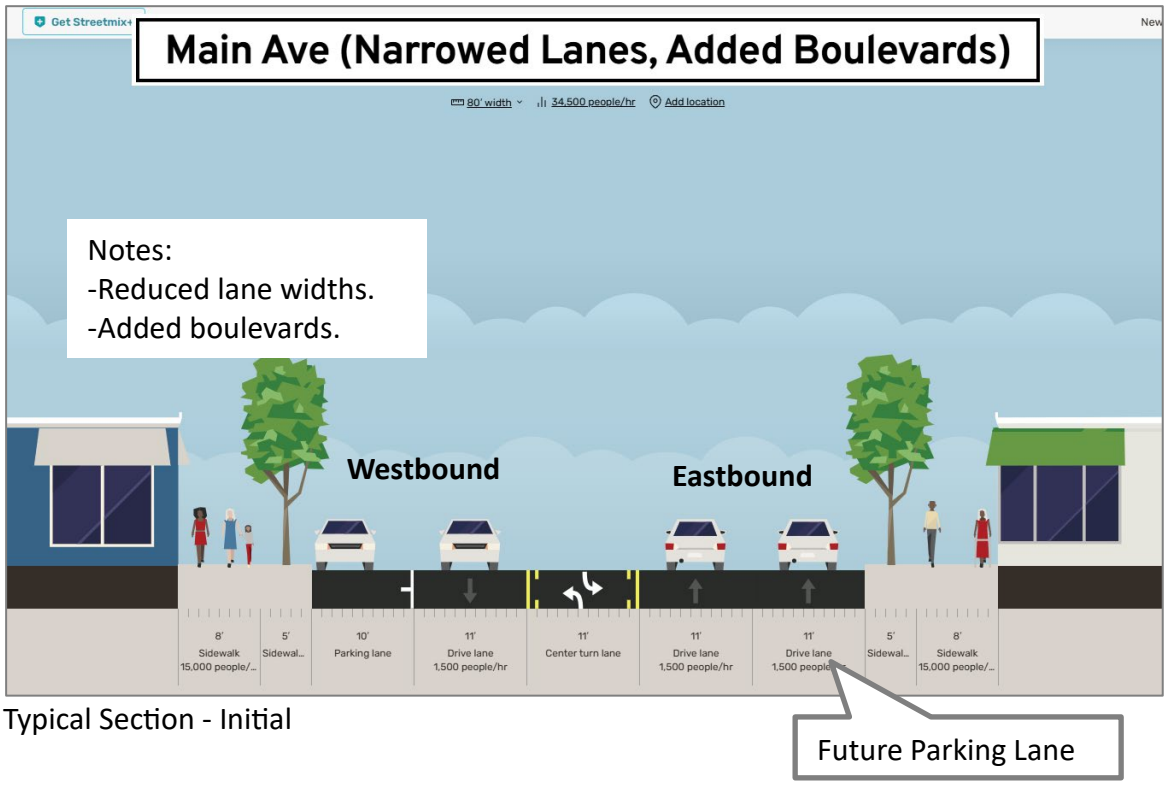
The project would consist of reconstructing the full width of the corridor. All pavement, curb & gutter, sidewalks, lighting, signs, and storm sewer would be removed. New street lights and pedestrian lighting would be installed. New concrete pavement, curb & gutter, sidewalks and ADA ramps would be installed. 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

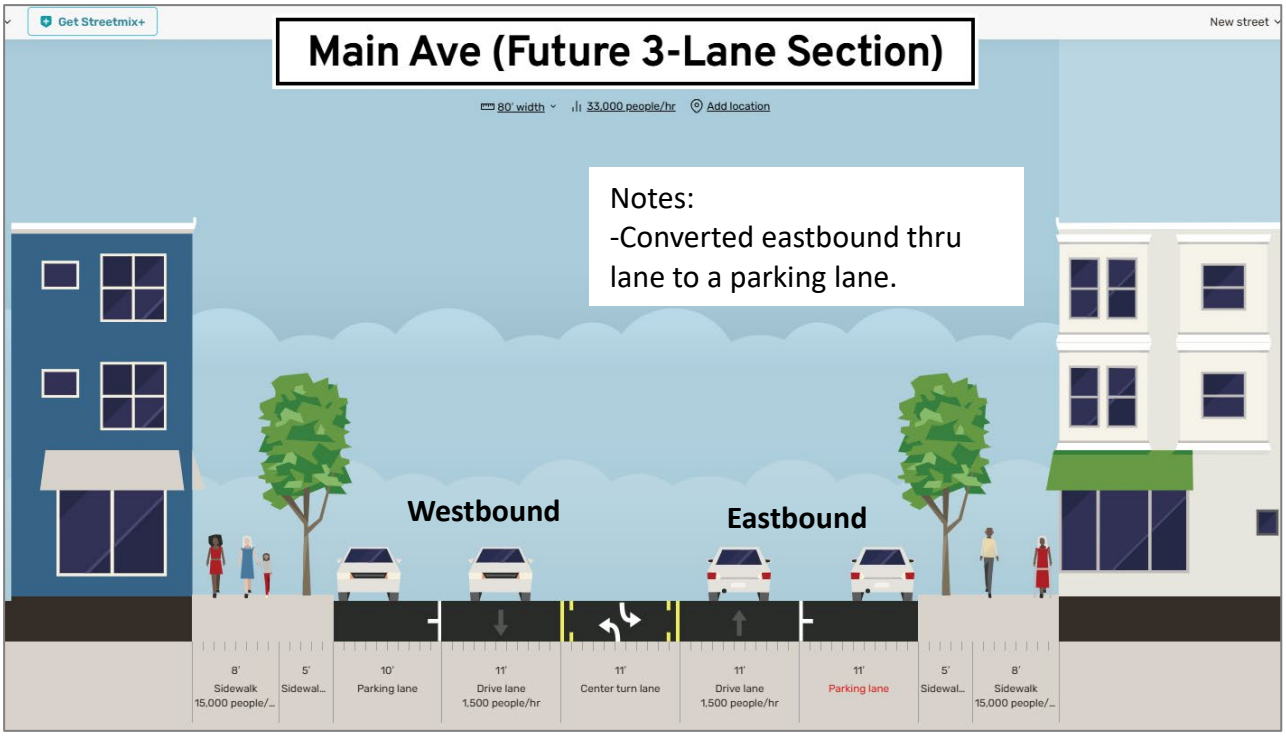
700 feet (0.13 miles)

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

The proposed lane configuration will consist of one westbound parking lane, one westbound driving lane, one two-way left-turn lane, one eastbound driving lane, and one eastbound flex lane. Initially, the flex lane will serve as a driving lane for eastbound traffic. However, once the properties on the south side of Main Avenue are redeveloped into more pedestrian-friendly uses, the flex lane will be converted into a parking lane resulting in a three-lane section. Narrow driving lanes and wider sidewalks would promote pedestrian and vehicular safety.



Typical Section - Initial



Typical Section – Implemented upon redevelopment

Proposed Surfacing Type

Concrete

Proposed Lighting, if applicable

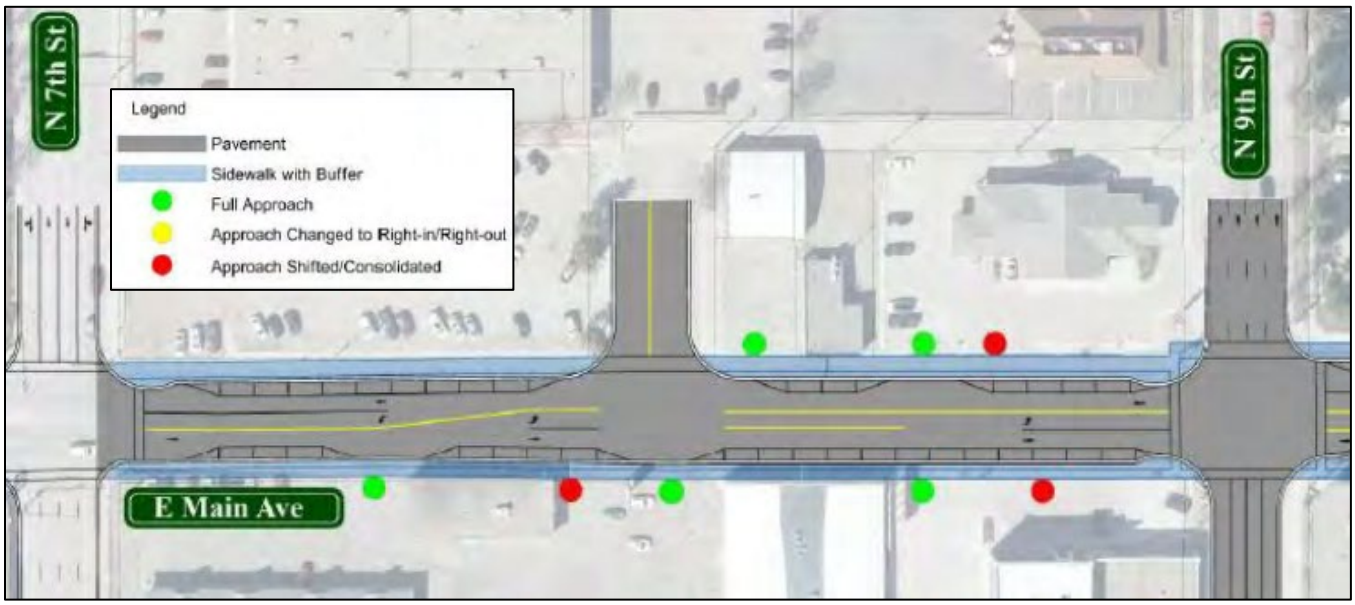
New street and pedestrian lighting

Proposed Traffic Signals or Pedestrian Beacons

No new traffic signals.

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 – Corridor Study Recommendations

Proposed Intersection Improvements

Consideration for curb extensions and high visibility crosswalks

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. South side would be implemented upon redevelopment to non-autocentric uses.

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 bike 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 permanent right of way required. Temporary construction easements may be required to tie in revised driveways and sidewalks 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, not included as federal aid eligible)	$322,000			$321,000
Removals	$354,000			
Lighting	$164,000			
Sidewalks	$240,000			
Curb & Gutter	$89,000			
Pavement	$949,000			
Storm Sewer	$316,000			
Signing	$63,000			
Pavement Markings	$51,000			
Landscaping	$76,000			
Mob/Bond	$367,000			
Traffic Control	$127,000			
Undeveloped Design Details – 15%	$419,000			
Total Federal Aid Eligible	$3,215,000			
Totals	$3,537,000	$2,200,000 (68.4%)		$1,337,000

What is the source of the local funds?

Sales Tax and/or special assessments

City of Bismarck
Engineering Department
NDDOT Grant Support

October 21, 2025
Chris Holzer, 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 (52 adjacent units added)
- 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

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NDDOT Contract No. 38251322

North Dakota Department of Transportation
METROPOLITAN PLANNING ORGANIZATION AGREEMENT

Federal Award Information – to be provided by NDDOT

Assistance Listing No.: 20.205, 20.505

Assistance Listing Title: Highway Planning & Construction, Metropolitan Transportation Planning & State & Non-Metropolitan Planning & Research

Award Name: Federal-Aid Highway Program

Awarding Federal Agency: Federal Highway Administration (FHWA), Federal Transit Administration (FTA)

Pass-through entity: North Dakota Department of Transportation (NDDOT)

NDDOT Program Mgr.: Hutchings, Will Telephone: 701-328-6421

Subrecipient/LPA Name:

Subrecipient Unique Entity Identifier (UEI) No.:

Federal Award Identification No. (FAIN):

Federal Award Date:

Subaward Period of Performance Start & End Date:

Subaward Budget Period Start & End Date:

Amount of Federal Funds Obligated by this action: $

Total Amount of Federal Funds Obligated to the subrecipient: $

Total Federal Award: $

Federal Award Project Description:

Research and Development Activities:

Indirect Cost Rate (ICAP):

Notice to Subrecipients: Federal awards may have specific compliance requirements. If you are not aware of the specific requirements for your award, please contact your NDDOT Program Manager.

DRAFT

Entity: City of Bismarck (Bismarck-Mandan Metropolitan Planning Organization)
Description: Unified Planning Work Program
Duration: 2026

This agreement is entered into by and between the State of North Dakota, acting through its Director of Transportation, hereinafter referred to as NDDOT, whose address is 608 East Boulevard Avenue, Bismarck, North Dakota 58505-0700, and City of Bismarck, hereinafter referred to as the Subrecipient, whose address is PO Box 5503, Bismarck, ND 58506.

WHEREAS, Federal Law 23 U.S.C., Section 134, requires that a continuing, comprehensive, and cooperative (3-C) transportation planning process be carried out between state and local governments in urbanized areas, and

WHEREAS, the Subrecipient has been designated by the Governor of North Dakota as the Metropolitan Planning Organization responsible, together with NDDOT, for carrying out the provisions of 23 U.S.C. 134, and

WHEREAS, Section 5303 Federal Transit Administration (FTA) and PL Federal Highway Administration (FHWA) funding, hereinafter referred to as Consolidated Planning Grant (CPG) funds will be administered by NDDOT for the purpose of transportation planning in urbanized areas, and

WHEREAS, the Subrecipient is eligible to receive CPG funds from both FHWA and FTA under 23 U.S.C. 104(f) and 49 U.S.C. 5305(d), and

WHEREAS, the Subrecipient has prepared and approved a Unified Planning Work Program (UPWP) in accordance with the guidelines set forth by the FHWA and FTA for utilization of available CPG funds.

NOW, THEREFORE, in consideration of the mutual covenants herein set forth, NDDOT and the Subrecipient agree as follows:

1. **SCOPE OF WORK:** The Subrecipient shall perform, in a satisfactory and timely manner, those tasks and activities as outlined in the Subrecipient's UPWP and approved by NDDOT, FHWA, and FTA, a copy of which is attached hereto and made a part hereof. In the completion of the UPWP, the Subrecipient shall follow the policies and procedures of the following:
   - NDDOT Local Government Manual
   - Executed Continuing, Cooperative, and Comprehensive (3-C) metropolitan transportation planning Agreement.
   - The approved UPWP
   - All applicable federal regulations, including 2 CFR 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards.

2. **PERIOD OF PERFORMANCE**: The period of performance will be from January 1, 2026 to December 31, 2026.

3. **COMPENSATION**:

- NDDOT shall reimburse the Subrecipient 80 percent of all eligible costs as presented in the budget section of the UPWP, up to a maximum of $799,699.55. The Subrecipient shall provide the remaining 20 percent and all cost overruns from non-federal funds. Budget transfers among cost categories shall comply with 2 CFR 200.
- The Subrecipient will make all contract payments. No costs will be incurred by NDDOT for this project. NDDOT will reimburse the Subrecipient for the federal aid eligible amount. Payment will be made upon receipt of the Subrecipient's request for reimbursement upon sufficient documentation of eligible expenses incurred and paid by the Subrecipient.
- The Subrecipient shall provide monthly billing to NDDOT. To be eligible, costs must be limited to those costs that are allowed under federal regulations (2 CFR 200). Monthly billings will include the submittal of a report documenting the tasks completed in the billing period.
- All requests for reimbursement must be submitted to NDDOT within 90 days of the period of performance end date of this agreement. NDDOT may take actions as outlined in 2 CFR 200.339, such as withholding payments, pending correction of non-compliance with this agreement. All invoices are subject to audit, at NDDOT's discretion.
- Payments under this agreement will be made from federal funds obtained through the Infrastructure Investment and Jobs Act of 2021, Public Law 117-58, 23 U.S.C. 104. The Subrecipient is responsible for compliance with all federal requirements imposed on these funds and accepts full financial responsibility for any requirements imposed by Subrecipient's failure to comply with federal requirements. Reimbursement will be predicated on availability of federal funds. The Subrecipient further agrees to pay any and all lawful claims arising out of or incidental to the performance of the work covered by this agreement, if not eligible for federal funds.
- All work provided by the Subrecipient under this agreement must be performed to NDDOT's satisfaction and in accordance with all applicable federal, state, and local laws and regulations. The Subrecipient will not receive payment for work found by NDDOT to be unsatisfactory or performed in violation of federal, state, or local law.

4. **CERTIFICATION:** In accordance with 2 CFR 200.415(b), subrecipients under the Federal award must certify to the pass-through entity whenever applying for funds, requesting payment, and submitting financial reports: "I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of US Code Title 18, Sections 2, 1001, 1343, and Title 31, Sections 3729-3730 and 3801-3812." Each such certification must be maintained pursuant to the requirements of 2 CFR 200.334.

5. **INDIRECT COST RATE PROVISION:** Federal agencies and NDDOT shall review and approve a negotiated indirect cost rate, if utilized, unless there is a federal statute that states otherwise, or a federal agency head has made other

approved provisions. Any rate approved by a federal agency, or a cognizant agency must be approved by NDDOT.

If the subrecipient does not have a federally negotiated indirect cost rate, the NDDOT can either:

- negotiate an indirect rate with the subrecipient.
- allow the de minimis 15% flat rate (the de minimis rate, is not applicable in certain cases (200.414(f); Appendix VII.D.1.B).) This rate may be used indefinitely, until the subrecipient seeks to formally negotiate a rate. If the de minimis rate is used, the NDDOT does not need to review and approve.

6. **COST PRINCIPLES**: The Subrecipient agrees to follow the cost principles and allowable cost guidelines in accordance with 2 CFR Part 200, Subpart E. The Subrecipient will maintain a financial management system that complies with the minimum requirements of 2 CFR Part 200.

7. **FEDERAL FUNDING:** This contract is subject to a financial assistance contract between the state of North Dakota, the Federal Highway Administration, and the USDOT. Federal funds may not be obligated prior to authorization by FHWA.

8. **TERMS EXTENDING BEYOND BIENNIUM**: Payments by NDDOT beyond the current state biennium shall be contingent on sufficient funds being appropriated by the Federal Government or State Legislature for NDDOT. In the event of insufficient appropriations, NDDOT may give a minimum of 30 days' notice to terminate this agreement/contract and have no further obligation to the Subrecipient.

9. **RECORDS AND INSPECTION**: The Subrecipient shall maintain all accounting and project records NDDOT may require. NDDOT and the Federal Government shall at all times be permitted to inspect the work and have access to all books, records, correspondence, instructions, receipts, vouchers, and memorandum pertaining to the work hereunder and copies thereof shall be furnished when requested. Such records shall be made available to NDDOT and the federal government for inspection and audit during the agreement term and for three years after the closure of the consolidated planning grant, unless any litigation, claim, or audit is started before the expiration of the three years, in which case the records shall be retained until such action is satisfied. The Subrecipient agrees to conduct records retention and access in accordance with 2 CFR Part 200.334-338, as applicable.

10. **SUBCONTRACTING**: The Subrecipient shall not assign any portion of the work under this agreement, execute any contract, or obligate itself in any manner with a third party with respect to its rights and responsibilities to this agreement without written consent of NDDOT. Any agreement with a subcontractor does not create a contractual relationship between the NDDOT and the subcontractor. If a subcontract is made, the Subrecipient must follow procedures outlined in 2 CFR 200.331.

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11. **SUBCONTRACT PROVISIONS:** The Subrecipient shall include the following statement of financial assistance in any advertisement or invitation to bid for any procurement under this agreement:

    "This contract is subject to a financial assistance contract between the state of North Dakota and the USDOT."

12. **ASSIGNMENTS**: The Subrecipient shall not assign nor transfer the Subrecipient's interests or duties under this agreement without the express written consent of the state.

13. **RISK ASSESSMENTS:** The NDDOT conducts pre-award risk assessments prior to issuing a subaward contract. The Subrecipient shall conduct risk assessments of their sub awardees either before or after making the award to determine the appropriate level of monitoring. The contractor shall document its procedures for assessing risk and have them available upon NDDOT request.

14. **RISK BASED MONITORING:**
    a. The NDDOT has conducted a risk assessment, as required by 2 CFR 200.332, and has determined the following risk-based monitoring requirements for this award:
        - All payments are on a reimbursement basis.
        - Require submittal of Title VI pre-authorization paperwork.
        - Require submittal of FFATA form.
        - Annual Mid-Year Review.
        - Require submittal of quarterly financial and performance progress reports.
        - Perform desk review of select area as deemed necessary.
        - Require training in area deemed necessary.
        - Completion of National Highway Institute course titled "Understanding the Uniform Guidance Requirement (2 CFR 200) for Federal Awards" and submittal of completion certificate. This shall be completed by the Subrecipient Executive Director and staff who are directly responsible for the development of reimbursement by the end of the first quarter of the contract period.
        - Review single audit findings and verify that corrective action plan was completed, if applicable.
        - Subrecipient shall review and update policy manuals on an annual basis.
        - Subrecipient shall require its employees to certify that they have read and understand organization policies on an annual basis.
        - Subrecipient shall annually conduct fraud awareness training with its employees.

      Risk assessments may be repeated throughout the period of performance and monitoring requirements adjusted based on level of risk.

    b. In the event of noncompliance or failure to perform, the NDDOT has the authority to apply remedies, in accordance with 2 CFR 200.339, including but not limited

DRAFT

to temporarily withholding payments, disallowances, suspension or termination of the federal award, suspension of other federal awards received by the subrecipient, debarment or other remedies including civil and/or criminal penalties, as appropriate and in accordance with 2 CFR 200.332.

15. **PROCUREMENT:** The Subrecipient shall follow the policies and procedures of the state when procuring property and services under a federal award, in accordance with 2 CFR 1201.317.

16. **EQUIPMENT:** The Subrecipient shall follow the policies and procedures of the state with respect to use, management and disposal of equipment acquired under a federal award, in accordance with 2 CFR 1201.313.

17. **PROCUREMENT OF RECOVERED MATERIALS:** In accordance with 2 CFR 200.323, the Subrecipient and its contractors shall comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act.

18. **TERMINATION**:

a. This contract may be terminated by mutual consent of both parties, or by either party upon 30 days' notice, in writing, and delivered by certified mail or in person.

b. In addition, NDDOT may terminate this contract effective upon delivery of written notice to the Subrecipient, or at such later date as may be established by NDDOT, under any of the following conditions:

   i. If NDDOT funding from federal, state, or other sources is not obtained and continued at levels sufficient to allow for purchase of the indicated quantity of services. The contract may be modified by agreement of the parties in writing to accommodate a reduction in funds.

   ii. If federal or state regulations or guidelines are modified, changed, or interpreted in such a way that the services are no longer allowable or appropriate for purchase under this contract or are no longer eligible for the funding proposed for payments authorized by this contract;

   iii. If any license or certificate required by law or regulation to be held by the Subrecipient to provide the services required by this contract is for any reason denied, revoked, or not renewed;

Any such termination of this contract under (i), (ii), or (iii), above, shall be without prejudice to any obligations or liabilities of either party already accrued prior to such termination.

a. NDDOT, by written notice to the Subrecipient, may terminate the whole or any part of this agreement:

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i. If the Subrecipient fails to provide services called for by this contract within the time specified herein or any extension thereof; or

ii. If the Subrecipient fails to perform any of the other provisions of this contract, or so fails to pursue the work as to endanger performance of this contract in accordance with its terms, and after receipt of written notice from NDDOT, fails to correct such failures within ten days or such longer period as NDDOT may authorize.

19. **AMENDMENTS**: The terms of this agreement shall not be waived, altered, modified, supplemented, or amended, in any manner whatsoever, except by written instrument signed by the parties.

20. **SEVERABILITY:** If any part of this agreement is determined to be invalid, illegal, or unenforceable, the determination does not affect the validity, legality, or enforceability of any other part of this agreement, and the remaining parts of this agreement shall be carried out by each party.

21. **CLOSEOUT:** NDDOT and the Subrecipient will comply with 2 CFR 200.344 closeout requirements. The contractor shall submit, no later than 90 calendar days after the period of performance end date of this agreement, all financial, performance and other reports as required by the terms and conditions of this agreement. The NDDOT will close out the agreement with the federal awarding agency when it determines that all applicable administrative actions and all required work have been completed and the agreement has reached its period of performance end date.

22. **CIVIL RIGHTS**: Appendices A and E of the Title VI Assurances, attached, are hereby incorporated into, and made a part of this agreement.

23. **NONDISCRIMINATION – COMPLIANCE WITH LAWS**: The Subrecipient agrees to comply with all applicable laws and rules, including, but not limited to, those relating to nondiscrimination, accessibility, and civil rights.

24. **AFFIRMATIVE ACTION PROGRAMS:** The Subrecipient and subcontractors shall develop and maintain an affirmative action program, as defined in 49 CFR Part 21 and a Minority Business Enterprise Action Program in accordance with 49 CFR Part 26, as appropriate; to ensure that persons and businesses are not discriminated against because of race, religion, color, national origin, disability, age, sex, political opinions or affiliations, or status with regard to marriage or public assistance, in programs, projects and activities.

    Should the Subrecipient fail to comply with any Federal civil rights statute, or any order or regulation issued under such statute, NDDOT shall notify the Subrecipient of the determination and shall direct the Subrecipient to take the action that may be necessary to ensure compliance. If, within a reasonable period of time, after receiving notification the Subrecipient fails or refuses to take action required by the notice, NDDOT shall take action as may be determined to be

DRAFT

appropriate, including but not limited to the withholding of payments to the Subrecipient under the agreement in whole or in part.

25. **DISADVANTAGED BUSINESS ENTERPRISE**: In the performance of this agreement, the Subrecipient shall cooperate with NDDOT in meeting its commitments and goals with regard to the maximum utilization of disadvantaged business enterprises and will use its best efforts to ensure that disadvantaged business enterprises shall have the maximum practical opportunities to compete for subcontract work under this agreement. The Subrecipient shall comply with the requirements of 49 CFR Part 26.

26. **PROMPT PAYMENT**: Payment of invoices by the Subrecipient shall be within 20 days of Receipt as required by NDDOT's Prompt Payment Special Provision.

27. **DISABILITY**: The Subrecipient shall ensure that no qualified disabled individual, as defined in 29 U.S.C. 794 and 49 C.F.R. Part 27 shall, solely by reason of this disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance under this agreement.

28. **DRUG-FREE WORKPLACE:** The Subrecipient shall comply with the requirements for drug-free workplace, in accordance with 49 CFR 32, Subpart B.

29. **AUDITS:**

    a. Entities that receive federal funds through NDDOT may be required to obtain an audit in accordance with 2 CFR Part 200, Subpart F. A copy of such audit, covering the term of this agreement, shall be submitted to NDDOT. Entities that expend less than $1,000,000 in federal funds, in a fiscal year, from all sources may be subject to reviews by NDDOT at its discretion. These requirements are applicable to counties, cities, state agencies, Indian tribes, colleges, hospitals, and non-profit businesses.
    b. The Subrecipient must fill out and submit to NDDOT the Single Audit Certification (SFN60639) and a schedule of federal expenditures for their fiscal year end. The Subrecipient must submit their Single Audit to NDDOT as well as the Federal Audit Clearinghouse. This audit report must be submitted within 30 calendar days after the Subrecipient receives the report from their auditors, or nine months after the end of the audit period, whichever comes first.

30. **CONFLICTS OF INTEREST:** No official or employee of a state or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector, or other person performing services for a state or a governmental instrumentality in connection

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with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a state or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a state or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of NDDOT and of such other governmental instrumentality, and such officer, employee, or person has not participated in such acquisition for and in behalf of the state.

31. **MANDATORY DISCLOSURES:** An applicant, recipient, or subrecipient of a Federal award must promptly disclose whenever, in connection with the Federal award (including any activities or subawards thereunder), it has credible evidence of the commission of a violation of Federal criminal law involving fraud, conflict of interest, bribery, or gratuity violations found in Title 18 of the United States Code or a violation of the civil False Claims Act (31 USC 3729-3733). Disclosures shall be in accordance with 2 CFR 200.113.

32. **INDEMNIFICATION**: The Risk Management Appendix, attached, is hereby incorporated, and made a part of this agreement.

33. **PERSONNEL:** The Subrecipient assures that personnel will be available to perform the required services. Such personnel shall not be considered employees of NDDOT for any purpose.

34. **DISCLAIMER:** The Subrecipient must include the following statement in all plans, studies, and reports funded under this contract: “The preparation of this report has been funded in part by the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the US Department of Transportation. The report does not constitute a standard, specification, or regulation.”

35. **COMPLIANCE WITH LAW:** In performance of its obligations under this agreement, the Subrecipient shall comply with and require each of its subcontractors to comply with all applicable provisions of Federal, State, and local laws and regulations. The provisions of this agreement shall be binding upon and shall inure to the benefit of the parties hereto, and their respective successors and assigns. The failure of the state to enforce any provisions of this contract shall not constitute a waiver by the State of that or any other provision.

36. **TELECOMMUNICATIONS CERTIFICATION:** By signing this agreement, the Subrecipient certifies, in accordance with 2 CFR 200.216 and Section 889 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Public Law 115-232), that it will not obligate or expend grant funds to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical

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technology as part of any system. The Subrecipient will include this requirement in all subcontracts related to this agreement.

37. **CYBERSECURITY:** The subrecipient shall take reasonable cybersecurity and other measures to safeguard information including protected personally identifiable information (PII) and other types of information in accordance with 2 CFR 200.303.

38. **BYRD ANTI-LOBBYING AMENDMENT:** (31 USC 1352) Subrecipients that apply or bid for an award exceeding $100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 USC 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

39. **DEBARMENT AND SUSPENSION**: The Subrecipient is advised that their signature on this agreement certifies that the company or any person associated therewith is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three years; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction on any matter involving fraud or official misconduct within the past three years. For all bids or proposals of third-party contracts and subcontracts, the Subrecipient shall:
    a. Obtain from all bidders a signed Certification of Primary Participant Regarding Debarment, Suspension, and Other Responsibility Matters, as provided in 2 CFR 180 and 2 CFR 1200.
    b. Check the Excluded Parties Listing System (EPLS) at www.sam.gov to ensure the selected vendor or contractor has not been excluded from doing business with the federal government. The Subrecipient shall document the search results and include as part of the third-party contract.
    c. Add a clause to the subcontract that the subcontractor shall maintain active registration in the System for Award Management at www.sam.gov.

40. **GOVERNING LAW AND VENUE**: Notwithstanding any rules regarding the choice of law or venue, it is agreed by the parties that this contract shall be governed by and construed in accordance with applicable federal law and the laws of the state of North Dakota, at the time this contract was executed. All disputes arising from this agreement shall be brought in the South Central District Court of the state of North Dakota.

41. **MERGER AND WAIVER:** This agreement constitutes the entire agreement between the parties. No waiver, consent, modification, or change of terms of this agreement shall bind either party unless in writing and signed by both parties. Such

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waiver, consent, modification, or change, if made, shall be effective only in the specific instance and for the specific purpose given. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this agreement. The Subrecipient, by the signature below of its authorized representative, hereby acknowledges that the Subrecipient has read this agreement, understands it, and agrees to be bound by its terms and conditions.

42. **OWNERSHIP OF WORK PRODUCT**: All work products and copyrights of the contract, which result from this contract, are the exclusive property of NDDOT, with an unlimited license for use by the federal government and its assignees without charge. The Subrecipient shall furnish to NDDOT copies of all data and other items prepared or developed as a part of the contract.

43. **NOTICE**: All notices, certificates, or other communications shall be sufficiently given when delivered or mailed, postage prepaid, to the parties at their respective places of business as set forth below or at a place designated hereafter in writing by the parties.

North Dakota Dept. of Transportation
Local Government Division
608 East Boulevard Avenue
Bismarck, ND 58505-0700

44. **ADDITIONAL FEDERAL CLAUSES**: The Contractor must comply with all provisions in Appendix B, which is attached and incorporated by reference herein.

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EXECUTED the date last below signed.

WITNESS:

NAME (TYPE OR PRINT)

SIGNATURE

DATE

SUBRECIPIENT:

NAME (TYPE OR PRINT)

SIGNATURE

*

TITLE

DATE

APPROVED as to substance by:

LOCAL GOVERNMENT ENGINEER (TYPE OR PRINT)

SIGNATURE

DATE

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION:

DEPUTY DIRECTOR FOR PLANNING (TYPE OR PRINT)

SIGNATURE

DATE

* Policy Board Chairperson

CLA 1029 (Div. 38)
L.D. Approved 10-28-14; 11-25

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CERTIFICATION OF LOCAL MATCH

It is hereby certified that the _____ will provide non-federal funds, whose source is identified below, as match for the amount the Subrecipient is obligated to pay under the terms of the attached agreement with the North Dakota Department of Transportation. The certified amount does not duplicate any federal claims for reimbursement, nor are the funds used to match other federal funds, unless expressly allowed by federal regulation.

Non-Federal Match Funds provided by Subrecipient. Please designate the source(s) of funds in the Subrecipient budget that will be used to match the federal funds obligated for this project through the North Dakota Department of Transportation.

Source:

_____

_____

Executed at _____, North Dakota, the last date below signed.

ATTEST:

_____
MPO (TYPE OR PRINT)

_____
SIGNATURE

_____
DATE

APPROVED:

Subrecipient of _____

_____
NAME (TYPE OR PRINT)

_____
SIGNATURE

*_____
TITLE

_____
DATE

*Policy Board Chairperson

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NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
APPENDIX A OF THE TITLE VI ASSURANCES

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the Contractor) agrees as follows:

1. Compliance with Regulations: The Contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, the Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. Non-discrimination: The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of the Contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. Information and Reports: The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the Recipient or the Federal Highway Administration as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

a. withholding payments to the Contractor under the contract until the Contractor complies; and/or
b. cancelling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The Contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

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NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
APPENDIX E OF THE TITLE VI ASSURANCES

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the Contractor) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.),* (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.),* (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq*).

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Risk Management Appendix

Routine* Service Agreements with Sovereign Entities and Political Subdivisions of the State of North Dakota:
Parties: State – State of North Dakota, its agencies, officers and employees
Governmental Entity – The Governmental Entity executing the attached document, its agencies, officers and employees
Governments – State and Government Entity, as defined above

Each party agrees to assume its own liability for any and all claims of any nature including all costs, expenses and attorney's fees which may in any manner result from or arise out of this agreement.

Each party shall secure and keep in force during the term of this agreement, from insurance companies, government self-insurance pools or government self-retention funds, authorized to do business in North Dakota, the following insurance coverages:

1) **Commercial general liability** and **automobile liability** insurance – minimum limits of liability required of the Governmental Entity are **$468,750 per person and $1,875,000 per occurrence**. The minimum limits of liability required of the State are **$468,750 per person and $1,875,000 per occurrence.**
2) **Workers compensation** insurance meeting all statutory limits.
3) The policies and endorsements may not be canceled or modified without **thirty (30) days prior written notice** to the undersigned State representative.

The State reserves the right to obtain complete, certified copies of all required insurance documents, policies, or endorsements at any time.

Each party that hires subcontractors shall require any non-public subcontractors, prior to commencement of work set out under an agreement between that party and the non-public subcontractor, to:

Defend, indemnify, and hold harmless the Governments, its agencies, officers and employees, from and against claims based on the vicarious liability of the Governments or its agents, but not against claims based on the Government's contributory negligence, comparative and/or contributory negligence or fault, sole negligence, or intentional misconduct. The legal defense provided by the Subcontractor to the Governments under this provision must be free of any conflicts of interest, even if retention of separate legal counsel for the Governments is necessary. Subcontractor also agrees to defend, indemnify, and hold the Governments harmless for all costs, expenses and attorneys' fees incurred if the Governments prevail in an action against Subcontractor in establishing and litigating the indemnification coverage provided herein. This obligation shall continue after the termination of this agreement.

Subcontractor shall secure and keep in force during the term of this agreement, from insurance companies, government self-insurance pools or government self-retention funds authorized to do business in North Dakota: 1) commercial general liability; 2) automobile liability; and 3) workers compensation insurance all covering the Subcontractor for any and all claims of any nature which may in any manner arise out of or result from this agreement. The minimum limits of liability required are $500,000 per person and $2,000,000 per occurrence for commercial general liability and automobile liability coverages, and statutory limits for workers compensation. The Governments shall be endorsed on the commercial general liability policy and automobile liability policy as additional insureds. The Governments shall have all the benefits, rights and coverages of an additional insured under these policies that shall not be limited to the minimum limits of insurance required by this agreement or by the contractual indemnity obligations of the Contractor. Said endorsement shall contain a "Waiver of Subrogation" waiving any right of recovery the insurance company may have against the Governments as well as provisions that the policy and/or endorsement may not be canceled or modified without thirty (30) days prior written notice to the undersigned representatives of the Governments, and that any attorney who represents the State under this policy must first qualify as and be appointed by the North Dakota Attorney General as a Special Assistant Attorney General as required under N.D.C.C. Section 54-12-08. Subcontractor's insurance coverage shall be primary (i.e., pay first) as respects any insurance, self-insurance or self-retention maintained by the Governments. Any insurance, self-insurance or self-retention maintained by the Governments shall be excess of the Contractor's insurance and the Subcontractor's insurance and shall not contribute with them. The insolvency or bankruptcy of the insured Subcontractor shall not release the insurer from payment under the policy, even when such insolvency or bankruptcy prevents the insured Subcontractor from meeting the retention limit under the policy. Any deductible amount or other obligations under the Subcontractor's policy(ies) shall be the sole responsibility of the Subcontractor. This insurance may be in policy or policies of insurance, primary and excess, including the so-called umbrella or catastrophe form and be placed with insurers rated "A-" or better by A.M. Best Company, Inc. The Governments will be indemnified, saved, and held harmless to the full extent of any coverage actually secured by the Subcontractor in excess of the minimum requirements set forth above. The Government Entity that hired the Subcontractor shall be held responsible for ensuring compliance with the above requirements by all Subcontractors. The Governments reserve the right to obtain complete, certified copies of all required insurance documents, policies, or endorsements at any time.

*See *North Dakota Risk Management Manual,* section 5.1 for discussion of "unique" and "routine" agreements.

RM Consulted 2007
Revised 6-25

COMPLIANCE REVIEW NOTE:

The federal contract provisions contained in this document were reviewed for compliance with applicable regulations as of November 6, 2025. While every effort has been made to ensure alignment with current federal requirements, users are advised that regulatory changes may occur. This document reflects the standards in effect at the time of review and does not constitute a commitment to update contract provisions retroactively unless required by law or funding agency directive.

BUY AMERICA REQUIREMENTS

23 CFR 635.410

(a) The provisions of this section shall prevail and be given precedence over any requirements of this subpart which are contrary to this section. However, nothing in this section shall be construed to be contrary to the requirements of § 635.409(a) of this subpart.

(b) No Federal-aid highway construction project is to be authorized for advertisement or otherwise authorized to proceed unless at least one of the following requirements is met:

(1) The project either: (i) Includes no permanently incorporated steel or iron materials, or (ii) if steel or iron materials are to be used, all manufacturing processes, including application of a coating, for these materials must occur in the United States. Coating includes all processes which protect or enhance the value of the material to which the coating is applied.

(2) The State has standard contract provisions that require the use of domestic materials and products, including steel and iron materials, to the same or greater extent as the provisions set forth in this section.

(3) The State elects to include alternate bid provisions for foreign and domestic steel and iron materials which comply with the following requirements. Any procedure for obtaining alternate bids based on furnishing foreign steel and iron materials which is acceptable to the Division Administrator may be used. The contract provisions must (i) require all bidders to submit a bid based on furnishing domestic steel and iron materials, and (ii) clearly state that the contract will be awarded to the bidder who submits the lowest total bid based on furnishing domestic steel and iron materials unless such total bid exceeds the lowest total bid based on furnishing foreign steel and iron materials by more than 25 percent.

(4) When steel and iron materials are used in a project, the requirements of this section do not prevent a minimal use of foreign steel and iron materials, if the cost of such materials used does not exceed one-tenth of one percent (0.1 percent) of the total contract cost or $2,500, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the steel and iron products as they are delivered to the project.

(c) (1) A State may request a waiver of the provisions of this section if;

(i) The application of those provisions would be inconsistent with the public interest; or

(ii) Steel and iron materials/products are not produced in the United States in sufficient and reasonably available quantities which are of a satisfactory quality.

(2) A request for waiver, accompanied by supporting information, must be submitted in writing to the Regional Federal Highway Administrator (RFHWA) through the FHWA Division Administrator. A request must be submitted sufficiently in advance of the need for the waiver in order to allow time for proper review and action on the request. The RFHWA will have approval authority on the request.

(3) Requests for waivers may be made for specific projects, or for certain materials or products in specific geographic areas, or for combinations of both, depending on the circumstances.

(4) The denial of the request by the RFHWA may be appealed by the State to the Federal Highway Administrator (Administrator), whose action on the request shall be considered administratively final.

(5) A request for a waiver which involves nationwide public interest or availability issues or more than one FHWA region may be submitted by the RFHWA to the Administrator for action.
(6) A request for waiver and an appeal from a denial of a request must include facts and justification to support the granting of the waiver. The FHWA response to a request or appeal will be in writing and made available to the public upon request. Any request for a nationwide waiver and FHWA's action on such a request may be published in the Federal Register for public comment.
(7) In determining whether the waivers described in paragraph (c)(1) of this section will be granted, the FHWA will consider all appropriate factors including, but not limited to, cost, administrative burden, and delay that would be imposed if the provision were not waived.

(d) Standard State and Federal-aid contract procedures may be used to assure compliance with the requirements of this section.

EQUAL EMPLOYMENT OPPORTUNITY CLAUSE

41 CFR 60-1.4(b) and 2 CFR Part 200 Appendix II (C)

41 CFR 60-1.4(a)

(a) *Government contracts*. Except as otherwise provided, each contracting agency shall include the following equal opportunity clause contained in section 202 of the order in each of its Government contracts (and modifications thereof if not included in the original contract):

During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such actions shall include, but not be limited to the following: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.
(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.
(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
(4) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
(5) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
(6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further government

contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: *provided, however,* that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

* * * * *

(c) *Subcontracts. Each nonexempt prime contractor or subcontractor shall include the equal opportunity clause in each of its nonexempt subcontracts.*

(d) *Incorporation by reference. The equal opportunity clause may be incorporated by reference in all Government contracts and subcontracts, including Government bills of lading, transportation requests, contracts for deposit of Government funds, and contracts for issuing and paying U.S. savings bonds and notes, and such other contracts and subcontracts as the Deputy Assistant Secretary may designate.*

(e) *Incorporation by operation of the order. By operation of the order, the equal opportunity clause shall be considered to be a part of every contract and subcontract required by the order and the regulations in this part to include such a clause whether or not it is physically incorporated in such contracts and whether or not the contract between the agency and the contractor is written.*

(f) *Adaptation of language. Such necessary changes in language may be made in the equal opportunity clause as shall be appropriate to identify properly the parties and their undertakings.*

2 CFR Part 200 Appendix II (C)

(C) Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of "federally assisted construction contract" in 41 CFR Part 60-1.3 must include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 CFR part 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

USDOT DISADVANTAGED BUSINESS ENTERPRISE PROGRAM REQUIREMENTS

49 CFR 26

(a) Each financial assistance agreement you sign with a DOT operating administration (or a primary recipient) must include the following assurance:

The recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation, and failure to carry out its terms shall be

treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

(b) Each contract you sign with a contractor (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

SANCTIONS AND PENALTIES FOR BREACH OF CONTRACT 2 CFR Part 200 Appendix II (A)

(A) Contracts for more than the simplified acquisition threshold currently set at $150,000, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. 1908, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

TERMINATION FOR CAUSE AND CONVENIENCE – 2 CFR PART 200 APPENDIX II (B)

(B) All contracts in excess of $10,000 must address termination for cause and for convenience by the non-Federal entity including the manner by which it will be effected and the basis for settlement.

RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT CFR Part 200 Appendix II (F)

(F) Rights to Inventions Made Under a Contract or Agreement. If the Federal award meets the definition of "funding agreement" under 37 CFR § 401.2 (a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," the recipient or subrecipient must comply with the requirements of 37 CFR Part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency.

DEBARMENT AND SUSPENSION 2 CFR Part 200 Appendix II (I)

(I) Debarment and Suspension (Executive Orders 12549 and 12689)—A contract award (see 2 CFR 180.220) must not be made to parties listed on the governmentwide Excluded Parties List System in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR Part 1986 Comp., p. 189) and 12689 (3 CFR Part 1989 Comp., p. 235), "Debarment and Suspension." The Excluded Parties List System in SAM contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

BYRD ANTI-LOBBYING AMENDMENT - 2 CFR Part 200 Appendix II (J)

(J) Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)—Contractors that apply or bid for an award of $100,000 or more must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

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EXHIBIT P

North Dakota MPO Planning Support Program Master Agreement

Bismarck Mandan MPO Addendum to the Master Agreement

Upon execution by the parties below, this Addendum and any attachments shall become attached to and incorporated into the *'North Dakota MPO Planning Support Program Master Agreement'* between 'Bismarck Mandan MPO' and North Dakota State University.

1. *Project Title*: **Signalized Intersections Traffic Data Collection Pilot Project for City of Mandan**

2. *Effective Dates*: **January 1, 2026 through May 31, 2027**

3. *Statement of Work*: ATAC will add up to 5 signalized intersections within City of Mandan on the existing Traffic Analysis Tool website.

4. *Principal Investigator*: Kshitij Sharma

5. *Desired Deliverables*:
   1. Intersection traffic data collection setup
      Setup of up to 5 signalized intersections for traffic and pedestrian data collection with analysis capabilities using the existing Traffic Analysis Tool website. Setup of on-street bicycle detection at the same intersections
   2. Traffic PC
      ATAC will provide Traffic PC with required OS/software set up
   3. Data transfer setup
      ATAC will setup automated traffic data transfer between the newly installed Traffic PC and DOTSC server(s)
   4. Traffic Analysis Tool website setup/training
      Up to 5 intersections will be set up on the Traffic Analysis Tool website and MPO/City staff will be trained on the use of the website
   5. Project report
      ATAC will provide a project report documenting the various tasks involved in the project

6. *Contract Amount:* **$ 44,793**

SOURCE(S) of FUNDING

- Federal Source: $ 35,834.40

20.205/20.505	/ 12/2025	/ 2026 FAIN TBD
CFDA #	Federal Award Date	Federal Award Identification Number

Docusign Envelope ID: 5ADF0F97-5E88-48DE-88E9-3857E8575C1D

- Federal Source: $ n/a

n/a	n/a	n/a
CFDA #	Federal Award Date	Federal Award Identification Number

- State: $ n/a
- Other: $ 8,958.60

AUTHORIZATION:

Bismarck Mandan MPO

Authorized Signature Date

Kimberly Riepl
Executive Director Bismarck-Mandan MPO
Name and Title

North Dakota State University

Signed by: Shelly Sandstrom 11/17/2025
17F2FB065A8422...

Authorized Signature Date

Shelly Sandstrom
Award & Proposal Officer□ Sponsored Programs Administration
Name and Title

BUDGET:

In Process

Project Title: Signalized Intersections Traffic Data Collection Pilot Project for City of Mandan

Cost Item	Amount
Staff Salaries	$ 11,926
Benefits	$ 4,890
Grad Student Salaries	$ -
Undergrad Student Salaries	$ 7,918
Benefits	$ 396
Operating	$ 6,150
Total direct costs	$ 31,280
NDSU overhead (43.2%)	$ 13,513
Total project cost	**$ 44,793**

To: Kimberly Riepl, Bismarck-Mandan MPO

From: Kshitij Sharma, UGPTI/ATAC

Re: Mandan Signalized Intersections Traffic Data Collection Pilot Project for City of Mandan.

Date: October 15, 2025

Background/Purpose
Upper Great Plains Transportation Institute's Advanced Traffic Analysis Center (ATAC) has setup automated traffic data collection on signalized intersections using existing detection technologies. The setup provides 15-minute turning movement count and average stop bar speeds 24/7/365. The collected data can then be used for generating reports using the Traffic Analysis Tool website. The reports include:

1. Volume Profile
   24-hour plot of binned 15-minute traffic volumes
2. Speed Profile
   24-hout plot of average 15-minute traffic speeds
3. Monthly Seasonal Factors
   12-month chart of seasonal variations in traffic
4. Day-of-the-week Seasonal Factors
   7-day chart of daily variations in traffic
5. Peak Hour Volume/Factors
   Turning movement counts of AM-, Midday-, and PM-peak volumes and factors
6. Annual Average Daily Traffic
   Turning movement counts of annual average daily traffic
7. Monthly Average Daily Traffic
   Turning movement counts of monthly average daily traffic
8. Average Daily Traffic
   Turning movement counts of a custom duration based average daily traffic

Over the recent years, these reports have proven useful in

- Transportation Planning
  To calibrate and validate regional travel demand models
- Traffic Operations
  To design traffic signal phasing and splits
- Other
  To inform other transportation related decisions and to measure variations in traffic demand during various phases of the ongoing pandemic

Under this project the necessary connections would be established and up to 5 signalized intersections within the City of Mandan (City) would be setup for traffic data

collection. All of these intersections currently have Autoscope VISION cameras and are not interconnected (fiber or otherwise).

Project Tasks

ATAC has outlined the tasks for this project as follows:

1. Traffic PC provision (ATAC)
   A computer with at least two network interface controllers capable of communicating with private traffic infrastructure network as well as secured internet connection simultaneously will be provided by ATAC to be installed at the City. The PC will have the necessary OS, remote connection software, code compilers, ODBC components, data transfer script/task, API related software etc. preinstalled on it.
2. Traffic software installation (City)
   The proprietary software provided by the City's traffic detection devices manufacturer will be installed on the Traffic PC by the City staff. In addition City staff's help will be required in finalizing any required database connections to the North Dakota Department of Transportation Support Center (DOTSC) servers and in enabling data transfer tasks which may require elevated privileges. Remote connection between ATAC PCs and the Traffic PC are to be established at the same time
3. Intersection detection zones and calibration checks (ATAC)
   The detection zone and calibration setup per camera will be checked and any changes or tweaks required will be applied. These changes will result in improving the count accuracy and also in making the vehicle detection more reliable. This task will have to be completed on site at each intersection.
4. Intersection traffic data collection setup and data download (ATAC)
   For the newer detection cameras, the zone labels and other nomenclature related items will be modified if necessary. Relevant data will be locally downloaded for transfer to the Traffic PC.
5. VISION camera-based pedestrian counting, reporting, and dashboard(s) (ATAC)
   This task would entail setting up existing VISION cameras to count pedestrians at marked crosswalks at up to 20 locations that make up approximately 5 intersections. This data would then be imported into the same database to enable running reports off of the pedestrian counts binned into 15-minute periods. This data would also be potentially included in related GIS-based dashboard(s).
6. VISION camera-based on-street bicyclist detection (ATAC)
   This task would entail setting up existing VISION cameras at up to 5 selected intersections to detect bicyclists as they travel on street. Post setup, it would enable the bicyclist being able to place appropriate call in to the traffic signal controller. This feature is expected to enhance vulnerable road user safety by actuating the through- or left- turn signal especially when there are no other vehicles present in the relevant lane group. Due to the feature not being turned on currently, such situations are likely leading to the vulnerable road user not getting a green signal.
7. Traffic count data quality audits (ATAC)
   The camera reported counts will be compared against on-site manual counts. At least an hour's worth of traffic counts will be compared and any changes necessary in the traffic data collection setup will be made. A re-count may be completed if feasible.

8. Traffic data transfer and import setup (ATAC & City)
   Traffic data downloaded from the cameras will be transferred to DOTSC server using newly created tasks scheduled to run at a predetermined frequency. The data will then be imported into the corresponding database on the DOTSC server.
9. Website setup (ATAC)
   The intersections will be setup in the already established Traffic Analysis Tool website to enable reporting. Data import and outage notification emails will be setup.
10. Training/Project report (ATAC)
    A project report detailing the tasks and findings of the project will be provided. Training will be provided on the use of Traffic Analysis Tool website to create reports based on data obtained from intersections set up in this project.

Major Milestones and Deadlines

The major milestones for this project and their deadlines are:

Milestone	Deadline
Kickoff Meeting	January 15, 2026
Traffic PC provision	February 15, 2026
Software installation	May 15, 2026
Data transfer setup	August 31, 2026
Intersection setup/data quality audits	December 31, 2026
Website setup	March 15, 2027
Training/project report	May 31, 2027

Resources Required

ATAC's requirements are listed below:

1. Assistance from City staff to setup the Traffic PC on the City's networks with all the necessary software
2. Assistance from City staff in enabling traffic data transfer between the newly installed Traffic PC and DOTSC server(s)
3. Remote access between ATAC PCs and the Traffic PC
4. Access to transportation infrastructure including 'write' permissions for software required to communicate with traffic detection cameras
5. Access to signalized intersections including traffic signal cabinets and related peripherals

Deliverables

Deliverables in this project will consist of the following:

- Intersection traffic & pedestrian data collection setup and bicycle detection for up to 5 intersections
- Traffic PC
- Data transfer setup
- Traffic Analysis Tool website setup/training
- Project report

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PROGRESS REPORT

SRF COMMISSION NO.	16072.00
PROGRESS REPORT NO.	10
DATE	November 7, 2025

REPORTING PERIOD	October 2025
PROJECT NAME	2025 Safety Policy Study – Bismarck-Mandan Metropolitan Planning Organization
PREPARED BY	Luke Champa, SRF Consulting Group
PREPARED FOR	Kim Riepl, Executive Director, BMMPO

PROBLEMS ENCOUNTERED / ITEMS OF CONCERN

Project Progress / Concerns

We are tracking scoped schedule for Safety Policy Study delivery and TAC/Policy Board action by the end of the year. We are currently at 95%. Will continue to monitor closely.

Description of Travel/Expenses

N/A

SCHEDULE / BUDGET SUMMARY

TASK	BUDGET % COMPLETE	NOTES	STATUS
Task 1 – Project Management/Meetings	80%	• Project Management Team (PMT) Bi-weekly progress calls & coordination, as needed. • October TAC & Policy Board Meetings.	On Schedule
Task 2 –Data Collection	100%	• Final data collection & organization for HIN Deep Dive Analysis	Complete
Task 3 – Action Plan Development	90%	• HIN Deep Dive Analysis • Safety analysis, public-facing summaries • One-Pager for top two scoring tiers of each modal HIN • Demographic Analysis • Non-engineering countermeasure brainstorming	On Schedule
Task 4 –Draft and Final Report	98%	• Draft report assembly. • Chapter content and graphics	On Schedule
Expenses	49%	See description of travel and print copy cost above.	
Total	**95%**		**On Schedule**
Subconsultant (ESG)	74%	See attached ESG Invoices #1048	On Schedule

PROGRESS REPORT

SRF COMMISSION NO.	16072.00
PROGRESS REPORT NO.	09
DATE	October 31, 2025

REPORTING PERIOD	October 2025
PROJECT NAME	2025 Safety Policy Study – Bismarck-Mandan Metropolitan Planning Organization
PREPARED BY	Jolene Rieck, Emergent Strategies Group
PREPARED FOR	Kim Riepl, Executive Director, BMMPO

PROGRESS/TOPICS OF CONCERN

Project Progress / Concerns

Client coordination and meetings
Draft Report

SCHEDULE / BUDGET SUMMARY

TASK	BUDGET % COMPLETE	NOTES	STATUS
Task 1 – Project Management/Meetings	57%	• Bi-weekly progress calls & coordination	On Schedule
Task 3 – Action Plan Development	80%	• Report Writing	On Schedule
Expenses	0%		
Total	**74%**		**On Schedule**

EXHIBIT R

2026 MPO CALENDAR OF MEETINGS

	TAC	Policy Board
January	20	20
February	17	17
March	16	17
April	20	21
May	18	19
June	15	16
July	20	21
August	17	18
September	14	15
October	19	20
November	16	17
December	21	22

TAC meetings begin at 10:00 am
Policy Board meetings begin at 1:30 pm

TAC meetings are held in:
Bismarck January-June
Mandan July-December
Policy Board meetings are held in:
Bismarck January-June
Mandan July-December

Progress Reports and Study Exhibits to be included in meeting packets are due a minimum of 10 days prior to the TAC meeting dates