

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board

FROM: Rachel Drewlow, MPO Executive Director

DATE: December 13, 2021

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, December 21, 2021, at 1:30 PM**. The meeting will be held in the Ed “Bosh” Froehlich Meeting Room of the Mandan City Hall at 205 2nd Avenue NW, Mandan, ND. The agenda is outlined below.

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

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

As always, live meeting coverage is available on Government Access Channels 2 & 602HD, Radio Access at 102.5 FM Radio, or stream FreeTv.org and RadioAccess.org. Agenda items can be found online at MPO Technical Advisory Committee.

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Next scheduled Policy Board meeting is on 01/18/2022. Please call 701-355-1852 with questions. Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <http://www.bismarcknd.gov/DocumentCenter/View/23201> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
Intersection Analysis Study	100	01/31/2021
2020 Ortho/Topo Mapping Project	100	11/30/2020
2020 Pavement Conditions & Analysis Report	100	4/30/2021

Common MPO Acronyms

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

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

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**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
NOVEMBER 16, 2021**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on November 16, 2021, at 1:30 p.m. in the Ed “Bosh” Froehlich Meeting Room, Mandan City Hall, 205 2nd Avenue NW, Mandan, ND. Chairman Gerarld Wise presided.

Members present or participating via Zoom were Gerarld Wise, Steve Bakken, and Tim Helbling. Members absent were Kathleen Jones and Andy Zachmeier.

Others present or attending via Zoom were Rachel Drewlow, Kim Riepl and Stephen Larson of the Bismarck-Mandan MPO; and Deidre Hughes, Bis-Man Transit.

CALL TO ORDER

Chair Wise called the November 16, 2021 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

MINUTES

Chair Wise called for a motion to approve the minutes of the October 19, 2021 Regular Meeting of the Policy Board.

MOTION: Mr. Bakken made a motion to approve the minutes of the October Regular Meeting. Mr. Helbling seconded the motion and with Tim Helbling, Steve Bakken, and Chair Wise voting in favor, the minutes of the October 19, 2021 Regular Meeting were approved.

2025 TRANSPORTATION ALTERNATIVE (TA) PROJECTS

Ms. Riepl explained the MPO began soliciting for the TA projects back in August and received three applications in response. Two applications were submitted by Bismarck Parks and Recreation District and one by the City of Bismarck. Two of the applications were for construction projects and one was for a preservation project. MPO staff met in October to score the projects against the goals and objectives of the MTP, and the Bismarck-Mandan MPO Bicycle-Pedestrian Subcommittee met in November to rank the projects based on the MTP and the Bismarck-Mandan Bicycle-Pedestrian Plan. The numbers were combined to create the ranking shown on Exhibit A.

Ms. Riepl said the summary sheet for the TA projects shows separate rankings for the construction projects and the preservation project. One reason for this is because the TIP requires the MPO to break out project costs into preservation and construction, and this task is easier if those numbers are kept separate during the application process. Another reason is the objectives of the MTP and the Bike-Ped Plan tend to somewhat favor construction projects over preservation projects, and the MPO wants to make sure maintenance and preservation are valued appropriately.

Ms. Riepl said the TA projects and rankings were presented to TAC yesterday. The State Street Trail Extension project was ranked first out of the construction projects, while the Hay Creek Trail Renovation was ranked first as the only preservation project.

TAC members raised some concern about this ranking, citing potential confusion by NDDOT's selection committee if they are presented with two projects ranked number 1. TAC also mentioned funding amounts and had concern the preservation project might be selected over a construction project due solely to its lower cost, and not its priority for the MPO region. Finally, TAC was concerned since there was only one preservation project to be ranked, it could technically only be assigned the top rank.

Due to these concerns, TAC made a motion (which passed unanimously) to have the TA projects ranked again by the Bike-Ped subcommittee, but this time as one group of projects instead of two. The new ranking would be brought back to TAC and Policy Board for consideration in December, and since the application deadline to NDDOT is December 31, there is time to go through this process. Ms. Riepl noted Policy Board has the option to adopt TAC's recommendation, or to formulate a different prioritization before forwarding the projects to NDDOT.

MOTION: Mr. Bakken made a motion to table the TA Projects until the December meetings so they can be collectively ranked by the Bike-Ped Subcommittee. Mr. Helbling seconded the motion, and with Tim Helbling, Steve Bakken, and Chair Wise voting in favor, the motion was approved.

2026 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT

Ms. Riepl said the MPO solicited for the HSIP in August (with an application deadline of October 15) and received one application. The application is for the construction of a roundabout at Centennial Road and 71st Avenue, to include the adjoining 41st Street NE and Rooster Road. The project was submitted by Burleigh County and will include lighting and landscaping elements. The total project cost is \$4,500,000, and the federal dollars requested would be \$4,050,000.

Ms. Riepl noted increased traffic volumes are affecting the project area. There are a lot of turn movements in peak hours at this location, and lane departures have been observed, substantiated by the need to frequently replace the reflective delineators. The speed limit here is 55 MPH, increasing potential for high-speed crashes. Lighting in this area would help with visibility, and a roundabout would address the current geometric configuration, speed, and lighting issues. Ms. Riepl added this project is identified within the MTP on the short-range constrained project list for safety funding, and TAC yesterday recommended approval of the project to be forwarded to NDDOT.

Mr. Bakken asked if the project would be for a full-size roundabout with slip lanes, or if it would be for a smaller configuration. Ms. Riepl said she cannot speak to the design elements of the project, but given the location, the traffic volumes, and the freight traffic on the roadway, she suspects it will be a full-size roundabout.

Mr. Helbling said the Mandan City Engineer at TAC mentioned the HSIP is not usually used for high-dollar projects and asked if Ms. Riepl could explain this further. He said he was told the state gets about \$12 million to split about 50/50 between urban and rural projects, and the proposed project would take a large chunk of that funding.

Ms. Riepl said NDDOT did mention the \$12 million in funding for HSIP projects at TAC. However, the HSIP projects are identified previously by the state and incorporated into the funds distributed to the jurisdictions. She explained this project comes off a prepared list for the HSIP, although the jurisdiction still has to prepare an

application and submit it to NDDOT. She reiterated TAC did recommend approval of the project for forwarding to NDDOT.

Mr. Helbling said he is reluctant to make a motion on the project because it is located on the Burleigh County side of the river, and if the project does not have their full support it would be hard for him to support it.

Ms. Drewlow said all applications before Policy Board today were approved by their jurisdictional boards or councils, so the Burleigh County Commission did approve the Burleigh County Engineer to submit the Centennial Road project to the MPO.

Mr. Helbling said he understands this, but apparently the project does not have Bismarck's support, and it would be hard for him to vote for it if Bismarck and Burleigh are not together on the project. He thinks Bismarck and Burleigh should resolve the matter if they are not in agreement.

Ms. Riepl said the TAC recommendation for approval of the project was unanimous.

Mr. Bakken said he has some concerns about the price tag associated with the project, especially given the amount of HSIP funds available versus the cost of this project. He said he would make a motion to approve but wants further discussion.

MOTION: Mr. Bakken made a motion to approve the HSIP Project for further discussion. Mr. Helbling seconded the motion.

DISCUSSION: Mr. Bakken said he is not a big fan of roundabouts, but there are places where they make sense and this project is potentially one of those locations. But he thinks the price tag, in the grand scheme of things, is disconcerting based on the value potentially gained from a project like this, as opposed to something more traditional. Mr. Helbling said he agrees with Mr. Bakken, he does not know that reconstructing an intersection for \$4.5 million in the county is a good use of the HSIP money.

ROLL CALL VOTE: Mr. Bakken had made a motion to approve the HSIP Project. Mr. Helbling had seconded the motion, and with Tim Helbling, Steve Bakken, and Chair Wise voting against, the motion was denied.

ADDITIONAL ACTION: Ms. Riepl told the board the City of Bismarck Engineer at TAC said Bismarck had an application for an HSIP project which was inadvertently not submitted. He requested Bismarck be allowed to submit the application post-deadline. Since applications are not due to NDDOT until December 31, MPO staff does not see an issue with this request. The application can be reviewed and scored and brought back to TAC and Policy Board in December, and TAC voted unanimously to allow this.

MOTION: Mr. Bakken made a motion to allow the City of Bismarck to submit an HSIP Project for consideration at the December meetings. Mr. Helbling seconded the motion, and with Tim Helbling, Steve Bakken, and Chair Wise voting in favor, the motion was approved.

2024 URBAN GRANT PROJECTS

Ms. Riepl referred to Exhibit G for the Urban Grants summary. One application was received from the City of Mandan and two from the City of Bismarck. These applications are typically scored by MPO staff against the goals and objectives of the MTP before being presented to TAC and Policy Board for approval, with or without ranking, and submission to NDDOT for consideration. The MPO did score the applications and was prepared to present these scores to TAC yesterday. However, a request was made by the Mandan City Engineer at TAC for a meeting to review the projects prior to their consideration by TAC and Policy Board. Although subcommittee meetings have not typically been held for Urban Grants projects, MPO staff believes there is sufficient time to have this meeting before bringing the projects back to the boards in December. The NDDOT deadline for these applications is December 31.

Ms. Riepl said TAC approved a recommendation to table the Urban Grants projects until the December meetings, to allow a meeting amongst jurisdictional staff to discuss the projects. She said Policy Board has the option to approve TAC's recommendation, or to choose to forward the projects to NDDOT with or without prioritization and without an additional jurisdictional meeting.

MOTION: Mr. Helbling made a motion to table the Urban Grant Projects until the December meetings to allow for discussion and review by a jurisdictional subcommittee. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, and Chair Wise voting in favor, the motion was approved.

2026 URBAN ROADS PROJECTS

Ms. Drewlow presented on this item. She said the MPO received three Urban Roads applications, two from the City of Mandan and one from the City of Bismarck. The Bismarck project is for the reconstruction of South Washington Street from the Wachter Drainage Ditch to Burleigh Avenue. This will reconstruct and widen the roadway from a two-lane rural section to a three-or five-lane concrete urban section with center turn lane and right turn lanes at major intersections. The project has a length of 1.1 miles, and the cost is estimated at \$11,700,000, with Bismarck requesting up to \$9,360,000 in federal funding. The project is in the MTP and is ranked third on the short-term constrained list of MTP projects. MPO staff scored the project against the goals of the MTP at 14.6 out of 18.7.

The first Mandan project is for an expansion of Division Street for approximately 0.8 miles west of Sunset Drive. Mandan expects the project to cost \$6,000,000, and they are requesting up to \$4,800,000 in federal money. This project is not listed in the MTP, and would require an MTP amendment should it receive funding. The second Mandan project is for the expansion of Boundary Road for approximately 0.8 miles west of Sunset Drive. The costs are the same as the Division Street project, and again the project is not listed in the MTP and would require an amendment should it be funded. Both Mandan projects received 8.9 out of 18.7 points from MPO staff.

Ms. Drewlow explained the MPO region currently receives a certain amount of funding each year for the Urban Roads program from NDDOT. Right now, the MPO has a carryover from the 2025 fiscal year of about \$600,000 for the 2026 fiscal year. Because the new transportation bill was only just approved, the amount of Urban Roads funding

for 2026, beyond the carryover amount, is not yet known. The MPO expects to hear from NDDOT in the next few weeks what the 2026 funding may look like. The MPO believes the 2025 and 2026 funding combined would most likely meet the asking cost of either Mandan project, but would likely not be sufficient for the Bismarck project cost. However, the City of Bismarck has indicated they believe they have additional funds for the project to fill in any shortfall in federal funding. MPO staff recommends promoting the South Washington project as the top priority among the Urban Roads projects since it is the third ranked project in the MTP.

MOTION: Mr. Bakken made a motion to approve the Urban Roads Projects as presented. Mr. Helbling seconded the motion, and with Tim Helbling, Steven Bakken, and Chair Wise voting in favor, the motion was approved.

PLANNING STUDY CONTRACT TEMPLATE

Ms. Drewlow presented on this item. She explained Exhibit O is a contract template the MPO would like to use for all future planning studies. The document is modeled after a similar contract being used by MetroCOG in Fargo, and also after NDDOT contracts. In the past, the MPO has relied on the consultant to create the contract for transportation planning studies. This process has not worked as efficiently as it could. Ms. Drewlow explained consultants are not usually in the business of building contracts and are sometimes not experienced with MPO requirements, which has historically led to additional work and a lot of back and forth between the consultant and the MPO.

Ms. Drewlow said the MPO is moving forward with a contract template partly at the request of NDDOT as the MPO's state oversight agency. NDDOT has seen benefits from this template with the other MPOs in the state. A template will allow consultants who work multiple times with the MPO to become familiar with it, and over time this will speed up the process of getting contracts executed and planning studies started.

Ms. Drewlow noted the contract template has been approved by the MPO's oversight agencies. TAC did recommend a few changes to the template, including the removal of a duplicate ownership of work product clause (the MPO will keep the wording in item Q and delete the wording in Item D). It was also recommended the MPO work with NDDOT to eliminate duplication and polish the wording in the Risk Management and Title VI clauses and appendices of the template. NDDOT indicated they are willing to help the MPO with the necessary adjustments, and the intent of the contract will not be changed. TAC recommended approval of the template contract, pending NDDOT's alterations. Immediate approval will allow the MPO to work with NDDOT to adjust the template, and then make use of it in the MPO's next planning study (which is discussed next on the meeting agenda).

MOTION: Mr. Helbling made a motion to approve the Planning Study Contract Template, with the proposed changes made. Mr. Bakken seconded the motion, and with Tim Helbling, Steven Bakken, and Chair Wise voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY CONSULTANT APPROVAL

Ms. Riepl explained TAC and Policy Board recently approved an RFP for the East Main Avenue Corridor Study. The study is being conducted as a cooperative effort between the MPO and the City of Bismarck Engineering Department. The study will analyze the East Main Avenue Corridor in Bismarck between 7th Street and 26th Street, and will lead to recommendations for roadway configuration and access management. The study has a not-to-exceed budget of \$200,000, and is scheduled for completion in December of 2022 or January 2023. The MPO received two proposals in response to the RFP, one from Bolton and Menck with a subconsultant of Odney, and one from SRF with subconsultants of Apex Engineering and TC2. The selection committee met on November 10 to interview the potential consultants. Ultimately SRF was recommended by the committee for the study, and TAC recommended approval of this recommendation.

MOTION: Mr. Bakken made a motion to approve the East Main Avenue Study Consultant as presented. Mr. Helbling seconded the motion, and with Tim Helbling, Steven Bakken, and Chair Wise voting in favor, the motion was approved.

2022 URBAN RAIL/HIGHWAY CROSSING SAFETY PROJECTS

Mr. Larson gave notice to the board the MPO did not receive any applications for the 2022 Urban Rail/Highway Crossing Safety program, and so no applications will be forwarded to NDDOT for this solicitation.

TRANSIT UPDATE

Ms. Hughes gave the Bis-Man Transit update. She said the Coordinated Public Transit Human Services Transportation Plan was approved by the Bis-Man Transit Board at their October meeting, and then by the Bismarck City Commission last week. The plan is a Federal Transit Administration (FTA) requirement for agencies receiving 5310 funding, and is available on the Bis-Man Transit website if anyone is interested. The plan will not need to be updated again for another five years.

Ms. Hughes said Transit is in the process of applying for Fiscal Year 2023 5310 funding for their Mobility Manager salary, and also for their After Hours and Sunday Demand Response Service, and this will be brought to TAC and Policy Board in December. Transit does not currently plan to request funding for rolling stock, it will just be operating expenses in this application.

The Bis-Man Transit Board voted in October to accept the final National Express contract option, which will take effect in November of 2022 and end October 31 of 2023. This will give Transit some more time to coordinate and development an RFP for their operation services. Transit is also hosting a blood drive and stuff the bus event at the Transit facility on December 10. This year they are doing a Toys for Tots collection that week, and the goal is to have twenty-one donors sign up for the afternoon blood drive on December 10. Transit will be promoting this event on Facebook and in other formats.

MPO DIRECTORS' & NDDOT FALL MEETING UPDATE

Ms. Drewlow explained MPO staff met on October 15 with the other North Dakota MPOs as well as representatives from NDDOT, FHWA, and FTA. She provided a few updates from the meeting.

Ms. Drewlow said there was discussion about the potential for Minot to become an MPO. Based on the 2020 Census, Minot currently falls just short of the 50,000 population threshold needed to become an MPO. However, depending on the results of the census calculation for the urbanized area around Minot, there is still a possibility they will reach the MPO threshold. More information about this is expected in the spring of 2022. The Bismarck-Mandan MPO also expects to receive updates to its own urbanized boundary at that time, and will update Policy Board accordingly.

There were also discussions at the meeting with NDDOT about updates to the functional classification process. Any project receiving federal funds through the MPO's processes must be on a federally classified road, making the functional classification process very important. All MPOs in North Dakota routinely update their functional classification system in partnership with local jurisdictions. This process has proven to be a long one, and NDDOT is working on some procedural changes that will hopefully allow them to review and approve functional class updates more efficiently, especially as regards possible changes coming as a result of new census boundaries. NDDOT is preparing for these changes and hopes to process them in a timely manner. The changes will likely come in 2022, or possibly 2023.

Ms. Drewlow concluded by announcing NDDOT is hosting a transportation conference at the Bismarck Event Center on March 1 and 2 of 2022. The MPO executive directors in North Dakota have all been invited to give a short presentation and Q&A about MPOs.

OTHER BUSINESS

2020 Bicycling & Walking Survey Results

Ms. Riepl reminded the board the Bismarck-Mandan MPO Bike-Ped Subcommittee has been reconvened and the membership roster updated. One of the members is with the North Dakota Active Transportation Alliance, and he has issued an invitation for anyone interested to join with NDDOT and the North Dakota Active Transportation Alliance for a detailed review of the results of the statewide 2020 Bicycling and Walking Survey. This survey was conducted as part of the "Transportation Connection" (which is NDDOT's Long Range Transportation Plan). The survey results, including details about barriers and opportunities for growing biking and walking, will be reviewed at a free deep-dive webinar. Anyone can attend, all that is required is pre-registration, which can be done using the link included in the meeting packet (Exhibit Q). The webinar is scheduled for November 16 from 3-4 p.m. Anyone who registers will be able to access a recording of the webinar after the fact.

Accelerate North Dakota Update

Ms. Drewlow explained that the North Dakota Legislature is having a special session to determine how to spend the remaining COVID-19 relief funding. Governor Burgum has put together the Accelerate North Dakota proposal for spending this money. Ms. Drewlow briefly addressed the part of this proposal related to transportation funding.

She said the proposal contains roughly \$355 million dollars for roads and bridges, with \$15 million requested for a secondary access at Medora. In the proposal, \$23 million would go to township road repairs through the state, and \$317 million is being requested for critical road needs throughout the state. These road needs have already been approved by the Legislature but have not yet been funded. The majority of the projects are outside of the Bismarck-Mandan MPO area. However, there are two projects that may impact the MPO area. The first is for high tension cable median guardrails on Interstate 94 (she believes this spans the length of the state), and the second is for rehab of existing rest areas/visitor centers across North Dakota (one of those facilities is outside of Bismarck in Burleigh County). Ms. Drewlow noted the proposed projects are all for maintenance of the current transportation system. At this time, she is not sure where the Legislature is at in the process of apportioning the COVID-19 funding.

ADJOURNMENT

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

The next scheduled meeting will take place December 21, 2021, at 1:30 p.m. in the Ed "Bosh" Froehlich Meeting Room in Mandan City Hall, 205 2nd Avenue NW, Mandan.

Respectfully submitted,

Stephen Larson
Recording Secretary

APPROVED:

MPO Policy Board Chair

Regional ITS Architecture Update

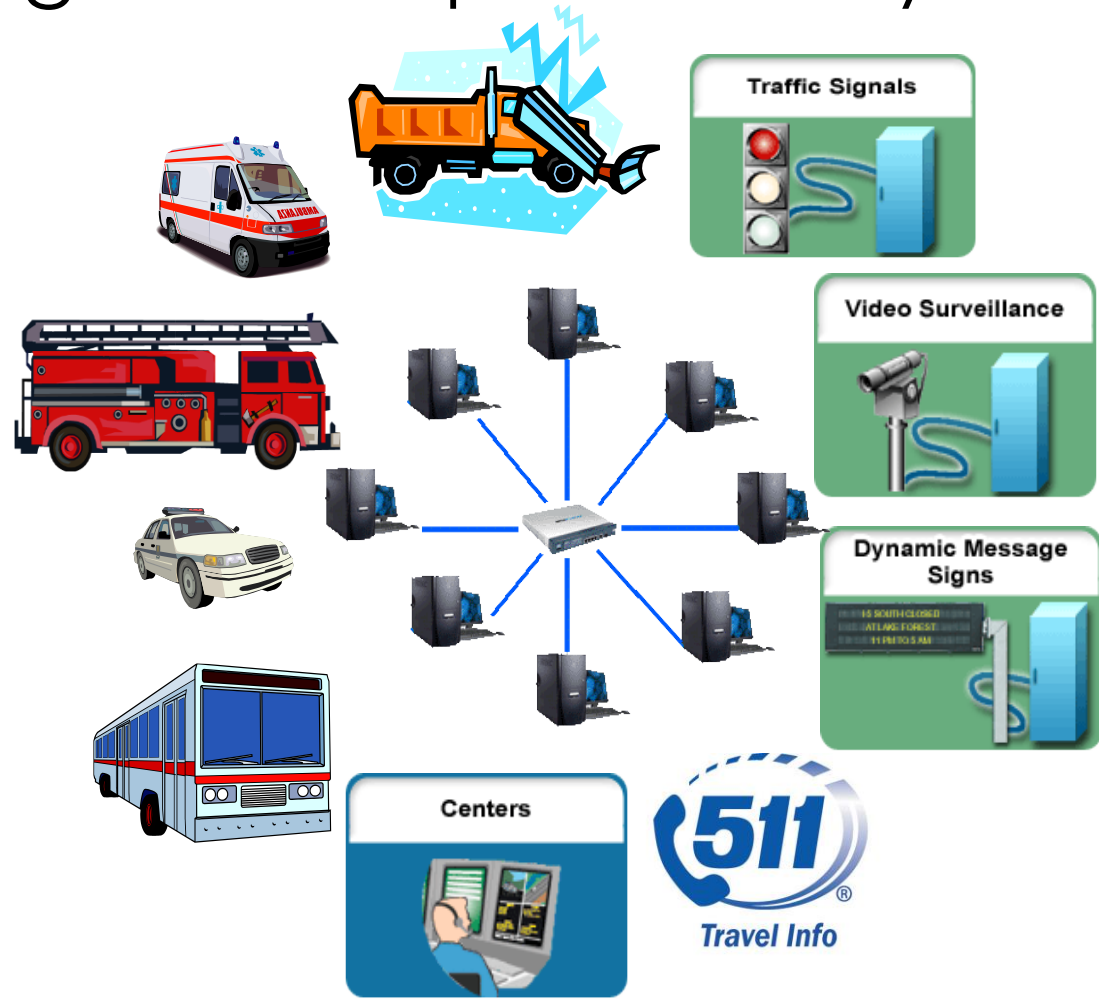
Bis-Man MPO
Technical Advisory Committee

December 20, 2021
Sharijad Hasan
Associate Research Fellow
Advanced Traffic Analysis Center

Overview

- ITS and Architecture
- Bis-Man RA
- RA Update: Planning
- RA Update: Other inclusions
- Resources

Intelligent Transportation Systems (ITS)



ITS Architecture

- Framework for integrating ITS and guiding deployment
 - National: a template containing the whole gamut of ITS applications
 - Regional: a customization based on regional needs

Regional ITS Architecture

- Accurately describe the ITS picture in a region
- Increase integration opportunities between systems
- Improve interoperability
- Better communications
 - Between people
 - Between systems

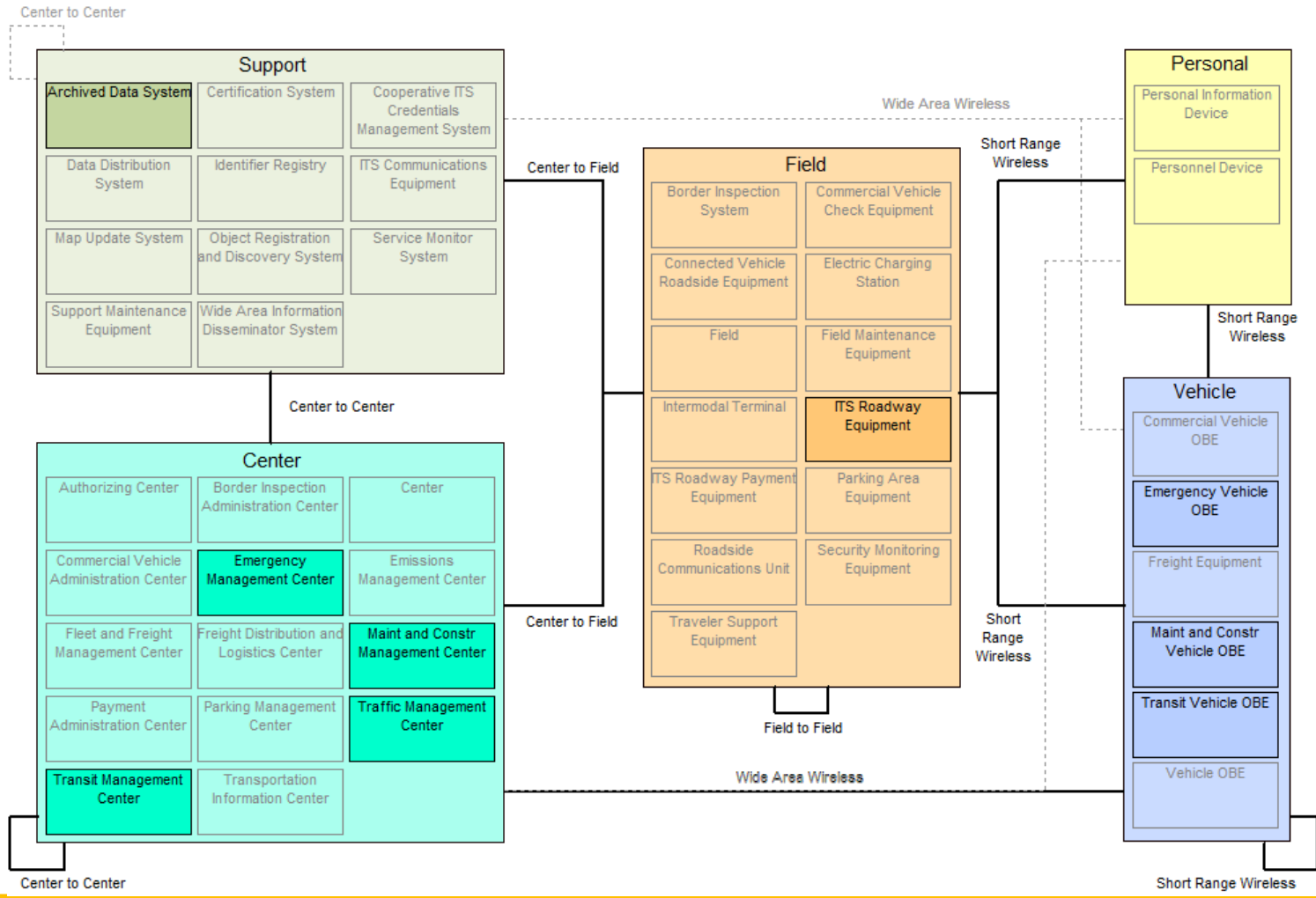
Regional ITS Architecture

- A planning tool for ITS deployment
- A living product through constant updates
- Technology independent/service focused
- Meets federal requirements for ITS projects funding

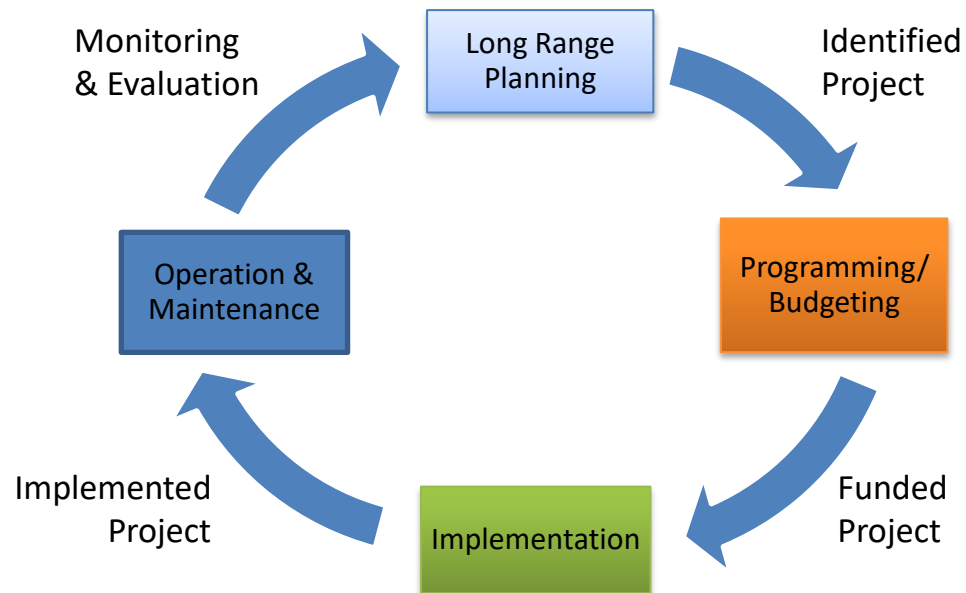
Bis-Man RA Overview

- Developed in '05, updated in '08 and '13
- 15-year planning horizon
- 5 service areas
 - City of Bismarck
 - City of Mandan
 - City of Lincoln
 - Burleigh County
 - Morton County

Bis-Man RA- Centers



Planning Perspective



Source: <https://www.arc-it.net/html/raguide/raguide-c5.html>

Planning Coordination

Bis-Man Regional ITS Architecture

Planning

The regional ITS architecture is an integral part of the planning process, providing a structured way to translate operational objectives and strategies into an interconnected set of ITS projects. This page identifies the planning objectives and strategies that are supported by the regional ITS architecture.

Number	Type	Statement
01	Goal	Safety and Security
02	Goal	Infrastructure Condition
1.1	Objective	Transit riders safety and security
1.2	Objective	Facilitate first responders movement and support incident management
2.1	Objective	Street Signage
2.2	Objective	Transit Maintenance
2.3	Objective	Traffic Maintenance

Planning Coordination (contd.)

Goal 01

Statement: Safety and Security

Description

Increase the safety and security of the transportation system for motorized and non-motorized users and reduce fatalities and serious injuries in the region.

Source: Arrive 2045– Metropolitan Transportation Plan

Supported by

[Transit riders safety and security](#)

[Facilitate first responders movement and support incident management](#)

Associated Performance Measures

Performance Measure

5-year Average of Non-Motorized Fatalities and Serious Injuries

5-year Average Rate of Fatalities and Serious Injuries per 100 million VMT

5-year Average of Motorized Fatalities and Serious Injuries

Objective 1.1

Statement: Transit riders safety and security

Description

Provide a safe and secure environment for transit system riders.

Source: Arrive 2045– Metropolitan Transportation Plan

Service Packages

Service Package Version	Status		
	Existing	Planned	Future
Version 3	16	5	-
Version 4	22	3	6

Existing: This service package is already existing

Planned: This service package is in the region's short/long term planning

Future: This service package will be an addition in future within the time horizon.

SP Instances

Start Planning Stakeholders Inventory **Services** User Needs R & R Functions Interfaces Communications Agreements

Current Region: Bismarck-Mandan RA

Service Packages

Service Packages: Region All Autoselect Search

- MC01: Maintenance and Construction Vehicle and Equipment Tracking
- MC02: Maintenance and Construction Vehicle Maintenance
- MC04: Winter Maintenance
- MC06: Work Zone Management
- PS01: Emergency Call-Taking and Dispatch
- PS02: Emergency Response
- PS03: Emergency Vehicle Preemption
- PS10: Wide-Area Alert
- PS12: Disaster Response and Recovery
- PS13: Evacuation and Reentry Management
- PT01: Transit Vehicle Tracking
- PT02: Transit Fixed-Route Operations
- PT03: Dynamic Transit Operations
- PT04: Transit Fare Collection Management
- PT05: Transit Security
- PT06: Transit Fleet Management
- PT07: Transit Passenger Counting
- PT08: Transit Traveler Information
- PT09: Transit Signal Priority
- PT16: Route ID for the Visually Impaired
- TM01: Infrastructure-Based Traffic Surveillance
- TM03: Traffic Signal Control**
 - SP TM03: City of Bismarck Traffic Signal Control
 - SP TM03: City of Mandan Traffic Signal Control
- TM06: Traffic Information Dissemination

Service Package Attributes

ID: Status (Region):

Name:

Description:

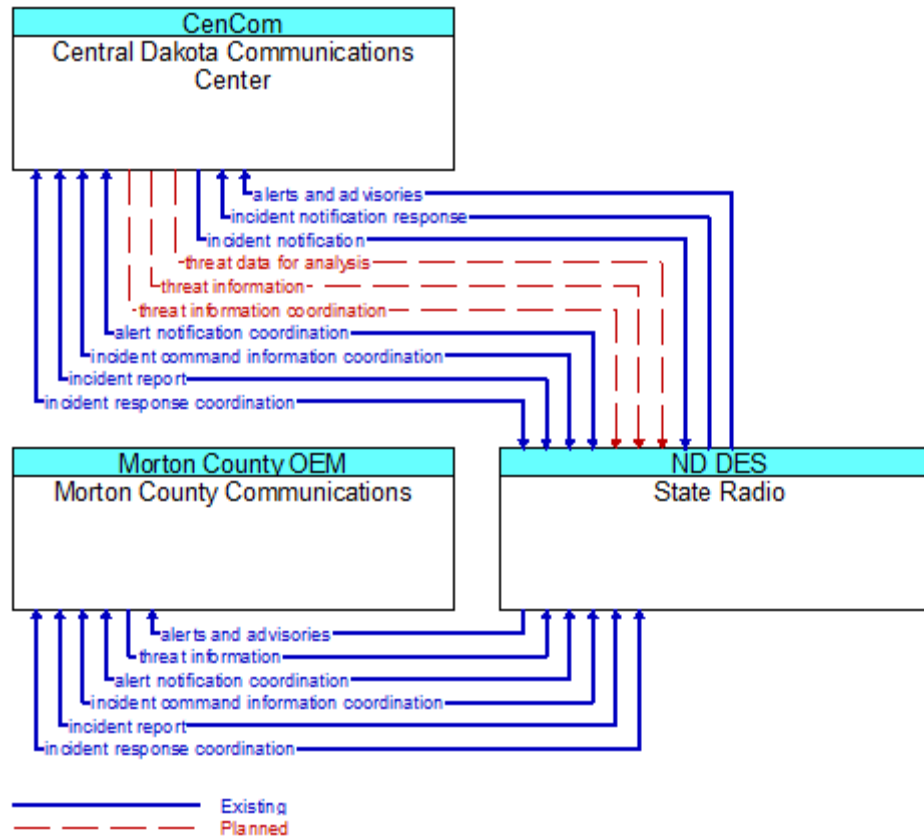
Elements: Selected Regional All

- Bismarck Engineers
- Bismarck TOC
- Bismarck TOC Field Devices
- Driver

Projects: Selected All

Comment:

Asset Tracking



Resources

- RA on web: <https://regional.atacenter.org/bisman/>
- The National ITS Architecture: <http://arc-it.net>
- US DOT Policy on Regional ITS Architecture:
https://ops.fhwa.dot.gov/its_arch_imp/policy.htm
- ND Regional Architectures:
<http://regional.atacenter.org/>
- NDDOT ITS Resources:
<https://www.dot.nd.gov/divisions/maintenance/its.htm#resources>
- NDDOT ITS Project Checklist:
<https://www.dot.nd.gov/forms/sfn60212.pdf>

Questions?

MD Sharijad Hasan
md.s.hasan@ndsu.edu
701-231-8085

TRANSPORTATION ALTERNATIVES PROJECT SUMMARY

A total of three (3) projects were submitted; 2 from Bismarck Parks and Recreation District and one from City of Bismarck. The projects were scored by MPO staff against MPT Objectives and ranked by the Bike-Ped Subcommittee. The two sets of number were then combined to create the recommended ranking. MPO staff supports the ranking as shown; however, TAC and Policy Board can choose to accept, change or deny prioritization of the Transportation Alternatives program.

MPO STAFF SCORING 10/27/2021 | BMMPO BIKE-PED SUBCOMMITTEE RANKING 11/30/2021

Submitting Agency	Description	Total Cost / Federal	Project Type	1	2	3	4	5	6	Subcommittee Average Rank	MPO Score	Combined Score	Overall Rank
Bismarck Parks and Recreation District	South Washington Trail Extension (Meridian Drive to Sibley Park): 10' wide shared use asphalt trail extension to Sibley Park (approximately 4,568 linear feet or 0.86 Miles)	\$394,411 / \$290,000	Construction	2	2	3	2	2	3	2.333	1	3.333	3
City of Bismarck	US 83/ State Street Multi-Use Trail Extension (Calgary Ave to 43rd Ave): 10' wide asphalt shared use path extension, approximately 2,500 linear feet	\$310,000 / \$248,000	Construction	3	1	1	3	1	1	1.667	1	2.667	1
Bismarck Parks and Recreation District	Hay Creek Trail Renovation: Remove and replace asphalt on .45 miles (2,368.8 linear feet) of shared use trail from Lilac to 26th Street stairs	\$194,928 / \$155,934	Preservation	1	3	2	1	3	2	2	1	3	2

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NDDOT Transportation Alternatives Program Application FY 2025

South Washington Trail Extension – Meridian Drive to Sibley Park



NDDOT's Transportation Alternatives Program Application

1. **Project Name:** South Washington Street Trail Extension–Meridian Drive to Sibley Park
2. **Project Location:** Bismarck, North Dakota
3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)
4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58503
701-222-6455 kklipfel@bisparks.org
5. **Project Sponsor:** City of Bismarck
6. **Sponsoring Official:**
Steve Bakken, Mayor
221 North 5th Street, Bismarck, ND 58501
701-222-6471
7. **Project Description:**
The proposed project includes a trail extension of the well-utilized South Washington Street Trail from South Meadows Park to General Sibley Park and Campground. South Washington Trail is currently part of a safe trail route to South Meadows Park, Solheim Elementary and Wachter Middle School from many residential subdivisions and is also a commuter and recreational trail connection to the Burleigh Avenue Trail, University Avenue Trail and all businesses in the heart of South Bismarck. Adding the South Washington Trail extension would allow for a direct trail connection to General Sibley Park and Campground, a recreation and tourism destination. *Please refer to Exhibit 2, Trail Site Plan.*

The **South Washington extension trail** would be a 10' shared use asphalt trail that will begin where the existing trail ends at Meridian Drive and go south to the entrance to Sibley Park, approximate **4,568 LF**. The new trail connection, including crossings, would add .86 miles to the trail system in south Bismarck. *Please refer to Exhibit 1, Project Location Map.*
8. **Project Cost:**
The estimated construction cost of the proposed trail segment is \$ 394,411 including a 10% contingency. Federal Funds in the amount \$290,000 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 2045 Metropolitan Transportation Plan (MTP)** highlights the need for safe trail alternatives to traditional transportation options, including Objective 5C: “Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan”.

b. The **Bismarck Mandan MPO Bicycle and Pedestrian Master Plan** includes five goals for the community, and this proposed project helps to fulfill all five goals. This trail extension is specifically called out as a recommended connection.

b. The **2018-2022 State of North Dakota State Comprehensive Outdoor Recreation Plan** – Recreational Trail Needs identifies that Region 7, which includes Burleigh County, the primary need is trails. In addition, the 2018-2022 ND SCORP Recreation Trail Needs identified maintenance as a priority, stating that both “quality and quantity of trails are critical to the recreation user’s experience”. In addition, the **Bismarck Parks and Recreation District conducted a community survey** in January of 2019 and trails ranked #2 in importance of recreational amenities.

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

The proposed trail connections would tie in to the South Washington Trail and the larger trail system in south Bismarck.

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 community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to the residents.

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. North State Parks and Recreation Department supports trails throughout the state in general:

1. The ND Comprehensive Outdoor Recreation Plan identifies trails as its number one priority in the Region.

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.

12. Matching Funds Provided By:

Bismarck Parks and Recreation District will provide matching funds.

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

Yes. There is currently two lots for which ROW or easements will need to be secured.

14. Maintenance of This Project Will Be Provided By:

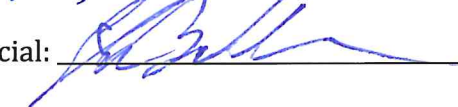
The Bismarck Parks & Recreation District will provide the required trail maintenance.

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 existing trail does include a few crossings of identified wetland areas. All efforts will be made to minimize any impact of the topography and drainage within the project perimeters.
- 7) Flood Plain - The proposed trail does go through the floodplain. All best management practices will be utilized to minimize any disturbance in water flows and to minimize erosion during construction. See Exhibit 3 for Flood Plain Map.
- 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: 11-29-2021

Sponsoring Official:  Date: 11-29-21

MPO Official: _____ Date: _____

17. Attachments

- Exhibit 1 – Project Location Map
- Exhibit 2 – Trail Site Plan
- Exhibit 3 – Flood Plain Map
- Exhibit 4 – Preliminary Cost Estimate
- Exhibit 5 – Existing Conditions
- Exhibit 6 – BPRD Board Minutes
- Exhibit 7 – City of Bismarck Endorsement

Exhibit 1 – Project Location Map

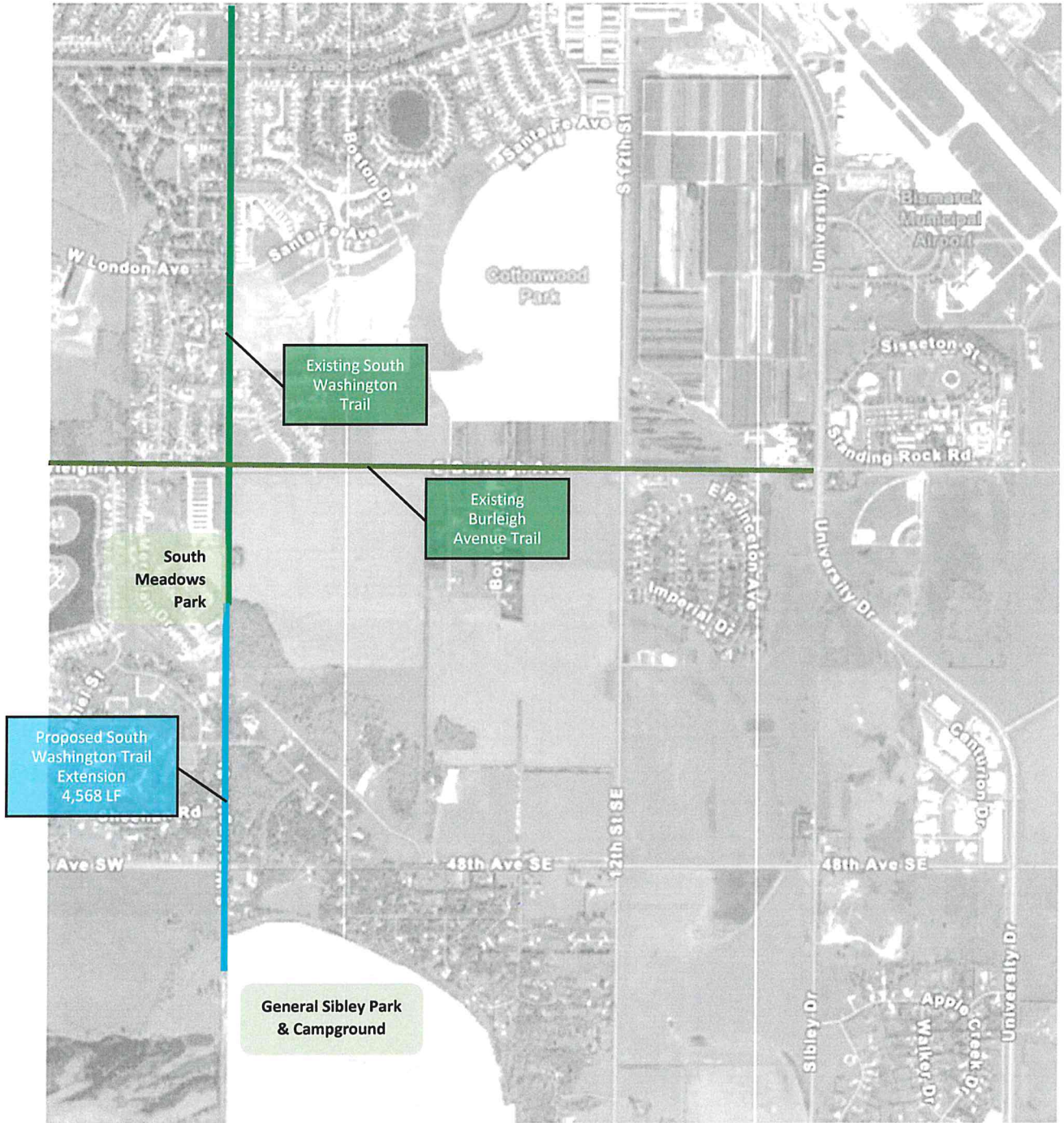


Exhibit 2 – Trail Site Plan

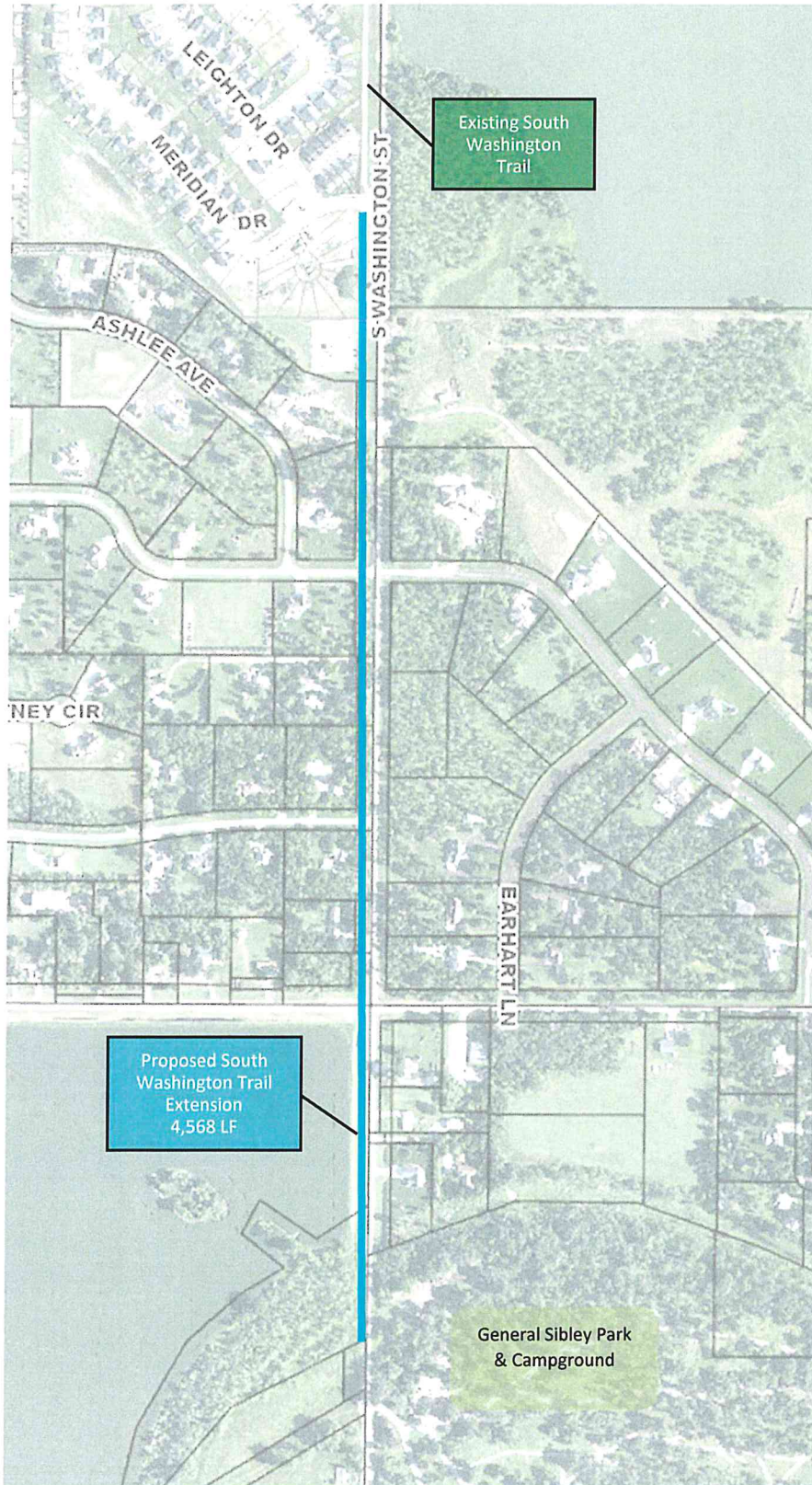
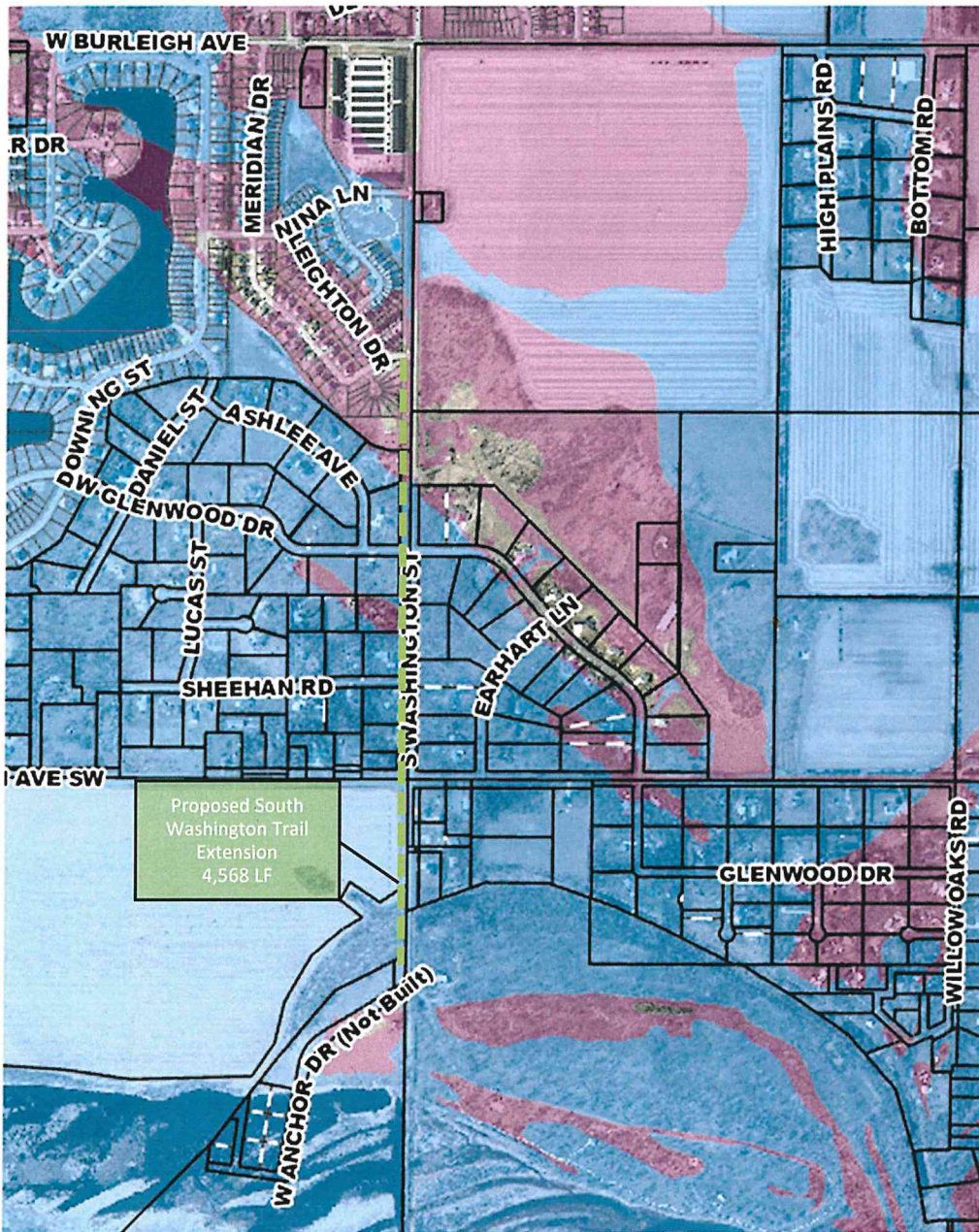


Exhibit 3 – Flood Plain Map



- 100 Year Floodplain
- 500 Year Floodplain
- Elevation Contours 10ft
- Elevation Contours 5ft (Inside MPO)
- Elevation Contours 2ft (Outside MPO)
- Elevation Contours 1ft (Inside MPO)

Burleigh County Parcel Viewer Map

Exhibit 4 – Preliminary Cost Estimate

South Washington Trail Extension					
Meridian Drive to General Sibley Park & Campground					
Estimated Total Trail Length = 4,568 LF (.86 miles)					
Preliminary Opinion of Cost					10/23/2020
Item	Description	Quantity	Unit	Unit Price	Total
1	Mobilization	1	EA	\$ 26,000	\$ 26,000
2	Contract Bond	1	EA	\$ 4,300	\$ 4,300
3	Topsoil (remove and replace)	1200	CY	\$ 15	\$ 18,000
4	Tree Removals	1	LS	\$ 50,000	\$ 50,000
5	Earthwork cut/fill	1	LS	\$ 25,000	\$ 25,000
6	Seeding	2.07	ACRE	\$ 2,500	\$ 5,175
7	Hydro Mulch	2.07	ACRE	\$ 3,500	\$ 7,245
8	Aggregate Base Course CL 5	1150	TON	\$ 45	\$ 51,750
9	Commercial Grade Hot Asphalt Mix (2 3/4")	875	TON	\$ 130	\$ 113,750
10	Pedestrian Crossings	5	EA	\$ 3,000	\$ 15,000
11	Signage	1	LS	\$ 6,000	\$ 6,000
12	Traffic Control	1	LS	\$ 5,000	\$ 5,000
13	Erosion Control	1	LS	\$ 10,000	\$ 10,000
Total Construction Cost =					\$ 337,220
Construction Contingency (10%) =					\$ 33,722
Total Estimated Construction Cost =					\$ 370,942

Exhibit 5 - Existing Conditions

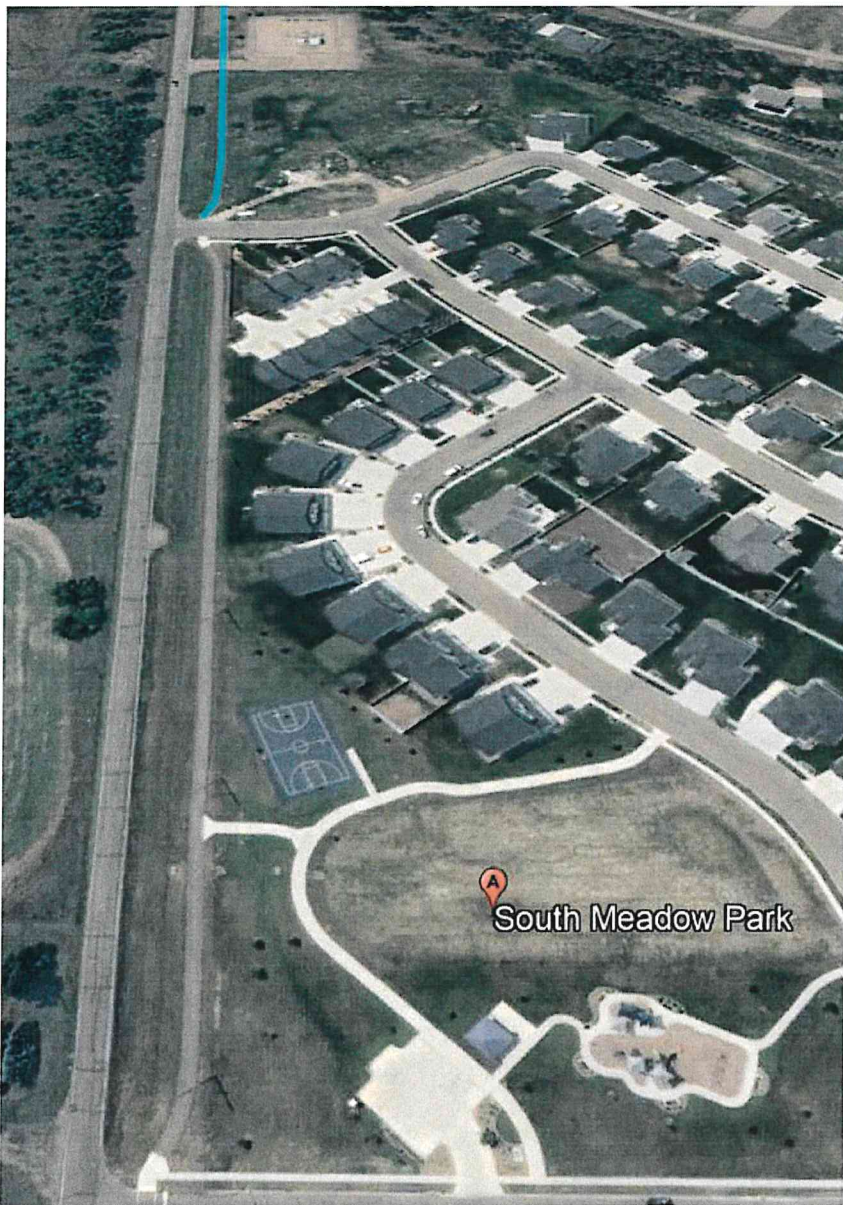


Exhibit 6 – BPRD Board of Park Commissioner Draft Minutes

MINUTES OF THE BOARD OF PARK COMMISSIONERS
September 16, 2021

The Board of Park Commissioners held their regular meeting on September 16, 2021 in the Tom Baker meeting room of the City/County Building. Vice President Munson called the meeting to order at 5:15 pm. Commissioners Gilbertson, Jordan, and Zimmerman were present. President Jeske was present via phone.

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

Finance Director Kathy Feist provided an overview of the proposed 2022 operating budget. Vice President Munson opened the public hearing on the 2022 budget. He asked three times for anyone opposed or concerned with the budget to appear before the Board. He then asked three times for anyone in favor of the budget to appear before the Board. Hearing no comments, Vice President Munson closed the public hearing.

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

Commissioner Jordan moved to adopt the 2022 operating budget. Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Beth Demke with Gateway to Science appeared before the Board as the featured partner and program.

Travis Johnson with Houston Engineering reviewed the bids received for the development of Hidden Star Neighborhood Park. Commissioner Zimmerman moved to accept the apparent low bid of \$603,154 from Earthwork Services. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Jordan moved to approve a change order, conditional upon the approval of the contractor, which would reduce the cost of the construction by \$114,327, and the revised contract award would be lowered to \$488,827. President Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Jason Petryszyn with Swenson Hagen reviewed the bids received for the Promontory Point Neighborhood Park project. Commissioner Gilbertson moved to accept the apparent low bid of \$455,693.25 from Northwest Contracting, Inc. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

President Jeske moved approval of the change order to reduce the cost of the Promontory Park Neighborhood Park project to \$384,538.25. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, and President Jeske. Nays: Commissioners Zimmerman and Munson. The motion carried.

Jason Petryszyn from Swenson Hagen reviewed information with the Board about the Boden Addition that includes the option for a neighborhood park. This park could potentially replace the Boulder Ridge neighborhood park which hasn't been developed yet. Commissioner Gilbertson moved to direct staff to receive input from neighbors in the Boden Addition regarding the potential park as well as discuss options regarding both the Boulder Ridge neighborhood park and the option for one in the Boden Addition. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Executive Director Bina provided information about a potential partnership with the Bismarck Public School District and others to expand multi-use facilities/ice opportunities. Jeff Ubl with Ubl Design reviewed a draft concept for a potential renovation/expansion opportunity at the VFW Sports Center. The Board directed staff to schedule a special meeting, prior to the October meeting, to consider approving a consultant for the project.

Commissioner Gilbertson moved that staff begin the consultant selection process to select a consultant to develop a final design/cost estimates and discovery phase with Bismarck Public Schools and others for the potential renovation/expansion opportunity at the VFW Sports Center. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

The ND Recreation and Park Association held its annual awards banquet on September 14, 2021. Vice President Munson recognized the following local award recipients:

- The Cottonwood Park expansion received the Golden Egg Award, which recognizes outstanding and innovative park projects in North Dakota.
- Dr. Steve Chuppe, co-chair of Bismarck Recreation Council capital campaigns for the Bismarck Municipal Ballpark and Cottonwood Park Expansion, received the Citizen Advocacy Award.
- Mike Wald, facilities manager for ice arenas and outdoor pools, received the Distinguished Professional Award.
- Two former Bismarck Parks and Recreation District employees were inducted into the NDRPA Hall of Fame, the association's highest honor – Tim Kuntz and Dennis Nybo.

Community Relations Manager Dana Schaar Jahner provided the Board with information about the Bismarck Recreation Council and its endowment fund that was started in 2019. She then showed the Board a video about the endowment fund that has been developed to raise awareness.

Vice President Munson reviewed the following items on the consent agenda:

- Review and approval of August 19 and September 7, 2021 Board meeting minutes.
- Board authorization to apply for Land and Water Fund Conservation and Transportation Alternative grants for the following projects:
 - Land and Water Fund Conservation Grants: One would be to create a new neighborhood park and trailhead at what is now called Hay Creek Park, off 26th Street and the second proposed project would be for two playgrounds - the first would be a replacement playground at Sam McQuade Softball Complex and the second playground is a new play area at the Joann Hetzel Memorial 4-H Building at the Missouri Valley Complex.
 - Transportation Alternative Grants: The first proposed project is an extension of the South Washington Trail from South Meadows Park to General Sibley Park and Campground and the second proposed project is a trail rehabilitation project of a portion of the Hay Creek Trail from Lilac to the 26th Street staircase.
- Consideration of Agreements
 - Amendment to Commercial Lease regarding the Joann Hetzel Memorial 4-H Building
 - Updated lease agreement with Dakota Zoo
 - Bismarck Sports Group (BSG) video board signage addendum

- Eagles Park Lease with Bismarck Fraternal Order of Eagles Aerie No. 2237
- Request Board authorization to call for bids for 2022 equipment purchases.

Commissioner Gilbertson moved to approve the consent agenda with the except of the item regarding the grant applications. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

After receiving additional information, Commissioner Zimmerman moved approval for staff to apply for Land and Water Conservation Fund and Transportation Alternative grants. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to appoint Kevin Klipfel as Clerk of the Park District, effective October 2, 2021. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried. Legal Counsel Connie Hofland administered the oath of office.

Commissioner Zimmerman moved to approve bills for payment with checks 407293 to 407301 and 206290 to 206626 along with bank drafts DFT001005 to DFT001011, EFTs 1483 to 1524 and direct deposits 41754 to 42857. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Vice President Munson recognized retiring Executive Director Randy Bina by reading the following:

Whereas, **Randy Bina**, in his capacity as the Executive Director of the Bismarck Parks and Recreation District since 2011, has served the residents and visitors of the City of Bismarck in a most exceptional, professional, and collaborative manner; and

Whereas, he has provided leadership and inspiration that has greatly assisted in providing high quality park, program, facility, and event experiences that are affordable, accessible, and sustainable; and

Whereas, Randy Bina has given freely and graciously of his time and many talents to the Park District of the City of Bismarck for these many years, greatly contributing to a better, more active community; and

Whereas, it is fitting and proper that such dedication, loyalty, and public service be recognized, publicly proclaimed, historically noted, and made part of the permanent record of the Bismarck Parks and Recreation District;

Now, therefore, be it resolved by the Park District of the City of Bismarck and on behalf of the citizens of Bismarck, on this 16th day of September 2021, that the Board of Park Commissioners and staff of the Bismarck Parks and Recreation District extend to Randy Bina sincere thanks and grateful appreciation for his outstanding leadership and distinguished service.

The next regular Board meeting will be held on October 21, 2021 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 7:22 pm.

Exhibit 7 – City of Bismarck Endorsement



City Administration

TO: Gabe Schell, City Engineer
DATE: 10/13/2021
FROM: Jason Tomanek, Assistant City Administrator
SUBJECT: Endorsement of Bismarck Parks and Recreation District Application for NDDOT Transportation Alternatives Grant

The Board of City Commissioners met on Tuesday, October 12, 2021 and considered endorsing a Bismarck Parks and Recreation District grant request for two (2) projects for the NDDOT Transportation Alternatives funds to the Metropolitan Planning Organization.

- South Washington Street Trail – South Meadows Park to General Sibley Park
- Hay Creek Trail – Lilac Lane to 26th Street Staircase

The scope of the south Washington Street trail would be to extend the trail from South Meadows Park to General Sibley Park and Campground. The trail extension would be approximately 4,568 linear feet or 0.86 miles of new trail. The Hay Creek Trail would be a rehabilitation project that would begin at Lilac Lane to the 26th Street staircase. A map of the proposed project locations is attached.

If awarded, Bismarck Parks & Recreation District would enter into a companion agreement with the City of Bismarck and assume all responsibilities for local matching dollars and maintenance of the improvement. Construction would occur in 2025.

The Commission considered the request and approved it as presented.

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October 15, 2021

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

Transportation Alternative Program Application

Ms. Wenger,

This letter is to submit the attached application for a Transportation Alternative Program (TA) project to be considered for 2025 funding. The safety concern is to provide a pedestrian/bicycle facility along US 83/State Street. The construction of a pedestrian/bicycle facility along US 83/State Street will provide a facility for the non-motorized public to safely access a large and growing retail area along the north US 83/State Street corridor. This project would connect to additional pedestrian/bicycle facilities constructed on 43rd Avenue between Washington St. and State St. in 2020 and would connect for future pedestrian/bicycle facilities on 43rd Avenue to the east to 26th Street programmed to be constructed in 2022.

The long-term benefits after implementation would be realized through improved safety and accessibility for non-motorized public to reach a large retail area and additional connectivity of pedestrian/bicycle network. This facility would be constructed near the outside edge of the right of way to preserve this investment if State Street is reconstructed in the future. Funding is also requested of the NDDOT through the Urban Regional program to provide additional flexibility to the NDDOT for available funding options if they elect to move forward with this project.

If you have any question, contact my office.

Sincerely,

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

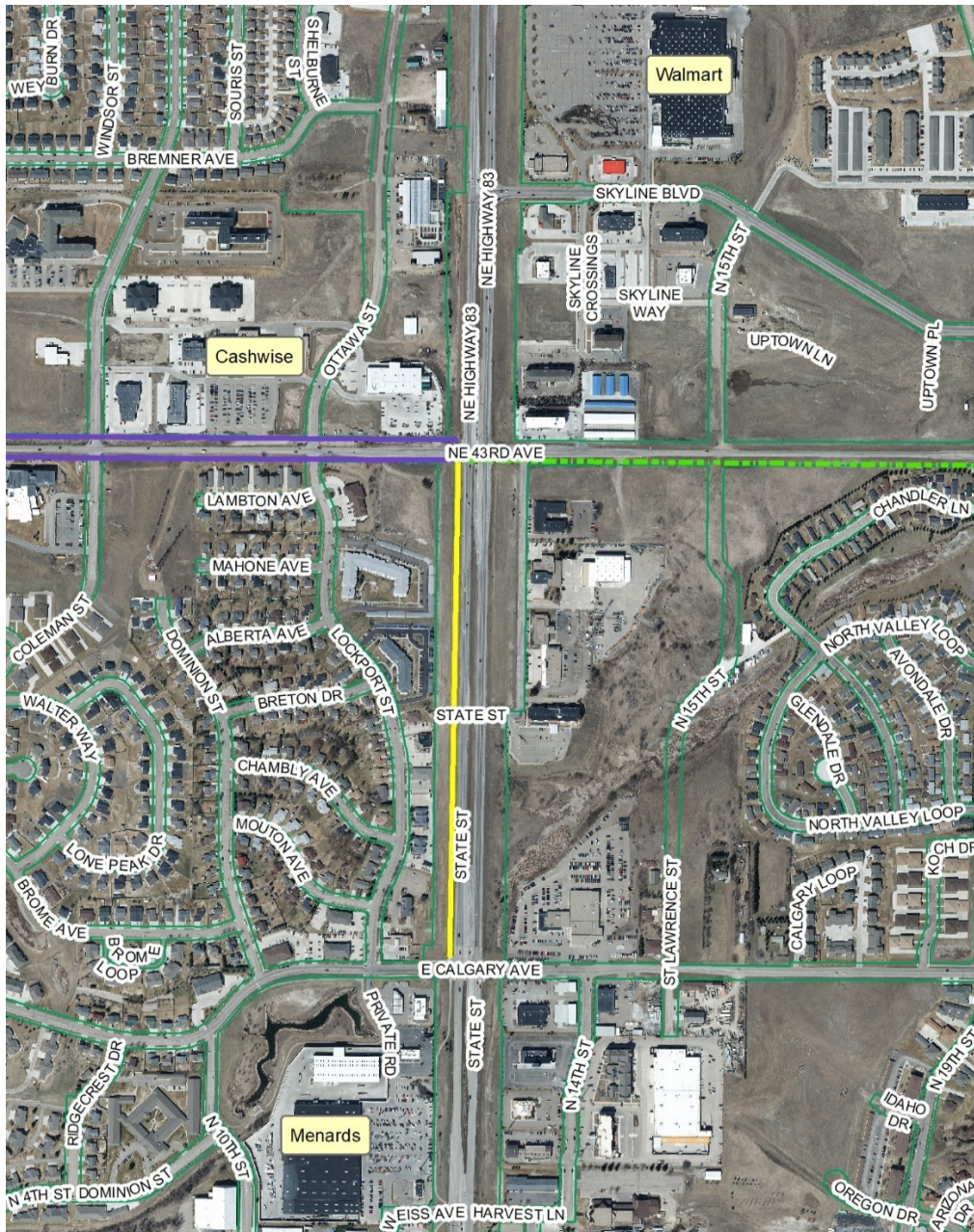
Gabe Schell, PE
Bismarck City Engineer
Attachments

1. Project Name:

US 83/State Street multi-use trail Extension

2. Project Location:

The project is located along US 83/State Street beginning north of Calgary Avenue and continuing north to 43rd Avenue NE as shown in yellow. The purple lines reflect shared use path (north side) and sidewalks (south side) installed in 2020 as part of the 43rd Avenue NE reconstruction. The dashed green lines reflect the shared use path programmed for inclusion in the 43rd Avenue NE reconstruction project between State St and 26th Street schedule for construction in 2023.



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:

Steve Bakken, Mayor

sbakken@bismarcknd.gov

701-355-1300

P.O. Box 5503

Bismarck ND 58506-5503

7. Project Description:

The project includes approximately 2500 LF of asphalt pavement trail extension from the northwest pedestrian ramp of US 83/Calgary Avenue to the southwest pedestrian ramp of US 83/43rd Avenue. The 10' wide shared use path would be an extension of the north/south path along State Street that terminates at the ND Capitol Grounds and provides connectivity to east/west facilities such as sidewalks and on-street bike lanes on Divide Avenue and sidewalks and shared use paths on Century Avenue and 43rd Avenue.

8. Project Cost

The estimated construction cost of the proposed improvements is \$310,000 with requested TA funds of \$248,000 and local match of \$62,000 plus all funds above the approved cost share. Please find the detailed estimate prepared by City of Bismarck Engineering staff below.

US 83/State Street Trail						
Estimate of Cost						
City of Bismarck October 2021						
ITEM	DESCRIPTION	UNIT	QUANTIT	UNIT PRICE	TOTAL COST	
1	Contract Bond	LS	1	\$ 5,000.00	\$ 5,000.00	
2	Common Excavation	CY	1350	\$ 32.00	\$ 43,200.00	
3	Subgrade Preparation-Type A-12 IN	Sta	25	\$ 320.00	\$ 8,000.00	
4	Topsoil	CY	700	\$ 21.00	\$ 14,700.00	
5	Seeding Class III	ACRE	1.5	\$ 1,550.00	\$ 2,325.00	
6	Hydraulic Mulch	ACRE	1.5	\$ 3,200.00	\$ 4,800.00	
7	Aggregate Base Closures CL 5	TON	1350	\$ 52.00	\$ 70,200.00	
8	SS1H or CSS1H or MS1 Emulsified Asphalt	SY	2000	\$ 3.50	\$ 7,000.00	
9	Commercial Grade Hot Mix Asphalt	TON	500	\$ 115.00	\$ 57,500.00	
10	PG-58-28	TON	50	\$ 58.00	\$ 2,900.00	
11	Mobilization	LS	1	\$ 20,000.00	\$ 20,000.00	
12	Traffic Control	LS	1	\$ 5,000.00	\$ 5,000.00	
13	Erosion Control	LS	1	\$ 5,000.00	\$ 5,000.00	
Estimated Construction Cost=					\$ 245,625.00	
(undeveloped Design Details) CONTINGENCY (10%)=					\$ 47,135.00	
TOTAL ESTIMATED CONSTRUCTION COST BASE BID=					\$ 292,760.00	
2% inflation Index for 3 years (2024 Costs)					\$ 310,676.91	
TA Request (80%)					\$ 248,541.53	
Local Match (20%)					\$ 62,135.38	

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 purpose of this project is to provide increased network connectivity of the non-motorized user by filling in what will be a gap in the network by 2022. This project would provide additional access to retail, shopping and housing uses in north Bismarck and provide critical system linkage to recently constructed or programmed pedestrian facilities on 43rd Avenue NE. The 2017 Bismarck Mandan Bicycle and Pedestrian plan identified continuing connections of non-motorized transportation facilities along State Street between Calgary Avenue and 43rd Avenue. All modifications to the signal system at US 83/43rd Avenue would be included in the

43rd Avenue reconstruction project and no funds are being requested from the TA program for that work. Comments/requests from the public and observation of pedestrians walking along the shoulder of US83/State Street including motorized wheel chairs.

11. Public Accessibility:

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

12. Matching Funding Provided by:

If a project 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 or general property tax.

13. Right-of-way Requirements:

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

14. Maintenance of this Project:

Jeff Heintz
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 impact, all work with in the urbanize area of the City of Bismarck
- Social: Positive social impact by providing an opportunity for the public. Improve health and safety the public by improving the ability to walk and bike.
- Section 4(f) & 6(f): No impacts anticipated.
- Economic: No negative economic impacts anticipated
- Relocation: No impacts, all construction will be conducted within the public right-of-way
- Wetlands: No impacts, all construction will be conducted within the public right-of-way

- Floodplain: No impacts, all construction will be conducted outside of regulatory floodplain or floodway.
- Threatened or Endangered Species: No impacts, all construction will be conducted within the public right-of-way
- Cultural Recourses: No impacts, all construction will be conducted within previously disturbed areas within the right-of-way.
- Hazardous Waste: No impacts anticipated, all construction will be conducted within the public right-of-way

16. Required Signatures:

Contact Person:

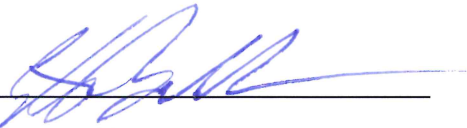


Gabe Schell, City Engineer

10/15/21

Date

Responsible Official:



Mayor, City of Bismarck

10/15/2021

Date

MPO Official:

Gerald Wise,
Policy Board Chairman

Date



NDDOT Transportation Alternatives Program Application FY 2025

Hay Creek Trail Section Renovation – Lilac to 26th Street Stairs



NDDOT's Transportation Alternatives Program Application

1. **Project Name:** Hay Creek Trail Section Rehabilitation – North Connections
2. **Project Location:** Bismarck, North Dakota
3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)
4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58503
701-222-6455 kklipfel@bisparks.org
5. **Project Sponsor:** City of Bismarck
6. **Sponsoring Official:**
Steve Bakken, Mayor
221 North 5th Street, Bismarck, ND 58501
701-222-6471
7. **Project Description:**
The Hay Creek Trail is a segment of the Bismarck Parks and Recreation District's Hay Creek Trail system. This segment allows users to travel north and south on the east side of Bismarck through a natural corridor, off the busy roadways. ***Please refer to Exhibit 2, Trail Connection Map.***

Trail Rehabilitation
The trail section shown in red on the attached Exhibit 1 needs replacement to improve accessibility and safety, due to cracks, wearing, and overall condition. This portion of the project consists of removal and replacement of the asphalt. The shared use path sections total approximately 2,368.8 linear feet, or .45 miles. ***Please refer to Exhibit 1.***
8. **Project Cost:**
The estimated construction cost of the proposed trail segment is \$194,928.80 including a 10% contingency. Federal Funds in the amount of 80% of the total cost, or \$155,934.04 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. ***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 Bismarck-Mandan Metropolitan Planning Organization Long Range Transportation Plan does include this trail connection as a priority. In addition, the Bismarck Parks and Recreation District conducted a community survey in 2019. Hiking trails were the #2 recreation activity requested.

b. The 2018-2022 State of North Dakota State Comprehensive Outdoor Recreation Plan – Recreational Trail Needs identifies that Region 7, which includes Burleigh County, the primary need is trails. In addition, the 2018-2022 ND SCORP Recreation Trail Needs identified maintenance as a priority, stating that both “quality and quantity of trails are critical to the recreation user’s experience”.

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

No.

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 community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to the residents.

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. North State Parks and Recreation Department supports trails throughout the state in general:

1. The ND Comprehensive Outdoor Recreation Plan identifies trails as its number one priority in the Region and the SCORP Recreation Trail Needs document identifies that quality is as important as quantity.

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.

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 new right of way will be required. The trail is within the public ROW.

14. Maintenance of This Project Will Be Provided By:

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

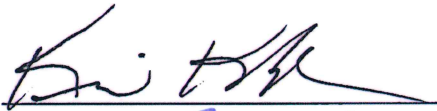
15. Environmental Impacts

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 overlay.
- 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. The proposed trail overlay could have a positive impact on the health of Bismarck residents by encouraging more pedestrian and bicycle use and less motor vehicle travel.
- 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 existing trail segment does not cross any wetlands.
- 7) Flood Plain - This existing trail does not go through 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, and this project is a trail overlay of an existing amenity.
- 10) Hazardous Waste -There are no known hazardous waste sites within the project area.

16. **Signatures**

Contact Person:  Date: 10-15-2021

Sponsoring Official:  Date: 10/15/2021

MPO Official: _____ Date: _____

17. **Attachments**

- Exhibit 1 - Project Location Map
- Exhibit 2 - Trail Connections Map
- Exhibit 3 - Preliminary Cost Estimate
- Exhibit 4 - Existing Conditions
- Exhibit 5 - Bismarck Parks and Recreation District Minutes
- Exhibit 6 - City of Bismarck Endorsement

EXHIBIT 1 – Project Location Map



Source: City of Bismarck GIS

EXHIBIT 2 – Trail Connections Map



- Hay Creek Trail
- Future Trail Connection
- Proposed Trail Renovation
- Trailhead

EXHIBIT 3 – Preliminary Cost Estimate

Hay Creek Trail - Lilac to the 26th Street Stairs					
Estimated Total Trail length = 2,369 LF (.45 Miles)					
Preliminary Opinion of Cost					
10/12/2021					
Item	Description	QTY	Unit	Unit Price	Total
1	Contract Bond	1	LS	\$ 2,400.00	\$ 2,400.00
2	Mobilization	1	LS	\$ 15,000.00	\$ 15,000.00
3	Remove Asphalt	2632	SY	\$ 10.00	\$ 26,320.00
4	Remove Gravel	20	TON	\$ 15.00	\$ 300.00
5	Aggregate Base Course CL 5	430	TON	\$ 50.00	\$ 21,500.00
6	Commercial Grade Hot Asphalt Mix (2")	255	TON	\$ 150.00	\$ 38,250.00
7	4" Concrete Sidewalk	667	SY	\$ 64.00	\$ 42,688.00
8	Erosion Control	1	LS	\$ 5,000.00	\$ 5,000.00
9	Topsoil	100	CY	\$ 200.00	\$ 20,000.00
10	Seeding	0.5	ACRE	\$ 3,000.00	\$ 1,500.00
11	Hydro Mulch	0.5	ACRE	\$ 3,500.00	\$ 1,750.00
12	Signage	1	LS	\$ 2,500.00	\$ 2,500.00
Total Construction Cost =					\$ 177,208.00
Construction Contingency (10%) =					\$ 17,720.80
Total Estimated Construction Cost =					\$ 194,928.80

EXHIBIT 4 - Existing Conditions

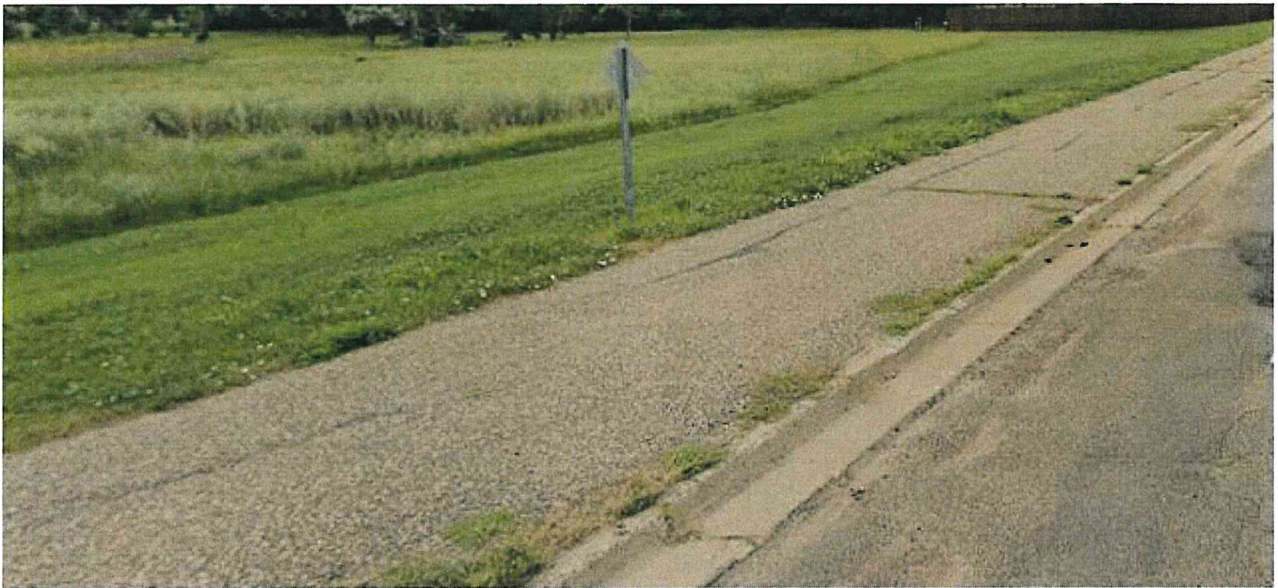
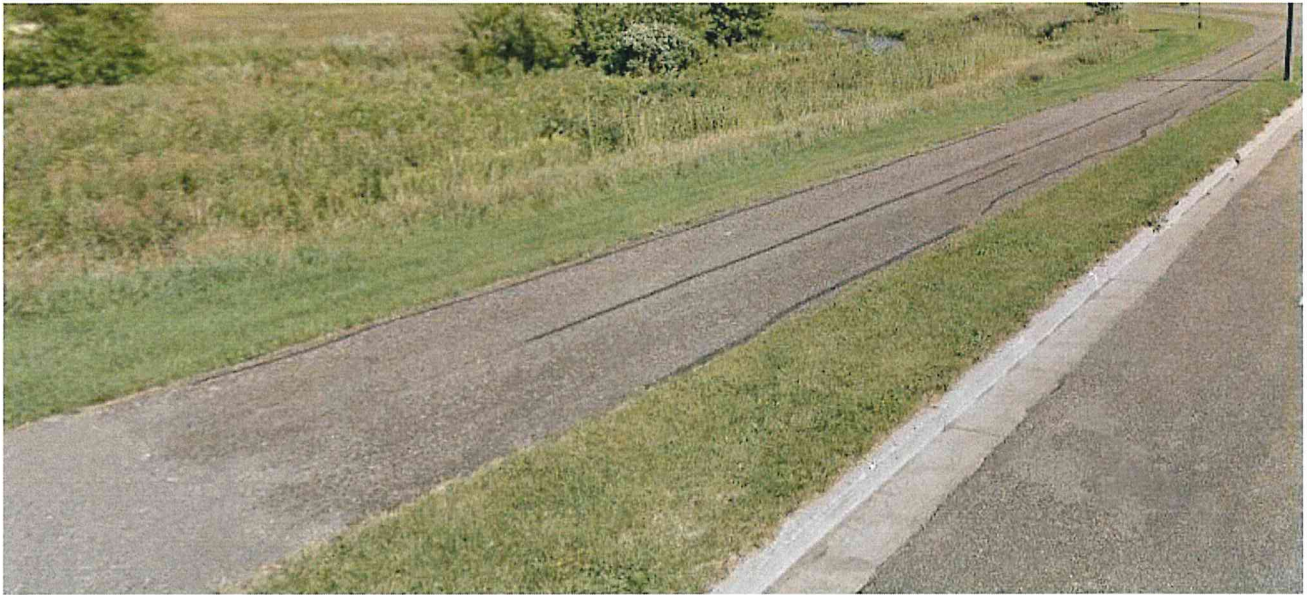


EXHIBIT 5 – BPRD Board of Park Commissioner Minutes

MINUTES OF THE BOARD OF PARK COMMISSIONERS
September 16, 2021

The Board of Park Commissioners held their regular meeting on September 16, 2021 in the Tom Baker meeting room of the City/County Building. Vice President Munson called the meeting to order at 5:15 pm. Commissioners Gilbertson, Jordan, and Zimmerman were present. President Jeske was present via phone.

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

Finance Director Kathy Feist provided an overview of the proposed 2022 operating budget. Vice President Munson opened the public hearing on the 2022 budget. He asked three times for anyone opposed or concerned with the budget to appear before the Board. He then asked three times for anyone in favor of the budget to appear before the Board. Hearing no comments, Vice President Munson closed the public hearing.

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

Commissioner Jordan moved to adopt the 2022 operating budget. Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Beth Demke with Gateway to Science appeared before the Board as the featured partner and program.

Travis Johnson with Houston Engineering reviewed the bids received for the development of Hidden Star Neighborhood Park. Commissioner Zimmerman moved to accept the apparent low bid of \$603,154 from Earthwork Services. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Jordan moved to approve a change order, conditional upon the approval of the contractor, which would reduce the cost of the construction by \$114,327, and the revised contract award would be lowered to \$488,827. President Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Jason Petryszyn with Swenson Hagen reviewed the bids received for the Promontory Point Neighborhood Park project. Commissioner Gilbertson moved to accept the apparent low bid of \$455,693.25 from Northwest Contracting, Inc. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

President Jeske moved approval of the change order to reduce the cost of the Promontory Park Neighborhood Park project to \$384,538.25. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, and President Jeske. Nays: Commissioners Zimmerman and Munson. The motion carried.

Jason Petryszyn from Swenson Hagen reviewed information with the Board about the Boden Addition that includes the option for a neighborhood park. This park could potentially replace the Boulder Ridge neighborhood park which hasn't been developed yet. Commissioner Gilbertson moved to direct staff to receive input from neighbors in the Boden Addition regarding the potential park as well as discuss options regarding both the Boulder Ridge neighborhood park and the option for one in the Boden Addition. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Executive Director Bina provided information about a potential partnership with the Bismarck Public School District and others to expand multi-use facilities/ice opportunities. Jeff Ubl with Ubl Design reviewed a draft concept for a potential renovation/expansion opportunity at the VFW Sports Center. The Board directed staff to schedule a special meeting, prior to the October meeting, to consider approving a consultant for the project.

Commissioner Gilbertson moved that staff begin the consultant selection process to select a consultant to develop a final design/cost estimates and discovery phase with Bismarck Public Schools and others for the potential renovation/expansion opportunity at the VFW Sports Center. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

The ND Recreation and Park Association held its annual awards banquet on September 14, 2021. Vice President Munson recognized the following local award recipients:

- The Cottonwood Park expansion received the Golden Egg Award, which recognizes outstanding and innovative park projects in North Dakota.
- Dr. Steve Chuppe, co-chair of Bismarck Recreation Council capital campaigns for the Bismarck Municipal Ballpark and Cottonwood Park Expansion, received the Citizen Advocacy Award.
- Mike Wald, facilities manager for ice arenas and outdoor pools, received the Distinguished Professional Award.
- Two former Bismarck Parks and Recreation District employees were inducted into the NDRPA Hall of Fame, the association's highest honor – Tim Kuntz and Dennis Nybo.

Community Relations Manager Dana Schaar Jahner provided the Board with information about the Bismarck Recreation Council and its endowment fund that was started in 2019. She then showed the Board a video about the endowment fund that has been developed to raise awareness.

Vice President Munson reviewed the following items on the consent agenda:

- Review and approval of August 19 and September 7, 2021 Board meeting minutes.
- Board authorization to apply for Land and Water Fund Conservation and Transportation Alternative grants for the following projects:
 - Land and Water Fund Conservation Grants: One would be to create a new neighborhood park and trailhead at what is now called Hay Creek Park, off 26th Street and the second proposed project would be for two playgrounds - the first would be a replacement playground at Sam McQuade Softball Complex and the second playground is a new play area at the Joann Hetzel Memorial 4-H Building at the Missouri Valley Complex.
 - Transportation Alternative Grants: The first proposed project is an extension of the South Washington Trail from South Meadows Park to General Sibley Park and Campground and the second proposed project is a trail rehabilitation project of a portion of the Hay Creek Trail from Lilac to the 26th Street staircase.
- Consideration of Agreements

- Amendment to Commercial Lease regarding the Joann Hetzel Memorial 4-H Building
- Updated lease agreement with Dakota Zoo
- Bismarck Sports Group (BSG) video board signage addendum
- Eagles Park Lease with Bismarck Fraternal Order of Eagles Aerie No. 2237
- Request Board authorization to call for bids for 2022 equipment purchases.

Commissioner Gilbertson moved to approve the consent agenda with the except of the item regarding the grant applications. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

After receiving additional information, Commissioner Zimmerman moved approval for staff to apply for Land and Water Conservation Fund and Transportation Alternative grants. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to appoint Kevin Klipfel as Clerk of the Park District, effective October 2, 2021. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried. Legal Counsel Connie Hofland administered the oath of office.

Commissioner Zimmerman moved to approve bills for payment with checks 407293 to 407301 and 206290 to 206626 along with bank drafts DFT001005 to DFT001011, EFTs 1483 to 1524 and direct deposits 41754 to 42857. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Vice President Munson recognized retiring Executive Director Randy Bina by reading the following:

Whereas, **Randy Bina**, in his capacity as the Executive Director of the Bismarck Parks and Recreation District since 2011, has served the residents and visitors of the City of Bismarck in a most exceptional, professional, and collaborative manner; and

Whereas, he has provided leadership and inspiration that has greatly assisted in providing high quality park, program, facility, and event experiences that are affordable, accessible, and sustainable; and

Whereas, Randy Bina has given freely and graciously of his time and many talents to the Park District of the City of Bismarck for these many years, greatly contributing to a better, more active community; and

Whereas, it is fitting and proper that such dedication, loyalty, and public service be recognized, publicly proclaimed, historically noted, and made part of the permanent record of the Bismarck Parks and Recreation District;

Now, therefore, be it resolved by the Park District of the City of Bismarck and on behalf of the citizens of Bismarck, on this 16th day of September 2021, that the Board of Park Commissioners and staff of the Bismarck Parks and Recreation District extend to Randy Bina sincere thanks and grateful appreciation for his outstanding leadership and distinguished service.

The next regular Board meeting will be held on October 21, 2021 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 7:22 pm.

EXHIBIT 6 - City of Bismarck Endorsement



City Administration

TO: Gabe Schell, City Engineer
DATE: 10/13/2021
FROM: Jason Tomanek, Assistant City Administrator
SUBJECT: Endorsement of Bismarck Parks and Recreation District Application for NDDOT Transportation Alternatives Grant

The Board of City Commissioners met on Tuesday, October 12, 2021 and considered endorsing a Bismarck Parks and Recreation District grant request for two (2) projects for the NDDOT Transportation Alternatives funds to the Metropolitan Planning Organization.

- South Washington Street Trail – South Meadows Park to General Sibley Park
- Hay Creek Trail – Lilac Lane to 26th Street Staircase

The scope of the south Washington Street trail would be to extend the trail from South Meadows Park to General Sibley Park and Campground. The trail extension would be approximately 4,568 linear feet or 0.86 miles of new trail. The Hay Creek Trail would be a rehabilitation project that would begin at Lilac Lane to the 26th Street staircase. A map of the proposed project locations is attached.

If awarded, Bismarck Parks & Recreation District would enter into a companion agreement with the City of Bismarck and assume all responsibilities for local matching dollars and maintenance of the improvement. Construction would occur in 2025.

The Commission considered the request and approved it as presented.

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

DECEMBER 2021

A total of three (3) project applications were submitted for fiscal funding year 2026 HSIP/LRSP. The submitting jurisdictions are Burleigh County and the City of Bismarck. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff. Points are provided to TAC and Policy Board for information, discussion, and potential prioritization.

JURISDICTION	TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	MTP	POINTS
Burleigh County	Construction	Centennial Road/71st Ave Intersection Reconstruction Construction of a roundabout to include adjoining 41 st St NE and Rooster Road, including lighting and landscaping	\$3.7 million / \$2,000,000	YES	11.3
City of Bismarck	RRFB	City Wide (16th/Braman; 8th/Ave C East; Centennial/Jericho) Installation or modification of Rectangular Rapid Flashing Beacons	\$134,000 / \$120,600	YES	**
City of Bismarck	Turn Lane Reconstruction	19th Street and Century Avenue Reconstruct the east/west left-turn lanes to remove the negative offset that currently exists	\$591,000 / \$531,900	YES	**

klr_dec_2021

**The two City of Bismarck applications were not received within the time constraints allowing MPO staff to score against the MTP objectives prior to the development of meeting packets. The applications will be scored prior to the TAC and Policy Board meetings with updated summary sheets presented then.

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**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
PROJECT APPLICATION**

North Dakota Department of Transportation, Programming
SFN 59959 (11-2019)

**23 USC § 409 Documents
NDDOT Reserves All Objections**

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

Agency Name Burleigh County		NDDOT District 1	
Contact Name Marcus Hall		Current Date 12/3/21	
Email Address mahall@nd.gov		Telephone Number 701-204-7748	Project Cost Estimate (attach detailed copy) 3,700,000.00
Location Description Legal Description: Section 1, 2, 11, and 12 Township 139 North, Range 80 West 71st Ave. NE, Centennial Road, 41st St. NE, & Rooster Road	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input checked="" type="checkbox"/> Younger Drivers <input checked="" type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input checked="" type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input checked="" type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input checked="" type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input checked="" type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues			
<p>This intersection was identified for safety improvements in the Burleigh County LSRP due to the high volume of traffic flow that has developed in recent years and a current roadway geometry that does not meet current or future needs. It is also recognized in the Bismarck-Mandan MPO Arrive 2045 MTP Short Range Projects. Upon a site visit, there appears to be a lot of turn movements from Centennial to 71st and vice versa especially during the peak hour commutes. The intersection could use lighting to improve visibility at night. Speed limit is currently set at 55mph throughout the curve causing potential for high speed collisions with all the turning movements observed.</p> <p>Lane Departures have been observed on multiple instances. The reflective delineators are replaced frequently along the curve. This area has a higher density of Rural Residential housing and this intersection serves as a direct route to Legacy High School, causing a large number of younger, lesser experienced drivers using these roadways on a daily basis. With the younger, inexperienced drivers we are also seeing increased speeds.</p>			
Describe Proposed Safety Improvements			
<p>The current configuration of this intersection is within the vicinity of 5 different roadway segments along a super-elevated spiral curve making it difficult to configure a safe intersection that meets all needs of all the roadways. Due to the high traffic volume, projected growth, turn movements required, and necessary geometry changes it is proposed to construct a roundabout to allow traffic to continue movement while increasing safety while servicing traffic from five different roadways. Providing a roundabout would address the current geometric configuration, speed and lighting issues.</p>			

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

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

SCOPING REPORT

Report Completed By: Daniel Schriock, P.E.
Phone Number: (701) 204-7748

Date: 10-15-2021

Project Description: Reconstruction of 71st Avenue NE, Centennial Road, 41st Street NE, & Rooster Road intersection.

Legal Description: Section 1, 2, 11, and 12 Township 139 North, Range 80 West

Functional and Funding Roadway Classification: Principal Arterial

Project Schedule: Proposed to use funding from 2026 HSIP Funds

Purpose and Need of Project: This intersection was identified for safety improvements due to the high volume of traffic flow that has developed in recent years and a current roadway geometry that does not meet current or future needs. Thankfully crashes have not yet increased, but unfortunately the number of near misses has been rising and this is due to continued development in the area and vehicular and truck traffic diverting around Bismarck to use the 71st/Centennial corridor. Due to the high traffic volume, projected growth, turn movements required, and necessary geometry changes it is proposed to construct a roundabout to allow traffic to continue movement while increasing safety while servicing traffic from five different roads. Burleigh County already has sufficient right-of-way to allow installation of the roundabout. The utility impacts will be moderate with some relocation necessary.

1. Construction History

CONSTRUCTION HISTORY – 71 ST AVENUE NE & CENTENNIAL ROAD				
Year	Construction	Depth (in)	Width (ft)	Oil
2007	L&R Turn Lanes 71 st & Centennial	4	12	PG 58-28
2014	Asphalt Overlay	3	28	PG 58-28
2020	Right Turn Lane 71 st St W. Bound	4	14	PG 58-28

2. Existing Conditions

71st Avenue NE (West):

Existing Inslopes - Left: 4:1 Right: 4:1

Existing Typical Section - Driving Lanes: 12 Shoulders: 2 ft Total Asphalt Width: 36 ft

Total Gravel Width: 32 ft Depth of Asphalt: Unknown

Depth of Gravel: Unknown Turn Lanes: Left

Average Daily Traffic:		
Year	ADT	Source
2015	4,200	Bismarck-Mandan MPO MTP
2019	5,245	NDDOT
2026	6,900	Forecasted (2019 at 4% Growth)
2045	19,300	Bismarck-Mandan MPO MTP

71st Avenue NE (East):Existing Inslopes - Left: 4:1 Right: 4:1Existing Typical Section - Driving Lanes: 12 Shoulders: 2 ft Total Asphalt Width: 36 ftTotal Gravel Width: 32 ft Depth of Asphalt: UnknownDepth of Gravel: Unknown Turn Lanes: Left

Average Daily Traffic:		
Year	ADT	Source
2015	1,100	Bismarck-Mandan MPO MTP
2019	3,110	NDDOT
2026	4,100	Forecasted (2019 at 4% Growth)
2045	11,000	Bismarck-Mandan MPO MTP

Centennial Road:Existing Inslopes - Left: 4:1 Right: 4:1Existing Typical Section - Driving Lanes: 12 Shoulders: 3 ft Total Asphalt Width: 48 ftTotal Gravel Width: 32 ft Depth of Asphalt: UnknownDepth of Gravel: Unknown Turn Lanes: Left & Right

Average Daily Traffic:		
Year	ADT	Source
2015	3,800	Bismarck-Mandan MPO MTP
2019	6,625	NDDOT
2026	8,720	Forecasted (2019 at 4% Growth)
2045	18,000	Bismarck-Mandan MPO MTP

41st Street NE:Existing Inslopes - Left: 4:1 Right: 4:1Existing Typical Section - Driving Lanes: 12 Shoulders: 0 ft Total Asphalt Width: 24 ftTotal Gravel Width: 28 ft Depth of Asphalt: UnknownDepth of Gravel: Unknown Turn Lanes: None

Average Daily Traffic:		
Year	ADT	Source
2015	1,300	Bismarck-Mandan MPO MTP
2019	870	NDDOT
2026	1,150	Forecasted (2019 at 4% Growth)
2045	3,000	Bismarck-Mandan MPO MTP

Rooster Road:Existing Inslopes - Left: 4:1 Right: 4:1Existing Typical Section - Driving Lanes: 12 Shoulders: 0 ft Total Asphalt Width: 24 ftTotal Gravel Width: 26 ft Depth of Asphalt: UnknownDepth of Gravel: 3 In Turn Lanes: None

Average Daily Traffic:		
Year	ADT	Source
2015	ND	Bismarck-Mandan MPO MTP
2019	ND	NDDOT
2026	ND	Forecasted (2019 at 4% Growth)
2045	ND	Bismarck-Mandan MPO MTP

3. Condition of Pavement Section:

The existing roadway has low amounts of longitudinal and transverse cracks.

4. Existing Geometry:

Horizontal Curves: Yes – through the intersection**Vertical Curves:** Yes – through curve and intersection**Major Intersections:** 71st Avenue NE and Centennial Road.**Vertical Clearances:** NA**Ramps:** None**Existing Structures:** None**Centerline Culverts:** East –west culvert under 41st Street NE.

5. Access Points to Adjoining Properties:

41st Street NE and Rooster Road would also be included in the potential roundabout and these roads grant access to local roads for adjoining properties.

6. Existing Sidewalks/Shared Use Paths:

There are no existing sidewalks or shared use paths.

7. Existing or Additional Storm Sewer:

Under 41st Avenue NE there is an existing east-west culvert. The culvert sizes and locations will be in accordance with the Storm Water Master Plan.

8. County Water and Sanitary Sewer Line:

There is no existing water or sanitary sewer lines.

9. Existing Lighting Systems:

There are no existing lighting systems in the project corridor.

10. Traffic Signals and Turning Lanes:

There are turn lanes in the intersection of 71st Avenue NE and Centennial Road.

Burleigh County Highway Department

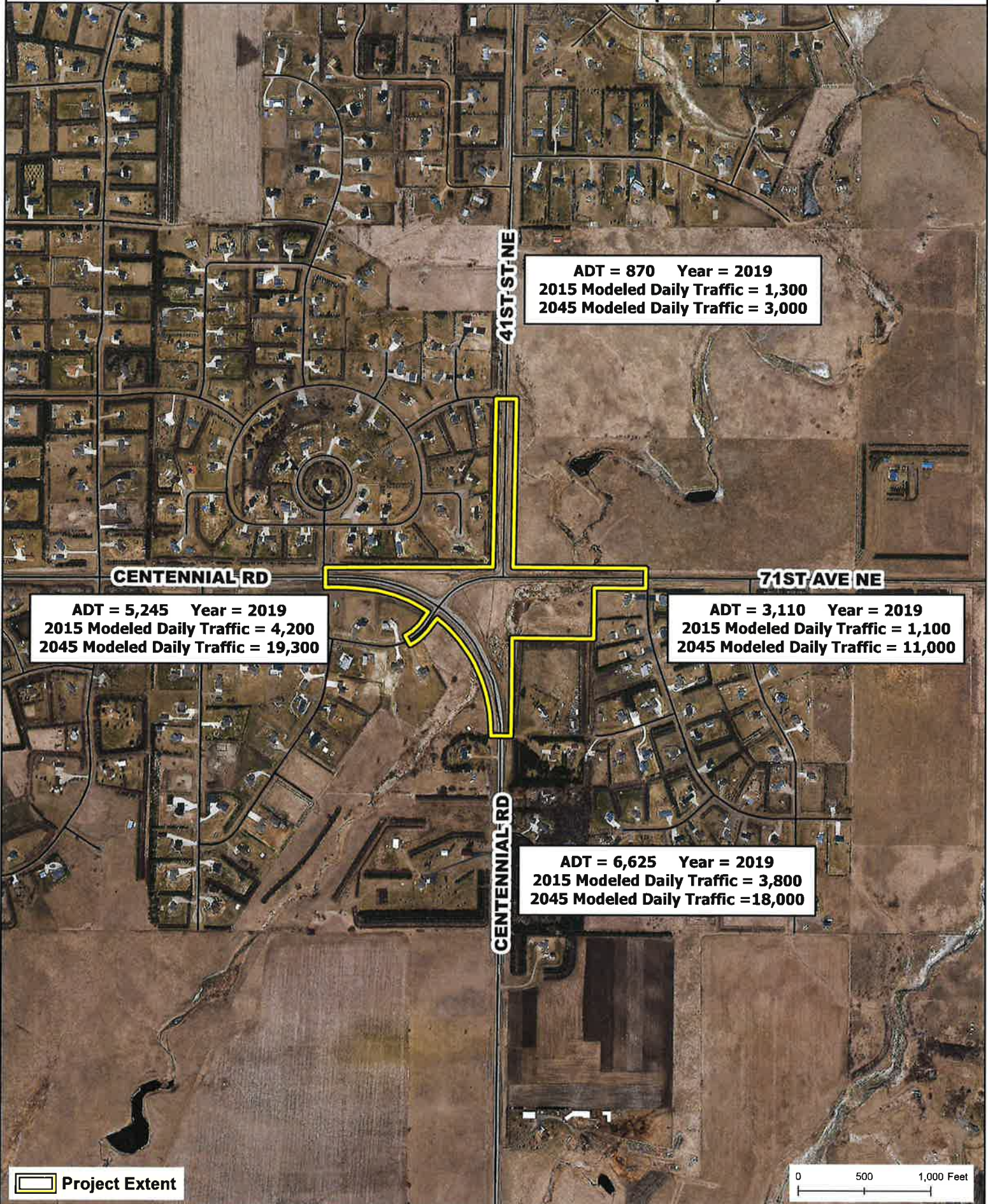
Preliminary Estimate of Costs

Reconstruction of 71st Ave. NE, Centennial Road, 41st St. NE, & Rooster Road Intersection

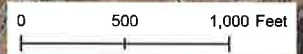
12/3/2021

<u>Item Description</u>	<u>Price</u>
Roundabout	\$3,500,000.00
Lighting	\$150,000.00
Landscaping	\$50,000.00
Total	<u>\$3,700,000.00</u>

BURLEIGH COUNTY, NORTH DAKOTA AVERAGE DAILY TRAFFIC COUNT (ADT) MAP

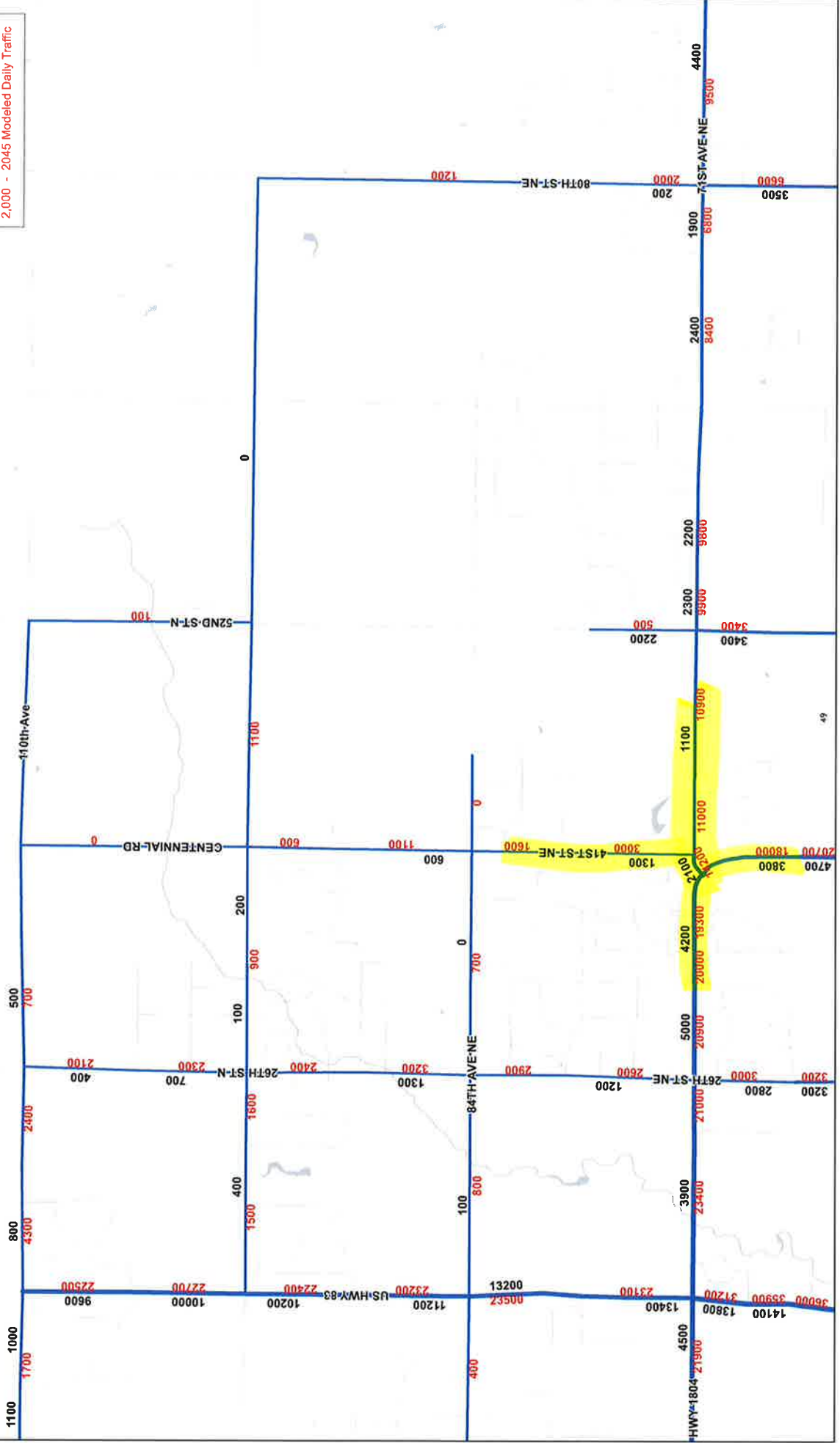


Project Extent



Existing+Committed Network
 1,000 - 2015 Modeled Daily Traffic
 2,000 - 2045 Modeled Daily Traffic

NE Bismarck 2



Total Crashes: 2 (Sorted by Date)
 City: Bismarck
 Location: Centennial Rd / 71st Ave N / Rooster Rd / 41st St
 Start - End Date: 9/1/2016 - 8/31/2021 (5 Years)

Notes: Animal crashes were not included.



Statistics

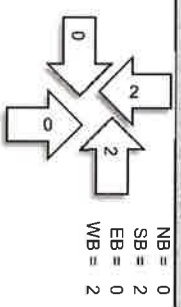
Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-Incapacitating Injury	B	0
Possible Injury	C	0
Property Damage Only	O	2

Manner of Collision	Count	Percentage
Angle	2	100%
Rear End	0	0%
Left Turn	0	0%
Sideswipe (same dir.)	0	0%
Sideswipe (opp dir.)	0	0%
Single Vehicle	0	0%
Ped/Bike	0	0%
Head On	0	0%
Backing	0	0%
Other	0	0%



Surface Conditions	Count	Percentage
Dry	2	100%
Wet	0	0%
Ice / Snow	0	0%
Other	0	0%

Breakdown by Severity	K	A	B	C	O
Dry	0	0	0	0	2
Wet	0	0	0	0	0
Ice / Snow	0	0	0	0	0
Other	0	0	0	0	0
Total	0	0	0	0	2



Month	Military Time											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Under Construction
 Yes = 0
 0%

Day of Week	Count	Percentage
Monday =	0	0%
Tuesday =	1	50%
Wednesday =	0	0%
Thursday =	0	0%
Friday =	0	0%
Saturday =	1	50%
Sunday =	0	0%

*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Year	Start Date	End Date	Angle						Rear End						Left Turn						Sideswipe Same Dir.						Backing	Ped / Bike	Single Veh.	Head on or Other	Total		
			NB+EB	NB+WB	SB+EB	SB+WB	Sub Total	Total	NB	SB	EB	WB	Sub Total	Total	NB to WB	SB to EB	EB to NB	WB to SB	Sub Total	Total	NB	SB	EB	WB	Sub Total	Total							
1	9/1/2016	8/31/2017	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	9/1/2017	8/31/2018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	9/1/2018	8/31/2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	9/1/2019	8/31/2020	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	9/1/2020	8/31/2021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection and/or Urban Crash Summary Sheets

23 USC § 409 Documents
NDDOT Reserves All Objections

Total Crashes: 2 (Sorted by Date)
 City: Bismarck
 Location: Centennial Rd / 71st Ave N / Rooster Rd / 41st St
 Start - End Date: 9/1/2016 - 8/31/2021 (5 Years)

- 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

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* Most Harmful Event ²	② Shortened Narrative	Diagram
1087226	PDO 11/26/19 Tuesday Dry (Cloudy) Daylight 1:56 PM	Angle	① 44F BISMARCK ND Pickup - Van - Utility SB Turning Left (Stop) Failed to Yield ② 34M HAZEN ND Pickup - Van - Utility WB Going Straight	V1 = SW-bound, V2 = NW-bound	↑ ←
1096560	PDO 07/18/20 Saturday Dry (Clear) Daylight 7:31 PM	Angle	① 15M BISMARCK ND Pickup - Van - Utility SB Turning Left (Stop) Failed to Yield ② 15M BISMARCK ND Pickup - Van - Utility WB Going Straight	V1 = SW-bound, V2 = NW-bound	↑ ←



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

NE 41st ST & 71st Ave NE (WEST)

Agency Name: Burleigh County
Contact Name: Marcus Hall
Email Address: mahall@nd.gov

ND DOT District: 1
Telephone Number: 701-221-6870

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

Location Description

Configuration: X Traffic Control Device: Thru-Stop
Configuration (2): Undivided Street Lights: No
Urban/Rural: Rural Flashers: No
County: Burleigh Major ADT: 4535
Entering ADT: 5460 Minor ADT: 925

- SHSP Emphasis Area (check all that apply)
- Reduce Alcohol Impaired Driving
 - Increase the Use of Safety Restraints for all Occupants
 - Younger Driver/Older Driver Safety
 - Curb Aggressive Driving
 - Improvements to Address Lane Departure Crashes
 - Enhancing Emergency Medical Capabilities to Increase Survivability
 - Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012 5 years

	Total	Angle	K+A
Crashes	2	0	0.00
Rate (per MVM)	0.2	0.0	0.0



	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	Yes	Yes	★
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	No	Yes	
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	2	>0	★
			★★★

Describe Proposed Safety Improvements

Description	Unit Cost	Units	Cost	Notes -
Roundabout	\$1,000,000 per intersection	0	\$0.00	
Directional Median	\$750,000 per intersection	0	\$0.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	1	\$50,000.00	
Close Median	\$25,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	1	\$6,000.00	
Upgrade Stop Sign	\$350 per sign	2	\$700.00	
Upgrade Junction Sign	\$350 per sign	2	\$700.00	
Upgrade Stop Ahead Sign	\$450 per sign	2	\$900.00	
Upgrade Stop Ahead Marking	\$450 per marking	2	\$900.00	
Upgrade Stop Bar	\$250 per marking	2	\$500.00	
Review Signs and CST	\$2,450 per intersection	1	\$2,450.00	
			\$62,150.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

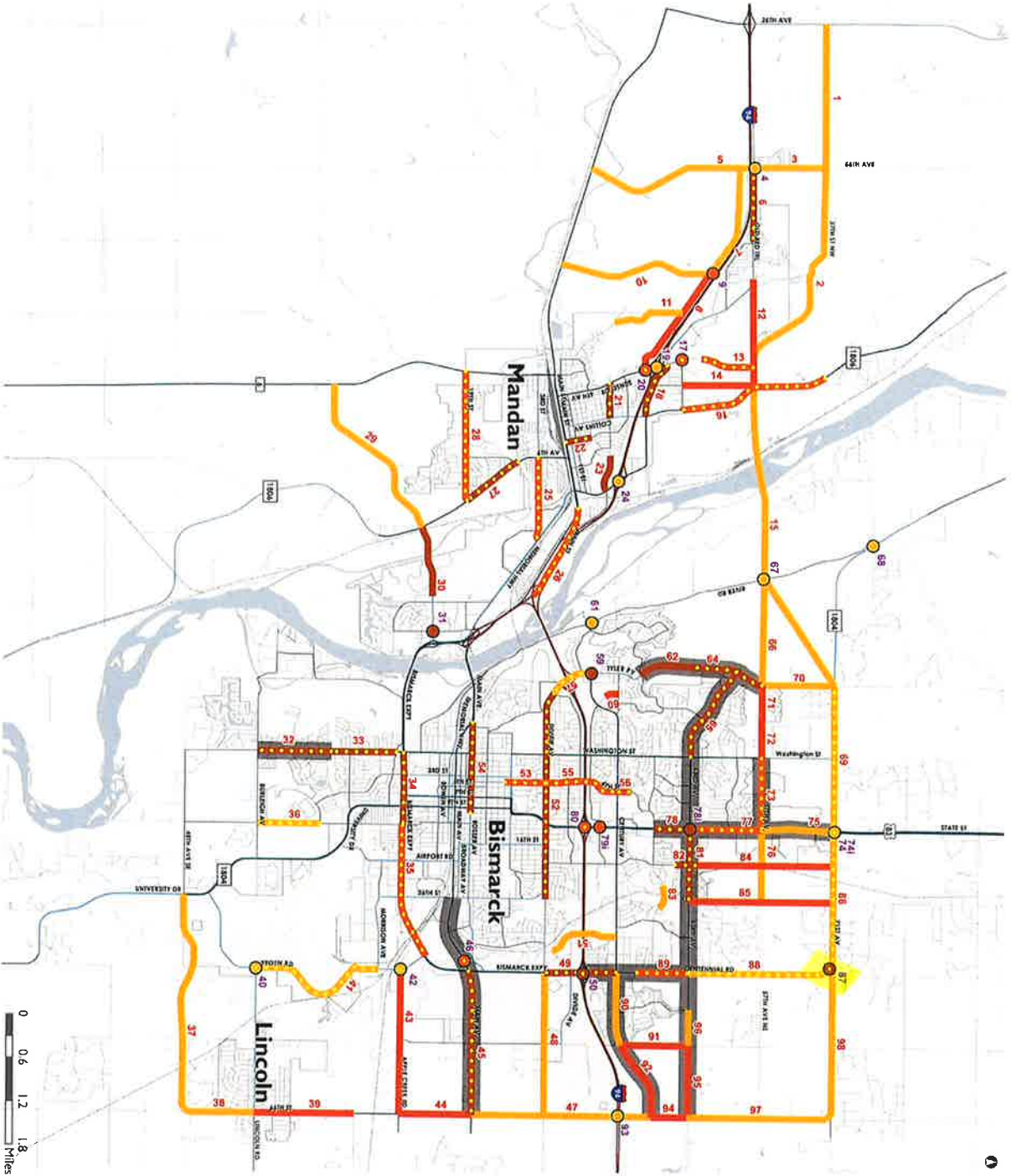
Proposed Year of Construction

Federal Funds	\$55,935
Local Match (10% of Total project cost)	\$6,215
Total Project Cost	\$62,150

NDDOT Central Office Only

Project Accepted? Yes No Reference Number ID Number

Notes



Project Phasing

- Short Range Projects
- Mid Range Projects
- Long Range Projects
- Short Range Projects for Constrained Plan
- Mid Range Projects for Constrained Plan
- Long Range Projects for Constrained Plan
- Bismarck Sales Tax Eligible Corridors



Short-Range Project List

ID	Location	Terminus	Terminus	Description	Phase	Cost	Year of Expenditure (NOE)	Program	Urban Program Priority
6	Old Red Trail	56th Avenue	40th Avenue NW	Reconstruct as 3-lane urban section.	Short	\$8,400,000	\$9,825,812	Urban	2
18	Old Red Trail	Sunset Drive	ND 1806 / Collins Avenue	Restripe for 3-lane urban section.	Short	\$39,500	\$46,209	Safety	
21	Division Street	Sunset Drive	ND 1806 / Collins Avenue	Reconstruction.	Short	\$2,500,000	\$2,924,646	Urban	5
22	3rd Avenue NE	Main Street	5th Street	Reconstruction.	Short	\$2,500,000	\$2,924,646	Urban (P&M)	7
23	Division Street	8th Avenue E	Mandan Avenue	Construct as 2-lane urban section.	Short	\$2,880,000	\$3,369,193	Urban	
27	Highway 1806	19th Street	Heart River Bridge	Pavement preservation project, including addition of turn lanes and signals at 8th Avenue and 19th Street.	Short	\$1,750,000	\$2,047,252	Regional	
30	McKenzie Road	Highway 1806	39th Avenue E	Construct as 2-lane rural section. Include new bridge across Heart River. Add signals at McKenzie Drive/ Bismock Expressway ramps and at McKenzie Drive/40th Avenue.	Short	\$15,650,000	\$18,308,286	Urban	
31	McKenzie Road	46th Avenue SE		Intersection capacity improvement.	Short	\$2,500,000	\$2,924,646	Urban	
32	Washington Street	Burling Avenue	Drainage Channel	Reconstruct as 3-lane urban arterial.	Short	\$8,720,000	\$10,201,167	Urban	3
33	Washington Street	Drainage Channel	Denver Avenue	Turn lane improvements including restripe south of Reno Avenue as 3-lane section.	Short	\$39,000	\$45,624	Safety	
34	Bismock Expressway	Washington Street	12th Street	Safety improvements.	Short	\$5,000,000	\$5,849,293	Safety	
45	Main Avenue	Bismock Expressway	66th Street	Widen from 2-lane to 3-lane section (including intersection improvement at 52nd Street).	Short	\$10,020,000	\$11,21,983	Urban	6
49	Bismock Expressway / Centennial Road	Divide Avenue	Century Avenue	Widen from 5-lane to 6-lane section.	Short	\$3,960,000	\$4,632,640	Mix	
50	Bismock Expressway / Centennial Road	I-94		Interchange reconstruction.	Short	\$25,000,000	\$29,246,464	Interstate	
52	Divide Avenue	Tumple Avenue	26th Street	Restripe as 3-lane urban section.	Short	\$143,500	\$167,875	Safety	
54	Rosser Avenue	Main Avenue	10th Street	Restripe as 3-lane urban section.	Short	\$62,000	\$72,531	Safety	
59	Century Avenue	Tyler Parkway		Intersection capacity improvement.	Short	\$2,500,000	\$2,924,646	Urban	
62	Tyler Parkway	Valley Drive	43rd Avenue	Construct as 2-lane urban section.	Short	\$4,260,000	\$4,983,597	Urban	
64	Tyler Parkway	43rd Avenue	57th Avenue	Overlay existing roadway to 2-lane rural section.	Short	\$500,000	\$584,929	Urban	8
65	Ash Coulee Drive	Tyler Parkway	Washington Street	Widen from 2-lane to 3-lane urban section.	Short	\$5,240,000	\$6,130,059	Urban	4
78	State Street	Calgary Avenue	43rd Avenue	At grade improvements, Calgary Avenue and 43rd Avenue; widening to 6-lane urban section from Calgary Avenue through 43rd Ave intersection.	Short	\$15,185,000	\$17,764,302	Regional	
78i	State Street	43rd Avenue		Grade separation.	Short	\$30,000,000	\$35,095,757	Regional	
81	43rd Avenue	State Street	26th Street	Construct 3-lane or 5-lane urban section.	Short	\$10,000,000	\$11,698,586	Urban	1
82	19th Street	North Valley Loop/Yucca Avenue	43rd Avenue	Reconstruct as 3-lane urban section.	Short	\$1,380,000	\$1,614,405	Urban	1
87	71st Avenue	Centennial Road		Intersection capacity improvement.	Short	\$2,500,000	\$2,924,646	Safety	
TBD	State Street	Calgary Avenue	43rd Avenue	Shared use path.	Short	\$1,000,000	\$1,169,859	Regional	

**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
PROJECT APPLICATION**

North Dakota Department of Transportation, Programming
SFN 59959 (11-2019)

**23 USC § 409 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 Bismarck		NDDOT District Bismarck	
Contact Name Mark A. Berg		Current Date 11/29/21	
Email Address mberg@bismarcknd.gov		Telephone Number 701-355-1529	Project Cost Estimate (attach detailed copy) 134,000.00
Location Description Citywide Various Locations	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input checked="" type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input type="checkbox"/> Intersections	Functional Class <input checked="" type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input type="checkbox"/> Intersection Traffic Control	<input checked="" type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input checked="" type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues The Bismarck-Mandan School Safety Crossing Study identified many locations for the installation of pedestrian actuated crossing devices. At the time the Study was conducted, the Rectangular Rapid Flashing Beacon (RRFB) was not a NDDOT approved safety improvement type. Recent changes allow now for the RRFB installation. A RRFB was installed at the intersection of N Washington Street and Durango/Slate Dr in 2019 utilizing local money only. The NDDOT has approved RRFB installations at 7th Street and 9th Street in the vicinity of Bismarck High School and that project has been programmed for 2021.			
Describe Proposed Safety Improvements There has been a significant number of near misses and a few vehicle-pedestrian crashes. The primary issue is traffic yielding to students in the crosswalk. The locations I would recommend for installation or modification of existing crossing devices are at the following locations: 16th Street and Braman Avenue, 8th Street and East Avenue C and Centennial Road and Jericho Road.			

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

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



December 2, 2021

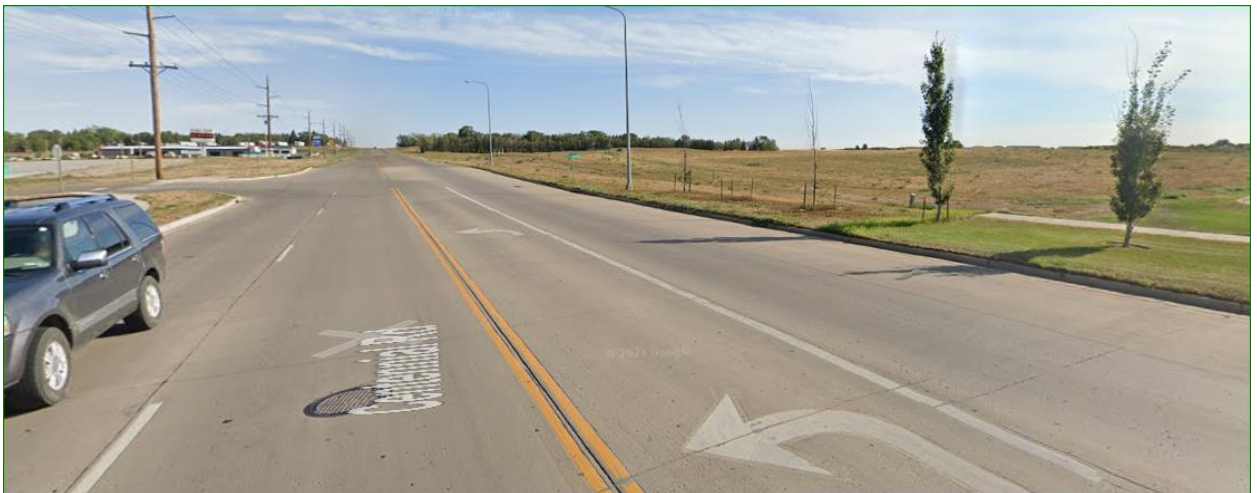
Mr. Justin Schlosser, PE
Traffic Operations
North Dakota Department of Transportation
608 Boulevard Avenue
Bismarck, North Dakota 58505-0700

Subject: Highway Safety Improvement Project (HSIP)

Justin:

This letter is to submit the attached application for HSIP funding for a citywide Rapid Rectangular Flashing Beacon (RRFB) school crossing and project. The roadways on which these locations are on the functionally classified highway system. The locations I would recommend for installation RRFB crossing devices are at the following locations:

- a. Centennial Road and Jericho Road – Legacy High School



b. 16th Street and Braman Avenue – Pioneer Schoolc. East Avenue C and 8th Street – Bismarck High School

The request for an HSIP project is based on the concern for the safety of pedestrians crossing higher volume roadways. The request on Centennial Road is based on traffic speed and students desiring to cross at Jericho Road to reach the commercial development to the south and east of this crossing. The request for 16th Street at Braman Avenue is based on improving safety. A crossing guard is currently at this

crossing for AM and PM student crossings. The request for a safety improvement at the intersection of East Avenue C and 8th Street is to improve pedestrian safety resulting from traffic congestion and crossing of pedestrians across East Avenue C in the AM and PM.

To improve school crossing safety, the City of Bismarck would like to propose this project to improve the three school/pedestrian crossing locations to the new pedestrian actuated Rapid Rectangular Flash Beacon crossing systems. The long-term benefits after implementation would be realized through improved vehicular and pedestrian safety.

I have attached the required HSIP project applications, aerial photo, traffic study and a detailed estimate of cost for the improvements.

If you have any questions, contact my office.

Sincerely,

Mark Berg \s\

Mark A. Berg, PE
Bismarck Traffic Engineer

Attachment

Traffic Study

Existing Conditions

The roadways proposed for the installation of RRFB system vary in functional classification from local to Principal Arterial. Two of the three proposed new locations for the installation of RRFB system are currently signed and marked as school crossings. The Centennial Road is a new proposed crossing.

Safety Concern

The safety concern is based on the ability of pedestrians to safely cross higher volume roadways. The RRFB systems with push button actuation are intended to draw the driver's attention to see students attempting to cross the roadway.

Local Input

Bismarck Parks and Recreation, Bismarck Public Schools, and Bismarck State College were requested to submit locations identified by their staff in need of crossing improvements.

Counter Measure

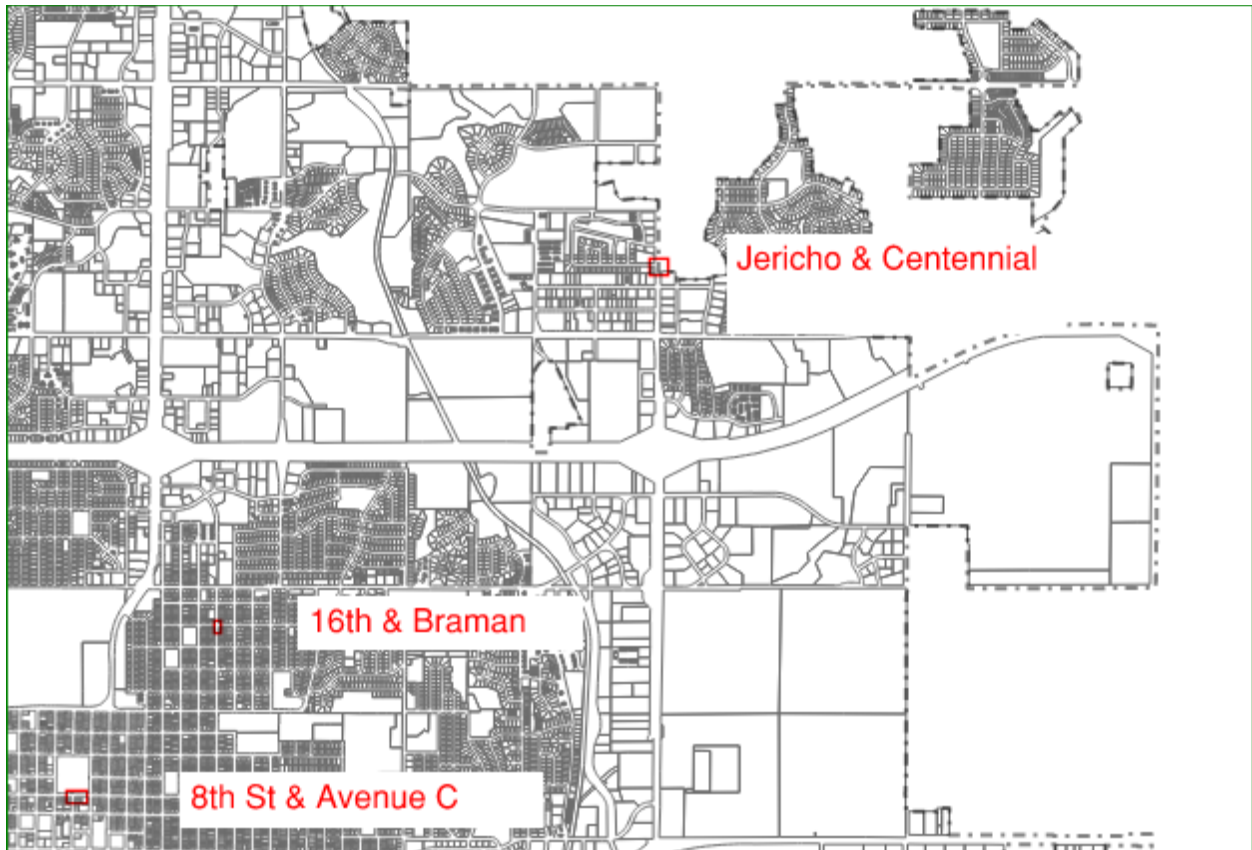
The long-term benefits after implementation would be realized through improved vehicular and pedestrian safety. In addition to Improving these school crossing locations, they will provide continued continuity of school crossings flashing beacon systems in Bismarck installed on a previous HSIP project.

Cost Analysis

HSIP RRFB School Crossing Improvements

(Various
Locations)

<u>ITEMS</u>	<u>QTY</u>	<u>UNITS</u>	<u>PRICE</u>	<u>TOTAL</u>
Rectangular Rapid Flash Beacon	3	EA	\$15,000.00	\$45,000
Concrete Foundations	6	EA	\$5,000.00	\$30,000
Bore including 2inch Conduit	990	LF	\$11.00	\$10,890
3 No. 12 Wire	990	LF	\$5.00	\$4,950
No. 6 Ground Wire	990	LF	\$2.00	\$1,980
Pad-Mounted Feedpoint	3	EA	\$10,000.00	\$30,000
	-	-		<u>ESTIMATE TOTAL</u>
Total (2021)				\$ 122,820
Total (2024) (3%/3 Years)				\$ 134,000



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**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
PROJECT APPLICATION**

North Dakota Department of Transportation, Programming
SFN 59959 (11-2019)

**23 USC § 409 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 Bismarck		NDDOT District Bismarck	
Contact Name Mark A. Berg		Current Date 12/02/2021	
Email Address mberg@bismarcknd.gov		Telephone Number 701-355-1529	Project Cost Estimate (attach detailed copy) 591,000
Location Description 19th Street and Century Avenue	Roadway Ownership <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> City <input type="checkbox"/> Tribe	Vision Zero Emphasis Area (check all that apply) <input type="checkbox"/> Younger Drivers <input checked="" type="checkbox"/> Speeding or Aggressive Drivers <input type="checkbox"/> Alcohol-Related <input type="checkbox"/> Unbelted Vehicle Occupants <input type="checkbox"/> Lane Departure <input checked="" type="checkbox"/> Intersections	Functional Class <input type="checkbox"/> Local Road or Street <input type="checkbox"/> Minor Collector <input type="checkbox"/> Major Collector <input checked="" type="checkbox"/> Minor Arterial <input type="checkbox"/> Principal Arterial
Improvement Category (check all that apply)			
<input type="checkbox"/> Access Management	<input checked="" type="checkbox"/> Intersection Geometry	<input type="checkbox"/> Parking	<input type="checkbox"/> Roadway Delineation
<input type="checkbox"/> Advanced Technology & ITS	<input checked="" type="checkbox"/> Intersection Traffic Control	<input type="checkbox"/> Pedestrians & Bicyclists	<input type="checkbox"/> Roadway Signs & Traffic Control
<input type="checkbox"/> Alignment	<input type="checkbox"/> Lighting	<input type="checkbox"/> Railroad Grade Crossings	<input type="checkbox"/> Shoulder Treatments
<input type="checkbox"/> Animal Related	<input type="checkbox"/> Miscellaneous	<input type="checkbox"/> Roadside	<input type="checkbox"/> Speed Management
<input type="checkbox"/> Interchange Design	<input type="checkbox"/> Non-infrastructure	<input type="checkbox"/> Roadway	<input type="checkbox"/> Work Zone
Describe Current Safety Issues East/west left turn lanes are at a negative offset impacting sight distances for left turn movements. The minimum required sight distance for oncoming vehicles is 280' for the posted speed limit of 35 MPH. The existing measured sight distance as a result of the existing negative offset is approximately 160'.			
Describe Proposed Safety Improvements 1. Realignment of the left turn lanes on Century Avenue to remove the left turn negative offsets. 2. Convert left turn signals to Flashing Yellow Arrow (FYA) on all approaches. 3. Relocate light poles as necessary.			

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

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



December 2, 2021

Mr. Justin Schlosser, PE
Traffic Operations
North Dakota Department of Transportation
608 Boulevard Avenue
Bismarck, North Dakota 58505-0700

Subject: Highway Safety Improvement Project (HSIP)

Justin:

This letter is to submit the attached application for the HSIP safety program to be considered for funding. The City of Bismarck would like to submit for a project at the intersection of 19th Street and Century Avenue. At this time this intersection has not been identified as a high crash location but does present negatively offset left-turn lanes for westbound and eastbound traffic. This location has similar design geometrics as two other locations, 4th Street/Century Avenue and Washington St/Century Avenue, that have been identified as high crash locations and have been granted HSIP funding to improve safety by removing the negative offset that currently exists.

The safety concern is to reduce the number of east/west left-turning angle crashes. The optimal solution is to correct the existing negative offset of the left turn lanes on Century Avenue at this location. To improve safety, the reconstruction of the east/west left-turn lanes to remove the negative offset that currently exists will be required.

In addition to correcting the negative offset, Flashing Yellow Arrows (FYA) would be installed to upgrade the existing protected/permissive left turn signal heads to provide continuity for drivers.

The long-term benefits after implementation should be realized through improved vehicular safety, traffic flow, reduction in turning maneuver conflicts, and reduction of driver aggression.

I have attached the required HSIP project applications, aerial photo and an estimate of the cost.

If you have any questions, contact my office.

Sincerely,

Mark Berg \s\

Mark A. Berg, PE
Bismarck Traffic Engineer

Attachment

Traffic Study

Location #1 – Century Avenue and 19th Street

Existing Conditions

The average daily traffic entering this intersection is estimated at 40,000. The existing traffic control for this intersection is a traffic actuated signal system. All approaches to this intersection have two through lanes with no right turn overlaps. The north/south left-turning traffic has protected/permissive control. The east/west left-turning traffic is controlled by a protected left turn signal. Century Avenue has a raised median and the exclusive left-turn lanes have a negative offset. Pedestrian facilities are in place on all four approaches.

Crash Review

The review period for this intersection is 2016 through 2021. There were 60% rear end and 7 % angle crashes. 14 (22%) crashes occurred during ice/snow roadway surface conditions.

Safety Concern

The negative offset of the east and westbound left-turn lanes limits the sight distance for left-turning traffic. The minimum required sight distance to oncoming vehicles is 280' at 35 MPH. The existing measured sight distance as a result of the negative offset is approximately 160'.

Counter Measure

The optimal solution is to correct the existing negative offset of the left turn lanes along Century Avenue. The reconstruction of the east/west left-turn lanes to remove the negative offset that currently exists would correct the inadequate sight distance for left-turning traffic.

In addition to correcting the negative realignment, conversion of the existing protected/permissive left turn signal operation to Flashing Yellow Arrows (FYA) on all four exclusive left-turn lanes would also have benefits by increasing capacity and decreasing delay.

Supportive Documentation

This recommendation is called out in the Mandan-Bismarck Corridor Improvement Study conducted by the Bismarck-Mandan Metropolitan Planning Organization.

Cost Analysis

Item	Quantity	Unit	Estimated Unit Price	Total Estimated Cost
Contract bond	1	EA	\$ 5,000.00	\$5,000.00
Mobilization	1	LS	\$ 50,000.00	\$50,000.00
Erosion Control	1	LS	\$ 5,000.00	\$5,000.00
Traffic Control	1	LS	\$ 25,000.00	\$25,000.00
Removals	450	LF	\$ 110.00	\$49,500.00
Curb & Gutter	600	LF	\$ 90.00	\$54,000.00
Common Excavation	500	CY	\$ 25.00	\$12,500.00
Granular Base	500	CY	\$ 80.00	\$40,000.00
Reinforced Concrete Pavement	500	SY	\$ 150.00	\$75,000.00
Seeding/Sodding	1	LS	\$ 4,000.00	\$4,000.00
Relocate Pull Box	2	EA	\$ 3,000.00	\$6,000.00
Revise Traffic Signal - FYA	1	LS	\$ 100,000.00	\$100,000.00
Signs	1	LS	\$ 3,000.00	\$3,000.00
Pavement Marking	1	LS	\$ 14,000.00	\$14,000.00
Revise Lighting	1	LS	\$ 30,000.00	\$30,000.00
Adjust Manholes/Gatevalves	1	LS	\$ 3,000.00	\$3,000.00
Revise Irrigation/Sprinkler	1	LS	\$ 10,000.00	\$10,000.00
TOTAL (2021)				\$486,000.00
TOTAL (2026) - 4%/5 Years				(\$591,293.31)



Areas in Red to be removed to eliminate/minimize left turn negative offset.

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URBAN GRANTS PROGRAM SUMMARY

DECEMBER 2021

A total of three (3) project applications were submitted for the fiscal funding year 2024 Urban Grants Program. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff. Points are provided to TAC and Policy Board for information, discussion, and potential prioritization. **This is not a ranking.**

JURISDICTION	PROJECT TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	MTP	POINTS
Bismarck	Rehabilitation	Front Ave and 5th St Pavement Rehab – Front Ave, 9th St to S. Mandan St and 3rd St, Front Ave to Main Ave and 5th St, Bowen Ave to Main Ave. Mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, curb extensions, plastic pavement marking, watermain replacement, roadway and pedestrian lighting upgrades, street trees and landscaping improvements, modifications of traffic signals for implementing leading pedestrian intervals, benches, bike racks, bus shelter pads, and signage.	\$2,635,600 / \$1,468,880 (federal portion represents 80% of cost of construction)	YES	17.498
Bismarck	Rehabilitation	West CBD Pavement Upgrade – 3rd St, Main Ave to Rosser Ave and Rosser Ave, 3rd St to 7th St, along with portions of 4th St, 5th St, and Broadway Ave. Mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, curb extensions, plastic pavement marking, roadway and pedestrian lighting upgrades, street trees and landscaping improvements, modifications of traffic signals for implementing leading pedestrian intervals, and signage.	\$1,804,000 / \$656,887 in new funding (to be combined with \$786,313 previously awarded)	YES	15.198
Mandan	Reconstruction Phase I	Downtown Core Reconstruct Phase I – 1st St NW from Collins Ave to 6th Ave NW Full reconstruct on 1 st St roadway with concrete (rather than mill and overlay due to exceedingly poor pavement condition; poor curb, gutter, and sidewalk conditions; and a need to replace old watermain); sidewalk and sidewalk ramp improvements to bring up to ADA compliance; possible curb bulb outs; signage and striping; integrating beautification elements recommended in the Mandan Downtown Sub Area Study such as benches, bike racks, LED and decorative lighting; also potential reverse angle parking trial on 1 st St. Signalization warrants and potential roundabout placement will be examined during preliminary design.	\$6,700,288 / \$4,850,390 (federal portion represents 80% of cost of construction)	YES	13.998

klr_dec_2021

URBAN GRANT SCORING METHODOLOGY:

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

URBAN GRANT SCORING (For MPO Staff Use):

Urban Grant Scoring Objectives
1A: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
1C: Enhance transportation security and reliability by developing strategies to address critical transportation assets identified that will facilitate the rapid movement of first responders and support incident management during times of emergency (SMO)
2A: Maintain pavement quality and bridges at acceptable levels (SMO)
2B: Maintain street signage and visibility (SMO)
2C: Maintain the current bicycle & pedestrian system (SMO)
3A: Implement projects and programs that will reduce travel delays on corridors that have an existing or proposed Level of Service (LOS) D or worse, to a LOS C or better after the improvement is made (SMO)
3B: Provide and maintain corridors functionally classified as minor arterials and above that facilitate longer-distance travel within the region (SMO)
3C: Improve the continuity of the multimodal systems for pedestrians, cyclists, or transit riders; through improved network connections and reduction of system gaps (SMO)
4A: Enhance the efficient and safe movement of freight and goods including investments in congestion reduction and safety improvements on the critical urban freight corridors and other designated freight corridors (SMO)
5C: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
7B: Leverage the existing transportation system by emphasizing low-cost, high impact solutions that may include incremental system improvements, system preservation, and technology applications to achieve reduced congestion in lieu of more expensive projects such as roadway widening (SMO)

1. Project: 1st Street and Avenues Reconstruct Phase I Total Points 13.998
 Submitting Entity: City of Mandan
- a. Objective 1A: 2.25 pts
 - b. Objective 1C: 2.25 pts
 - c. Objective 2A: 1.666 pts
 - d. Objective 2B: 1.666 pts
 - e. Objective 2C: 1.666 pts
 - f. Objective 3A: 1.2 pts
 - g. Objective 3B: 1.2 pts
 - h. Objective 3C: 1.2 pts
 - i. Objective 4A: 2.3 pts
 - j. Objective 5C: 2.1 pts
 - k. Objective 7B: 1.2 pts
2. Project: Front Avenue and 5th Street Pavement Rehab Total Points 17.498
 Submitting Entity: City of Bismarck
- a. Objective 1A: 2.25 pts
 - b. Objective 1C: 2.25 pts
 - c. Objective 2A: 1.666 pts
 - d. Objective 2B: 1.666 pts
 - e. Objective 2C: 1.666 pts
 - f. Objective 3A: 1.2 pts
 - g. Objective 3B: 1.2 pts
 - h. Objective 3C: 1.2 pts
 - i. Objective 4A: 2.3 pts
 - j. Objective 5C: 2.1 pts
 - k. Objective 7B: 1.2 pts
3. Project: West CBD-Pavement Upgrade Total Points 15.198
 Submitting Entity: City of Bismarck
- a. Objective 1A: 2.25 pts
 - b. Objective 1C: 2.25 pts
 - c. Objective 2A: 1.666 pts
 - d. Objective 2B: 1.666 pts
 - e. Objective 2C: 1.666 pts
 - f. Objective 3A: 1.2 pts
 - g. Objective 3B: 1.2 pts
 - h. Objective 3C: 1.2 pts
 - i. Objective 4A: 2.3 pts
 - j. Objective 5C: 2.1 pts
 - k. Objective 7B: 1.2 pts

URBAN GRANTS SCORING RESULTS

Agency/ Project	Total Points
Front Avenue and 5 th Street Pavement Rehab	17.498
West CBD-Pavement Upgrade	15.198
1 st Street and Avenues Reconstruct Phase I	13.998

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Urban Grant Program Application

Coversheet

LPA

Bismarck

Contact Person

Gabe Schell

Title

City Engineer

Address

221 N 5th Street, Bismarck, ND

Telephone

701-355-1505

Email

gschell@bismarcknd.gov

Project Name

Front Avenue and 5th Street Pavement Rehabilitation

LPA Applicant Signature (Highest Elected Official)
NDDOT District Engineer Signature if project is located on/impacts a State Highway
Date Submitted

10/15/2021

Application Attachment Checklist (check all that have been attached)

- Relevant excerpts from adopted plans
 Map(s) depicting project location
 Cross Section of Roadway/facility
 Pictures, Graphics, and/or other visual aids
 Relevant supporting data
 Other Attachments (describe)
[Click here to enter text.](#)

Information in this Box is for NDDOT to Complete

Date Received _____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?

Yes No

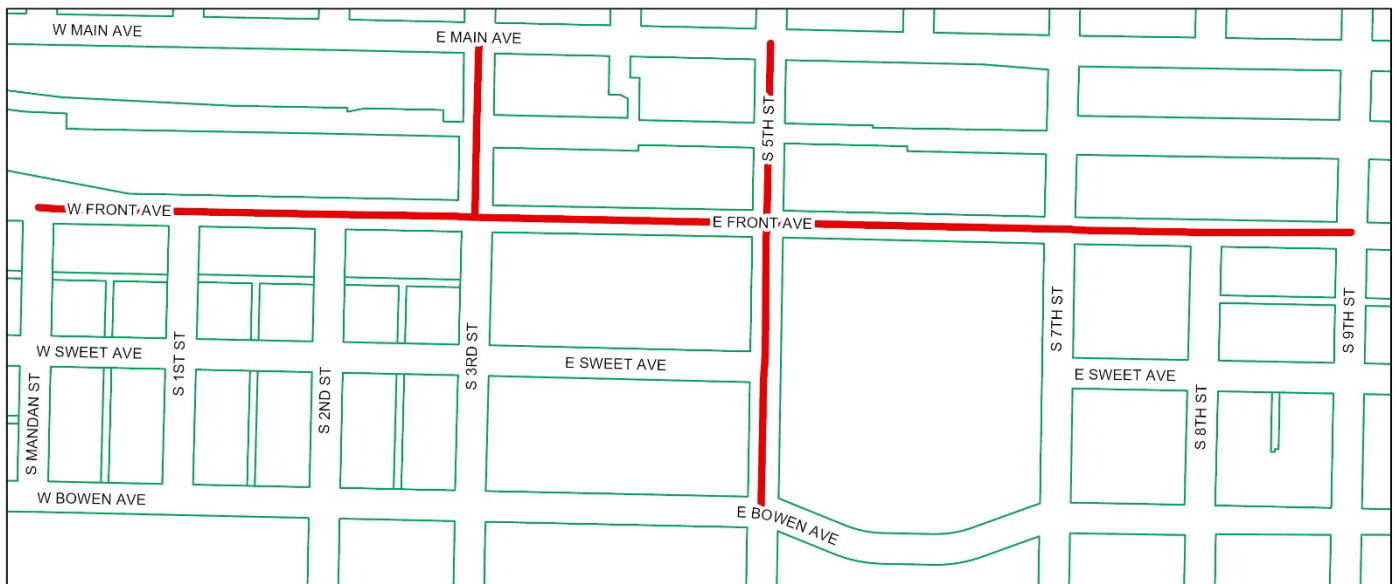
General Project Information

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

Project consists of improvements to downtown Bismarck primarily on Front Avenue, 3rd Street and 5th Street bounded by Main Avenue on the north, Mandan Street on the west and 9th Street on the east. Project scope includes mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, curb extensions, plastic pavement marking, watermain replacement, roadway and pedestrian lighting upgrades, street trees and landscaping improvements modifications of traffic signals for implementing leading pedestrian intervals, benches, bike racks, bus shelter pads and signage.

Construction Limits: Front Avenue from Mandan Street to 9th Street, 3rd Street from Front Avenue to Main Avenue and 5th Street from Bowen Avenue to Main Avenue.

Environmental Area: Front Avenue from Mandan Street to 9th Street, 3rd Street from Front Avenue to Main Avenue and 5th Street from Bowen Avenue to Main Avenue.



Total Project Cost

\$2,635,600

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

\$1,468,880

Competitive Criteria

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

The primary component of the project is a mill and overlay of Front Avenue from Mandan Street to 9th Street and 5th Street from Sweet Avenue to the railroad tracks. The proposed work would repair the distressed wearing course and would restore the useful life of the previously invested infrastructure through increased load carrying capacity. Front Ave, 3rd Street and 5th Street are functionally classified as minor arterials and provide north/south and east/west connectivity into and out of the CBD. 3rd Street and 5th Street with its quiet zone at-grade crossing of BNSF railroad provides interconnectivity for all modes of transportation from downtown Bismarck to land uses south of the railroad tracks. The project would also revise/improve any non-compliant pedestrian crossing to meet ADA requirements. Select traffic signals would be modified to include push-button activation in order to implement leading pedestrian intervals which have shown to reduce pedestrian/vehicle crashes. This project would evaluate the need for pedestrian lighting along Front Avenue from 3rd Street to 7th Street, 3rd Street between Front Avenue and the railroad tracks, and 5th Street from Bowen Avenue to the railroad tracks.

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 project would preserve the existing useful life of the asphalt surfacing by milling the wearing course of pavement and overlaying on select roadway. Damaged curb would be replaced to improve stormwater conveyance and aesthetic appeal. Implementation of this project will preserve the majority of the existing infrastructure by making minimal modifications to better serve the public transportation needs.
 - b) **Ensure safety of all users of the transportation system**
Traffic signals would be evaluated the need for push-button activation in order to implement leading pedestrian intervals which have shown to reduce crashes involving pedestrians. Leading pedestrian interval would allow the pedestrians to get a “head start” into entering the crosswalk with all four signalized approaches showing a red indication for vehicular traffic for 2-3 seconds while the activated pedestrian receives the “walk” designation. This safety feature is proposed only if the signal infrastructure includes pedestrian activated crosswalk in order to minimize vehicular driver frustration of an “all red” indication during the signal cycles with no pedestrian activity.
 - c) **Improve multi-modal transportation options such as walking, bicycling, and public transportation**
This project would evaluate and enhance multi-modal options by improving ADA ramp locations. Five of the six public transportation routes utilize the bus transit stop on Front Avenue between 5th Street and 7th Street. This project would assess the need for sidewalks at two locations that are presently not installed.
 - 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 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. 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. Relevant excerpts from such documents are encouraged to attach with the application. Examples of publicly accepted/adopted plans might include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

This project 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.

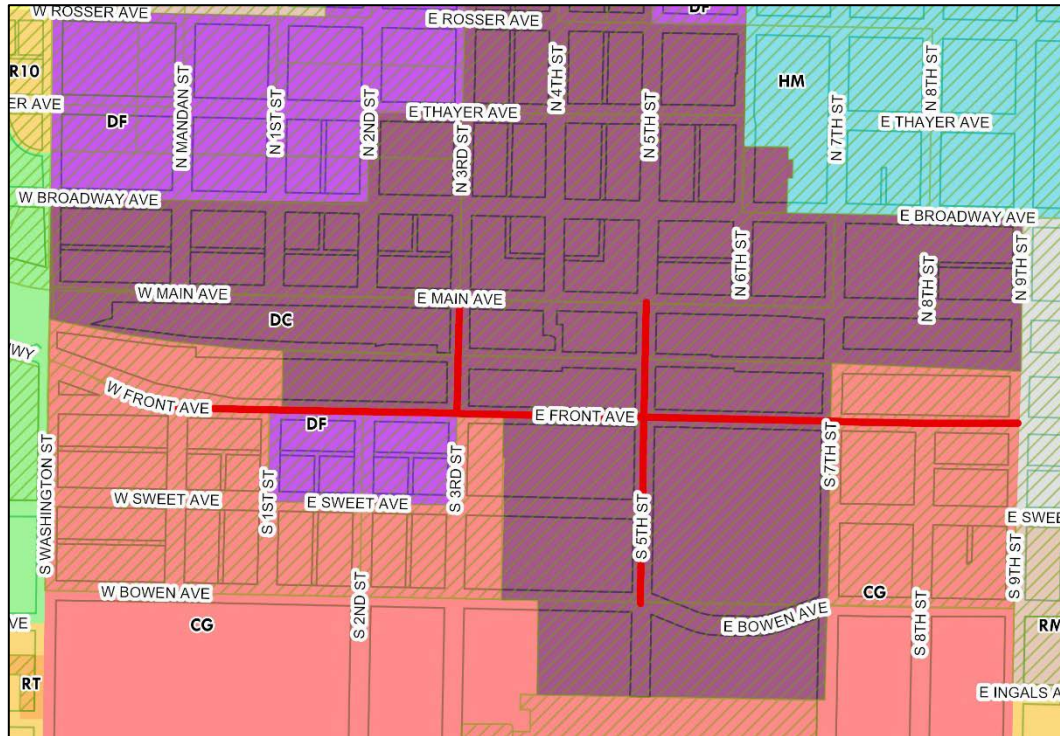
In August of 2019 the board of City Commissioners adopted the Downtown Streetscape Standards. The purpose of these standards was to enhance and preserve the quality of the public right of way in the downtown core and provide an attractive, coherent and safe experience

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 if applicable to the project type)

This proposed project is near the southern fringe of the downtown core as shown on the map below. Improvements are currently being implemented in the downtown core that are being funded through previous urban grants. This project will continue 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.



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

The zoning is downtown core, downtown fringe and commercial for all of the properties within the project area. The land uses vary from event center, retail, office, and restaurants to mixed use residential and public. Maintaining a healthy level of service on the infrastructure within the downtown core, downtown fringe and hospital medical is essential to continuing the development and redevelopment potential in all of these properties. City pedestrian activity on subject corridors and the relationship of non-time limit parking just outside of this area as a generator of pedestrian activity into and out of these roadways throughout the day. Please see the attached letter of support from the Downtown Business Association of Bismarck for additional information.

Existing Conditions

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

Functional Classification of Roadway

Minor Arterials – Front Avenue, 3rd Street and 5th Street

Current AADT (including source)

Front Avenue – 4,800

3rd Street – 10,700

5th Street – 2,500

Source: NDDOT Interactive Map

Forecasted AADT (including source)

Recently completed 2020-2045 MTP did not cite traffic growth on a corridor by corridor level but the 2045 transportation model did include a percentage of growth anticipated to occur within the community through 2045 to be absorbed by the traffic analysis zones located in the downtown area due to redevelopment.

Posted or Statutory Speed Limit

25 MPH

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

Majority of roadway widths are 40' or 48' face of curb to face of curb. Two-way traffic. Sidewalk widths are 6' with some areas only having sidewalks on one side of the street. Right of way width is 80'.

Pavement rating or condition

The pavement is in fair condition with the average Pavement Condition Index score of 66 in 2022. The pavement is projected to be in a degraded condition with an anticipated pavement condition index score of 60 in 2024, requiring a mill and overlay.

Year of Last Federal Investment at this Location**When was the current section built?**

5th Street from Bowen Ave to Sweet Avenue – Reconstructed 2019

5th Street from Sweet Avenue to BNSF Railroad tracks – Reconstructed 1963

Front Avenue from Mandan Street to 3rd Street – Reconstructed 1958

Year last surfaced or received maintenance?

5th Street from Sweet Avenue to BNSF Railroad tracks – Mill and Overlay 2011

Front Avenue from Mandan Street to 3rd Street – Mill and Overlay 1999

Front Avenue from 3rd Street to 9th Street – Mill and Overlay 2011

Lighting

In Place

Crash Rate or Number of Crashes?

Since 2010 there has been approximately 780 crashes within the project area, of those 78% of crashes resulted in property damage only, 56% of the crashes were intersection related and 76% of crashes were rear ends or angles.

Other Known Safety Concerns?

There was one pedestrian fatality that took place at the railroad crossing in 2021 on 5th Street. There is a quiet rail system with pedestrian arms in place. This system was working properly at the time of the incident.

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

There are 12 intersections in total within the project area. Traffic signal are in place on Front Avenue at 3rd Street, 5th Street, 7th Street and 9th Street as well as on Main Avenue at 3rd Street and 5th Street. The intersection of 5th Street and Bowen Avenue is all-way stop controlled. All other intersection are stop controlled

Is parking allowed and what type?

Yes, parallel parking at select locations

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 and sanitary sewer is in good condition at this time. The watermain on Front Ave and 5th Street is in need of replacement.

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

No

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

6' minimum width sidewalks are in place throughout the project area. There are two locations on Front Avenue where the sidewalk is only on one side of the street.

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

Yes, on Front Avenue between 5th Street and 7th Street.

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

Yes, transit routes utilize all streets within the project limits.

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

Yes, there are quiet zone at grade crossings of BNSF railroad located on 3rd Street and 5th Street between Main Avenue and Front Avenue

Other existing conditions that are not listed identified above?

None at this time

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 proposes a mill and overlay on Front Ave from Mandan Street to 9th Street and 5th Street from Sweet Ave to the railroad tracks. Installation of permanent pavement markings, upgrade ADA ramps and select watermain replacement is also proposed for these streets.

Pedestrian curb extensions would be considered at the intersection of 5th Street and Sweet Avenue.

Pedestrian lighting would be considered on Front Ave from 3rd Street to 7th Street, 5th Street from Bowen Ave to railroad tracks and 3rd Street from Front Avenue to railroad tracks.

Proposed Length

5,115 feet (0.97 miles)

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

No change to existing cross section

Proposed Surfacing Type

Asphalt, no change

Proposed Lighting, if applicable

Installation of pedestrian lighting on Front Avenue from 3rd Street to 7th Street, 3rd Street from Front Avenue to BNSF Railroad and 5th Street from Bowen Avenue to BNSF Railroad.

Proposed Traffic Control changes

None

Proposed Safety Improvements

Should any of the existing traffic signals be unwarranted and the signal is removed, pedestrian

crossings at the intersection would be addressed. At the intersections where, near miss interactions between pedestrians and vehicular traffic is occurring, the implementation of leading pedestrian intervals could be considered to give more of an advantage to pedestrians by allowing pedestrian extra crossing time before cars can go. Intersections will be evaluated to determine if curb extensions could be installed.

Proposed Intersection Improvements

Consideration for high visibility crosswalks and curb extensions.

Proposed Traffic Calming Measures

Pedestrian curb extensions included at select intersections.

Will parking be allowed and type?

Yes, exiting parallel parking will remain. No additional parking will be added to the project area.

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

No

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

The City watermain on Front Avenue and 5th Street will be replaced. There are no known issues of private utility at this time.

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

No

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

Sidewalk gaps along Front Avenue will be installed

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

Installation of tactile truncated dome panels at pedestrian crossings.

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

Consideration for transit routes and bus transit stops will be looked into during the construction of the project.

Proposed Railroad Crossing Work

No.

Other Proposed Improvements

[Click here to enter text.](#)

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

Yes, portions of some the streets lie within the Downtown Bismarck Historic District. Within the district are many buildings list as individually eligible/contributing structures. Project improvements would not require right of way or impact any existing building and there are no contributing historical elements within the right of way itself.

Lakes, waterways, floodplains Wetland

No

Stormwater management

No

Hazardous materials sites

No

Hazardous materials on existing structure

No

Upland habitat

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

[Click here to enter text.](#)

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

Maintain traffic on roadway. Detour used at times or restriction to one-way during phasing.

Ineligible Project Items

City watermain replacement

Additional comments on Miscellaneous Issues section

[Click here to enter text.](#)

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)	239,600			239,600
Watermain Replacement	559,900			559,900
Construction of Project (2024)	1,836,100	1,468,880		367,220
Totals	2,635,600	1,468,880		1,166,720

What is the source of the local funds?

Sales tax and/or special assessments.

City of Bismarck
Engineering Department
NDDOT Grant Support

September 28, 2021

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

I'm writing to express support for Bismarck's current NDDOT Urban Grant Program application for Downtown Bismarck related projects. 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 \$150 million dollars in returned taxable valuation on existing infrastructure, generating wealth for the community. 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. We are writing to give support for the following:

- *7th Street –Front Avenue to Broadway Avenue and 9th Street – Front Avenue to Main Avenue Concrete Pavement Repair*
- *Additional matching funds for the downtown street pavement rehabilitation – Rosser Avenue, 3rd Street to 7th Street and 3rd Street, Rosser Avenue to Main 9 Avenue.*
- *Front Avenue/5th Street improvements*

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

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

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

Sincerely,

Kate Herzog, President & COO
Downtown Bismarck Community Foundation 501c3 &

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Urban Grant Program Application

Coversheet

LPA

Bismarck

Contact Person

Gabe Schell

Title

City Engineer

Address

221 N 5th Street, Bismarck, ND

Telephone

701-355-1505


Email

gschell@bismarcknd.gov

Project Name

West CBD- Pavement Upgrade

LPA Applicant Signature (Highest Elected Official)



Steve Bakken, President of the Board of City Commissioners

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

Date Submitted

10/15/2021

Application Attachment Checklist (check all that have been attached)

- Relevant excerpts from adopted plans Map(s) depicting project location Cross Section of Roadway/facility
- Pictures, Graphics, and/or other visual aids Relevant supporting data
- Other Attachments (describe)
Click here to enter text.

Information in this Box is for NDDOT to Complete

Date Received _____

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

General Project Information

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

Project consists of improvements to downtown Bismarck primarily on N 3rd St and E Rosser Avenue bounded by Main Avenue on the south, Rosser Avenue on the north, 3rd Street on the west and 7th Street on the east. Project scope includes mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, plastic pavement marking, roadway and pedestrian lighting upgrades, street trees and landscaping improvements modifications of traffic signals for implementing leading pedestrian intervals, and signage.

Construction Limits: 3rd St from Main Ave to Rosser Ave, Rosser Ave from 3rd St to 7th St, 4th St from Rosser Ave to Thayer Ave, 5th St from Rosser Ave to Thayer Ave, Broadway Ave from 3rd St to 4th St. and Broadway Ave from 6th Street to 7th St.

Environmental Area: 3rd St from Main Ave to Rosser Ave, Rosser Ave from 3rd St to 7th St, 4th St from Rosser Ave to Thayer Ave, 5th St from Rosser Ave to Thayer Ave, Broadway Ave from 3rd St to 4th St. and Broadway Ave from 6th Street to 7th St.

This project was selected for partial funding in spring of 2021. The City of Bismarck accepted \$786,313 in federal funding in spring of 2021 but respectfully requests additional consideration for fulling funding the original \$1,450,000 grant request.



Total Project Cost
\$1,804,00

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

\$656,887 in new funding is requested to be combined with \$786,313 in previously awarded funds for a total match of \$1,443,200 representing 80% of the total project cost

Competitive Criteria

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

The primary component of the project is a mill and overlay of the roadway. The proposed work would repair the distressed wearing course and would restore the useful life of the previously invested infrastructure through increased load carrying capacity. 3rd Street and Rosser Avenue are functionally classified as minor arterials and provide north/south and east/west connectivity into and out of the CBD. Broadway Avenue, 4th Street and 5th Street are functionally classified as collector roadways within the project area. 3rd Street N with its quiet zone at-grade crossing of BNSF railroad provides interconnectivity for all modes of transportation from downtown Bismarck to land uses south of the railroad tracks. The project would also revise/improve any non-compliant pedestrian crossing to meet ADA requirements. Select traffic signals would modified to include push-button activation in order to implement leading pedestrian intervals which have shown to reduce pedestrian/vehicle crashes. The existing lighting along 3rd Street between Broadway Ave and Rosser Ave would be improved and would expand the existing pedestrian lighting system to include 3rd Street.

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 project would preserve the existing useful life of the asphalt surfacing by milling the wearing course of pavement and overlaying roadway. Damaged curb would be replaced to improve stormwater conveyance and aesthetic appeal. The existing boulevard trees would be maintained and opportunities for replanting empty tree wells would be included. Implementation of this project will preserve the majority of the existing infrastructure by making minimal modifications to better serve the public transportation needs.
 - b) **Ensure safety of all users of the transportation system**
Unwarranted traffic signals would be removed and the proposed improvements to the ADA ramps would be located at areas closer to the stopping location of vehicles to improve visibility of the pedestrian in the cross walk. Where traffic signals are no longer warranted and are to be removed, pedestrian crossing improvements would be made such as curb extensions and/or pushbutton actuated Rectangular Rapid Flashing Beacons. Traffic signals would include push-button activation in order to implement leading pedestrian intervals which have shown to reduce crashes involving pedestrians. Leading pedestrian interval would allow the pedestrians to get a “head start” into entering the crosswalk with all four signalized approaches showing a red indication for vehicular traffic for 2-3 seconds while the activated pedestrian receives the “walk” designation. This safety feature is proposed only if the signal infrastructure includes pedestrian activated crosswalk in order to minimize vehicular driver frustration of an “all red” indication during the signal cycles with no pedestrian activity.
 - c) **Improve multi-modal transportation options such as walking, bicycling, and public transportation**
This project would evaluate and enhance multi-modal options by improving ADA ramp locations and realigning curbs to better delineate pedestrian spaces. Public transportation Black and Red Routes utilize

5th Street through the project area with service to the City/County Building and County Courthouse among other locations.

- 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. This is an area which has hosted community and economic events such as the Downtown Street Fair that promotes economic activity at both the street vendor as well as the store front level. 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 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. This is accomplished by focusing more on multimodal forms of transportation.

There is adequate utility servicing from water and sanitary sewer and no rehabilitation of those facilities is anticipated as part of this project.

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

This project 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. The streets of the downtown core serve as an open space for public gatherings and festivals as well carrying traffic.



“What attracts people most, it would appear, is other people.”

-William Whyte

“Streets and their sidewalks, the public places of a city, are its most vital organs.”

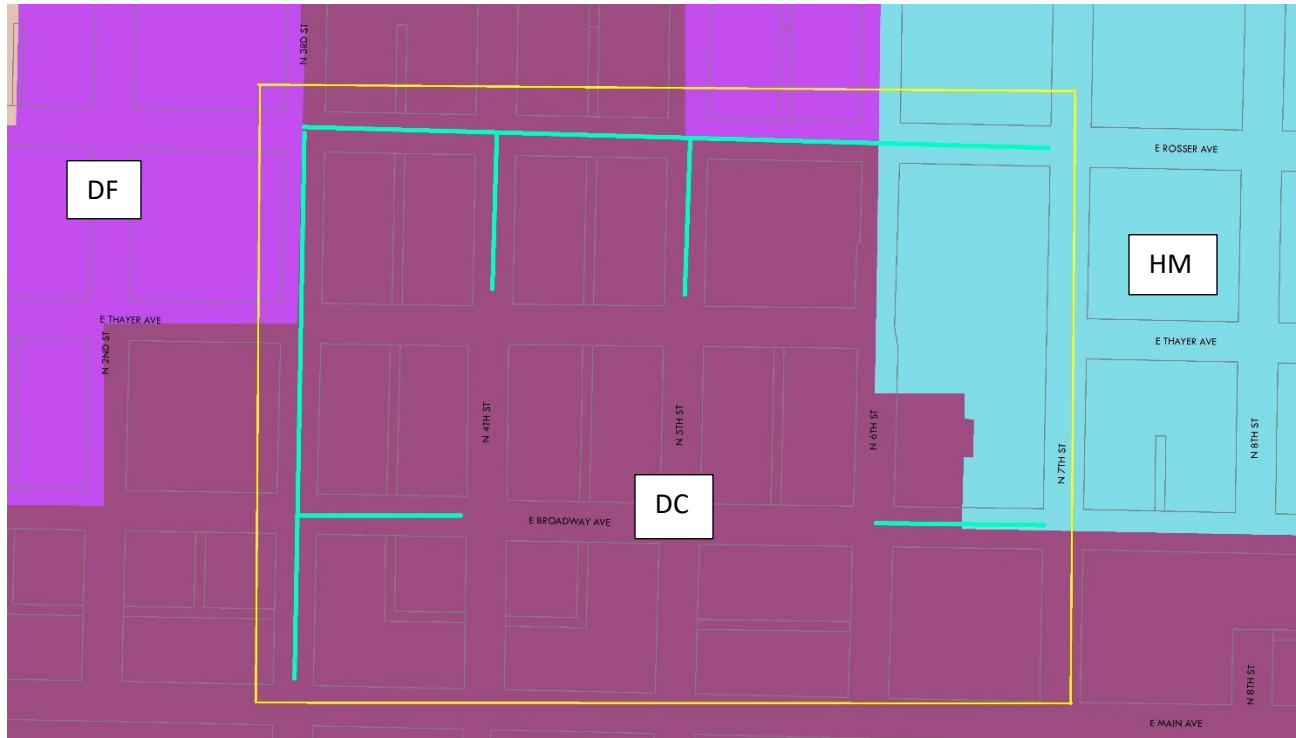
-Jane Jacobs



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 if applicable to the project type). This proposed project is near the north and west fringe of the downtown core as shown on the map below. Improvements are currently being implemented in the downtown core that are being funded through previous urban grants. This project will continue 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.



DC = Downtown Core

DF = Downtown Fringe

HM = Medical

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

The zoning is downtown core, downtown fringe and Hospital medical for all of the properties within the project area. The land uses vary from medical, retail, office, and restaurants to mixed use residential and public. Maintaining a healthy level of service on the infrastructure within the downtown core, downtown fringe and hospital medical is essential to continuing the development and redevelopment potential in all of these properties. City pedestrian activity on subject corridors and the relationship of non-time limit parking just outside of this area as a generator of pedestrian activity into and out of these roadways throughout the day. Please see the attached letter of support from the Downtown Business Association of Bismarck for additional information.

Existing Conditions

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

Functional Classification of Roadway

Minor Arterial – 3rd Street and Rosser Avenue

Collectors – Broadway Avenue, 4th Street and 5th Street

Current AADT (including source)

3rd Street – 8585 ADT (2019)

Rosser Avenue – 7895 ADT (2019)

Thayer Avenue – 2500 ADT (2019)

Broadway Avenue – 2755 ADT (2019)

4th Street – 3200 ADT (2018 Miovision)

5th Street – 4400 ADT (2019)

Source: NDDOT Interactive Map

Forecasted AADT (including source)

Recently completed 2020-2045 MTP did not cite traffic growth on a corridor by corridor level but the 2045 transportation model did include a percentage of growth anticipated to occur within the community through 2045 to be absorbed by the traffic analysis zones located in the downtown area due to redevelopment.

Posted or Statutory Speed Limit

25 MPH

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

Majority of roadway widths 48' face of curb to face of curb. Two-way traffic. Sidewalk widths vary from 6' to as wide as 16' in areas. Right of way width is 80'.

Pavement rating or condition

The pavement is in fair condition with the average Pavement Condition Index score of 71 in 2020. The pavement is projected to be in a degraded condition with an anticipated pavement condition index score of 63 in 2023, requiring a mill and overlay.

Year of Last Federal Investment at this Location

1978

When was the current section built?

3rd Street - Reconstruction 1978, Mill and overlay 2008

Rosser Avenue – Reconstruction 1978, Mill and overlay 2007

Year last surfaced or received maintenance?

3rd Street - Mill and overlay 2008

Rosser Avenue – Mill and overlay 2007

Lighting

In place

Crash Rate or Number of Crashes?

Crashes occurring in the last 10 years with in the projects are mainly property damage type collisions. Two crashes did occur involving bicycles along Rosser Avenue which is marked as a "Share the Road" bicycle facility.

Other Known Safety Concerns?

A number of near misses are reported at the intersection of 6th street and Rosser Avenue by Sanford employees crossing Rosser Avenue.

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

Total of 6 intersections, Traffic signals are in place on Rosser Avenue at 3rd, 4th, 5th, and 6th Street and on Thayer Avenue and Broadway along 3rd Street.

Is parking allowed and what type?

Yes, parallel parking on all roadways

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

None

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

Underground infrastructure in good repair at this time, watermain improvements 2020

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

None

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

Sidewalks on both sides of all streets.

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

Blue Transit Routes utilize 3rd Street and include stops on demand for users of the system.

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

Blue transit route operates on 3rd Street from Main Avenue to Rosser Avenue

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

No, but there are quiet zone at-grade crossings of BNSF railroad located south of the project on 3rd Street and 5th Street.

Other existing conditions that are not listed identified above?

None at this time.

Proposed Improvements

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

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

Mill & Overlay (HBP), Installation of permanent pavement markings, upgrade street lighting and Upgrade ADA ramps, and aesthetic improvements.

Proposed Length

2630'/0.50 mi.

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

No Change, all work will be performed within the

Proposed Surfacing Type

HBP, No Change

Proposed Lighting, if applicable

Convert fixtures to LED. On 3rd Street from Rosser Avenue to Broadway install pedestrian lighting.

Proposed Traffic Control changes

Remove unwarranted Traffic Signals

Proposed Safety Improvements

Should any of the existing traffic signals be unwarranted and the signal is removed, pedestrians crossing at the intersection would be addressed by installing pedestrian actuated flashing beacon system. At the intersections where, near miss interactions between pedestrians and vehicular traffic is occurring, the implementation of leading pedestrian intervals could be considered to give more of an advantage to pedestrians by allowing pedestrians extra crossing time before cars can go. signal.

Proposed Intersection Improvements

ADA ramp and stop bar proposed to move to create a "tighter" intersection that would increase pedestrian visibility. Consideration for high visibility crosswalks.

Proposed Traffic Calming Measures

Pedestrian curb extensions included at select intersections currently without extensions.

Will parking be allowed and type?

Yes. Parallel

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

No

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

Spot repairs on water and sanitary sewer.

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

No

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

No, sidewalks in place, some repairs

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

Installation of Tactile truncated dome panels at pedestrian crossings. Moving locations of ADA ramps to provide increased visibility to pedestrians.

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

Consideration for transit route on 3rd Street and how detour during construction may impact route.

Proposed Railroad Crossing Work

No

Other Proposed Improvements

[Click here to enter text.](#)

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

Yes, portions of some the streets lie within the Downtown Bismarck Historic District. Within the district are many buildings list as individually eligible/contributing structures. Project improvements would not require right of way or impact any existing building and there are no contributing historical elements within the right of way itself.

Lakes, waterways, floodplains Wetland

No

Stormwater management

No

Hazardous materials sites

No

Hazardous materials on existing structure

No

Upland habitat

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

[Click here to enter text.](#)

Miscellaneous Issues of Proposed Improvements

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

Downtown Street Fair in September

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 right of way acquisition required.

Proposed Traffic Control during Construction

Maintain traffic on roadway. Detours used at times or restriction to one-way traffic during phasing.

Ineligible Project Items

None

Additional comments on Miscellaneous Issues section

[Click here to enter text.](#)

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
Preliminary Engineering (In House)	108,400	0	0	108,400
Construction Engineering (In house)	0	0	0	0
Construction of Project (2024)	1,804,000	1,443,200	0	360,800
Utilities	0			
Bridge	0	0	0	0
Right of Way	0	0	0	0
Totals	1,912,000	1,443,200		469,200

What is the source of the local funds?

Sales Tax and/or special assessments.

City of Bismarck
 Engineering Department
 NDDOT Grant Support

September 11, 2020

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

I'm writing to express support for Bismarck's current NDDOT Urban Grant Program for Downtown Bismarck. 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.



This project application is targeted near a growing and emerging portion of our west Downtown commercial district. This is an area that was originally more industrial and has over the last two decades turned more commercial and within the last 5 years more mixed-used. Mixed use development is the key to sustainable growth in Downtown Bismarck and making infrastructure improvements that target pedestrians as well as vehicles produces a stronger ROI. Furthermore, portions of this area in the Downtown Fringe are now parking exempt and open up more opportunities for private development.

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

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

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

Sincerely,

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

Urban Grant Program Application

Coversheet

LPA

City of Mandan

Contact Person

Justin Froseth

Title

Planning and Engineering Director

Address

205 2nd Avenue Northwest

Telephone

701-667-3227

Email

jfroseth@cityofmandan.com

Project Name

1st Street and Avenues Reconstruct (Phase 1)

LPA Applicant Signature (Highest Elected Official)

_____ Tim Helbling, Mayor

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

Date Submitted: 10/15/2021

Application Attachment Checklist (check all that have been attached)

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

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

Other Attachments (describe)

[Click here to enter text.](#)

Information in this Box is for NDDOT to Complete

Date Received _____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?

Yes No

General Project Information

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

The primary goal and objective of this project is to reconstruct 1st Street NW and several Avenues in the core downtown area of Mandan (see map in Section 4 below). The entire project will be designed as soon as funding is available, but construction is intended to occur in two phases in order to utilize Urban Grant Program (UGP) funding in consecutive years. Based on preliminary cost estimates already completed for the entire project, anticipated specific locations of the first phase include 1st Street NW from Collins Avenue to 6th Avenue NW; anticipated specific locations of the second phase include 2nd, 3rd, 4th, and 5th Avenues from Main Street to 2nd Street NW. The final construction phasing may change, depending on the amount of grant funds awarded as well as confirmation of how each phase should be split after completing final design. Per UGP Policy, City of Mandan (City) will ensure final construction phasing 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. Another UGP Application for the second phase will be submitted next year.

A full reconstruct is needed as opposed to a less intense project such as a mill and overlay because, 1) the condition is such that a mill and overlay would not be sufficient, 2) there are poor curb and gutter and sidewalk conditions, and 3) there is a need to replace old watermain under these avenues. The project will reconstruct these streets with beautification elements integrated throughout. We plan to incorporate examples highlighted in the Downtown Subarea Study that will work best for our streets and avenues when we get to the detailed design. Examples of items we would look to incorporate include Figures 221 through 227 of the Study as shown below.

Figure 221: Planter and Street Tree Protection



Location: Unknown

Figure 222: Portable Planter Boxes



Location: Crested Butte, CO

Figure 223: Decorative Light Fixture



Location: Rapid City, SD

Figure 224: Curb Extension and Planter Box



Location: Concordia, KS

Figure 225: Benches and Trash Receptacles



Location: Omaha, NE

Figure 226: Benches and Trash Receptacles



Location: Rapid City, SD

Figure 227: Bike Racks and Trash Receptacles



Location: Boulder, CO

IMPLEMENTATION PLAN

As a demonstration of its commitment to the project as a priority, the City has already expended more than \$178,000 of local funds to-date by hiring KLJ Engineering to complete design and boundary surveys, preliminary environmental, data collection, preliminary engineering and detailed cost analyses. This work occurred between January-November 2020; however, these tasks are currently postponed due to lack of funding.

Total Project Cost

The Phase 1 estimate is \$6,700,288 while the total project estimate is \$12,297,480. Both of these figures represent the total project, including non-participating costs. Refer to the Cost Estimate section below for more detailed information.

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

\$4,850,390 (represents 80% of Phase 1 participating costs)

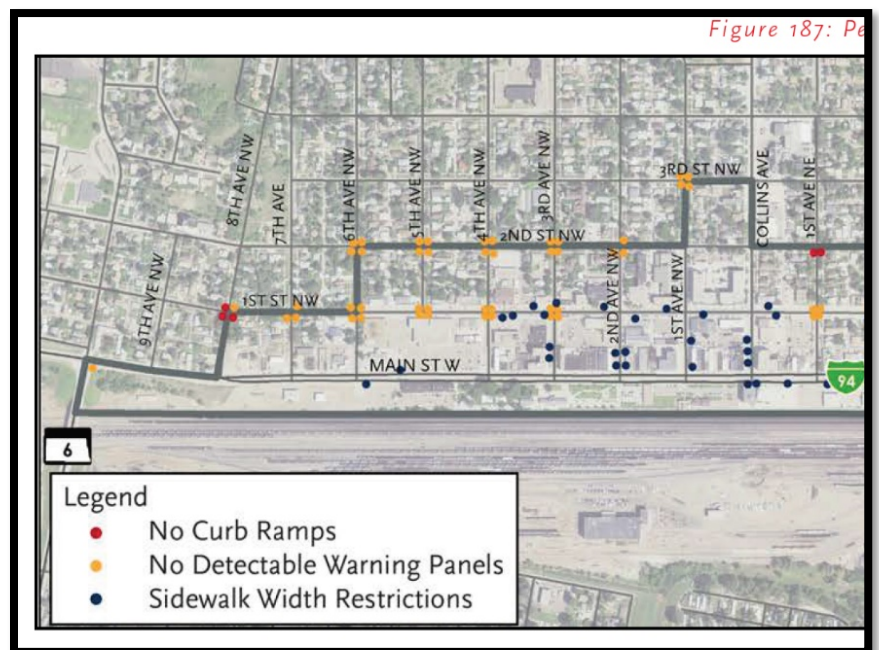
Competitive Criteria

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

The City, in partnership with the Bismarck-Mandan Metropolitan Planning Organization (BMMPO), recently completed the Downtown Subarea Study (Study), led by KIJ, in late 2016. From that Study, many existing problems had been discussed as expressed by 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 prevalent comments from these meetings, which have also been expressed since the Study was completed, are:

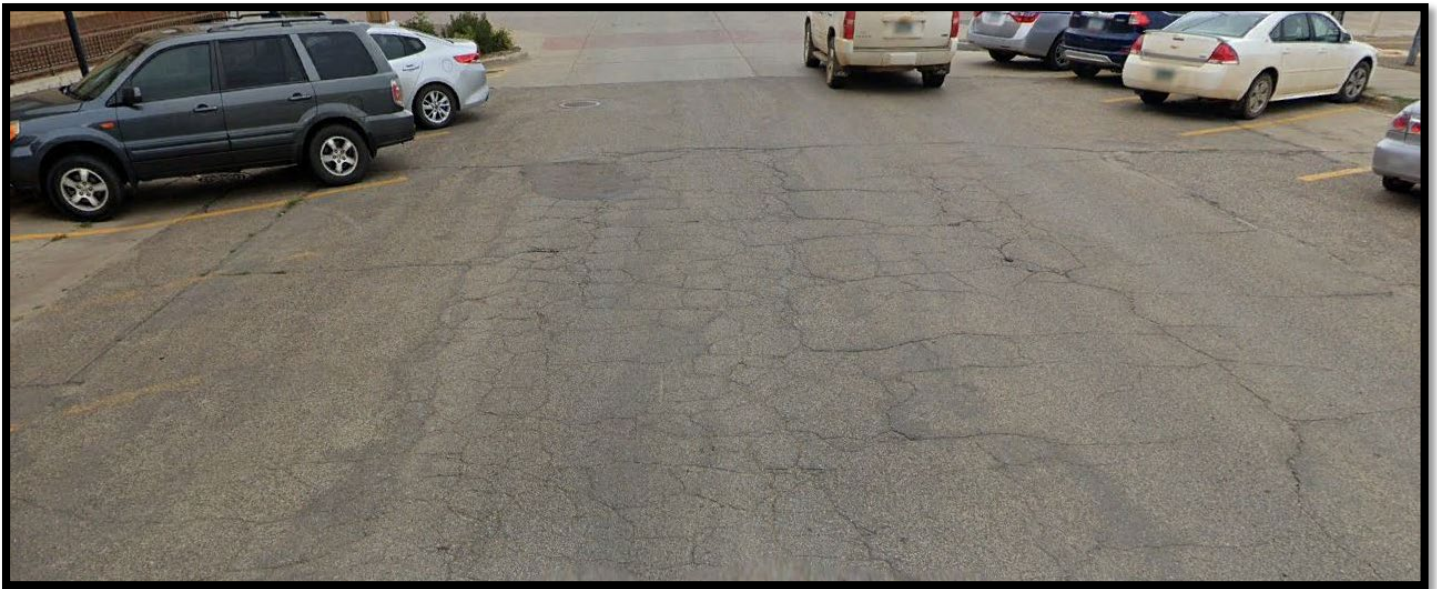
- a. Poor pavement conditions of avenues in the core downtown area.
- b. Poor sidewalk conditions of avenues in the core downtown area. There are many examples of non-conformance with ADA requirements, as illustrated in Figure 187 on the following page, pulled from the Downtown Subarea Study draft plan.
- c. Unsightly downtown infrastructure (streets and sidewalks), as illustrated in the pictures on the following page.
- d. Request 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, coupled with a desire to make Mandan's core downtown area more walkable and patron friendly, the Downtown Subarea Study team provided ideas to revitalize downtown avenues. Though the ideas for the avenues were not developed to the level of detail our primary corridors (Main Street and 1st Street) were, the Study did bring forward ideas with a welcoming environment in mind to revitalize and make the core downtown area more patron friendly.



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

Below is 1st Street NW between 1st and 2nd Avenue looking east to 1st Avenue.



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



Below is 1st Street NW between 2nd and 3rd Avenue looking east to 2nd Avenue.



Below is 1st Street NW between 3rd and 4th Avenue looking west to 4th Avenue.



Below is 1st Street NW between 4th and 5th Avenue looking east to 4th Avenue.



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

Below is 2nd Avenue NW just north of Main Street looking south to Main. Taken December of 2017.



Below is 2nd Avenue NW between 1st and 2nd Street looking south to 1st Street. Taken December of 2017.



Below is 4th Avenue NW between Main Street and 1st Street looking north towards 1st Street. Taken December of 2017.



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 project will reconstruct existing core downtown streets and avenues. Streets are some of our most valuable assets in the community as they accommodate all modes of transportation in the core of the city.

b) Ensure safety of all users of the transportation system

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

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

The improved safety and aesthetics of this project will greatly improve the walkability of downtown Mandan. As a result of improved walkability, we hope these changes will promote more people that rely on public transportation to frequent downtown Mandan more often.

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 will have a very positive effect on revitalizing downtown Mandan. This goes back to the improved walkability of the area. In addition to the City's improvements outlined in this application, a barbeque restaurant, brewery, German-inspired beer hall, craft cocktail bar have all committed to Main Street in this core downtown area since this Study was started. The City has purchased property that sat vacant for years between 4th and 6th Avenues just north of Main. The City is actively working with the private sector to bring the best use to that property.

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

In the heart of downtown Mandan, this project will make downtown Mandan more walkable, and the anticipation is that these improvements will help drive more commercial investment in downtown Mandan resulting in a decreased need for that investment to expand to the fringes of the city.

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

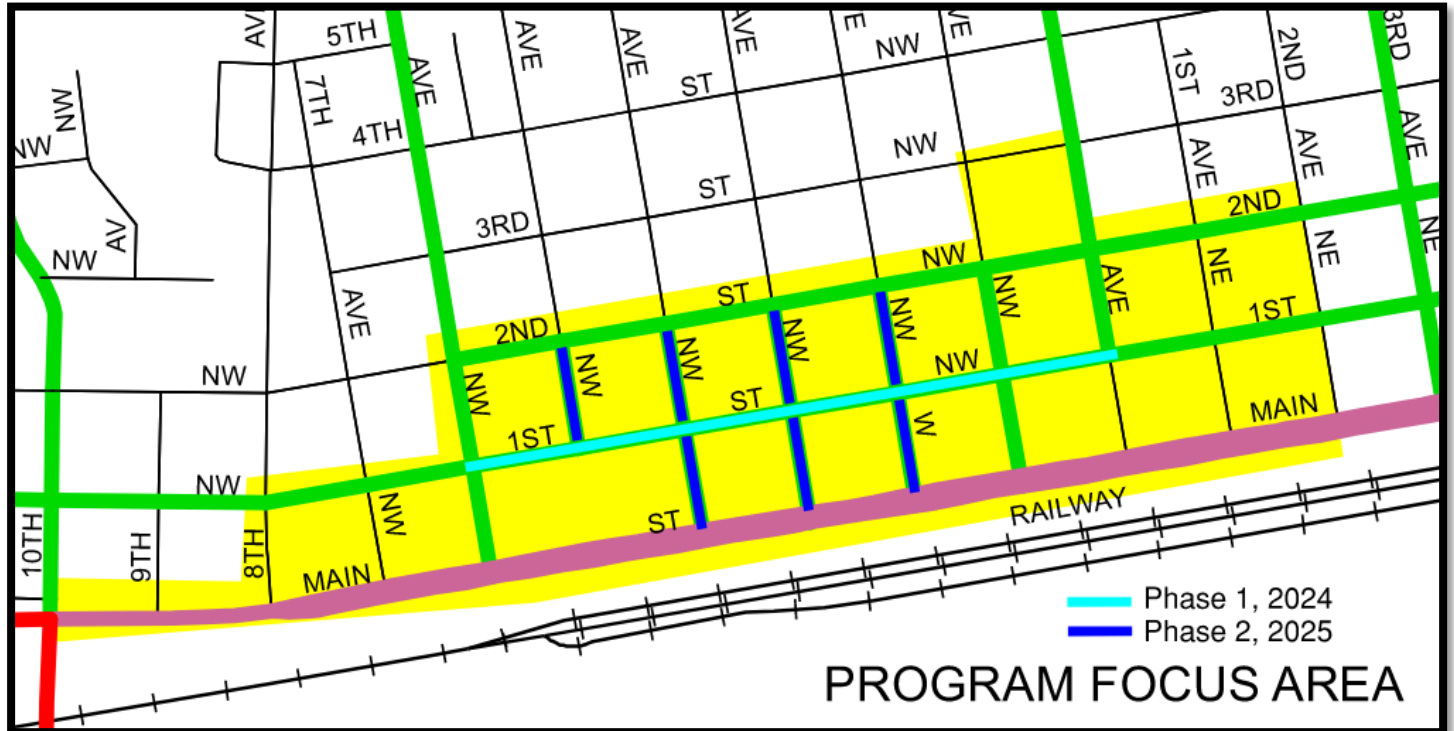
This project is inspired by the Mandan Downtown Subarea Study. The Study was led by the BMMPO in partnership with the City. The consultant expert for this effort is KLJ. The Study received final approval from both the City Commission and the Metropolitan Planning Organization Policy Board. More information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

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

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

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

This project is in the heart of downtown Mandan. Below is a map depicting the project location as it relates to the map furnished by the DOT for the Urban Grant Program. The project location for what is anticipated to be Phase 1 is shown in light blue, while anticipated Phase 2 is shown in dark blue.



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 some groundwork in revitalizing downtown Mandan. Examples include the investments incentive programs such as the restaurant sales tax incentive and the Renaissance Zone building improvements program. More recently, the City purchased the property between 4th and 6th Avenues NW, just north of Main Street, and is working on private/public partnerships in order to redevelop that area for the benefit of the entire community. 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 (anticipated phase 1) is a minor arterial. Avenues (anticipated phase 2) are collectors.

Current AADT (including source)

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

Forecasted AADT (including source)

2040 projection Varies from 1,167 on 4th Avenue to about 5,939 on 1st Street near Collins Avenue. (Factor derived from Downtown Subarea Study Traffic Forecasting Memo on page 2 of 4, then applied to current AADT numbers).

Posted or Statutory Speed Limit

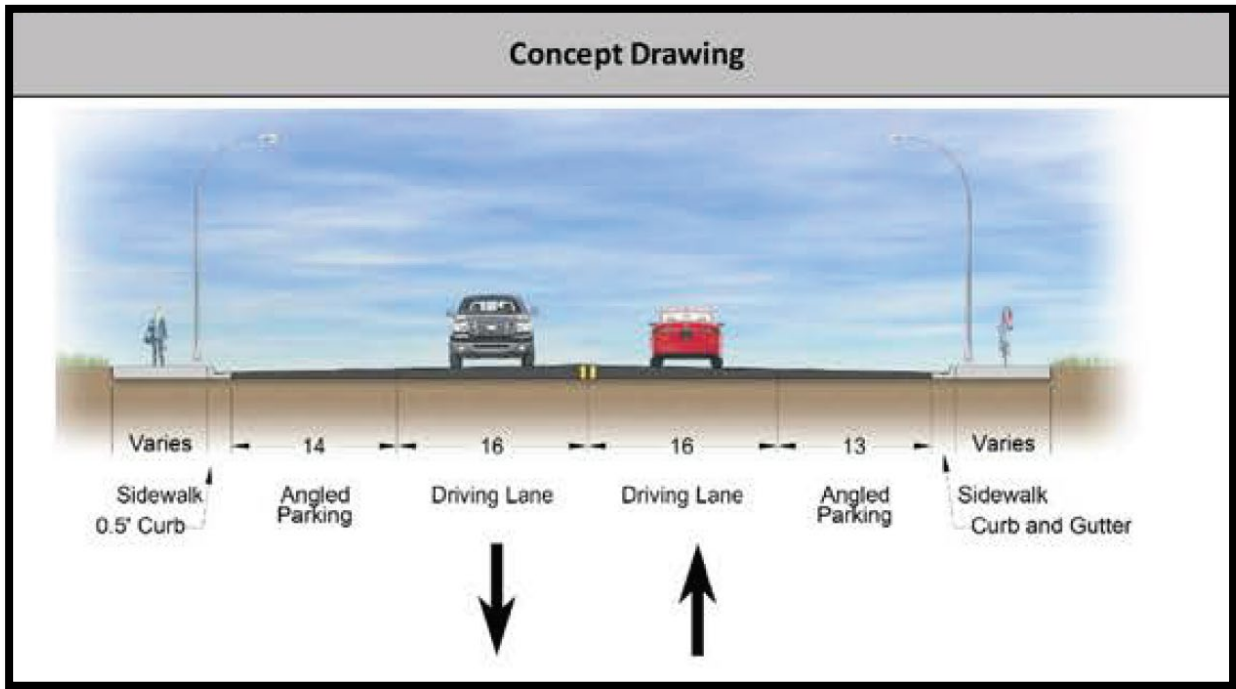
25 mph

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

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



Below is the existing cross section of 1st Street.

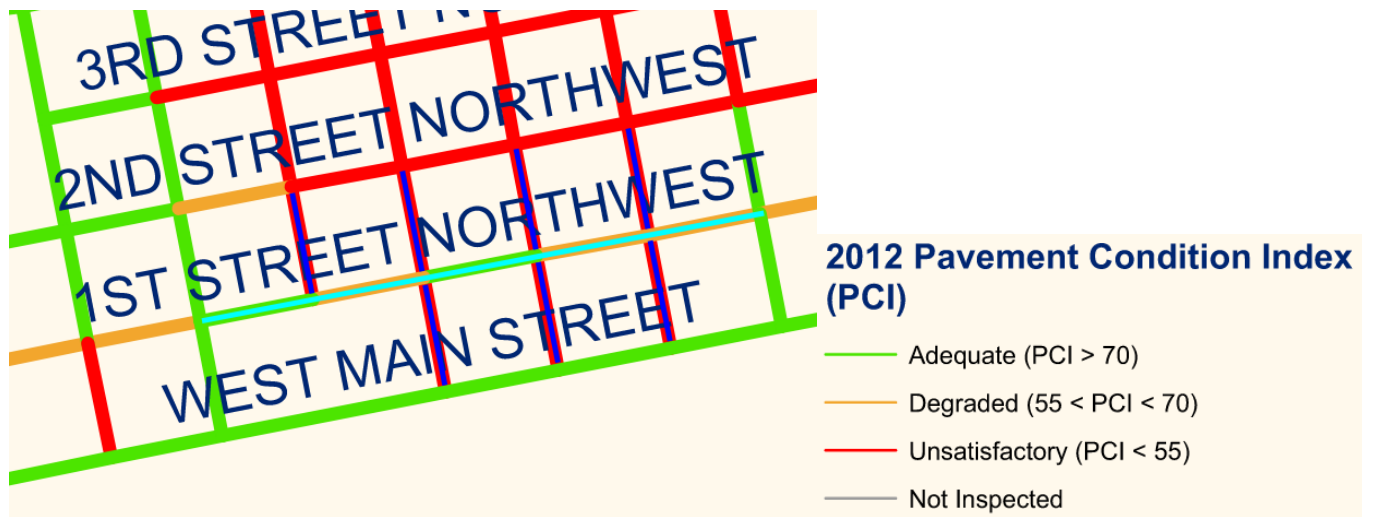


Pavement rating or condition

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

https://www.cityofmandan.com/vertical/sites/%7B38C3EFD8-F4D8-4D02-9E13-0987A081A7A4%7D/uploads/Dynatest_PCI.pdf

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



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

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



Year of Last Federal Investment at this Location

None found.

When was the current section built?

Record not found.

Year last surfaced or received maintenance?

Do not know.

Lighting

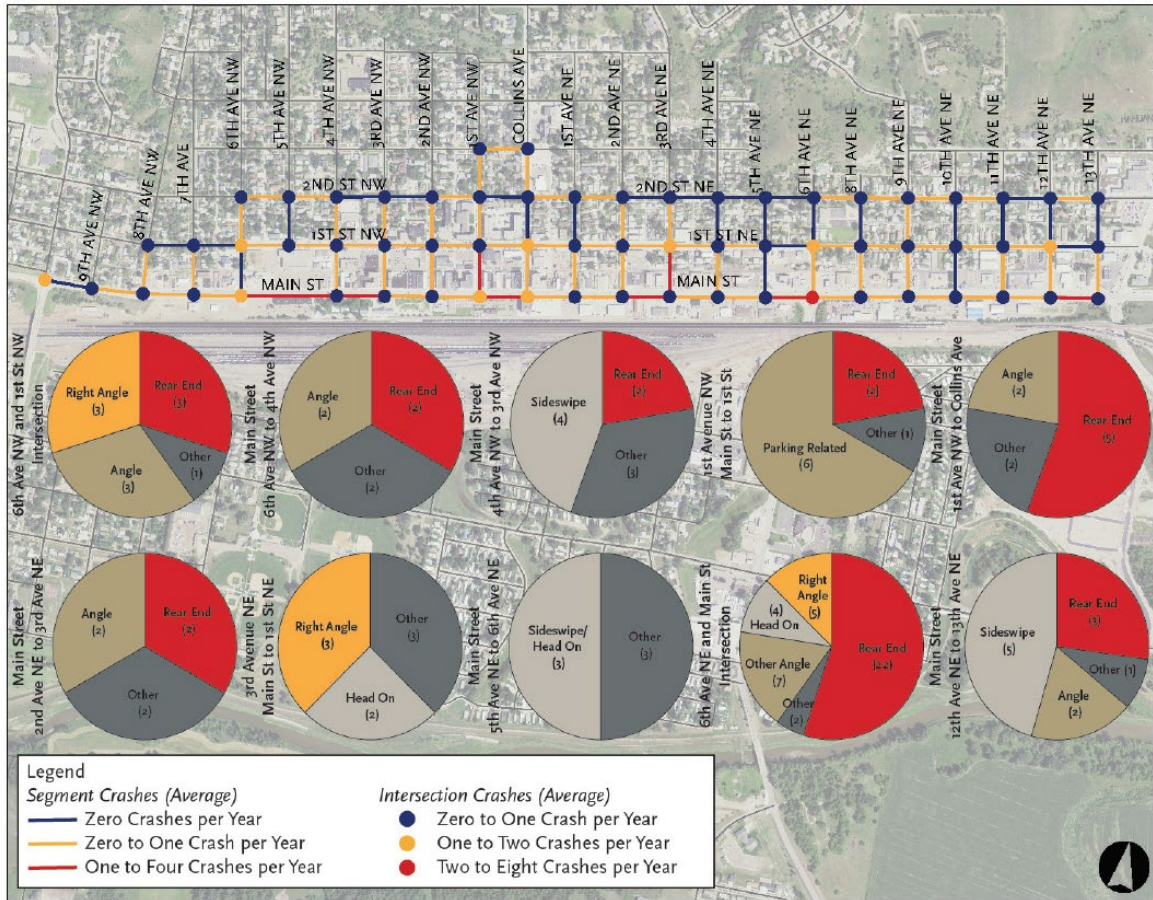
Mix of LED and high-pressure sodium.

Crash Rate or Number of Crashes?

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



Figure 38: Crashes in Study Area



Other Known Safety Concerns?

Pedestrian crossing. Poor bicycling conditions.

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

Reconstruction limits include going through 7 street intersections and 13 alleyways.

Is parking allowed and what type?

Yes. Predominately angle with some parallel.

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. Possibly sanitary 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. Likely about 3,000 feet of storm main replacement needed as well.

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

None of particular concern.

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

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

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

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

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

Would expect some school bussing, but not certain.

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

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

Other existing conditions that are not listed identified above?

None

Proposed Improvements

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

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

This project's main goal and objective is to reconstruct 1st Street NW and several avenues in the core downtown area of Mandan with concrete. Based on preliminary cost estimates already completed for the entire project, anticipated specific locations of the first phase include 1st Street NW from Collins Avenue to 6th Avenue NW; anticipated specific locations of the second phase include 2nd, 3rd, 4th, and 5th Avenues from Main Street to 2nd Street NW. The proposed project is to reconstruct these streets and avenues with beautification elements being integrated throughout. As described above, the City's intent is to phase these improvements.

Proposed Length

Approximately 4,500 feet for the total project. Approximately 2,400 feet for anticipated phase 1 and approximately 2,100 feet for anticipated phase 2.

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 want to look at sidewalk widths vs. roadway widths to see how we may make some changes to accomplish the goal of making the district more walkable and patron friendly. Changes to the existing cross sections aren't anticipated to be major in nature.

Proposed Surfacing Type

New concrete.

Proposed Lighting, if applicable

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

Proposed Traffic Control changes

With the urban regional project programmed, Main Street got all new traffic signalization in 2019. Within the Study, an alternate for consideration was for 1st Street to be a roundabout corridor. That ranked lower than some of the other alternatives, but we would still consider during preliminary design if it made sense for any of these intersections at that time. Also, we would check for any signalization warrants.

Proposed Safety Improvements

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

Proposed Intersection Improvements

Will look at any signalization warrants or roundabouts during preliminary design. Possible curb bulb outs. Improvements to sidewalk ramps.

Proposed Traffic Calming Measures

Urban design elements to narrow the feel of the corridor's some such as planters.

Will parking be allowed and type?

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

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

No.

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

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

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

None of particular note.

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

Yes. Most of the sidewalk along these streets is in poor conditions and in need of replacement.

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

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

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

None anticipated.

Proposed Railroad Crossing Work

No.

Other Proposed Improvements

Nothing else major anticipated.

Environmental/Cultural Issues on the proposed Projects

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

Agricultural, Archeological sites, and/or Historical sites

None anticipated.

Lakes, waterways, floodplains Wetland

No.

Stormwater management

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

Hazardous materials sites

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

Hazardous materials on existing structure

None in addition to the above.

Upland habitat

None.

Endangered/threatened/migratory species

None.

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

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

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

None known of.

Through/adjacent to tribal land

None known of.

Additional comments on Environmental/Cultural Issues section

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

Miscellaneous Issues of Proposed Improvements

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

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

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

None anticipated. However, will full reconstruction of all sidewalk, we will be working 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

We will need some temporary traffic control to get people through the site. Closures are expected since the project is a concrete reconstruct of these streets. 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 Project	Total (Phase 1)	Federal (Phase 1)	State (Phase 1)	Local (Phase 1)
Preliminary & Final Engineering	\$ 920,950	\$ 690,713	\$ 552,570	-	\$ 138,143
Eligible Item Construction and Contingency	\$ 9,209,500	\$ 4,911,800	\$ 3,929,440	-	\$ 982,360
Construction Engineering	\$ 920,950	\$ 460,475	\$ 368,380	-	\$ 92,095
Subtotal – UGP Eligible (Participating)	\$ 11,051,400	\$ 6,062,988	\$ 4,850,390		\$ 1,212,598
Watermain Replacement (includes Engineering)	\$ 1,246,080	\$ 637,300	-	-	\$ 637,300
Total Project	\$ 12,297,480	\$ 6,700,288	\$ 4,850,390	\$ 0	\$ 1,849,898

Please see attached preliminary detailed cost estimate for the project dated October 2021 for more detail on the anticipate scope of construction and breakdown of phases.

What is the source of the local funds?

City sales tax fund, City wide property taxes and possibly special assessments to benefiting properties. As previously stated, the City has already expended more than \$178,000 of local funds to-date by hiring KJ Engineering to complete design and boundary surveys, preliminary environmental, data collection, preliminary engineering and detailed cost analyses.

MANDAN DOWNTOWN STREET IMPROVEMENTS
1ST STREET NW, 6TH AVENUE NW TO COLLINS AVENUE
CITY OF MANDAN PROJECT NUMBER: 2019-08, SID 217
NDDOT PROJECT NUMBER: UGP-1-988(045), PCN 22551
KLJ PROJECT NUMBER 1904-02191

OCTOBER, 2021

CONCRETE PAVEMENT, CURB AND GUTTER, STORM SEWER, WATERMAIN, SIDEWALK, PAVEMENT MARKING, LIGHTING, LANDSCAPING

SPEC	CODE	ITEM DESCRIPTION	UNIT	PHASED QUANTITIES		TOTAL QUANTITY	UNIT PRICE	PHASED COST		COST
				QUANTITY (ANTICIPATED PHASE 1)	QUANTITY (ANTICIPATED PHASE 2)			COST (ANTICIPATED PHASE 1)	COST (ANTICIPATED PHASE 2)	
103	0100	CONTRACT BOND	L SUM	0.5	0.5	1	\$40,000	\$20,000	\$20,000	\$40,000
202	0136	REMOVAL OF PAVEMENT	SY	14,217	14,262	28,479	\$25	\$355,421	\$356,552	\$711,973
202	0130	REMOVAL OF CURB & GUTTER	LF	5,248	4,063	9,311	\$10	\$52,480	\$40,630	\$93,110
202	0230	REMOVAL OF INLETS	EA	12	9	21	\$800	\$9,600	\$7,200	\$16,800
203	0101	COMMON EXCAVATION-TYPE A	CY	495	505	1,000	\$40	\$19,800	\$20,200	\$40,000
216	0100	WATER	M GAL	170	174	344	\$30	\$5,108	\$5,212	\$10,320
251	0000	EROSION CONTROL	L SUM	0.5	0.5	1	\$20,500	\$10,250	\$10,250	\$20,500
302	0120	AGGREGATE BASE COURSE CL 5	TON	8,073	8,325	16,398	\$35	\$282,555	\$291,375	\$573,930
550	0112	8IN NON-REINF CONCRETE PAVEMENT CL AE	SY	9,358	10,818	20,176	\$100	\$935,800	\$1,081,800	\$2,017,600
570	0713	8IN CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED	SY	941	0	941	\$200	\$188,200	\$0	\$188,200
702	0100	MOBILIZATION	L SUM	0.5	0.5	1	\$1,000,000	\$500,000	\$500,000	\$1,000,000
704	1100	TRAFFIC CONTROL	L SUM	0.5	0.5	1	\$150,000	\$75,000	\$75,000	\$150,000
709	0151	GEOSYNTHETIC MATERIAL TYPE R1	SY	11,092	12,172	23,264	\$3	\$33,276	\$36,515	\$69,791
714	0210	PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	0	62	62	\$150	\$0	\$9,300	\$9,300
714	0615	PIPE CONC REINF 24IN CL III	LF	963	0	963	\$160	\$154,080	\$0	\$154,080
714	0820	PIPE CONC REINF 30IN CL III	LF	255	0	255	\$175	\$44,625	\$0	\$44,625
722	0110	MANHOLE 60IN	EA	0	5	5	\$10,400	\$0	\$52,000	\$52,000
722	4060	INLET MOUNTABLE CURB-TYPE B	LF	16	15	31	\$4,700	\$75,200	\$70,500	\$145,700
722	3510	INLET-TYPE 2	EA	12	9	21	\$4,500	\$54,000	\$40,500	\$94,500
722	6240	ADJUST UTILITY APPURTENANCE	EA	9	9	18	\$700	\$6,237	\$6,363	\$12,600
724	0210	FITTINGS-DUCTILE IRON	LBS	125	125	250	\$25	\$3,125	\$3,125	\$6,250
724	0310	GATE VALVE & BOX 8IN	EA	0	15	15	\$5,500	\$0	\$82,500	\$82,500
724	0314	GATE VALVE & BOX 12IN	EA	8	0	8	\$5,600	\$44,800	\$0	\$44,800
724	0291	REMOVE & REPLACE GATE VALVE W/BOX 4IN	EA	2	0	2	\$5,600	\$11,200	\$0	\$11,200
724	0311	REMOVE & REPLACE GATE VALVE W/BOX 8IN	EA	2	0	2	\$6,500	\$13,000	\$0	\$13,000
724	0313	REMOVE & REPLACE GATE VALVE W/BOX 12IN	EA	10	0	10	\$6,500	\$65,000	\$0	\$65,000
724	0600	WATER SERVICE	LF	684	697	1,381	\$55	\$37,598	\$38,357	\$75,955
724	0412	8IN HYDRANT	EA	1	1	2	\$7,000	\$7,000	\$7,000	\$14,000
724	0430	REMOVE HYDRANT	EA	1	1	2	\$2,000	\$2,000	\$2,000	\$4,000
724	0830	WATERMAIN 8IN PVC	LF	5	2,044	2,049	\$100	\$500	\$204,400	\$204,900
724	0850	WATERMAIN 12IN PVC	LF	1,567	0	1,567	\$130	\$203,710	\$0	\$203,710
724	0000	WATER LINE CONNECTION	EA	14	42	56	\$2,500	\$35,000	\$105,000	\$140,000
748	0140	CURB & GUTTER-TYPE I	LF	5,248	4,063	9,311	\$40	\$209,920	\$162,520	\$372,440
750	0030	PIGMENTED IMPRINTED CONCRETE	SY	470	0	470	\$200	\$94,000	\$0	\$94,000
750	0100	SIDEWALK CONCRETE	SY	3,492	2,814	6,306	\$100	\$349,200	\$281,400	\$630,600
750	0107	SIDEWALK - DECORATIVE	SY	787	0	787	\$200	\$157,400	\$0	\$157,400
750	0150	SIDEWALK TRENCH DRAIN	EA	6	6	12	\$4,500	\$26,730	\$27,270	\$54,000
750	0300	STEPS CONCRETE	L SUM	0.5	0.5	1	\$50,000	\$25,000	\$25,000	\$50,000
750	1020	DRIVEWAY CONCRETE 8IN	SY	196	631	827	\$120	\$23,520	\$75,680	\$99,200
750	2115	DETECTABLE WARNING PANELS	SF	285	291	576	\$55	\$15,682	\$15,998	\$31,680
754	0000	PERMANENT SIGNING	L SUM	0.5	0.5	1	\$20,000	\$10,000	\$10,000	\$20,000
762	0000	PREFORMED PATTERNED PVMT MK	L SUM	0.5	0.5	1	\$70,220	\$35,110	\$35,110	\$70,220
770	9402	LIGHTING SYSTEM (AESTHETIC)	L SUM	0.5	0.5	1	\$450,000	\$225,000	\$225,000	\$450,000
970	0001	LANDSCAPING APPURTENANCES	L SUM	0.5	0.5	1	\$200,000	\$100,000	\$100,000	\$200,000

ANTICIPATED PHASE 1 SUMMARY TABLE

Subtotal Anticipated Phase 1 - Participating	\$4,093,200
Contingency (20%) - Participating	\$818,600
Prelim & Final Engineering (75% Of Total Prelim & Final Engineering - Participating)	\$690,713
Construction Engineering (50% Of Total Construction Engineering - Participating)	\$460,475
Construction Cost Anticipated Phase 1 - Participating (Storm + Road)	\$6,062,988
Subtotal - Watermain	\$422,900
Contingency (20%) - Watermain	\$84,600
Prelim & Final Engineering (75% Of Total Prelim & Final Engineering - Watermain)	\$77,880
Construction Engineering (50% Of Total Construction Engineering - Watermain)	\$51,920
Construction Cost Anticipated Phase 1 - Watermain	\$637,300
ROW Acquisition	\$0.00
Utility Relocation	\$0.00
Anticipated Phase 1 Project Cost	\$ 6,700,288

ANTICIPATED PHASE 2 SUMMARY TABLE

Subtotal Anticipated Phase 2 - Participating	\$3,581,400
Contingency (20%) - Participating	\$716,300
Prelim & Final Engineering (25% Of Total Prelim & Final Engineering - Participating)	\$230,238
Construction Engineering (50% Of Total Construction Engineering - Participating)	\$460,475
Construction Cost Anticipated Phase 2 - Participating (Storm + Road)	\$4,988,413
Subtotal - Watermain	\$442,400
Contingency (20%) - Watermain	\$88,500
Prelim & Final Engineering (25% Of Total Prelim & Final Engineering - Watermain)	\$25,960
Construction Engineering (50% Of Total Construction Engineering - Watermain)	\$51,920
Construction Cost Anticipated Phase 2 - Watermain	\$608,780
ROW Acquisition	\$0.00
Utility Relocation	\$0.00
Anticipated Phase 2 Project Cost	\$ 5,597,193

TOTAL PROJECT SUMMARY TABLE

Subtotal - Participating	\$7,674,600
Contingency (20%) - Participating	\$1,534,900
Prelim & Final Engineering (10%) - Participating	\$920,950
Construction Engineering (10%) - Participating	\$920,950
Total Construction Cost - Participating (Storm + Road)	\$11,051,400
Subtotal - Watermain	\$865,300
Contingency (20%) - Watermain	\$173,100
Prelim & Final Engineering (10%) - Watermain	\$103,840
Construction Engineering (10%) - Watermain	\$103,840
Total Construction Cost - Watermain	\$1,246,080
ROW Acquisition	\$0.00
Utility Relocation	\$0.00
Total Project Cost	\$ 12,297,480

* The phasing in this cost estimate is based on phase 1 including 1st Street NW from Collins Avenue to 6th Avenue NW and phase 2 including 2nd, 3rd, 4th, and 5th Avenues from Main Street to 2nd Street NW.

TAC and Policy Board Handout

December 20-21, 2021

Re: **Urban Regional Program**

Total of 5 projects were submitted; all from City of Bismarck. The projects were scored by MPO staff against MPT Objectives. Points were provided to the Prioritization Committee for information during their prioritization process. Rankings of the Prioritization Team, who met on November 23rd, are below. The TAC and Policy Board can accept, change or deny the prioritization of the Urban Regional Program.

Committee Rank	Jurisdiction	Type	Location: Project	Total Cost / Federal	MTP Objectives Scoring	Consistent with MTP? (Generally; Projected – Year Range; Constrained – Year Range)
3	Bismarck	Maintenance	7th St (Front Ave to Broadway Ave) & 9th St (Front Ave to Main Ave): CPR & grinding, ADA ramp upgrades (900 ft – 7 th /600 ft – 9 th)	438,000 / 350,400	12.382/18.698	Yes - Generally
1	Bismarck	Maintenance	Bismarck Expy/ND810 intersections (Washington St to 26th St, Denver & Washington St, Arbor Ave at 7th & 9th St): Upgrade traffic signal equipment that has exceeded its expected service life as shown in the NDDOT traffic signal database (11,600 ft, 2.2 miles)	3.450 Million / 2.760 Million <i>(City willing to limit signals in project to constrain costs, according to grant availability)</i>	12.966/18.698	Yes - Generally
2	Bismarck	Maintenance	State St/Boulevard Ave (6th St to Divide Ave): CPR & grinding, ADA ramp replacements (4100 ft)	1.370 Million / 1.096 Million	12.382/18.698	Yes - Generally
4	Bismarck	Other	State St/US 83 (Calgary Ave to 57th Ave): Prepare environmental documentation for the potential future reconstruction and widening to the 6-lane section with median (8,000 ft, 1.5 miles) SEE NEXT PAGE	500,000 / 400,000	13.432/18.698	Yes - Generally
5	Bismarck	Construction	State St/US 83 (43rd Ave to Calgary Ave): Construct multi-use trail along the west side of State Street/US 83 (2630 ft)	356,000 / 284,800	7.216/18.698	Yes - Generally

//RAD December 2021

State St/US 83 (Calgary Ave to 57th Ave): Prepare environmental documentation for the potential future reconstruction and widening to the 6-lane section with median (8,000 ft, 1.5 miles)

State Street/US 83 (Calgary Avenue to 57th Avenue): The request is to begin the environmental documentation process for the future reconstruction of State Street/US 83 from Calgary Avenue through 57th Avenue as a six-lane urban roadway section with divided median. The project length is approximately 1.5 miles or 8000 feet. The project is anticipated to include pavement reconstruction, curb and gutter, storm water improvements, traffic control, lighting, signing, pavement marking, multi-use trail facilities, and sidewalks. Preliminary construction cost estimated at \$20,000,000.

URBAN REGIONAL SCORING METHODOLOGY:

The applications will be scored by MPO staff using the MTP Urban Roads/**Urban Regional** objectives. These scores will not be prioritized by staff but rather will be provided to the selection committee for committee discussion. The selection committee will rank the projects based in this discussion, and the ranking will be provided to TAC and PB. TAC and PB will be provided the staff score and the committee ranking. TAC and PB have the authority to accept, change, or deny any prioritization for the Urban Regional Program.

URBAN REGIONAL SCORING (For MPO Staff Use):

Urban Regional Scoring Objectives
1A: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
1C: Enhance transportation security and reliability by developing strategies to address critical transportation assets identified that will facilitate the rapid movement of first responders and support incident management during times of emergency (SMO)
2A: Maintain pavement quality and bridges at acceptable levels (SMO)
2B: Maintain street signage and visibility (SMO)
2C: Maintain the current bicycle & pedestrian system (SMO)
3A: Implement projects and programs that will reduce travel delays on corridors that have an existing or proposed Level of Service (LOS) D or worse, to a LOS C or better after the improvement is made (SMO)
3B: Provide and maintain corridors functionally classified as minor arterials and above that facilitate longer-distance travel within the region (SMO)
3C: Improve the continuity of the multimodal systems for pedestrians, cyclists, or transit riders; through improved network connections and reduction of system gaps (SMO)
4A: Enhance the efficient and safe movement of freight and goods including investments in congestion reduction and safety improvements on the critical urban freight corridors and other designated freight corridors (SMO)
5C: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
7B: Leverage the existing transportation system by emphasizing low-cost, high impact solutions that may include incremental system improvements, system preservation, and technology applications to achieve reduced congestion in lieu of more expensive projects such as roadway widening (SMO)

1. Project: 7th St (Front Ave to Broadway Ave) & 9th St (Front Ave to Main Ave): CPR & Grinding Total Points 12.382
 Submitting Entity: Bismarck
- Objective 1A: 2.25 pts
 - Objective 1C: X 2.25 pts
 - Objective 2A: X 1.666 pts
 - Objective 2B: 1.666 pts
 - Objective 2C: X 1.666 pts
 - Objective 3A: 1.2 pts
 - Objective 3B: X 1.2 pts
 - Objective 3C: 1.2 pts
 - Objective 4A: X 2.3 pts
 - Objective 5C: X 2.1 pts
 - Objective 7B: X 1.2 pts
2. Project: Bismarck Expy/ND810 intersections (Washington St to 26th St, Denver & Washington St, Arbor Ave at 7th & 9th St): Upgrade Traffic Signals Total Points 12.966
 Submitting Entity: Bismarck
- Objective 1A: X 2.25 pts
 - Objective 1C: X 2.25 pts
 - Objective 2A: 1.666 pts
 - Objective 2B: 1.666 pts
 - Objective 2C: X 1.666 pts
 - Objective 3A: 1.2 pts
 - Objective 3B: X 1.2 pts
 - Objective 3C: 1.2 pts
 - Objective 4A: X 2.3 pts
 - Objective 5C: X 2.1 pts
 - Objective 7B: X 1.2 pts
3. Project: State St/Boulevard Ave (6th St to Divide Ave): CPR & Grinding Total Points 12.382
 Submitting Entity: Bismarck
- Objective 1A: 2.25 pts
 - Objective 1C: X 2.25 pts
 - Objective 2A: X 1.666 pts
 - Objective 2B: 1.666 pts
 - Objective 2C: X 1.666 pts
 - Objective 3A: 1.2 pts
 - Objective 3B: X 1.2 pts
 - Objective 3C: 1.2 pts
 - Objective 4A: X 2.3 pts
 - Objective 5C: X 2.1 pts
 - Objective 7B: X 1.2 pts
4. Project: State St/US 83 (Calgary Ave to 57th Ave): Prepare Environmental Documentation Total Points 13.432
 Submitting Entity: Bismarck
- Objective 1A: X 2.25 pts
 - Objective 1C: X 2.25 pts

- c. Objective 2A: 1.666 pts
 d. Objective 2B: 1.666 pts
 e. Objective 2C: 1.666 pts
 f. Objective 3A: 1.2 pts
 g. Objective 3B: 1.2 pts
 h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts
5. Project: State St/US 83 (43rd Ave to Calgary Ave): Total Points 7.216
Construct Multi-Use Trail
 Submitting Entity: Bismarck
- a. Objective 1A: 2.25 pts
 b. Objective 1C: 2.25 pts
 c. Objective 2A: 1.666 pts
 d. Objective 2B: 1.666 pts
 e. Objective 2C: 1.666 pts
 f. Objective 3A: 1.2 pts
 g. Objective 3B: 1.2 pts
 h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts
6. Project: _____ Total Points _____
 Submitting Entity: _____
- a. Objective 1A: 2.25 pts
 b. Objective 1C: 2.25 pts
 c. Objective 2A: 1.666 pts
 d. Objective 2B: 1.666 pts
 e. Objective 2C: 1.666 pts
 f. Objective 3A: 1.2 pts
 g. Objective 3B: 1.2 pts
 h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts

URBAN REGIONAL SCORING RESULTS

Agency/ Project	Points	Committee Rank
7 th St (Front Ave to Broadway Ave) & 9 th St (Front Ave to Main Ave): CPR & Grinding (<i>Bismarck</i>)	12.382	3
Bismarck Expy/ND810 intersections (Washington St to 26 th St, Denver & Washington St, Arbor Ave at 7 th & 9 th St): Upgrade Traffic Signals (<i>Bismarck</i>)	12.966	1
State St/Boulevard Ave (6 th St to Divide Ave): CPR & Grinding (<i>Bismarck</i>)	12.382	2
State St/US 83 (Calgary Ave to 57th Ave): Prepare Environmental Documentation (<i>Bismarck</i>)	13.432	4
State St/US 83 (43 rd Ave to Calgary Ave): Construct Multi-Use Trail (<i>Bismarck</i>)	7.216	5

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**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 10/15/2021

PRIORITY# _____

Regional: Yes

Urban Roads: No

City: Bismarck

Street: 7th St – Front Ave to Broadway Ave, and 9th St – Front Ave to Main Ave, ESA Limits: Same as construction limits

County: Burleigh

Length: 7th St – 900’/0.17 miles and 9th St – 600’/0.11 miles

Proposed Improvement: Concrete Pavement Repairs and Grinding, ADA ramp Upgrades as necessary

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
19	38			381			438

Present Road: Surface Width? 48’

Surface Type? Concrete

On Street Parking Allowed? No Present: **(No)** One Side Both Sides Angle Parallel

Proposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>23,500 (7th + 9th) Yr: <u>2018</u></u>	Travel Way Width : <u>48’</u>
ADT Design: <u>23,500</u> Design year <u>2040</u>	No. of Lanes: <u>4</u>
Design Speed: <u>25 MPH</u>	Roadway Width: <u>48’</u>
Maximum Curve: <u>NA</u>	Min. R/W
	Width: <u>80’</u>
Maximum Grade: <u>NA</u>	

Right of Way
Will Additional ROW or easement be acquired? <u>No</u> ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: <u>NA</u> ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? <u>NA</u>
Est. No. business to be displaced? <u>NA</u>

Impacts	
Will there be any additional Impacts (Cultural and Environmental Resources):	No
Will there be any impacts to 4(f) or 6(f) properties:	
	No
Airports:	No
Public Hearings:	No
Environmental Classification (Cat-Ex, EA, EIS):	Cat-ex
Transportation Enhancements:	No
Intermodal:	No
Pedestrian Needs:	No

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
BNSF	2	2	30	25 mph	Underpass	Underpass

Purpose and Need Statement:

The purpose of the project is to restore distressed, faulted and spalled concrete areas and to extend the useful life of the pavement and ADA upgrades as necessary.

Existing Conditions:

1. When was the current street section built? 7th St – 1976, 9th Street - 1900??, Has there been any additional maintenance to the street section?
Bismarck does crack sealing and small pavement repairs using Dyna-patch materials.

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
4-12' driving lanes on 7th St and 4-10' driving lanes 9th St underpass

3. What is the condition of the pavement section? Pavement Management rating at the most recent survey in 2020 was a PCI value of 87. Utilizing pavement management predations models this roadway will reach a PCI value of 82 at the year 2026.

- A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
- B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking. At the time of the pavement survey in 2020 the follow distress were noted: 98% of the joint sealant was damaged, 6% of the slabs have joint spalling, 7% of the slabs contain linear cracking and 15% of the slabs have patch cuts.
4. Any existing geometric concerns?
No
5. Are there any access points to adjoining properties that present a special concern?
No
- Are there any existing sidewalks or shared use path in place? Sidewalks are in place along 7th and 9th St
6. What is the condition of the existing storm sewer? Good Will any additional storm sewer work need to be done along with this project? No
7. What is the condition of the city's water and sewer line? Good Will any work have to be done to the city's water and sewer lines along with this project?
No
8. Describe the existing lighting system currently in place? Yes What type of standards and luminaires are currently being used? 40' galvanized Steel poles with a combination of 250 and 400-watt HPS luminaires.
9. What intersections currently have traffic signals? 7th St – Broadway, Main Avenue and Front Avenue, 9th St Main Avenue and Front Avenue. Are there any locations that have a high accident rate? The intersections of 7th St and Main Avenue, 7th St and Front Avenue and 9th St and Main Avenue were identified as high crash locations in the 2018-2020 High Crash Report. Are additional turning lanes needed? No

Remarks:

The request for this project is based on the pavement condition. According to the City of Bismarck's Pavement Management System score for this section of roadway, this section of roadway should have concrete pavement and joint sealant repairs performed.

Traffic operations and capacity of these corridors is adequately met by the current geometrics. No additional turning lanes are needed and traffic control devices are sufficient to meet traffic needs. Traffic signals to be replaced in 2022. Sidewalks are in place along both sides of the

corridor.

Existing city underground infrastructure is adequate and does not require any upgrading. The current lighting system is laid out in a staggered configuration of 40' galvanized steel poles with a combination of 250 and 400-watt HPS luminaires.

This project can be a standalone project or be tied to adjacent programmed mill and overlay projects on 9th Street and 7th Street, reconstruction of 7th Street, or to a future CPR project on State St. Impacting major corridors for one construction season would be more acceptable to the public than having project for multiple years in a row.

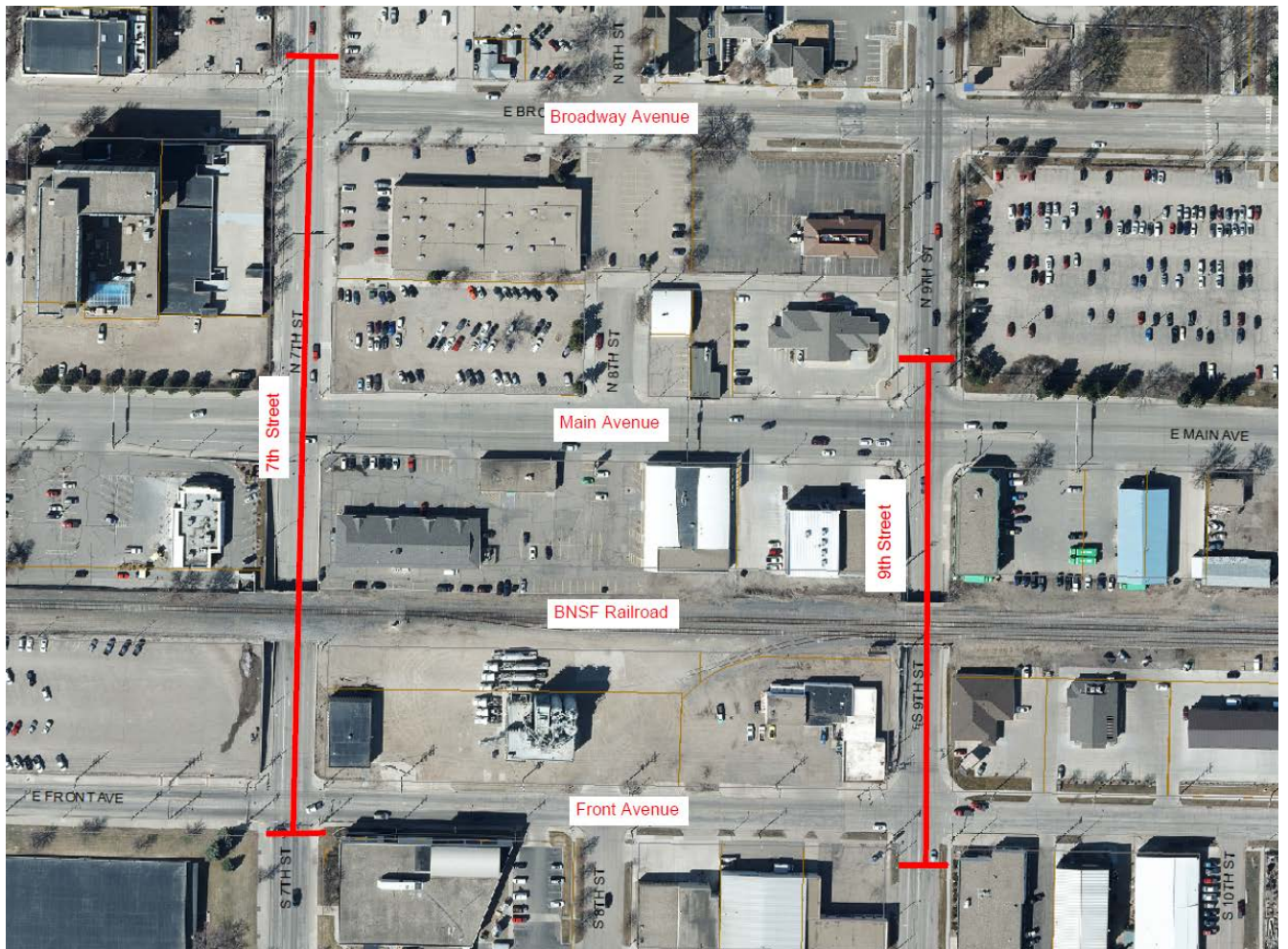
City Engineer: _____

Date: _____

District Engineer: _____

Date: _____

Note: Please attach a map showing location and extent of the project and any additional supporting documents.



corridor.

Existing city underground infrastructure is adequate and does not require any upgrading. The current lighting system is laid out in a staggered configuration of 40' galvanized steel poles with a combination of 250 and 400-watt HPS luminaires.

This project can be a standalone project or be tied to adjacent programmed mill and overlay projects on 9th Street and 7th Street, reconstruction of 7th Street, or to a future CPR project on State St. Impacting major corridors for one construction season would be more acceptable to the public than having project for multiple years in a row.

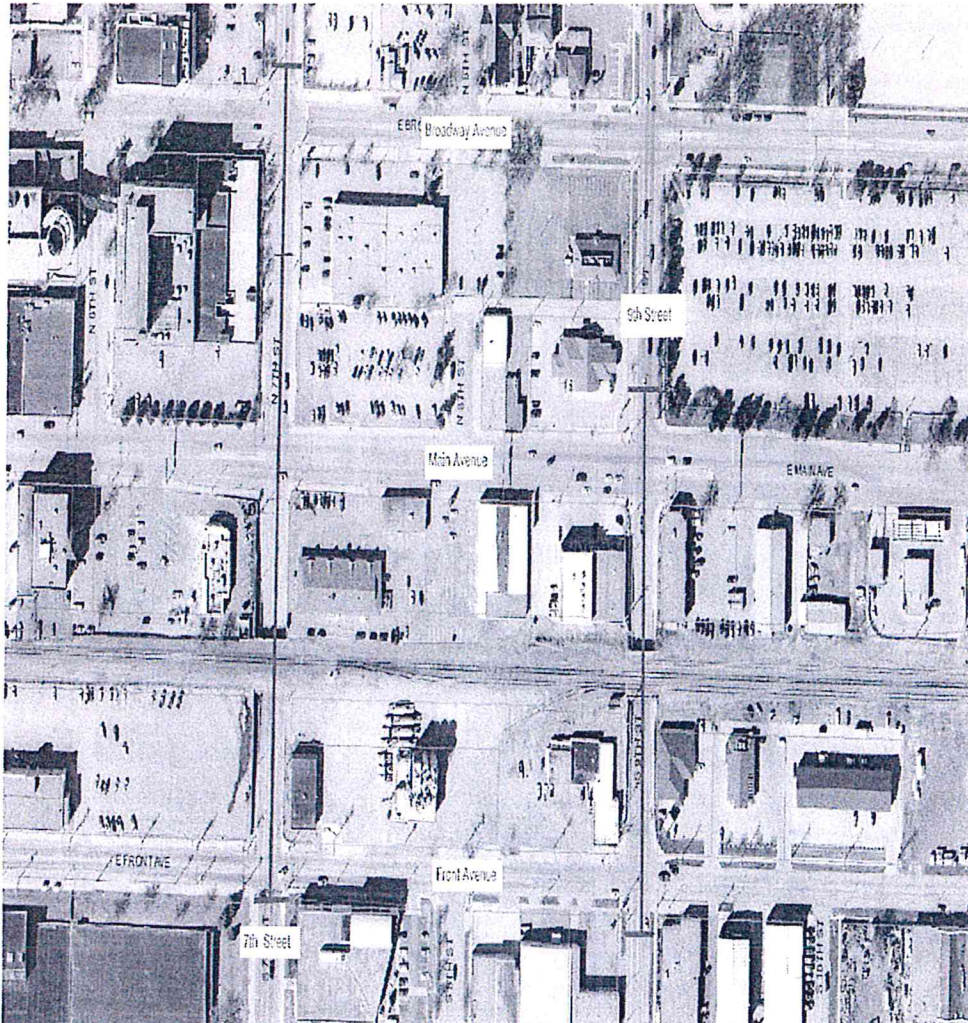
City Engineer: Carl Sell

Date: 10/22/21

District Engineer: Larry Hargl

Date: 10/21/21

Note: Please attach a map showing location and extent of the project and any additional supporting documents.



CITY OF BISMARCK - ENGINEERING DEPT.							
ND DOT Project Estimate							Prepared on:
7th Street from Front Ave to Broadway Ave							10/4/21
9th Street from Front Ave to Main Ave							
Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price	Amount
1	103	100	CONTRACT BOND	L SUM	1	\$ 10,000.00	\$ 10,000.00
2	202	114	REMOVAL OF CONCRETE PAVEMENT	SY	350	\$ 15.50	\$ 5,425.00
3	202	130	REMOVAL OF CURB & GUTTER	LF	200	\$ 5.00	\$ 1,000.00
4	203	101	COMMON EXCAVATION-TYPE A	CY	50	\$ 130.00	\$ 6,500.00
5	302	101	SALVAGED BASE COURSE	CY	60	\$ 50.00	\$ 3,000.00
6	570	650	CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWE	SY	100	\$ 198.00	\$ 19,800.00
7	570	963	TRANSVERSE PCC JOINT CLEANING & SEALING	LF	3,960	\$ 1.70	\$ 6,732.00
8	570	965	LONGITUDINAL PCC JOINT CLEANING & SEALING	LF	7,060	\$ 1.70	\$ 12,002.00
9	570	966	RANDOM PCC CRACK CLEANING & SEALING	LF	130	\$ 5.00	\$ 650.00
10	570	1512	SPALL REPAIR-PARTIAL DEPTH	SF	100	\$ 65.00	\$ 6,500.00
11	702	100	MOBILIZATION	L SUM	1	\$ 30,000.00	\$ 30,000.00
12	704	1100	TRAFFIC CONTROL	L SUM	1	\$ 20,000.00	\$ 20,000.00
13	709	151	GEOSYNTHETIC MATERIAL TYPE R1	SY	100	\$ 2.00	\$ 200.00
14	748	140	CURB & GUTTER-TYPE I	LF	200	\$ 31.00	\$ 6,200.00
15	750	140	SIDEWALK CONCRETE 6IN	SY	350	\$ 80.00	\$ 28,000.00
16	750	2115	DETECTABLE WARNING PANELS	SF	322	\$ 55.00	\$ 17,710.00
17	762	122	PREFORMED PATTERNED PVMT MK-MESSAGE(GRO	SF	388	\$ 24.00	\$ 9,312.00
18	762	1305	PREFORMED PATTERNED PVMT MK 4IN LINE-GROO	LF	600	\$ 5.00	\$ 3,000.00
19	762	1307	PREFORMED PATTERNED PVMT MK 6IN LINE-GROO	LF	2,270	\$ 9.00	\$ 20,430.00
20	762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROO	LF	930	\$ 10.00	\$ 9,300.00
21	762	1325	PREFORMED PATTERNED PVMT MK 24IN LINE-GRO	LF	520	\$ 41.00	\$ 21,320.00
22	SP	1	SIGNS	L SUM	1	\$ 10,000.00	\$ 10,000.00
23	SP	2	DESIGN ITEMS NOT INCLUDED - 15%	L SUM	1	\$ 37,062.15	\$ 37,062.15
CONSTRUCTION TOTAL							\$ 284,143.15
CONTINGENCY - 10%							\$ 28,414.32
2020 PROJECT COST							\$ 312,557.47
Design Assumptions:							
2021 Average Bid Prices with 4% increase per year							2022 \$ 325,000.00
Clean and Seal all Joints							2023 \$ 338,000.00
3% Panel - Full Depth Repairs							2024 \$ 352,000.00
1% Panel - Spall Repairs							2025 \$ 366,000.00
							2025 \$ 381,000.00

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: _____

PRIORITY# _____ Regional: Yes Urban Roads: No

City: Bismarck Street: Bismarck Expressway/ND 810 intersections, Washington St to 26th St, Denver & Washington St, and Arbor Avenue at 7th & 9th St

County: Burleigh Length: 11,600'/2.20 Miles

Proposed Improvement: Upgrade Traffic Signal equipment that has exceeded it's expected service life as shown in the NDDOT traffic signal data base.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
150	300	0	0	3,000	0	0	3,450

Present Road: Surface Width? 60' Surface Type? Asphalt

On Street Parking Allowed? No Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>12,000 to 28,000</u> Yr: <u>2019</u>	Travel Way Width : <u>60'</u>
ADT Design: _____ Design year _____	No. of Lanes: <u>5-Lanes</u>
Design Speed: <u>40 MPH</u>	Roadway Width: <u>60'</u>
Maximum Curve: <u>NA</u>	Min. R/W Width: <u>100'</u>
Maximum Grade: <u>NA</u>	

Right of Way
Will Additional ROW or easement be acquired? <u>No</u> ROW acquisition by: <u>City DOT</u>

Has any ROW easements been acquired since 7-1-72: Yes ROW Condemnation by: City DOT
 Est. No. of occupied family dwelling to be displaced? No
 Est. No. business to be displaced? No

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): No

Will there be any impacts to 4(f) or 6(f) properties:
No

Airports: _____ Public Hearings: No

Environmental Classification (Cat-Ex, EA, EIS): Cat-ex

Transportation Enhancements: No

Intermodal: No

Pedestrian Needs: No

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA						

Purpose and Need Statement:

The propose and need for this project is to improving safety and operations by replacing traffic signal poles and equipment that has reached the end of their useful life. The traffic signal controllers were upgraded in 2016. The majority of the traffic signal standards were installed in 1982 and have exceeded their expected service life.

Existing Conditions:

1. When was the current street section built? 1982 Has there been any additional maintenance to the street section? Yes, 2011

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? 5- 12' traffic lanes with turnings lanes at various intersections throughout the corridor

-
3. What is the condition of the pavement section? Scheduled for mill and overlay in 2022
- A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
- B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.
-
4. Any existing geometric concerns? No
-
5. Are there any access points to adjoining properties that present a special concern?
No
-
6. Are there any existing sidewalks or shared use path in place?
Sidewalks are in place along Bismarck Expressway between Washington street and 18th Street. No sidewalks or multi-use facility is currently in place to the east of 18th Street along Bismarck Expressway.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
N/A
-
8. What is the condition of the city's water and sewer line? Good Will any work have to be done to the city's water and sewer lines along with this project?
N/A
-
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Galvanized 40-foot Standards relamped with LED Fixtures
- What intersections currently have traffic signals? Washington @ Denver/Riverwood, Washington @Expressway,3rd St @ Expressway,7th St @ Expressway, 9th St @ Expressway, 12th St @ Expressway, Airport Road @ Expressway, 26th St @ Expressway, 7th St @ Arbor Avenue and 9th St @ Arbor Avenue. Are there any locations that have a high accident rate? High Crash Locations have been identified at the intersections of Washington St, 3rd St, 7th St, 9th St, and Airport Road on Bismarck Expressway. Are additional turning lanes needed? Turn lanes could be considered a 26th WB RT, Airport Rd RT on All Approaches, and at 12th St, RT on Expressway
-

Remarks:

This proposed project will consist review of 10 traffic signal systems along Bismarck Expressway starting at Washington Street to 26th Street and along Arbor Avenue at 7th and 9th Street and the intersection of Denver Avenue/Riverwood Drive and Washington Street for removal or upgrade of equipment. These systems are currently running an actuated coordinated schedule with communication between intersections using fiber optic conductor. The items to be included but not limited to as part of the project are upgrading ATC cabinets and McCain controllers, emergency vehicle pre-emption equipment, foundations, galvanized traffic signal standards, conduit, conductor, vehicular and pedestrian signal heads, fiber optic interconnect system, pedestrian activated pushbuttons and signage. The majority of the traffic signal standards were installed as part of the original Bismarck Expressway construction project in 1982 and are approaching 40 years of service.

The upgrading of this traffic signal equipment will improve safety by replacing the traffic signal poles that have reached the end of their service life. Upgrading the controller equipment to be compatible with the Econolite Centrac traffic management system will provide the opportunity for more versatility of operations and improved communications.

This proposed project could potentially be combined with the Bismarck Expressway mill and overlay project that is to be bid and constructed in 2022, if funding allows. Impacting a major corridor for one construction season would be more acceptable to the public than having projects for multiple years in a row.

City Engineer: 

Date: 10/22/21

District Engineer: 

Date: 10/21/21

Note: Please attach a map showing location and extent of the project and any additional supporting documents.

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**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 10/15/2021

PRIORITY# _____ Regional: Yes Urban Roads: No

City: Bismarck Street: Constr. limits: State St/ Boulevard Ave – 6th St to Divide Ave, ESA Limits: Same as construction limits

County: Burleigh Length: State St / Boulevard Ave – 4100’/0.78 Miles,

Proposed Improvement: Concrete Pavement Repairs and Grinding, ADA ramp replacements

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
60	120	0	0	1,190	0	0	1,370

Present Road: Surface Width? 48’ – 72’ Surface Type? Concrete

On Street Parking Allowed? No Present: **(No)** One Side Both Sides Angle Parallel
Proposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>27,000 – 17,000</u> Yr: <u>2018</u>	Travel Way Width : <u>48’ – 72’</u>
ADT Design: <u>30,000</u> Design year <u>2040</u>	No. of Lanes: <u>4 - 6</u>
Design Speed: <u>25 – 40 MPH</u>	Roadway Width: <u>48’ – 72’</u>
Maximum Curve: <u>NA</u>	Min. R/W Width: <u>100’</u>
Maximum Grade: <u>NA</u>	

Right of Way	
Will Additional ROW or easement be acquired? <u>No</u>	ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: <u>Yes</u>	ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? <u>0</u>	
Est. No. business to be displaced? <u>0</u>	

Impacts	
Will there be any additional Impacts (Cultural and Environmental Resources):	

No	
Will there be any impacts to 4(f) or 6(f) properties:	

No	
Airports: _____	Public Hearings: _____
No	No
Environmental Classification (Cat-Ex, EA, EIS): _____	
Cat-ex	
Transportation Enhancements: _____	
No	
Intermodal: _____	
No	
Pedestrian Needs: _____	
No	

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA						

Purpose and Need Statement:

The purpose of the project is to restore distressed, faulted and spalled concrete areas and to extend the useful life of the pavement and ADA upgrades as necessary. _____

Existing Conditions:

1. When was the current street section built? State St/Boulevard – 2002-2003. Has there been any additional maintenance to the street section? Bismarck does crack sealing and small pavement repairs using Dyna-patch materials.

How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? Varied typical section from 4 – 12’ travel lanes on Boulevard Avenue to 6 – 12’ travel lanes with divided median on State St.

2. What is the condition of the pavement section? Pavement Management rating at the most recent survey in 2016 was a PCI value of 85. Utilizing pavement management predations models this roadway PCI value in 2020 was 81 and will

reach a PCI value of 76 at the year 2025.

- A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
- B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking. At the time of the pavement survey in 2016 the follow distress was noted: 93% of the joint sealant was damaged, 22% of the slabs have joint spalling, 10% of the slabs contain linear cracking, 5% of the slabs have patch cuts and 11% of slabs have corner spalling.

Any existing geometric concerns? Curve, speed and access locations currently being studied as part of NDDOT road safety review. Analysis has not been completed as of 10/15/21 but opportunity to combine safety improvements on State St with CPR work may be beneficial.

4. Are there any access points to adjoining properties that present a special concern? Capital grounds access and the intersection of State St and Boulevard Avenue are currently being looked at as a safety study. Possibility to combine safety project (if one is programmed) with CPR project.
5. Are there any existing sidewalks or shared use path in place? Multi-use trail along the west side State Street through the Capital Grounds. Sidewalks on both side of Boulevard Avenue.
6. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project? Good, Not at this time.
7. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project? Good Not at this time
8. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used? State St and Boulevard Avenue have 40' galvanized steel poles and were relamped with LED luminaires in 2020
9. What intersections currently have traffic signals? Divide Avenue, 9th St, 7th St, and 6th St. along State St/Boulevard, Are there any locations that have a high accident rate? The intersection of Divide Avenue and State Street was identified as a high crash location in the 2018-2020 report. Improvements to the Divide Avenue intersection are being reviewed as part of a safety/CPR project on State Street north of Divide Avenue to Calgary Avenue. Are additional turning lanes

needed? Not at this time.

Remarks:

The request for this project is based on the pavement condition. According to the City of Bismarck's Pavement Management System score for this section of roadway, this section of roadway should have concrete pavement and joint sealant repairs performed.

State St/Boulevard Av was reconstructed in 2002-2003 with 8" doweled concrete pavement on 24" of blended base course. The pavement is repaired as needed when blow outs and joint delamination occur. Corner spalls are filled with dura-patch material, an asphalt mixture with crushed granite.

Existing city underground infrastructure is adequate and does not require any upgrading. The current lighting system is laid out in a staggered configuration of 40' galvanized steel poles with LED luminaires.

City Engineer: Gert Falk

Date: 10/22/21

District Engineer: Layne Dangel

Date: 10/21/21

Note: Please attach a map showing location and extent of the project and any additional supporting documents.



CITY OF BISMARCK - ENGINEERING DEPT.

ND DOT Project Estimate State Street from Boulevard Ave to Divide Avenue Boulevard Ave from 6th St to State St

Prepared on:
10/4/21

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price	Amount
1	103	100	CONTRACT BOND	L SUM	1	\$ 10,000.00	\$ 8,480.41
2	202	114	REMOVAL OF CONCRETE PAVEMENT	SY	350	\$ 15.50	\$ 5,425.00
3	202	130	REMOVAL OF CURB & GUTTER	LF	1,000	\$ 5.00	\$ 5,000.00
4	203	101	COMMON EXCAVATION-TYPE A	CY	150	\$ 130.00	\$ 19,500.00
5	203	109	TOPSOIL	CY	30	\$ 4.50	\$ 135.00
6	251	300	SEEDING CLASS III	SY	200	\$ 3.00	\$ 600.00
7	253	200	HYDRAULIC MULCH	SY	200	\$ 3.00	\$ 600.00
8	302	101	SALVAGED BASE COURSE	CY	60	\$ 50.00	\$ 3,000.00
9	570	650	CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWE	SY	1,500	\$ 198.00	\$ 297,000.00
10	570	963	TRANSVERSE PCC JOINT CLEANING & SEALING	LF	22,540	\$ 1.70	\$ 38,318.00
11	570	965	LONGITUDINAL PCC JOINT CLEANING & SEALING	LF	38,540	\$ 1.70	\$ 65,518.00
12	570	966	RANDOM PCC CRACK CLEANING & SEALING	LF	1,870	\$ 5.00	\$ 9,350.00
13	570	1512	SPALL REPAIR-PARTIAL DEPTH	SF	1,000	\$ 65.00	\$ 65,000.00
14	702	100	MOBILIZATION	L SUM	1	\$ 60,000.00	\$ 146,754.97
15	704	1100	TRAFFIC CONTROL	L SUM	1	\$ 30,000.00	\$ 30,000.00
16	709	151	GEOSYNTHETIC MATERIAL TYPE R1	SY	200	\$ 2.00	\$ 400.00
17	748	140	CURB & GUTTER-TYPE I	LF	1,000	\$ 31.00	\$ 31,000.00
18	750	140	SIDEWALK CONCRETE 6IN	SY	350	\$ 80.00	\$ 28,000.00
19	750	2115	DETECTABLE WARNING PANELS	SF	350	\$ 55.00	\$ 19,250.00
20	762	122	PREFORMED PATTERNED PVMT MK-MESSAGE(GRO	SF	432	\$ 24.00	\$ 10,368.00
21	762	1305	PREFORMED PATTERNED PVMT MK 4IN LINE-GROO	LF	4,200	\$ 5.00	\$ 21,000.00
22	762	1307	PREFORMED PATTERNED PVMT MK 6IN LINE-GROO	LF	660	\$ 9.00	\$ 5,940.00
23	762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROO	LF	1,830	\$ 10.00	\$ 18,300.00
24	762	1325	PREFORMED PATTERNED PVMT MK 24IN LINE-GRO	LF	390	\$ 41.00	\$ 15,990.00
25	SP	1	SIGNS	L SUM	1	\$ 10,000.00	\$ 10,000.00
26	SP	2	DESIGN ITEMS NOT INCLUDED - 15%	L SUM	1	\$ 115,454.10	\$ 115,454.10
CONSTRUCTION TOTAL							\$ 885,148.10
CONTINGENCY - 10%							\$ 88,514.81
2020 PROJECT COST							\$ 973,662.91

Design Assumptions:

2021 Average Bid Prices with 4% increase per year	2022	\$ 1,013,000.00
Clean and Seal all Joints	2023	\$ 1,054,000.00
3% Panel - Full Depth Repairs	2024	\$ 1,096,000.00
1% Panel - Spall Repairs	2025	\$ 1,140,000.00
	2025	\$ 1,186,000.00

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: _____

PRIORITY# _____ Regional: Yes Urban Roads: No

City: Bismarck Street: State St/US83 – Calgary Ave to 57th Ave

County: Burleigh Length: 8,000'/1.50 Miles

Proposed Improvement: Prepare environmental documentation for the potential future reconstruction and widening to 6-lane section with median

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
500	0	0	0	0	0	0	500

Present Road: Surface Width? 40' with Divide Median Surface Type? Asphalt

On Street Parking Allowed? No Present: **(No)** One Side Both Sides Angle Parallel
Proposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>25,000</u> Yr: <u>2019</u>	Travel Way Width : <u>60'</u>
ADT Design: <u>46,500</u> Design year 2040	No. of Lanes: <u>5-Lanes</u>
Design Speed: <u>40 MPH</u>	Roadway Width: <u>40'</u>
Maximum Curve: _____	Min. R/W Width: <u>200'</u>
Maximum Grade: _____	

Right of Way	
Will Additional ROW or easement be acquired? <u>No</u>	ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: <u>Yes</u>	ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? <u>No</u>	
Est. No. business to be displaced? <u>No</u>	

Impacts	
Will there be any additional Impacts (Cultural and Environmental Resources):	No
Will there be any impacts to 4(f) or 6(f) properties:	
No	
Airports:	Public Hearings: Yes
Environmental Classification (Cat-Ex, EA, EIS): Cat-ex	
Transportation Enhancements: Yes	
Intermodal:	
Pedestrian Needs: Yes	

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
No						

Purpose and Need Statement:

The propose and need for this project is to begin the environmental documentation process for a future project to reconstruct and widening State Street/US 83 to improving safety and operations. Project would address delay to the traveling public.

Existing Conditions:

1. When was the current street section built? 1979 Has there been any additional maintenance to the street section? Yes, 2020

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? 4 - 12' traffic lanes with divided median and turnings lanes at various intersections throughout the corridor

3. What is the condition of the pavement section? mill and overlay with micro surfacing in 2020
 - A. If the pavement section is asphalt, is there any alligator cracking,

longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting? NA, see comment above

- B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

-
-
4. Any existing geometric concerns? Yes
-
5. Are there any access points to adjoining properties that present a special concern?
No
-
6. Are there any existing sidewalks or shared use path in place?
No
-
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Rural Roadway with ditches
-
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
NA
-
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Galvanized 40-foot Standards with LED Fixtures
-

What intersections currently have traffic signals? Calgary Avenue, 43rd Avenue, Skyline Boulevard, LaSalle Ave, 57th Ave. Are there any locations that have a high accident rate? 43rd and Calgary intersections are High Crash locations (2018-2020). Are additional turning lanes needed? No, additional turn lanes are needed

Remarks:

The City of Bismarck, working with the MPO, has conducted many planning studies to look at opportunities to develop north-south corridors through Bismarck. This has resulted in improvements to existing North-south corridor crossings of I-94. As Bismarck continues to have more and more growth to the north, the planning for north south arterial corridors has been implemented. The City has half cent sales tax available for consideration of additional for this corridor as well as others that the voters approved in 2018. Commercial developments are attracted to corridors which are heavily traveled. The city of Bismarck has a Land Use plan to be used as part of the development process. Previous planning studies, US 83 Corridor Study 2006 – partnership with NDDOT identified US 83 as commercial corridor through ND 1804. More recent planning studies including US 83 Alternative identified either 4-lane expressway

concept with limited access and interchanges at key intersecting roadways or 6-lane urbanization concept similar to the corridor characteristics on State ST south of Calgary Ave.

Arrive 2045 MTP has identified the US 83/State St. as a “Short Term” phase project (2020 -2030). The 2020-2045 MTP further compared the various options presented in the studies and concluded 6-lane alternatives with at grade intersections and access control north of 57th Ave resulted in lower costs to construct as well as highest benefit to the transportation system in terms of network delay. The access density between Calgary Avenue and 57th Avenue is much lower than compared to State Street south of Calgary Avenue. This benefits today’s traffic by allowing the existing 4-lane rural section roadway to perform adequately in most circumstances. It also benefits future traffic with assurance that the likelihood is low that additional access points onto the roadway.

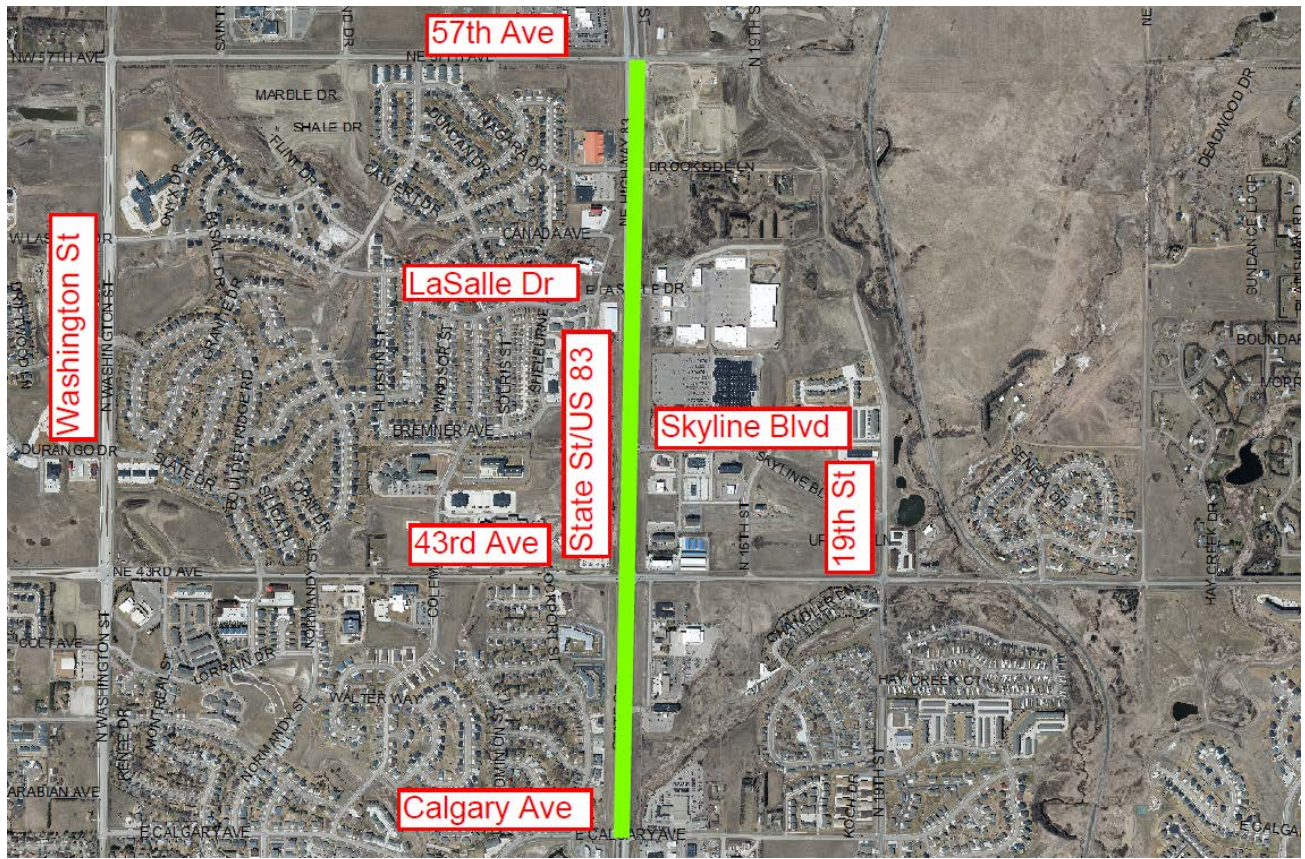
City Engineer: _____

Date: _____

District Engineer: _____

Date: _____

Note: Please attach a map showing location and extent of the project and any additional supporting documents.



a

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**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 10/15/2021

PRIORITY# _____ Regional: Yes Urban Roads: No

City: Bismarck Street: Constr. & ESA Limits: State Street/US 83 - 43rd
Ave to Calgary Ave.

County: Burleigh Length: 2630'/0.50 miles

Proposed Improvement: Multi-use Trail along the west side of State St./US 83

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
15	31	0	0	310	0	0	356

Present Road: Surface Width? Divide Hwy, No Ped Facility Surface Type? Asphalt

On Street Parking Allowed? No Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>NA</u> Yr: <u>NA</u>	Travel Way Width : <u>10'</u>
ADT Design: <u>NA</u> Design year <u>NA</u>	No. of Lanes: <u>1</u>
Design Speed: <u>NA</u>	Roadway Width: <u>10'</u>
Maximum Curve: <u>NA</u>	Min. R/W Width: <u>NA</u>
Maximum Grade: <u>NA</u>	

Right of Way
Will Additional ROW or easement be acquired? <u>No</u> ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: <u>No</u> ROW Condemnation by: City

DOT
 Est. No. of occupied family dwelling to be displaced? None
 Est. No. business to be displaced? None

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): No

Will there be any impacts to 4(f) or 6(f) properties:
No

Airports: No Public Hearings: None
 Environmental Classification (Cat-Ex, EA, EIS): Catex
 Transportation Enhancements: _____
 Intermodal: _____
 Pedestrian Needs: Extension of existing multiuse trail to connect to existing multiuse trail linking commercial development areas

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA						

Purpose and Need Statement:

The purposed of the project is to provide additional pedestrian/bicycle connectivity in order to promote and improve safety and mobility of the pedestrian/bicycle users with in the public right of way that are currently utilizing the shoulder of a high-speed vehicular roadway.

Existing Conditions:

When was the current street section built? Has there been any additional maintenance to the street section?

NA

1. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?

NA

2. What is the condition of the pavement section? NA

A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?

B. If the pavement section is concrete, are there any broken slabs,

faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

4. Any existing geometric concerns? NA

5. Are there any access points to adjoining properties that present a special concern?
NA

6. Are there any existing sidewalks or shared use path in place?
No

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
NA

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
NA

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Roadway Lighting is in place


10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
Traffic signals are in place along State St at 43rd Avenue and Calgary Avenue. No locations have a high crash rate. No additional turning lanes are need.

Remarks:

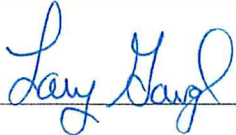
The project includes approximately 2500 LF of asphalt pavement trail extension from the northwest pedestrian ramp of US 83/Calgary Avenue to the southwest pedestrian ramp of US 83/43rd Avenue. The 10' wide shared use path would be an extension of the north/south path along State Street that terminates at the ND Capitol Grounds and provides connectivity to east/west facilities such as sidewalks and on-street bike lanes on Divide Avenue and sidewalks and shared use paths on Century Avenue and 43rd Avenue.

The purpose of this project is to provide increased network connectivity of the non-motorized user by filling in what will be a gap in the network by 2022. This project would provide additional access to retail, shopping and housing uses in north Bismarck and provide critical system linkage to recently constructed or programmed pedestrian facilities on 43rd Avenue NE.

The 2017 Bismarck Mandan Bicycle and Pedestrian plan identified continuing connections of non-motorized transportation facilities along State Street between Calgary Avenue and 43rd Avenue. All modifications to the signal system at US 83/43rd Avenue would be included in the 43rd Avenue reconstruction project and no funds are being requested from the urban regional program for that work. Comments/requests from the public and observation of pedestrians walking along the shoulder of US83/State Street including motorized wheel chairs.

City Engineer: 

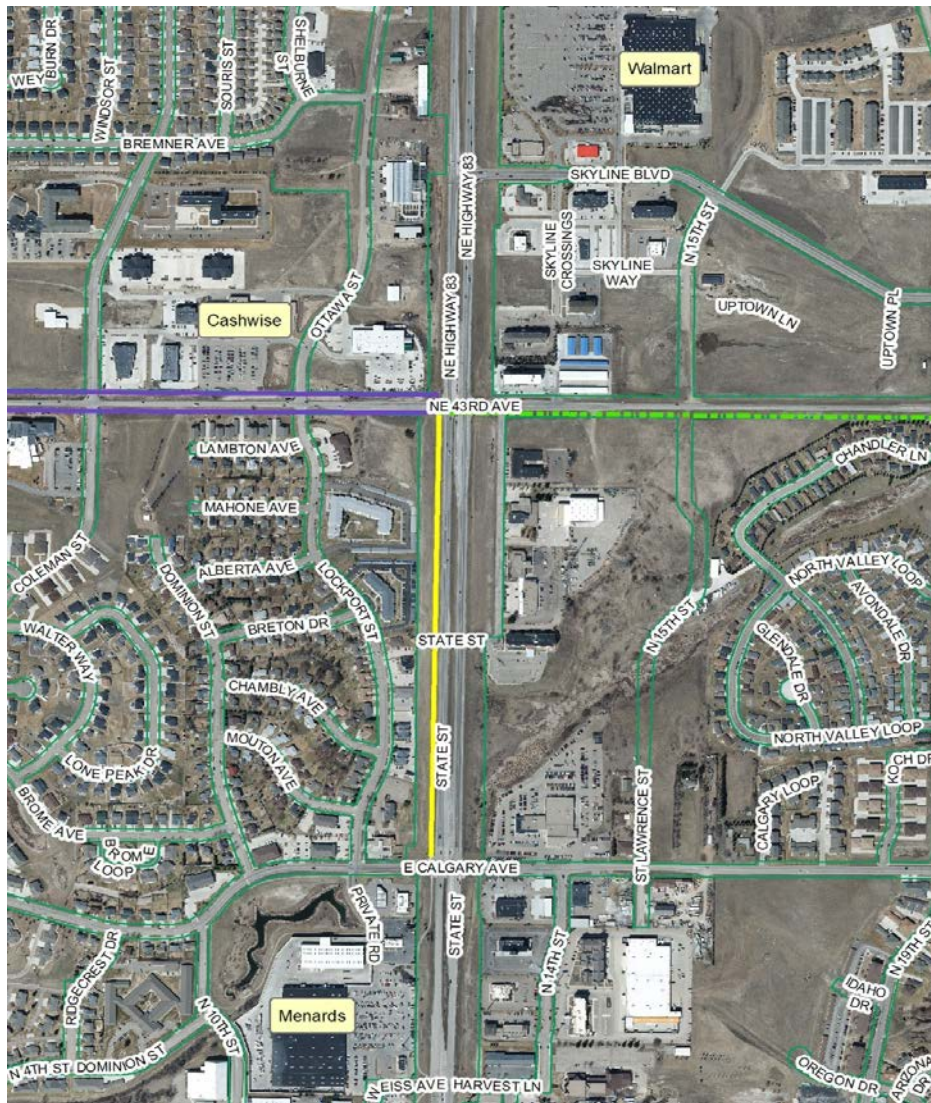
Date: 10/22/21

District Engineer: 

Date: 10/21/21

Note: Please attach a map showing location and extent of the project and any additional supporting documents.

The project is located along US 83/State Street beginning north of Calgary Avenue and continuing north to 43rd Avenue NE as shown in yellow. The purple lines reflect shared use path (north side) and sidewalks (south side) installed in 2020 as part of the 43rd Avenue NE reconstruction. The dashed green lines reflect the shared use path programmed for inclusion in the 43rd Avenue NE reconstruction project between State St and 26th Street programmed for 2023 construction.



US 83/State Street Trail						
Estimate of Cost						
City of Bismarck October 2021						
ITEM	DESCRIPTION	UNIT	QUANTIT	UNIT PRICE	TOTAL COST	
1	Contract Bond	LS	1	\$ 5,000.00	\$ 5,000.00	
2	Common Excavation	CY	1350	\$ 32.00	\$ 43,200.00	
3	Subgrade Preparation-Type A-12 IN	Sta	25	\$ 320.00	\$ 8,000.00	
4	Topsoil	CY	700	\$ 21.00	\$ 14,700.00	
5	Seeding Class III	ACRE	1.5	\$ 1,550.00	\$ 2,325.00	
6	Hydraulic Mulch	ACRE	1.5	\$ 3,200.00	\$ 4,800.00	
7	Aggregate Base Closures CL 5	TON	1350	\$ 52.00	\$ 70,200.00	
8	SS1H or CSS1H or MS1 Emulsified Asphalt	SY	2000	\$ 3.50	\$ 7,000.00	
9	Commercial Grade Hot Mix Asphalt	TON	500	\$ 115.00	\$ 57,500.00	
10	PG-58-28	TON	50	\$ 58.00	\$ 2,900.00	
11	Mobilization	LS	1	\$ 20,000.00	\$ 20,000.00	
12	Traffic Control	LS	1	\$ 5,000.00	\$ 5,000.00	
13	Erosion Control	LS	1	\$ 5,000.00	\$ 5,000.00	
Estimated Construction Cost=					\$ 245,625.00	
(undeveloped Design Details) CONTINGENCY (10%)=					\$ 47,135.00	
TOTAL ESTIMATED CONSTRUCTION COST BASE BID=					\$ 292,760.00	
2% inflation index for 3 years					\$ 310,679.25	

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TAC and Policy Handout

December 20-21, 2021

Re: **Rail/ Highway Crossing Safety Program**

Two projects were received for the 2022 Rail/Highway Crossing Safety Program. The submitting jurisdiction was the City of Bismarck. Urban Rail projects are not scored by staff or ranked by a committee, but they may be prioritized by TAC and Policy Board prior to submission to NDDOT.

Jurisdiction	Type	Project Location: Description	Total Cost / Federal	MTP	Points
Bismarck	Removal/ Reconstruction	Main Avenue between 24th and 26th Streets: Removal of rail crossing and related infrastructure (signal cantilever/foundations, gate masts/foundations, incidentals); Restoration of roadway, curb/gutter, sidewalk as needed	\$116,000/\$104,400	Yes	NA
Bismarck	Upgrade/ Construction	Morrison Avenue Railroad Crossing: Rail crossing upgrade to the Norther Plains Commerce Center rail spur, including rail signal and related elements	\$150,000/\$135,000	Yes	NA

//RAD December 2021

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From: [Gabe Schell](#)
To: [Rachel A. Drewlow](#)
Cc: [Mark Berg](#); [Michael Mart](#); [Styron, James D.](#)
Subject: Main Ave Rail Removal Submittal
Date: Wednesday, December 1, 2021 3:30:45 PM
Attachments: [Exhibit.pdf](#)

Rachel,

The City of Bismarck, NDDOT and DMVW are programming a project on Main Avenue between 24th Street and 26th Street to remove the abandoned rail crossing and related infrastructure. The project includes removing the at-grade surface crossing material, signal cantilevers/foundations, gate masts/foundations and incidentals. The project would restore these areas with concrete pavement, curb and gutter and sidewalk as applicable. DMVW will remove the railroad related infrastructure and will hire a contractor with City assistance to restore the removed areas to a condition serviceable for traffic.

Rail safety funding is 90% federal and 10% city for the actual costs of the entire project. The City has budgeted the estimate local share in the 2022 budget. The estimated restoration cost is \$116,000 but that excludes any DMVW costs to perform the removals. For the purpose of TIP development, I'm not sure which cost (local or total project) the NDDOT will show. I would suggest we follow their lead in however they report Rail Safety project costs in their STIP and replicate in our TIP.

I've attached an exhibit showing the proposed work area for reference. Please consider this our "application" to be reviewed by MPO staff/TAC/Policy Board.

Thanks and please let me know if you have any questions.

Gabe Schell, PE

City Engineer

City of Bismarck Engineering Dept.

221 N 5th St.
PO Box 5503
Bismarck, ND 58501

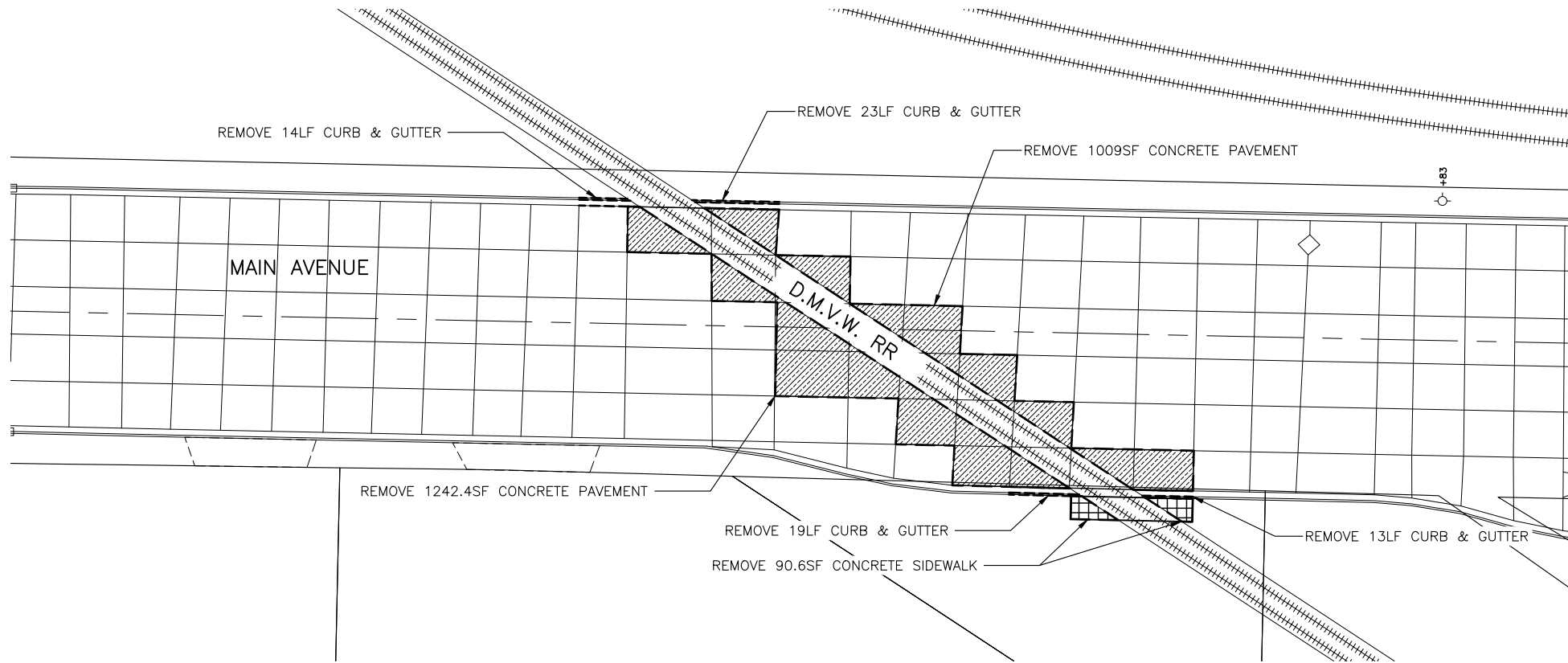
Office: 701-355-1505

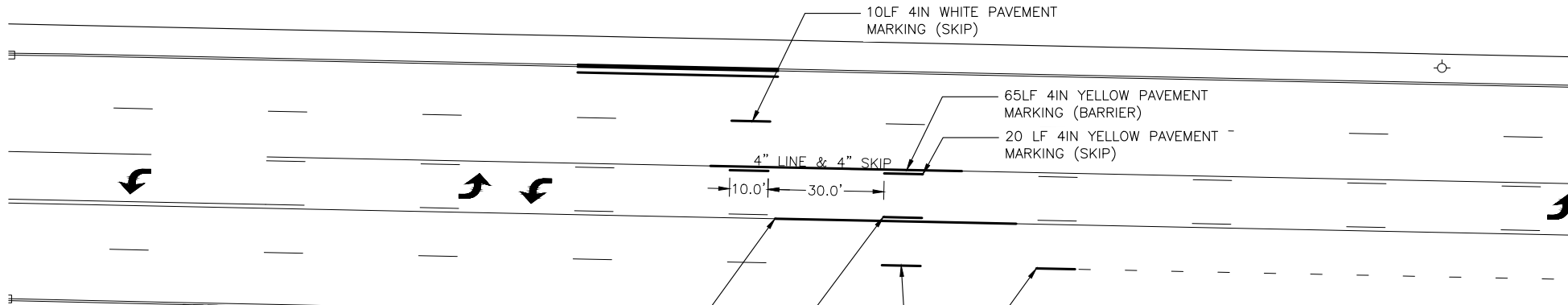
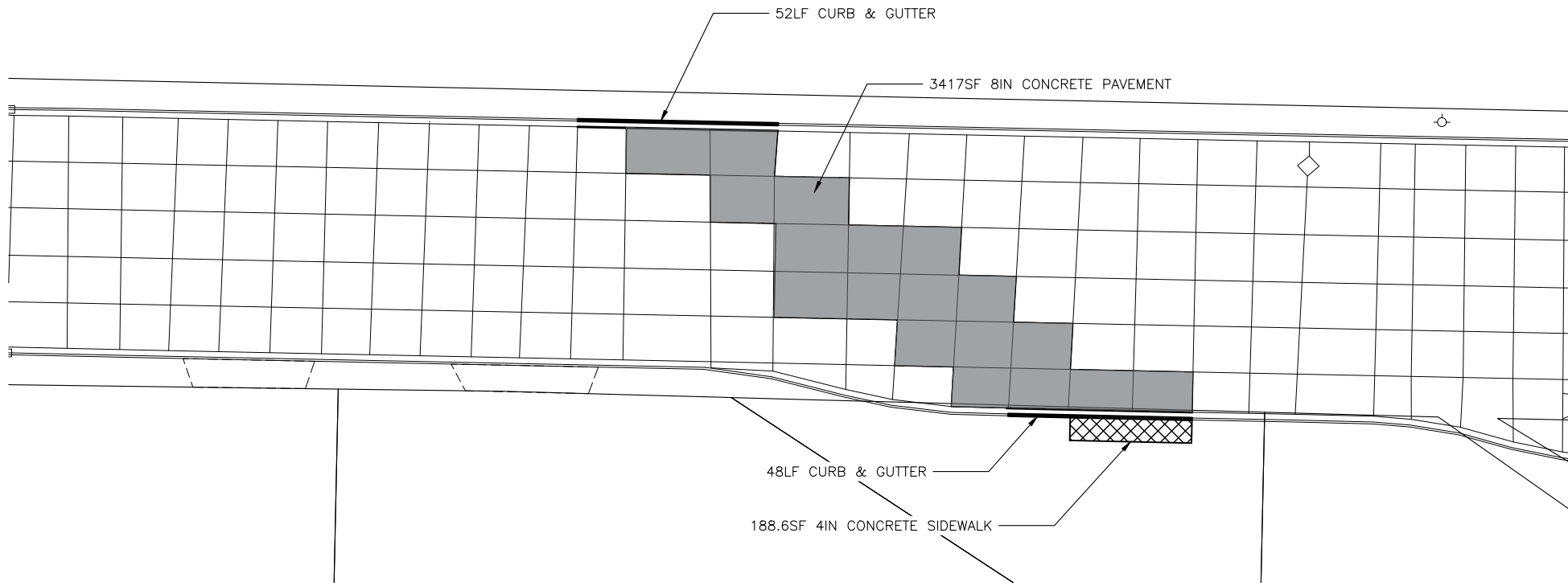
Fax: 701-222-6593

Website: bismarcknd.gov

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From: [Gabe Schell](#)
To: [Rachel A. Drewlow](#)
Cc: [Mark Berg](#); [Styron, James D.](#)
Subject: Railroad Solicitation - Morrison Ave
Date: Thursday, December 2, 2021 2:32:29 PM

Rachel,

We have another rail solicitation for the MPO's consideration. The project is located at the existing Morison Ave railroad crossing of the NPCC spur line. The project would consist of upgrading the crossing to include a rail signal and assorted appurtenances. The project is estimated at \$150,000 with a 10% local cost share of \$15,000.

Please consider this our application for rail funding to be considered by MPO TAC and Policy Board.

Gabe Schell, PE

City Engineer

City of Bismarck Engineering Dept.

221 N 5th St.
PO Box 5503
Bismarck, ND 58501

Office: 701-355-1505

Fax: 701-222-6593

Website: bismarcknd.gov

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2021-2022
UNIFIED PLANNING WORK PROGRAM

Draft Amendment
December 2021

THE SIGNATURE ON THE LINE THAT FOLLOWS CONSTITUTES THE OFFICIAL ADOPTION OF THE 2021-2022 UNIFIED PLANNING WORK PROGRAM (UPWP) BY THE BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION (MPO). THE UPWP WAS ADOPTED ON _____.

GERARLD WISE, CHAIRPERSON
BISMARCK-MANDAN MPO

DATE

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
 January 2021 through December 2022

TASK	TASITILE	PAGE
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	UPWP New Additions	i
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	Planning Emphasis Areas	iv
	MPO Self Certification	v
	Bismarck-Mandan MPO Activities Supporting Title VI and Environmental Justice	iv
	ADMINISTRATION 100	1
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102	Training, Travel and Education	5
103	Unified Planning Work Program	7
104	Computer Enhancement and Software	9
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	TRANSPORTATION PLANNING 200	13
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INTRODUCTION

The Unified Planning Work Program (UPWP) is a description of the multi-modal transportation planning projects that will be conducted in the Bismarck/Mandan MPO area in calendar years 2021 and 2022. This biennial document is the foundation for requesting federal funds as well as a control tool for scheduling, budgeting and monitoring the transportation planning process.

The 2021-2022 UPWP was developed with the input of the North Dakota Department of Transportation (NDDOT), Federal Transit Administration (FTA), and Federal Highway Administration (FHWA), Bis-Man Transit and the jurisdictional partners of the MPO (Bismarck, Lincoln, Mandan, Burleigh County and Morton County). Also, public input from previous MPO studies were used to form the 2021-2022 UPWP.

The 2021-2022 UPWP is the MPO's budgeting action tool that takes the goals and projects from the active MPO Metropolitan Transportation Plan (2020-2045 Arrive 2045) and formats the chosen projects into a budgeting action plan.

It is hoped that this 2021-2022 UPWP will not only provide the MPO with a very useful budgeting, scheduling and monitoring tool, but will also provide an understandable expectation of what the MPO will endeavor in 2021 and 2022, with the public's help.

UPWP NEW ADDITIONS

This UPWP will address changes to our work products resulting from the COVID-19 pandemic. Reductions in travel during 2020 (the intended base year of our next model) affects the timing of our model update and resulting Travel Demand Model Review and Socio-Economic Projections Study (TDMSE) and Metropolitan Transportation Plan (MTP) updates. Additionally, reductions in local sales tax revenue is expected to limit our jurisdictions' ability to partner on planning studies. Therefore, we have reduced our expenditure for planning studies in 2021 (Task 204) and shifted our planned data acquisitions from 2021 to 2022 (Task 204). Planned studies in 2022 have not been as severely limited, and MPO staff will monitor the situation for potential revisions to Task 204 in the 2022 work program.

Through the document, work tasks were revised to more accurately reflect the changing activities and roles of MPO staff. These revisions will make it easier to record staff time dedicated to major work activities, and better plan for time allocation in the future.

The 2020-2045 Metropolitan Transportation Plan adopts the federal goals areas established through the **Infrastructure Investment and Jobs Act (IIJA)** (formerly MAP-21 and FAST Act legislation):

1. Safety and Security
2. Infrastructure Conditions
3. Congestion Reduction
4. System Reliability for Freight Movement and Economic Vitality
5. Alternative Transportation Modes to Automobile Travel
6. Environmental Sustainability
7. Reduced Project Delay

Following is a table which identifies which MTP Goals are addressed by the 2021-2022 UPWP identified Studies.

MTP Goals

	1	2	3	4	5	6	7
Continuation of Intersection Analysis Study	x	x	x	x		x	x
Continuation of Pavement Condition Collection and Analysis Project	x	x		x			
Travel Demand Model and Socio-Economic Update (connected with the 2025-2050 Metropolitan Transportation Plan Update)	x	x	x			x	
ITS Update	x	x	x			x	
Sunset Corridor Study	x		x	x		x	x
Socio-Economic Data Purchase	x		x	x	x		
Origin-Destination Data Purchase	x		x	x			
Supplemental Traffic Counting	x				x		
East Main Avenue Corridor Study	x	x		x	x		
Transit Development Plan	x		x		x		

The MPO can move funding between tasks to an amount up to 10% of the total cumulative yearly amount, without North Dakota Department of Transportation (NDDOT) and Federal Highway Administration/Federal Transit Administration (FHWA/FTA) approval. Funding added over the contract amounts, new projects, or budgetary changes in excess of 10% (cumulative yearly amount) will continue to require NDDOT and FHWA/FTA approvals of amendments to the UPWP. In addition, the MPO must advise the NDDOT and FHWA/FTA of any budgetary changes within the 10% limits described above.

TIMELINE FOR METROPOLITAN TRANSPORTATION PLAN

- 2021
- Develop RFP for a joint study: Travel Demand Model and Socio-Economic Update (TDMSE) **AND** the 2025-2050 Metropolitan Transportation Plan [1-2Q]
 - Purchase Socio-Economic Data (Household and Employment Estimates) [2-3Q]
 - IF NEEDED: ‘Clean-Up’ Socio-Economic Data [3-4Q]
 - Update the Traffic Analysis Zone (TAZ) Structure and roadway network to reflect current conditions [3-4 Q]
 - ~~Purchase Origin-Destination Data to be used to calibrate the updated TDM [3-4Q]~~
- 2022
- ~~Purchase Origin-Destination Data to be used to calibrate the updated TDM [1Q]~~
 - Execute the Travel Demand Model and Socio-Economic Update (TDMSE) [1Q]
 - Assess the need for additional data for the MTP and TDM [1Q]
 - Determine Forecast Methodology and Growth Scenarios [1-2Q]
 - Develop the baseline population and employment estimates and the 2045 projections [1-2Q]
 - Allocate future residents and employees by TAZ (2035-2045 mid, 2045-2050 long) [1-2Q]
 - Review the current Travel Demand Model [2-3Q]
 - ATAC updates Travel Demand Model (TDM) [3-4Q]
- 2023
- Begin 2025-2050 MTP update [1Q]
- 2025
- Adoption of 2025-2050 MTP [1Q]

PLANNING EMPHASIS AREAS

FHWA and FTA have encouraged MPOs to give prioritization in project selection to the following Planning Emphasis Areas: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity.

The 2021-2022 UPWP contains several projects that embrace these concepts. The Transportation Performance Management (Task 201) will aid the MPO in its implementation of performance-based planning and reporting of performance measures, **as prescribed** under MAP-21 **Implementation, and continued to thru the Infrastructure Investment and Jobs Act (IIJA)**.

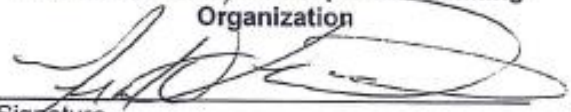
Routine updates to the Transit Development Plan (Task 204) and Transportation Demand Model (Task 203), as well as the continuation of the **Freight Advisory Committee and** Bicycle-Pedestrian Subcommittee (Task 201), embrace the concepts set out in the Ladders of Opportunity program. These efforts will help the MPO coordinate with other community entities (healthcare, schools, police, etc.) to create opportunities for non-motorized movement and access to employment.

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bismarck-Mandan Metropolitan Planning Organization


Signature

Chair, Bmmmpo Policy Board
Title

07/21/20
Date

North Dakota Department of Transportation


Signature

Local Government Director
Title

8-31-2020
Date

BISMARCK-MANDAN MPO ACTIVITIES SUPPORTING TITLE VI AND ENVIRONMENTAL JUSTICE

The MPO recognizes Title VI and Environmental Justice requirements as they relate to the planning process. The requirements directly affect such elements within the planning process including, but not limited to, plan development, public involvement, and project management decisions.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 states: “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

The Bismarck-Mandan MPO Policy Board approved changes to the MPO’s Title VI and Non-Discrimination/ADA Plan in July 2016. Updated last in 2017, this document provides policies prohibiting discrimination on the basis of race, color, or national origin. The Title VI/ADA Coordinator is identified within the Title VI Plan and contact information is also provided.

There is also a section within the document which provides information, forms and instructions relative to filing complaints in the event any individual feels he/she has been discriminated against in the MPO’s programs or processes.

The Title VI and Non-Discrimination/ADA Plan is subject to annual audits performed by the Title VI/ADA Coordinator in conjunction with MPO staff to assess the program’s effectiveness at all levels and to ensure continued compliance with Title VI requirements. The audits are completed each year by March 31 following the reporting year ending December 31.

The Title VI and Non-Discrimination/ADA Plan contains a section which includes a list of MPO staff and appointed positions within the MPO, including the Technical Advisory Committee and Policy Board. It identifies how each position is appointed and details the responsibilities of each as it relates to Title VI.

Additionally, training programs for all MPO employees on Title VI and other related statutes are conducted annually, and will consist of, minimally, one hour of training per reporting period.

Bismarck-Mandan MPO maintains maps within the Title VI and Non-Discrimination/ADA Plan indicating high concentrations of minority, low-income, and elderly and limited English proficiency populations for consideration in planning and programming activities.

Finally, the Bismarck-Mandan MPO also includes appropriate FTA Federal Clauses, and “Title VI Assurances”, which contain language prohibiting discrimination of groups identified in the Civil Rights Act of 1964, within all of the Request for Proposals (RFPs) and contracts for all studies solicited by Bismarck-Mandan MPO.

Environmental Justice

Executive Order 12989, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, ensures non-discrimination 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.

Bismarck-Mandan MPO's Public Participation Plan, originally adopted May 2010, requires the evaluation of adverse impacts through MPO activities to "Environmental Justice" groups including low-income and minority populations. The MPO maintains maps with high concentrations of minority, low-income, limited English proficiency, and elderly populations for consideration in planning and programming activities. These maps are included in the Title VI and Non-Discrimination/ADA Plan, the 2015-2040 Long Range Transportation Plan (the Metropolitan Transportation Plan, or MTP, updated every five years), and the Transportation Improvement Program (updated annually). The socio-economic data used to maintain the maps is utilized in a variety of applications, including MPO studies and the production and updating of the Bismarck-Mandan Metropolitan Planning Organization Monitoring Report.

Further, the MPO seeks the active participation of Environmental Justice populations in the planning process as identified in the Public Participation Plan. The document indicates that meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Contact information for the Title VI/ADA Coordinator is provided within the Title VI Plan and is also provided on MPO meeting agendas and on the MPO webpage to ensure accessibility by individuals with disabilities to request appropriate provisions, auxiliary aids, or services for meeting facilities or materials. Forms, along with complete instructions, to request reasonable accommodations and processes for filing of complaints about violations are also provided.

Bismarck-Mandan MPO maintains a database of approximately 220 transportation stakeholders within the Bismarck-Mandan Metropolitan Planning Area (MPA). The stakeholders are sent notification and/or draft copies of various studies and programs including, but not limited to, the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP), as well as newsletter updates which provide information on MPO activities. A variety of organizations representing low-income, minority, and elderly agencies and advocacy groups are on the MPO stakeholder list.

Bismarck-Mandan MPO continues to increase accessibility to its programs and activities by all applicants, participants, and members of the public regardless of race, color, national origin, sex, age, disability, or income status and has recently installed display racks containing the Title VI and Non Discrimination/ADA Plan, the Title VI Policy Statement, LEP Plan, ADA reasonable accommodations request forms, Title VI complaint forms and procedures, and newsletters at the entrances of the MPO work site. Additionally, forms, documents, meeting information, and study updates are made accessible via social media using Facebook to link to the MPO webpage. Copies of adopted programs and plans, such as the TIP and the MTP, as well as final reports of

adopted MPO studies are made available through the public libraries in both Bismarck and Mandan.

ADMINISTRATION

100

**101 ADMINISTRATION, COORDINATION & TRANSPORTATION PERFORMANCE
MANAGEMENT
2021-2022**

Objective:

The MPO manages and coordinates the accounts, records, agreements, and administration of contracts for the Unified Planning Work Program and the Bismarck-Mandan Metropolitan Planning Organization. This task provides the necessary coordination and communications between the various agencies in the Bismarck-Mandan Metropolitan area and provides for citizen information and involvement. This task uses Transportation Performance Management processes and follows performance-based planning and programming practices.

Present Status:

The Bismarck-Mandan Metropolitan Planning Organization (MPO) is presently staffed with an Executive Director, a Transportation Planner, and a Transportation Specialist, who are responsible for coordinating MPO activities with the various entities within the boundaries of the MPO, which represents the MPO's operational and technical agencies. Work accomplished under this task in 2020 included reporting and billing activities and preparations for and attendance at the Technical Advisory Committee (TAC) and MPO Policy Board Meetings.

Proposed Work:

Compile and maintain records of MPO work in progress as performed by individual consulting companies and submit them to the North Dakota Department of Transportation. Prepare monthly billings for MPO activities in progress as outlined in the Unified Planning Work Program and receive and disburse funds received for these MPO activities.

The MPO provides liaison activities to the MPO's membership including preparation of agendas and minutes, scheduling and attendance at Technical Advisory Committee (TAC) and MPO Policy Board meetings. The MPO also takes the leadership in the development and implementation of the Metropolitan Transportation Plan and other ~~required elements of the Moving Ahead for Progress in the 21st Century (MAP 21) and Fixing America's Surface Transportation (FAST) Act~~ elements of the Infrastructure Investment and Jobs Act (IIJA), including updating of the Unified Planning Work Program, Transportation Improvement Program, and other MPO actions where necessary and appropriate.

Products:

Products of the MPO include formal meetings of the MPO Policy Board and Technical Advisory Committee (TAC) and submission of billings and monthly activity summaries, coordination and management of all MPO accounts and records.

The MPO produces a Transportation Improvement Plan every year, a Metropolitan Transportation Plan and Transit Development Plan approximately every 5 years, and a Public Participation plan, Freight Plan, and Bicycle-Pedestrian Plan as needed.

Completion Date:

Ongoing Activity.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
General Staff Administration of MPO Program*	\$220,198	\$213,353 \$232,164^
Direct Administration Costs Charged from Bismarck**	12,000	12,000
Office Space Rental/ Parking	12,500	15,240
Office Equipment and Supplies	1,000	1,000
Telephone Service	1,250	1,250
Mileage (Local)	500	500
Postage	1,250	1,250
Printing	1,250	1,250
Direct Miscellaneous Costs Administrative Charge (Bismarck)	6,375	1,000
TOTAL	256,324	246,843 265,654

Proposed Source of Funds:

CPG (80% or less)	205,059	197,474
Local (20% or greater)	51,265	49,369
TOTAL	256,324	246,843 265,654

* Staff includes 3 full-time members (1 Executive Director, 1 Transportation Planner, 1 Transportation Specialist)

^ Staff includes 3 full-time members (1 Executive Director, 1 Transportation Planner, 1 Transportation Specialist) and one part-time member (Transit/Transportation Planner)

**Charged Costs from Bismarck include Human Resources, Fiscal Services, and Attorney/Administration.

**101 ADMINISTRATION, COORDINATION & TRANSPORTATION PERFORMANCE
MANAGEMENT**

100.101.00

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	256,324	205,059	51,265	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	256,324	205,059	51,265	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	246,843	265,654	197,474	212,523	49,369	53,131	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	246,843	265,654	197,474	212,523	49,369	53,131	

**102 TRAINING/TRAVEL AND EDUCATION
2021-2022**

Objective:

To provide MPO support staff with appropriate skills to carry out the comprehensive, continuing and coordinated Transportation Planning Process.

Present Status:

Training activities undertaken during 2020 have been affected by the COVID -19 pandemic. Planned conferences in Boise, ID were cancelled.

Proposed Work:

The MPO will encourage staff attendance at selected national/local short courses, seminars and conferences. The MPO will work with other MPOs, FHWA, FTA and the NDDOT to develop and support local training programs. Continuation of the COVID-19 pandemic may affect attendance at future conferences and trainings, included cancellation, non-attendance or virtual attendance. Task funding dedicated to the 2021 year has been reduced in anticipation of reduced travel or remote participation. Funding dedicated to 2022 has been maintained in expectation of increased ability to travel in the future.

Products:

To foster a more informed, capable and efficient staff.

Completion Date:

Ongoing Activity.

Estimated expenditures:

	<u>2021</u>	<u>2022</u>
Associated Training Costs	\$1,750	\$5,500
Transportation and Lodging	5,780	9,700
Books/Subscriptions/Dues of Transportation Planning Material and Organizations	2,025	2,025
Mileage (Non-local)	500	500
Meals	1,000	1,250
TOTAL	11,055	18,975

Proposed Source of Funds:

CPG (80%)	8,844	15,180
Local (20%)	2,211	3,795
TOTAL	11,055	18,975

100.102.00

102 TRAINING, EDUCATION & ASSOCIATED TRAVEL

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	11,055	8,844	2,211	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	11,055	8,844	2,211	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	18,975	15,180	3,795	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	18,975	15,180	3,795	

**103 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT
2021-2022**

Objective:

To prepare a Unified Planning Work Program (UPWP) for the Bismarck-Mandan Metropolitan Planning Organization and any subsequent UPWP amendments.

Present Status:

The Bismarck-Mandan Metropolitan Planning Organization has operated under a unified work program for the past twenty-seven years.

Proposed Work:

The 2021-2022 Unified Planning Work Program will be developed by the MPO staff, with assistance from the Planning and Engineering departments of the Cities of Bismarck, Mandan, Lincoln, and Burleigh/Morton Counties, as well as being offered for review and input by local citizen groups as required under ~~MAP-21 and FAST Act~~ **regulatory the Infrastructure Investment and Jobs Act (IIJA)**. Maintenance of the 2021-2022 UPWP will be provided by the MPO staff.

Products:

2021-2022 Unified Planning Work Program and Amendments

Completion Date:

Preliminary Draft: August 2020
Final UPWP: October 2020

Estimated Expenses:

	<u>2021</u>	<u>2022</u>
Development of UPWP and Amendments	\$470	\$3,200 \$3,517
TOTAL	470	3,200 3,517

Proposed Source of Funds:

CPG (80%)	376	2,560 —2,814
Local (20%)	94	640 703
TOTAL	470	\$3,200 3,517

100.103.00

103 UNIFIED PLANNING WORK PROGRAM

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	470	376	94	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	470	376	94	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	3,200	3,517	2,560	2,814	640	703	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	3,200	3,517	2,560	2,814	640	703	

**104 COMPUTER ENHANCEMENTS AND SOFTWARE
2021-2022**

Objectives:

To enhance the MPO's capabilities to monitor transportation data traffic forecasting, and traffic operations. To overall improve MPO staff's ability to provide analysis, communication, and distribute applicable transportation related data. To keep staff informed on pertinent transportation issues. To build and furnish reports to satisfy FHWA, FTA, and NDDOT reporting requirements.

Present Status:

During 2019-2020 the Bismarck-Mandan MPO used computers and associated software to aid the transportation planning efforts of Bismarck, Mandan, Lincoln, Morton County and Burleigh County within the MPO area.

Proposed Work:

To provide computer hardware and software aid to the transportation planning efforts of the MPO.

Products:

To provide the MPO with effective administration, data processing, and analytical tools for transportation planning.

Completion Date:

Ongoing Activity.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
Computers and Misc. Hardware	\$2,500	\$2,500
Computer Software	1,875	1,875
TOTAL	4,375	4,375

Proposed Source of Funds:

CPG (80%)	3,500	3,500
Local (20%)	875	875
TOTAL	4,375	4,375

100.104.00

104 COMPUTER ENHANCEMENTS & SOFTWARE

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,375	3,500	875	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,375	3,500	875	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,375	3,500	875	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,375	3,500	875	

**105 TRANSIT SYSTEM ADMINISTRATION AND LIAISON
2021-2022**

Objective:

To provide technical assistance and coordinated transportation planning to Bis-Man Transit. Support the City of Bismarck and Bis-Man Transit in maintaining State and Federal requirements, promoting community use of the transit system, and implementing recommendations of the Transit Development Plan.

Present Status:

Facilitate interaction between the City of Bismarck and Bis-Man Transit, including updates to the contract, reporting to FTA, assisting with communication to the City Commission, and planning for the preparation and administration of Transit grants.

Proposed Work:

To maintain grant maintenance and control functions. To act as a liaison between FTA, the City of Bismarck, and Bis-Man Transit regarding FTA and NDDOT grant applications, reports and meetings. To adhere to federal performance measures requirements pertaining to Transit operations within the MPO. Update member jurisdictions of transit developments at TAC and Policy Board Meetings. Activities also include aiding Transit in their efforts to implement recommendations of the Transit Development Plan, which was adopted in April 2019.

Products:

Prepare grants pertaining to Operations, Bus and Bus Facilities, and Mobility of Seniors and Persons with Disabilities, along with all the associated reporting. Maintenance of appropriate FTA records on behalf of the City of Bismarck and Bis-Man Transit.

Completion Date:

Ongoing.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
Transit Liaison and Administration	\$16,630	\$17,130 \$32,987
TOTAL	16,630	17,130 32,987
Proposed Source of Funds:		
CPG (80%)	13,304	13,704 26,390
Local (20%)	3,326	3,426 6,597
TOTAL	16,630	17,130 32,987

100.105.00

105 TRANSIT SYSTEM ADMINISTRATION

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	16,630	13,304	3,326	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	16,630	13,304	3,326	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	17,130	32,987	13,704	26,390	3,426	6,597	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	17,130	32,987	13,704	26,390	3,426	6,597	

TRANSPORTATION PLANNING

200

201 SUBCOMMITTEES

(Bis-Man MPO Bicycle-Pedestrian Subcommittee and Freight Advisory Committee)
2021-2022

Objective:

To further recommendations of the Bicycle-Pedestrian Plan and Freight Plan using engaged local partners and community members. Coordinated by MPO staff and allowed to enhance transportation needs and MPO objectives related to alternative modes of transportation and/or freight.

Present Status:

The MPO's Bicycle-Pedestrian Subcommittee incorporates ad-hoc workgroups to achieve the recommendations of the Bike-Ped Plan. In 2020 the Bicycle-Pedestrian Subcommittee submitted a renewal application for the community's Bicycle Friendly Designation and was awarded a renewal of their bronze award. They will also evaluate and prioritize the TA applications for consideration by TAC and Policy Board. A Freight Advisory Committee has not yet formed but may form within the next few years.

Proposed Work:

During the 2021 and 2022 calendar years, Bicycle-Pedestrian Subcommittee will review and critique TA applications to improve the applications and make them more competitive in the statewide selection. The Subcommittee will subsequently score and prioritize the applications for consideration by TAC and Policy Board. Finally, the Subcommittee will pursue special projects in ad-hoc workgroups as the group's interests align with the Bicycle-Pedestrian Plan.

Products:

The Bicycle-Pedestrian Subcommittee will create improved TA applications which also align with local, state and federal performance measures. They will also compile a prioritized list of TA projects for the MPO TAC and Policy Board,

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
Staff Coordination	\$1,675	\$1,725 \$2,011
Workgroup Activities	2,500	2,500
TOTAL	4,175	4,225 4,511

Proposed Funding Sources:

CPG (80%)	3,340	3,380 3,609
Local (20%)	835	845 902
TOTAL	4,175	4,225 4,511

200.201.00

201 SUBCOMMITTEES

BICYCLE- PEDESTRIAN SUBCOMMITTEE and FREIGHT ADVISORY COMMITTEE

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,175	3,340	835	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,175	3,340	835	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	4,225	4,511	3,380	3,609	845	902	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	4,225	4,511	3,380	3,609	845	902	

**202 MONITORING AND REPORTING
2021-2022**

Objective:

To continually monitor trends of the Bismarck-Mandan Metropolitan area transportation system through the development of a Surveillance and Monitoring Report.

Present Status:

The Bismarck-Mandan MPO monitors transportation trends for significant transportation modes for a variety of reasons including, but not limited to, performance measures, transportation modeling, and other transportation planning related efforts. An annual surveillance and monitoring report was developed to share these trends with local partners and the community. Due to MPO staff reduction in 2019, there has been very little work done in this area since 2018. The plan is to resurrect and update the monitoring and reporting data in 2020 and 2021 and continue to monitor transportation, socio-economic, and related trends to assist in the transportation planning process.

Products:

The MPO updates the Surveillance and Monitoring report on a rolling basis. This report monitors transportation, socio-economic, and related trends to assist in the transportation planning process.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
Staff Update of Surveillance and Monitoring Report	\$5,905	\$6,082 7,746
TOTAL	5,905	6,082 7,746

Proposed Funding Sources:

CPG (80%)	4,724	4,866 6,197
Local (20%)	1,181	1,216 1,549
TOTAL	5,905	6,082 7,746

200.202.00

202 MONITORING AND REPORTING

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	5,905	4,724	1,181	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	5,905	4,724	1,181	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	6,082	7,746	4,866	6,197	1,216	1,549	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	6,082	7,746	4,866	6,197	1,216	1,549	

**203 STAFF RELATED TDM
2021-2022**

Objective:

To routinely update and maintain the Travel Demand Model (TDM), through coordination with Advanced Traffic Analysis Center (ATAC), direct MPO staff efforts, and a consultant-lead Model Review and Socio-Economic Projections effort.

Present Status:

The last TDM update began in 2017 and was completed in the fall of 2018. The TDM was reviewed through the Model Review and Socio-Economic Projection Project (Pre-Study), which also included projection and allocation of future households and employment centers. The effort occurred in coordination with local jurisdictions and approval of the TAC and Policy Boards, and feeds directly into the Metropolitan Transportation Plan update.

MPO staff will annually update ATAC on roadway network expansions, with the release of the ‘Status of Projects Report’ for the annual Transportation Improvement Program.

A routine update of the population and employment data, by traffic analysis zones (TAZ), will be performed using building permits issued by local units of government, Census and American Community Survey Data, and other purchased data. The updated population and employment data may be reviewed to determine if there are significant differences in growth patterns from those projected.

Products:

The Travel Demand Model will be updated in 12-24 months prior to the commencement of the next Metropolitan Transportation Plan. MPO staff efforts will include, but are not limited to, review of census data and/or other acquired data (i.e. origin-destination data, socio-economic data), coordination with local jurisdiction on revisions to current and future land use, revaluation and adjustment (if needed) of the TAZ network, annual notification to ATAC of roadway network expansion, and coordination of and management of the contracted Socio-Economic and Projections Project.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
Staff Related TDM	\$2,337	\$13,478 \$13,395
TOTAL	2,337	13,478 13,395

Proposed Funding Sources:

CPG (80%)	1,870	10,782 10,716
Local (20%)	467	2,696 2,679
TOTAL	2,337	13,478 13,395

200.203.00

203 STAFF RELATED TDM

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	2,337	1,870	467	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	2,337	1,870	467	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	13,478	13,395	10,782	10,716	2,696	2,679	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	13,478	13,395	10,782	10,716	2,696	2,679	

204 PLANNING STUDIES/ DATA ACQUISITION 2021-2022

Objective:

To provide for studies of specific transportation concerns that may have an impact on the MPO's Transportation Plan, Transportation Improvement Program or MPO planning process.

Present Status:

At the request of the MPO and based on needs identified in the 2020-2045 Long Range Transportation Plan, local jurisdictional partners brought forward recommendations for transportation-related planning studies. Projects were discussed and prioritized by the jurisdictions. Top ranked project fitting within the funding limitations, have been approved by the TAC and Policy Board.

Proposed Work:

The proposed 2021-2022 studies include the completion of the Intersection Analysis Study and the Pavement Condition Collection and Analysis Study (PCCAP); and the starting of the ITS Update, Travel Demand Model Review and Socio-Economic Projections Study (TDMSE), Origin/Destination Data, Supplemental Traffic Counting, Procurement of Routine Socio-Economic Data, Sunset Avenue Corridor Study, East Main Avenue Corridor Study, **and the Transit Development Plan.**

New studies that will commence in 2021 or 2022 will be the following: ITS Update, Traffic Demand Model and Socio/Economic Projections Update, Sunset Avenue (Mandan) Corridor Study, and East Main Avenue Corridor Study, **Transit Development Plan.**

The MPO will pursue data acquisitions for the following efforts in 2021 or 2022: Socio-Economic Data Purchase, Origin/Destination Data, and Supplemental Traffic Counting.

Products: The studies and data collections programmed for 2021-2022 are:

- Completion of the Intersection Analysis Study;
- Completion of the Pavement Condition Collection and Analysis Study (PCCAP);
- ITS Update;
- Travel Demand Model Social/Economic (TDMSE) Projections;
- Origin/Destination Data;
- Supplemental Traffic Counting;
- Procurement of Routine Socio-Economic Data;
- Sunset Avenue Corridor Study;
- East Main Avenue Corridor Study;
- **Transit Development Plan.**

Completion Date:

While projects are scheduled to be completed in 2021 and 2022, not all projects may be completed in the year indicated. This may cause some projects to carry over into the 2023-2024 UPWP.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
Planning Studies	\$286,400	\$330,000 \$646,045
Routine Data Acquisitions	14,000	100,000 115,555
TOTAL	300,400	430,000 761,600

Proposed Source of Funds:

CPG (80%)	240,320	344,000 609,280
Local (20%)	60,080	86,000 152,320
TOTAL	300,400	430,000 761,600

200.204.00 204 TRANSPORTATION PLANNING STUDIES and DATA ACQUISITIONS

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	252,330	201,864	50,466	A,B,C,D,E,H,J
Mandan Morton County	17,770	14,216	3,554	A,B,C,D,E,J
Burleigh County	2,038	1,630	408	A,B,C,J
Lincoln	12,225	9,780	2,445	A,B,C,J
Lincoln	2,038	1,630	408	A,B,C,J
Other	-	-		
TOTAL	286,400	229,120	57,280	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	PROJECT PARTICIPATION
Bismarck	102,000	181,745	81,600	145,396	20,400	36,349	A,B,F, H, I
Mandan Morton County	194,000	217,800	155,200	174,240	38,800	43,560	A,B,F,G,K
Burleigh County	4,250	4,250	3,400	3,400	850	850	A,B,F
Lincoln	25,500	25,500	20,400	20,400	5,100	5,100	A,B,F
Lincoln	4,250	4,250	3,400	3,400	850	850	A,B,F
Other	-	212,500	-	170,000	-	42,500	H, L
TOTAL	330,000	646,045	264,000	516,836	66,000	129,209	

PLANNED STUDIES*A---ATAC Annual Fee (\$10,000) - yearly**B---Study Associated Modeling (\$40,000) in 2021 and 2022**C---ITS Update (\$25,000) - 100% in 2021**D---Intersection Analysis Study (\$245,000) - 2% in 2021**E---Intersection Analysis Amendment (\$28,022) - 0% in 2021*

- F---Travel Demand Management and Socio-Economic Study (TDMSE) (~~\$120,000~~ \$150,000)
(in conjunction with 2025-2050 Metropolitan Transportation Plan (MTP) (\$320,000)
~~100%~~ 80% of TDMSE in 2022, 20% in 2023; MTP 47.5% 2023, 47.5% in 2024, 5% in 2025*
- G---Sunset Avenue Corridor Study (~~160,000~~) (180,000) - 100% in 2022*
- H---East Main Avenue Corridor Study (200,000) - 100% in ~~2021~~ 2022*
- I---ATAC Modeling for East Main Avenue Corridor Study (\$4,743) - 100% in 2022*
- J---Pavement Condition Collection and Analysis Project - 7.9% in 2021*
- K---ATAC Modeling for Sunset Avenue Corridor Study (\$3,800) - 100% in 2022*
- L---Transit Development Plan (\$175,000) – 50% in 2022, 50% in 2023*

200.204.00

DATA ACQUISITIONS

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	8,400	6,720	1,680	1, 2
Mandan Morton County	2,800	2,240	560	1, 2
Burleigh County	350	280	70	1, 2
Lincoln County	2,100	1,680	420	1, 2
Lincoln	350	280	70	1, 2
Other	-	-	-	
TOTAL	14,000	11,200	2,800	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	PROJECT PARTICIPATION
Bismarck	60,000	92,355	48,000	73,884	12,000	18,471	2,5
Mandan Morton County	20,000	21,200	16,000	16,960	4,000	4,240	2,5
Burleigh County	2,500	250	2,000	200	500	50	2,5
Lincoln County	15,000	1,500	12,000	1,200	3,000	300	2,5
Lincoln	2,500	250	2,000	200	500	50	2,5
Other	-	-	-	-	-	-	
TOTAL	100,000	115,555	80,000	92,444	20,000	23,111	

Data Procurement	Cycle	Last Collection	Next Collection	Estimated Cost
1 - Socio-Economic Data	5-years	2017	2021	4,000
2 - Origin-Destination Data	5-years	2017	2021 2022	40000 35,555
3 - Ortho/LiDAR Collection	3-years	2020	2020 2023	180,000

4 - Pavement Management	5-years	2020	2023/2024	82000 100,000
5 - Traffic Counting	Ad Hoc	2018	2022	100000 80,000

**205 TRANSPORTATION IMPROVEMENT PROGRAM
2021-2022**

Objective:

Prepare Transportation Improvement Program (TIP) for 2021 and 2022, as well as subsequent TIP amendments that comply with ~~MAP-21 and FAST Act regulatory~~ **Infrastructure Investment and Jobs Act (IIJA)** requirements. Submit amendments to the North Dakota Department of Transportation.

Present Status:

A TIP has been prepared and approved nearly every year since 1983. The MPO has an approved 2021-2024 TIP.

Proposed Work:

To develop a TIP in 2021 and 2022 that meets the requirements of ~~MAP-21 and FAST Act regulatory~~ **Infrastructure Investment and Jobs Act (IIJA)**. The TIPs will have projects that were prioritized and approved through coordination between the MPO, its member jurisdictions, and NDDOT. Starting in 2020, projects will be compliant with the updated performance-based 2020-2045 MTP. All MPO TIP projects will be financially constrained.

Product:

The 2022-2025 TIP and the 2023-2026 TIP

Completion Date:

Priority List Submission:	November 2020	November 2021	December 2021
Draft TIP:	July 2021	April 2022	
Final TIP:	August 2021	July 2022	

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>	
TIP Development, Implementation, and Amendments	\$7,774	\$8,008 \$13,748	
TOTAL	7,774	8,008 13,748	

Proposed Source of Funds:

CPG (80%)	6,219	6,406 10,998	
Local (20%)	1,555	1,602 2,750	
TOTAL	7,774	8,008 13,748	

200.205.00

205 TRANSPORTATION IMPROVEMENT PROGRAM

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck/Planning	7,774	6,219	1,555	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	7,774	6,219	1,555	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck/Planning	8,008	13,748	6,406	10,998	1,602	2,750	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	8,008	13,748	6,406	10,998	1,602	2,750	

**206 METROPOLITAN TRANSPORTATION PLAN
2021-2022**

Objective:

To define, identify and prioritize the transportation needs of the Bismarck-Mandan area by creating a fiscally constrained, performance-based Metropolitan Transportation Plan. The MTP should be developed in coordination with the public, stakeholders, jurisdictional partners, and state and federal oversight, and be compliant with ~~MAP-21 and FAST-Act legislation, and~~ Infrastructure Investment and Jobs Act (IIJA).

Present Status:

The active 2020-2045 MTP (Metropolitan Transportation Plan), “Arrive 2045” was adopted in February 2020 and addressed the concerns of public and local partners regarding the transportation network and major modes of transportation. The MTP identifies which alternatives are available and feasible to implement, that will allow the metropolitan area to improve through 2045.

Proposed Work:

No staff time in 2021 or 2022 is necessary for the coordination and completion of an updated Metropolitan Transportation Plan. However, some staff time has been allocated for amendments, if they are needed.

Products:

A performance-based Metropolitan Transportation Plan that can guide the MPO and partner agencies in 2025 and beyond.

Completion Date:

March 2025

Estimated Expenditures:

Staff Coordination for MTP	<u>2021</u> \$ 935	<u>2022</u> \$ 963 \$1,113
TOTAL	935	963 1,113

Proposed Source of Funds:

CPG (80%)	748	770 890
Local (20%)	187	193 223
TOTAL	935	963 1,113

200.206.00

206 METROPOLITAN TRANSPORTATION PLAN

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	935	748	187	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	935	748	187	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	963	1,113	770.16	890	192.54	223	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	962.70	1,113	770.16	890	192.54	223	

PROGRAM IMPLEMENTATION

300

**301 GIS/IT DEVELOPMENT AND IMPLEMENTATION
2021-2022**

Objective:

The Bismarck-Mandan Metropolitan Planning Organization (MPO) uses an MPO Geographic Information System (GIS) that provides access to a common digital geographic database for land use planning, zoning activities, traffic analysis, and other related activities.

The MPO also presently has four computers. The MPO at times requires technical help from City of Bismarck professionals to maintain and aid the MPO in its computer use and applications.

Present status:

Presently the following has been developed in GIS: MPO and Transportation Study information and data, Bismarck/Mandan Bike Trails, MPO TIP project and development maps, functionally classified roadways within the MPO area, digital aerial photographs and aerial contours.

Proposed Work:

To continue to provide valuable map data and imagery concerning MPO projects in conjunction with all the partner entities. To assist MPO in census, transit, roadway, and bridge imagery, and other projects as needed.

Product:

The computer aided and generated products Geographic Information System (GIS) for Bismarck-Mandan Area MPO. The products generated by GIS usage benefit the MPO a great deal.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
GIS Production	\$43,167	\$40,324
TOTAL	43,167	40,324

Proposed Source of Funds:

CPG (80%)	34,534	32,259
Local (20%)	8,633	8,065
TOTAL	43,167	40,324

300.301.00

301 GIS/IT PROGRAM

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	43,167	34,534	8,633	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	43,167	34,534	8,633	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	40,324	32,259	8,065	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	40,324	32,259	8,065	

302 CITIZEN PARTICIPATION PROGRAM 2021-2022

Objective:

To establish procedures that provide for citizen input into the planning process as part of the development of the following: the MPO's Metropolitan Transportation Plan, the UPWP, the TIP and the DBE Program. The MPO will use this process to identify community issues regarding transportation planning and will consider these issues when developing programs within the MPO's planning area.

Present Status:

As stipulated in ~~MAP-21 and FAST Act regulatory~~ Infrastructure Investment and Jobs Act (IIJA), the UPWP, the DBE Program, the Public Participation Plan (PPP), the Metropolitan Transportation Plan and the TIP also receive public review at various levels during the development and update processes by the MPO.

Proposed Work:

To provide a citizen input forum for the MPO operational functional tools of TIP, UPWP, DBE Program, and the Metropolitan Transportation Plan (MTP), and applicable transportation studies as prescribed by ~~MAP-21 and FAST Act regulatory~~ Infrastructure Investment and Jobs Act (IIJA), as well as an evaluation and update of the existing Public Participation Plan.

Product:

Ongoing program.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
Advertising	\$2,500	\$2,500
Evaluation and Update of Public Participation Plan	297	0
TOTAL	2,797	2,500

Proposed Source of Funds:

CPG (80%)	2,238	2,000
Local (20%)	559	500
TOTAL	2,797	2,500

300.302.00

302 CITIZEN PARTICIPATION

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	2,797	2,238	559	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	2,797	2,238	559	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	2,500	2,000	500	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	2,500	2,000	500	

COST SUMMARIES APPENDIX

FY'S 2021-2022

**Unified Planning Work Program
Staff Allocation of Hours by Task
2021**

	*PT Time Planner	Planner	Executive Director	Transportation Specialist
101: Administration, Coordination and Transporting Performance Management		1770	1790	1805
102: Training, Travel, and Education		0	0	0
103: UPWP		5	5	0
104: Computer Enhancement and Software		0	0	0
105: Transit System Administration and Liaison		100	100	245
201: Subcommittees		30	10	0
202: Monitoring and Reporting		60	60	10
203: Staff Related TDM		25	25	0
204: MPO and Local Planning Studies/ Data Acquisition		0	0	0
205: Transportation Improvement Program		80	80	10
206: Metropolitan Transportation Plan		10	10	0
301: GIS Program		0	0	0
302: Citizen Participation		0	0	10
TOTAL	1456	2080	2080	2080

*There is currently no Part Time Planner, but the MPO may request to fill the position in the future.

**Unified Planning Work Program
Staff Allocation of Hours by Task
2022**

	*PT Time Planner	Planner	Executive Director	Transportation Specialist
101: Administration, Coordination and Transportation Performance Management	1126	1630 1500	1650 1460	1805 1755
102: Training, Travel, and Education	0	0	0	0
103: UPWP	0	30 20	30 50	10
104: Computer Enhancement and Software	0	0	0	0
105: Transit System Administration and Liaison	200	100 230	100 200	245 200
201: Subcommittees	0	30 40	10	0
202: Monitoring and Reporting	100	60	60 10	10 35
203: Staff Related TDM	0	140 100	140 200	0
204: MPO and Local Planning Studies/ Data Acquisition	0	0	0	0
205: Transportation Improvement Program	30	80	80 140	10 80
206: Metropolitan Transportation Plan	0	10 50	10	0
301: GIS Program	0	0	0	0
302: Citizen Participation	0	0	0	0
TOTAL	1456	2080	2080	2080

*There is currently no Part Time Planner, but the MPO may request to fill the position in the future.

* MPO will fill the part time position in 2022.

2021-2022 Unified Planning Work Program Summary By Task

(All Amounts in Dollars \$)

Task	Funding Year 2021			Funding Year 2022					
	Total	Federal	Local	Total	Amend.	Federal	Amend.	Local	Amend.
101	256,324	205,059	51,265	246,843	265,654	197,474	212,523	49,369	53,131
102	11,055	8,844	2,211	18,975	18,975	15,180	15,180	3,795	3,795
103	470	376	94	3,200	3,517	2,560	2,814	640	703
104	4,375	3,500	875	4,375	4,375	3,500	3,500	875	875
105	16,630	13,304	3,326	17,130	32,987	13,704	26,390	3,426	6,597
201	4,175	3,340	835	4,225	4,511	3,380	3,609	845	902
202	5,905	4,724	1,181	6,082	7,746	4,866	6,197	1,216	1,549
203	2,337	1,870	467	13,478	13,395	10,782	10,716	2,696	2,679
*204	300,400	240,320	60,080	430,000	761,600	344,000	609,280	86,000	152,320
205	7,774	6,219	1,555	8,008	13,748	6,406	10,998	1,602	2,750
206	935	748	187	963	1,113	770	890	193	223
301	43,167	34,534	8,633	40,324	40,324	32,259	32,259	8,065	8,065
302	2,797	2,238	559	2,500	2,500	2,000	2,000	500	500
	656,344	525,075	131,269	796,103	1,170,445	636,882	936,356	159,221	234,089

	Total	Federal	Local
*Carryover Funding from 2020 into 2021:			
Intersection Analysis Study	4,900	3,920	980
Pavement Condition Collection and Analysis Project	6,500	5,200	1,300
*Carryover Funding from 2021 into 2022:			
East Main Avenue Study	200,000	160,000	40,000
Study Associated Modeling (SAM)	27,800	22,240	5,560
Origin-Destination Data	10,000	8,000	2,000
Reverse Carryover of SAM for 2022 Supplemental Traffic Counting	-12,800	-10,240	-2,560

2021-2022 Unified Planning Work Program Summary By Jurisdiction
(DOES NOT include 2020 / 2021 Carryover Amounts)
(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	609,344	487,475	121,869	
Mandan	17,800	14,240	3,560	
Morton County	2,225	1,780	445	
Burleigh County	13,350	10,680	2,670	
Lincoln	2,225	1,780	445	
Other	0	0	0	
TOTALS	644,944	515,955	128,989	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	528,103	577,670	422,482	462,136	105,621	115,534	
Mandan	214,000	233,200	171,200	186,560	42,800	46,640	
Morton County	6,750	4,250	5,400	3,400	1,350	850	
Burleigh County	40,500	25,500	32,400	20,400	8,100	5,100	
Lincoln	6,750	4,250	5,400	3,400	1,350	850	
Other	0	87,500	0	70,000	0	17,500	
TOTALS	796,103	932,370	636,882	745,896	159,221	186,474	

**2020 Carryover Amounts into 2021 by Jurisdiction/
2021 Carryover Amounts into 2022 by Jurisdiction**
(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	7,330	5,864	1,466	1,2
Mandan	2,770	2,216	554	1,2
Morton County	163	130	33	2
Burleigh County	975	780	195	2
Lincoln	163	130	33	2
Other	0	0	0	
TOTALS	11,400	9,120	2,280	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	0	105,000	0	84,000	0	21,000	3,4,5
Mandan	0	5,800	0	4,640	0	1,160	4,5
Morton County	0	250	0	200	0	50	5
Burleigh County	0	1,500	0	1,200	0	300	5
Lincoln	0	250	0	200	0	50	5
Other	0	125,000	0	100,000	0	25,000	3
TOTALS	0	237,800	0	190,240	0	47,560	

1 - Continuation of Intersection Analysis Study (Carryover from 2020) - \$980 Local / \$3,920 Federal

2 - Continuation of Pavement Condition Collection and Analysis Project (Carryover from 2020) - \$1,300 Local / \$5,200 Federal

3 - Begin East Main Avenue Corridor Study (EMACS) (Carryover from 2021) - \$40,000 Local/ \$160,000 Federal

4 - Carryover of Study Associated Modeling for EMACS Modeling, Sunset Avenue Corridor Study Modeling, and OD Data Purchase for Model (Carryover from 2021) - \$5,560 Local/ \$22,240 Federal

5 - Purchase of Origin-Destination Data (Carryover from 2021) - \$2,000 Local/ \$8,000 Federal

~~Footnote: Remaining 2020 CPG balance at year-end 2020, with above carryover subtracted, is estimated to be \$210,473~~

Footnote:

Remaining 2019 CPG balance at year-end 2021, is estimated to be \$0.

Remaining 2020 CPG balance at year-end 2021, is estimated to be \$592,714.
Remaining 2021 CPG balance at year-end 2021 is estimated to be \$686,074.

2021-2022 Unified Planning Work Program Summary By Jurisdiction

(Includes 2020 / 2021 Carryover Amounts)

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	616,674	493,339	123,335	1,2
Mandan	20,570	16,456	4,114	1,2
Morton County	2,388	1,910	478	2
Burleigh County	14,325	11,460	2,865	2
Lincoln	2,388	1,910	478	2
Other	0	0	0	
TOTALS	656,344	525,075	131,269	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%		EXPLANATION
Bismarck	528,103	682,945	422,482	546,356	105,621	136,589	
Mandan	214,000	239,000	171,200	191,200	42,800	47,800	
Morton County	6,750	4,500	5,400	3,600	1,350	900	
Burleigh County	40,500	27,000	32,400	21,600	8,100	5,400	
Lincoln	6,750	4,500	5,400	3,600	1,350	900	
Other	0	212,500	0	170,000	0	42,500	
TOTALS	796,103	1,170,445	636,882	936,356	159,221	234,089	

1 - Continuation of Intersection Analysis Study (Carryover from 2020) - \$980 Local / \$3,920 Federal

2 - Continuation of Pavement Condition Collection and Analysis Project (Carryover from 2020) - \$1,300 Local / \$5,200 Federal

3 - Begin East Main Avenue Corridor Study (EMACS) (Carryover from 2021) - \$40,000 Local/ \$160,000 Federal

4 - Carryover of Study Associated Modeling for EMACS Modeling, Sunset Avenue Corridor Study Modeling, and OD Data Purchase for Model (Carryover from 2021) - \$5,560 Local/ \$22,240 Federal

5 - Purchase of Origin-Destination Data (Carryover from 2021) - \$2,000 Local/ \$8,000 Federal

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION POLICY BOARD AMENDMENT TO THE 2021-2022 ANNUAL UNIFIED PLANNING WORK PROGRAM (UPWP)

DATE: December 12, 2021

REGARDING: Year End Amendment to the 2021-2022 UPWP

The 2021-2022 UPWP has been amended for year-end carryovers and anticipated staff changes in 2022. The MPO plans to hire a part-time Transit/Transportation Planner starting in 2022. Dedication of each staff's time to UPWP tasks has been revisited and adjusted due to the addition of hours for the part-time planner. Additionally, one study, one data acquisition, and a portion of the 2021 Study Associated Modeling budget have been moved from 2021 to 2022. This includes work for the East Main Avenue Corridor Study (EMACS), the purchase of Origin-Destination Data, and modeling work for the EMACS and the Sunset Avenue Corridor Study. Additional local match is being provided by the City of Bismarck to increase the overall cost of the Origin-Destination Data Purchase.

On December 21, 2021 the Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board approved the funding transfers and funding adjustments according to the attached task breakout.

Approved:

Bismarck-Mandan MPO Policy Board Chair

Date

Project	From Task	To Task	From Year	To Year	Total Amount Transferred	Additional UPWP Activities/Funding
General Staff Administration of MPO Program		101		2022	\$18,811	Y
				TOTAL - 101	\$18,811	
Development of UPWP and Amendments		103		2022	\$317	Y
				TOTAL - 103	\$317	
Transit Liaison and Administration		105		2022	\$15,857	Y
				TOTAL - 105	\$15,857	
Staff Coordination		201		2022	\$286	Y
				TOTAL - 201	\$286	
Staff Update of Surveillance and Monitoring Report		202		2022	\$1,664	Y
				TOTAL - 202	\$1,664	
Staff Related TDM		203		2022	\$83	Y
				TOTAL - 203	\$(83)	
Sunset Avenue Corridor Study		204		2022	\$20,000	Y
East Main Avenue Corridor Study	204	204	2021	2022	\$200,000	N - Encumbered
Carryover of 2021 Study Associated Modeling to EMACS Modeling and Sunset Avenue Corridor Modeling	204	204	2021	2022	\$27,800	N - Encumbered
City of Bismarck Encumbrances for OD Data Procurement (previously not assigned to a 2021 project)		204		2022	\$19,100	Y
Transit Development Plan		204		2022	\$87,500	Y
Carryover of 2021 OD Data Purchase to 2022 OD Data Purchase	204	204	2021	2022	\$10,000	N - Encumbered
Decrease in Supplemental Traffic Counting	204	204	2022	2022	\$(20,000)	N - Decrease in Study Funding
Reverse Carryover (from 2021 Study Associated Modeling) to 2022 Supplemental Traffic Counting	204	204	2021	2022	\$(12,800)	N - 2021 Carryover to Fund a Previously Fully-Funded 2022 Study
				TOTAL - 204	\$331,600	
					\$237,800	Carryover from 2021
					\$126,600	Funds added to 2022
					\$(32,800)	Funds decreased from 2022 Program
TIP Development, Implementation and Amendments		205		2022	\$5,740	Y
				TOTAL - 205	\$5,740	
Staff Coordination of MTP		206		2022	\$150	Y
				TOTAL - 206	\$150	

TOTAL SUM \$ 374,342



November 29, 2021

TO: Bismarck City Commission

FROM: Deidre Hughes, Executive Director

SUBJECT: FY2023 - 5310 Grant Approval

RECOMENDATION: The Bis-Man Transit Board recommends approval of the grant application for submittal to the City of Bismarck and the State of North Dakota.

BACKGROUND: Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program goal is to improve mobility for older adults and persons with disabilities throughout the country. Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas.

DISCUSSION: If awarded, the grant funds will cover expenses from July 1, 2022 to June 30, 2023, which is the state fiscal year.

FINANCIAL IMPACT: If the application is approved by the North Dakota Department of Transportation, Bis-Man Transit would be required to provide 20% local match for the mobility manager salary and 50% local match for the after hours and Sunday demand response service.

Project	Federal	Local
Mobility Manger Salary	\$24,240	\$6,060
After Hours Demand Response Service	\$71,250	\$71,250
Sunday Demand Response Service	\$49,500	\$49,500



3750 E Rosser Avenue,
Bismarck, ND 58501



701.258.6817



info@bismantransit.com



www.bismantransit.com

**FY2023 - Section 5310 – Enhanced Mobility of Seniors &
 Individuals with Disabilities**

Agency Name	Bis-Man Transit	
Agency Contact	Deidre Hughes	Phone: 701.258.6817
DUNS #	83-441-0987	

Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program goal is to **improve mobility for older adults and persons with disabilities throughout the country**. Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas. The program requires coordination of federally assisted programs and community services in order to make the most efficient use of federal resources.

The entire Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is further explained in FTA Circular 9070.1G, located on the FTA website at:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

Please Note:

- This application for funding will use FTA annual apportionment Section 5310 funds, Coronavirus Response and Relief Supplemental Apportionments Act (CRRSAA) for 2021 and American Rescue Plan (ARP) Act of 2021 funds.
- CRRSAA and ARP for operating and mobility manager projects is 100% federal funds with no match required. Funding these operating and mobility manager projects is the top priority for these funds. ADA vehicles may not be funded at 100%.
- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- Mobility Manager salary is a capital project expense and requires a minimum of **20% Local Match for Section 5310 annual apportionment funds**.
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Plan.
- As with most Federal Assistance Programs, Section 5310 is designed as a reimbursement program. Your agency should be prepared to pay for expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If you are awarded a Section 5310 project, your agency will be required to report a number of

performance measures, at least annually, to NDDOT. Information required to report may include, but not limited to the following:

- The number of 5310 one-way trips;
 - The number of 5310 vehicles you have in service; and
 - 5310 ridership demographics.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
 - If you receive \$750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
 - Vehicles may be used to provide meal delivery service for homebound persons on a regular basis in conjunction with passenger transportation. Delivery service **must not** conflict with the provision of transit services or result in reduced service to transit passengers.
 - Federal Funds awarded for vehicles will only be awarded for ADA vehicles requests.
 - Prior to contracting, your agency must have a completed FY 2022 FTA Certifications and Assurances uploaded in BlackCat.
 - Prior to contracting, your agency must be active in the System of Award Management (SAM.gov).
 - All applications are due **December 31, 2021, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
 - The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, dkarel@nd.gov, or jsmall@nd.gov.

General Information

1. Provide a detailed description of the transportation services your agency currently provides **for seniors and disabled individuals**, and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

Bis-Man Transit currently provides fixed route service for the cities of Bismarck and Mandan and complementary paratransit services, with demand response available for senior and disabled passengers including those in the City of Lincoln. We remain focused on transitioning current demand response riders to our fixed route service, as well as gaining new fixed route ridership with a fixed route redesign. A complete route restructure will help bolster fixed route ridership and make for a more usable system for Bismarck and Mandan by shifting routes to low-income residential locations. The most recent route redesign went into effect February 1, 2021.

Fixed route service is provided on six routes from 6:30 a.m. - 7:00 p.m. Monday through Friday and 7:30 a.m. - 7:00 p.m. on Saturday. All 9 vehicles in the fixed route fleet are ADA accessible with service being provided for Bismarck and Mandan. Regular fares are: \$1.50 for a one-way trip, \$6.00 for a 1-day pass, and \$36 for a 30-day pass. Fares for those who are certified to utilize our demand response services or those

over the age of 65 are able to ride free. Reduced fares for students K-College, veterans, and those on Medicare is \$.75 for a one-way trip, \$3.00 for a one-day trip, and \$24.00 for a 30-day pass. In 2019, 102,538 unlinked passenger trips were provided on fixed route. In 2020, 55,445 unlinked passenger trips were provided on fixed route. The significant decline can be attributed to the COVID-19 pandemic.

Paratransit/demand response service is provided to individuals with disabilities and seniors over the age of 70 with a fleet of 19 cutaway buses and two rear lift vans. The service area covers the city limits of Bismarck and Mandan, the city of Lincoln and within $\frac{3}{4}$ mile of any fixed route. A one-way fare is \$3.00/ Services are provided from 5:30am – 12:00am, Monday through Saturday and 7:30am - 2:30pm on Sunday. In 2019, 108,609 unlinked passenger trips were provided on paratransit. In 2020, 71,635 unlinked passenger trips were provided on paratransit. The significant decline can be attributed to the COVID-19 pandemic.

Services are provided in both Burleigh and Morton Counties

2. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

- Yes List section and page number(s):
 No (Applicant must provide an explanation)

Page 57 of the current Transit Development Plan also describes the possibility of eliminating this evening service if enough funds are not able to be obtained to keep the system running under its current design.

The mobility manager duties are required for the processing of paratransit eligibility as well as rider training for both paratransit and fixed route passengers. This item was not indicated as a project within the Transit Development Plan; however, is necessary to continue providing service

3. What percentage of change in ridership has your agency experienced in the SFY2022 reporting period? Provide a brief explanation of the reason for the change in ridership.

- Increase
 Decrease *Due to COVID-19, Bis-Man Transit experienced a significant decrease in ridership for 2020. Ridership has been on the rise in 2021 for both paratransit and fixed route, but remains lower than pre-pandemic ridership.*

4. List all existing public transportation providers operating in your service area.

N/A

5. Are you the lead transit provider in your area? If not, what is the relationship of your program(s) to other transportation providers?

- Yes
 No

6. Please describe the need for transit service in your area for seniors and disabled individuals? Why does this need exist? How have you determined this need? How will the proposed project address this need for

service?

In Bismarck/Mandan, we have a large elderly and disabled population that requires public transportation to take them to medical appointments, employment, recreation and other destinations. The need for these trips extends into the evening hours. From 7:00 PM to 12:00 AM Monday thru Saturday, we transport approximately 6,500 on an annual basis which demonstrates that evening hour rides are needed in the community. From 7:30 AM to 2:30 PM on Sundays, we transport approximately 4,100 passengers on an annual basis.

7. Provide a description of how you market the transportation program and to whom in the box below.

Public transportation is promoted within the community through the use of social media, company website, participation in public school and college orientation days and community fairs, as well as various business partnerships. Fixed route bus maps have been placed throughout Bismarck and Mandan to encourage potential riders to try CAT Bus service. With the decrease in public parking available in the downtown Bismarck area, public transportation will play a major role in providing access to this area for individuals within the community.

Ridership and Fleet Information

***Report actual ridership numbers, miles and hours for SFY2021 & 2020.**

***Enter current fleet information below.**

***Current fleet and mile information MUST be also be updated in BlackCat Inventory.**

	SFY2021 - Ridership and Fleet Information	SFY2020 - Ridership and Fleet Information
Number of Annual Ridership (Trips) Provided	129,516	166,716
Number of Annual Revenue Hours	49,158.35	51,701.90
Number of Annual Revenue Miles	729,583.35	754,324.68
Number of Vehicles in Fleet	30	30

8. What is the purpose of the three most requested trips that your clients require? (e.g. medical, shopping, employment, education, social, etc.)

1. Employment

2. Medical

3. Social Services

Coordinated Public Transit Human Services Transportation Plan

Applicants must be part of a locally derived Coordinated Public Transit Human Services Transportation Plan approved by North Dakota Department of Transportation (NDDOT) and uploaded to BlackCat Resources prior to submission of this application.



9. When was your Coordinated Public Transit Human Services Transportation Plan approved by the NDDOT Transit Section? Has it been uploaded into BlackCat Resources? Since submitting your plan describe any additional efforts made to coordinate service.

The Coordinated Public Human Services Transportation Plan was approved on October 28, 2021 and has been uploaded into BlackCat. Several items from the previous plan were retained in the new plan. This includes continue to transition paratransit riders to fixed route, improving partnerships, and increase marketing efforts. Additional items in the new plan include increase public signage for better fixed route visibility and exploring after hour service for fixed route riders with 2022 timelines.

10. Describe any potential opportunities for additional coordination. (include social service agencies, county social services, community actions, educational institutions, youth groups, veteran services, religious organizations, other transportation services, etc.) that may address unmet transit needs in your service area.

Bis-Man Transit continues to focus on coordination with education institutions, local hospitals, social service agencies, group homes, and retirement communities. Through the recent route changes, many of these agencies were contacted for input. The current routes provide better access and coverage than in the past. Large flat fixed route flat maps have been distributed throughout the community to encourage ridership.

11. Is the requested project(s) part of a Coordinated Public Transit Human Services Transportation Plan?

Yes

No

12. If you marked Yes above, indicate the page number where this project is listed.

If you marked No above, explain why this project is not part of your current plan.

Page 13 indicates limited transportation alternatives within the community. Page 14 indicates current service hours. Page 28 and 29 detail strategies to increase community partnerships and involvement for the mobility manager.

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

13. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The project will help cover the expense of employing a marketing professional to focus communication efforts on the transportation options available to the community, training potential riders and agencies on the various

services available, and process the eligibility paperwork that is required for paratransit services.

14. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

Yes

No

15. Total cost of this project.

Total Cost (include federal and local amounts): \$30,300

Federal Funds Requested: \$24,240

Local Match Amount: \$6,060

Source(s) of Local Match: Mill levy funds

Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than vehicle, please attach additional sheets and create a separate project for each vehicle request.

16. Provide a description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year:

Make/Model:

Seating Capacity:

Lift/Ramp: Yes No

Gas/Diesel/Other:

17. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service?

18. What type of vehicle are you requesting?

Replacement Vehicle

Expansion Vehicle

19. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN):

b. Vehicle Year:

c. Make/Model:

d. Current Mileage:

e. Vehicle In Service Date:
f. Has this vehicle information been updated in BlackCat Inventory? <input type="checkbox"/> Yes <input type="checkbox"/> No
20. If requesting an expansion vehicle, list the agency/community/county to be served (include hours and days of service and estimated ridership).
21. If operating a fixed route, what are the paratransit eligibility criteria for people to ride your service?
22. Provide an estimated timeline for the purchase of this vehicle. Provide a separate timeline if you are applying for different types of vehicles. <u>See sample timeline below, add or remove lines as needed.</u>
Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award Date:
Initial Vehicle Delivery Date:
Final Vehicle Deliver Date:
Contract Completion:
Final Payment Submitted to DOT:
23. Amount requested for vehicle (include the base price plus all options with this request):
Total Vehicle Cost (include federal and local amounts):
Federal Funds Requested:
Local Match Amount:
Source(s) of Local Match:

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

13. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The project will help cover the expense of maintaining night time services for those passengers who are elderly and disabled. After hours complementary demand response service takes place from 7:00 PM to 12:00 AM, Monday through Saturday. Presently, there are very few transportation alternatives for the elderly and disabled population within the service area. This leaves Bis-Man Transit as the only option for many

during the nighttime hours currently offered. With funding on the decline, it is increasingly difficult to maintain demand response services for the special need's community outside of the required ADA times.

14. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

Yes

No

15. Total cost of this project.

Total Cost (include federal and local amounts): \$142,500

Federal Funds Requested: \$71,350

Local Match Amount: \$71,350

Source(s) of Local Match: Mill levy funds

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

13. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The project will help cover the expense of Sunday services for those passengers who are elderly and disabled. Sunday complementary demand response service takes place from 7:30 AM to 2:30 PM, Monday through Saturday. Presently, there are very few transportation alternatives for the elderly and disabled population within the service area. This leaves Bis-Man Transit as the only option for individuals seeking transportation on Sundays. With funding on the decline, it is increasingly difficult to maintain demand response services for the special need's community outside of the required ADA times.

14. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

Yes

No

15. Total cost of this project.

Total Cost (include federal and local amounts): \$99,000

Federal Funds Requested: \$49,500

Local Match Amount: \$49,500

Source(s) of Local Match: Mill levy funds

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Estimated Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$69,000- \$91,000	9 - 12
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 – \$72,000	6 - 9
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$119,000 – \$121,000	9 - 12
ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	9 - 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

Equipment & Miscellaneous Capital Projects

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each.

24. Describe your proposed project(s) in detail (detail MUST include: type, quantity, cost, purpose of equipment being requested).

Type: 246

Quantity:

Purpose:

25. How does this project enhance your transportation program?

26. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.

Yes No (Applicant must provide an explanation)

27. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Resources.

Yes
 No (Applicant must provide an explanation)

28. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?

Yes
 No (Applicant must provide an explanation)

29. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. **See sample timeline below, add or remove lines as needed.**

Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:

Contract Award Date:

Deliver/Installation Date:

Contract Completion:

Final Payment Submitted to DOT:

30. Total cost for the project?

Total Cost (include federal and local amounts):

Federal Funds Requested:

Local Match Amount:

Source(s) of Local Match:

Travel & Training

31. List the training the Director attended in the past year. Included dates and conference/training name, including the DOT meetings.

Total amount reimbursed for travel in FY2022:

32. Provide the conferences and meetings you will be requesting to attend this year and include an estimated RTAP Travel Budget to be requested.

Total estimated travel budget for FY2023:

Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds etc.) that are available to be used towards each project (Vehicle, Facility Rehabilitation & Construction, and/or Equipment/Miscellaneous Capital). In-kind funds cannot be used as local match to 5310 contracts.

Local match listed here cannot be already targeted as match for a FY2023 5339 or 5311 applications.

Farebox revenue cannot be used as Local Match.

Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered.

This project ranking should match your prioritization in BlackCat.

Ranking	Project	Federal Dollars Requested	Local Match Needed	Sources of Local Match*
1	Mobility Manager	\$24,240	\$6,060	Mill Levy
2	After Hours Demand Response Service	\$71,250	\$71,250	Mill Levy
3	Sunday Demand Response Service	\$49,500	\$49,500	Mill Levy
4				
5				

APPLICATION CHECKLIST AND SIGNATURE PAGE

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents. Please upload the required documents in your agency's account in the BlackCat Transit Data Management System (BlackCat).

Section 5310 Applicants must submit the following (check box when complete):	
<input checked="" type="checkbox"/>	Completed 5310 Application;
<input checked="" type="checkbox"/>	Document(s) identifying sources of local match funds – Signed letters from source(s) of local match, State Aid Contract, mill levy, city funds, etc.;
<input checked="" type="checkbox"/>	Update vehicle information, mileage and condition in BlackCat Inventory;
<input checked="" type="checkbox"/>	Update Transit Board Members information in BlackCat;
<input checked="" type="checkbox"/>	Certify and upload a current Authorizing Resolution form;
<input checked="" type="checkbox"/>	Upload your annual registration from the System for Award Management (SAM.gov)
<input type="checkbox"/>	Complete and include the NDDOT ITS Project Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
<input checked="" type="checkbox"/>	The following documents MUST be current and uploaded into BlackCat Resources: Coordinated Human Services Plan, 3-5 Year Plan, Title VI Plan, Drug & Alcohol Plan, and TAM Plan.

I hereby certify that as a person authorized to sign for

Bis-Man Transit

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and
2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and
3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and
4. The transit agency agrees to meet the applicable federal and state requirements.

Deidra Hughes
Signature of Authorized Representative

11/29/2021
Date

2022 MPO CALENDAR OF MEETINGS

	<u>TAC</u>	<u>Policy Board</u>
January	18	18
February	14	15
March	14	15
April	18	19
May	16	17
June	20*	21
July	18	19
August	15	16
September	19	20
October	17	18
November	14*	15
December	19	20

TAC meetings begin at 10:00 am
Policy Board meetings begin at 1:30 pm

Policy Board meetings are held in:
Bismarck January-June
Mandan July-December
Currently, all TAC meetings are held in Bismarck.

*The TAC meetings in June and November will be held in Mandan.

**Progress Reports and Study Exhibits to be included in meeting packets are due a minimum
of 10 days prior to the TAC meeting dates**



U.S. Department of Transportation
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
www.transportation.gov/newsroom

News

The Bipartisan Infrastructure Law Will Deliver for North Dakota

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in North Dakota is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for North Dakota.** For decades, infrastructure in North Dakota has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave North Dakota a C on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for hundreds of thousands of North Dakota residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regards to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In North Dakota there are 444 bridges and over 830 miles of highway in poor condition. Since 2011, commute times have increased by 9.9% in North Dakota, and on average, each driver pays \$410 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, North Dakota would expect to receive approximately \$1.9 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 31.8% more than the State's Federal-aid highway formula funding under current law (1). North Dakota can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. North Dakota can also expect to receive approximately \$41 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$46 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, North Dakota will receive approximately \$15 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in North Dakota will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these

entities to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. In addition, North Dakota can expect to receive approximately \$19.5 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration’s Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 43% increase in funding compared to FAST Act levels (4). North Dakota will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified.

Improve healthy, sustainable transportation options for millions of Americans. North Dakotans who take public transportation spend an extra 41.2% of their time commuting and non-White households are 2.9 times more likely to commute via public transportation. 18.6% of transit vehicles in the state are past useful life. **Based on formula funding alone, North Dakota would expect to receive about \$110 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 41% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration’s plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, North Dakota would expect to receive about \$26 million over five years to support the expansion of an EV charging network in the state (6). North Dakota will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, North Dakota will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation’s airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in North Dakota would receive approximately \$94 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation’s airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.

- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Fed. Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

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