



FY 2017-2020

TRANSPORTATION IMPROVEMENT PROGRAM

FINAL

RESOLUTION

WHEREAS, the U.S. Department of Transportation requires the development and annual updating of a Transportation Improvement Program (TIP) for each urbanized area under the direction of a Metropolitan Planning Organization (MPO); and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization has been designated as the policy body with responsibility for performing urban transportation planning reviews; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization under 23 CFR 450.336, certifies that its planning process complies with requirements such as: non-discrimination on the basis of sex, color, creed, disablement, age or national origin; and compliance with Section 174 and 176 (c) and (d) of the Clean Air Act; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization under 23 CFR 450.336 and the requirements of the Federal-Aid Planning Process, certifies that its planning process complies with requirements for involvement of minority business enterprises; involvement of the appropriate public and private transportation providers; elderly and disabled utilization of transportation services and facilities; consultation with officials responsible for other types of planning activities; and

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2017 through 2020.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.336 and FAST Act (Pub. L. 114-357) are met.

Dated this 16th day of August, 2016



Chair
Bismarck-Mandan
Metropolitan Planning Organization

08/16/16
Date

**Bismarck-Mandan Metropolitan Planning Organization
2017-2020
Transportation Improvement Program**

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TRANSPORTATION IMPROVEMENT PROGRAM

TIP INFORMATION

The Transportation Improvement Program (TIP) for the Bismarck-Mandan Planning Area shows the significant federally funded transportation system improvements to be implemented during the next four years. The 2017-2020 TIP is prepared as a requirement of the Federal-aid Planning Process.

The requirements of 23 CFR 450.324 stipulate each MPO must develop a TIP, and project selection must be performed in cooperation with MPOs. Similarly, the local TIP must be developed in cooperation with the State. While federal regulations require this document be updated every four years, the Bismarck/Mandan MPO updates the TIP annually. The duration of the TIP is four federal fiscal years. In order to remain consistent with these requirements, projects programmed for 2017 are considered the Annual Element and are priority 1. Program Years 2018 and 2019 and 2020 are designated as future year projects and are priority 2, 3, and priority 4 respectively.

The projects which comprise the TIP were developed, studied, and evaluated as part of the Metropolitan “3C” Transportation Planning Processes which has been established in the Bismarck-Mandan Planning Area. The TIP may be modified at any time consistent with the procedures established for its development and consistent with the appropriate sub-plan or element of the Transportation Plan.

The projects selected for inclusion in the TIP are based upon MPO review, local prioritization and funding factors, DOT prioritization and funding considerations, as well as consistency with the 2015 - 2040 Long Range Transportation Plan, as determined by the MPO. Figure 1 shows a flowchart of the typical schedule of development for the TIP.

The Fixing America’s Surface Transportation (FAST) Act was passed into law in 2015. It is the intent that the 2017-2020 TIP is compliant with the requirements of the FAST Act.

23 U.S.C. Sec. 134 indicates that projects in the MPO area, which are funded with federal assistance, must be included in a Transportation Improvement Program (TIP) and approved by the Metropolitan Planning Organization (MPO).

MPO staff worked with the local communities and State Department of Transportation to prepare the FY 2017-2020 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

The 2015-2040 Long Range Transportation Plan details the “short range”, “medium range”, and “long range” transportation improvement projects for the next 25 years. The TIP is part of the planning process that encompasses projects that are consistent with the “short range” project portion of the 2015-2040 Long Range Transportation Plan.

The MPO is undertaking efforts to incorporate the federal Transportation Systems Management and Operations (TSM&O) Program and its objectives into the planning process. Actions include amending TSM&O language into the 2015-2040 LRTP and TIP, and considering TSM&O projects during the selection and prioritization process. As a developing system, TSM&O will have limited presence in the current MPO planning documents, but is expected to be more integrated in future years. These changes are for the purpose of preserving capacity while improving the security, safety and reliability of the existing transportation system.

In 2012, the MPO adopted a Transit Development Plan (TDP) for Bis-Man Transit, who brokers the current transit system.

The MPO Public Participation Plan was followed in developing this TIP. A copy of the Public Participation Plan is available for inspection at the following locations:

Bismarck-Mandan Metropolitan Planning Organization
221 N 5th Street
P.O. Box 5503
Bismarck, ND 58506-5503
(701)355-1850

Bismarck Veterans Memorial Library
515 N 5th Street
Bismarck, ND 58501

Morton Mandan Public Library
609 W Main St.
Mandan, ND 58554

Online: <http://www.bismarcknd.gov/index.aspx?nid=1225>

The Transportation Improvement Program (TIP) development process provides an opportunity for discussing and receiving input on the various transportation projects under consideration.

TIP PROJECT SELECTION PROCESS

Project selection for the 2017-2020 TIP was accomplished through the MPO/DOT TIP process of local jurisdiction project selection, MPO and NDDOT review, subsequent funding development by the NDDOT, and finally TIP public review and final submission to the MPO Policy Board, the NDDOT, FHWA, and FTA as detailed in Figure 1.

TIP AMENDMENT PROCESS

Amendments to the TIP (as detailed in the December 2010 Public Participation Plan)

TIP Amendments will be released for a 15-day public comment period if they are significant in nature. Significant amendments may include:

- Major scope changes to individual projects (generally greater than or equal to 10%)
- Significant cost changes (generally greater than or equal to 10% of the Total cost of the subject TIP year or \$1,000,000 whichever is less)
- Adding or removing projects
- Capacity-increasing projects
- Projects negatively impacting air quality or environmental justice areas (concentrated populations of low income and minorities)

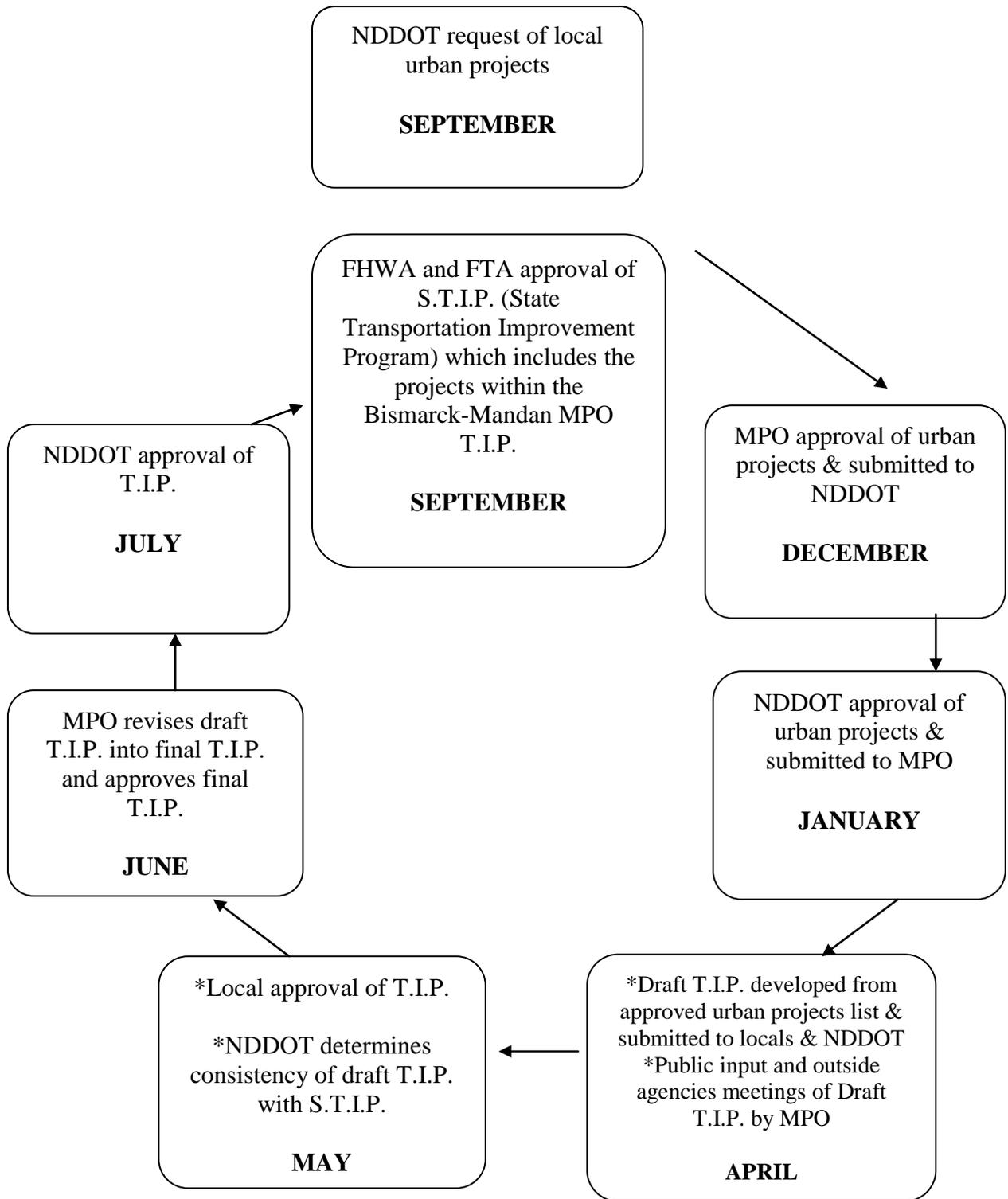
The MPO will host a public hearing and publish a legal notice or advertisement in the Bismarck Tribune at least 15 days prior to the public hearing if the proposed amendment is deemed significant in nature. In addition a legal notice or advertisement will be published in the Mandan News but is not subject to the 15 day notice period as the Mandan News is currently only published once per week. Significant TIP Amendments will require MPO Policy Board approval.

TIP Administrative Modifications may include:

- Minor scope changes (generally less than 10%)
- Minor cost changes (generally less than 10%)

The MPO TAC and Policy Board will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification.

**Planned MPO T.I.P. Process
(Figure 1)**



2017-2020

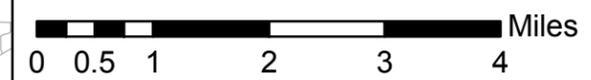
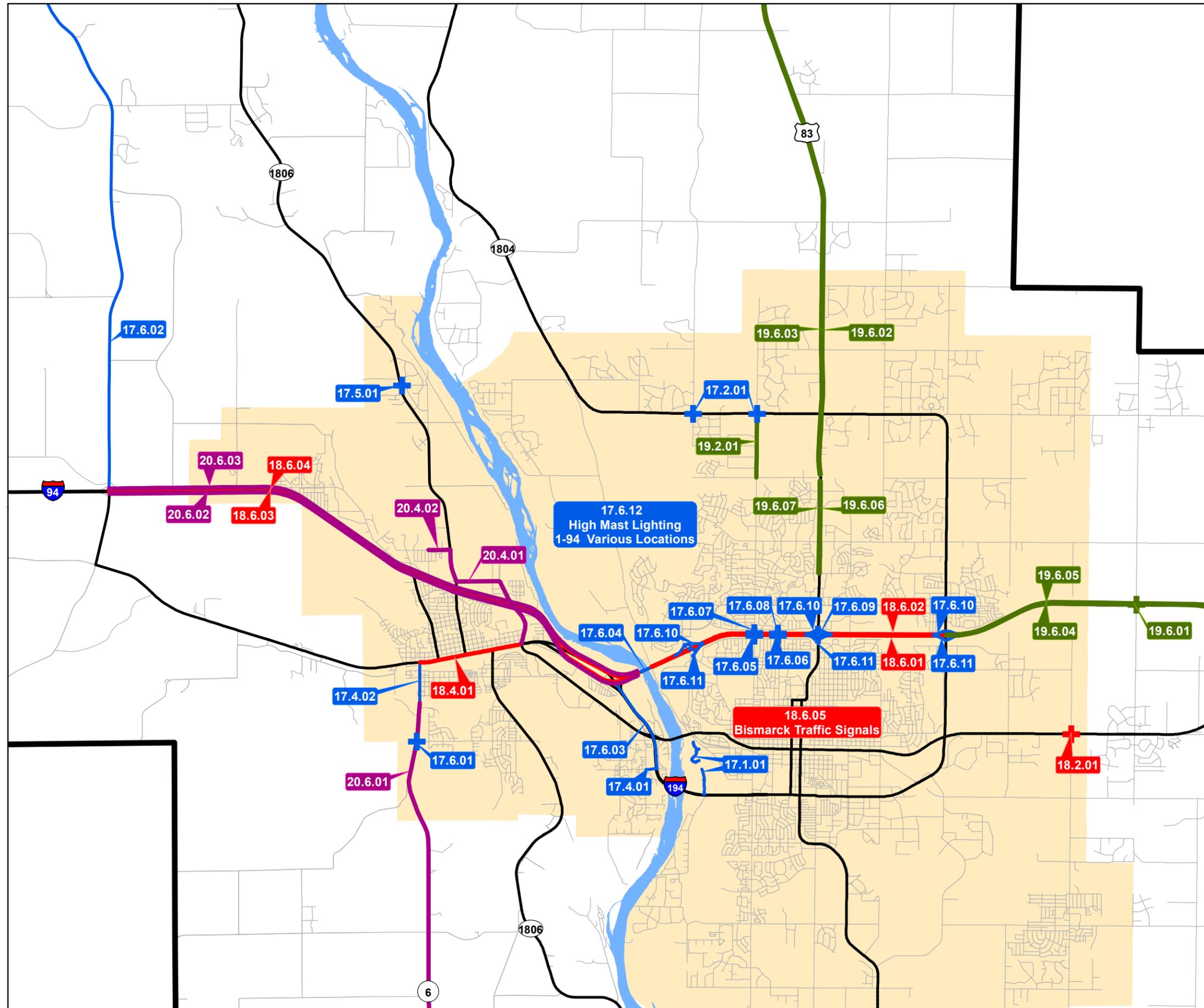
ROADWAY IMPROVEMENT PROJECT LIST

2017-2020 Transportation Improvement Program

-  MPO Boundary
-  MPO Urbanized Boundary

2017-2020 TIP Projects

-  2017
-  2018
-  2019
-  2020



This data is for representation only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated herein.

Map created by WRH June 2016 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
 X:\Databases\MPO\TIPS\2017-2020TIP.mxd

PROJECT YEAR 2017

ESTIMATED COST IN DOLLARS

LEAD AGENCY	MAP KEY	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
MANDAN	17.4.01	*URBAN ROADS PROGRAM - McKenzie Dr. (WB I-194 Ramps to 46th Ave.) (Reconstruction)	\$809,300	\$0	490,700	\$1,300,000	SU	
MANDAN	17.4.02	URBAN REGIONAL PROJECT - 10th Ave. SW (Heart River Bridge to Main St) (Concrete Pavement Repair)	\$202,325	\$47,675	\$0	\$250,000	SU	17917
NDDOT	17.6.03	**URBAN REGIONAL PROJECT - Highway 810 (Various Locations) (High Mast Lighting)	\$162,669	\$18,231	\$20,100	\$201,000	NHU	21573
BISMARCK	17.1.01	TAP - Bismarck Parks and Recreation (Sertoma Park West) (Shared Use Path Rehabilitation)	\$138,750	\$0	\$67,250	\$206,000	TAP	21688
MORTON	17.5.01	RTP - Trailside Facility (3641 Palomino Dr., Mandan)(adjacent Highway 1806 shared-use path) (Shelter with Lighting, Restroom and Parking)	\$46,548	\$0	\$11,637	\$58,185	RTP	
BURLEIGH	17.2.01	* MPO SAFETY - Multiple Intersections (Hwy 1804 at Washington St & NW 15th St) (Lighting, Signing, Marking)	\$45,000	\$0	\$5,000	\$50,000	HLC	21611
NDDOT	17.6.01	*SAFETY - Highway 6 (Intersection of ND Highway 6 and 19th Street SW) (Turn Lanes, Signs and Lighting)	\$477,000	\$53,000	\$0	\$530,000	HEU	21039
NDDOT	17.6.04	BRIDGE - I-94 Grant Marsh Bridge (3 miles west of Junction of US 83 and I-94) (Structure and Incidentals)	\$900,000	\$100,000	\$0	\$1,000,000	IM	20820
NDDOT	17.6.05	BRIDGE - I-94, East Bound Lane (Bridge over Washington Street) (Deck Overlay)	\$247,500	\$27,500	\$0	\$275,000	IM	20820
NDDOT	17.6.06	BRIDGE - I-94, East Bound Lane (Bridge over 4th Street) (Deck Overlay)	\$180,000	\$20,000	\$0	\$200,000	IM	20820
NDDOT	17.6.07	BRIDGE - I-94, West Bound Lane (Bridge over Washington Street) (Deck Overlay)	\$166,421	\$18,491	\$0	\$184,912	IM	20820
NDDOT	17.6.08	BRIDGE - I-94, West Bound Lane (Bridge over 4th Street) (Deck Overlay)	\$173,077	\$19,231	\$0	\$192,308	IM	20820
NDDOT	17.6.09	BRIDGE - I-94 (Junction of US 83N & I-94) (Structure and Incidentals)	\$90,000	\$10,000	\$0	\$100,000	IM	20820
NDDOT	17.6.02	^{MPO} RURAL - Highway 25 N (Jct I-94 N to E of Center) (Thin Overlay)	\$4,121,132	\$971,086	\$0	\$5,092,218	SS	21654
NDDOT	17.6.10	RURAL - I-94, West Bound Lane (Grant Marsh Bridge to 161 Interchange) (Lighting, Asphalt Overlay, CPR ¹ , HBP ² and Marking on Ramps)	\$2,269,159	\$252,129	\$0	\$2,521,288	IM	20820
NDDOT	17.6.11	RURAL - I-94, East Bound Lane (Grant Marsh Bridge to 161 Interchange) (Lighting, Asphalt Overlay, CPR ¹ , HBP ² and Marking on Ramps)	\$2,269,159	\$252,129	\$0	\$2,521,288	IM	20820
NDDOT	17.6.12	** RURAL - I-94 (Various Locations) (Lighting)	\$1,542,060	\$171,340	\$0	\$1,713,400	IM	21573

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow or safety through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout or adding traffic signals; or new/improved interchanges.

** Complete list of locations available by contacting the MPO office (701-355-1848)

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

¹CPR = Concrete Pavement Repair

²HBP = Hot Bituminous Pavement

PROJECT YEAR 2018

ESTIMATED COST IN DOLLARS

LEAD AGENCY	MAP KEY	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
BURLEIGH	18.2.01	*URBAN ROADS PROGRAM - 66th St. and Highway 10 Intersection (Intersection Improvement)	\$660,000	\$0	\$165,000	\$825,000	S-NHU	
MANDAN	18.4.01	*URBAN REGIONAL PROJECT - Main Street (ND 6 to ND 1806) (Traffic Signal Upgrades)	\$1,200,000	\$150,000	\$150,000	\$1,500,000	S-NHU	21173
NDDOT	18.6.05	SAFETY - Traffic Signals (Bismarck) (Signal Revisions)	\$472,500	\$0	\$52,500	\$525,000	HLU	
NDDOT	18.6.01	RURAL - I-94, East Bound Lane (Grant Marsh Bridge to 161 Interchange) (Microsurfacing)	\$421,335	\$46,815	\$0	\$468,150	IM	
NDDOT	18.6.02	RURAL - I-94, West Bound Lane (Grant Marsh Bridge to 161 Interchange) (Microsurfacing)	\$416,902	\$46,322	\$0	\$463,224	IM	
NDDOT	18.6.03	RURAL - I-94, East Bound Lane (E ND 25 to Grant Marsh Bridge) (Concrete Pavement Repair / Mill and Overlay)	\$2,921,270	\$324,586	\$0	\$3,245,856	IM	
NDDOT	18.6.04	RURAL - I-94, West Bound Lane (E ND 25 to Grant Marsh Bridge) (Concrete Pavement Repair / Mill and Overlay)	\$2,909,983	\$323,332	\$0	\$3,233,315	IM	

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¹ This project will use Urban Roads Program Funds in 2018. The County Program advanced funds for the project's construction in 2016.

PROJECT YEAR 2019

ESTIMATED COST IN DOLLARS

LEAD AGENCY	MAP KEY	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
BURLEIGH	19.2.01	*URBAN ROADS PROGRAM -N Washington St. (57 th - 71 st Ave N) (Reconstruction)	\$3,487,000	\$0	\$863,000	\$4,350,000	SU	
NDDOT	19.6.06	URBAN REGIONAL PROJECT - Highway 83 N, Northbound Lane (Calgary Ave to 57th Ave) (Asphalt Overlay)	\$971,160	\$228,840	\$0	\$1,200,000	NHU	17378
NDDOT	19.6.07	URBAN REGIONAL PROJECT - Highway 83 N, Southbound Lane (Calgary Ave to 57th Ave) (Asphalt Overlay)	\$1,011,625	\$238,375	\$0	\$1,250,000	NHU	21627
NDDOT	19.6.01	BRIDGE - I-94 East Bound Lane (Bridge over 80th Street) (Structural Replacement)	\$1,789,884	\$198,876	\$0	\$1,988,760	IM	
NDDOT	19.6.02	^{MPO} RURAL - Highway 83 N, North Bound Lane (57th Ave NW to Wilton) (Mill and Overlay / Turn Lanes)	\$8,487,129	\$1,999,871	\$0	\$10,487,000	NH	17378
NDDOT	19.6.03	^{MPO} RURAL - Highway 83 N, South Bound Lane (57th Ave NW to Wilton) (Mill and Overlay / Turn Lanes)	\$6,416,940	\$1,512,060	\$0	\$7,929,000	NH	21627
NDDOT	19.6.04	^{MPO} Rural - I-94 Eastbound Lane (161 Interchange to Sterling) (Structure, Incidentals and Subcut)	\$450,000	\$50,000	\$0	\$500,000	IM	
NDDOT	19.6.05	RURAL - I-94 Westbound Lane (161 Interchange to Sterling) (Structure, Incidentals and Subcut)	\$450,000	\$50,000	\$0	\$500,000	IM	

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow or safety through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout or adding traffic signals; or new/improved interchanges.

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

PROJECT YEAR 2020

ESTIMATED COST IN DOLLARS

LEAD AGENCY	MAP KEY	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
MANDAN	20.4.02	*URBAN ROADS PROGRAM - 27th Street (ND Highway 1806 to 8th Ave. NW) (Reconstruction)	\$1,052,090	\$0	\$947,910	\$2,000,000	SU	
MANDAN	20.4.01	*URBAN REGIONAL PROJECT - ND 1806 (I-94 to 27th St NW) (Reconstruction)	\$6,000,000	\$750,000	\$750,000	\$7,500,000	NHU	
NDDOT	20.6.01	^{MPO} Rural - Highway 6 (Junction 21 N to Heart River - Mandan) Thin Overlay	\$2,740,290	\$645,710	\$0	\$3,386,000	NH	17415
NDDOT	20.6.02	Rural - I-94, East Bound Lane (E ND 25 to Grant Marsh Bridge) (Microsurfacing)	\$714,851	\$79,428	\$0	\$794,279	IM	
NDDOT	20.6.03	Rural - I-94, West Bound Lane (E ND 25 to Grant Marsh Bridge) (Microsurfacing)	\$712,090	\$79,121	\$0	\$791,211	IM	

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow or safety through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout or adding traffic signals; or new/improved interchanges.

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

2017-2020

TRANSIT IMPROVEMENT PROJECT LIST

Project Number	Project Location	Project Type	Funding	Project Description	Funding Source	2017	2018	2019	2020	Total
1	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	Preventative mainten- ance on transit vehicles	Fed	\$250,000	\$330,000	\$330,000	\$330,000	\$1,240,000
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$62,500	\$82,500	\$82,500	\$82,500	\$310,000
			80/20		Total	\$312,500	\$412,500	\$412,500	\$412,500	\$1,550,000
2	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	Operating assistance for elderly/disabled & fixed route service	Fed	\$1,006,005	\$951,125	\$976,747	\$1,002,882	\$3,936,759
					State	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
					Local	\$1,743,995	\$1,898,875	\$1,873,253	\$1,847,118	\$7,363,241
			50/50		Total	\$2,900,000	\$3,000,000	\$3,000,000	\$3,000,000	\$11,900,000
3	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313)	Provide funding for the Transit Development Plan	Fed	\$70,000	\$70,000	\$0	\$0	\$140,000
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$17,500	\$17,500	\$0	\$0	\$35,000
			80/20		Total	\$87,500	\$87,500	\$0	\$0	\$175,000
4	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339)	Provide funding to replace, rehabilitate and purchase busses and related equip- ment, including shop equip- ment, and construct bus related facilities	Fed	\$150,000	\$1,500,000	\$165,000	\$1,500,000	\$3,315,000
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$37,500	\$375,000	\$41,250	\$375,000	\$828,750
			80/20		Total	\$187,500	\$1,875,000	\$206,250	\$1,875,000	\$4,143,750
5	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310)	Capital projects including vehicle purchases and for elderly and disabled	Fed	\$128,000	\$150,000	\$165,000	\$165,000	\$608,000
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$32,000	\$37,500	\$41,250	\$41,250	\$152,000
			80/20		Total	\$160,000	\$187,500	\$206,250	\$206,250	\$760,000
6	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Operating assistance to serve the elderly and disabled	Fed	\$55,000	\$60,000	\$65,000	\$70,000	\$250,000
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$55,000	\$60,000	\$65,000	\$70,000	\$250,000
			50/50		Total	\$110,000	\$120,000	\$130,000	\$140,000	\$500,000

2017-2020

EXPENSE/REVENUE SUMMARY

FY 2017- 2020 TIP

EXPENSE SUMMARY BY GEOGRAPHIC LOCATION

HIGHWAY PROJECTS	FUNDING SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2017	Federal (¹ Construction)	4,079,868	0	1,651,294	50,000	4,167,680	2,442,060	12,390,902
	State (¹ Construction)	437,902	0	118,906	0	971,086	271,340	1,799,234
	State (² Operations/Maintenance)	0	0	0	0	0	2,697,468	2,697,468
	Local (¹ Construction)	0	0	210,800	5,000	0	0	215,800
	Local (² Operations/Maintenance)	3,858,070	0	351,609	7,252,597	8,100,000	0	19,562,276
	*Other Local (¹ Construction)	67,250	0	0	0	11,637	0	78,887
	Total (Construction/Engineering)	4,585,020	0	1,981,000	55,000	5,150,403	2,713,400	14,484,823
	Total (Operations/Maintenance)	3,858,070	0	351,609	7,252,597	8,100,000	2,697,468	22,259,744
	Total	8,443,090	0	2,332,609	7,307,597	13,250,403	5,410,868	36,744,567
Future Projects 2018-2020	Federal (¹ Construction)	3,293,522	0	8,252,090	21,740,953	2,740,290	7,258,194	43,285,049
	State (¹ Construction)	560,352	0	900,000	3,810,807	645,710	806,467	6,723,336
	State (² Operations/Maintenance)	0	0	0	0	0	8,092,404	8,092,404
	Local (¹ Construction)	52,500	0	1,147,910	1,028,000	0	0	2,228,410
	Local (² Operations/Maintenance)	12,282,655	0	1,119,392	23,089,565	33,887,379	0	70,378,991
	*Other Local (¹ Construction)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	3,906,374	0	10,300,000	26,579,760	3,386,000	8,064,661	52,236,795
	Total (Operations/Maintenance)	12,282,655	0	1,119,392	23,089,565	33,887,379	8,092,404	78,471,395
	Total	16,189,029	0	11,419,392	49,669,325	37,273,379	16,157,065	130,708,190
Highway Total	FY 2017-2020	24,632,119	0	13,752,001	56,976,922	50,523,782	21,567,933	167,452,757

REVENUE SUMMARY

HIGHWAY PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2017	Federal (¹ Construction)	4,079,868	0	1,651,294	50,000	4,167,680	2,442,060	12,390,902
	State (¹ Construction)	437,902	0	118,906	0	971,086	271,340	1,799,234
	State (² Operations/Maintenance)	0	0	0	0	0	2,697,468	2,697,468
	Local (¹ Construction)	0	0	210,800	5,000	0	0	215,800
	Local (² Operations/Maintenance)	3,858,070	0	351,609	7,252,597	8,100,000	0	19,562,276
	*Other Local (¹ Construction)	67,250	0	0	0	11,637	0	78,887
	Total (Construction/Engineering)	4,585,020	0	1,981,000	55,000	5,150,403	2,713,400	14,484,823
	Total (Operations/Maintenance)	3,858,070	0	351,609	7,252,597	8,100,000	2,697,468	22,259,744
	Total	8,443,090	0	2,332,609	7,307,597	13,250,403	5,410,868	36,744,567
Future Projects 2018-2020	Federal (¹ Construction)	3,293,522	0	8,252,090	21,740,953	2,740,290	7,258,194	43,285,049
	State (¹ Construction)	560,352	0	900,000	3,810,807	645,710	806,467	6,723,336
	State (² Operations/Maintenance)	0	0	0	0	0	8,092,404	8,092,404
	Local (¹ Construction)	52,500	0	1,147,910	1,028,000	0	0	2,228,410
	Local (² Operations/Maintenance)	12,282,655	0	1,119,392	23,089,565	33,887,379	0	70,378,991
	*Other Local (¹ Construction)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	3,906,374	0	10,300,000	26,579,760	3,386,000	8,064,661	52,236,795
	Total (Operations/Maintenance)	12,282,655	0	1,119,392	23,089,565	33,887,379	8,092,404	78,471,395
	Total	16,189,029	0	11,419,392	49,669,325	37,273,379	16,157,065	130,708,190
Highway Total	FY 2017-2020	24,632,119	0	13,752,001	56,976,922	50,523,782	21,567,933	167,452,757

*Other Local refers to another non-traditional local matching funding source such as a local Park District or University. The specific local funding source is identified in the project year funding tables.

¹ Construction projects refer to expansion and rehabilitation projects. Expansion projects focus on improving traffic flow or safety and could include projects such as: adding through lanes or turn lanes; new streets or multi-use trails; upgrading an intersection; or new/improved interchanges on interstate. Rehabilitation projects are focused on maintaining the current network and may include projects such as: resurfacing or reconstructing a new street or multi-use trail; or bridge replacement.

² Operations/Maintenance refers to activities conducted routinely to maintain the current transportation system and may include projects such as: snow removal; pavement marking; pothole repair; or crack seal work.

**TRANSIT PROJECTS FUNDING/COSTS SUMMARY OF BISMARCK-MANDAN AREA
2017 - 2020**

	FUNDING SOURCE	FUNDING AMOUNT (\$)	ANTICIPATED COSTS (\$)
Annual Element 2017	Federal	\$1,659,005	\$1,659,005
	Federal Match	\$0	\$0
	State	\$88,155	\$88,155
	Local	\$1,948,495	\$1,948,495
	Total	\$3,695,655	\$3,695,655
Future Projects 2018-2020	Federal	\$7,760,754	\$7,760,754
	Federal Match	\$0	\$0
	State	\$450,000	\$450,000
	Local	\$6,972,996	\$6,972,996
	Total	\$15,183,750	\$15,183,750
Transit Total	FY 2017-2020	\$18,879,405	\$18,879,405

OPERATIONS AND MAINTENANCE

The MPO includes a breakdown of Operations and Maintenance (O&M) expenses and revenues for Federal Aid Highways. Federal Aid Highways are considered public highways that eligible for federal assistance. Typically these highways are on the state or federal highway system and the state DOT maintains control/oversight but may assign O&M responsibility onto local jurisdictions. Federal Aid funds may be given by the State in exchange for O&M thereof. This O&M requirement is outlined in U.S. Federal Code of Regulations 23 CFR 450.324 (h), which states: *“For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53)*

The MPO’s 2040 Long Range Transportation Plan identified goals that aim to “Maintain and Improve Regional Mobility and Connections” and “Maintain the Transportation System in a State-of-Good-Repair.”

O&M is defined as ‘System Level’ expense and revenue estimates, including sources which are necessary to ensure routine & regular activities to keep the existing transportation system Safe and Working Effectively. It does not include new construction, major rehabilitations or reconstruction of any transportation system elements.

Examples of O&M Expenditures include:

- Winter Maintenance (Snow Removal, Sanding, Plowing, Salt)
- Street Sweeping
- Safety
- Maintenance
 - Pot Holes
 - Chip Seal
 - Crack Seal
 - (Re) Gravel / Grading
 - Concrete Pavement Repairs
 - Signage (Repair and Replacement)
 - Lighting
 - Traffic Signalization – Repairs, Timing and Maintenance
- Technical Expertise/Engineering activities specific to above mentioned projects excluding staff salaries.

In spring 2016, the MPO solicited member cities and counties to provide updated O&M expense and revenue estimates for their entire jurisdiction. Jurisdictions are encouraged to (re)evaluate reported expenditures for the base year of the TIP cycle during the solicitation and forecast future years at a 3% inflation rate.

The following is a breakdown of O&M for the 2017-2020 TIP:

Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdictions Expenditures and Revenues 2017-2020

NDDOT Operations and Maintenance Expenses/Revenues for Federal-aid Highways in the Bismarck-Mandan MPO Area

	2017	2018 – 2020
Anticipated Operations and Maintenance Expenses ^{1 2}	\$141,972,000	\$425,916,000
Anticipated Roadway Maintenance and Operations Revenue ^{1 2}	\$141,972,000	\$425,916,000
Federal-aid Highway Lane Miles in Bismarck-Mandan MPO Area which NDDOT Provides Operation and Maintenance Activities	312	312
Percent Federal-Aid Highway Lane Miles in MPO per Total Statewide Roadway Lane Miles	1.90%	1.90%
MPO Area Apportioned Operations and Maintenance Expenses	\$2,697,468	\$8,092,404
MPO Area Apportioned Operations and Maintenance Revenues	\$2,697,468	\$8,092,404

¹The operations and maintenance expenditures/revenues consider all roadway lane miles maintained by NDDOT throughout the State of North Dakota.

²The operations and maintenance expenditures/revenues for 2017-2020 were undetermined at the time of publication of the Bismarck-Mandan MPO Draft 2017-2020 so the 2016-2019 expenditures/revenues assumed.

City of Bismarck Operations and Maintenance Expenses/Revenues

	2017	2018*	2019*	2020*
Anticipated Operations and Maintenance Expenses ^{1*}	\$3,858,070	\$3,973,812	\$4,093,026	\$4,215,817
Anticipated Roadway Maintenance and Operations Revenue ^{1*}	\$3,858,070	\$3,973,812	\$4,093,026	\$4,215,817
Funding Sources for Operations and Maintenance Activities	<i>Motor vehicle fees, roads & bridges funding from state, sale of labor & equipment, equipment rental to other divisions</i>			
Percent Federal-Aid Highway Centerline Miles in City of Bismarck per Total City of Bismarck Roadway Centerline Miles ²	6.70%	6.70%	6.70%	6.70%
City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	\$258,491	\$266,245	\$274,233	\$282,460
City of Bismarck Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²	\$258,491	\$266,245	\$274,233	\$282,460

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Bismarck (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

²Federal-aid roadway miles exclude roadways maintained solely by NDDOT.

*3% Inflation rate was assumed for future year expenses and revenues.

Federal-aid Highways in the City of Bismarck

Name	Location	Jurisdictional Operations and Maintenance Responsibility
US 83/State Street	Within Bismarck Corporate City Limits	Partnership with NDDOT
Expressway	Between Expressway Bridge and I-94	Partnership with NDDOT
7th and 9th Streets	Between Boulevard and Expressway	Partnership with NDDOT
ND 1804/University	Between Expressway & Corporate City Limits	Partnership with NDDOT
I-94	Within Bismarck Corporate City Limits	NDDOT Fully Responsible

City of Mandan Operations and Maintenance Expenses/Revenues

	2017	2018*	2019*	2020*
Anticipated Operations and Maintenance Expenses ^{1*}	\$351,609	\$362,157	\$373,022	\$384,213
Anticipated Roadway Maintenance and Operations Revenue ^{1*}	\$351,609	\$362,157	\$373,022	\$384,213
Funding Sources for Operations and Maintenance Activities	<i>Highway Tax</i>			
Percent Federal-Aid Highway Centerline Miles in City of Mandan per Total City of Mandan Roadway Centerline Miles ²	6.55%	6.55%	6.55%	6.55%
City of Mandan Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	\$23,031	\$23,721	\$24,433	\$25,166
City of Mandan Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²	\$23,031	\$23,721	\$24,433	\$24,433

¹ The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Mandan (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

² Federal-aid roadway miles exclude roadways maintained solely by NDDOT.

*3% Inflation rate was assumed for future year expenses and revenues.

Federal-aid Highways in the City of Mandan

Name	Location	Jurisdictional Operations and Maintenance Responsibility
ND 1806	Within Mandan Corporate City Limit	City is Fully Responsible
Mandan Avenue	Between Main Avenue and I-94	City is Fully Responsible
Main Street	Between ND 6 and I-94	City is Fully Responsible
ND 6	Within Mandan Corporate City Limit	Partnership with NDDOT
Memorial Highway	Between Main Ave & Liberty Memorial Bridge	NDDOT Fully Responsible
Business Loop	Between ND 6 & Mandan Corporate City Limits	City is Fully Responsible
Highway 810	Between Memorial Hwy Interchange & Expressway Bridge	NDDOT Fully Responsible
I-94	Within Mandan Corporate City Limits	NDDOT Fully Responsible

Burleigh County Operations and Maintenance Expenses/Revenues

	2017	2018*	2019*	2020*
Anticipated Operations and Maintenance Expenses ^{1*}	\$7,252,597	\$7,470,175	\$7,694,281	\$7,925,109
Anticipated Roadway Maintenance and Operations Revenue ^{1*}	\$7,252,597	\$7,470,175	\$7,694,281	\$7,925,109
Funding Sources for Operations and Maintenance Activities	<i>Hwy Gas Tax, Political Sub Work/Misc.Taxes/State Aid</i>			

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in Burleigh County (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

*3% Inflation rate was assumed for future year expenses and revenues.

Federal-aid Highways in Burleigh County

Name	Location	Jurisdictional Operations and Maintenance Responsibility
ND 1804	North of Bismarck to County Line	NDDOT is Fully Responsible
Interstate 94	County Wide	NDDOT is Fully Responsible
ND 1804	South of Bismarck to County Line	NDDOT is Fully Responsible
Highway 83	North of Bismarck to County Line	NDDOT is Fully Responsible

Morton County Operations and Maintenance Expenses/Revenues

	2017	2018*	2019*	2020*
Anticipated Operations and Maintenance Expenses ^{1*}	8,100,000	\$8,343,000	\$8,593,290	\$8,851,089
Anticipated Roadway Maintenance and Operations Revenue ^{1*}	8,100,000	\$8,343,000	\$8,593,290	\$8,851,089
Funding Sources for Operations and Maintenance Activities	<i>Mill Levies, State and Federal Funding, Gas Tax</i>			

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in Morton County (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

*3% Inflation rate was assumed for future year expenses and revenues.

Federal-aid Highways in Morton County

Name	Location	Jurisdictional Operations and Maintenance Responsibility
25 N	Interstate 94 to County Line	NDDOT is Fully Responsible
Interstate 94	County wide	NDDOT is Fully Responsible
Interstate 94B	Outside of Mandan to I-94	NDDOT is Fully Responsible
ND 1806	North of Mandan to County Line	NDDOT is Fully Responsible
ND 1806	South of Mandan to County Line	NDDOT is Fully Responsible
Highway 6	South and Outside of Mandan to County Line	NDDOT is Fully Responsible

REGIONALLY SIGNIFICANT PROJECTS

The MPO makes every effort to incorporate Regionally Significant Projects (RSP) in the TIP. RSP reporting provides a more comprehensive understanding of transportation development within the MPO. The purpose of RSP identification is to highlight network development that may be done on a local scale, or with funding opportunities outside of the MPO's typical federal programming.

RSP are identified by partner jurisdictions, at the MPO's request, and coincide with TIP development. To assist jurisdictions in determining RSP designations, the MPO offers the following introductory guidance:

Guidance for Regionally Significant Projects:

1. Projects must be entirely locally funded OR aided by Federal or State funds other than the typically administered MPO programs. (i.e. Transportation Alternatives Program, Urban Roads Program, Urban Regional Program, Highway Safety Improvement Program)
2. Projects must have 'substantial' impact on the Regional Transportation Network.
 - a. *Projects* could include those identified in the active LRTP OR those developed outside of the planning process.
 - b. '*Substantial*' impacts have a large degree of influence on the functionality or capacity of a local Jurisdiction's network OR a neighboring Jurisdiction's network OR both.
 - c. The *Regional Transportation Network* is all encompassing, including the roadway AND non-roadway/accessory (bike trails, park and rides, transit shelters, etc.) networks.
3. Projects are anticipated to be constructed/ committed within the upcoming 1-2 years. (The MPO reserves the opportunity to report on RSP construction which occurred during the calendar year preceding the TIP's scope.)

The MPO receives few Regionally Significant Projects. This is attributed to different development schedules for the TIP and the Counties' and Cities' 'Capitol Improvement Plans', as well as a lack of formalized mechanisms to fund local level transportation projects outside of the current federal aid channels. In response to few RSP notifications, the MPO requests local jurisdictions report on anticipated construction of regionally significant, developer funded roadways. It is recognized that the majority of local roadways (those that do not receive federal funding) are constructed by private developers. Roadways that are committed to be constructed by developers, and are regionally significant, should be reported with approximate cost estimates. Reasonable estimates are based on current average costs of similar road sections and will be developed by the respective reporting jurisdiction.

In spring 2016, the MPO solicited member jurisdictions and parks and recreation entities serving the MPO area for RSP. The following is the RSP provided for the 2017-2020 TIP.

Jurisdiction/ Lead Agency		City of Mandan		Project Year(s)	2016/2017
Location	Old Red Trail (Collins Ave to ~2000' East)		Description	Widening and Restriping Intersection near new Sports Complex	
Funding			Source		
	Local	\$500,000	T.B.D.		
	State	\$0	-		
	Federal	\$0	-		
	TOTAL	\$500,000			
Long Range Transportation Plan Identification			Yes (short term: M7a and M22)		

PROOF OF PUBLIC INVOLVEMENT

CONSULTATION WITH TRANSPORTATION PLANNING OFFICIALS AND STAKEHOLDERS

Letters to local and regional planning officials and stakeholders (including State and local planned growth, economic development, environmental protection, airport operations and freight movement) were mailed in June 2016 for the Draft TIP with the intention to receive input on proposed TIP projects. In addition a public meeting was advertised for the Draft TIP and the TIP amendments consistent with the requirements of the Bismarck-Mandan MPO Public Participation Plan. The Final TIP document considers and includes the responses received from the various agencies and the general public.

Public Hearing Notice

Public Involvement in the Preparation of Draft 2017-2020 Bismarck-Mandan Metropolitan Transportation Improvement Program (TIP)

Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization (MPO) will hold a public hearing on **Monday, July 18, 2016 at 10:00 a.m.** (in conjunction with the MPO Technical Advisory Committee meeting). The meeting will be held in the Training Room of the Bis-Man Transit Building at 3750 E. Rosser Avenue, Bismarck, North Dakota.

The purpose of this meeting is to provide an opportunity for public involvement in the review and development of the draft 2017-2020 TIP. The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation related improvements) in the metropolitan area over the next four years, thereby making these projects eligible for federal assistance. The TIP includes metropolitan area transportation projects proposed by the following jurisdictions: Bismarck, Mandan, Lincoln, Morton County, Burleigh County, and NDDOT.

The Draft TIP contains the Program of Projects or identified list of transit needs to be funded over the next four years. If there are no amendments or changes to the Program of Projects this notice will also serve as the Final Program of Projects notice.

Furthermore, the public is notified that a Draft TIP will be available for citizens to review at the Bismarck Community Development Office, 221 North 5th Street, Bismarck, North Dakota, beginning June 15, 2016. The Draft TIP will also be available on the MPO web page at www.bismarcknd.gov/MPO. Following the consideration of citizen's comments, the Draft TIP will be presented to the Metropolitan Planning Organization Policy Board.

The public is invited to attend the public meeting; or submit written comments to the Bismarck-Mandan Metropolitan Planning Organization no later than 5:00 p.m., July 15, 2016, to PO Box 5503, Bismarck, North Dakota, 58506. Written comments should be directed to Will Hutchings and faxed (701) 222-6450 or sent to the above address. Written comments may also be sent via e-mail at whutchings@bismarcknd.gov. E-mail comments should be specifically identified as public input on the Draft TIP. Contact Will Hutchings, MPO Transportation Planner at (701) 355-1850 for additional information.

Meeting facilities will be accessible to mobility impaired individuals. Any individual requiring additional reasonable accommodations to allow access or participation at the meeting, including accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator, mpo@bismarcknd.gov, 701-355-1332. TTY users may access Relay North Dakota at 711 or 1-800-366-6888.

Public Hearing Notice

Public Involvement in the Preparation of Modifications to the Draft 2017-2020 Bismarck-Mandan Metropolitan Transportation Improvement Program (TIP)

Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization (MPO) will hold a public hearing on **Monday, August 15, 2016 at 10:00 a.m.** (in conjunction with the MPO Technical Advisory Committee meeting). The meeting will be held in the Training Room of the Bis-Man Transit Building at 3750 E. Rosser Avenue, Bismarck, North Dakota.

The purpose of this meeting is to provide an opportunity for public involvement in the review and development of the Draft 2017-2020 TIP. The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation related improvements) in the metropolitan area over the next four years, thereby making these projects eligible for federal assistance. The TIP includes metropolitan area transportation projects proposed by the following jurisdictions: Bismarck, Mandan, Lincoln, Morton County, Burleigh County, and NDDOT.

The Draft TIP contains the Program of Projects or identified list of transit needs to be funded over the next four years. The Draft TIP was previously released for a 30-day public comment period which concluded on July 18, 2016 with a Public Hearing, resulting in substantive changes to the document. It is now, therefore, being released for an additional 15-day comment period to provide further opportunity for public involvement. If there are no further substantive amendments or changes to the Program of Projects this notice will also serve as the Final Program of Projects notice.

Furthermore, the public is notified that the Draft 2017-2020 TIP will be available for citizens to review at the Bismarck Community Development Office, 221 North 5th Street, Bismarck, North Dakota, beginning July 28, 2016. The Draft TIP will also be available on the MPO web page at www.bismarcknd.gov/MPO. Following the consideration of citizen's comments, the Draft TIP will be presented to the Metropolitan Planning Organization Policy Board.

The public is invited to attend the public meeting; or submit written comments to the Bismarck-Mandan Metropolitan Planning Organization no later than 5:00 p.m., Friday, August 12, 2016, to PO Box 5503, Bismarck, North Dakota, 58506. Written comments should be directed to Steve Saunders and faxed (701) 222-6450 or sent to the above address. Written comments may also be sent via e-mail at ssaunders@bismarcknd.gov. E-mail comments should be specifically identified as public input on the Draft 2017-2020 TIP. Contact Steve Saunders, Principal MPO Transportation Planner at (701) 355-1848 for additional information.

Meeting facilities will be accessible to mobility impaired individuals. Any individual requiring additional reasonable accommodations to allow access or participation at the meeting, including accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator, mpo@bismarcknd.gov, 701-355-1332. TTY users may access Relay North Dakota at 711 or 1-800-366-6888.

STATUS OF PROJECTS FOR 2015

Completion Analysis of 2015 Projects Associated with 2015-2018 TIP

In March 2016, the MPO analyzed the status of all projects programmed in 2015

Total 2015 Projects - 11

Total 2015 projects completed – 1

Total 2015 projects that were started but not completed – 6

**This category includes projects bid or designed in 2015 but not constructed*

Total 2015 projects that were postponed to a later date – 2

Total 2015 projects that were cancelled – 2

March 30, 2016

Michael Johnson
Local Government Division
NDDOT
608 E. Boulevard Avenue
Bismarck ND, 58505-0700

Dear Mr. Johnson:

Following is the 2015 Status Report of projects contained within the Bismarck-Mandan MPO 2015-2018 Transportation Improvement Program (TIP), as of the end of the 2015 calendar year.

Burleigh County MPO Area

Urban Roads Program

1. *North Washington Street (Calgary Avenue to 57th Avenue, (reconstruction)*
 - Delayed in 2015 due to federal funding issues but will be constructed in 2016.
2. *Bismarck traffic signal improvements (signal improvements at various intersections along Bismarck Expressway & University Drive)*
 - It was designed in 2015 and will be implemented in 2016.

Transportation Alternatives Program (TAP) Projects

1. *Edgewood Trail (Existing shared-use trail to Legacy High School)*
 - Majority of the trail completed and useable in 2015. Project clean-up and final sign-off will continue until summer 2016.
2. *Lincoln Road Shared Use Path (Benteen Dr. to McDougal Dr., new shared-use trail on north side of Lincoln Road)*
 - It was bid and awarded in 2015 and will be constructed in 2016.

Safety Projects

1. *US 83/State Street (I-94 to Calgary Avenue, addition of turn lanes)*
 - Removed at City of Bismarck's request.
2. *US 83/State Street (Divide Avenue to I-94, addition of turn lanes)*
 - Removed at City of Bismarck's request.

Rural Projects

1. *I-94, (161 Interchange to Sterling Eastbound Lane, microsurfacing)*
 - Will be completed in 2016.
2. *I-94, (161 Interchange to Sterling Westbound Lane, microsurfacing)*
 - Will be completed in 2016.

Morton County MPO Area

STP Project (Amended to 2015-2018 TIP on March 17, 2015, attached)

1. *Mandan Main Street (10th Avenue NW to Collins Avenue, installation of ADA approved curb ramps)*
 - Completed in 2015.

Burleigh and Morton Counties

Safety Projects

1. *NDDOT District wide (retroreflectivity project)*
 - Will be completed in 2016.

Bridge

1. *I-94 Grant Marsh Bridge (structural repair and paint).*
 - Painting scheduled for 2016 and structural repair scheduled for 2017.

Sincerely,



Steve Saunders
MPO Executive Director

Attch: 2015 Project List from the Bismarck-Mandan MPO 2015-2018 TIP and applicable amendment

PROJECT YEAR 2015

ESTIMATED COST IN DOLLARS

LEAD AGENCY	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
BISMARCK	URBAN ROADS - North Washington Street (Calgary Ave. to 57th Ave.) (Reconstruction)	\$10,000,000			\$2,500,000	\$12,500,000	STP/Urban
BISMARCK	URBAN ROADS - Signalization Bismarck Expressway and University Drive (Traffic signal improvements at various intersections)	\$1,618,600	\$181,400		\$200,000	\$2,000,000	STP/Urban
BISMARCK	TAP - Edgwood Trail (Existing trail to Legacy High School) (Bikeway/ Walkway)	\$264,000			\$106,000	\$370,000	
NDDOT	SAFETY - US 83/ State Street (I-94 to Calgary Ave.) (Turn Lanes)	\$2,003,000	\$223,000			\$226,000	
NDDOT	SAFETY - US 83/ State Street (Divide Ave. to I-94) (Turn Lanes)	\$1,800,000	\$100,000		\$100,000	\$2,000,000	
LINCOLN	TAP - North Side of Lincoln Road (Bonleem Dr to McDougal Dr) (Bikeway/ Walkway)	\$200,000			\$62,000	\$262,000	
NDDOT	SAFETY - Districtwide Retroreflectivity	\$1,000,000	\$111,000			\$1,111,000	
NDDOT	BRIDGE - I-94 Grant Marsh Bridge (3 miles west of Junction of US 83 and I-94) (Structural Repair and Paint)	\$2,525,000	\$281,000			\$2,806,000	Bridge
NDDOT	RURAL - I-94, East Bound Lane (161 Interchange to Sterling) (Microsurfacing)	\$2,173,000	\$241,000			\$2,414,000	
NDDOT	RURAL - I-94, West Bound Lane (161 Interchange to Sterling) (Microsurfacing)	\$2,173,000	\$241,000			\$2,414,000	

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow or safety through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout or adding traffic signals; or new/improved interchanges.
 † The current MAP-21 Transportation Authority has developed a new funding program called Transportation Alternatives Program (TAP) which has taken the place of the Transportation Enhancement Program (T.E.P.)
 ‡ The project will occur throughout the NDDOT Bismarck District. Only a portion of the total project will occur within the Bismarck-Mandan MPO boundaries. The cost represents the total cost of the project and is not apportioned to the Bismarck-Mandan MPO boundaries.

Bismarck-Mandan MPO

TIP 2015-2018 Amendment

Project Year(s) 2015

Entity	Project	Federal	State	Local	Federal Program Class	Federal Funding Source
Mandan	Construction of ADA Ramps at intersections along Main Street	\$440,000	\$55,000	\$55,000	N/A	STP

Project Description:

This project is for installation of curb ramps on Main Street from 10th Ave NW to Collins Avenue. The project will cost \$550,000.00 It is part of the NDDOT's yearly ADA improvement program. The federal portion of this project does not come from the MPO's Urban funding, but is funded by the Statewide portion of the STIP. It is necessary to include this in the TIP as it is a significant project within the MPO.

Consistency with the Bismarck-Mandan MPO Long Range Transportation Plan:

Project is consistent with the LRTP.

Amendment Approved on MARCH 17, 2015 by the Bismarck-Mandan MPO Policy Board



Douglas R. Schonert Bismarck-Mandan MPO Policy Board Chair

PUBLIC COMMENTS ON 2017-2020 TIP

The Draft 2017-2020 TIP was released for public comment beginning June 15, 2016. Public comments regarding the Draft 2017-2020 TIP were received until 5pm July 15, 2016. All stakeholder comments related to the Draft TIP have been considered for incorporation into the Final 2017-2020 TIP. Copies of comments received during this period starts on page 32.

A public meeting was held on July18, 2016 for the Draft 2017-2020 TIP. No specific comments were received related to the draft 2017-2020 TIP at the public meeting.

Additionally, comments for Modifications to the Draft 2017-2020 TIP were solicited from the public beginning July 28, 2016. Public comments regarding the Draft 2017-2020 TIP modifications were received until 5 pm August 12, 2016. A public meeting was held on August 15, 2015 for the modifications to the Draft 2017-2020 TIP. No specific comments were received related to the Modifications to the Draft 2017-2020 TIP at the public meeting.

Telephone Conversation Log

Re: Public Input 2017-2020 TIP

Conversation with:

Fred Rios

Chairman for Board of Supervisors

Captain Landings Township

701-425-9946

frios@btinet.net

9:25 AM 6/21/2016

I spoke with Mr. Rios, who is the Chairman for the Board of Supervisors of Captains Landing Township (Morton County). Mr. Rios called with regards to the Draft 2017-2020 Transportation Improvement Program public input process and concerns and questions specific to Captain Landing Township. Mr. Rios noted the township roads are in need of Chip/Seal improvements and also informed the MPO of township citizen's expressed desire for alternative/additional access routes in and out of the township - specifically noted was a desire for an on/off ramp specific to the township.

Mr. Rios was advised to submit written comments to the MPO and/or attend the public hearing scheduled on July 18, 2016 - 10:00 AM at the Busman Transit Center, 3750 E Rosser Ave, Bismarck, ND 58501.

Will Hutchings

Transportation Planner

Bismarck-Mandan MPO

William Hutchings

From: Barry Coleman <coleman@ndpci.com>
Sent: Tuesday, June 21, 2016 3:12 PM
To: William Hutchings
Subject: Transportation Improvement Program comments

Dear Sirs:

- 1) In looking at the draft TIP plan, I see that Highway 83 north will be reconstructed under project 19.2.01. I strongly feel that Highway 83 needs to be a three lane road in each direction from Calgary Avenue all the way to 97th Avenue or thereabouts. Traffic in this stretch is getting heavier each year and will only increase. A north and south lane needs to be added to this roadway.
- 2) I see no plans for the extension of 57th Avenue east from Highway 83 to 26th Street. This roadway needs to be extended.
- 3) I also do not see any plans for extension of 57th Avenue west from 15th Street to River Road. This roadway needs to be extended.
- 4) I see no plans to extend 26th Street from 43rd Avenue north to 71st Avenue. This roadway needs to be extended.

Thank you.

Barry Coleman

The Coleman Group, Inc.
125 Slate Drive, Suite 4
Bismarck, ND 58503
701-319-3130



June 21, 2016

Mr. Will Hutchings
Bismarck-Mandan MPO
P.O. Box 5503
Bismarck, ND 58506-5503

RECEIVED
JUN 23 2016

Re: Bismarck-Mandan MPO 2017-2020 Transportation Improvement Program
Burleigh and Morton Counties

Dear Mr. Hutchings:

This department has reviewed the information concerning the above-referenced project submitted under date of June 15, 2016, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following comments:

1. All necessary measures must be taken to minimize fugitive dust emissions created during construction activities. Any complaints that may arise are to be dealt with in an efficient and effective manner.
2. Care is to be taken during construction activity near any water of the state to minimize adverse effects on a water body. This includes minimal disturbance of stream beds and banks to prevent excess siltation, and the replacement and revegetation of any disturbed area as soon as possible after work has been completed. Caution must also be taken to prevent spills of oil and grease that may reach the receiving water from equipment maintenance, and/or the handling of fuels on the site. Guidelines for minimizing degradation to waterways during construction are attached.
3. Projects disturbing one or more acres are required to have a permit to discharge storm water runoff until the site is stabilized by the reestablishment of vegetation or other permanent cover. Further information on the storm water permit may be obtained from the Department's website or by calling the Division of Water Quality (701.328.5210). Projects disturbing less than one acre are also required to have a permit to discharge storm water runoff if they are part of a larger common plan of development or sale that disturbs one or more acres. A permit is not required for routine maintenance activities performed to maintain the original line and grade, hydraulic capacity or original purpose of the facility.

4. The Cities of Bismarck, Lincoln and Mandan, Burleigh County, Morton County and the North Dakota Department of Transportation are required to consider and address post-construction storm water quality as part of the North Dakota Pollutant Discharge Elimination System (NDPDES) Small Municipal Separate Storm Sewer System (MS4) General Permit requirements. Check with local officials to be sure local storm water management considerations are addressed.
5. Storm water runoff from the project area discharges to a 303(d) listed water body (Square Butte Creek). Extra care should be taken to ensure construction activity does not affect the water body.
6. Slurry, residue and concrete wash water resulting from concrete paving or repair activities must be managed or treated to prevent the material from adversely affecting waters of the state. This may include the use of concrete washout areas, vegetated buffers, sediment control devices or filtering devices to capture fines.
7. Noise from construction activities may have adverse effects on persons who live near the construction area. Noise levels can be minimized by ensuring that construction equipment is equipped with a recommended muffler in good working order. Noise effects can also be minimized by ensuring that construction activities are not conducted during early morning or late evening hours.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

These comments are based on the information provided about the project in the above-referenced submittal. The U.S. Army Corps of Engineers may require a water quality certification from this department for the project if the project is subject to their Section 404 permitting process. Any additional information which may be required by the U.S. Army Corps of Engineers under the process will be considered by this department in our determination regarding the issuance of such a certification.

If you have any questions regarding our comments, please feel free to contact this office.

Sincerely,



L. David Glatt, P.E., Chief
Environmental Health Section

LDG:cc
Attach.



Construction and Environmental Disturbance Requirements

These represent the minimum requirements of the North Dakota Department of Health. They ensure that minimal environmental degradation occurs as a result of construction or related work which has the potential to affect the waters of the State of North Dakota. All projects will be designed and implemented to restrict the losses or disturbances of soil, vegetative cover, and pollutants (chemical or biological) from a site.

Soils

Prevent the erosion of exposed soil surfaces and trapping sediments being transported. Examples include, but are not restricted to, sediment dams or berms, diversion dikes, hay bales as erosion checks, riprap, mesh or burlap blankets to hold soil during construction, and immediately establishing vegetative cover on disturbed areas after construction is completed. Fragile and sensitive areas such as wetlands, riparian zones, delicate flora, or land resources will be protected against compaction, vegetation loss, and unnecessary damage.

Surface Waters

All construction which directly or indirectly impacts aquatic systems will be managed to minimize impacts. All attempts will be made to prevent the contamination of water at construction sites from fuel spillage, lubricants, and chemicals, by following safe storage and handling procedures. Stream bank and stream bed disturbances will be controlled to minimize and/or prevent silt movement, nutrient upsurges, plant dislocation, and any physical, chemical, or biological disruption. The use of pesticides or herbicides in or near these systems is forbidden without approval from this Department.

Fill Material

Any fill material placed below the high water mark must be free of top soils, decomposable materials, and persistent synthetic organic compounds (in toxic concentrations). This includes, but is not limited to, asphalt, tires, treated lumber, and construction debris. The Department may require testing of fill materials. All temporary fills must be removed. Debris and solid wastes will be removed from the site and the impacted areas restored as nearly as possible to the original condition.

William Hutchings

From: Gabriel Schell
Sent: Thursday, June 23, 2016 1:35 PM
To: William Hutchings
Cc: Steve Saunders; Mark Berg
Subject: Draft 2017-2020 TIP - City of Bismarcks Comments
Attachments: TIP_2017-2020_DRAFT_CityofBismarckComments.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Will,

Please find attached the City of Bismarck's comments regarding the draft TIP. Most of these were discussed at TAC on 6/20. The only new comments I'd like to stress are the NDDOT's deck overlays on the Washington Street and 4th Street underpasses. Both projects are in the STIP. My comment includes the website path.

Some of my comments are open ended regarding the O&M section of the report. The goal of these comments is to help guide the direction that the member jurisdictions will need when you solicit their information next year.

Thanks and let me know if you have any questions or require any clarification.

Gabe Schell, PE
City Engineer
City of Bismarck Engineering Dept.
221 N 5th St.
PO Box 5503
Bismarck ND 58506-5503
Office: 701-355-1505
Fax: 701-222-6593
Website: www.bismarcknd.gov
Facebook: www.facebook.com/bismarcknd.gov
Twitter: www.twitter.com/BismarckNDGov

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Summary of Comments on TRANSPORTATION IMPROVEMENT PROGRAM

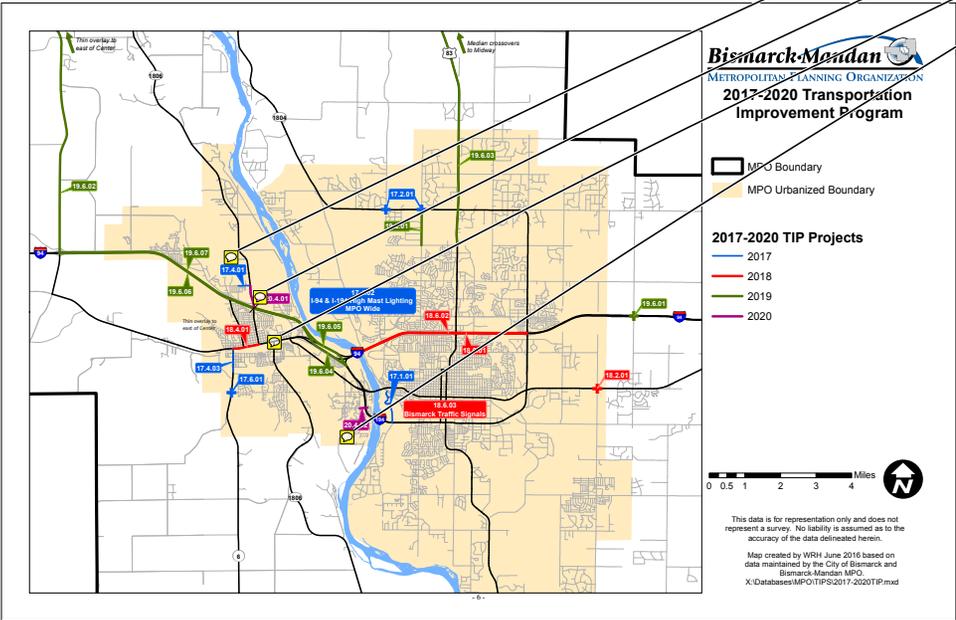
Page: 9

- Author: gabrie4215 Subject: Sticky Note Date: 6/21/2016 2:49:56 PM
 Mandan Requested to move to 2020

- Author: gabrie4215 Subject: Sticky Note Date: 6/21/2016 2:49:40 PM
 20.4.01 - Map drawn incorrectly. should be drawn to exit ramp

- Author: gabeschell Date: 7/12/2016 12:08:51 PM
 18.4.01 Should extend to ND 1806

- Author: gabrie4215 Subject: Sticky Note Date: 6/21/2016 2:50:04 PM
 Mandan Requested to move to 2017



PROJECT YEAR 2017
ESTIMATED COST IN DOLLARS

LEAD AGENCY	MAP KEY	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
BISMARCK	17.1.01	TAP - Bismarck Parks and Recreation (Sertoma Park West) (Shared Use Path Rehabilitation)	\$138,750	\$0	\$67,250	\$206,000	TAP	
BURLEIGH	17.2.01	*MPO SAFETY - Multiple Intersections (Hwy 1804 at Washington St & NW 15th St) (Lighting, Signing, Turn Lanes)	\$100,000	\$0	\$11,000	\$111,000	SAFETY	17917
MANDAN	17.4.01	*URBAN ROADS PROGRAM - 27th Street (ND Highway 1806 to 8th Ave. NW) (Reconstruction)	\$809,300	\$0	\$190,700	\$1,000,000	URBAN	
MANDAN	17.4.02	REGIONAL PROJECT - I-94 & I-194 (MPO Wide) (High Mast Lighting)	\$162,669	\$18,231	\$20,100	\$201,000	URBAN	
MANDAN	17.4.03	REGIONAL PROJECT - 10th Ave. SW (Heart River Bridge to Main St) (Concrete Pavement Repair)	\$202,325	\$47,675	\$0	\$250,000	URBAN	
NDDOT	17.6.01	*SAFETY - Recovery Application and Turn Lanes (Intersection of ND Highway 6 and 19th Street SW)	\$429,000	\$48,000	\$0	\$477,000	SAFETY	21039

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow or safety through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout or adding traffic signals; or new/improved interchanges.
 ** Complete list of locations available by contacting the MPO office (701-355-1800)
 MPO Project area extent is larger than the MPO area. Costs have not been prorated.

Author: gabrie4215 Subject: Sticky Note Date: 6/21/2016 2:51:44 PM
 Can we differentiate between urban regional and urban urban roads program here?

Author: gabrie4215 Subject: Sticky Note Date: 6/21/2016 2:51:00 PM
 Requested to move to 2020 and additional dollars. Additional dollars will be addressed at solicitation time.

PROJECT YEAR 2018
ESTIMATED COST IN DOLLARS

LEAD AGENCY	MAP KEY	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
BURLEIGH	18.2.01	*URBAN ROADS PROGRAM - 66th St. and Highway 10 Intersection (Intersection Improvement)	\$660,000	\$0	\$165,000	\$825,000	URBAN	
MANDAN	18.4.01	REGIONAL PROJECT - Main Street (ND 6 to ND 1306) (Traffic Signal Upgrades)	\$1,200,000	\$150,000	\$150,000	\$1,500,000	URBAN	21173
NDDOT	18.6.01	RURAL - I-94, East Bound Lane (Grant Marsh Bridge - to 161 Interchange) (Microsurfacing)	\$438,000	\$49,000	\$0	\$487,000		
NDDOT	18.6.02	RURAL - I-94, West Bound Lane (Grant Marsh Bridge - to 161 Interchange) (Microsurfacing)	\$434,000	\$48,000	\$0	\$482,000		
NDDOT	18.6.03	SAFETY - Traffic Signals (Bismarck)	\$576,000	\$0	\$64,000	\$640,000	SAFETY	

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow or safety through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout or adding traffic signals; or new/improved interchanges.
 † This project will use Urban Roads Program Funds in 2018. The County Program advanced funds for the project's construction in 2016.

Author: gabeschell Date: 7/12/2016 12:09:09 PM
 Need to add bridge deck overlays for I94 structures 1 mile west and 3 mile west of US 83 as per NDDOT STIP. Update map accordingly
<https://www.dot.nd.gov/manuals/programming/STIP/finalstip20162019.pdf>

PROJECT YEAR 2019
 ESTIMATED COST IN DOLLARS

LEAD AGENCY	MAP KEY	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
BURLEIGH	19.2.01	URBAN ROADS PROGRAM -N Washington St. (57 th - 71 st Ave N) (Reconstruction)	\$3,487,000	\$0	\$863,000	\$4,350,000	URBAN	
NDDOT	19.6.01	BRIDGE - I-94 East Bound Lane (Bridge over 80th Street) (Structural Replacement)	\$1,790,000	\$199,000	\$0	\$1,989,000	BRIDGE	
NDDOT	19.6.02	RURAL - Highway 25 N (Jct I-94 to E of Center) (Thin Overlay)	\$5,666,000	\$1,335,000	\$0	\$7,001,000	RURAL	
NDDOT	19.6.03	RURAL - Highway 83 N (57th Ave to Midway) (Median Crossovers)	\$592,000	\$139,000	\$0	\$731,000	RURAL	17378
NDDOT	19.6.04	Rural - I-94 Eastbound Lane (Collins Ave Grade Separation to E Midway Interchange) (Mill and Overlay)	\$876,000	\$97,000	\$0	\$973,000	RURAL	
NDDOT	19.6.05	RURAL - I-94 Westbound Lane (Collins Ave Grade Separation to E Midway Interchange) (Mill and Overlay)	\$865,000	\$96,000	\$0	\$961,000	RURAL	
NDDOT	19.6.06	RURAL - I-94 Eastbound Lane (E ND25 to W ND 1806) (Mill & Overlay)	\$1,830,000	\$203,000	\$0	\$2,033,000	RURAL	
NDDOT	19.6.07	RURAL - I-94 Westbound Lane (E ND25 to W ND 1806) (Mill & Overlay)	\$1,829,000	\$203,000	\$0	\$2,032,000	RURAL	

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow or safety through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout or adding traffic signals; or new/improved interchanges.
 ** Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT YEAR 2020
 ESTIMATED COST IN DOLLARS

LEAD AGENCY	MAP KEY	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
MANDAN	20.4.01	REGIONAL PROJECT - ND 1806 (I-94 to 27th St NW) (Reconstruction)	\$6,000,000	\$750,000	\$750,000	\$7,500,000	URBAN	
MANDAN	20.4.02	URBAN ROADS PROGRAM - McKenzie Dr. (WB I-194 Ramps to 46th Ave.) (Reconstruction)	\$1,052,090	\$0	\$247,910	\$1,300,000	URBAN	

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow or safety through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout or adding traffic signals; or new/improved interchanges.



The MPO includes a breakdown of Operations and Maintenance (O&M) expenses and revenues for Federal Aid Highways. This O&M requirement is outlined in U.S. Federal Code of Regulations 23 CFR 450.324 (h), which states: *“For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53)”*

The MPO’s 2040 Long Range Transportation Plan identified goals that aim to “Maintain and Improve Regional Mobility and Connections” and “Maintain the Transportation System in a State-of-Good-Repair.”

O&M is defined as ‘System Level’ expense and revenue estimates, including sources which are necessary to ensure routine & regular activities to keep the existing transportation system Safe and Working Effectively. It does not include new construction, major rehabilitations or reconstruction of any transportation system elements.

Examples of O&M Expenditures include:

- Winter Maintenance (Snow Removal, Sanding, Plowing, Salt)
- Street Sweeping
- Maintenance
 - Pot Holes
 - Chip Seal
 - Crack Seal
 - (Re) Gravel / Grading
 - Concrete Pavement Repairs
 - Signage (Repair and Replacement)
 - Lighting
 - Traffic Signalization – Repairs, Timing and Maintenance
- Technical Expertise/Engineering activities specific to above mentioned projects excluding staff salaries.

The MPO solicits its member cities and counties to provide updated O&M expense and revenue estimates for their entire jurisdiction. Jurisdictions are encouraged to (re)evaluate reported expenditures for the base year of the TIP cycle during the solicitation and forecast future years at a 3% inflation rate.

The following is a breakdown of O&M for the 2017-2020 TIP.

Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdictions Expenditures and Revenues 2017-2020

Author: gabrie4215 Subject: Sticky Note Date: 6/21/2016 2:53:32 PM
Regional highways? Intent should be for all federal aid highways. Recommend additional instructions in next solicitation for how you want this data for us to report.

NDDOT Operations and Maintenance Expenses/Revenues for Federal-aid Highways in the Bismarck-Mandan MPO Area

Author: gabrie4215 Subject: Sticky Note Date: 6/20/2016 8:57:11 AM
Is this the correct title for this? Should this include other functionally classified roads as they are eligible for federal aid? Or should it be "regional highways"

	2017	2018 – 2020
Anticipated Operations and Maintenance Expenses ^{1,2}	\$141,972,000	\$425,916,000
Anticipated Roadway Maintenance and Operations Revenue ^{1,2}	\$141,972,000	\$425,916,000
Federal-aid Highway Lane Miles in Bismarck-Mandan MPO Area which NDDOT Provides Operation and Maintenance Activities	312	312
Percent Federal-Aid Highway Lane Miles in MPO per Total Statewide Roadway Lane Miles	1.90%	1.90%
MPO Area Apportioned Operations and Maintenance Expenses	\$2,697,468	\$8,092,404
MPO Area Apportioned Operations and Maintenance Revenues	\$2,697,468	\$8,092,404

¹The operations and maintenance expenditures/revenues consider all roadway lane miles maintained by NDDOT throughout the State of North Dakota.
²The operations and maintenance expenditures/revenues for 2017-2020 were undetermined at the time of publication of the Bismarck-Mandan MPO Draft 2017-2020 so the 2016-2019 expenditures/revenues assumed.

City of Bismarck Operations and Maintenance Expenses/Revenues

	2017	2018*	2019*	2020*
Anticipated Operations and Maintenance Expenses ¹	\$3,858,070	\$3,973,812	\$4,093,026	\$4,215,817
Anticipated Roadway Maintenance and Operations Revenue ^{1*}	\$3,858,070	\$3,973,812	\$4,093,026	\$4,215,817
Funding Sources for Operations and Maintenance Activities	Motor vehicle taxes, roads & bridges funding from state, sale of labor & equipment, equipment rental to other divisions			
Percent Federal-Aid Highway Centerline Miles in City of Bismarck per Total City of Bismarck Roadway Centerline Miles ²	6.70%	6.70%	6.70%	6.70%
City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	\$258,491	\$266,245	\$274,233	\$282,460
City of Bismarck Apportioned Operations and Maintenance Revenues for Federal Aid Highways ²	\$258,491	\$266,245	\$274,233	\$282,460

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Bismarck (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
²Federal-aid roadway miles exclude roadways maintained solely by NDDOT.
³3% Inflation rate was assumed for future year expenses and revenues.

Federal-aid Highways in the City of Bismarck

Name	Location	Jurisdictional Operations and Maintenance Responsibility
US 83/State Street	Within Bismarck Corporate City Limits	Partnership with NDDOT
Expressway	Between Expressway Bridge and I-94	Partnership with NDDOT
7th and 9th Streets	Between Boulevard and Expressway	Partnership with NDDOT
ND 1804/University	Between Expressway & Corporate City Limits	Partnership with NDDOT
I-94	Within Bismarck Corporate City Limits	NDDOT Fully Responsible

City of Mandan Operations and Maintenance Expenses/Revenues

	2017	2018	2019*	2020*
Anticipated Operations and Maintenance Expenses ¹	\$351,609	\$362,157	\$373,022	\$384,213
Anticipated Roadway Maintenance and Operations Revenue ¹	\$351,609	\$362,157	\$373,022	\$384,213
Funding Sources for Operations and Maintenance Activities	<i>Highway Tax</i>			
Percent Federal-Aid Highway Centerline Miles in City of Mandan per Total City of Mandan Roadway Centerline Miles ²	6.55%	6.55%	6.55%	6.55%
City of Mandan Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	\$23,031	\$23,721	\$24,433	\$25,166
City of Mandan Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²	\$23,031	\$23,721	\$24,433	\$24,433

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Mandan (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
²Federal-aid roadway miles exclude roadways maintained solely by NDDOT.
 *3% Inflation rate was assumed for future year expenses and revenues.

Author: gabrie4215 Subject: Sticky Note Date: 6/23/2016 1:30:36 PM
 why is mandan's O&M so much less than bismarck's? Are we reporting the same information?

Author: gabrie4215 Subject: Sticky Note Date: 6/21/2016 2:53:51 PM
 Regional highways?

Federal-aid Highways in the City of Mandan

Name	Location	Jurisdictional Operations and Maintenance Responsibility
ND 1806	Within Mandan Corporate City Limit	City is Fully Responsible
Mandan Avenue	Between Main Avenue and I-94	City is Fully Responsible
Main Street	Between ND 6 and I-94	City is Fully Responsible
ND 6	Within Mandan Corporate City Limit	Partnership with NDDOT
Memorial Highway	Between Main Ave & Liberty Memorial Bridge	NDDOT Fully Responsible
Business Loop	Between ND 6 & Mandan Corporate City Limits	City is Fully Responsible
Highway 810	Between Memorial Hwy Interchange & Expressway Bridge	NDDOT Fully Responsible
I-94	Within Mandan Corporate City Limits	NDDOT Fully Responsible

Burleigh County Operations and Maintenance Expenses/Revenues

	2017	2018*	2019*	2020*
Anticipated Operations and Maintenance Expenses ¹	\$8,100,000	\$8,343,000	\$8,593,290	\$8,851,089
Anticipated Roadway Maintenance and Operations Revenue ¹	\$8,100,000	\$8,343,000	\$8,593,290	\$8,851,089
Funding Sources for Operations and Maintenance Activities	Hwy Gas Tax, Political Sub Work/Misc, Taxes/State Aid			

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in Burleigh County (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
 *3% Inflation rate was assumed for future year expenses and revenues.

Federal-aid Highways in Burleigh County

Name	Location	Jurisdictional Operations and Maintenance Responsibility
ND 1804	North of Bismarck to County Line	NDDOT is Fully Responsible
Interstate 94	County Wide	NDDOT is Fully Responsible
ND 1804	South of Bismarck to County Line	NDDOT is Fully Responsible
Highway 83	North of Bismarck to County Line	NDDOT is Fully Responsible

Morton County Operations and Maintenance Expenses/Revenues

	2017	2018*	2019*	2020*
Anticipated Operations and Maintenance Expenses ¹	8,100,000	\$8,343,000	\$8,593,290	\$8,851,089
Anticipated Roadway Maintenance and Operations Revenue ¹	8,100,000	\$8,343,000	\$8,593,290	\$8,851,089
Funding Sources for Operations and Maintenance Activities	Mill Levies, State and Federal Funding, Gas Tax			

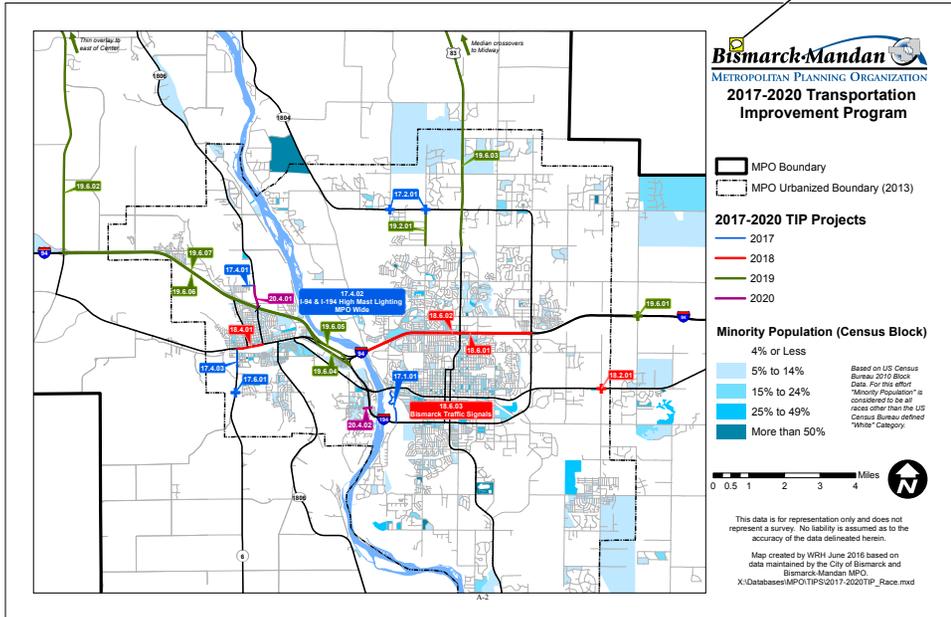
¹The operations and maintenance expenditures/revenues consider all roadway lane miles in Morton County (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
 *3% Inflation rate was assumed for future year expenses and revenues.

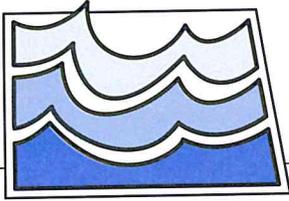
Federal-aid Highways in Morton County

Name	Location	Jurisdictional Operations and Maintenance Responsibility
25 N	Interstate 94 to County Line	NDDOT is Fully Responsible
Interstate 94	County wide	NDDOT is Fully Responsible
Interstate 94B	Outside of Mandan to I-94	NDDOT is Fully Responsible
ND 1806	North of Mandan to County Line	NDDOT is Fully Responsible
ND 1806	South of Mandan to County Line	NDDOT is Fully Responsible
Highway 6	South and Outside of Mandan to County Line	NDDOT is Fully Responsible

Author: gabrie4215 Subject: Sticky Note Date: 6/20/2016 8:35:23 AM
 Should this be just within the MPO or county wide?

Author: gabrie4215 Subject: Sticky Note Date: 6/20/2016 8:35:03 AM
 do burleigh and morton have the exact same expenses and revenues?





North Dakota State Water Commission

900 EAST BOULEVARD AVENUE, DEPT 770 • BISMARCK, NORTH DAKOTA 58505-0850
(701) 328-2750 • TTY 1-800-366-6888 or 711 • FAX (701) 328-3696 • <http://swc.nd.gov>

June 30, 2016

RECEIVED
JUL 05 2016

Will Hutchings
Bismarck-Mandan MPO
PO Box 5503
Bismarck, ND 58506-5503

Dear Mr. Hutchings:

This is in response to your request for review of environmental impacts associated with the “draft” Bismarck-Mandan Metropolitan Planning Organization’s projects list for its 2017-2020 version of the Transportation Improvement Program.

The proposed project has been reviewed by State Water Commission staff and the following comments are provided:

- Any work that encroaches on a FEMA identified floodplain or floodway must be reviewed and permitted by the local permitting authority is listed in the following paragraph.

Please work closely with your local Floodplain Administrators. The Floodplain Administrator for the City of Bismarck is: Brady Blaskowski; 701-355-1467 or 701-355-1465; bblaskowski@bismarcknd.gov. The Floodplain Administrator for the City of Mandan is: Doug Lalim; 701-667-3230 or 701-667-3236; dlalim@cityofmandan.com. The Floodplain Administrator for Burleigh County is: Ray Ziegler; 701-221-3727 or 701-221-3728; rziegler@nd.gov. The Floodplain Administrator for Morton County is: Natalie Pierce; 701-667-3346; natalie.pierce@mortonnd.org.

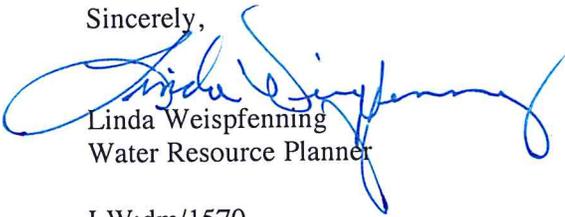
- A Sovereign Land Permit may be required from the Office of the State Engineer (OSE) for any project crossing the Missouri River. Please Contact Jerry Heiser at 701-328-4935 regarding Sovereign Land Permit requirements for projects involving Missouri River crossings.
- A drain permit is required from the OSE for any watershed drained that is over 80 acres. Please contact Brian Mager at 701-328-3442 regarding drain permit requirements for projects that need a drain permit.
- The ND State Water Commission (Commission) maintains a network of observation/monitor water wells and the location of gaging stations throughout the state, and many are located close to public right-of-ways. The location information can be obtained from the Commission’s website at: <http://swc.nd.gov>; then click on “Information and Education”; then click on “Maps/GIS and Data,” then click on “Map Services;” then click on the “Ground and Surface Water Information” map. Please inform the Water Appropriations Division of the Commission at 701-328-2754, if gaging stations or water wells may be affected by the project or accidently damaged.
- It is the responsibility of the project sponsor to ensure that local, state and federal agencies are contacted for any required approvals, permits, and easements.

- All waste material associated with the project must be disposed of properly and not placed in identified floodway areas.

State Water Commission staff would be happy to review the projects in the FY 2017-2020 Transportation Improvement Plan on an individual basis in order to provide more detailed comments specific to each project. Please submit an environmental review request for each individual project when the projects are being designed and prior to implementation.

Thank you for the opportunity to provide review comments. If you have any questions, please call me at 701-328-4967.

Sincerely,



Linda Weispfenning
Water Resource Planner

LW:dm/1570

William Hutchings

From: Johnson, Michael E. <mijohnson@nd.gov>
Sent: Thursday, June 30, 2016 5:12 PM
To: William Hutchings
Cc: Steve Saunders; Rachel A. Drewlow; Hanson, Stacey M.
Subject: Draft STIP Project Listing
Attachments: 2017-2020 Draft STIP Bismarck - Filtered.xlsx

Will,

Attached is a listing of projects for the Draft STIP. Please use this information to prepare your Draft TIP.

Thanks,

Michael E. Johnson, P.E.

Urban Engineer & MPO Coordinator
Local Government
N.D. Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505
Phone: 701-328-2118
Cell: 701-989-1165
Email: mijohnson@nd.gov

MPO	Dist	Fiscal Year	Program Heading	PCN	Funding Source	Pend	Hwy	Location	Types of Work	Total Cost	Federal Funds	State Funds	Local Funds	Other Funds	
N	1	2017	Rural	20975	SS		14	WING N TO 1 MI S CO LN	Asp Ol>2"<Or=3", Pipe Replacem	\$2,741,646	\$2,218,814	\$522,832	\$0	\$0	William R. Hutchings: Please Indicate Which Cross-Street and Lane of Travel
N	1	2017	Rural	20976	SS		14	1 MI S CO LN N TO JCT ND 200	Asp Ol>2"<Or=3"	\$2,612,604	\$2,114,380	\$498,224	\$0	\$0	
Y	1	2017	Rural		SS		25	JCT I-94 N TO E OF CENTER	Thin Overlay	\$5,092,218	\$4,121,132	\$971,086	\$0	\$0	Response: Washington Street structure EB
N	1	2017	Rural		SS		25	E OF CENTER TO JCT 48 CENTER	Thin Overlay	\$64,098	\$51,875	\$12,223	\$0	\$0	William R. Hutchings: Please Indicate Which Cross-Street and Lane of Travel
N	1	2017	Rural	20677	NHSS		49	GLEN ULLIN E & N TO CO LN	Hot Bit Pave, Lighting, Widening	\$7,168,084	\$5,801,130	\$1,366,954	\$0	\$0	
N	1	2017	Rural		NH		83	JCT ND 34 N TO JCT I-94	Mill/OI 2" Max	\$4,860,300	\$3,933,441	\$926,859	\$0	\$0	Response: 4th Street structure EB
N	1	2017	Rural	21517	NH		83	WILTON N TO WASHBURN N	Microsurfacing	\$1,251,623	\$1,012,938	\$238,685	\$0	\$0	
N	1	2017	Rural	21517	NH		83	WILTON N TO WASHBURN	Microsurfacing	\$1,228,485	\$994,213	\$234,272	\$0	\$0	William R. Hutchings: Please Indicate Which Cross-Street and Lane of Travel
Y	1	2017	Rural	21573	IM		94	VARIOUS LOCATIONS - BISMARCK/MANDAN	Lighting	\$1,713,400	\$1,542,060	\$171,340	\$0	\$0	
Y	1	2017	Rural	20820	IM		94	GRANT MARSH BRIDGE TO E BIS INTR E	Asp Ol>2"<Or=3", CPR, HBP on Ramps, Marking	\$2,521,288	\$2,269,159	\$252,129	\$0	\$0	William R. Hutchings: Please Indicate Which Cross-Street and Lane of Travel
Y	1	2017	Rural	20820	IM		94	GRANT MARSH BR E TO E BIS INTR	Asp Ol>2"<Or=3", CPR, HBP on Ramps, Marking	\$2,521,288	\$2,269,159	\$252,129	\$0	\$0	Response: Washington Street structure WB
N	1	2017	Rural	21507	NH		200	MCLUSKY E TO JCT 14	Mill/OI>2<Or=3", Riprap, Sliver Grading	\$6,788,000	\$5,493,528	\$1,294,472	\$0	\$0	William R. Hutchings: Please Indicate Which Cross-Street and Lane of Travel
Y	1	2017	Urban	17917	SU		6	10TH AV SW (HEART RIVER BRIDGE-MAIN)	CPR	\$250,000	\$202,325	\$47,675	\$0	\$0	
Y	1	2017	Urban	21573	NHU		810	VARIOUS LOCATIONS - MANDAN	Lighting	\$201,000	\$162,669	\$18,231	\$20,100	\$0	Response: 4th Street structure WB
Y	1	2017	Urban		SU		988	27TH ST (1806 TO 8TH AVE NW)	Reconstruction	\$1,000,000	\$809,300	\$0	\$190,700	\$0	
Y	1	2017	Bridge	20820	IM		94	3 WEST OF US 83 NORTH	Struct/Incid	\$1,000,000	\$900,000	\$100,000	\$0	\$0	William R. Hutchings: Are these the same locations as listed under previous PCN#17917 in 2016-2019 TIP?
Y	1	2017	Bridge	20820	IM		94	1 WEST OF US 83 NORTH	Deck Overlay	\$275,000	\$247,500	\$27,500	\$0	\$0	
Y	1	2017	Bridge	20820	IM		94	1 WEST OF US 83 NORTH	Deck Overlay	\$200,000	\$180,000	\$20,000	\$0	\$0	Response: 3 Intersections, two are in the MPO boundary. ND Highway 1804 & Washington St. ND Highway 1804 & 15th St. US Highway 83 & 201st
Y	1	2017	Bridge	20820	IM		94	JUNCTION OF US 83N & I-94	Struct/Incid	\$100,000	\$90,000	\$10,000	\$0	\$0	
Y	1	2017	Bridge	20820	IM		94	1 WEST OF US 83 NORTH	Deck Overlay	\$184,912	\$166,421	\$18,491	\$0	\$0	Response: Eastbound
Y	1	2017	Bridge	20820	IM		94	1 WEST OF US 83 NORTH	Deck Overlay	\$192,308	\$173,077	\$19,231	\$0	\$0	
Y	1	2017	Safety	21039	HEU		6	INTERSECTION OF ND 6 AND 19TH ST SW	Turn Lanes, Signing, Lighting	\$530,000	\$477,000	\$53,000	\$0	\$0	Response: Eastbound
N	1	2017	Safety	21519	HEN		94	STERLING & NEW SALEM INTER LIGHTING	Lighting	\$258,000	\$232,200	\$25,800	\$0	\$0	William R. Hutchings: Is this Westbound or Eastbound?
Y	1	2017	Safety	21611	HLC			BURLEIGH COUNTY STATE LRSP	Lighting, Signing, Marking	\$50,000	\$45,000	\$0	\$5,000	\$0	
N	1	2017	Safety	21516	HES			FAMILY DOLLAR STORE TURN LANES	Turn Lanes	\$275,000	\$248,000	\$27,000	\$0	\$0	Response: Eastbound
N	1	2017	Safety		HLC			SIOUX COUNTY ROAD PROJECTS	Rumble Stripes, Lighting, Signing	\$475,000	\$475,000	\$0	\$0	\$0	
N	1	2017	Safety	21626	HLS			ND 6, 24 & 1806 ON SRST STATE LRSP	Lighting, Signing, Pave Mark	\$80,000	\$80,000	\$0	\$0	\$0	William R. Hutchings: Is this Westbound or Eastbound?
Y	1	2017	Transit		TURB			BISMARCK-CITYWIDE-5307	TR Op Assist	\$2,900,000	\$1,806,005	\$150,000	\$1,743,995	\$0	
Y	1	2017	Transit		TURB			BISMARCK-CITYWIDE-5307	TR Prev Maint	\$322,500	\$250,000	\$0	\$62,500	\$0	
N	1	2018	Rural	18810	NH		3	STEELE N TO TUTTLE	Asp Ol>2"<Or=3", Pipe Repair, Sliver Grading	\$12,993,000	\$10,545,235	\$2,477,765	\$0	\$0	Response: Eastbound
N	1	2018	Rural	21509	NH		3	W JCT 200 E TO HURDSFIELD	Asp Ol>2"<Or=3", Riprap, Sliver Grading	\$1,730,000	\$1,400,089	\$329,911	\$0	\$0	William R. Hutchings: Is this Westbound or Eastbound?
Y	1	2018	Rural		IM	P2018	94	E ND 25 E TO GRANT MARSH BRIDGE	CPR, Mill/OI 2" Max	\$3,245,856	\$2,921,270	\$324,586	\$0	\$0	
Y	1	2018	Rural		IM		94	GRANT MARSH BRIDGE TO E BIS INTR E	Microsurfacing	\$468,150	\$421,335	\$46,815	\$0	\$0	Response: Westbound
Y	1	2018	Rural		IM	P2018	94	E ND 25 E TO GRANT MARSH BRIDGE	CPR, Mill/OI 2" Max	\$3,233,315	\$2,909,983	\$323,332	\$0	\$0	
Y	1	2018	Rural		IM		94	GRANT MARSH BR E TO E BIS INTR	Microsurfacing	\$463,224	\$416,902	\$46,322	\$0	\$0	William R. Hutchings: Is this Westbound or Eastbound?
N	1	2018	Rural	21508	NH		200	JCT 14 E TO W JCT 3	Intersect Imp, Mill/OI>2<Or=3", Pipe Replacem, Sliver Grading	\$8,469,001	\$6,853,963	\$1,615,038	\$0	\$0	
Y	1	2018	Urban	21173	S-NHU		94	MAIN ST (ND 6 - ND 1806)	Signals	\$1,500,000	\$1,200,000	\$150,000	\$150,000	\$0	Response: Westbound
Y	1	2018	Urban		S-NHU			INTERSECTION OF 66TH ST & HWY 10	Intersect Imp	\$825,000	\$660,000	\$0	\$165,000	\$0	
N	1	2018	ND St	20808	NH		83	LINTON - S OF 6TH ST TO HICKORY AVE	Aggr Base, Hot Bit Pave, Lighting	\$374,375	\$302,982	\$33,956	\$37,437	\$0	William R. Hutchings: Is this Northbound or Southbound?
Y	1	2018	Safety		HLU			BISMARCK TRAFFIC SIGNALS	Signal Revision	\$525,000	\$472,500	\$0	\$52,500	\$0	Does this replace the Previous PCN#17378 - including median crossovers or just turn lanes?
Y	1	2018	Transit		TURB			BISMARCK-CITYWIDE-5307	TR Op Assist	\$3,000,000	\$951,125	\$150,000	\$1,898,875	\$0	
Y	1	2018	Transit		TURB			BISMARCK-CITYWIDE-5307	TR Prev Maint	\$412,500	\$330,000	\$0	\$82,500	\$0	Response: Northbound-yes
Y	1	2019	Rural	17378	NH	P2019	83	BIS-57TH AVE NW N TO WILTON	Mill/OI>2<Or=3", Turn Lanes	\$10,487,000	\$8,487,129	\$1,999,871	\$0	\$0	
Y	1	2019	Rural	21627	NH	P2019	83	BIS-57TH AVE NW N TO WILTON	Mill/OI>2<Or=3", Turn Lanes	\$7,929,999	\$6,416,940	\$1,512,060	\$0	\$0	William R. Hutchings: Is this Northbound or Southbound?
Y	1	2019	Rural		IM		94	E BIS INTR E TO STERLING	Struct/Incid, Subcut	\$500,000	\$450,000	\$50,000	\$0	\$0	
Y	1	2019	Rural		IM		94	E BIS INTR E TO STERLING	Struct/Incid, Subcut	\$500,000	\$450,000	\$50,000	\$0	\$0	Does this include median crossovers or just turn lanes?
N	1	2019	Rural		NH		200	JCT 200A N TO JCT 1806	Asp Ol>2"<Or=3", Sliver Grading	\$6,784,619	\$5,490,792	\$1,293,827	\$0	\$0	
N	1	2019	Rural	21510	NH		200	E JCT 41-MERCER-E TO MCLUSKY	Mill/OI>2<Or=3", Riprap, Sliver Grading	\$9,628,000	\$7,791,940	\$1,836,060	\$0	\$0	Response: Southbound
Y	1	2019	Urban	17378	NHU	P2019	83	US 83 (CALGARY AVE TO 57TH AVE)-NB	Asp Ol>2"<Or=3"	\$1,200,000	\$971,160	\$228,840	\$0	\$0	
Y	1	2019	Urban	21627	NHU	P2019	83	US 83 (CALGARY AVE TO 57TH AVE)-SB	Asp Ol>2"<Or=3"	\$1,250,000	\$1,011,625	\$238,375	\$0	\$0	

Y	1	2019	Urban	SU	981	WASHINGTON ST (57TH AVE - 71ST AVE)	Reconstruction	\$4,350,000	\$3,487,000	\$0	\$863,000	\$0
Y	1	2019	Bridge	IM	94	5 EAST OF US 83 NORTH	Struct Replace	\$1,988,760	\$1,789,884	\$198,876	\$0	\$0
Y	1	2019	Transit	TURB		BISMARCK-CITYWIDE-5307	TR Op Assist	\$3,000,000	\$976,747	\$150,000	\$1,873,253	\$0
Y	1	2019	Transit	TURB		BISMARCK-CITYWIDE-5307	TR Prev Maint	\$412,500	\$330,000	\$0	\$82,500	\$0
N	1	2020	Rural	18811 NH	P2020	3 TUTTLE N TO W JCT 200	Grading	\$12,679,000	\$10,261,115	\$2,417,885	\$0	\$0
Y	1	2020	Rural	17415 NH		6 JCT 21 N TO HEART RIVER-MANDAN	Thin Overlay	\$3,386,000	\$2,740,290	\$645,710	\$0	\$0
N	1	2020	Rural	NH		83 JCT ND 34 N TO JCT I-94	Microsurfacing	\$2,050,192	\$1,659,220	\$390,972	\$0	\$0
Y	1	2020	Rural	IM		94 E ND 25 E TO GRANT MARSH BRIDGE	Microsurfacing	\$794,279	\$714,851	\$79,428	\$0	\$0
Y	1	2020	Rural	IM		94 E ND 25 E TO GRANT MARSH BRIDGE	Microsurfacing	\$791,211	\$712,090	\$79,121	\$0	\$0
Y	1	2020	Urban	SU		988 MCKENZIE DR (WB RAMP - 46TH AV)	Reconstruction	\$1,300,000	\$1,052,090	\$0	\$247,910	\$0
Y	1	2020	Urban	NHU		1806 ND 1806 (I-94 RAMP-27TH ST NW)	Reconstruction	\$7,500,000	\$6,000,000	\$750,000	\$750,000	\$0
Y	1	2020	Transit	TURB		BISMARCK-CITYWIDE-5307	TR Prev Maint	\$412,500	\$330,000	\$0	\$82,500	\$0
Y	1	2020	Transit	TURB		BISMARCK-CITYWIDE-5307	TR Op Assist	\$3,000,000	\$1,002,882	\$150,000	\$1,847,118	\$0

William R. Hutchings:
Please provide more detail about this type of work:
"Struct/Incid,Subcut"

Response: Sorry, this project has not been setup yet so this is what I know and is available

William R. Hutchings:
East or West Bound Lane?

Response: Eastbound

William R. Hutchings:
East or West Bound Lane?

Response: Westbound

* Currently in our Draft TIP / Not in the Draft STIP

*	NDDOT	19.6.04	Rural - I-94 Eastbound Lane (Collins Ave Grade Separation to E Midway Interchange) (Mill and Overlay)	\$876,000	\$97,000	\$0	\$973,000	RURAL	
*	NDDOT	19.6.05	RURAL - I-94 Westbound Lane (Collins Ave Grade Separation to E Midway Interchange) (Mill and Overlay)	\$865,000	\$96,000	\$0	\$961,000	RURAL	
*	NDDOT	19.6.06	RURAL - I-94 Eastbound Lane (E ND25 to W ND 1806) (Mill & Overlay)	\$1,830,000	\$203,000	\$0	\$2,033,000	RURAL	
*	NDDOT	19.6.07	RURAL - I-94 Westbound Lane (E ND25 to W ND 1806) (Mill & Overlay)	\$1,829,000	\$203,000	\$0	\$2,032,000	RURAL	

William R. Hutchings:
Please confirm these two 2019 Projects were removed from 2017-2020 Program

Response: Both of these projects have been replaced by the project noted above with the description of ND 25 to Grant Marsh Bridge.

William R. Hutchings:
Please confirm these two 2019 Projects were removed from 2017-2020 Program

Response: Same comment.

William Hutchings

From: Brian Ritter <BRitter@bmda.org>
Sent: Friday, July 08, 2016 11:46 AM
To: William Hutchings
Subject: 2017 - 2020 TIP Comments

Good Morning Will,

Please accept the following comments on the 2017 – 2020 TIP. I do plan to attend the public hearing on Monday, but if for some reason I cannot attend, I submit the following:

Regarding the projects scheduled for 2017 – 2020, quite frankly, there's little that I believe will generate interest from the business community. The two exceptions being two projects scheduled for completion in 2019: Burleigh County's planned reconstruction of North Washington Street from 57th Ave – 71st Ave and the State DOT's planned structural replacement of the bridge over Interstate 94 at 80th Street in rural Burleigh County. Those are my only comments regarding the projects planned for 2017 – 2020 as listed in the TIP.

Within the MPO's member jurisdictions, those projects or areas we hear most discussed in the business community are as follows:

- **City of Bismarck:** Washington Street (both north from 57th – 71st as well as south from the drainage ditch to Burleigh Ave), 43rd Ave / Ash Coulee from Horizon to Centennial Road, Centennial Road from Interstate 94 north to 43rd and an interchange along Interstate 94 at 66th
- **City of Mandan:** Boundary Road extension west of Mandan High School, an interchange along Interstate 94 at 56th, Old Red Trail Reconstruction near the planned Starion Sports Complex, the planned reconstruction of Memorial Highway and improvements to the intersection of 46th & McKenzie.
- **Burleigh County:** The aforementioned reconstruction of North Washington and Interstate 94 interchanges at 66th and/or 80th
- **Morton County:** Widening of Highway 25 from approximately 1 mile north of Interstate 94 south to where the Highway turns east towards Mandan.
- **Lincoln:** Access to Interstate 94 at 66th Street via an interchange and 'straightening' of the Yegen Road curve east of the Northern Plains Commerce Centre

These are by no means an exhaustive list of projects in any of the aforementioned jurisdictions, these are simply those we as a staff hear most commonly referenced, questioned, etc. during the course of business. Other projects / areas of interest include: a potential bridge over the Heart River in south Mandan, the extension of major east-west roadways in Bismarck towards a future interchange east of Bismarck and of course, a fourth bridge over the Missouri River.

Thank you,

Brian

Brian Ritter, CEcD
President / CEO
Bismarck-Mandan Development Association

Office: 701.222.5530

Mobile: 701.471.1514

Twitter: @briangritter

Facebook: <https://www.facebook.com/BisManDevelop>

Web: www.bmda.org



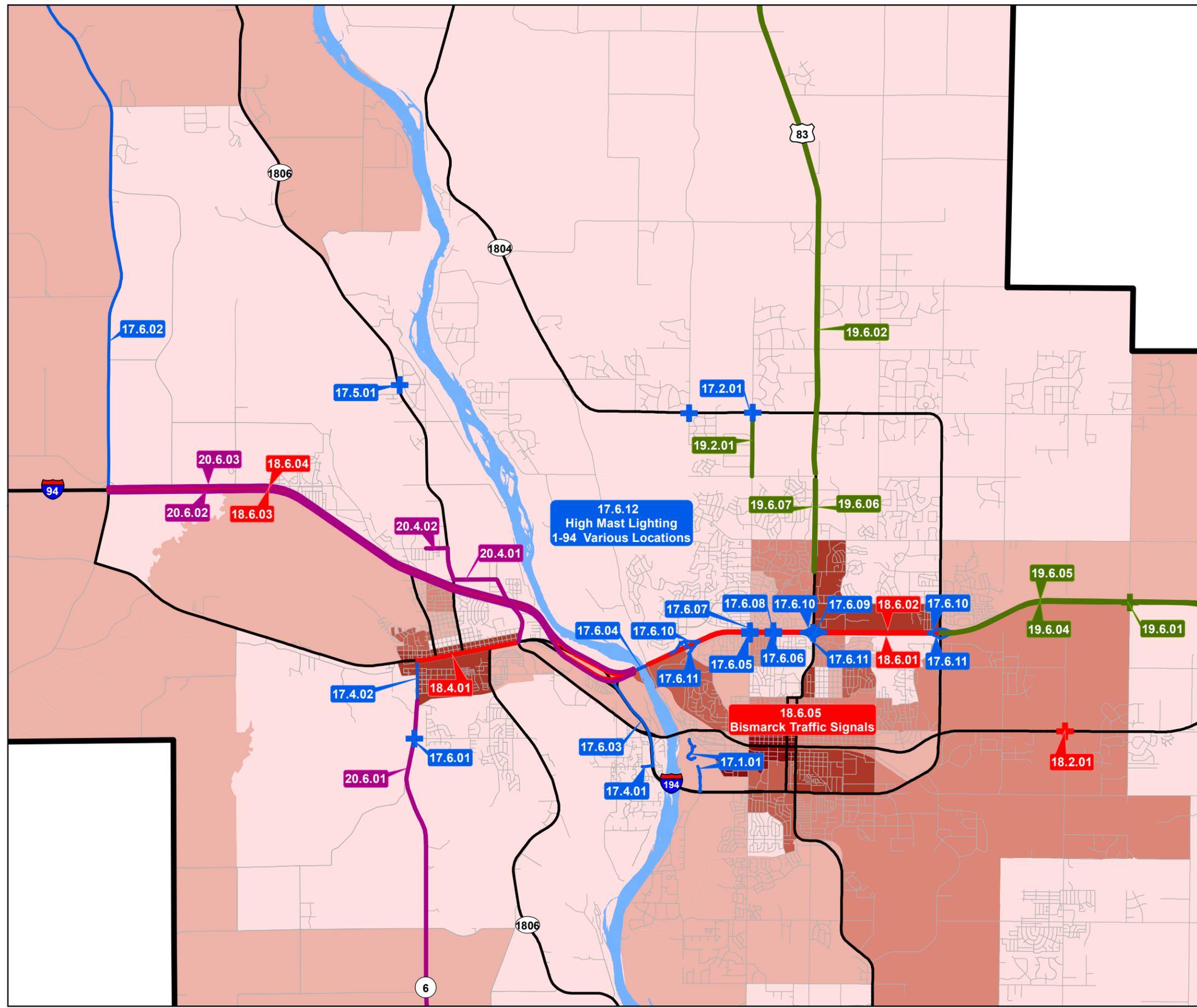
MEMORANDUM

Date: August 15, 2016
To: MPO Staff
From: Steve Saunders, MPO Executive Director *SS*
Re: Project descriptions within the Transportation Improvement Program

In cases where the project extent is greater than the MPO area but the total project cost has not been pro-rated to reflect that, it shall be de-noted with the use of "MPO" in subscript font placed by the project description. This shall become effective with the 2017-2020 Transportation Improvement Program document.

APPENDIX

2017-2020 Transportation Improvement Program
 Population in Poverty



□ MPO Boundary

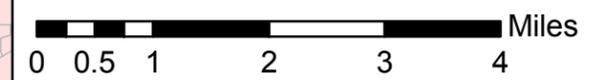
2017-2020 TIP Projects

- 2017
- 2018
- 2019
- 2020

Population in Poverty (Census Block Group)

- 0% - 4%
- 5% - 9%
- 10% - 14%
- 15% - 19%
- 20% - 24%
- More than 25%

Based on US Census Bureau 2009-2013 American Community Survey Block Group Data Table B17017

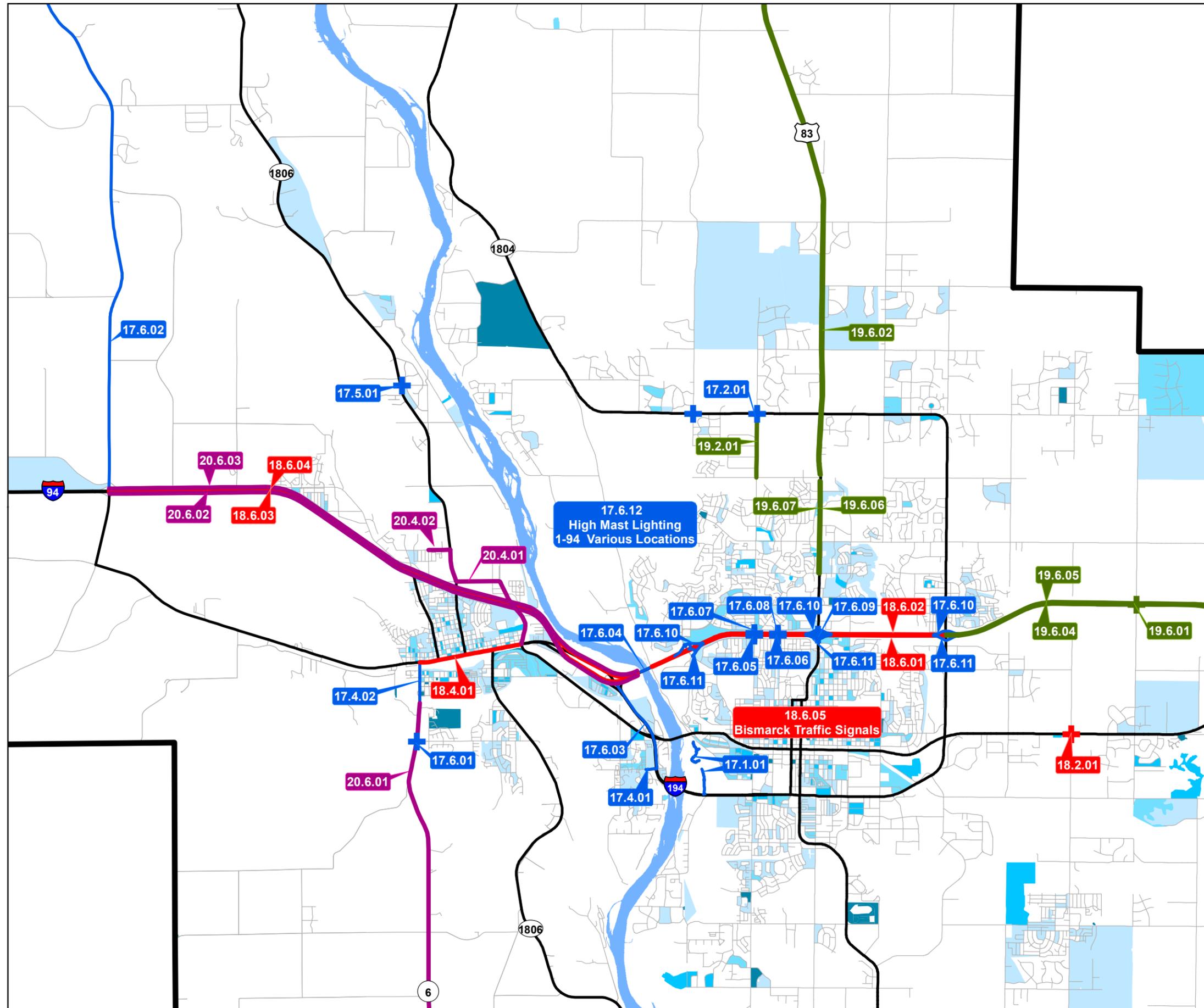


This data is for representation only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated herein.

Map created by WRH June 2016 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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2017-2020 Transportation Improvement Program

Minority Population

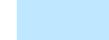


 MPO Boundary

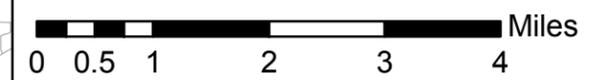
2017-2020 TIP Projects

-  2017
-  2018
-  2019
-  2020

Minority Population (Census Block)

-  4% or Less
-  5% to 14%
-  15% to 24%
-  25% to 49%
-  More than 50%

Based on US Census Bureau 2010 Block Data. For this effort "Minority Population" is considered to be all races other than the US Census Bureau defined "White" Category.



This data is for representation only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated herein.

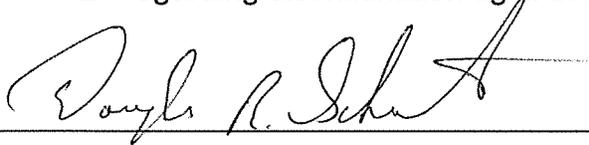
Map created by WRH June 2016 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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MPO Self Certification

This is an abridged version of the complete MPO Self Certification document. The complete document, in its entirety, can be viewed at the Bismarck-Mandan MPO offices.

23 United States Code (U.S.C.) 450.336 requires Metropolitan Planning Organizations to regularly certify that their planning process is being carried out in accordance with applicable requirements; also, that the planning process supports the development of a comprehensive Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program that are consistent concerning the following applicable federal regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
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 (DBE) 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 MPO Policy Board Chair

08/16/16

Date

Glossary of Common Flexible and Rigid Pavement Treatments

The following definitions were obtained from an excerpt of the "Pavement Preservation: Applied Asset Management" training manual offered by the National Center for Pavement Preservation (NCP) Department of Civil and Environmental Engineering Michigan State University April 2012

FLEXIBLE PAVEMENTS

Asphalt Crack Sealing – Asphalt crack sealing is generally targeted to working cracks. It involves routing or sawing a reservoir, preparing the reservoir by abrasive blasting and thoroughly cleaning it with compressed air. Hot poured, rubberized asphalt sealants are most commonly used with or without backer rod material depending upon crack width/depth.

Asphalt Crack Filling – Asphalt crack filling is principally used for treating non-working cracks. It involves blowing the crack clean with dried, compressed air and filling it with specifically blended asphaltic material. Numerous crack fill configurations have been designed for different types of applications

Fog Seal – A fog seal is the light application of diluted asphalt emulsion to renew surfaces and seal small cracks and surface voids.

Sand Seal – A sand seal is the application of asphalt emulsion followed by a thin layer of sand to seal small cracks and protect pavements. The treatment is used to improve skid resistance and seal pavement surfaces on low volume roads.

Chip Seal – A chip seal is an application of asphalt emulsion followed by a thin layer of aggregate to protect the pavement from oxidation, prevent water infiltration, retard raveling, and restore skid coefficients. Chip seals may be applied in several applications – a single, double or triple course.

Slurry Seal – A slurry seal is a mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler, and water. It is used to fill cracks in the pavement, restore a uniform surface texture, seal the surface against water and air intrusion, and to improve skid resistance.

Micro-Surfacing – Micro-Surfacing is a mixture of polymer-modified asphalt emulsion, mineral aggregate, mineral filler, water, and additives, properly proportioned, mixed, and spread on a paved surface.

A single course micro-surfacing applied to a pavement will retard oxidation and improve skid resistance. A multiple-course micro-surfacing application will correct certain pavement surface deficiencies including rutting, minor surface profile irregularities, polished aggregate or low skid resistance, and light to moderate raveling.

Hot Mix Asphalt (HMA) Overlay – These overlays are limited to 1-1/2 inch thickness (170 lbs/sq yd) of generally dense graded mixture. A HMA overlay will improve the ride quality and strengthen the existing pavement structure.

Surface Milling/Non-Structural HMA Overlay – Surface milling is the removal of an existing asphalt surface by the cold milling method followed by the placement of an asphalt overlay with a maximum thickness of 1-1/2 inch. This treatment, which is sometimes called “Mill” and “Fill”, will correct several pavement deficiencies such as improving the existing cross section, matching curb and gutter grades, and improving the ride quality.

RIGID PAVEMENTS

Diamond Grinding – Diamond grinding is a process that uses a series of diamond-tipped saw blades mounted on a shaft or arbor to shave off the upper surface (about 0.25 inch) of a rigid pavement.

Diamond grinding is used to improve the surface longitudinal profile and crown of a concrete pavement. Diamond grinding benefits include improved ride equality, removal of joint and crack faults, removal of wheel ruts caused by studded tires, restoration of transverse drainage, and improvement of skid resistance

Concrete Crack Sealing – Concrete crack sealing is a first line of defense in pavement preservation and is intended to prevent or reduce the ingress of moisture and incompressible material into cracks, thereby slowing deterioration. (Crack sealing is not usually done on Continuous Reinforced Concrete Pavement (CRCP)).

The treatment involves sawing, cleaning and sealing of concrete pavement cracks that are longer than 3 feet and wider than 0.125 inch. For cracks wider than 0.4 inch, a backer rod must be used.

Concrete Joint Resealing – This treatment includes the removal of the existing deteriorated joint seals, and resealing the transverse and longitudinal joints with preformed neoprene, silicon, or low-modulus hot-poured rubber.

Concrete pavement joints are sealed to prevent water and incompressible materials from entering the pavement structure, thereby slowing the rate of deterioration of the concrete pavement. The many aspects of the process are essentially the same as Concrete Crack Sealing.

Partial Depth Repair – Partial depth repair is used to improve the ride quality and assist in sealing the pavement surface by repairing localized areas of surface deterioration within the upper one-third of the slab depth. The concrete pavement should be in relatively good condition with only localized areas needing repair. This treatment involves substantial hand work at the top portion of the concrete slab.

Dowel Bar (Load Transfer) Retrofit – A dowel bar retrofit is the placement of dowel bars across faulted joints and/or cracks to re-establish load transfer between slabs.

The treatment restores effective load transfer at joints and cracks, significantly reduces the occurrence of severe faulting, and increases the structural capacity of the pavement.

The work consists of five operations: cutting the slots across the joint and/or crack, preparing the slots, placing the dowel bars, backfilling the slots, and opening the pavement to traffic.

Full Depth Concrete Pavement Repair – Full depth concrete pavement repair consists of the removal and replacement of the concrete pavement at the deteriorated joint or open crack. The repair may include the insertion of load transfer dowels, pavement reinforcement, and contraction and/or expansion joints with joint seals.

This treatment will restore pavement structural integrity and should (at least) maintain its existing ride quality. Secondary benefits include reducing the quantity of water entering the pavement structure and slowing the rate of distress.

FUNDING SOURCES

PROJECT PREFIX

IM	=	Interstate Maintenance - State Project
SIM	=	Interstate Maintenance - "Small" State Project
NH	=	National Highway System - State Project
SNH	=	National Highway System - "Small" State Project
NHU	=	National Highway System - State Urban Project
S-NHU	=	National Highway System - "Small" State Urban Project
HPP	=	High Priority Project NHS - State Project
S-HPP	=	High Priority Project NHS - "Small" State Project
HPU	=	High Priority Project NHS - State Urban Project
S-HPU	=	High Priority Project NHS - "Small" State Urban Project
TIP	=	Transportation Improvement Project NHS - State Project
S-HPP	=	Transportation Improvement Project NHS - "Small" State Project
TPU	=	Transportation Improvement Project NHS - State Urban Project
S-TPU	=	Transportation Improvement Project NHS - "Small" State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
CPU	=	Non-National Highway System - City Urban Project
SHP	=	High Priority - Non-National Highway System - State Rural Project
SHU	=	High Priority - Non-National Highway System - State or City Urban Project
STP	=	Transportation Improvement - Non-National Highway System - State Rural Project
STU	=	Transportation Improvement - Non-National Highway System State or City Urban Project
SC	=	Non-National Highway System - County Rural Project
SO	=	Non-National Highway System - County Off-System Project - (Bridge Rehabilitation/Replacement-type of work only)
BRI	=	Bridge Replacement - State Project - Interstate System
S-BRI	=	Bridge Replacement - "Small" State Project - Interstate System
BRN	=	Bridge Replacement - State Project - National Highway System
U-BRN	=	Urban Bridge Replacement - State Project - National Highway System
SBR	=	Bridge Replacement - "Small" State Project - National Highway System
U-SBR	=	Urban Bridge Replacement - "Small" State Project - National Highway System
BRS	=	Bridge Replacement - State Project - Non-National Highway System
BRU	=	Bridge Replacement - State or City Urban Project - Non-National Highway System
BRC	=	Bridge Replacement - County Project - Non-National Highway System
BRO	=	Bridge Replacement - County Off-System Project
HRR	=	High Risk Rural Roads - State Safety Project - Non-National Highway System
HEN	=	High Hazard Elimination - State Safety Project - National Highway System
SHE	=	High Hazard Elimination - "Small" State Safety Project - National Highway System
S-HEU	=	High Hazard Elimination - "Small" State Urban Safety Project - National Highway System
HES	=	High Hazard Elimination - State Safety Project - Non-National Highway System
HEU	=	High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
HEC	=	High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
HEO	=	High Hazard Elimination - County Off-System Safety Project
RSN	=	Railroad Crossing Hazard Elimination - State Safety Project - National Highway System
SRS	=	Railroad Crossing Hazard Elimination - "Small" State Safety Project - National Highway System
S-RSU	=	Railroad Crossing Hazard Elimination - "Small" State Urban Safety Project - National Highway System
RSS	=	Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System
RSU	=	Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
RSC	=	Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
RSO	=	Railroad Crossing Hazard Elimination - County Off-System Safety Project
RPN	=	Railroad Crossing Protection Device - State Safety Project - National Highway System
SRP	=	Railroad Crossing Protection Device - "Small" State Safety Project - National Highway System
S-RPU	=	Railroad Crossing Protection Device - "Small" State Urban Safety Project - National Highway System
RPS	=	Railroad Crossing Protection Device - State Safety Project - Non-National Highway System
RPU	=	Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System
RPC	=	Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector)
RPO	=	Railroad Crossing Protection Device - County Off-System Safety Project

PROJECT PREFIX

CM	=	Congestion Mitigation - State Rural Project - National Highway/Interstate System
CMU	=	Congestion Mitigation - State Urban Project - National Highway/Interstate System
SCM	=	Congestion Mitigation - "Small" State Rural Project - National Highway/Interstate System
S-CMU	=	Congestion Mitigation - "Small" State Urban Project - National Highway/Interstate System
CMS	=	Congestion Mitigation - State Rural Project - Non-National Highway System
U-CMU	=	Congestion Mitigation - State or City "Urban" Project - Non-National Highway System
TAU	=	Transportation Alternatives - State or City Urban Project - National or Non-National Highway System
TAC	=	Transportation Alternatives - County Project - Non-National Highway System
TCAP	=	Transit - Section 5339 Major Capital Investment
TE/D	=	Transit - Section 5310 Transportation for Elderly Persons & Individuals with Disabilities
TPL	=	Transit - Section 5303/4 Metropolitan and Statewide Planning
TRUR	=	Transit - Section 5311 Formula Grants for other than Urbanized Areas
TURB	=	Transit - Section 5307 Urbanized Area Formula Program
FHS	=	Forest Highway - State Project
FHC	=	Forest Highway - County Project
FHO	=	Forest Highway - County Off-System Project
SOIA	=	State Oil Infrastructure - Projects funded with special legislative funding for the 2013-2015 Biennium
SOIB	=	State Oil Infrastructure - Projects funded with special legislative funding for the 2015-2017 Biennium
TBD	=	Project Funding will be determined at a future date
ROM	=	Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD)
SER	=	State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program
SIB	=	State Infrastructure Bank - Projects funded using the State Infrastructure Bank program

**Not all listed funding sources are utilized within the TIP. List provided indicates all possible funding sources that maybe used Statewide.*