

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board

FROM: Rachel Lukaszewski, MPO Executive Director

DATE: February 13, 2024

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, February 20, 2024, at 1:30 PM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Building at 221 N 5th St, Bismarck, ND. The agenda is outlined below.

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

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

As always, live meeting coverage is available on Government Access Channels 2 & 602HD or streaming live and archived online at FreeTv.org. Agenda items can be found online at [MPO Policy Board](#).

AGENDA

1. PLEDGE OF ALLEGIANCE & CALL TO ORDER
2. MINUTES
Review and Possible Approval of Minutes from January 16, 2024 Meeting 3
3. 2028 URBAN REGIONAL PROJECTS – Rachel Lukaszewski, MPO
Urban Regional Projects Summary Sheet (Exhibit A) 7
Mandan 6th Ave SE Railroad Underpass Project (Exhibit A) 13
Bismarck 7th and 9th St BNSF Railroad Underpass Project (Exhibit B) 19
Bismarck Boulevard Ave/7th St and Boulevard Ave/9th St Intersections Project (Exhibit C) 25
Bismarck Current and Previous Regional Highways Project (Exhibit D) 31
Bismarck 7th and 9th St Project (Exhibit E) 35
Bismarck 9th St, Expressway to Front Ave Project (Exhibit F) 39
Bismarck Expressway/ND 810 Project (Exhibit G) 43
Bismarck University Dr/ND 1804 Project (Exhibit H) 47
Bismarck State Street Trail Project (Exhibit I) 51
Bismarck Tyler Parkway/Exit 157 Project (Exhibit J) 57
ACTION ITEM: 2028 Urban Regional Program Projects
4. 2028 URBAN ROADS PROJECTS – Rachel Lukaszewski, MPO
2028 Urban Roads Projects Summary Sheet (Exhibit K) 63
Mandan 8th Ave NW and 27th St NW Project (Exhibit L) 67
Bismarck S 12th St, Yegen Rd, and Burleigh Ave Project (Exhibit M) 75

ACTION ITEM: 2028 Urban Roads Program Projects

5. SAFE ROUTES TO SERVICES/ COMPLETE STREETS STUDY– Kim Riepl, MPO, & Mike Bittner, Bolton & Menk
 Progress Report (Exhibit N) 83
 2023-2024 UPWP Administrative Modification (Exhibit O) 85
Contract Amendment to be Provided at the Meeting
ACTION ITEM: Safe Routes to Services/Complete Streets Study Contract Amendment
6. ARRIVE 2050 FORECAST/ARRIVE 2050 MTP – Jason Carbee, HDR
 Progress Report (Exhibit P) 87
7. ARRIVE 2023 ORTHO-CONTOUR PROJECT – Miles Strain, 95West
 Progress Report (Exhibit Q) 89
8. OTHER BUSINESS
9. ADJOURNMENT

Next scheduled Policy Board meeting is on 3/19/2024. Please call 701-355-1852 with questions. Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <http://www.bismarcknd.gov/DocumentCenter/View/23201> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
Arrive 2050 Forecast/Arrive 2050 MTP (MPO wide)	44	03/31/2025
2023 Ortho-Contour Project (MPO wide)	97	02/29/2024
Safe Routes to Services Study (Bismarck/Mandan)	10	12/31/2024

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	TAZ: Traffic Analysis Zone
FHWA: Federal Highway Administration	TDMSE: Travel Demand Model & Socioeconomic Data
FTA: Federal Transit Administration	TIP: Transportation Improvement Plan
MTP: Metropolitan Transportation Plan	UPWP: Unified Planning Work Program

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

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
JANUARY 16, 2024**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met January 16, 2024, at 1:30 p.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th Street, Bismarck, ND. Mike Schmitz presided.

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

Others present or attending via Zoom were Kim Riepl, Paulette Jacobsen, Rachel Lukaszewski, and Stephen Larson of the Bismarck-Mandan MPO; Kristen Sperry, Federal Highway Administration (FHWA); Miles Strain, 95West Aerial Mapping; Blue Weber, Bolton & Menk; and Jason Carbee, HDR.

PLEDGE OF ALLEGIANCE AND CALL TO ORDER

Chair Schmitz called the January 16, 2024 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

MINUTES

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

MOTION: Mr. Helbling made a motion to approve the December minutes. Ms. Berglund seconded and with Tim Helbling, Andy Zachmeier, Steve Schwab, Keli Berglund, and Chair Schmitz voting in favor, the motion was approved.

**2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT**

Mr. Larson presented. This month, the MPO processed an amendment to the 2024-2027 TIP. The amendment, Exhibit A, adds a new project for mill and overlay on Burleigh County's Highway 10 from 800 feet east of 66th Street NE to 197th Street NE. Only part of the project's extents are within the MPO area, and project cost has not been prorated. The North Dakota Department of Transportation (NDDOT) was not able to notify the MPO of the project until after the public comment window for this month's TAC and Policy Board meetings. However, there are deadlines NDDOT needs to meet for this project. The MPO advertised the amendment as soon as it was received and will hold a public hearing at the end of the 15-day public comment window at 11:00 a.m. on January 23 in the David Blackstead room at the City/County Building in Bismarck. MPO staff is requesting conditional board approval of this amendment, contingent upon no substantial changes resulting from public comments, so that NDDOT can meet its deadlines. TAC recommended approval of the amendment as presented.

MOTION: Mr. Schwab made a motion to approve the 2024-2027 TIP Amendment as presented. Mr. Helbling seconded the motion and with Tim Helbling, Andy

Zachmeier, Steve Schwab, Keli Berglund, and Chair Schmitz voting in favor, the motion was approved.

2024 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT

Ms. Lukaszewski presented. She noted she presented this last month, but there were some changes NDDOT requested be made, and some changes requested by TAC members. Also, the MPO has received all 2023 invoices. Ms. Lukaszewski provided an overview of the changes, in particular the most significant changes made to Task 204 (which addresses planning studies and data acquisitions scheduled for 2024). The Pavement Condition Collection Project (looking at the condition of functionally classified roadways within the MPO area) was moved from 2025 to 2024 at TAC's request, while the Safety Policies Study was moved to the end of 2024 to make room for this change. There is also a small amount of money being carried into 2024 to complete the Signalized Intersection Pilot Project in Bismarck being performed by the Advanced Traffic Analysis Center (ATAC). This project has been collecting traffic counts at six intersections and evaluating the system to see if the technology is workable going forward.

Cost estimates for all projects in 2024 have been updated. A data acquisition for bicycle and pedestrian movements in the community has been added into 2024 to support the Safe Routes to Services Study. The Metropolitan Transportation Plan (MTP) and the Safe Routes to Services Study are both listed twice, once to note the 2023 funds being encumbered into 2024, and once for the budgeted amounts in 2024. The local matches provided by each jurisdiction for projects have also been updated. Ms. Lukaszewski will be sending out final encumbrance requests to the jurisdictions soon. The total MPO federal spending anticipated for 2024 is \$888,857, and the local share is \$222,214.

Mr. Schwab asked about the language in the UPWP addressing the climate crisis and clean energy, as well as equity and justice in transportation planning. He noted streets being built benefit everyone, so he asked what is meant by this language. Ms. Lukaszewski said this language is discussing Planning Emphasis Areas, which are planning goals set by the federal government for MPOs. The equity and justice goal is related to large infrastructure projects such as interstates in the past that may have been constructed without regard to the community, making access to low-income and minority areas difficult. The federal government wants to avoid these impacts for future infrastructure projects. Mr. Schwab does not believe the federal government is smart about these projects, they are just increasing costs. Also, he said the climate crisis and clean energy goal is just an opinion.

Mr. Helbling commented that he agrees with Mr. Schwab that some of these federal items are out of line, and he does not know how a small community can fight back. He remarked that people should be able to be decent to one another without the federal government's involvement. Mr. Schwab noted the highway department is in his portfolio with Burleigh County, and each time a bridge project is done the federal government makes it difficult and increases costs. He asked how the government knows where or how to build a street in Bismarck. He does not think they can, and for that reason is voting against this item.

MOTION: Mr. Helbling made a motion to approve the 2024 UPWP Amendment as presented. Ms. Berglund seconded the motion and with Tim Helbling, Andy

Zachmeier, Keli Berglund, and Chair Schmitz voting in favor, and Steve Schwab voting against, the motion was approved.

ARRIVE 2050 FORECAST/ARRIVE 2050 MTP

Mr. Carbee provided a study update for HDR. There is an MTP Steering Committee meeting scheduled for next week. HDR is finalizing the Existing Conditions portion of the project and expects to discuss that with the Steering Committee. This is just an overview on the state of the transportation system in the present, as they prepare for the next stage of the project, and what future projects may be pursued in the region. The draft Travel Demand Model is also being reviewed in conjunction with ATAC.

2023 ORTHO-CONTOUR PROJECT

Mr. Strain provided an update for 95West. He said they have delivered flash drives to Bismarck and Burleigh County GIS personnel for the initial review of the orthophotography. The project is on track to be completed by the end of February.

SAFE ROUTES TO SERVICES/COMPLETE STREETS STUDY

Mr. Weber provided a study update for Bolton & Menk. They have started to finalize their Public Engagement Plan. The Plan was discussed with the Steering Committee at their first meeting in December, and an activity was completed to identify the study stakeholders and determine how to involve them in the process. They are also working on their Community Advisory Groups, a tool that they have used on several projects. They will create partnerships with Community Based Organizations (CBOs), and the CBOs will help Bolton & Menk become a trusted source and communicator with different populations in Bismarck and Mandan as they work to identify routes and services in the region. The demographic maps for the Bismarck-Mandan area are progressing well, with assistance from Bis-Man Transit.

2024-2027 TIP ADMINISTRATIVE MODIFICATION

Mr. Larson presented. The MPO processed one administrative modification for the month of January, Exhibit F. This modification addresses a project for Ash Coulee Drive trail extensions in Bismarck (from Golden Eagle Lane to Tyler Parkway, and on Tyler Parkway from just north of Harp Hawk Drive to Cogburn Road). The modification moves the project from FY 2023 to 2024, while all other details remain unchanged.

ADJOURNMENT

There being no further business, Chair Schmitz adjourned at 1:57 p.m. The next scheduled meeting will take place February 20, 2024, at 1:30 p.m. in the Tom Baker Meeting Room in the City/County Building, 221 N 5th St, Bismarck.

Respectfully submitted,

APPROVED:

Stephen Larson
Recording Secretary

MPO Policy Board Chair

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TAC and Policy Board Handout

February 13th, 2024**Re: Urban Regional Program**

Total of 10 projects were submitted; one from the City of Mandan and nine from the City of Bismarck. The projects have been scored by MPO staff against MPT Objectives. The scores, out of 18.698 points, will be provided to the Prioritization Committee for information during their prioritization meeting. The meeting is planned for February 14th. The recommended rankings of the Prioritization Committee—and the scoring of MPO staff—will be provide on or before the February 20th board meetings. The TAC and Policy Board have the ability accept, change, or deny the prioritization of the Urban Regional Program.

Committee Rank	Jurisdiction	Type	Location: Project	Total Cost / Federal	MTP Objectives Scoring (Out of 18.698)	Consistent with MTP? (Generally; Projected – Yr Range; Constrained – Yr Range)
TBD	Mandan	Maintenance	A_6th Avenue SE Railroad Underpass: Reconstruct roadway and pedestrian facilities under the underpass; address drainage issues (900 ft)	6,000,000 / 4,800,000	11.948	Yes - Generally
TBD	Bismarck	Other	B_7th St and 9th St BNSF RR Underpass (ND 83 Bus): Evaluation and possible construction of stormwater improvements at the 7th and 9th Street underpasses (.3 miles)	1,300,000 / 260,000	11.948	Yes - Generally
TBD	Bismarck	Other	C_Intersections of Boulevard Ave/7th St and Boulevard Ave/9th St: Signal Replacement (.05 miles, 2 intersections)	1,200,000 / 960,000	14.198	Yes - Generally
TBD	Bismarck	Other	D_Current and Previous Regional Highways: Replace non-compliant highway signs throughout city: US 83, ND 810, ND 1804, Main Ave/I94 BUS (Length: NA)	250,000 / 200,000	11.948	Yes - Generally
TBD	Bismarck	Maintenance	E_7th St (Bismarck Expressway to Front Ave; Broadway Ave to Boulevard Ave) and 9th St (Boulevard Ave to Broadway Ave): Micro	888,000 / 710,400	11.948	Yes - Generally

			Surfacing and Pavement Marking (7th St – 1.3 miles; 9th St 0.75 miles)			
TBD	Bismarck	Maintenance	F_9th Ave (Bismarck Expressway to Front Ave): Micro Surfacing and Pavement Marking (.60 miles)	252,000 / 201,600	11.948	Yes - Generally
TBD	Bismarck	Maintenance	G_Bismarck Expressway/ND810 (Washington St to South of Rosser Ave): Micro-Surfacing and epoxy pavement marking pavement (3.7 miles)	1,980,000 / 1,584,000	11.948	Yes - Generally
TBD	Bismarck	Maintenance	H_University Drive/ND1804 (Bismarck Expressway to 48th Ave): Micro-Surfacing and epoxy pavement marking pavement (3.7 miles)	2,100,000 / 1,680,000	11.948	Yes - Generally
TBD	Bismarck	Construction	I_State Street (Divide Ave to Calgary Ave): Trail rehabilitation, HBP overlay	525,000 / 420,000	12.948	Yes - Generally
TBD	Bismarck	Other	J_Tyler Parkway/Exit 157/I-94 North Ramp: Upgrade traffic signal equipment (.5 miles)	600,000 / 480,000	14.198	Yes - Generally

//RAL February 2024

URBAN REGIONAL SCORING METHODOLOGY:

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

URBAN REGIONAL SCORING (For MPO Staff Use):

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

1. Project: A_6th Ave SE Underpass Total Points 11.948
 Submitting Entity: Mandan
- a. Objective 1A: 2.25 pts
 - b. Objective 1C: X 2.25 pts
 - c. Objective 2A: X 1.666 pts
 - d. Objective 2B: X 1.666 pts
 - e. Objective 2C: X 1.666 pts
 - f. Objective 3A: X 1.2 pts
 - g. Objective 3B: X 1.2 pts
 - h. Objective 3C: 1.2 pts
 - i. Objective 4A: X 2.3 pts
 - j. Objective 5C: 2.1 pts
 - k. Objective 7B: 1.2 pts
2. Project: B_7th & 9th underpass improvements Total Points 11.948
 Submitting Entity: Bismarck
- a. Objective 1A: 2.25 pts
 - b. Objective 1C: X 2.25 pts
 - c. Objective 2A: X 1.666 pts
 - d. Objective 2B: X 1.666 pts
 - e. Objective 2C: X 1.666 pts
 - f. Objective 3A: 1.2 pts
 - g. Objective 3B: X 1.2 pts
 - h. Objective 3C: 1.2 pts
 - i. Objective 4A: X 2.3 pts
 - j. Objective 5C: 2.1 pts
 - k. Objective 7B: X 1.2 pts
3. Project: C_Boulevard Av-7th and 9th Signal Replacement Total Points 14.198
 Submitting Entity: Bismarck
- a. Objective 1A: X 2.25 pts
 - b. Objective 1C: X 2.25 pts
 - c. Objective 2A: X 1.666 pts
 - d. Objective 2B: X 1.666 pts
 - e. Objective 2C: X 1.666 pts
 - f. Objective 3A: 1.2 pts
 - g. Objective 3B: X 1.2 pts
 - h. Objective 3C: 1.2 pts
 - i. Objective 4A: X 2.3 pts
 - j. Objective 5C: 2.1 pts
 - k. Objective 7B: X 1.2 pts
4. Project: D_Citywide Signing Project Total Points 11.948
 Submitting Entity: Bismarck
- a. Objective 1A: 2.25 pts
 - b. Objective 1C: X 2.25 pts
 - c. Objective 2A: X 1.666 pts
 - d. Objective 2B: X 1.666 pts
 - e. Objective 2C: X 1.666 pts
 - f. Objective 3A: 1.2 pts
 - g. Objective 3B: X 1.2 pts

- h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts
5. Project: E_Micro surfacing 7th-9th _____ Total Points 11.948 _____
 Submitting Entity: Bismarck _____
 a. Objective 1A: 2.25 pts
 b. Objective 1C: 2.25 pts
 c. Objective 2A: 1.666 pts
 d. Objective 2B: 1.666 pts
 e. Objective 2C: 1.666 pts
 f. Objective 3A: 1.2 pts
 g. Objective 3B: 1.2 pts
 h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts
6. Project: F_Micro surfacing 9th _____ Total Points 11.948 _____
 Submitting Entity: Bismarck _____
 a. Objective 1A: 2.25 pts
 b. Objective 1C: 2.25 pts
 c. Objective 2A: 1.666 pts
 d. Objective 2B: 1.666 pts
 e. Objective 2C: 1.666 pts
 f. Objective 3A: 1.2 pts
 g. Objective 3B: 1.2 pts
 h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts
7. Project: G_Micro surfacing Expressway-ND810 _____ Total Points 11.948 _____
 Submitting Entity: Bismarck _____
 a. Objective 1A: 2.25 pts
 b. Objective 1C: 2.25 pts
 c. Objective 2A: 1.666 pts
 d. Objective 2B: 1.666 pts
 e. Objective 2C: 1.666 pts
 f. Objective 3A: 1.2 pts
 g. Objective 3B: 1.2 pts
 h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts
8. Project: H_Micro surfacing University-ND1804 _____ Total Points 11.948 _____
 Submitting Entity: Bismarck _____
 a. Objective 1A: 2.25 pts
 b. Objective 1C: 2.25 pts
 c. Objective 2A: 1.666 pts
 d. Objective 2B: 1.666 pts

- e. Objective 2C: 1.666 pts
 f. Objective 3A: 1.2 pts
 g. Objective 3B: 1.2 pts
 h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts
9. Project: I_State St Multiuse trail Total Points 12.948
 Submitting Entity: Bismarck
 a. Objective 1A: 2.25 pts
 b. Objective 1C: 2.25 pts
 c. Objective 2A: 1.666 pts
 d. Objective 2B: 1.666 pts
 e. Objective 2C: 1.666 pts
 f. Objective 3A: 1.2 pts
 g. Objective 3B: 1.2 pts
 h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts
10. Project: J_Tyler Parkway Signal Replacement Total Points 14.198
 Submitting Entity: Bismarck
 a. Objective 1A: 2.25 pts
 b. Objective 1C: 2.25 pts
 c. Objective 2A: 1.666 pts
 d. Objective 2B: 1.666 pts
 e. Objective 2C: 1.666 pts
 f. Objective 3A: 1.2 pts
 g. Objective 3B: 1.2 pts
 h. Objective 3C: 1.2 pts
 i. Objective 4A: 2.3 pts
 j. Objective 5C: 2.1 pts
 k. Objective 7B: 1.2 pts

URBAN REGIONAL SCORING RESULTS

Project	Total Points	Committee Rank (in order)
C_Boulevard Av-7th and 9th Signal Replacement	14.198	TBD
J_Tyler Parkway Signal Replacement	14.198	TBD
I_State St Multiuse trail	12.948	TBD
A_6th Ave SE Underpass	11.948	TBD
B_7th & 9th underpass improvements	11.948	TBD
D_Citywide Signing Project	11.948	TBD
E_Micro surfacing 7th-9th	11.948	TBD
F_Micro surfacing 9th	11.948	TBD
G_Micro surfacing Expressway-ND810	11.948	TBD
H_Micro surfacing University-ND1804	11.948	TBD

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

DATE: 02/02/2024

PRIORITY# 1 Regional: **Y**/N Urban Roads: Y/NCity: Mandan Street: 6th Avenue SE Railroad Underpass

County: Morton Length: 900 feet

Proposed Improvement: Reconstruction, address drainage issues

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non- Participating	Total
\$350	\$650			\$5,000			\$6,000

Present Road: Surface Width? 65 feet

Surface Type? Concrete

On Street Parking Allowed? No

Present: **(No)** One Side Both Sides Angle ParallelProposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: 11,560 Yr: 2019

ADT Design: 24,204 Design year 2047

Design Speed: 25 MPH

Maximum Curve: N/A

Maximum Grade: 10%

Travel Way Width : 12 feet per lane

No. of Lanes: 5

Roadway Width: 65'

Min. R/W Width: 200'

Right of Way

Will Additional ROW or easement be acquired? No

ROW acquisition by: **City** DOT

Has any ROW easements been acquired since 7-1-72: Yes

ROW Condemnation by: **City** DOT

Est. No. of occupied family dwelling to be displaced? 0

Est. No. business to be displaced? 0
Impacts
Will there be any additional Impacts (Cultural and Environmental Resources): No
Will there be any impacts to 4(f) or 6(f) properties: No
Airports: N/A Public Hearings: Expected
Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex
Transportation Enhancements: Reconstruction roadway
Intermodal: N/A
Pedestrian Needs: Reconstructed facilities

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

Purpose and Need Statement:

This corridor is in extremely poor condition and requires constant patching. The corridor is also about to become one of the major routes to the new Mandan High School. The travel way is narrow and the rural section no longer fits with the surrounding urban land uses.

Existing Conditions:

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

1980's, with some concrete pavement repair in 2022.

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

There are two southbound driving lanes and two northbound driving lanes with one center turning lane.

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

The existing concrete pavement is in fair condition, poor drainage is expected to contribute to accelerated deterioration.

4. Any existing geometric concerns?
None other than drainage geometrics.
5. Are there any access points to adjoining properties that present a special concern?
No
6. Are there any existing sidewalks or shared use path in place?
There are pedestrian facilities on both sides of the corridor
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
The existing storm water conveyance system is poor. This is the primary reason for the project. Poor conveyance has caused localized flooding and ice build-up, impacting traffic throughout the year.
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
The conditions are fair, there is no anticipated work.
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Mandan has a city-wide LED replacement project, all standards are steel and luminaires will be LED by the time this project is programmed.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
Traffic signals exist just north of the underpass. Expected traffic capacity will be analyzed during design.

Remarks:

City Engineer: Jack Vinross

Date: 02/02/2024

District Engineer: Lay Gault

Date: 2/9/24

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



6th Ave SE Underpass Reconstruction

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

DATE 10/10/22:

PRIORITY# _____

Regional: **Y**

Urban Roads: **N**

City: Bismarck Street: 7th St & 9th St BNSF RR underpasses (ND 83 Bus)

County: Burleigh Length: 0.3 miles

Proposed Improvement: Evaluation of stormwater improvements for 7th Street and 9th Street underpasses. Recommendation is for preliminary engineering to evaluate possible cost-effective solutions that improve the current deficiencies. Possible solutions could be increased pump/outlet capacity, increased inlet capacity to reduce bypass flows, automated road closure gates, dynamic signage, etc. Costs are uncertain as solution is uncertain. A placeholder of \$1,000,000 construction costs is used. This would be more than enough funds if the solutions are small in scale but may be underfunded if the solution involves significant improvements to the storm sewer network.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
200	100			1,000			1,300

Present Road: Surface Width? 48'

Surface Type? Concrete

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

Proposed Improvements	
ADT Present: 7 th St – 12990 9 th St -11,540 Yr: <u>2019</u> Travel Way Width : <u>48</u>	
ADT Design: _____ Design year _____	No. of Lanes: _____
Design Speed: _____	Roadway Width: <u>48</u>
Maximum Curve: _____	Min. R/W Width: <u>80</u>
Maximum Grade: _____	

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

Impacts
Will there be any additional Impacts (Cultural and Environmental Resources): <u>No</u>
Will there be any impacts to 4(f) or 6(f) properties: <u>No</u>
Airports: <u>No</u> Public Hearings: <u>No</u>
Environmental Classification (Cat-Ex, EA, EIS): <u>Cat-Ex</u>
Transportation Enhancements: <u>None</u>
Intermodal: <u>None</u>
Pedestrian Needs: <u>None</u>

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
BNSF	0	Underpass	25	25		

Purpose and Need Statement:

During large rain events, the existing storm water pumping system on 7th Street and gravity network on 9th Street are not capable of evacuating the stormwater fast enough to maintain traffic through the underpasses in a safe manner. It is not unusual during a large rain event to have vehicles drive into the flooded underpasses and stall sometimes requiring police and/or fire rescue. The project's purpose would be to remove current deficiencies in the system and/or alert drivers to the deficiencies via advance warning systems consisting of signage and/or automated gates. Driver warning systems would be less critical if the stormwater systems are improved and no ponding occurs. Driver warning systems are more critical if no action is taken on the stormwater systems due to costs or other constraints and the ponding event remains.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
7th St, 1976, 9th St, late 1940's – early 1950's

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

3. What is the condition of the pavement section?
- A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
- B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.
- CPR project planned for 2026 federal aid.
4. Any existing geometric concerns?
Sight distance limited to see bottom of underpass during inclement weather. Vertical height restrictions of 13'5" at 7th St and 13'8" on 9th street according to overhead warning signs.
5. Are there any access points to adjoining properties that present a special concern?
No
6. Are there any existing sidewalks or shared use path in place?
7th St sidewalk west side, 9th St sidewalk on both sides
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
7th Street stormwater is evacuated via pump station and forcemain originally installed in 1979 at the time of the underpass construction. Forcemain outfalls at Front Ave/8th St intersection and combines with the City's trunk 54" storm outfall.
9th Street stormwater is evacuated via 15" gravity drain installed presumably with 1939 construction of RR underpass.
Both underpasses experience significant ponding during storm events. 7th Street is controlled by the rate at which the pumps evacuate the water. 9th Street is likely controlled by a combination of inlet capacity, pipe capacity, and downstream stormwater network capacity but it is unknown to what degree each controlling criteria contributes to the overall.
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
No work required
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
7th St – signals at Main Ave and Front Ave – 9th St signals – Main Ave and Front Ave. All signals replaced in 2022

Remarks:

City Engineer: _____

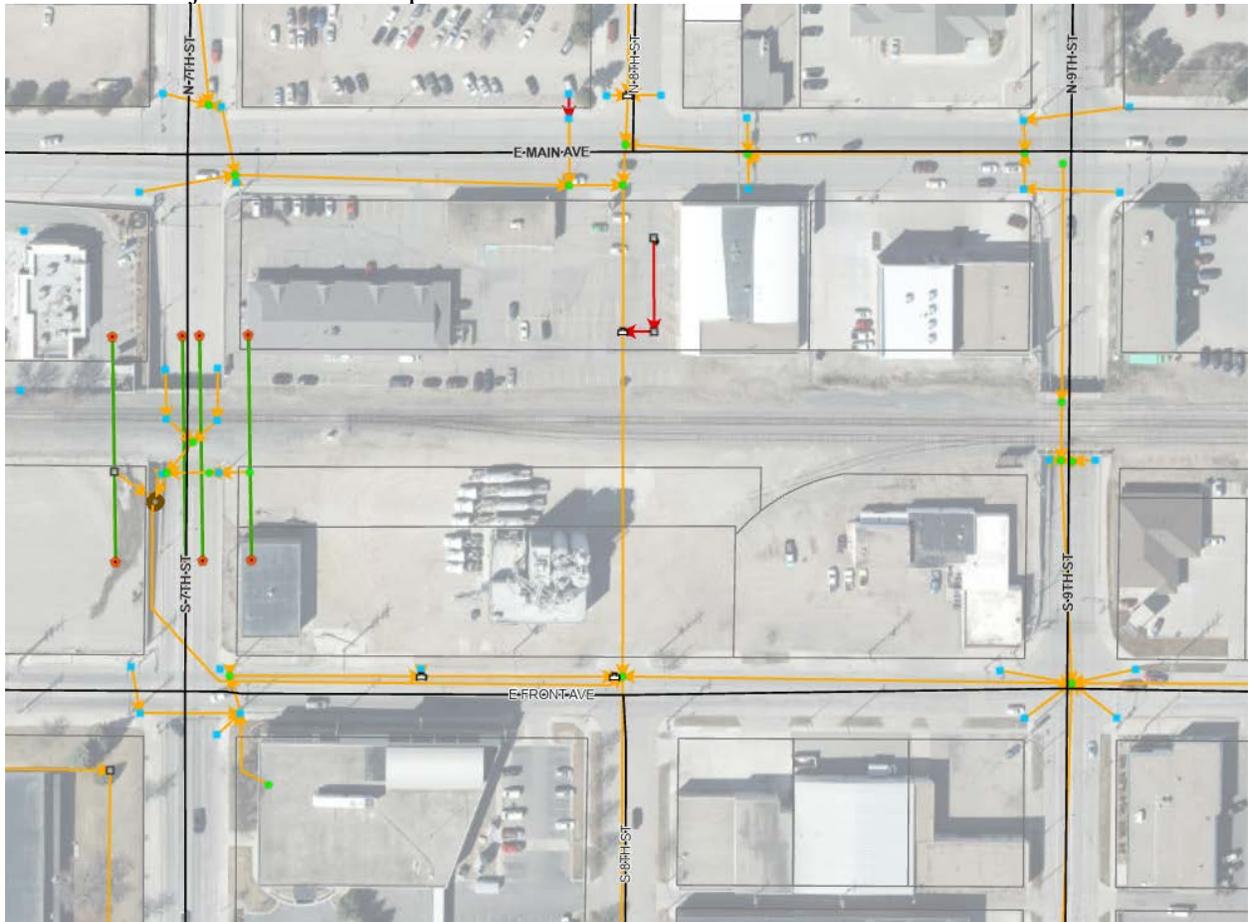
Date: _____

District Engineer: _____

Date: _____

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

Exhibit A: Project Location Map with storm sewer network



City Engineer: *[Signature]*

Date: 10/14/22

District Engineer: *[Signature]*

Date: 10/12/22

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

Exhibit A: Project Location Map with storm sewer network

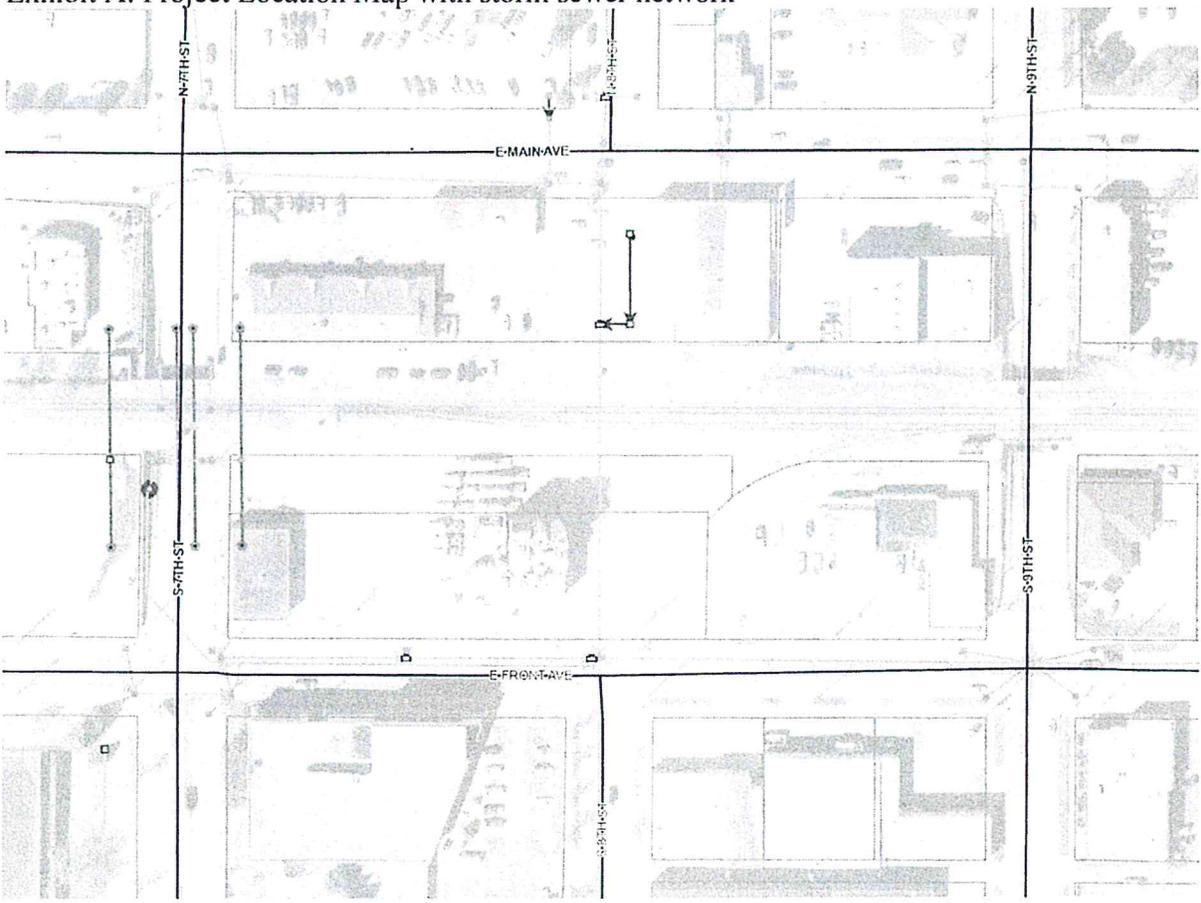


Exhibit B: 7th Street Underpass looking south during storm event



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

DATE: 02/02/2024

PRIORITY# _____

Regional: Y/NUrban Roads: Y/NCity: BismarckStreet: 7th St @ Boulevard Av and 9th St @ Boulevard AvCounty: BurleighLength: 0.05 mile/ IntersectionProposed Improvement: Replace Traffic Signal Equipment

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
100	100			1000			1200

Present Road: Surface Width? 60' Surface Type? ConcreteOn Street Parking Allowed? No Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>21400</u> Yr: <u>2022</u>	Travel Way Width : <u>60'</u>
ADT Design: _____ Design year _____	No. of Lanes: <u>4</u>
Design Speed: <u>40</u>	Roadway Width: <u>60'</u>
Maximum Curve: _____	Min. R/W Width: _____
Maximum Grade: _____	

Right of Way
Will Additional ROW or easement be acquired? <u>No</u> ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: <u>No</u> ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? <u>0</u>
Est. No. business to be displaced? <u>None</u>

Impacts	
Will there be any additional Impacts (Cultural and Environmental Resources):	<u>None</u>
Will there be any impacts to 4(f) or 6(f) properties:	<u>None</u>
Airports:	<u>None</u>
Public Hearings:	<u>None</u>
Environmental Classification (Cat-Ex, EA, EIS):	<u>Cat-Ex</u>
Transportation Enhancements:	<u>None</u>
Intermodal:	<u>None</u>
Pedestrian Needs:	<u>None</u>

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None	None					

Purpose and Need Statement:

These traffic signal systems were installed in 2002 and have reached their service life. The intersection traffic signal systems at these locations should be upgraded. The intersections currently run unactuated and pre-timed.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
constructed in 2002, Concrete Pavement Repair project 1-083(145)901 PCN 23742 is in STIP

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
12' lanes, 9th St - westbound – 3 thru lanes, eastbound - 2 thru and at 7th Street – westbound – 2 left turn lanes and one-thru lane, eastbound – 2-thru lanes and one-right turn lane.

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous

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

Concrete Pavement Repair project 1-083(145)901 PCN 23742 is in STIP

- 4. Any existing geometric concerns?
None
- 5. Are there any access points to adjoining properties that present a special concern?
none
- 6. Are there any existing sidewalks or shared use path in place?
Sidewalks on both sides of Boulevard Avenue
- 7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
None
- 8. What is the condition of the city’s water and sewer line? Will any work have to be done to the city’s water and sewer lines along with this project?
None
- 9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
40’ steel poles – staggered spacing
- 10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
Boulevard Av @ 7th St and 9th St are signalized, None

Remarks:

City Engineer: Stake Schell

Date: 2/1/24

District Engineer: _____

Date: _____

Note: *Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.*



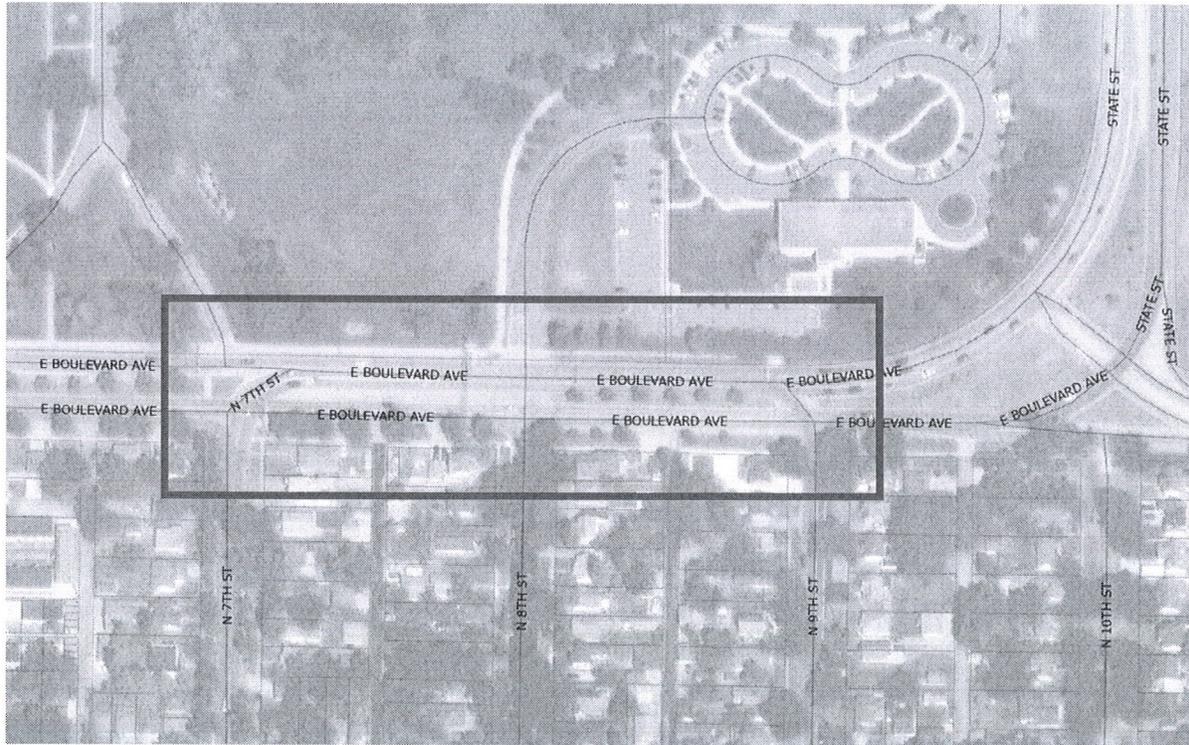
City Engineer: Gabe Schell

Date: 2/1/24

District Engineer: Logan

Date: 2/1/24

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



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

DATE: 02/02/2024

PRIORITY# _____ Regional: **Y** Urban Roads: **Y**

City: Bismarck Street: US 83, ND 810, ND 1804, 94 BUS

County: Burleigh Length: N/A

Proposed Improvement: Replace all non-compliant highway signs on the regional highway system throughout the city of Bismarck, US 83, ND 810, ND 1804, and previous regional highway of Main Ave currently noted as I94 BUS in many signs. Scope of replacement project is unknown.

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
40	10			200			250

Present Road: Surface Width? varies

Surface Type? HMA and Concrete

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

Proposed Improvements	
ADT Present: _____ Yr: _____	Travel Way Width : _____
ADT Design: _____ Design year _____	No. of Lanes: _____
Design Speed: _____	Roadway Width: _____
Maximum Curve: _____	Min. R/W Width: _____
Maximum Grade: _____	

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

Est. No. business to be displaced? 0

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

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement:

Pavement rehabilitation projects programmed on the regional highway system do not include an evaluation or replacement of regulatory, warning and guide signs. The typical life of the sign facing material is less than ten years. With new retro reflectivity requirements, some sign's service life can be less dependent on facing direction. This project would evaluate the existing signage on the regional system roadways in Bismarck (US 83, ND 1804, ND 810) and would include Main Ave (I94 BUS) post-mounted guide signs and overhead signs from when Main Ave was a regional highway. Non-compliant signs would be replaced.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section? Maintenance mill and overlay or concrete pavement repair projects on all regional roadways within Bismarck in 2023 or 2024

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

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking,

or longitudinal cracking.

- 4. Any existing geometric concerns?

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

- 6. Are there any existing sidewalks or shared use path in place?

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

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

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

- 10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?

Remarks:

City Engineer: Gabe Schell

Date: 2/1/24

District Engineer: [Signature]

Date: 2/1/24

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

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

DATE: 02/02/2024

PRIORITY# _____

Regional: Y/N

Urban Roads: Y/N

City: Bismarck

Street: 7th St– Bismarck Expressway to Front Ave & Broadway to Boulevard Avenue & 9th Street – Boulevard to Broadway
ESA: Same as construction limits

County: Burleigh

Length: 7th St – 1.3 Miles, 9th St 0.75 Miles

Proposed Improvement: Micro Surfacing and Pavement Marking

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
74	74	0	0	740	0	0	888

Present Road: Surface Width? 48'

Surface Type? HBP

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

Proposed Improvements		
ADT Present: <u>12000</u>	Yr: <u>2022</u>	Travel Way Width : <u>48'</u>
ADT Design: _____	Design year _____	No. of Lanes: <u>4</u>
Design Speed: <u>25</u>		Roadway Width: _____
Maximum Curve: <u>NA</u>		Min. R/W Width: <u>80'</u>
Maximum Grade: <u>6%</u>		

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

Impacts

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

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA	0					

Purpose and Need Statement:

Project area will receive a mill and overlay in 2024. This proposed project would seal the underlying pavement with a micro-surface treatment as a wearing course.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
1976, Mill and Overlay - 2010

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
4 – 12' lanes

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.
. Mill and Overlays 2024

4. Any existing geometric concerns?
No

- 5. Are there any access points to adjoining properties that present a special concern?
No
- 6. Are there any existing sidewalks or shared use path in place?
Yes
- 7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Good, No, additional work needed
- 8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
Good, No, additional work needed
- 9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
28' concrete poles with LED Luminaires will be included in the 2024 project north of Broadway Avenue. Replacement of HPS to LED Luminaires will be included on 7th Street south of Front Avenue.
- 10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
Traffic Signals on 7th St at E Avenue C, Rosser Avenue, Thayer Avenue, Broadway, Main Avenue, Front Avenue, and Bismarck Expressway Traffic Signals on 9th St at E Avenue C, Rosser Avenue, Broadway, Main Avenue, Front Avenue, and Bismarck Expressway

Remarks:

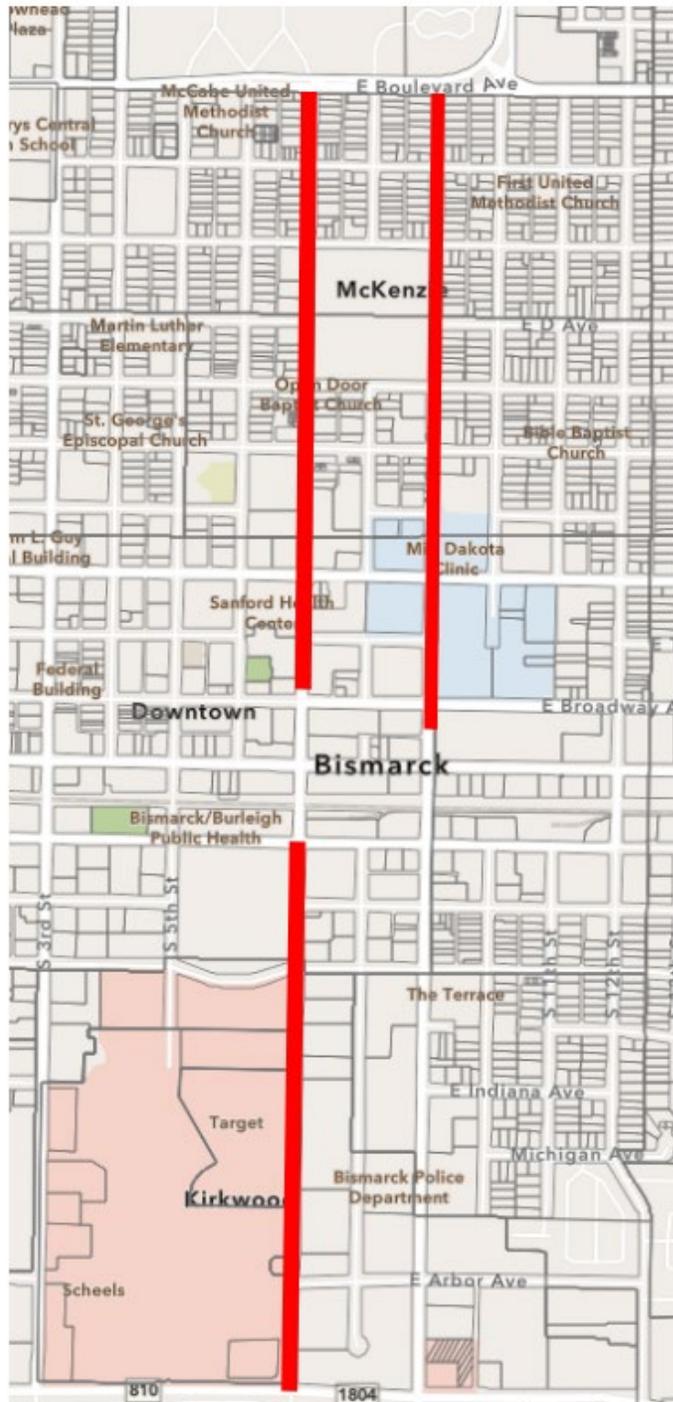
City Engineer: Gabe Schell

Date: 1/31/24

District Engineer: Lay Hyl

Date: 2/1/24

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



Cost Estimate Assumptions

\$80,000/lane/mile for micro surfacing

\$20,000/mile 5-lane Epoxy Paint Grooved marking – assumed outside edge line, thru skips and TWLTL

\$5,000/lane/mile for traffic control

2.05 miles length

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

DATE: 02/02/2024

PRIORITY# _____ Regional: Y Urban Roads: N

City: Bismarck Street: 9th St– Bismarck Expressway to Front Avenue,
ESA: Same as construction limits

County: Burleigh Length: 0.60 Miles

Proposed Improvement: Micro Surfacing and Pavement Marking

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
21	21	0	0	210	0	0	252

Present Road: Surface Width? 48' Surface Type? HBP

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

Proposed Improvements			
ADT Present: <u>10000</u>	Yr: <u>2022</u>	Travel Way Width :	<u>48'</u>
ADT Design: _____	Design year _____	No. of Lanes: <u>4</u>	
Design Speed: <u>35</u>		Roadway Width: <u>48'</u>	
Maximum Curve: <u>NA</u>		Min. R/W Width: <u>80'</u>	
Maximum Grade: <u>6%</u>			

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

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

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

Airports: No Public Hearings: _____

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

Transportation Enhancements: No

Intermodal: No

Pedestrian Needs: No

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA	0					

Purpose and Need Statement:

Project area received a mill and overlay in 2023. This proposed project would seal the underlying pavement with a micro-surface treatment as a wearing course.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
1976, Mill and Overlay – 2010, mill and overlay - 2023

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
4 – 12' lanes

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.
excellent pavement condition

- 4. Any existing geometric concerns?
No
- 5. Are there any access points to adjoining properties that present a special concern?
No
- 6. Are there any existing sidewalks or shared use path in place?
Yes
- 7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Good, No, additional work needed
- 8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
Good, No, additional work needed
- 9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
40' steel poles with LED Luminaires
- 10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
Traffic Signals on 9th St Bismarck Expressway

Remarks:

City Engineer: *Gabe Schell*

Date: 1/31/24

District Engineer: *Lay Dal*

Date: 2/1/24

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



Cost Estimate Assumptions

\$80,000/lane/mile for micro surfacing

\$7,500/mile 4-lane Epoxy Paint Grooved marking –thru skips and channel lines

\$5,000/lane/mile for traffic control

0.60 miles length

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

DATE: 02/02/2024

PRIORITY# _____ Regional: Y Urban Roads: N

City: Bismarck Street: Bismarck Expressway – Washington Street to South of Rosser Avenue ESA Limits the same

County: Burleigh Length: 3.7 Miles

Proposed Improvement: Micro-Surfacing and epoxy pavement marking pavement marking

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
165	165	0	0	1650	0	0	1980

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

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

Proposed Improvements	
ADT Present: <u>26000-12500</u> Yr: <u>2022</u>	Travel Way Width : <u>60'</u>
ADT Design: _____ Design year _____	No. of Lanes: <u>4 lanes + TWLTL</u>
Design Speed: <u>40 MPH</u>	Roadway Width: <u>60'</u>
Maximum Curve: _____	Min. R/W Width: <u>100'</u>
Maximum Grade: <u>6%</u>	

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

Impacts

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

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA	0					

Purpose and Need Statement:

Project area received a mill and overlay in 2023. This proposed project would seal the underlying pavement with a micro-surface treatment as a wearing course.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
1983, Mill & Overlay 2011, mill and overlay 2023
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
4 Lanes + TWLTL
3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.
HBP, M & O 2023
4. Any existing geometric concerns?
No

- 5. Are there any access points to adjoining properties that present a special concern?
No

- 6. Are there any existing sidewalks or shared use path in place? Yes, sidewalk along north side of roadway

- 7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Good, No improvements needed

- 8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
City's waterline in poor condition but not requested to be replaced. City may look at rehab strategies for existing 24" watermain

- 9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Staggered Spacing, 40' Steel Poles with LED Luminaires

- 10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
Washington St, 3rd St, 7th St, 9th St, 12th St, Airport Road, 26th St, Burlington Dr, Yegen Road, Main Ave, and Rosser Ave. The NDDOT has a project in the STIP to replace traffic signal components within this system.

Remarks:

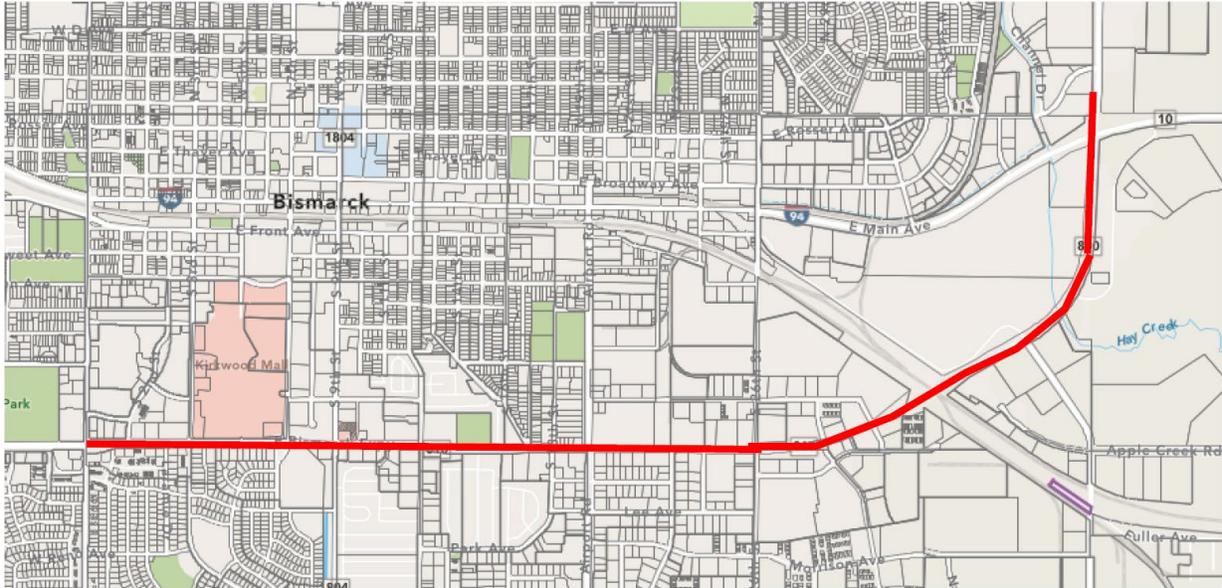
City Engineer: *Gabe Schell*

Date: 1/31/24

District Engineer: *Lay Hef*

Date: 2/1/24

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



Cost Estimate Assumptions

\$80,000/lane/mile for micro surfacing

\$20,000/mile 5-lane Epoxy Paint Grooved marking – assumed outside edge line, thru skips and TWLTL

\$5,000/lane/mile for traffic control

3.7 mile length

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

DATE: 02/02/2024

PRIORITY# _____ Regional: Y Urban Roads: N

City : Bismarck Street: University Drive/ ND 1804- Bismarck Expressway to 48th Avenue, ESA Limits: University Drive/ ND 1804- Bismarck Expressway to 48th Avenue

County: Burleigh Length: 19,500'/3.7 Miles

Proposed Improvement: Micro-Surfacing and Pavement Marking

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
175	175	0	0	1750	0	0	2100

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

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

Proposed Improvements	
ADT Present: <u>12250</u> Yr: <u>2019</u>	Travel Way Width : <u>60'</u>
ADT Design: <u>15000</u> Design year <u>2023</u>	No. of Lanes: <u>4 +TWLTL</u>
Design Speed: <u>45 MPH</u>	Roadway Width: <u>60'</u>
Maximum Curve: <u>NA</u>	Min. R/W Width: <u>82'</u>
Maximum Grade: <u>6%</u>	

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

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

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA	0					

Purpose and Need Statement:

Project area received a mill and overlay in 2023. This proposed project would seal the underlying pavement with a micro-surface treatment as a wearing course.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
2003 & 2005, mill and overlay in 2023

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
4-12' & TWLTL

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

- 4. Any existing geometric concerns?
No
- 5. Are there any access points to adjoining properties that present a special concern?
No
- 6. Are there any existing sidewalks or shared use path in place?
Yes, Multi-use Trail along the west side the entire length of the project
- 7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Good, no storm sewer work needed
- 8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
good condition, no work proposed with city utilities.
- 9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Staggered Spacing, 40' steel poles with LED Luminaires
- 10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
Denver Ave, Wachter Ave, 12th St, Airport Road No, No

Remarks:

City Engineer: Gabe Schell

Date: 1/31/24

District Engineer: Luz Gof

Date: 2/1/24

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



Cost Estimate Assumptions

\$80,000/lane/mile for micro surfacing

\$48,000/mile 5-lane Epoxy Paint Grooved marking – assumed outside edge line, thru skips and TWLTL

\$5,000/lane/mile for traffic control

3.7 miles length

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

DATE: 02/02/2024

PRIORITY# _____ Regional: Y/N Urban Roads: Y/N

City: Bismarck Street: State St. – Divide Av. To Calgary Av. ESA Limits
State St. – Divide Av. To Calgary Av.

County: Burleigh Length: 5700 feet/1.08 miles

Proposed Improvement: Trail rehabilitation, HBP overlay

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
44	44			437			525

Present Road: Surface Width? 10' Surface Type? HBP

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

Proposed Improvements	
ADT Present: <u>100</u> Yr: <u>2023</u>	Travel Way Width : <u>10'</u>
ADT Design: _____ Design year _____	No. of Lanes: _____
Design Speed: _____	Roadway Width: _____
Maximum Curve: _____	Min. R/W Width: _____
Maximum Grade: _____	

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

Est. No. of occupied family dwelling to be displaced? <u> 0 </u> Est. No. business to be displaced? <u> 0 </u>

Impacts	
Will there be any additional Impacts (Cultural and Environmental Resources):	<u> None </u>
Will there be any impacts to 4(f) or 6(f) properties:	
<u> None </u>	
Airports: <u> None </u>	Public Hearings: _____
Environmental Classification (Cat-Ex, EA, EIS): <u> Cat-Ex </u>	
Transportation Enhancements: _____	
Intermodal: _____	
Pedestrian Needs: <u> Yes </u>	

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement:

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

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
 2003 - No

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

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous

patching or rutting?

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

The trail has reached the end of its useful life and requires an overlay to restore the trail to a more serviceable condition.

4. Any existing geometric concerns? None

5. Are there any access points to adjoining properties that present a special concern? None

6. Are there any existing sidewalks or shared use path in place? Yes

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project? None

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project? None

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

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed? Divide Av., Capital Av., South Ramp, North Ramp, Interstate Av., Century Av., Weiss Av., and Calgary Av.

Remarks:

City Engineer: *Gabe Schell*

Date: 1/31/24

District Engineer: *Larry Long*

Date: 2/1/24

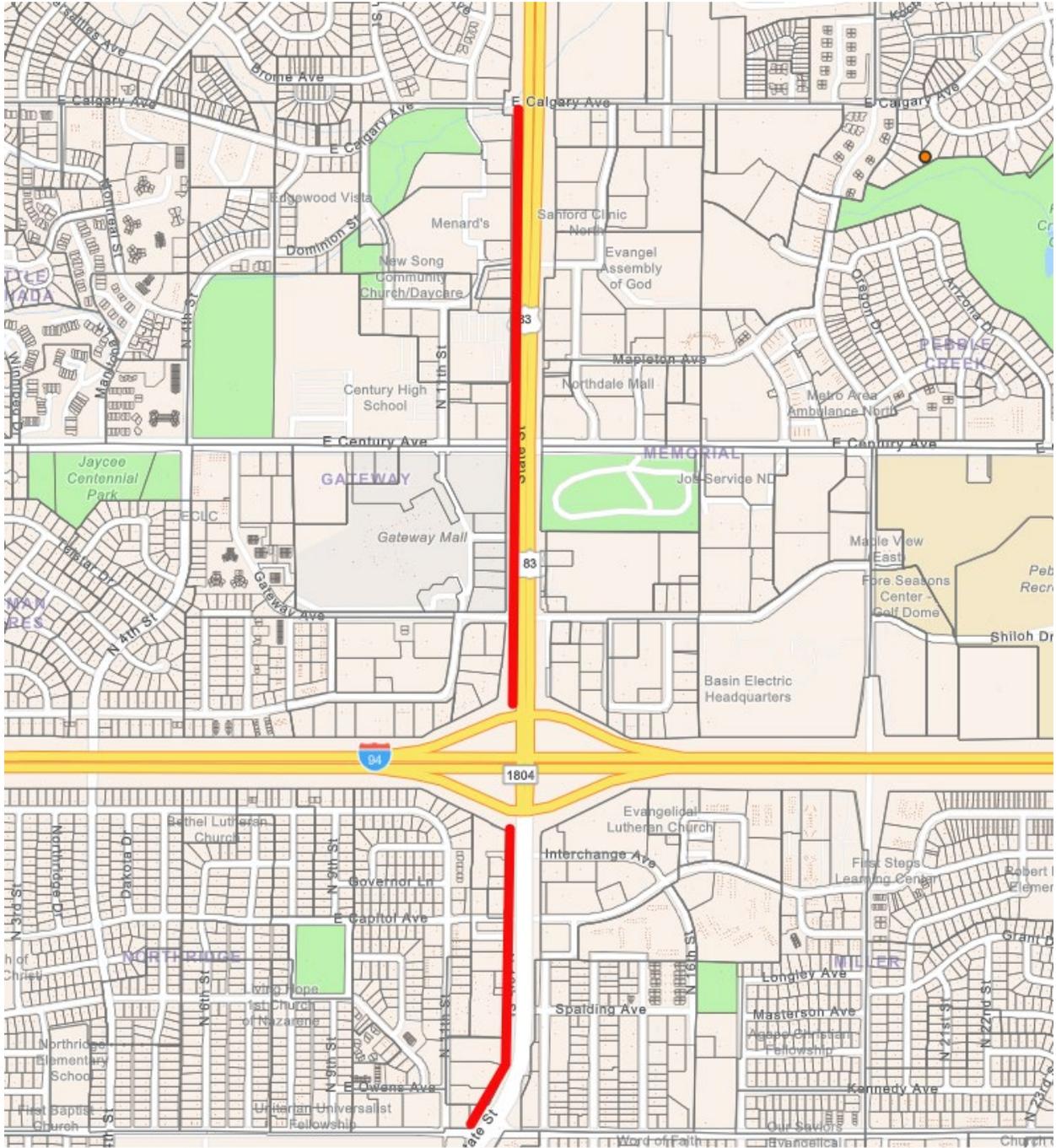
Note: Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.

State St Multi-use Trail Rehab

Divide Av to Calgary Av

ITEMS	QTY	UNITS	PRICE	TOTAL
Contract Bond	1	LS	\$ 5,000.00	\$ 5,000
Common Excavation	100	CY	\$ 100.00	\$ 10,000
Hot Bit	750	TON	\$ 220.00	\$ 165,000
Approach Transitions	18	EA	\$ 5,000.00	\$ 90,000
seeding	1	ACRE	\$ 2,000.00	\$ 2,000
Traffic Control	1	LS	\$ 15,000.00	\$ 15,000
Mobilization	1	LS	\$ 20,000.00	\$ 20,000
Asphalt Removal (Trail Transitions)	18	EA	\$ 2,000.00	\$ 36,000
Undeveloped Design Details (10%)				\$ 34,300
Subtotal (2023)				\$ 377,300
Total (2028) (3%/5 Years)				\$ 437,000

Project Location Map



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

DATE: 02/02/2024

PRIORITY# _____ Regional: Y/N Urban Roads: Y/N

City: Bismarck Street: Tyler Parkway/Exit 157/I-94 North Ramp

County: Burleigh Length: 0.05 mile

Proposed Improvement: Upgrade Traffic Signal Equipment

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
50	50			500			600

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

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

Proposed Improvements	
ADT Present: <u>20900</u> Yr: <u>2022</u>	Travel Way Width : <u>60'</u>
ADT Design: _____ Design year _____	No. of Lanes: <u>4</u>
Design Speed: <u>40</u>	Roadway Width: <u>60'</u>
Maximum Curve: _____	Min. R/W Width: _____
Maximum Grade: _____	

Right of Way

longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?

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

N/A

- 4. Any existing geometric concerns?
None
- 5. Are there any access points to adjoining properties that present a special concern?
none
- 6. Are there any existing sidewalks or shared use path in place?
Shared use path on the west side
- 7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
None
- 8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
None
- 9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
High Mast
- 10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
Tyler Parkway/I-94 North Ramp, None

Remarks:

City Engineer: Gabe Schell

Date: 2/1/24

District Engineer: _____

Date: _____

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

Project Location Map



City Engineer: Heidi Schell

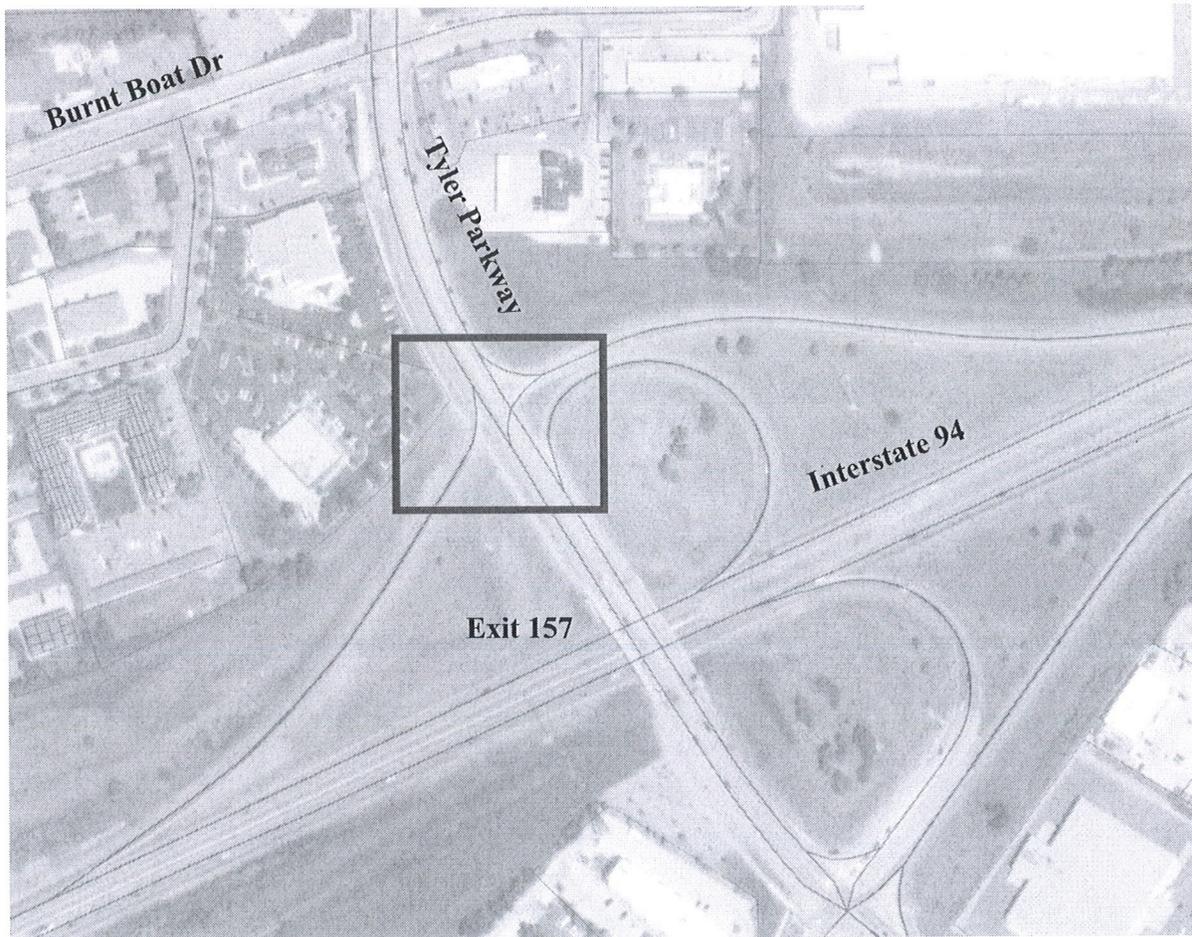
Date: 2/1/24

District Engineer: Loy Long

Date: 2/1/24

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

Project Location Map



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February 12th, 2024Re: **Urban Roads Program**

Total of 2 projects were submitted; 1 from Mandan and 1 from Bismarck. Neither project has been identified specifically in the Metropolitan Transportation Plan, but each is consistent with the document's transportation goals and objectives. BMMPO Staff have collectively scored the projects against the approved MTP objectives for Urban Road Program. The overall scores and general project descriptions are noted in the table below. The breakdown of the scores is found on subsequent pages of the exhibit. BMMPO staff recommends approval of the projects to NDDOT but does not offer a preferred ranking. The TAC and Policy Board can accept, set, change, or deny prioritization of the Urban Roads applications.

NDDOT has notified the BMMPO that up to \$5,592,551.91 could be available in federal aid for the fiscal year 2028, under the Urban Road Program.

Score	Jurisdiction	Type	Location: Project Description	Cost	Consistent with MTP?
10.698	Mandan	Reconstruction	8th Avenue NW (24th to 27th Street NW) and 27th Street NW (8th Avenue NW to Highway 1806): Reconstruction and urbanization, adding lighting as needed, adding a center turn lane	F: 4,755,200 (80%) <u>L: 1,188,800 (20%)</u> T: 5,944,000 (100%)	Yes. Generally consistent but not identified as a projected or constrained project.
11.948	Bismarck	Mill and Overlay	S 12th Street (Santa Fe Avenue to Burleigh Avenue) Yegen Road (Hagen Avenue to ND 1804) Burleigh Avenue (Tavis Road to Washington Street): Mill 1" and Overlay 2", 19,680 LF or 3.73 Miles	F: 1,724,800 (80%) <u>L: 431,200 (20%)</u> T: 2,156,000 (100%)	Yes. Generally consistent but not identified as a projected or constrained project.

//RAL February 2024

URBAN ROADS SCORING METHODOLOGY:

The applications will be scored by MPO staff using the MTP Urban Roads/Urban Regional objectives. These scores will not be used by staff to suggest a prioritization of projects. Staff will promote prioritization of projects that are ranked in the constrained list of the Arrive 2045 MTP. Scores and any MTP rankings will be promoted to TAC and Policy board for their information. While staff encourages prioritizing projects as ranked in the MTP, TAC and Policy Board have the authority to accept, set, change, or deny any prioritization for the Urban Roads Program.

URBAN ROADS/REGIONAL SCORING (For MPO Staff Use):

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

1. Project: 8th Avenue NW and 27th Street NW Reconstruction Total Points 10.698
 Submitting Entity: Mandan
- a. Objective 1A: X 2.25 pts
 - b. Objective 1C: X 2.25 pts
 - c. Objective 2A: X 1.666 pts
 - d. Objective 2B: X 1.666 pts
 - e. Objective 2C: X 1.666 pts
 - f. Objective 3A: 1.2 pts
 - g. Objective 3B: 1.2 pts
 - h. Objective 3C: 1.2 pts
 - i. Objective 4A: 2.3 pts
 - j. Objective 5C: 2.1 pts
 - k. Objective 7B: X 1.2 pts
2. Project: Bismarck Ave's Mill and Overlay (12th, Burleigh, Yegan) Total Points 11.948
 Submitting Entity: Bismarck
- a. Objective 1A: 2.25 pts
 - b. Objective 1C: X 2.25 pts
 - c. Objective 2A: X 1.666 pts
 - d. Objective 2B: X 1.666 pts
 - e. Objective 2C: X 1.666 pts
 - f. Objective 3A: 1.2 pts
 - g. Objective 3B: X 1.2 pts
 - h. Objective 3C: 1.2 pts
 - i. Objective 4A: X 2.3 pts
 - j. Objective 5C: 2.1 pts
 - k. Objective 7B: X 1.2 pts
3. Project: NA Total Points
 Submitting Entity:
- a. Objective 1A: 2.25 pts
 - b. Objective 1C: 2.25 pts
 - c. Objective 2A: 1.666 pts
 - d. Objective 2B: 1.666 pts
 - e. Objective 2C: 1.666 pts
 - f. Objective 3A: 1.2 pts
 - g. Objective 3B: 1.2 pts
 - h. Objective 3C: 1.2 pts
 - i. Objective 4A: 2.3 pts
 - j. Objective 5C: 2.1 pts
 - k. Objective 7B: 1.2 pts

URBAN ROADS SCORING RESULTS

Overall Rank (in order)	Agency/ Project	Total Points	MTP Rank
None	8 th Avenue NW and 27 th Street NW Reconstruction	10.698	None
None	Bismarck Ave's Mill and Overlay (12 th , Burleigh, Yegan)	11.948	None

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

DATE: 02/02/2024

PRIORITY# 1 Regional: Y/N Urban Roads: **Y**/NCity: Mandan Street: 8th Avenue NW and 27th St NW from 24th St NW to Highway 1806

County: Morton Length: 3,000 feet

Proposed Improvement: Reconstruction and urbanization

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
\$258	\$516		\$60	\$5,110			\$5,944

Present Road: Surface Width? 22 feet

Surface Type? Asphalt

On Street Parking Allowed? No

Present: **(No)** One Side Both Sides Angle ParallelProposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: 1690 Yr: 2022

Travel Way Width : 12 feet per lane

ADT Design: 5720 Design year 2047

No. of Lanes: 3

Design Speed: 25 MPH

Roadway Width: 40'

Maximum Curve: N/A

Min. R/W Width: 70'

Maximum Grade: 4%

Right of Way

Will Additional ROW or easement be acquired? No

ROW acquisition by: **City** DOT

Has any ROW easements been acquired since 7-1-72: Yes

ROW Condemnation by: **City** DOT

Est. No. of occupied family dwelling to be displaced? 0

Est. No. business to be displaced? 0
Impacts
Will there be any additional Impacts (Cultural and Environmental Resources): No
Will there be any impacts to 4(f) or 6(f) properties: No
Airports: N/A Public Hearings: 2+
Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex
Transportation Enhancements: Reconstruction, Urbanization, Center turn lane
Intermodal: N/A
Pedestrian Needs: 8' shared use path on east side of roadway

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

Purpose and Need Statement:

This corridor is in extremely poor condition and requires constant patching. The corridor is also about to become one of the major routes to the new Mandan High School. The travel way is narrow and the rural section no longer fits with the surrounding urban land uses.

Existing Conditions:

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

Late 1970's, it has require many patches to keep it driveable.

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

There is one 11' driving lane in each direction, there are no turning lanes currently

3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

The existing asphalt pavement has severe alligator, longitudinal and transverse cracking. City staff needs to routinely patch the roadway to keep it traversable.

4. Any existing geometric concerns?
The current geometrics are half of a planned urbanized roadway. The crown of the road is along the east pavement edge. The urbanization plan never came to fruition and the road has remained narrow and disjointed.
5. Are there any access points to adjoining properties that present a special concern?
Tying into existing residential driveways may restrict some vertical realignment options.
6. Are there any existing sidewalks or shared use path in place?
There is a planned shared-use path to the south of this segment, and a sidewalk in the ditch, south of 27th Street.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Minimal storm sewer exists, there are plans to install more as the sections are urbanized.
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
The City has water main replacement planned between 24th and 27th street. There are currently no plans for sewer main installation, but the segment of 27th Street between 8th Ave NW and 1806 will continue to be evaluated during project design.
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
There is minimal lighting in place, we would plan to install all new with this project.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
No traffic signals exist or are anticipated, there are no high accident rate intersections identified and a dedicated turning lane is planned for.

Remarks:

City Engineer: 

Date: 02/02/2024

District Engineer: _____

Date: _____

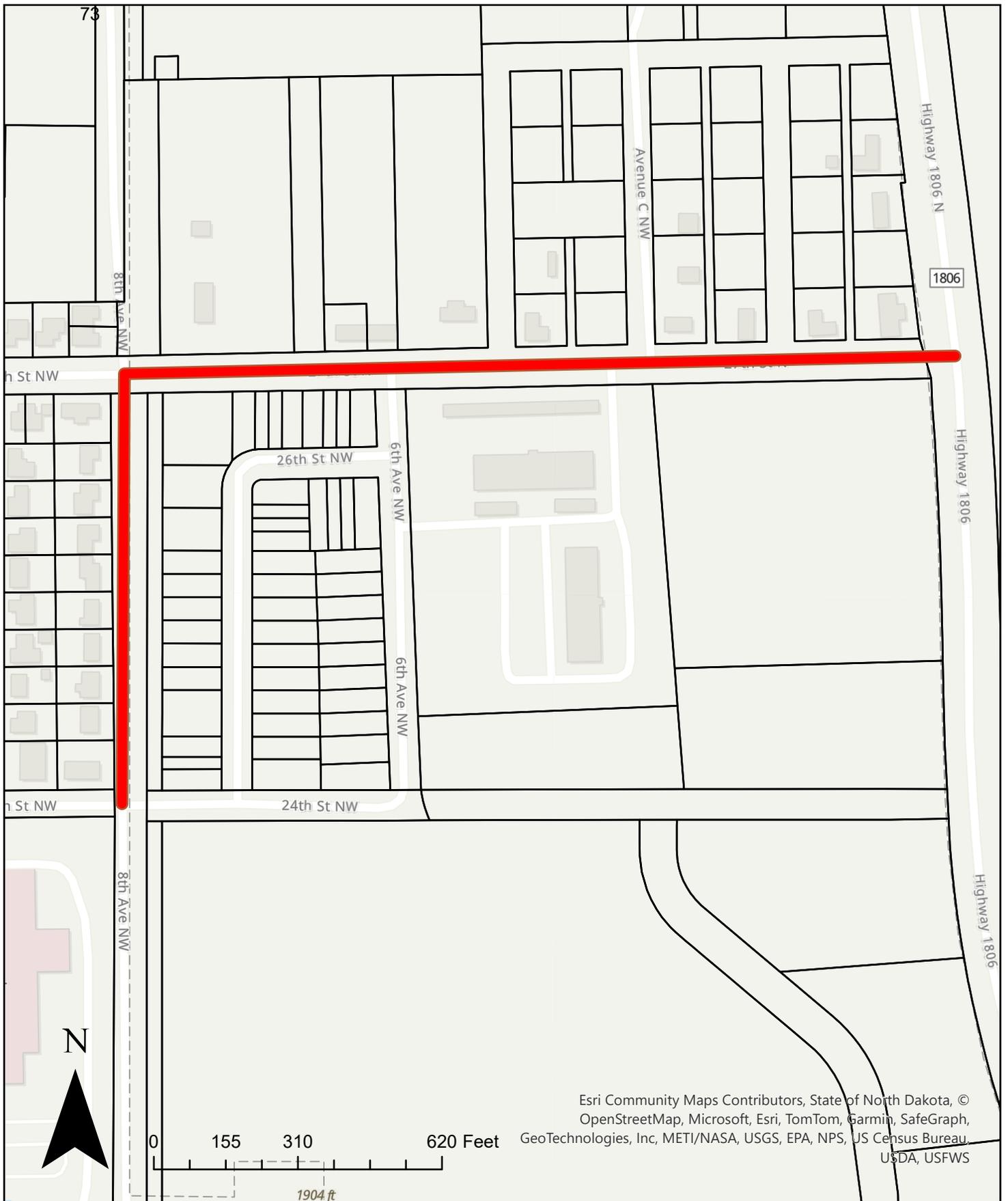
Note: Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.

Project No. 2021-06
8th Avenue (24th to 27th Street) and 27th Street (8th Avenue to Hwy. 1806) Reconstruction
Mandan, ND

Engineer's Opinion of Cost

BID ITEM NO. & DESCRIPTION			UNIT	Quantity	UNIT PRICE	TOTAL	
Base Bid							
1.	103	0100	CONTRACT BOND	L SUM	1	\$31,000.00	\$31,000.00
2.	201	0330	CLEARING & GRUBBING	L SUM	1	\$2,400.00	\$2,400.00
3.	201	370	REMOVAL OF TREES 10IN	L SUM	1	\$1,300.00	\$1,300.00
4.	202	0021	REMOVE AGGREGATE BASE & SURFACING	TON	200	\$12.00	\$2,400.00
5.	202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	1,860	\$42.00	\$78,120.00
6.	202	0130	REMOVAL OF CURB & GUTTER	LF	3,820	\$17.00	\$64,940.00
7.	202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	10,320	\$10.00	\$103,200.00
8.	202	0173	REMOVAL OF SEWER PIPE	LF	160	\$30.00	\$4,800.00
9.	203	0101	COMMON EXCAVATION-TYPE A	CY	730	\$15.00	\$10,950.00
10.	203	0107	TOPSOIL-WASTE AREA	CY	970	\$4.00	\$3,880.00
11.	203	0113	COMMON EXCAVATION-WASTE	CY	14,940	\$25.00	\$373,500.00
12.	203	0125	REMOVE & SALVAGE TOPSOIL	CY	2,280	\$40.00	\$91,200.00
13.	210	0212	FLOWABLE FILL	CY	60	\$150.00	\$9,000.00
14.	216	0100	WATER	M GAL	900	\$38.00	\$34,200.00
15.	230	0165	SUBGRADE PREPARATION-TYPE A-12IN	STA	30	\$1,000.00	\$30,000.00
16.	251	0300	SEEDING CLASS III	ACRE	3	\$1,500.00	\$4,078.38
17.	253	0201	HYDRAULIC MULCH	ACRE	3	\$1,500.00	\$4,078.38
18.	255	0103	ECB TYPE 3	SY	960	\$2.50	\$2,400.00
19.	261	0120	FIBER ROLLS 20IN	LF	3,510	\$4.00	\$14,040.00
20.	261	0121	REMOVE FIBER ROLLS 20IN	LF	3,510	\$1.00	\$3,510.00
21.	261	0200	WEIGHTED FIBER ROLLS	LF	190	\$10.00	\$1,900.00
22.	261	0201	REMOVE WEIGHTED FIBER ROLLS	LF	190	\$2.50	\$475.00
23.	302	0100	SALVAGED BASE COURSE	TON	190	\$30.00	\$5,700.00
24.	401	0121	AGGREGATE BASE COURSE CL 5	CY	7,760	\$75.00	\$582,000.00
25.	401	0050	TACK COAT	GAL	3,920	\$3.00	\$11,760.00
26.	401	0060	PRIME COAT	GAL	780	\$7.50	\$5,850.00
27.	401	0070	FOG SEAL	GAL	780	\$4.00	\$3,120.00
28.	401	0160	BLOTTER MATERIAL CL 44	TON	120	\$40.00	\$4,800.00
29.	430	0143	RAP - SUPERPAVE FAA 43	TON	4,490	\$100.00	\$449,000.00
30.	430	1000	CORED SAMPLE	EA	10	\$35.00	\$350.00
31.	430	5815	PG 58S-34 ASPHALT CEMENT	TON	260	\$800.00	\$208,000.00
32.	702	0100	MOBILIZATION	L SUM	1	\$150,000.00	\$150,000.00
33.	704	0100	FLAGGING	MHR	190	\$50.00	\$9,500.00
34.	704	1000	TRAFFIC CONTROL SIGNS	UNIT	3,030	\$1.75	\$5,302.50
35.	704	1052	TYPE III BARRICADE	EA	40	\$95.00	\$3,800.00
36.	704	1054	SIDEWALK BARRICADE	EA	10	\$45.00	\$450.00
37.	704	1058	PEDESTRIAN WALKWAY	LF	120	\$11.00	\$1,320.00
38.	704	1060	DELINEATOR DRUMS	EA	240	\$17.00	\$4,080.00
39.	704	1067	TUBULAR MARKERS	EA	80	\$4.00	\$320.00
40.	704	1087	SEQUENCING ARROW PANEL-TYPE C	EA	2	\$750.00	\$1,770.13
41.	704	2108	TEMPORARY CURB RAMP	EA	5	\$450.00	\$2,124.16
42.	708	1540	INLET PROTECTION-SPECIAL	EA	9	\$175.00	\$1,652.12
43.	708	1541	REMOVE INLET PROTECTION-SPECIAL	EA	9	\$35.00	\$330.42
44.	709	0151	GEOSYNTHETIC MATERIAL TYPE R1	SY	20,570	\$3.00	\$61,710.00
45.	714	0210	PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	230	\$85.00	\$19,550.00
46.	714	0315	PIPE CONC REINF 18IN CL III-STORM DRAIN	LF	1,750	\$75.00	\$131,250.00
47.	714	3011	END SECT-CONC REINF 18IN CL III-STORM DRAIN	EA	2	\$2,500.00	\$5,900.43
48.	714	9696	EDGEDRAIN NON PERMEABLE BASE	LF	5,710	\$10.50	\$59,955.00
49.	722	0100	MANHOLE 48IN	EA	7	\$5,750.00	\$40,712.99
50.	722	0130	MANHOLE 84IN	EA	2	\$10,000.00	\$23,601.73
51.	722	1100	MANHOLE RISER 48IN	LF	80	\$375.00	\$30,000.00
52.	722	1130	MANHOLE RISER 84IN	LF	30	\$850.00	\$25,500.00
53.	722	3510	INLET-TYPE 2	EA	2	\$3,750.00	\$8,850.65
54.	722	3520	INLET-TYPE 2 DOUBLE	EA	5	\$7,000.00	\$33,042.42
55.	722	4005	INLET CATCH BASIN	EA	2	\$3,500.00	\$8,260.61
56.	722	6140	ADJUST GATE VALVE BOX	EA	20	\$400.00	\$8,000.00
57.	722	6160	ADJUST INLET	EA	2	\$450.00	\$1,062.08
58.	722	6200	ADJUST MANHOLE	EA	2	\$2,000.00	\$4,720.35
59.	724	0270	REMOVE GATE VALVE & BOX	LF	7	\$500.00	\$3,540.26
60.	724	0300	GATE VALVE & BOX 6IN	EA	2	\$3,500.00	\$8,260.61
61.	724	0310	GATE VALVE & BOX 8IN	EA	7	\$3,750.00	\$26,551.95
62.	724	0400	HYDRANT-INSTALL 6IN	EA	2	\$8,000.00	\$18,881.39
63.	724	0430	REMOVE HYDRANT	EA	2	\$1,100.00	\$2,596.19
64.	724	0810	WATERMAIN 6IN PVC	LF	40	\$120.00	\$4,800.00

65.	724	0830	WATERMAIN 8IN PVC	LF	140	\$200.00	\$28,000.00	
66.	724	1024	IRRIGATION SYSTEM	EA	1	\$4,000.00	\$4,000.00	
67.	744	0100	POLYSTYRENE INSULATION BOARD	BD FT	1,810	\$4.25	\$7,692.50	
68.	748	0140	CURB & GUTTER-TYPE I	LF	5,850	\$70.00	\$409,500.00	
69.	750	0030	PIGMENTED IMPRINTED CONCRETE	SY	930	\$170.00	\$158,100.00	
70.	750	0115	SIDEWALK CONCRETE 4IN	SY	430	\$58.00	\$24,940.00	
71.	750	1000	DRIVEWAY CONCRETE	SY	200	\$98.00	\$19,600.00	
72.	750	2115	DETECTABLE WARNING PANELS	SF	190	\$95.00	\$18,050.00	
73.	752	0911	TEMPORARY SAFETY FENCE	LF	470	\$3.50	\$1,645.00	
74.	754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	90	\$27.00	\$2,430.00	
75.	754	0112	FLAT SHEET FOR SIGNS-TYPE IV REFL SHEETING	SF	60	\$25.00	\$1,500.00	
76.	754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	240	\$20.00	\$4,800.00	
77.	762	0110	EPOXY PVMT MK 4IN LINE-GROOVED	LF	6,460	\$1.10	\$7,106.00	
78.	762	0131	EPOXY PVMT MK 6IN LINE-GROOVED	LF	460	\$5.00	\$2,300.00	
79.	762	0132	EPOXY PVMT MK 8IN LINE-GROOVED	LF	300	\$2.50	\$750.00	
80.	762	0135	EPOXY PVMT MK 24IN LINE-GROOVED	LF	150	\$25.00	\$3,750.00	
81.	762	0136	EPOXY PVMT MK MESSAGE-GROOVED	SF	380	\$20.00	\$7,600.00	
82.	762	1004	PVMT MK PAINTED 4IN LINE	LF	2,110	\$0.15	\$316.50	
83.	762	1106	PVMT MK PAINTED 6IN LINE	LF	180	\$2.25	\$405.00	
84.	762	1108	PVMT MK PAINTED 8IN LINE	LF	180	\$0.30	\$54.00	
85.	770	0001	LIGHTING SYSTEM	EA	1	\$500,000.00	\$500,000.00	
86.	970	0095	HERBICIDE WEED CONTROL	ACRE	5	\$392.00	\$2,131.63	
							Construction Subtotal	\$4,054,018.37
							10% Contingencies	\$405,401.84
							2028-2023 = five years of inflation at 3%	\$710,270.03
							TOTAL PROJECT COST	\$5,169,690.23



8th Ave NW and 27th St NW Reconstruction

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

DATE: 02/02/2024

PRIORITY# _____ Regional: Y/N N Urban Roads: Y/N Y

City: Bismarck Street: S 12th St – Santa Fe to Burleigh Av, Yegen Rd – Hagen Av to ND 1804, & Burleigh Av – Tavis Rd to Washington St

County: Burleigh Length: 12th St – 4,500LF Yegen Rd – 9,850 LF, - Burleigh Av – 5330 LF = 19,680 LF/3.73 miles

Proposed Improvement: Mill 1” and Overlay 2”, costs below include federal (\$1,725,000) and local match (\$431,000)

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
0	0	0	0	2,156	0	0	2,156

Present Road: Surface Width? 24'(all) Surface Type? Asphalt (all)

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

Proposed Improvements	
ADT Present: <u>12th St – 3035, Yegen Rd – 3820, Burleigh Av - 3820</u>	Yr: <u>2028</u>
Travel Way Width : <u>24'</u>	
ADT Design: _____ Design year _____	No. of Lanes: <u>Two</u>
Design Speed: <u>55</u>	Roadway Width: <u>24'</u>
Maximum Curve: _____	Min. R/W Width: _____
Maximum Grade: _____	

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

Est. No. business to be displaced? _____ <u>None</u> _____
Impacts
Will there be any additional Impacts (Cultural and Environmental Resources): <u>None</u>
Will there be any impacts to 4(f) or 6(f) properties: _____ <u>No</u> _____
Airports: _____ <u>No</u> _____ Public Hearings: _____ <u>No</u> _____
Environmental Classification (Cat-Ex, EA, EIS): _____ <u>Cat-Ex</u> _____
Transportation Enhancements: _____ <u>None</u> _____
Intermodal: _____ <u>None</u> _____
Pedestrian Needs: _____ <u>None - Rural</u> _____

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

Purpose and Need Statement:

It is estimated that by 2028 these sections of roadway (12th St, Yegen Rd, & Burleigh Av) will need to have mill and overlay to maintain the structural integrity of the pavement before it falls into a state of disrepair and require reconstruction.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
Varies
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
These roadway sections consist of a 2-lane roadway section with little or no shoulder.
3. What is the condition of the pavement section?
 - A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

2021 PCI scores – 12th Street 68.94, Yegen Road (North to South) 50.94, 72.94, 73.94, S. Burleigh Avenue (East to West) 63.94, 73.94, 74.94

4. Any existing geometric concerns?
None
5. Are there any access points to adjoining properties that present a special concern?
None
6. Are there any existing sidewalks or shared use path in place?
Burleigh Ave includes a 10' trail, 12th Street includes a trail in portions of right of way and on adjacent Bismarck Parks and Rec property. No trails on Yegen Rd.
7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
No, Rural Ditch section roadway
8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
NA
9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
NA
10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
NA

Remarks:

The request for this project is based on the pavement condition. According to the City of Bismarck's Pavement Management System score for these sections of roadway. These sections of roadway should be milled and overlaid by 2027 when the PCI value is predicted to be 59. This would be the ideal time to mill and overlay the roadway before it falls into a state of disrepair and needing to be reconstructed. The City of Bismarck has identified a roadway with a PCI value of 55 and lower to be reconstructed.

Traffic operations and capacity of this corridor is adequately met by the current geometrics. No additional turning lanes are needed, and traffic control devices are sufficient to meet traffic needs.

Existing city underground infrastructure is adequate and does not require any upgrading. The intersection of Washington Street and Burleigh Avenue is the only lighting on any of these sections of roadway and will be addressed with the S Washington Street reconstruction project AC-NHU-1-981(137).

City Engineer: Gabe Schell

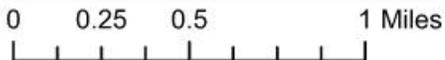
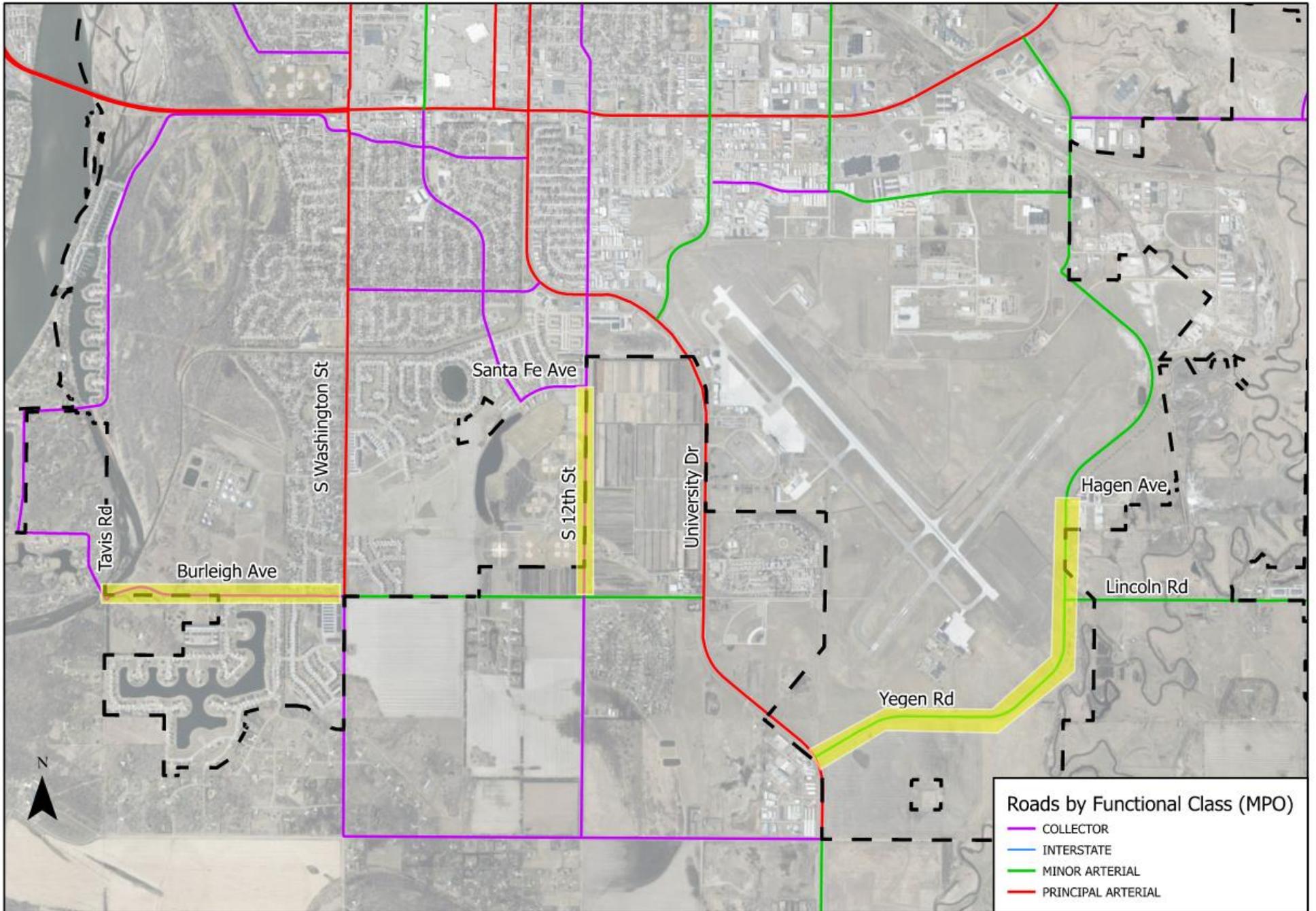
Date: 2/1/24

District Engineer: N/A

Date:

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

Proposed Urban Roads Pavement Rehab Projects





Yegen Road 9,580 LF of 1" Mill / 2" Overlay

(Hagen Ave. to University Dr.)

202-4.1	Unclassified Excavation	CY	200.00	\$20.00	\$4,000.00
302-4.3	Blended Base	Ton	300.00	\$35.00	\$10,500.00
401-6.23	AC Superpave (FAA43)	Ton	3,300.00	\$103.00	\$339,900.00
401-6.33	AC Patch (FAA43)	Ton	350.00	\$145.00	\$50,750.00
402-4.2	Bituminous Tack Coat	Gal	2,980.00	\$2.80	\$8,344.00
403-4.1	Bituminous Seal Coat	SY	29,805.00	\$3.50	\$104,317.50
404-4.1	Milling Pavement Surface	Ton	2,325.00	\$26.00	\$60,450.00
405-8.2	Rubberized Asphalt Sealant	LF	28,740.00	\$0.70	\$20,118.00
SP-	4" Epoxy Pvmt Mrkng	LF	22,000.00	\$2.00	\$44,000.00
SP-	8" Epoxy Pvmt Mrkng	LF	280.00	\$4.00	\$1,120.00
SP-	24" Epoxy Pvmt Mrkng	LF	25.00	\$12.00	\$300.00
SP-	MSG Epoxy Pvmt Mrkng	SF	96.00	\$12.00	\$1,152.00
1211-4.1	Traffic Control	EA	1.00	\$15,000.00	\$15,000.00
SP-	Fog Seal	GAL	1,916.00	\$0.65	\$1,245.40

\$661,196.90

Work by others

Signs	LS	1.00	2,550.00	\$2,550.00
Soil Analysis / Geotech	LS	1.00	2,960.00	\$2,960.00

\$5,510.00

Projected Estimate Total	\$666,707
Inflation	4.00%
2028 Construction Cost	\$811,151



S. 12th Street 4,500 LF of 1" Mill / 2" Overlay

(Santa Fe Ave. to Burleigh Ave.)

202-4.1	Unclassified Excavation	CY	50.00	\$20.00	\$1,000.00
302-4.3	Blended Base	Ton	50.00	\$35.00	\$1,750.00
401-6.23	AC Superpave (FAA43)	Ton	1,700.00	\$103.00	\$175,100.00
401-6.33	AC Patch (FAA43)	Ton	100.00	\$145.00	\$14,500.00
402-4.2	Bituminous Tack Coat	Gal	1,500.00	\$2.80	\$4,200.00
403-4.1	Bituminous Seal Coat	SY	15,000.00	\$3.50	\$52,500.00
404-4.1	Milling Pavement Surface	Ton	720.00	\$26.00	\$18,720.00
405-8.2	Rubberized Asphalt Sealant	LF	1,500.00	\$0.70	\$1,050.00
SP-	4" Epoxy Pvmt Mrkng	LF	12,000.00	\$2.00	\$24,000.00
SP-	24" Epoxy Pvmt Mrkng	LF	15.00	\$12.00	\$180.00
1211-4.1	Traffic Control	EA	1.00	\$12,000.00	\$12,000.00
SP-	Fog Seal	GAL	1,760.00	\$0.65	\$1,144.00

\$306,144.00

Work by others

Signs	LS	1.00	2,550.00	\$2,550.00
Soil Analysis / Geotech	LS	1.00	2,960.00	\$2,960.00

\$5,510.00

Projected Estimate Total	\$311,654
Inflation	4.00%
2028 Construction Cost	\$379,175



Burleigh Ave. 5,330 LF of 1" Mill / 2" Overlay

(Tavis Rd. to S. Washington St.)

202-4.1	Unclassified Excavation	CY	50.00	\$20.00	\$1,000.00
302-4.3	Blended Base	Ton	50.00	\$35.00	\$1,750.00
401-6.23	AC Superpave (FAA43)	Ton	2,015.00	\$103.00	\$207,545.00
401-6.33	AC Patch (FAA43)	Ton	100.00	\$145.00	\$14,500.00
402-4.2	Bituminous Tack Coat	Gal	1,780.00	\$2.80	\$4,984.00
403-4.1	Bituminous Seal Coat	SY	17,770.00	\$3.50	\$62,195.00
404-4.1	Milling Pavement Surface	Ton	860.00	\$26.00	\$22,360.00
405-8.2	Rubberized Asphalt Sealant	LF	1,780.00	\$0.70	\$1,246.00
SP-	4" Epoxy Pvmt Mrkng	LF	14,000.00	\$2.00	\$28,000.00
SP-	24" Epoxy Pvmt Mrkng	LF	15.00	\$12.00	\$180.00
1211-4.1	Traffic Control	EA	1.00	\$10,000.00	\$10,000.00
SP-	Fog Seal	GAL	1,760.00	\$0.65	\$1,144.00

\$354,904.00

Work by others

Signs	LS	1.00	2,550.00	\$2,550.00
Soil Analysis / Geotech	LS	1.00	2,960.00	\$2,960.00

\$5,510.00

Projected Estimate Total	\$360,414
Inflation	4.00%
2028 Construction Cost	\$438,499



Real People. Real Solutions.

Safe Routes to Services Monthly Progress Report #3

Submission Date:
February 9, 2024

Performance Period:
January 1, 2024 – February 2, 2024

Project:
Safe Routes to Services

BMI Job No.: OT4.131300

Recipient: Bismarck-Mandan
MPO

Prime Consultant:
Bolton & Menk

Dear Ms. Riepl:

Enclosed is Bolton & Menk’s invoice for the Bismarck-Mandan Safe Routes to Services project, for the period ending February 2, 2024. The total fee for work completed during this time period is \$10,093.09. A brief overview of the project progress is provided below.

Tasks complete to date:

Task	% Billed	% Complete
Task 1: Project Management	10.1%	11.7%
Task 2: Public Participation	8.4%	8.2%
Task 3: Steering Committee Meetings	18.5%	19.0%
Task 4: Investigate Issues	47.0%	38.5%
Task 5: Identify Alternatives	0.0%	0.0%
Task 6: Implementation Strategies	0.0%	0.0%
Task 7: Engagement Vendors & Direct Expenses	0.0%	0.0%
Total:	10.4%	9.6%

Summary of Activities Within Invoice Period:

Task 1: Project Management

- Coordination with the project team and BMMPO
- Task and budget management

Task 2: Public Participation

- Public Engagement Plan and Stakeholder listing complete
- Reviewing comment boxes and comment cards for dispersal in early March
- Setting dates with CAG groups for listening sessions
- 1 CBO contract completed and 3 being worked on

Task 3: Steering Committee Meetings

- No activity during this invoice period

Task 4: Investigate Issues

- Data gathering
- Infrastructure analysis
- Barrier assessment

Task 5: Identify Alternatives

- No activity during this invoice period

Task 6: Implementation Strategies

- No activity during this invoice period

Task 7: Engagement Vendors & Direct Expenses

- No activity during this invoice period

Required Action by BMMPO:

- None in this reporting period

Problems Encountered:

- City of Mandan does not have GIS layers for signals, RRFB's, sidewalks, parks, or bus stops
 - We are looking into potential solutions

Summary of Project Decisions:

- None in this reporting period

Out of Scope Services:

- None in this reporting period

If you have any questions, please do not hesitate to call me at (701) 306-1670.

Sincerely,

Bolton & Menk, Inc.



Mike Bittner, PE, PTOE, PTP, RSP, PMP, IMSA II
Senior Transportation Project Manager

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION POLICY BOARD ADMINSTRATIVE
MODIFICATION TO THE 2023-2024 ANNUAL UNIFIED PLANNING WORK PROGRAM (UPWP)**

DATE: February 13, 2024

REGARDING: Funds Transfer between Task 102 and Taks 204

According the MPO's Public Participation Plan, 'The MPO is allowed to move funding between tasks to an amount up to 10% of the total cumulative yearly amount, without North Dakota Department of Transportation (NDDOT) and Federal Highway Administration/Federal Transit Administration (FHWA/FTA) approval.'

According to the currently adopted 2023-2024 UWPW, the 10% threshold for 2024 is \$104,751.10. The current funds transfer of \$10,000 is within this limit, and the details are described below:

Task	Year	Funds In	Funds Out	Federal Share	Local Share	Beginning Budget	Ending Budget	Local Partner
Task 102: Training Travel and Education	2024	-	10,000	8,000	2,000	16,700	6,700	Bismarck
Task 204: Planning Studies / Data Acquisition	2024	10,000	-			670,000	680,000	

As of February 13, 2024, the date creating this notice, the 2023-2024 UWPW is administratively modified via a funds transfer between tasks. Notice is being given to the MPO TAC and Policy Boards at their regularly scheduled meetings on February 20th, 2024. Notice will subsequently be given to NDDOT and FHWA. No approvals are needed.

Submitted:

Rachel Lukaszewski
Bismarck-Mandan MPO Staff

2/13/2024
Date

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Progress Report

Date: Thursday, February 08, 2024

Project: Bismarck-Mandan Arrive 2050 Update

To: Rachel Lukaszewski

From: Jason Carbee

Subject: Progress Report for January 1 to January 27, 2024

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

TDMSE Task 8 – Model Performance Review

- HDR completed our initial review of the travel model.
- The team continued working with ATAC on potential revisions to the travel model for better network construction and less restrictive speed adjustments.

MTP Task 1 – Project Management

- The consultants continued monthly accounting and progress reports.
- Consulting team continued internal coordination calls.
- Continued MPO-HDR-SRF team coordination calls.
- Provided updates to TAC and Policy Board meetings.

MTP Task 2 – MTP Engagement

- Study team conducted January 23 Steering Committee meeting.
- Study team began planning for April public and stakeholder engagement.

MTP Task 3 – MTP Data Collection

- Collected additional trail and crash data.

MTP TASK 5 – Baseline System Conditions

- Presented draft baseline conditions results to steering committee.
- Met with NDDOT safety staff to reconcile methodology for crash data discrepancies between our dataset and NDDOT urban crash report.
- Continued development of the existing conditions document
- Finalized environmental baseline conditions review.

Project Progress Summary

Task	Start Date	End Date	Percent Complete		Explanation / Discussion
			Period Start	Period End	
TDMSE Task 1 - Project Management	Sep-22	Aug-23	99%	99%	
TDMSE Task 2 - Outreach and Stakeholder Consultation	Sep-22	Jun-23	100%	100%	
TDMSE Task 3- TDMSE Data Needs	Sep-22	Nov-23	100%	100%	
TDMSE Task 4 - TDMSE Methodology	Oct-22	Nov-23	100%	100%	
TDMSE Task 5 - Development Scenario and Forecasts	Nov-22	Feb-23	100%	100%	
TDMSE Task 6 - Baseline Study Expectations (Forecasts)	Nov-22	Mar-23	100%	100%	
TDMSE Task 7- Allocate Socioeconomic Data	Dec-22	Aug-23	100%	100%	
TDMSE Task 8 - Model Performance Review and Validation	Feb-23	Mar- 24	25%	50%	Note – awaiting ATAC revisions of 2050 E+C model.
TDMSE Task 9 - Report	Sep-22	Mar-24	50%	50%	
MTP TASK 1 - Project Management	Jun-23	Dec-24	20%	30%	Continued accounting and invoicing.
MTP TASK 2 – Public Engagement	Jun-23	Dec-24	23%	27%	
MTP TASK 3 – Data Collection	Jun-23	Sep-23	90%	95%	
MTP TASK 4 – Goals, Objectives & Performance Measures	Aug-23	Oct-23	0%	0%	
MTP TASK 5 – Baseline System Conditions	Aug-23	Jan-24	60%	75%	Neared finalization of baseline conditions documentation and initial reviews of future traffic volumes
MTP TASK 6 - Develop & Screen Alternatives	Jan-24	May-24	0%	0%	
MTP TASK 7 – Financial Plan and Implementation Schedule	Oct-23	Jun-24	0%	0%	
MTP TASK 8 – MTP Document Development and Review	Jun-24	Dec-24	0%	0%	
Project Totals	Sep-22	Dec-24	40%	44%	

Bismarck-Mandan MPO * 2023 Ortho - Lidar Project * Period ending 1/31/24

Bismarck-Mandan MPO Field Survey				
Phase (Percent of Project)	Percent Complete	Start	End	Comments
Kick-off Meeting (0.5%)	100.00%	4/20/2023	4/20/2023	
Targeting (2%)	100.00%	4/24/2023	4/30/2023	
Field Survey (3%)	100.00%	4/24/2023	6/30/2023	MPO opted for NAD83(2011) on 6/30/23
Survey Report (0.5%)	100.00%	11/1/2023	12/18/2023	Stamped
Supplemental Field Topo (2.5%)	100.00%	11/1/2023	1/15/2024	As needed basis

Bismarck-Mandan MPO Digital Orthophotos				
Phase (Percent of Project)	Percent Complete	Start	End	Comments
Imagery Acquisition (9%)	100.00%	5/3/2023	5/3/2023	NTP 5/1 * Acquisition start-up 5/3
Raw Imagery Processing and QC (1%)	100.00%	5/5/2023	5/19/2023	
Aero-Triangulation (2%)	100.00%	7/17/2023	8/1/2023	Holding for control and datum/projection finalization
Stereo Model Set QC (1%)	100.00%	8/5/2023	8/7/2023	Review for parallax / target report
Orthophoto Processing (22%)	100.00%	9/5/2023	1/12/2024	Pilot delivery in October - needs resubmission
Accuracy Analysis (0.5%)	50.00%	1/11/2024		Accuracy reporting
File Formatting and Mosaics (3%)	33.00%	1/2/2024		
Metadata (1%)	50.00%	1/29/2024		
Final Delivery (Due 12/31/23)				amended extension to 2/29/24

Bismarck-Mandan MPO Lidar Terrain				
Phase (Percent of Project)	Percent Complete	Start	End	Comments
Lidar Acquisition (9%)	100.00%	5/3/2023	5/3/2023	NTP 5/1 * Acquisition start-up 5/3
Calibration and Index (4%)	100.00%	5/9/2023	9/5/2023	New boresight required * calibrate * adj to control
Bare Earth Edit (25%)	100.00%	9/6/2023	12/18/2023	
Hydro Breakline Collection (10%)	100.00%	8/25/2023	11/6/2023	Hydro and snow void collection
Terrain Building and Formatting (2%)	75.00%	12/17/2023		Drape water lines and snow voids for final terrain
Contour Generation (2%)	100.00%	1/15/2024	1/29/2024	
Final Delivery (Due 12/31/23)				amended extension to 2/29/24

Project Percent Complete	96.75%
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