

City of Bismarck

The total project cost suggested for the City of Bismarck is \$862,150. The project cost breakout for roadway segment, right-angle intersection, and pedestrian/bicyclist intersection projects are listed in Table 4-2. High-priority locations that received a project are shown in Figure 4-8 and Tables 4-3 through 4-5. These locations are described in further detail in Appendix A along with priority rankings and suggested project sheets.

TABLE 4-2
City of Bismarck Project Costs

Project Type	Cost
Roadway Segments	\$288,150
Right-Angle Intersections	\$44,000
Pedestrian and Bicyclist Intersections	\$530,000
Total	\$862,150

TABLE 4-3
City of Bismarck – Urban Segment Projects

Corridor ID	Local Street Name	Risk Ranking	2-Lane to 3-Lane Conver. (miles)	Project Cost (\$)	Notes
803.01	Calgary Ave	★★★	0.8	\$12,750	10th Street to 19th Street
808.01	Burnt Boat Dr	★★★★	0.27	\$ 4,624	Tyler Parkway to Broadview Lane
810.01	Interstate Ave	★★★★	0.7	\$11,832	Century Ave to Springfield (0.4 mi), 9th St to State St (0.3 mi)
810.02	Interstate Ave	★★★	0.6	\$10,200	
813.01	College Dr	★★★★	0.5	\$ 8,500	
825.01	N 4th St	★★★★	2.8	\$ 47,600	
826.01	N 19th St	★★★	2.1	\$ 35,700	
830.02	Divide Ave	★★★	2	\$ 34,680	4-lane divided between 94 and Century Ave
830.03	Divide Ave	★★★★	1.3	\$ 22,440	State St to Volk Dr
833.01	Memorial Hwy / Front Ave	★★★	1	\$ 17,204	Washington to 12th Street
836.01	Rosser Ave	★★★	3	\$ 50,575	Turn lanes in downtown between 1st and 7th
846.01	S 3rd St	★★★★	1.9	\$ 32,045	Hwy 810 to Rosser Ave already 5-lane
		TOTALS	15.2	\$ 288,150	

TABLE 4-4
 City of Bismarck – Urban Segment Projects

Corridor ID	Local Street Name	Access Management (mi)	Confirmation Lights	Project Cost (\$)
194.01	Bismarck Exp	0	9	\$18,000
809.01	Century Ave	0	6	\$10,000
810.01	Interstate Ave	0	2	\$4,000
810.02	Interstate Ave	0	2	\$4,000
815.01	Capital Ave	0	2	\$4,000
845.01	Washington St	0	2	\$4,000
TOTALS		0	23	\$ 44,000

TABLE 4-5
 City of Bismarck – Urban Pedestrian and Bicycle Projects

Corridor ID	Local Street Name	Countdown Timers	Project Cost (\$)
83.01	US 83 (State St)	3	\$ 30,000
83.03	N 7th St	5	\$ 50,000
83.04	N 9th St	5	\$ 50,000
194.01	Bismarck Exp	8	\$ 80,000
809.01	Century Ave	5	\$ 50,000
815.01	E Capital Ave	8	\$ 80,000
833.01	Front Ave	2	\$ 20,000
834.01	E Broadway Ave	3	\$ 30,000
836.01	Rosser Ave	5	\$ 50,000
845.01	Washington St	2	\$ 20,000
845.02	Washington St	7	\$ 70,000
		53	\$ 530,000

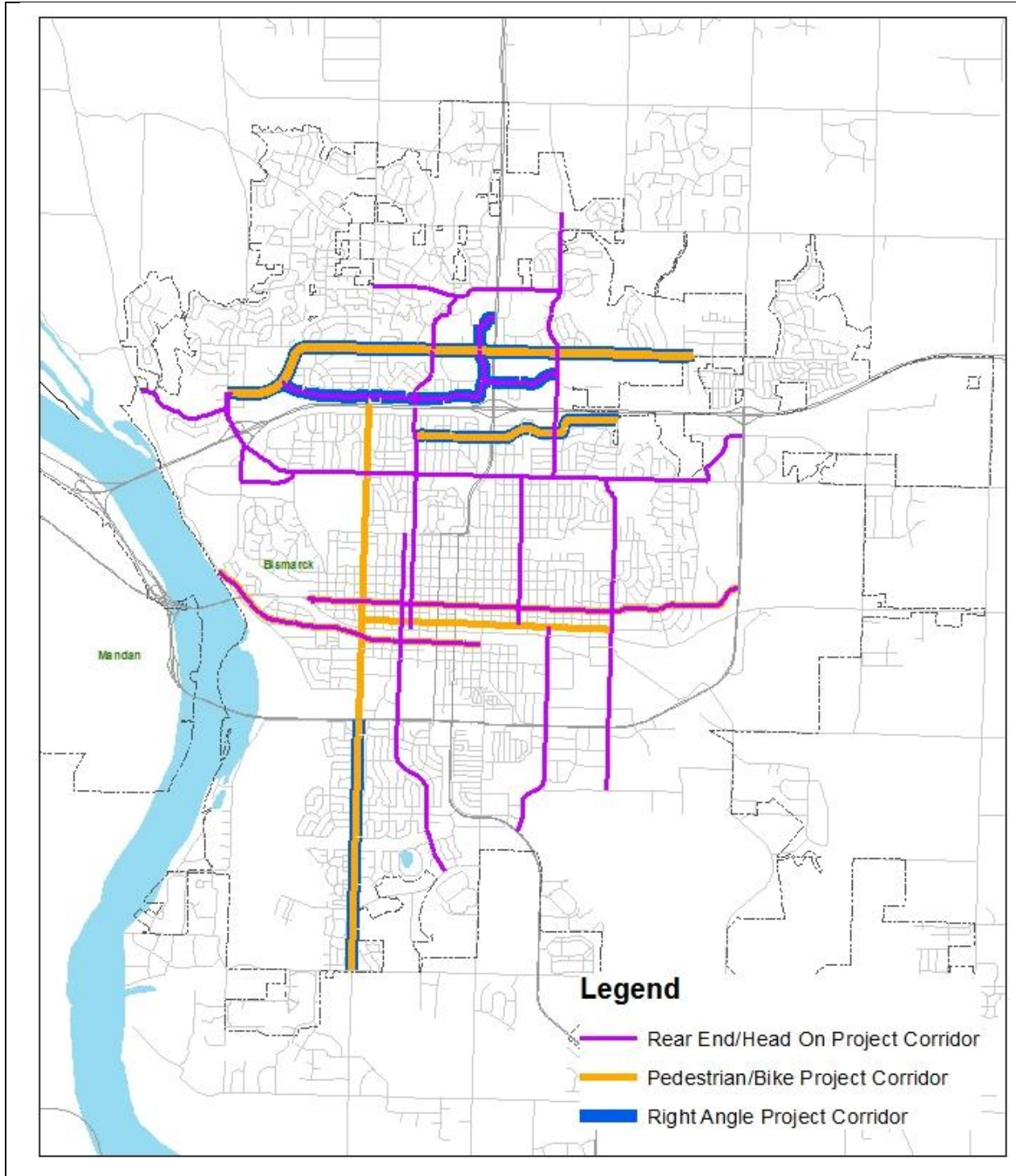


FIGURE 4-8
High-Priority Urban Corridors

23 USC 409
NDDOT Reserves All Objections

Burleigh County Project

Projects		Total Costs
Rural Intersections	16 intersections	\$ 525,950
Rural Segments	48 miles	\$ 207,690
Rural Curves	22 curves	\$ 119,024
	Total Rural Projects	\$ 852,664
Urban Segments (Rear End/Head On)	18 miles	\$ 288,150
Urban Intersections (Right Angle Crashes)	23 intersections	\$ 44,000
Urban Intersections (Ped/Bike Crashes)	49 intersections	\$ 530,000
	Total Urban Projects	\$ 862,150
	Total Burleigh County	\$ 1,714,814

Burleigh County Urban Segment Projects - Rear End/Head On

Corridor ID	Route #	Local Street Name	Start	End	Length	Risk Ranking	2-Lane to 3-Lane Conv	Project Cost (\$)	Notes
803.01	803	Calgary Ave	N Washington St	N 19th St	1.5	***	0.8	\$ 12,750	10th Street to 19th Street
808.01	808	Burnt Boat Dr	River Rd	Tyler Pkwy	0.8	****	0.27	\$ 4,624	Tyler Parkway to Broadview Lane
810.01	810	Interstate Ave	Century Ave	State St	2.4	****	0.7	\$ 11,832	Century Ave to Springfield (0.4 mi), 9th St to State St
810.02	810	Interstate Ave	Interstate Ave	N 19th St	0.6	***	0.6	\$ 10,200	
813.01	813	College Dr	Schafer	Divide Ave	0.8	****	0.5	\$ 8,500	
825.01	825	N 4th St	E Main Ave	Calgary Ave	2.8	****	2.8	\$ 47,600	
826.01	826	N 19th St	E Divide Ave	End	2.1	***	2.1	\$ 35,700	
830.02	830	Divide Ave	W Century Ave	State St	2.4	***	2	\$ 34,680	4-lane divided between 94 and Century Ave
830.03	830	Divide Ave	State St	E Bismarck Expy	2.4	****	1.3	\$ 22,440	State St to Volk Dr
833.01	833	Memorial Hwy / Front Ave	River Rd	S 12th St	2.3	***	1	\$ 17,204	Washington to 12th Street
836.01	836	Rosser Ave	W Main Ave	E Bismarck Expy	3.5	***	3	\$ 50,575	Turn lanes in downtown between 1st and 7th
846.01	846	S 3rd St	Santa Fe Ave	E Boulevard Ave	2.9	****	1.9	\$ 32,045	Hwy 810 to Rosser Ave already 5-lane
					19.8		15.2	\$ 288,150	

Detailed Corridor Information

Burleigh Urban County Corridors							Volume	General							Ped Bike					Access						
Corridor	#	Local Name	Start	End	Road Type	City	Weighted ADT	Length	Speed Limit	# Lanes	Median	Paved Shoulder Width	Gravel Shoulder Width	Curb & Gutter?	Shoulder Type	Transit Route	Ped Generator	Description	Sidewalk / Bikeway	Description	Designated Mid Block Crossings	On Street Bike Lane	Primary Land Use	Total	Access/ Mile	Access Rating
800.01	800	Lasalle Dr	Canada Ave	Highway 83	Urban Collector	Bismarck	625	0.5	Low	2	No	1	2	Yes	Composite	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	21	42.0	Edge
801.01	801	Ash Coulee Dr	Cornice Dr	N Washington St	Urban Minor Arterial	Bismarck	3,135	1.1	Low	2	No	2	1	No	Composite	No	Yes	Middle School	Yes	10 ft Path	No	No	Residential	20	18.2	Edge
801.02	801	43rd Ave NE	N Washington St	N 52nd St	Urban Principal / Minor Arterial	Bismarck	2,785	4.0	High	2	No	2	1	No	Composite	No	No	No	No	No	No	No	Residential	47	11.8	None
802.01	802	No Name	12th St NE	43rd Ave NE	Urban Collector	Bismarck	385	0.3	Low	2	No	8	0	Yes	Paved	No	No	No	No	No	No	No	Industrial	14	46.7	Edge
803.01	803	Calgary Ave	N Washington St	N 19th St	Urban Collector	Bismarck	3,228	1.5	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	84	56.0	Edge
804.01	804	Daytona Dr	Country West Rd	Valley Dr	Urban Collector	Bismarck	643	0.7	Low	2	No	8	0	Yes	Paved	No	No	No	No	6 ft Sidewalk	No	No	Residential	60	85.7	Edge
805.01	805	Country West Rd	Tyler Pkwy	W Century Ave	Urban Collector	Bismarck	1,445	0.5	Low	2	No	2	0	Yes	Paved	No	Yes	Church	Yes	6 ft Sidewalk	No	No	Residential	14	28.0	Edge
806.01	806	Valley Dr	Tyler Pkwy	Ash Coulee Dr	Urban Collector	Bismarck	2,038	1.3	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	10 ft Path	Yes	No	Residential	35	26.9	Edge
807.01	807	Clairmont Rd	Burnt Boat Dr	Powder Ridge Dr	Urban Collector	Bismarck	1,265	0.8	Low	2	No	8	0	Yes	Paved	No	No	No	No	6 ft Sidewalk	No	No	Residential	29	36.3	Edge
808.01	808	Burnt Boat Dr	River Rd	Tyler Pkwy	Urban Collector	Bismarck	4,770	0.8	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Commercial	28	35.0	Edge
809.01	809	Century Ave	Tyler Pkwy	Hamilton St	Urban Principal	Bismarck	11,033	3.8	High	4	Yes	2	0	Yes	Paved	No	Yes	Mall	Yes	8 ft Sidewalk	No	No	Commercial	70	18.4	Median/Edge
809.02	809	Century Ave	Hamilton St	Sumter Dr	Urban Collector / Principal	Bismarck	5,250	1.2	Low	2	No	2	0	No	Paved	No	No	No	No	No	No	No	Residential	10	8.3	Edge
810.01	810	Interstate Ave	Century Ave	State St	Urban Collector	Bismarck	5,817	2.4	Low	3	No	2	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	171	71.3	Edge
810.02	810	Interstate Ave	Interstate Ave	N 19th St	Urban Collector	Bismarck	27,319	0.6	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	Yes	No	Commercial	30	50.0	Edge
811.01	811	No Name	Interstate Ave	12th St NE	Urban Collector	Bismarck	1,680	0.1	Low	2	Yes	6	0	Yes	Paved	No	Yes	Mall	No	No	No	No	Commercial	4	40.0	Median/Edge
812.01	812	Nebraska Dr	Century Ave	End	Urban Collector	Bismarck	860	0.3	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	15	50.0	Edge
813.01	813	College Dr	Divide Ave	Divide Ave	Urban Collector	Bismarck	5,280	0.8	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	Yes	No	Commercial	34	42.5	Edge
814.01	814	Turnpike Ave	Divide Ave	N 4th St	Urban Collector	Bismarck	2,511	1.4	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	119	85.0	None
815.01	815	Capitol Ave	N 4th St	End	Urban Collector	Bismarck	3,128	1.7	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	157	92.4	None
816.01	816	N 12th St	State St	Capitol Ave	Urban Collector	Bismarck	575	0.3	Low	2	No	0	0	Yes	None	No	Yes	Trailer Park	Yes	12 ft Path	No	No	Commercial	14	46.7	None
816.02	816	N 12th St	Capitol Ave	State St	Urban Collector	Bismarck	675	0.1	Low	2	No	0	0	Yes	None	No	No	No	Yes	12 ft Path	No	No	Commercial	8	80.0	None
816.03	816	N 12th St	End	End	Urban Collector	Bismarck	50	0.1	Low	2	No	0	0	Yes	None	No	No	No	Yes	6 ft Sidewalk	No	No	Commercial	5	50.0	Edge
817.01	817	N 26th St	Divide Ave	Grant Dr	Urban Collector	Bismarck	690	0.3	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	24	80.0	None
818.01	818	N 22nd St	Boulevard Ave	Divide Ave	Urban Collector	Bismarck	1,283	0.4	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	48	120.0	None
819.01	819	Valleyview / Crocus Ave	N 26th St	N 35th St	Urban Collector	Bismarck	840	0.8	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	72	90.0	None
820.01	820	Ward Rd	W Ave C	College Dr	Urban Collector	Bismarck	6,494	0.8	Low	2	No	6	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	No	No	Residential	19	23.8	Edge
821.01	821	N 16th St	Broadway Ave	Divide Ave	Urban Minor Arterial	Bismarck	5,123	1.2	Low	2	No	8	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	No	No	Residential	143	119.2	None
822.01	822	N 6th St	E Main Ave	E Ave A	Urban Collector	Bismarck	2,814	0.3	Low	2	No	8	0	Yes	Paved	No	Yes	Hospital	Yes	6 ft Sidewalk	No	No	Commercial	22	73.3	Edge
823.01	823	N Bell St	W Rosser Ave	W Ave C	Urban Collector	Bismarck	1,370	0.2	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	28	140.0	None
824.01	824	N Griffin St / W Boulevard Ave	W Ave C	N 7th St	Urban Principal / Collector / Minor Arte	Bismarck	4,406	1.2	Low	2	Yes	8	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	No	No	Residential	102	85.0	None
824.02	824	E Boulevard Ave	State St	N 26th St	Urban Collector / Minor Arterial	Bismarck	2,888	1.8	Low	2	No	8	0	Yes	Paved	No	Yes	School	Yes	6 ft Sidewalk	No	No	Residential	107	59.4	None
825.01	825	N 4th St	E Main Ave	Calgary Ave	Urban Collector / Minor Arterial	Bismarck	5,236	2.8	Low	2	No	8	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	Yes	No	Residential	224	80.0	None
826.01	826	N 19th St	E Divide Ave	End	Urban Collector / Minor Arterial	Bismarck	6,424	2.1	Low	2	No	8	0	Yes	Paved	No	Yes	School	Yes	6 ft Sidewalk	No	No	Residential	95	45.2	Edge
827.01	827	Centennial Rd	I-94	43rd Ave NE	Urban Principal	Bismarck	10,394	1.4	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	16	11.4	Edge
828.01	828	N 35th St	E Rosser Ave	E Divide Ave	Urban Collector	Bismarck	1,268	1.0	Low	2	No	10	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	91	91.0	None
829.01	829	River Rd / Riverside Park Rd	Burnt Boat Dr	S Washington St	Urban Collector	Bismarck	1,483	3.2	High	2	No	2	0	Yes	Paved	No	No	No	Yes	10 ft Path	No	No	Residential	80	25.0	Edge
830.01	830	Tyler Pkwy	Valley Dr	W Century Ave	Urban Minor Arterial	Bismarck	3,608	0.7	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	62	88.6	None
830.02	830	Divide Ave	W Century Ave	State St	Urban Principal / Minor Arterial	Bismarck	10,139	2.4	Low	2	No	8	0	Yes	Paved	No	Yes	State Capitol	Yes	6 ft Sidewalk	No	No	Residential	106	44.2	Median/Edge
830.03	830	Divide Ave	State St	E Bismarck Expy	Urban Minor Arterial	Bismarck	8,684	2.4	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	101	42.1	Edge
830.04	830	Divide Ave	E Bismarck Expy	N 52nd St	Urban Minor Arterial	Bismarck	5,250	1.0	High	2	No	2	0	No	Composite	No	No	No	No	No	No	No	Commercial	23	23.0	Edge
831.01	831	Ave C	N Bell St	N 16th St	Urban Collector	Bismarck	4,439	1.6	Low	2	No	10	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	No	No	Residential	154	96.3	None
832.01	832	E Ave D	N 16th St	N 26th St	Urban Collector	Bismarck	1,020	0.7	Low	2	No	8	0	Yes	Paved	No	Yes	School	Yes	6 ft Sidewalk	No	No	Residential	73	104.3	None
833.01	833	Memorial Hwy / Front Ave	River Rd	S 12th St	Urban Collector / Minor Arterial	Bismarck	7,497	2.3	Low	2	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Commercial	82	35.7	Edge
834.01	834	E Memorial Dr	N Washington St	N 26th St	Urban Collector / Minor Arterial	Bismarck	3,670	2	Low	3	No	8	0	Yes	Paved	No	No	Hospital	Yes	6 ft Sidewalk	No	No	Commercial	125	62.5	None
835.01	835	E Thayer Ave	N Washington St	N 6th St	Urban Collector	Bismarck	1,248	0.5	Low	2	No	10	0	Yes	Paved	No	Yes	Hospital	Yes	10 ft Sidewalk	No	No	Commercial	35	70.0	None
836.01	836	Rosser Ave	W Main Ave	E Bismarck Expy	Urban Minor Arterial	Bismarck	7,286	3.5	Low	2	No	10	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Residential	275	78.6	None
837.01	837	26th St	Airway Ave	E Divide Ave	Urban Minor Arterial	Bismarck	6,614	2.5	Low	2	No	8	0	Yes	Paved	No	Yes	School	Yes	6 ft Sidewalk	No	No	Commercial	92	36.8	Edge
838.01	838	Eastdale Dr	E Main Ave	E Rosser Ave	Urban Collector	Bismarck	1,135	0.3	Low	2	No	12	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Commercial	23	76.7	None
839.01	839	52nd St	Apple Creek Rd	Divide Ave	Urban Collector	Bismarck	1,191	2.2	Low	2	No	0	2	No	Gravel	No	No	No	No	No	No	No	Undeveloped	28	12.7	Edge
843.01	843	E Bowen Ave	S Washington Ave	Airport Rd	Urban Collector / Minor Arterial	Bismarck	2,510	1.5	Low	2	No	12	0	Yes	Paved	No	Yes	Park	Yes	6 ft Sidewalk	Yes	No	Residential	120	80.0	None
844.01	844	N 5th St	E Bowen Ave	E Ave C	Urban Minor Arterial	Bismarck	2,890	0.7	Low	2	No	12	0	Yes	Paved	No	No	No	No	6 ft Sidewalk	No	No	Commercial	47	67.1	Edge
845.01	845	S Washington Ave	34th Ave SW	Bismarck Expy	Urban Principal	Bismarck	5,196	2	Low	2	No	2	0	No	Paved	No	No	No	Yes	10 ft Path	No	No	Residential	46	23.0	Edge
845.02	845	N Washington Ave	Bismarck Expy	I-94	Urban Principal / Minor Arterial	Bismarck	13,778	2.5	Low	3	No	8	0	Yes	Paved	No	No	No	Yes	6 ft Sidewalk	No	No	Commercial	25	10.0	Edge
845.03	845	N Washington Ave	City Limit	I-94	Urban Principal	Bismarck	9,620	2.1	High	No	No	2	0	No	Paved	No	No	No	Yes	10 ft Path	No					

Detailed Corridor Information

Burleigh Urban County Corridors					Years of Data	AADT	Total Crashes	Severe Crashes	Intersection Crashes	Severity					Diagram - SEVERE Only								Light Conditions - SEVERE Only					Road Condition - SEVERE Only				Road Characteristics -			
Corridor	#	Local Name	Start	End						K	A	B	C	PDO	Rear End	Sideswipe Passing	Angle (Opp Dir)	Singe Veh	Right Angle	Angle (Same Dir)	Angle (Not Specific)	Head On	Sideswipe Opposing	Rear-to-Rear	Rear-to-Side	Day	Dawn/Dusk	Dark with Streetlights	Dark	Other/Unknown	Dry	Wet	Snow/Slush	Other	Straight
800.01	800	Lasalle Dr	Canada Ave	Highway 83	5	625	82	6	48	-	6	4	4	68	-	-	1	-	3	-	2	-	-	-	-	-	4	-	2	-	-	6	-	-	-
801.01	801	Ash Coulee Dr	Cornice Dr	N Washington St	5	3,135	70	1	24	-	1	6	7	56	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-		
801.02	801	43rd Ave NE	N Washington St	N 52nd St	5	2,785	69	1	28	-	1	5	5	58	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-			
802.01	802	No Name	12th St NE	43rd Ave NE	5	385	309	2	150	-	2	37	29	241	-	-	-	1	1	-	-	-	-	-	-	2	-	-	-	-	-	-			
803.01	803	Calgary Ave	N Washington St	N 19th St	5	3,228	39	1	12	-	1	3	3	32	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-			
804.01	804	Daytona Dr	Country West Rd	Valley Dr	5	643	18	-	5	-	-	1	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
805.01	805	Country West Rd	Tyler Pkwy	W Century Ave	5	1,445	24	-	10	-	-	1	3	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
806.01	806	Valley Dr	Tyler Pkwy	Ash Coulee Dr	5	2,038	123	2	29	-	2	10	10	101	1	-	-	1	-	-	-	-	-	-	-	1	-	1	-	1	-	-			
807.01	807	Clairmont Rd	Burnt Boat Dr	Powder Ridge Dr	5	1,265	5	-	1	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
808.01	808	Burnt Boat Dr	River Rd	Tyler Pkwy	5	4,770	52	1	11	1	-	2	3	46	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-			
809.01	809	Century Ave	Tyler Pkwy	Hamilton St	5	11,033	363	3	108	-	3	31	47	282	-	-	-	3	-	-	-	-	1	1	1	-	3	-	-	-	-	-			
809.02	809	Century Ave	Hamilton St	Sumter Dr	5	5,250	16	-	2	-	-	-	3	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
810.01	810	Interstate Ave	Century Ave	State St	5	5,817	256	3	104	-	3	24	21	208	1	-	-	-	-	-	1	1	-	-	-	2	-	1	-	1	1	1			
810.02	810	Interstate Ave	Interstate Ave	N 19th St	5	27,319	191	3	80	-	3	20	12	156	-	-	-	1	-	-	2	-	-	-	-	2	-	1	-	1	1	1			
811.01	811	No Name	Interstate Ave	12th St NE	5	1,680	127	2	57	-	2	12	9	104	-	-	-	1	-	-	1	-	-	-	-	1	-	1	-	1	1	-			
812.01	812	Nebraska Dr	Century Ave	End	5	860	42	-	14	-	-	3	2	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
813.01	813	College Dr	Divide Ave	Divide Ave	5	5,280	142	6	39	-	6	19	4	113	2	-	-	2	2	-	-	-	-	-	-	3	-	2	1	-	2	2	2		
814.01	814	Turnpike Ave	Divide Ave	N 4th St	5	2,511	39	-	1	-	-	1	1	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
815.01	815	Capitol Ave	N 4th St	End	5	3,128	62	1	16	-	1	3	5	53	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-			
816.01	816	N 12th St	State St	Capitol Ave	5	575	66	-	37	-	-	9	3	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
816.02	816	N 12th St	Capitol Ave	State St	5	675	23	-	11	-	-	2	1	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
816.03	816	N 12th St	N 12th St	End	5	50	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
817.01	817	N 26th St	Divide Ave	Grant Dr	5	690	15	1	2	-	1	-	1	13	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-			
818.01	818	N 22nd St	Boulevard Ave	Divide Ave	5	1,283	34	-	11	-	-	2	2	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
819.01	819	Valleyview / Crocus Ave	N 26th St	N 35th St	5	840	11	-	5	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
820.01	820	Ward Rd	W Ave C	College Dr	5	6,494	29	-	2	-	-	1	6	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
821.01	821	N 16th St	Broadway Ave	Divide Ave	5	5,123	84	1	46	-	1	11	8	64	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-			
822.01	822	N 6th St	E Main Ave	E Ave A	5	2,814	114	-	57	-	-	10	4	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
823.01	823	N Bell St	W Rosser Ave	W Ave C	5	1,370	25	-	1	-	-	1	1	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
824.01	824	N Griffin St / W Boulevard Ave	W Ave C	N 7th St	5	4,406	74	1	21	-	1	6	5	62	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-			
824.02	824	E Boulevard Ave	State St	N 26th St	5	2,888	22	-	3	-	-	2	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
825.01	825	N 4th St	E Main Ave	Calgary Ave	5	5,236	246	2	116	-	2	21	32	191	1	-	-	-	-	1	-	-	-	-	-	1	-	1	-	1	1	-			
826.01	826	N 19th St	E Divide Ave	End	5	6,424	152	-	59	-	-	11	13	128	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
827.01	827	Centennial Rd	I-94	43rd Ave NE	5	10,394	159	6	54	-	6	16	12	125	2	-	-	1	2	-	1	-	-	-	-	4	-	1	-	1	3	2			
828.01	828	N 35th St	E Rosser Ave	E Divide Ave	5	1,268	102	3	28	-	3	10	4	85	1	-	-	1	1	-	-	-	-	-	-	1	-	2	-	-	1	-			
829.01	829	River Rd / Riverside Park Rd	Burnt Boat Dr	S Washington St	5	1,483	61	1	11	-	1	7	1	52	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-			
830.01	830	Tyler Pkwy	Valley Dr	W Century Ave	5	3,608	29	-	11	-	-	3	3	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
830.02	830	Divide Ave	W Century Ave	State St	5	10,139	231	2	75	-	2	21	18	190	-	-	-	1	-	-	1	-	-	-	-	1	-	1	-	-	2	-			
830.03	830	Divide Ave	State St	E Bismarck Expy	5	8,684	132	2	44	-	2	12	18	100	1	-	-	1	-	-	-	-	-	-	-	1	-	1	-	1	1	-			
830.04	830	Divide Ave	E Bismarck Expy	N 52nd St	5	5,250	24	-	1	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
831.01	831	Ave C	N Bell St	N 16th St	5	4,439	91	-	18	-	-	6	7	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
832.01	832	E Ave D	N 16th St	N 26th St	5	1,020	42	-	15	-	-	6	1	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
833.01	833	Memorial Hwy / Front Ave	River Rd	S 12th St	5	7,497	68	1	14	-	1	13	6	48	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-			
834.01	834	E Memorial Dr	N Washington St	N 26th St	5	3,670	139	1	51	-	1	6	12	120	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-			
835.01	835	E Thayer Ave	N Washington St	N 6th St	5	1,248	18	-	1	-	-	3	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
836.01	836	Rosser Ave	W Main Ave	E Bismarck Expy	5	7,286	153	1	19	-	1	16	13	123	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-			
837.01	837	26th St	Airway Ave	E Divide Ave	5	6,614	166	-	82	-	-	20	20	126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
838.01	838	Eastdale Dr	E Main Ave	E Rosser Ave	5	1,135	5	-	1	-	-	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
839.01	839	52nd St	Apple Creek Rd	Divide Ave	5	1,191	4	-	1	-	-	1	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
843.01	843	E Bowen Ave	S Washington Ave	Airport Rd	5	2,510	25	1	1	-	1	2	1	21	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-			
844.01	844	N 5th St	E Bowen Ave	E Ave C	5	2,890	146	-	81	-	-	16	13	117	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
845.01	845	S Washington Ave	34th Ave SW	Bismarck Expy	5	5,196	177	4	72	-	-	4	30	19	124	-	-	-	1	-	-	-	-	-	-	2	-	2	-	2	1	1			
845.02	845	N Washington Ave	Bismarck Expy	I-94	5	13,778	587	3	239	-	3	75	79	430	1	-	-	1	-	-	-	-	-	-	-	2	-	1	-	2	-	1			
845.03	845	N Washington Ave	I-94	City Limit	5	9,620	176	-	100	-	-	18	22	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
846.01	846	S 3rd St	Santa Fe Ave	E Boulevard Ave	5	6,525	468	2	262	1	1	61	77	328	-	-	-	2	-	-	-	-	-	-	-	1	-	1	-	1	1	-			
847.01	847	Riverwood Dr	City Limit	S Washington St	5	1,738	63	-	2	-	-	8	4	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
847.02	847	E Denver Ave	S Washington Ave	S 9th St	5	2,525	18	1	4	-	-	1	1	2	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-			
848.01	848	Airport Rd	University Dr	E Broadway Ave	5	7,773	12																												

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Calgary Ave from N Washington St to N 19th St Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 803.01
Roadway: Calgary Ave
Start: N Washington St
End: N 19th St
City/Rural: Urban
County: Burleigh

ADT: 3228
Lanes: 2
Access Density: 56
Speed Limit: Low
Length (miles): 1.5

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	0
Sideswipe Passing	0
Head On	1
Sideswipe Opposing	0
	1

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	3,228	≥ 10,000	
Major Approach Lanes:	2	≥ 4	★
Access Density:	56	15 - 60	★
Speed Limit:	Low	≤ 40	
Severe Rear End / Sideswipe / Head On Crashes:	1	≥ 1	★
			★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - 3-Lane Conversion
3-Lane Conversion	Proactive	\$17,000	0.8	\$12,750	from 10th Street to 19th
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	Street N.
Signal Revisions	Proactive	\$25,000	0	\$0	
Consider access management in future				No	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$11,475
Local Match (10% of Total project cost)	\$1,275
Total Project Cost	\$12,750

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Burnt Boat Dr from River Rd to Tyler Pkwy Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 808.01
Roadway: Burnt Boat Dr
Start: River Rd
End: Tyler Pkwy
City/Rural: Urban
County: Burleigh

ADT: 4770
Lanes: 2
Access Density: 35
Speed Limit: Low
Length (miles): 0.8

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	0
Sideswipe Passing	0
Head On	0
Sideswipe Opposing	0
	0

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	4,770	≥ 10,000	★
Major Approach Lanes:	2	≥ 4	★
Access Density:	35	15 - 60	★
Speed Limit:	Low	≤ 40	★
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	★
			★★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - 3-Lane Conversion
3-Lane Conversion	Proactive	\$17,000	0.3	\$4,624	from Tyler Parkway to
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	Broadview Lane
Signal Revisions	Proactive	\$25,000	0	\$0	
		Consider access management in future		Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$4,162
Local Match (10% of Total project cost)	\$462
Total Project Cost	\$4,624

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Interstate Ave from Century Ave to State St Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 810.01
Roadway: Interstate Ave
Start: Century Ave
End: State St
City/Rural: Urban
County: Burleigh

ADT: 5817
Lanes: 3
Access Density: 71.3
Speed Limit: Low
Length (miles): 2.4

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	0
Sideswipe Passing	0
Head On	1
Sideswipe Opposing	0
	1

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	5,817	≥ 10,000	★
Major Approach Lanes:	3	≥ 4	★
Access Density:	71.3	15 - 60	★
Speed Limit:	Low	≤ 40	
Severe Rear End / Sideswipe / Head On Crashes:	1	≥ 1	★
			★★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - 3-Lane Conversion
3-Lane Conversion	Proactive	\$17,000	0.7	\$11,832	from Century Ave to
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	Springfield St (.4 miles) and
Signal Revisions	Proactive	\$25,000	0	\$0	between 9th Street to State
	Consider access management in future			Yes	Street (0.3 miles)

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$10,649
Local Match (10% of Total project cost)	\$1,183
Total Project Cost	\$11,832

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Interstate Ave from State St to N 19th St Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 810.02
Roadway: Interstate Ave
Start: State St
End: N 19th St
City/Rural: Urban
County: Burleigh

ADT: 27319
Lanes: 2
Access Density: 50
Speed Limit: Low
Length (miles): 0.6

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	1
Sideswipe Passing	0
Head On	0
Sideswipe Opposing	0
	1

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	27,319	≥ 10,000	★
Major Approach Lanes:	2	≥ 4	★
Access Density:	50	15 - 60	★
Speed Limit:	Low	≤ 40	
Severe Rear End / Sideswipe / Head On Crashes:	1	≥ 1	
			★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes -
3-Lane Conversion	Proactive	\$17,000	0.6	\$10,200	
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	
Signal Revisions	Proactive	\$25,000	0	\$0	
Consider access management in future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$9,180
Local Match (10% of Total project cost)	\$1,020
Total Project Cost	\$10,200

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

College Dr from Schafer to Divide Ave Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 813.01
Roadway: College Dr
Start: Schafer
End: Divide Ave
City/Rural: Urban
County: Burleigh

ADT: 5280
Lanes: 2
Access Density: 68
Speed Limit: Low
Length (miles): 0.5

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	2
Sideswipe Passing	0
Head On	0
Sideswipe Opposing	0
	2

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	5,280	≥ 10,000	★
Major Approach Lanes:	2	≥ 4	★
Access Density:	68	15 - 60	★
Speed Limit:	Low	≤ 40	★
Severe Rear End / Sideswipe / Head On Crashes:	2	≥ 1	★
			★★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes -
3-Lane Conversion	Proactive	\$17,000	0.5	\$8,500	
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	
Signal Revisions	Proactive	\$25,000	0	\$0	
Consider access management in future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$7,650
Local Match (10% of Total project cost)	\$850
Total Project Cost	\$8,500

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

N 4th St from E Main Ave to Calgary Ave Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 825.01
Roadway: N 4th St
Start: E Main Ave
End: Calgary Ave
City/Rural: Urban
County: Burleigh

ADT: 5236
Lanes: 2
Access Density: 80
Speed Limit: Low
Length (miles): 2.8

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	1
Sideswipe Passing	0
Head On	0
Sideswipe Opposing	0
	1

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	5,236	≥ 10,000	★
Major Approach Lanes:	2	≥ 4	★
Access Density:	80	15 - 60	★
Speed Limit:	Low	≤ 40	★
Severe Rear End / Sideswipe / Head On Crashes:	1	≥ 1	★
			★★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes -
3-Lane Conversion	Proactive	\$17,000	2.8	\$47,600	
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	
Signal Revisions	Proactive	\$25,000	0	\$0	
Consider access management in future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$42,840
Local Match (10% of Total project cost)	\$4,760
Total Project Cost	\$47,600

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

N 19th St from E Divide Ave to End Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 826.01
Roadway: N 19th St
Start: E Divide Ave
End: End
City/Rural: Urban
County: Burleigh

ADT: 6424
Lanes: 2
Access Density 45.3
Speed Limit: Low
Length (miles): 2.1

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	0
Sideswipe Passing	0
Head On	0
Sideswipe Opposing	0
	0

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	6,424	≥ 10,000	★
Major Approach Lanes:	2	≥ 4	★
Access Density:	45.3	15 - 60	★
Speed Limit:	Low	≤ 40	
Severe Rear End / Sideswipe / Head On Crashes:	0	≥ 1	
			★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes -
3-Lane Conversion	Proactive	\$17,000	2.1	\$35,700	
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	
Signal Revisions	Proactive	\$25,000	0	\$0	
Consider access management in future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$32,130
Local Match (10% of Total project cost)	\$3,570
Total Project Cost	\$35,700

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Divide Ave from Schafer St to State St Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 830.02
Roadway: Divide Ave
Start: Schafer St
End: State St
City/Rural: Urban
County: Burleigh

ADT: 10139
Lanes: 2
Access Density 44.2
Speed Limit: Low
Length (miles): 2.4

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	1
Sideswipe Passing	0
Head On	0
Sideswipe Opposing	0
	1

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	10,139	≥ 10,000	★
Major Approach Lanes:	2	≥ 4	★
Access Density:	44.2	15 - 60	★
Speed Limit:	Low	≤ 40	
Severe Rear End / Sideswipe / Head On Crashes:	1	≥ 1	
			★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - 4-lane divided between 94 and Century Ave
3-Lane Conversion	Proactive	\$17,000	2.0	\$34,680	
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	
Signal Revisions	Proactive	\$25,000	0	\$0	
Consider access management in future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$31,212
Local Match (10% of Total project cost)	\$3,468
Total Project Cost	\$34,680

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Divide Ave from State St to E Bismarck Expy Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 830.03
Roadway: Divide Ave
Start: State St
End: E Bismarck Expy
City/Rural: Urban
County: Burleigh

ADT: 8684
Lanes: 2
Access Density: 42.1
Speed Limit: Low
Length (miles): 2.4

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	0
Sideswipe Passing	1
Head On	0
Sideswipe Opposing	0
	1

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	8,684	≥ 10,000	★
Major Approach Lanes:	2	≥ 4	★
Access Density:	42.1	15 - 60	★
Speed Limit:	Low	≤ 40	
Severe Rear End / Sideswipe / Head On Crashes:	1	≥ 1	★
			★★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - 3-Lane Conversion
3-Lane Conversion	Proactive	\$17,000	1.3	\$22,440	between State St and Volk
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	Drive
Signal Revisions	Proactive	\$25,000	0	\$0	
Consider access management in future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$20,196
Local Match (10% of Total project cost)	\$2,244
Total Project Cost	\$22,440

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Memorial Hwy / Front Ave from River Rd to S 12th St Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 833.01
Roadway: Memorial Hwy / Front Ave
Start: River Rd
End: S 12th St
City/Rural: Urban
County: Burleigh

ADT: 7497
Lanes: 2
Access Density: 35.7
Speed Limit: Low
Length (miles): 2.3

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	1
Sideswipe Passing	0
Head On	0
Sideswipe Opposing	0
	1

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	7,497	≥ 10,000	★
Major Approach Lanes:	2	≥ 4	★
Access Density:	35.7	15 - 60	★
Speed Limit:	Low	≤ 40	
Severe Rear End / Sideswipe / Head On Crashes:	1	≥ 1	
			★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Washington to 12th Street
3-Lane Conversion	Proactive	\$17,000	1.0	\$17,204	
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	
Signal Revisions	Proactive	\$25,000	0	\$0	
Consider access management in future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$15,484
Local Match (10% of Total project cost)	\$1,720
Total Project Cost	\$17,204

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Rosser Ave from W Main Ave to E Bismarck Expy Project

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 10
Telephone Number: 701-355-1529

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

Location Description

Number: 836.01
Roadway: Rosser Ave
Start: W Main Ave
End: E Bismarck Expy
City/Rural: Urban
County: Burleigh

ADT: 7286
Lanes: 2
Access Density: 78.6
Speed Limit: Low
Length (miles): 3.5

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

	K+A
Rear End	1
Sideswipe Passing	0
Head On	0
Sideswipe Opposing	0
	1

Describe Current Safety Issues & Systemic Ranking Review

	Value	Critical	Star Ranking
ADT:	7,286	≥ 10,000	★
Major Approach Lanes:	2	≥ 4	★
Access Density:	78.6	15 - 60	★
Speed Limit:	Low	≤ 40	
Severe Rear End / Sideswipe / Head On Crashes:	1	≥ 1	
			★★★

Describe Proposed Safety Improvements

Description	Type	Cost per mi	Mileage / #	Cost	Notes - Turn lanes in
3-Lane Conversion	Proactive	\$17,000	3.0	\$50,575	downtown between 1st and
5-Lane Conversion	Proactive	\$22,000	0.0	\$0	7th
Signal Revisions	Proactive	\$25,000	0	\$0	
Consider access management in future				Yes	

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$45,518
Local Match (10% of Total project cost)	\$5,058
Total Project Cost	\$50,575

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Project Accepted? Yes No Reference Number - ID Number -
Notes --

Detailed Intersection Information

Burleigh County Urban Intersection List

Int #	Segment #	Local Name	Cross Street	City	Traffic Control Device	Street Lights	Config	Volume		General													Ped/Bike					
								ADT	Source	Major Config	Overhead Signal	Major Speed	Major Approach Lanes	Major Left Signal	Minor Approach	Minor Left Signal	Parking	Skew	On/Near Curve	Development / Ped Generator	RR Xing	Notes	Bus Stop	Marked Crosswalk	Major Median	Minor Median		
800.01	800.01	Ottawa St	US 5000 (State St)	Bismarck	Thru-STOP	No	T	9,360	Count	Divided		Low	TTR	LTT		T		No	No	Yes	No	No		No	No	Yes	No	
801.01	801.01	Ash Coulee Dr	Valley Dr	Bismarck	Thru-STOP	Yes	T	3,810	Count	Undivided		Low	T	T		Unmarked		Yes	No	Yes	No	No		No	No	Yes	No	
801.02	801.01	43rd Ave NE	3rd St NW	Bismarck	Thru-STOP	Yes	X	9,685	Count	Undivided		Low	TL	TL		TR		No	No	No	Yes	No		No	No	No	No	
801.03	801.02	43rd Ave NE	US 5000 (State St)	Bismarck	Signal	Yes	X	13,725	Count	Divided	Yes	Low	LTTT	LTTT	Protected	LT	LT	Permitted	No	No	No	No	No		No	No	Yes	No
801.04	801.02	43rd Ave NE	Frontage Rd	Bismarck	Yield	No	T	4,310	Count	Undivided		High	T	T		Unmarked		Yes	No	No	No	No		No	No	No	No	
801.05	801.02	43rd Ave NE	N 19th St	Bismarck	Thru-STOP	No	X	6,740	Count	Undivided		High	TL	TL		TL	T	No	No	No	No	No		No	No	No	No	
801.06	801.02	43rd Ave NE	Centennial Rd	Bismarck	Thru-STOP	No	X	7,593	Count	Undivided		High	LTR	LTR		LTR	LTR	No	No	No	No	No		No	No	No	No	
802.01	802.01	No Name	US 5000 (State St)	Bismarck	Thru-STOP	Yes	T	7,808	Count	Divided		Low	LTT	TT		Unmarked		No	No	No	No	No		No	No	Yes	No	
803.01	803.01	Calgary Ave	N Washington St	Bismarck	Thru-STOP	Yes	T	10,315	Count	Undivided		Low	T	TT		Unmarked		Yes	No	No	No	No		No	Yes	No	No	
803.02	803.01	Calgary Ave	No Name	Bismarck	Uncontrolled	Yes	T	4,680	Count	Undivided		Low	Unmarked	Unmarked		Unmarked		Yes	No	Yes	No	No		No	No	No	No	
803.03	803.01	Calgary Ave	US 5000 (State St)	Bismarck	Signal	Yes	X	12,535	Count	Divided	Yes	Low	LTTT	LTTT	Protected	LT	LT	Permitted	No	No	No	No	No		No	Yes	No	
803.04	803.01	Calgary Ave	N 19th St	Bismarck	Thru-STOP	Yes	X	5,873	Count	Undivided		Low	TT	TT		Unmarked	Unmarked	Yes	No	Yes	No	No		No	No	No	No	
804.01	804.01	Daytona Dr	Country West Rd	Bismarck	Thru-STOP	No	T	2,330	Count	Undivided		Low	T	T		Unmarked		Yes	No	No	No	No		No	No	No	No	
804.02	804.01	Daytona Dr	Valley Dr	Bismarck	Yield	Yes	X	2,250	Count	Undivided		Low	T	T		Unmarked		Yes	No	Yes	No	No		No	No	No	No	
805.01	805.01	Country West Rd	Tyler Pkwy	Bismarck	Thru-STOP	Yes	X	4,343	Count	Undivided		Low	T	T		T	T	Yes	No	Yes	No	No		No	No	No	No	
805.02	805.01	Country West Rd	W Century Ave	Bismarck	Thru-STOP	Yes	T	12,123	Count	Divided		Low	TT	LTT		RL		No	No	Yes	No	No		No	Yes	Yes	No	
806.01	806.01	Valley Dr	Tyler Pkwy	Bismarck	Yield	Yes	T	2,253	Count	Undivided		Low	LT	Unmarked		Unmarked	Unmarked	Yes	No	Yes	No	No		No	No	No	No	
807.01	807.01	Clairmont Rd	Burnt Boat Dr	Bismarck	Thru-STOP	Yes	T	5,403	Count	Undivided		Low	LT	T		Unmarked		No	No	Yes	No	No		No	No	No	No	
808.01	808.01	Burnt Boat Dr	River Rd	Bismarck	Thru-STOP	Yes	T	3,415	Count	Undivided		Low	T	T		T		No	Yes	Yes	Yes	No		No	Yes	No	No	
808.02	808.01	Burnt Boat Dr	Tyler Pkwy	Bismarck	Signal	Yes	X	22,280	Count	Divided	Yes	Low	LTT	LTT	PP	LTT	LTT	PP	No	No	Yes	Yes	No		No	Yes	Yes	
809.01	809.01	W Century Ave	Tyler Pkwy	Bismarck	Thru-STOP	Yes	T	13,685	Count	Divided		Low	LTT	TR		LLR		No	No	No	Yes	No		No	Yes	Yes	Yes	
809.02	809.01	W Century Ave	W Interstate Ave	Bismarck	Signal	Yes	X	13,670	Count	Divided	Yes	Low	LTT	LTT	Permitted	LT	LT	Permitted	No	No	Yes	Yes	No		No	Yes	Yes	
809.03	809.01	W Century Ave	N Washington St	Bismarck	Signal	Yes	X	24,535	Count	Divided	Yes	Low	LTT	LTT	PP	LTT	LTT	Protected	No	No	No	Yes	No		Yes	Yes	Yes	
809.04	809.01	E Century Ave	N 4th St	Bismarck	Signal	Yes	X	19,765	Count	Divided	Yes	Low	LTT	LTT	PP	LT	LT	Permitted	No	No	No	Yes	No		Yes	Yes	No	
809.05	809.01	E Century Ave	N 11th St	Bismarck	Signal	Yes	X	22,255	Count	Divided	Yes	Low	LTT	LTT	PP	Unmarked	LTR	PP	No	No	Yes	Yes	No		No	Yes	No	
809.06	809.01	E Century Ave	US 5000 (State St)	Bismarck	Signal	Yes	X	28,650	Count	Divided	Yes	Low	LTTT	LTTT	PP	LLTTT	LLTTT	Protected	No	No	No	Yes	No		No	Yes	Yes	
809.07	809.01	E Century Ave	N 19th St	Bismarck	Signal	Yes	X	9,674	Count	Divided	Yes	Low	LTTT	LTT	Protected	LTR	LTTT	PP	No	No	Yes	Yes	No		No	Yes	Yes	
809.08	809.01	E Century Ave	Nebraska Dr	Bismarck	Thru-STOP	Yes	T	4,998	Count	Divided		Low	LTT	TT		Unmarked		Yes	No	Yes	No	No		No	Yes	No	No	
809.09	809.02	E Century Ave	Centennial Rd	Bismarck	Signal		X	18,668	Count	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown		No	No	Only photos during major construction; parameters unknown		
810.01	810.01	W Interstate Ave	N Washington St	Bismarck	Signal	Yes	X	17,980	Count	Undivided	Yes	Low	LT	LTR	Permitted	LTR	LT	Permitted	No	Yes	Yes	Yes	No		No	Yes	No	
810.02	810.01	E Interstate Ave	N 4th St	Bismarck	Signal	Yes	X	11,968	Count	Undivided	Yes	Low	LT	LT	Permitted	LT	LT	Permitted	Yes	No	Yes	No	No		No	Yes	No	
810.03	810.01	E Interstate Ave	Gateway Ave	Bismarck	Thru-STOP	Yes	X	12,225	Count	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown		No	No	Only photos during major construction; parameters unknown		
810.05	810.01	N 11th St	Weiss Ave	Bismarck	Yield	Yes	T	8,118	Count	Undivided		Low	LT	Unmarked		Unmarked		No	No	Yes	Yes	No		No	No	No	No	
810.07	810.01	Weiss Ave	US 5000 (State St)	Bismarck	Signal	Yes	X	17,003	Count	Divided	Yes	Low	LTTT	LTTT	Protected	LTR	LTR	PP	No	No	No	Yes	No		No	Yes	No	
810.08	810.02	E Interstate Ave	US 5000 (State St)	Bismarck	Signal	Yes	X	24,580	Count	Divided	Yes	Low	LLTTT	LTTT	Protected	LTT	LTT	PP	No	No	No	Yes	No		No	Yes	Yes	
810.09	810.02	E Interstate Ave	N 19th St	Bismarck	Thru-STOP	Yes	T	12,210	Count	Undivided		Low	LT	LT		T		No	No	Yes	Yes	No		No	Yes	No	No	
811.01	811.01	Frontage Rd	US 5000 (State St)	Bismarck	Thru-STOP	Yes	X	15,785	Count	Divided		Low	LTTT	LTTT		R	R	No	No	No	Yes	No		No	Yes	Yes	Yes	
813.01	813.01	Schafer St	W Divide Ave	Bismarck	Signal	Yes	X	24,758	Count	Div/Undiv	Yes	Low	LTTT	LTTT	Permitted	LT	TR	Permitted	No	No	Yes	No	No		No	Yes	Yes	
813.02	813.01	Schafer St	College Dr	Bismarck	All-way STOP	Yes	X	7,530	Count	Undivided		Low	T	T		TR	T	No	No	No	Yes	No		Yes	Yes	No	No	
813.03	813.01	College Dr	Ward Rd	Bismarck	Thru-STOP	Yes	T	8,190	Count	Undivided		Low	LT	LT		T		No	No	Yes	Yes	No		No	Yes	No	No	
813.04	813.01	College Dr	W Divide Ave	Bismarck	Signal	Yes	T	14,738	Count	Undivided	Yes	Low	T	LT	PP	LR		Permitted	No	No	Yes	Yes	No		No	Yes	No	
814.01	814.01	W Turnpike Ave	W Divide Ave	Bismarck	Thru-STOP	Yes	T	13,998	Count	Undivided		Low	LT	LT		T		No	No	Yes	Yes	No		No	Yes	No	No	
814.02	814.01	W Turnpike Ave	N Washington St	Bismarck	Thru-STOP	Yes	X	16,563	Count	Undivided		Low	T	T		Unmarked	Unmarked	Yes	No	No	No	No		No	No	No	No	
814.03	814.01	E Turnpike Ave	N 4th St	Bismarck	Thru-STOP	Yes	X	10,218	Count	Undivided		Low	T	T		Unmarked	Unmarked	Yes	No	No	No	No		No	No	No	No	
815.01	815.01	E Capitol Ave	N 4th St	Bismarck	Thru-STOP	Yes	X	9,285	Count	Undivided		Low	T	T		Unmarked	Unmarked	Yes	No	No	No	No		No	Yes	No	No	
815.02	815.01	E Capitol Ave	N 12th St (West)	Bismarck	Thru-STOP	No	T	5,060	Count	Undivided		Low	T	T		Unmarked		No	No	Yes	Yes	No		No	No	No	No	
815.03	815.01	E Capitol Ave	N 12th St (East)	Bismarck	Thru-STOP	Yes	T	5,110	Count	Undivided		Low	T	LT		Unmarked		No	No	No	Yes	Yes	No		No	Yes	No	
815.04	815.01	E Capitol Ave	State St	Bismarck	Signal	Yes	X	17,925	Count	Divided	Yes	Low	LTTT	LTTT	Protected	LT	LT	Permitted	No	No	No	Yes	No		No	Yes	No	
815.05	815.01	E Capitol Ave	N 19th St	Bismarck	Signal	Yes	X	12,125	Count	Undivided	Yes	Low	LT	LT	Permitted	T	T	Permitted	Yes	No	Yes	Yes	No		No	Yes	No	
816.01	816.01	N 12th St	State St (South)	Bismarck	Thru-STOP	Yes	T	13,033	Count	Divided		Low	LTTT	LTTT		T	T	No	No	Yes	Yes	No		No	Yes	Yes	No	
816.02	816.02	N 12th St	State St (North)	Bismarck	Thru-STOP	Yes	X	15,433	Count	Divided		Low	LTTT	LTTT		Unmarked	Unmarked	No	No	No	Yes	No		No	No	Yes	No	
817.01	817.01	N 26th St	E Divide Ave	Bismarck	Thru-STOP	Yes	T	4,830	Count	Undivided		Low	T	T		Unmarked		Yes	No	No	No	No		No	Yes	No	No	
818.01	818.01	N 22nd St	E Boulevard Ave	Bismarck	Thru-STOP	Yes	T	2,490	Count	Undivided		Low	T	T		T		Yes	No	Yes	No	No		No	No	No	No	
818.02	818.01	N 22nd St	E Divide Ave	Bismarck	Thru-STOP	Yes	T	11,895	Count	Undivided		Low	T	T		T		Yes	No	No	No	No		No	No	No	No	
819.01	819.01	Valleyview Ave	N 26th St	Bismarck	Thru-STOP	No	T	8,713	Count	Undivided		Low	T	T		Unmarked		No	No	No	Yes	No		No	Yes	No	No	
819.02	819.01	N 31st Ave	Crocus Ave	Bismarck	Uncontrolled	Yes																						

Detailed Intersection Information

Burleigh County Urban Intersection List

Int #	Segment #	Local Name	Cross Street	City	Traffic Control Device	Street Lights	Config	Volume		General													Ped/Bike															
								ADT	Source	Major Config	Overhead Signal	Major Speed	Major Approach Lanes	Major Left Signal	Minor Approach	Minor Left Signal	Parking	Skew	On/Near Curve	Development / Ped Generator	RR Xing	Notes	Bus Stop	Marked Crosswalk	Major Median	Minor Median												
826.01	826.01	N 19th St	E Divide Ave	Bismarck	Signal	Yes	T	15,285	Count	Undivided	Yes	Low	LT	TR	Protected	LR	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No			
828.01	828.01	N 35th St	E Rosser Ave	Bismarck	Thru-STOP	No	X	4,698	Count	Undivided	Yes	Low	T	T	Unmarked	Unmarked	Permitted	Yes	Yes	Yes	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No				
828.02	828.01	N 35th St	E Divide Ave	Bismarck	Thru-STOP	Yes	T	4,540	Count	Undivided	Yes	Low	T	T	Unmarked	Unmarked	Permitted	Yes	No	Yes	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No			
829.01	829.01	W Arbor Ave	S Washington St	Bismarck	Signal	Yes	X	16,508	Count	Undivided	Yes	Low	LTT	LTT	Permitted	LT	Permitted	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No			
829.02	829.01	River Rd	Fraine Barracks Rd	Bismarck	Thru-STOP	No	T	2,298	Count	Undivided	Yes	Low	T	T	Permitted	T	Permitted	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No			
830.01	830.02	W Divide Ave	N Washington St	Bismarck	Signal	Yes	X	25,898	Count	Undivided	Yes	Low	LT	LT	PP	LT	LT	PP	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No		
830.02	830.02	E Divide Ave	State St	Bismarck	Signal	Yes	X	22,765	Count	Undivided	Yes	Low	LTTT	LTTT	Protected	LTTT	LTTT	Protected	No	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No		
830.03	830.03	E Divide Ave	N 26th St	Bismarck	Signal	Yes	T	11,545	Count	Undivided	Yes	Low	TR	LT	Permitted	LR	Permitted	Yes	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No		
830.04	830.03	E Divide Ave	E Bismarck Expy	Bismarck	Signal	Yes	X	14,418	Count	Div/Undiv	Yes	Low	LTR	LTR	Permitted	LT	LTR	Permitted	No	No	No	Yes	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No		
830.05	830.03	Divide Ave	N 52nd St	Bismarck	Thru-STOP	No	T	2,228	Count	Undivided	Yes	Low	T	T	Permitted	T	Permitted	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No		
831.01	831.01	W Ave C	N Washington St	Bismarck	Signal	Yes	X	18,685	Count	Undivided	Yes	Low	LT	LT	Permitted	T	T	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
831.02	831.01	E Ave C	N 3rd St	Bismarck	Signal	Yes	X	12,245	Count	Undivided	Yes	Low	LT	T	Permitted	T	T	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
831.03	831.01	E Ave C	N 5th St	Bismarck	Thru-STOP	No	X	7,858	Count	Undivided	Yes	Low	T	T	Permitted	T	T	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
831.04	831.01	E Ave C	N 7th St	Bismarck	Signal	Yes	X	16,288	Count	Undivided	Yes	Low	TR	LT	Permitted	TT	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
831.05	831.01	E Ave C	N 9th St	Bismarck	Signal	Yes	X	17,033	Count	Undivided	Yes	Low	LTR	Permitted	T	LT	Permitted	Yes	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
832.01	832.01	N 26th St	E Ave D	Bismarck	Thru-STOP	Yes	T	8,283	Count	Undivided	Yes	Low	T	T	Permitted	T	T	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
833.01	833.01	W Front Ave	S Washington St	Bismarck	Signal	Yes	X	16,355	Count	Undivided	Yes	Low	LTR	LTR	Permitted	LT	LT	Permitted	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
833.02	833.01	E Front Ave	S 3rd St	Bismarck	Signal	Yes	X	16,088	Count	Undivided	Yes	Low	LTT	LTT	Permitted	Unmarked	Unmarked	Permitted	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
833.03	833.01	E Front Ave	S 5th St	Bismarck	Signal	Yes	X	8,288	Count	Undivided	Yes	Low	TT	TT	Permitted	LT	LT	Permitted	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
833.04	833.01	E Front Ave	S 7th St	Bismarck	Signal	Yes	X	17,380	Count	Undivided	Yes	Low	TTTT	Permitted	T	LT	Permitted	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
833.05	833.01	E Front Ave	S 9th St	Bismarck	Signal	Yes	X	14,928	Count	Undivided	Yes	Low	TTTT	Permitted	LT	T	Permitted	No	No	No	Yes	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	
833.06	833.01	E Front Ave	S 12th St	Bismarck	Thru-STOP	Yes	X	8,795	Count	Undivided	Yes	Low	T	T	Permitted	T	T	Permitted	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
834.01	834.01	W Broadway Ave	N Washington St	Bismarck	Signal	Yes	X	23,583	Count	Undivided	Yes	Low	LTT	LTT	Permitted	T	T	Permitted	Yes	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
834.02	834.01	E Broadway Ave	N 3rd St	Bismarck	Signal	Yes	X	11,480	Count	Undivided	Yes	Low	LTR	LT	Permitted	T	T	Permitted	Yes	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
834.03	834.01	E Broadway Ave	N 5th St	Bismarck	Signal	No	X	6,810	Count	Undivided	No	Low	TT	Permitted	LT	T	Permitted	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
834.04	834.01	E Broadway Ave	N 7th St	Bismarck	Signal	Yes	X	17,593	Count	Undivided	Yes	Low	TTTT	Permitted	LT	TR	Permitted	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
834.05	834.01	E Broadway Ave	N 9th St	Bismarck	Signal	Yes	X	17,413	Count	Undivided	Yes	?	LTR	No	Permitted	LT	TR	Permitted	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
834.06	834.01	E Broadway Ave	S 12th St	Bismarck	Thru-STOP	Yes	X	8,953	Count	Undivided	No	Low	LT	LT	No	T	T	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
834.07	834.01	E Broadway Ave	N 17th St	Bismarck	Thru-STOP	Yes	X	7,315	Count	Undivided	No	Low	LT	LT	No	T	T	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
834.08	834.01	E Broadway Ave	Airport Rd	Bismarck	Signal	Yes	T	8,523	Count	Undivided	Yes	Low	LT	LT	Permitted	LR	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
834.09	834.01	E Broadway Ave	N 26th St	Bismarck	Thru-STOP	Yes	X	11,458	Count	Undivided	No	Low	T	T	Permitted	T	T	Permitted	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
835.01	835.01	W Thayer Ave	N Washington St	Bismarck	Thru-STOP	Yes	X	15,800	Count	Undivided	No	Low	TT	TT	Permitted	T	T	Permitted	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
835.02	835.01	W Thayer Ave	N 3rd St	Bismarck	Signal	Yes	X	9,283	Count	Undivided	Yes	Low	LT	LT	Permitted	T	T	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
835.03	835.01	W Thayer Ave	N 5th St	Bismarck	Signal	Yes	X	5,055	Count	Undivided	No	Low	LT	T	Permitted	T	T	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
836.01	836.01	W Rosser Ave	N Washington St	Bismarck	Signal	Yes	X	22,408	Count	Undivided	Yes	Low	LTR	LT	Permitted	LT	LT	Permitted	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
836.02	836.01	E Rosser Ave	N 3rd St	Bismarck	Signal	Yes	X	16,545	Count	Undivided	Yes	Low	LT	LT	Permitted	LT	LT	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
836.03	836.01	E Rosser Ave	N 5th St	Bismarck	Signal	Yes	X	13,525	Count	Undivided	Yes	Low	LT	LT	Permitted	T	T	Permitted	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
836.04	836.01	E Rosser Ave	N 7th St	Bismarck	Signal	Yes	X	22,598	Count	Undivided	Yes	?	LTR	Permitted	LT	TR	Permitted	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
836.05	836.01	E Rosser Ave	N 9th St	Bismarck	Signal	Yes	X	20,910	Count	Undivided	Yes	?	LTR	Permitted	LT	TR	Permitted	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
836.06	836.01	E Rosser Ave	N 12th St	Bismarck	Thru-STOP	Yes	X	7,915	Count	Undivided	Yes	Low	T	T	Permitted	T	T	Permitted	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
836.07	836.01	E Rosser Ave	N 26th St	Bismarck	Signal	Yes	X	13,960	Count	Undivided	Yes	Low	LT	LT	Permitted	LT	LT	Permitted	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
836.08	836.01	E Rosser Ave	Eastdale Dr	Bismarck	Thru-STOP	Yes	X	5,465	Count	Undivided	Yes	Low	T	T	Permitted	T	T	Permitted	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
836.09	836.01	E Rosser Ave	E Bismarck Expy	Bismarck	Signal	Yes	X	11,085	Count	Undivided	Yes	?	LTT	LTT	Permitted	LT	T	Permitted	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	
837.01	837.01	S 26th St	Airway Ave	Bismarck	Thru-STOP	-																																

Burleigh County Urban Pedestrian/Bike Project Corridors

Corridor	Local Roadway	Adv Walk	Countdown	Cost
83.01	US 5000 (State St)	5	3	\$ 30,000
83.03	N 7th St	5	5	\$ 50,000
83.04	N 9th St	5	5	\$ 50,000
194.01	Bismarck Exp	8	8	\$ 80,000
809.01	Century Ave	5	5	\$ 50,000
815.01	E Capital Ave	2	8	\$ 80,000
833.01	Front Ave	2	2	\$ 20,000
834.01	E Broadway Ave	3	3	\$ 30,000
836.01	Rosser Ave	5	5	\$ 50,000
845.01	Washington St	2	2	\$ 20,000
845.02	Washington St	7	7	\$ 70,000
		49	53	\$ 530,000

Burleigh County Ped/Bike Corridor Analysis						Criteria				Ped/Bike	Major Speed	High Priority Corridor Candidate
						Signal	Greater than 15,000	Yes	Greater than 0			
Int #	Segment #	Local Name	Cross Street	City	Traffic Control Device	Entering ADT	Development / Ped Generator	Total	Severe			
800.01	800.01	Ottawa St	US 5000 (State St)	Bismarck	Thru-STOP	9360	No	0	0	Low		
801.01	801.01	Ash Coulee Dr	Valley Dr	Bismarck	Thru-STOP	3810	No	0	0	Low		
801.02	801.01	43rd Ave NE	3rd St NW	Bismarck	Thru-STOP	9685	Yes	0	0	Low		
801.03	801.02	43rd Ave NE	US 5000 (State St)	Bismarck	Signal	13725	No	0	0	Low		
801.04	801.02	43rd Ave NE	Frontage Rd	Bismarck	Yield	4310	No	0	0	High		
801.05	801.02	43rd Ave NE	N 19th St	Bismarck	Thru-STOP	6740	No	0	0	High		
801.06	801.02	43rd Ave NE	Centennial Rd	Bismarck	Thru-STOP	7593	No	0	0	High		
802.01	802.01	No Name	US 5000 (State St)	Bismarck	Thru-STOP	7808	No	0	0	Low		
803.01	803.01	Calgary Ave	N Washington St	Bismarck	Thru-STOP	10315	No	1	0	Low		
803.02	803.01	Calgary Ave	No Name	Bismarck	Uncontrolled	4680	No	0	0	Low		
803.03	803.01	Calgary Ave	US 5000 (State St)	Bismarck	Signal	12535	No	0	0	Low		
803.04	803.01	Calgary Ave	N 19th St	Bismarck	Thru-STOP	5873	No	0	0	Low		
804.01	804.01	Daytona Dr	Country West Rd	Bismarck	Thru-STOP	2330	No	0	0	Low		
804.02	804.01	Daytona Dr	Valley Dr	Bismarck	Yield	2250	No	0	0	Low		
805.01	805.01	Country West Rd	Tyler Pkwy	Bismarck	Thru-STOP	4343	No	0	0	Low		
805.02	805.01	Country West Rd	W Century Ave	Bismarck	Thru-STOP	12123	No	0	0	Low		
806.01	806.01	Valley Dr	Tyler Pkwy	Bismarck	Yield	2253	No	0	0	Low		
807.01	807.01	Clairmont Rd	Burnt Boat Dr	Bismarck	Thru-STOP	5403	No	0	0	Low		
808.01	808.01	Burnt Boat Dr	River Rd	Bismarck	Thru-STOP	3415	Yes	0	0	Low		
808.02	808.01	Burnt Boat Dr	Tyler Pkwy	Bismarck	Signal	22280	Yes	1	0	Low		
809.01	809.01	W Century Ave	Tyler Pkwy	Bismarck	Thru-STOP	13685	Yes	1	0	Low		
809.02	809.01	W Century Ave	W Interstate Ave	Bismarck	Signal	13670	Yes	0	0	Low		
809.03	809.01	W Century Ave	N Washington St	Bismarck	Signal	24535	Yes	2	0	Low		
809.04	809.01	E Century Ave	N 4th St	Bismarck	Signal	19765	Yes	1	0	Low		
809.05	809.01	E Century Ave	N 11th St	Bismarck	Signal	22255	Yes	0	0	Low		
809.06	809.01	E Century Ave	US 5000 (State St)	Bismarck	Signal	28650	Yes	0	0	Low		
809.07	809.01	E Century Ave	N 19th St	Bismarck	Signal	9674	Yes	0	0	Low		
809.08	809.01	E Century Ave	Nebraska Dr	Bismarck	Thru-STOP	4998	No	0	0	Low		
809.09	809.02	E Century Ave	Centennial Rd	Bismarck	Signal	18668	Unknown	1	0	Unknown		
810.01	810.01	W Interstate Ave	N Washington St	Bismarck	Signal	17980	Yes	0	0	Low		
810.02	810.01	E Interstate Ave	N 4th St	Bismarck	Signal	11968	No	1	0	Low		
810.03	810.01	E Interstate Ave	Gateway Ave	Bismarck	Thru-STOP	12225	Unknown	0	0	Unknown		
810.05	810.01	N 11th St	Weiss Ave	Bismarck	Yield	8118	Yes	0	0	Low		
810.07	810.01	Weiss Ave	US 5000 (State St)	Bismarck	Signal	17003	Yes	0	0	Low		
810.08	810.02	E Interstate Ave	US 5000 (State St)	Bismarck	Signal	24580	Yes	2	0	Low		
810.09	810.02	E Interstate Ave	N 19th St	Bismarck	Thru-STOP	12210	Yes	0	0	Low		
811.01	811.01	Frontage Rd	US 5000 (State St)	Bismarck	Thru-STOP	15785	Yes	0	0	Low		
813.01	813.01	Schafer St	W Divide Ave	Bismarck	Signal	24758	No	0	0	Low		
813.02	813.01	Schafer St	College Dr	Bismarck	All-way STOP	7530	Yes	0	0	Low		
813.03	813.01	College Dr	Ward Rd	Bismarck	Thru-STOP	8190	Yes	0	0	Low		
813.04	813.01	College Dr	W Divide Ave	Bismarck	Signal	14738	Yes	2	0	Low		
814.01	814.01	W Turnpike Ave	W Divide Ave	Bismarck	Thru-STOP	13998	Yes	0	0	Low		
814.02	814.01	W Turnpike Ave	N Washington St	Bismarck	Thru-STOP	16563	No	0	0	Low		
814.03	814.01	E Turnpike Ave	N 4th St	Bismarck	Thru-STOP	10218	No	0	0	Low		
815.01	815.01	E Capitol Ave	N 4th St	Bismarck	Thru-STOP	9285	No	0	0	Low		
815.02	815.01	E Capitol Ave	N 12th St (West)	Bismarck	Thru-STOP	5060	Yes	0	0	Low		
815.03	815.01	E Capitol Ave	N 12th St (East)	Bismarck	Thru-STOP	5110	Yes	0	0	Low		
815.04	815.01	E Capitol Ave	State St	Bismarck	Signal	17925	Yes	1	0	Low		
815.05	815.01	E Capitol Ave	N 19th St	Bismarck	Signal	12125	Yes	0	0	Low		
816.01	816.01	N 12th St	State St (South)	Bismarck	Thru-STOP	13033	Yes	0	0	Low		
816.02	816.02	N 12th St	State St (North)	Bismarck	Thru-STOP	15433	Yes	1	0	Low		
817.01	817.01	N 26th St	E Divide Ave	Bismarck	Thru-STOP	4830	No	0	0	Low		
818.01	818.01	N 22nd St	E Boulevard Ave	Bismarck	Thru-STOP	2490	No	0	0	Low		
818.02	818.01	N 22nd St	E Divide Ave	Bismarck	Thru-STOP	11895	No	0	0	Low		
819.01	819.01	Valleyview Ave	N 26th St	Bismarck	Thru-STOP	8713	Yes	0	0	Low		
819.02	819.01	N 31st Ave	Crocus Ave	Bismarck	Uncontrolled	1785	No	0	0	Low		
819.03	819.01	Crocus Ave	N 35th St	Bismarck	Uncontrolled	1350	No	0	0	Low		
820.01	820.01	Ward Rd	W Ave C / N Griffin St	Bismarck	Signal	8970	No	0	0	Low		
821.01	821.01	N 16th St	E Broadway Ave	Bismarck	Thru-STOP	8260	Yes	1	0	Low		
821.02	821.01	N 16th St	E Rosser Ave	Bismarck	All-way STOP	10633	No	1	0	Low		
821.03	821.01	N 16th St	E Ave C	Bismarck	All-way STOP	8013	No	1	0	Low		
821.04	821.01	N 16th St	E Ave D	Bismarck	Thru-STOP	7053	No	0	0	Low		
821.05	821.01	N 16th St	E Boulevard Ave	Bismarck	All-way STOP	8578	No	0	0	Low		
821.06	821.01	N 16th St	E Divide Ave	Bismarck	Thru-STOP	11363	No	1	0	Low		
822.01	822.01	N 6th St	E Broadway Ave	Bismarck	All-way STOP	5875	Yes	0	0	Low		
822.02	822.01	N 6th St	E Thayer Ave	Bismarck	Unknown	3128	Yes	0	0	Low		
822.03	822.01	N 6th St	E Rosser Ave	Bismarck	Signal	11415	Yes	3	1	Low		
823.01	823.01	N Bell St	W Rosser Ave	Bismarck	Thru-STOP	6108	No	0	0	Low		
823.02	823.01	N Bell St	W Ave C	Bismarck	Thru-STOP	2400	No	0	0	Low		
824.01	824.01	W Boulevard Ave	N Washington St	Bismarck	Signal	17543	No	0	0	Low		
824.02	824.01	W Boulevard Ave	N 3rd St	Bismarck	Signal	10600	Yes	0	0	Low		
824.03	824.01	E Boulevard Ave	N 4th St	Bismarck	Signal	0	No	0	0	Low		
824.04	824.01	E Boulevard Ave	N 7th St	Bismarck	Signal	19203	No	0	0	Low		
824.05	824.01	E Boulevard Ave	N 9th St	Bismarck	Signal	19840	Yes	3	0	Low		
824.06	824.02	E Boulevard Ave	State St	Bismarck	Thru-STOP	16910	Yes	0	0	Low		
824.07	824.02	E Boulevard Ave	N 26th St	Bismarck	Thru-STOP	8163	Yes	0	0	Low		
825.01	825.01	N 4th St	E Broadway Ave	Bismarck	All-way STOP	5688	Yes	0	0	Low		
825.02	825.01	N 4th St	E Thayer Ave	Bismarck	All-way STOP	4328	Yes	0	0	Low		
825.03	825.01	N 4th St	E Rosser Ave	Bismarck	Signal	12410	Yes	2	0	Low		
825.04	825.01	N 4th St	E Ave C	Bismarck	Signal	11375	No	0	0	Low		
825.05	825.01	N 4th St	E Divide Ave	Bismarck	Signal	15333	No	0	0	Low		
825.06	825.01	Dominion St	Dominion St	Bismarck	Uncontrolled	2610	No	0	0	Low		
826.01	826.01	N 19th St	E Divide Ave	Bismarck	Signal	15285	No	0	0	Low		
828.01	828.01	N 35th St	E Rosser Ave	Bismarck	Thru-STOP	4698	No	0	0	Low		
828.02	828.01	N 35th St	E Divide Ave	Bismarck	Thru-STOP	4540	No	0	0	Low		
829.01	829.01	W Arbor Ave	S Washington St	Bismarck	Signal	16508	Yes	2	0	Low		
829.02	829.01	River Rd	Fraine Barracks Rd	Bismarck	Thru-STOP	2298	No	0	0	Low		
830.01	830.02	W Divide Ave	N Washington St	Bismarck	Signal	25898	Yes	0	0	Low		
830.02	830.02	E Divide Ave	State St	Bismarck	Signal	22765	Yes	0	0	Low		
830.03	830.03	E Divide Ave	N 26th St	Bismarck	Signal	11545	Yes	0	0	Low		
830.04	830.03	E Divide Ave	E Bismarck Expy	Bismarck	Signal	14418	Yes	0	0	Low		
830.05	830.03	Divide Ave	N 52nd St	Bismarck	Thru-STOP	2228	No	0	0	Low		

Burleigh County Ped/Bike Corridor Analysis					Criteria				Ped/Bike			High Priority Corridor Candidate
					Signal	Greater than 15,000	Yes	Greater than 0				
Int #	Segment #	Local Name	Cross Street	City	Traffic Control Device	Entering ADT	Development / Ped Generator	Total	Severe	Major Speed		
831.01	831.01	W Ave C	N Washington St	Bismarck	Signal	18685	No	0	0	Low		
831.02	831.01	E Ave C	N 3rd St	Bismarck	Signal	12245	No	0	0	Low		
831.03	831.01	E Ave C	N 5th St	Bismarck	Thru-STOP	7858	No	1	0	Low		
831.04	831.01	E Ave C	N 7th St	Bismarck	Signal	16288	No	0	0	Low		
831.05	831.01	E Ave C	N 9th St	Bismarck	Signal	17033	Yes	0	0	Low		
832.01	832.01	N 26th St	E Ave D	Bismarck	Thru-STOP	8283	No	0	0	Low		
833.01	833.01	W Front Ave	S Washington St	Bismarck	Signal	16355	Yes	1	0	Low		
833.02	833.01	E Front Ave	S 3rd St	Bismarck	Signal	16088	Yes	1	0	Low		
833.03	833.01	E Front Ave	S 5th St	Bismarck	Signal	8288	Yes	0	0	Low		
833.04	833.01	E Front Ave	S 7th St	Bismarck	Signal	17380	Yes	0	0	Low		
833.05	833.01	E Front Ave	S 9th St	Bismarck	Signal	14928	Yes	1	1	Low		
833.06	833.01	E Front Ave	S 12th St	Bismarck	Thru-STOP	8795	Yes	0	0	Low		
834.01	834.01	W Broadway Ave	N Washington St	Bismarck	Signal	23583	Yes	0	0	Low		
834.02	834.01	E Broadway Ave	N 3rd St	Bismarck	Signal	11480	Yes	1	0	Low		
834.03	834.01	E Broadway Ave	N 5th St	Bismarck	Signal	6810	Yes	1	0	Low		
834.04	834.01	E Broadway Ave	N 7th St	Bismarck	Signal	17593	Yes	1	1	Low		
834.05	834.01	E Broadway Ave	N 9th St	Bismarck	Signal	17413	Yes	0	0	Unknown		
834.06	834.01	E Broadway Ave	S 12th St	Bismarck	Thru-STOP	8953	No	0	0	Low		
834.07	834.01	E Broadway Ave	N 17th St	Bismarck	Thru-STOP	7315	No	0	0	Low		
834.08	834.01	E Broadway Ave	Airport Rd	Bismarck	Signal	8523	No	0	0	Low		
834.09	834.01	E Broadway Ave	N 26th St	Bismarck	Thru-STOP	11458	No	1	0	Low		
835.01	835.01	W Thayer Ave	N Washington St	Bismarck	Thru-STOP	15800	No	0	0	Low		
835.02	835.01	W Thayer Ave	N 3rd St	Bismarck	Signal	9283	No	0	0	Low		
835.03	835.01	W Thayer Ave	N 5th St	Bismarck	Signal	5055	No	1	0	Low		
836.01	836.01	W Rosser Ave	N Washington St	Bismarck	Signal	22408	No	1	0	Low		
836.02	836.01	E Rosser Ave	N 3rd St	Bismarck	Signal	16545	No	4	0	Low		
836.03	836.01	E Rosser Ave	N 5th St	Bismarck	Signal	13525	No	0	0	Low		
836.04	836.01	E Rosser Ave	N 7th St	Bismarck	Signal	22598	Yes	1	0	Unknown		
836.05	836.01	E Rosser Ave	N 9th St	Bismarck	Signal	20910	Yes	2	0	Unknown		
836.06	836.01	E Rosser Ave	N 12th St	Bismarck	Thru-STOP	7915	No	1	0	Low		
836.07	836.01	E Rosser Ave	N 26th St	Bismarck	Signal	13960	Yes	0	0	Low		
836.08	836.01	E Rosser Ave	Eastdale Dr	Bismarck	Thru-STOP	5465	No	0	0	Low		
836.09	836.01	E Rosser Ave	E Bismarck Expy	Bismarck	Signal	11085	Yes	0	0	Unknown		
837.01	837.01	S 26th St	Airway Ave	Bismarck	Thru-STOP	2528	No	0	0	Low		
837.02	837.01	S 26th St	E Bismarck Expy	Bismarck	Signal	16495	Yes	0	0	Low		
837.03	837.01	S 26th St	Railroad Ave	Bismarck	Thru-STOP	9135	No	0	0	Low		
843.01	843.01	W Bowen Ave	S Washington St	Bismarck	Signal	16615	Yes	1	0	Low		
843.02	843.01	E Bowen Ave	S 3rd St	Bismarck	Signal	14665	Yes	0	0	Low		
843.03	843.01	E Bowen Ave	S 5th St	Bismarck	All-way STOP	6430	No	0	0	Low		
843.04	843.01	E Bowen Ave	S 7th St	Bismarck	Thru-STOP	15120	No	1	0	Low		
843.05	843.01	E Bowen Ave	S 9th St	Bismarck	Thru-STOP	11813	Yes	0	0	Low		
843.06	843.01	E Bowen Ave	S 12th St	Bismarck	Thru-STOP	7725	No	1	0	Low		
843.07	843.01	E Bowen Ave	Airport Rd	Bismarck	Thru-STOP	8315	Yes	0	0	Low		
845.01	845.01	S Washington St	34th Ave SW	Bismarck	All-way STOP	3833	No	0	0	Unknown		
845.02	845.01	S Washington St	Wachter Ave	Bismarck	Signal	9845	Yes	0	0	Low		
845.03	845.01	S Washington St	Riverwood Dr / Denver Ave	Bismarck	Signal	17118	Yes	1	1	Low		
845.04	845.01	S Washington St	E Bismarck Expy	Bismarck	Signal	37418	Yes	2	0	Low		
846.01	846.01	S 3rd St	Santa Fe Ave	Bismarck	Thru-STOP	1198	No	0	0	Low		
846.02	846.01	S 3rd St	E Wachter Ave	Bismarck	Thru-STOP	6718	Yes	0	0	Low		
846.03	846.01	S 3rd St	E Denver Ave	Bismarck	Thru-STOP	7898	Yes	0	0	Low		
846.04	846.01	S 3rd St	E Bismarck Expy	Bismarck	Signal	31830	Yes	1	0	Low		
847.01	847.01	Mills Ave	Langer Ln	Bismarck	Roundabout	0	0	0	0	Unknown		
847.02	847.02	E Denver Ave	University Dr	Bismarck	Signal	14630	No	0	0	Unknown		
848.01	848.01	Airport Rd	University Dr	Bismarck	Signal	14860	No	0	0	High		
848.02	848.01	Airport Rd	Airwave Ave	Bismarck	Thru-STOP	8908	No	0	0	Low		
848.03	848.01	Airport Rd	E Bismarck Expy	Bismarck	Signal	26465	No	0	0	Unknown		
849.01	849.01	S 12th St	Santa Fe Ave	Bismarck	Thru-STOP	4220	No	0	0	Low		
849.02	849.01	S 12th St	University Dr	Bismarck	Signal	15398	No	0	0	Low		
849.03	849.01	S 12th St	E Bismarck Expy	Bismarck	Signal	27070	Yes	3	0	High		
850.01	850.01	E Wachter Ave	University Dr	Bismarck	Signal	13218	Yes	1	0	Low		
853.01	853.01	Burleigh Ave	University Dr	Bismarck	Thru-STOP	10623	No	0	0	High		
855.01	855.01	Airway Ave	University Dr	Bismarck	Thru-STOP	10008	No	0	0	High		
855.02	855.01	Airway Ave	Lincoln Rd	Bismarck	Thru-STOP	5018	No	0	0	High		
855.04	855.01	Yegen Rd	E Bismarck Expy	Bismarck	Signal	14433	No	0	0	High		
856.01	856.01	Lincoln Rd	Quail St	Bismarck	Thru-STOP	3724	No	0	0	High		

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on US 83 (State St) from Interstate Ave to Ottawa St

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 83.01
Street Name: US 83 (State St)
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
810.08	US 83 (State St)	E Interstate Ave	Signal	24,580	Yes	2	0	1	0	0	-
811.01	US 83 (State St)	Frontage Rd	Thru-STOP	15,785	Yes	0	0	0	0	0	-
809.06	US 83 (State St)	E Century Ave	Signal	28,650	Yes	0	0	1	0	0	-
810.07	US 83 (State St)	Weiss Ave	Signal	17,003	Yes	0	0	1	0	0	-
803.03	US 83 (State St)	Calgary Ave	Signal	12,535	No	0	0	0	0	0	-
802.01	US 83 (State St)	No Name	Thru-STOP	7,808	No	0	0	0	0	0	-
801.03	US 83 (State St)	43rd Ave NE	Signal	13,725	No	0	0	0	0	0	-
800.01	US 83 (State St)	Ottawa St	Thru-STOP	9,360	No	0	0	0	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost	
Traffic Control Device	Signal				
Entering ADT	>15,000	Advanced Walk	\$0 per intersection	0	\$0
Development / Ped Generator	Yes	Countdown Timers	\$10,000 per intersection	3	\$30,000
Total Ped/Bike Crashes	>0	Curb Extensions	\$15,000 per corner	0	\$0
		Median Refuge Island	\$10,000 per side	0	\$0
					\$30,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$27,000
Local Match (10% of Total project cost)	\$3,000
Total Project Cost	\$30,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on N 7th St from E Boulevard Ave to Bowen Ave

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 83.03
Street Name: N 7th St
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
824.04	N 7th St	E Boulevard Ave	Signal	19,203	No	0	0	1	0	0	-
831.04	N 7th St	E Ave C	Signal	16,288	No	0	0	1	0	0	-
836.04	N 7th St	E Rosser Ave	Signal	22,598	Yes	1	0	1	0	0	-
834.04	N 7th St	E Broadway Ave	Signal	17,593	Yes	1	0	1	0	0	-
833.04	S 7th St	E Front Ave	Signal	17,380	Yes	0	0	1	0	0	-
843.04	S 7th St	E Bowen Ave	Thru-STOP	15,120	No	1	0	0	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost
Traffic Control Device Signal	Advanced Walk	\$0 per intersection	0	\$0
Entering ADT >15,000	Countdown Timers	\$10,000 per intersection	5	\$50,000
Development / Ped Generator Yes	Curb Extensions	\$15,000 per corner	0	\$0
Total Ped/Bike Crashes >0	Median Refuge Island	\$10,000 per side	0	\$0
				\$50,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$45,000
Local Match (10% of Total project cost)	\$5,000
Total Project Cost	\$50,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on N 9th St from E Boulevard Avenue to Front Ave

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 83.04
Street Name: N 9th St
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
824.05	N 9th St	E Boulevard Ave	Signal	19,840	Yes	3	0	1	0	0	-
831.05	N 9th St	E Ave C	Signal	17,033	Yes	0	0	1	0	0	-
836.05	N 9th St	E Rosser Ave	Signal	20,910	Yes	2	0	1	0	0	-
834.05	N 9th St	E Broadway Ave	Signal	17,413	Yes	0	0	1	0	0	-
833.05	S 9th St	E Front Ave	Signal	14,928	Yes	1	0	1	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost
Traffic Control Device Signal	Advanced Walk	\$0 per intersection	0	\$0
Entering ADT >15,000	Countdown Timers	\$10,000 per intersection	5	\$50,000
Development / Ped Generator Yes	Curb Extensions	\$15,000 per corner	0	\$0
Total Ped/Bike Crashes >0	Median Refuge Island	\$10,000 per side	0	\$0
				\$50,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$45,000
Local Match (10% of Total project cost)	\$5,000
Total Project Cost	\$50,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on E Bismarck Expressway from Washington St to Divide Ave

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor 194.01
Street Name E Bismarck Expressway
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
845.04	E Bismarck Expressway	S Washington St	Signal	37,418	Yes	2	0	1	0	0	-
846.04	E Bismarck Expressway	S 3rd St	Signal	31,830	Yes	1	0	1	0	0	-
849.03	E Bismarck Expressway	S 12th St	Signal	27,070	Yes	3	0	1	0	0	-
848.03	E Bismarck Expressway	Airport Rd	Signal	26,465	No	0	0	1	0	0	-
837.02	E Bismarck Expressway	S 26th St	Signal	16,495	Yes	0	0	1	0	0	-
855.04	E Bismarck Expressway	Yegen Rd	Signal	14,433	No	0	0	1	0	0	-
836.09	E Bismarck Expressway	E Rosser Ave	Signal	11,085	Yes	0	0	1	0	0	-
830.04	E Bismarck Expressway	E Divide Ave	Signal	14,418	Yes	0	0	1	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost
Traffic Control Device Signal	Advanced Walk	\$0 per intersection	0	\$0
Entering ADT >15,000	Countdown Timers	\$10,000 per intersection	8	\$80,000
Development / Ped Generator Yes	Curb Extensions	\$15,000 per corner	0	\$0
Total Ped/Bike Crashes >0	Median Refuge Island	\$10,000 per side	0	\$0
				\$80,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$72,000
Local Match (10% of Total project cost)	\$8,000
Total Project Cost	\$80,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on W Century Ave from Tyler Pkwy to Nebraska Dr

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 809.01
Street Name: W Century Ave
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
809.01	W Century Ave	Tyler Pkwy	Thru-STOP	13,685	Yes	1	0	0	0	0	-
809.02	W Century Ave	W Interstate Ave	Signal	13,670	Yes	0	0	1	0	0	-
805.02	Country West Rd	W Century Ave	Thru-STOP	12,123	No	0	0	0	0	0	-
809.03	W Century Ave	N Washington St	Signal	24,535	Yes	2	0	1	0	0	-
809.04	E Century Ave	N 4th St	Signal	19,765	Yes	1	0	1	0	0	-
809.05	E Century Ave	N 11th St	Signal	22,255	Yes	0	0	1	0	0	-
809.07	E Century Ave	N 19th St	Signal	9,674	Yes	0	0	1	0	0	-
809.08	E Century Ave	Nebraska Dr	Thru-STOP	4,998	No	0	0	0	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost
Traffic Control Device Signal	Advanced Walk	\$0 per intersection	0	\$0
Entering ADT >15,000	Countdown Timers	\$10,000 per intersection	5	\$50,000
Development / Ped Generator Yes	Curb Extensions	\$15,000 per corner	0	\$0
Total Ped/Bike Crashes >0	Median Refuge Island	\$10,000 per side	0	\$0
				\$50,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$45,000
Local Match (10% of Total project cost)	\$5,000
Total Project Cost	\$50,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on E Capitol Ave from N 4th St to N 19th St

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 815.01
Street Name: E Capitol Ave
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
815.01	E Capitol Ave	N 4th St	Thru-STOP	9,285	No	0	0	0	4	0	-
815.03	E Capitol Ave	N 12th St (East)	Thru-STOP	5,110	Yes	0	0	0	0	0	-
815.04	E Capitol Ave	State St	Signal	17,925	Yes	1	0	1	0	0	-
815.05	E Capitol Ave	N 19th St	Signal	12,125	Yes	0	0	1	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost	
Traffic Control Device	Signal				
Entering ADT	>15,000	Advanced Walk	\$0 per intersection	0	\$0
Development / Ped Generator	Yes	Countdown Timers	\$10,000 per intersection	2	\$20,000
Total Ped/Bike Crashes	>0	Curb Extensions	\$15,000 per corner	4	\$60,000
		Median Refuge Island	\$10,000 per side	0	\$0
					\$80,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$72,000
Local Match (10% of Total project cost)	\$8,000
Total Project Cost	\$80,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on E Front Ave from S 3rd St to S 12th St

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 833.01
Street Name: E Front Ave
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
833.02	E Front Ave	S 3rd St	Signal	16,088	Yes	1	0	1	0	0	-
833.03	E Front Ave	S 5th St	Signal	8,288	Yes	0	0	1	0	0	-
833.06	E Front Ave	S 12th St	Thru-STOP	8,795	Yes	0	0	0	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost
Traffic Control Device Signal	Advanced Walk	\$0 per intersection	0	\$0
Entering ADT >15,000	Countdown Timers	\$10,000 per intersection	2	\$20,000
Development / Ped Generator Yes	Curb Extensions	\$15,000 per corner	0	\$0
Total Ped/Bike Crashes >0	Median Refuge Island	\$10,000 per side	0	\$0
				\$20,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$18,000
Local Match (10% of Total project cost)	\$2,000
Total Project Cost	\$20,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on E Broadway Ave from N 3rd St to N 26th St

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 834.01
Street Name: E Broadway Ave
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
834.02	E Broadway Ave	N 3rd St	Signal	11,480	Yes	1	0	1	0	0	-
825.01	N 4th St	E Broadway Ave	All-way STOP	5,688	Yes	0	0	0	0	0	-
834.03	E Broadway Ave	N 5th St	Signal	6,810	Yes	1	0	1	0	0	-
822.01	N 6th St	E Broadway Ave	All-way STOP	5,875	Yes	0	0	0	0	0	-
834.06	E Broadway Ave	S 12th St	Thru-STOP	8,953	No	0	0	0	0	0	-
821.01	N 16th St	E Broadway Ave	Thru-STOP	8,260	Yes	1	0	0	0	0	-
834.07	E Broadway Ave	N 17th St	Thru-STOP	7,315	No	0	0	0	0	0	-
834.08	E Broadway Ave	Airport Rd	Signal	8,523	No	0	0	1	0	0	-
834.09	E Broadway Ave	N 26th St	Thru-STOP	11,458	No	1	0	0	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost
Traffic Control Device Signal	Advanced Walk	\$0 per intersection	0	\$0
Entering ADT >15,000	Countdown Timers	\$10,000 per intersection	3	\$30,000
Development / Ped Generator Yes	Curb Extensions	\$15,000 per corner	0	\$0
Total Ped/Bike Crashes >0	Median Refuge Island	\$10,000 per side	0	\$0
				\$30,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$27,000
Local Match (10% of Total project cost)	\$3,000
Total Project Cost	\$30,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on E Rosser Ave from N 3rd St to 35th St

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 836.01
Street Name: E Rosser Ave
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
836.02	E Rosser Ave	N 3rd St	Signal	16,545	No	4	0	1	0	0	-
825.03	N 4th St	E Rosser Ave	Signal	12,410	Yes	2	0	1	0	0	-
836.03	E Rosser Ave	N 5th St	Signal	13,525	No	0	0	1	0	0	-
822.03	N 6th St	E Rosser Ave	Signal	11,415	Yes	3	0	1	0	0	-
836.06	E Rosser Ave	N 12th St	Thru-STOP	7,915	No	1	0	0	0	0	-
821.02	N 16th St	E Rosser Ave	All-way STOP	10,633	No	1	0	0	0	0	-
836.07	E Rosser Ave	N 26th St	Signal	13,960	Yes	0	0	1	0	0	-
836.08	E Rosser Ave	Eastdale Dr	Thru-STOP	5,465	No	0	0	0	0	0	-
828.01	N 35th St	E Rosser Ave	Thru-STOP	4,698	No	0	0	0	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	Advanced Walk	\$0 per intersection	0	\$0
Entering ADT	>15,000	Countdown Timers	\$10,000 per intersection	5	\$50,000
Development / Ped Generator	Yes	Curb Extensions	\$15,000 per corner	0	\$0
Total Ped/Bike Crashes	>0	Median Refuge Island	\$10,000 per side	0	\$0
					\$50,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$45,000
Local Match (10% of Total project cost)	\$5,000
Total Project Cost	\$50,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on S Washington St from 34th Ave to Riverwood Dr

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 845.01
Street Name: S Washington St
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Traffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
845.01	S Washington St	34th Ave SW	All-way STOP	3,833	No	0	0	0	0	0	-
845.02	S Washington St	Wachter Ave	Signal	9,845	Yes	0	0	1	0	0	-
845.03	S Washington St	Riverwood Dr / Denver Ave	Signal	17,118	Yes	1	0	1	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost	
Traffic Control Device	Signal				
Entering ADT	>15,000	Advanced Walk	\$0 per intersection	0	\$0
Development / Ped Generator	Yes	Countdown Timers	\$10,000 per intersection	2	\$20,000
Total Ped/Bike Crashes	>0	Curb Extensions	\$15,000 per corner	0	\$0
		Median Refuge Island	\$10,000 per side	0	\$0
					\$20,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$18,000
Local Match (10% of Total project cost)	\$2,000
Total Project Cost	\$20,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Pedestrian and Bicycle Intersection Improvements

Intersections on S Washington St from Arbor Ave to Turnpike Ave

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor: 845.02
Street Name: S Washington St
Urban/Rural: Urban
County: Burleigh

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Taffic Control	Entering ADT	Development / Ped Generator	Total Ped/Bike Crashes	Advanced Walk	Countdown Timers	Curb Exntensions	Median Refuge Island	Notes
829.01	S Washington St	W Arbor Ave	Signal	16,508	Yes	2	0	1	0	0	-
843.01	S Washington St	W Bowen Ave	Signal	16,615	Yes	1	0	1	0	0	-
833.01	S Washington St	W Front Ave	Signal	16,355	Yes	1	0	1	0	0	-
834.01	N Washington St	W Broadway Ave	Signal	23,583	Yes	0	0	1	0	0	-
835.01	N Washington St	W Thayer Ave	Thru-STOP	15,800	No	0	0	0	0	0	-
836.01	N Washington St	W Rosser Ave	Signal	22,408	No	1	0	1	0	0	-
831.01	N Washington St	W Ave C	Signal	18,685	No	0	0	1	0	0	-
830.01	N Washington St	W Divide Ave	Signal	25,898	Yes	0	0	1	0	0	-
814.02	N Washington St	W Turnpike Ave	Thru-STOP	16,563	No	0	0	0	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria	Description	Unit Cost	Quantity	Total Cost
Traffic Control Device Signal	Advanced Walk	\$0 per intersection	0	\$0
Entering ADT >15,000	Countdown Timers	\$10,000 per intersection	7	\$70,000
Development / Ped Generator Yes	Curb Extensions	\$15,000 per corner	0	\$0
Total Ped/Bike Crashes >0	Median Refuge Island	\$10,000 per side	0	\$0
				\$70,000

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$63,000
Local Match (10% of Total project cost)	\$7,000
Total Project Cost	\$70,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

Burleigh County Urban Right Angle Crash Project Corridors

Corridor	Local Street Name	Access Mgmt (miles)	Confirmation Lights	Cost
194.01	Bismarck Exp	0	9	\$ 18,000
809.01	Century Ave	3.9	6	\$ 1,180,000
810.01	Interstate Ave	0	2	\$ 4,000
810.02	Interstate Ave	0	2	\$ 4,000
815.01	Capital Ave	0	2	\$ 4,000
845.01	Washington St	0	2	\$ 4,000
		3.9	23	\$ 1,214,000

						Criteria				Severe Right Angle	High Priority Corridor Candidate
						Signal	15,000 25,000	Divided	Greater than 0		
Int #	Segment #	Local Name	Cross Street	City	Traffic Control Device	Entering ADT	General Major Config	Severe Crashes			
800.01	800.01	Ottawa St	US 5000 (State St)	Bismarck	Thru-STOP	9360	Divided	0	0		
801.01	801.01	Ash Coulee Dr	Valley Dr	Bismarck	Thru-STOP	3810	Undivided	0	0		
801.02	801.01	43rd Ave NE	3rd St NW	Bismarck	Thru-STOP	9685	Undivided	0	0		
801.03	801.02	43rd Ave NE	US 5000 (State St)	Bismarck	Signal	13725	Divided	0	0		
801.04	801.02	43rd Ave NE	Frontage Rd	Bismarck	Yield	4310	Undivided	0	0		
801.05	801.02	43rd Ave NE	N 19th St	Bismarck	Thru-STOP	6740	Undivided	0	0		
801.06	801.02	43rd Ave NE	Centennial Rd	Bismarck	Thru-STOP	7593	Undivided	2	2		
802.01	802.01	No Name	US 5000 (State St)	Bismarck	Thru-STOP	7808	Divided	0	0		
803.01	803.01	Calgary Ave	N Washington St	Bismarck	Thru-STOP	10315	Undivided	0	0		
803.02	803.01	Calgary Ave	No Name	Bismarck	Uncontrolled	4680	Undivided	0	0		
803.03	803.01	Calgary Ave	US 5000 (State St)	Bismarck	Signal	12535	Divided	0	0		
803.04	803.01	Calgary Ave	N 19th St	Bismarck	Thru-STOP	5873	Undivided	0	0		
804.01	804.01	Daytona Dr	Country West Rd	Bismarck	Thru-STOP	2330	Undivided	0	0		
804.02	804.01	Daytona Dr	Valley Dr	Bismarck	Yield	2250	Undivided	0	0		
805.01	805.01	Country West Rd	Tyler Pkwy	Bismarck	Thru-STOP	4343	Undivided	0	0		
805.02	805.01	Country West Rd	W Century Ave	Bismarck	Thru-STOP	12123	Divided	1	0		
806.01	806.01	Valley Dr	Tyler Pkwy	Bismarck	Yield	2253	Undivided	0	0		
807.01	807.01	Clairmont Rd	Burnt Boat Dr	Bismarck	Thru-STOP	5403	Undivided	0	0		
808.01	808.01	Burnt Boat Dr	River Rd	Bismarck	Thru-STOP	3415	Undivided	0	0		
808.02	808.01	Burnt Boat Dr	Tyler Pkwy	Bismarck	Signal	22280	Divided	1	0	YES	
809.01	809.01	W Century Ave	Tyler Pkwy	Bismarck	Thru-STOP	13685	Divided	1	0		
809.02	809.01	W Century Ave	W Interstate Ave	Bismarck	Signal	13670	Divided	0	0		
809.03	809.01	W Century Ave	N Washington St	Bismarck	Signal	24535	Divided	0	0		
809.04	809.01	E Century Ave	N 4th St	Bismarck	Signal	19765	Divided	1	0	YES	
809.05	809.01	E Century Ave	N 11th St	Bismarck	Signal	22255	Divided	0	0		
809.06	809.01	E Century Ave	US 5000 (State St)	Bismarck	Signal	28650	Divided	0	0		
809.07	809.01	E Century Ave	N 19th St	Bismarck	Signal	9674	Divided	0	0		
809.08	809.01	E Century Ave	Nebraska Dr	Bismarck	Thru-STOP	4998	Divided	0	0		
809.09	809.02	E Century Ave	Centennial Rd	Bismarck	Signal	18668	Unknown	2	0		
810.01	810.01	W Interstate Ave	N Washington St	Bismarck	Signal	17980	Undivided	0	0		
810.02	810.01	E Interstate Ave	N 4th St	Bismarck	Signal	11968	Undivided	0	0		
810.03	810.01	E Interstate Ave	Gateway Ave	Bismarck	Thru-STOP	12225	Unknown	0	0	YES	
810.05	810.01	N 11th St	Weiss Ave	Bismarck	Yield	8118	Undivided	0	0		
810.07	810.01	Weiss Ave	US 5000 (State St)	Bismarck	Signal	17003	Divided	1	0		
810.08	810.02	E Interstate Ave	US 5000 (State St)	Bismarck	Signal	24580	Divided	1	0	YES	
810.09	810.02	E Interstate Ave	N 19th St	Bismarck	Thru-STOP	12210	Undivided	0	0		
811.01	811.01	Frontage Rd	US 5000 (State St)	Bismarck	Thru-STOP	15785	Divided	0	0		
813.01	813.01	Schafer St	W Divide Ave	Bismarck	Signal	24758	Div/Undiv	2	0		
813.02	813.01	Schafer St	College Dr	Bismarck	All-way STOP	7530	Undivided	0	0		
813.03	813.01	College Dr	Ward Rd	Bismarck	Thru-STOP	8190	Undivided	0	0		
813.04	813.01	College Dr	W Divide Ave	Bismarck	Signal	14738	Undivided	0	0		
814.01	814.01	W Turnpike Ave	W Divide Ave	Bismarck	Thru-STOP	13998	Undivided	0	0		
814.02	814.01	W Turnpike Ave	N Washington St	Bismarck	Thru-STOP	16563	Undivided	0	0		
814.03	814.01	E Turnpike Ave	N 4th St	Bismarck	Thru-STOP	10218	Undivided	0	0		
815.01	815.01	E Capitol Ave	N 4th St	Bismarck	Thru-STOP	9285	Undivided	0	0		
815.02	815.01	E Capitol Ave	N 12th St (West)	Bismarck	Thru-STOP	5060	Undivided	0	0		
815.03	815.01	E Capitol Ave	N 12th St (East)	Bismarck	Thru-STOP	5110	Undivided	1	0	YES	
815.04	815.01	E Capitol Ave	State St	Bismarck	Signal	17925	Divided	3	0		
815.05	815.01	E Capitol Ave	N 19th St	Bismarck	Signal	12125	Undivided	0	0		
816.01	816.01	N 12th St	State St (South)	Bismarck	Thru-STOP	13033	Divided	0	0		
816.02	816.02	N 12th St	State St (North)	Bismarck	Thru-STOP	15433	Divided	0	0		
817.01	817.01	N 26th St	E Divide Ave	Bismarck	Thru-STOP	4830	Undivided	0	0		
818.01	818.01	N 22nd St	E Boulevard Ave	Bismarck	Thru-STOP	2490	Undivided	0	0		
818.02	818.01	N 22nd St	E Divide Ave	Bismarck	Thru-STOP	11895	Undivided	0	0		
819.01	819.01	Valleyview Ave	N 26th St	Bismarck	Thru-STOP	8713	Undivided	0	0		
819.02	819.01	N 31st Ave	Crocus Ave	Bismarck	Uncontrolled	1785	Undivided	0	0		
819.03	819.01	Crocus Ave	N 35th St	Bismarck	Uncontrolled	1350	Undivided	0	0		
820.01	820.01	Ward Rd	W Ave C / N Griffin St	Bismarck	Signal	8970	Undivided	0	0		
821.01	821.01	N 16th St	E Broadway Ave	Bismarck	Thru-STOP	8260	Undivided	0	0		
821.02	821.01	N 16th St	E Rosser Ave	Bismarck	All-way STOP	10633	Undivided	1	0		
821.03	821.01	N 16th St	E Ave C	Bismarck	All-way STOP	8013	Undivided	0	0		
821.04	821.01	N 16th St	E Ave D	Bismarck	Thru-STOP	7053	Undivided	0	0		
821.05	821.01	N 16th St	E Boulevard Ave	Bismarck	All-way STOP	8578	Undivided	0	0		
821.06	821.01	N 16th St	E Divide Ave	Bismarck	Thru-STOP	11363	Undivided	1	0		
822.01	822.01	N 6th St	E Broadway Ave	Bismarck	All-way STOP	5875	Undivided	0	0		
822.02	822.01	N 6th St	E Thayer Ave	Bismarck	Unknown	3128	Undivided	0	0		
822.03	822.01	N 6th St	E Rosser Ave	Bismarck	Signal	11415	Undivided	1	0		
823.01	823.01	N Bell St	W Rosser Ave	Bismarck	Thru-STOP	6108	Undivided	0	0		
823.02	823.01	N Bell St	W Ave C	Bismarck	Thru-STOP	2400	Undivided	0	0		
824.01	824.01	W Boulevard Ave	N Washington St	Bismarck	Signal	17543	Undivided	0	0		
824.02	824.01	W Boulevard Ave	N 3rd St	Bismarck	Signal	10600	Undivided	0	0		
824.03	824.01	E Boulevard Ave	N 4th St	Bismarck	Signal	0	Undivided	0	0		
824.04	824.01	E Boulevard Ave	N 7th St	Bismarck	Signal	19203	Divided	0	0		
824.05	824.01	E Boulevard Ave	N 9th St	Bismarck	Signal	19840	Divided	0	0		
824.06	824.02	E Boulevard Ave	State St	Bismarck	Thru-STOP	16910	Divided	1	1		
824.07	824.02	E Boulevard Ave	N 26th St	Bismarck	Thru-STOP	8163	Undivided	0	0		
825.01	825.01	N 4th St	E Broadway Ave	Bismarck	All-way STOP	5688	Undivided	0	0		
825.02	825.01	N 4th St	E Thayer Ave	Bismarck	All-way STOP	4328	Undivided	0	0		
825.03	825.01	N 4th St	E Rosser Ave	Bismarck	Signal	12410	Undivided	0	0		
825.04	825.01	N 4th St	E Ave C	Bismarck	Signal	11375	Undivided	0	0		
825.05	825.01	N 4th St	E Divide Ave	Bismarck	Signal	15333	Undivided	0	0		
825.06	825.01	Dominion St	Dominion St	Bismarck	Uncontrolled	2610	Undivided	0	0		
826.01	826.01	N 19th St	E Divide Ave	Bismarck	Signal	15285	Undivided	0	0		
828.01	828.01	N 35th St	E Rosser Ave	Bismarck	Thru-STOP	4698	Undivided	0	0		
828.02	828.01	N 35th St	E Divide Ave	Bismarck	Thru-STOP	4540	Undivided	0	0		
829.01	829.01	W Arbor Ave	S Washington St	Bismarck	Signal	16508	Undivided	0	0		
829.02	829.01	River Rd	Fraine Barracks Rd	Bismarck	Thru-STOP	2298	Undivided	0	0		
830.01	830.02	W Divide Ave	N Washington St	Bismarck	Signal	25898	Undivided	0	0		
830.02	830.02	E Divide Ave	State St	Bismarck	Signal	22765	Undivided	0	0		

						Criteria					
						Signal	15,000 25,000	Divided	Greater than 0		
Int #	Segment #	Local Name	Cross Street	City	Traffic Control Device	Entering ADT	General Major Config	Severe Crashes	Severe Right Angle	High Priority Corridor Candidate	
830.03	830.03	E Divide Ave	N 26th St	Bismarck	Signal	11545	Undivided	0	0		
830.04	830.03	E Divide Ave	E Bismarck Expy	Bismarck	Signal	14418	Div/Undiv	2	1		
830.05	830.03	Divide Ave	N 52nd St	Bismarck	Thru-STOP	2228	Undivided	0	0		
831.01	831.01	W Ave C	N Washington St	Bismarck	Signal	18685	Undivided	0	0		
831.02	831.01	E Ave C	N 3rd St	Bismarck	Signal	12245	Undivided	0	0		
831.03	831.01	E Ave C	N 5th St	Bismarck	Thru-STOP	7858	Undivided	0	0		
831.04	831.01	E Ave C	N 7th St	Bismarck	Signal	16288	Undivided	0	0		
831.05	831.01	E Ave C	N 9th St	Bismarck	Signal	17033	Undivided	0	0		
832.01	832.01	N 26th St	E Ave D	Bismarck	Thru-STOP	8283	Undivided	0	0		
833.01	833.01	W Front Ave	S Washington St	Bismarck	Signal	16355	Undivided	1	0		
833.02	833.01	E Front Ave	S 3rd St	Bismarck	Signal	16088	Undivided	0	0		
833.03	833.01	E Front Ave	S 5th St	Bismarck	Signal	8288	Undivided	0	0		
833.04	833.01	E Front Ave	S 7th St	Bismarck	Signal	17380	Undivided	0	0		
833.05	833.01	E Front Ave	S 9th St	Bismarck	Signal	14928	Undivided	3	0		
833.06	833.01	E Front Ave	S 12th St	Bismarck	Thru-STOP	8795	Undivided	1	1		
834.01	834.01	W Broadway Ave	N Washington St	Bismarck	Signal	23583	Undivided	0	0		
834.02	834.01	E Broadway Ave	N 3rd St	Bismarck	Signal	11480	Undivided	0	0		
834.03	834.01	E Broadway Ave	N 5th St	Bismarck	Signal	6810	Undivided	0	0		
834.04	834.01	E Broadway Ave	N 7th St	Bismarck	Signal	17593	Undivided	2	0		
834.05	834.01	E Broadway Ave	N 9th St	Bismarck	Signal	17413	Undivided	0	0		
834.06	834.01	E Broadway Ave	S 12th St	Bismarck	Thru-STOP	8953	Undivided	0	0		
834.07	834.01	E Broadway Ave	N 17th St	Bismarck	Thru-STOP	7315	Undivided	0	0		
834.08	834.01	E Broadway Ave	Airport Rd	Bismarck	Signal	8523	Undivided	0	0		
834.09	834.01	E Broadway Ave	N 26th St	Bismarck	Thru-STOP	11458	Undivided	0	0		
835.01	835.01	W Thayer Ave	N Washington St	Bismarck	Thru-STOP	15800	Undivided	0	0		
835.02	835.01	W Thayer Ave	N 3rd St	Bismarck	Signal	9283	Undivided	0	0		
835.03	835.01	W Thayer Ave	N 5th St	Bismarck	Signal	5055	Undivided	0	0		
836.01	836.01	W Rosser Ave	N Washington St	Bismarck	Signal	22408	Undivided	0	0		
836.02	836.01	E Rosser Ave	N 3rd St	Bismarck	Signal	16545	Undivided	0	0		
836.03	836.01	E Rosser Ave	N 5th St	Bismarck	Signal	13525	Undivided	0	0		
836.04	836.01	E Rosser Ave	N 7th St	Bismarck	Signal	22598	Undivided	0	0		
836.05	836.01	E Rosser Ave	N 9th St	Bismarck	Signal	20910	Undivided	0	0		
836.06	836.01	E Rosser Ave	N 12th St	Bismarck	Thru-STOP	7915	Undivided	0	0		
836.07	836.01	E Rosser Ave	N 26th St	Bismarck	Signal	13960	Undivided	0	0		
836.08	836.01	E Rosser Ave	Eastdale Dr	Bismarck	Thru-STOP	5465	Undivided	0	0		
836.09	836.01	E Rosser Ave	E Bismarck Expy	Bismarck	Signal	11085	Undivided	0	0		
837.01	837.01	S 26th St	Airway Ave	Bismarck	Thru-STOP	2528	Undivided	0	0		
837.02	837.01	S 26th St	E Bismarck Expy	Bismarck	Signal	16495	Undivided	0	0		
837.03	837.01	S 26th St	Railroad Ave	Bismarck	Thru-STOP	9135	Undivided	0	0		
843.01	843.01	W Bowen Ave	S Washington St	Bismarck	Signal	16615	Undivided	0	0		
843.02	843.01	E Bowen Ave	S 3rd St	Bismarck	Signal	14665	Undivided	0	0		
843.03	843.01	E Bowen Ave	S 5th St	Bismarck	All-way STOP	6430	Undivided	0	0		
843.04	843.01	E Bowen Ave	S 7th St	Bismarck	Thru-STOP	15120	Undivided	1	0		
843.05	843.01	E Bowen Ave	S 9th St	Bismarck	Thru-STOP	11813	Undivided	0	0		
843.06	843.01	E Bowen Ave	S 12th St	Bismarck	Thru-STOP	7725	Undivided	0	0		
843.07	843.01	E Bowen Ave	Airport Rd	Bismarck	Thru-STOP	8315	Undivided	0	0		
845.01	845.01	S Washington St	34th Ave SW	Bismarck	All-way STOP	3833	Undivided	0	0		
845.02	845.01	S Washington St	Wachter Ave	Bismarck	Signal	9845	Undivided	0	0		
845.03	845.01	S Washington St	Riverwood Dr / Denver Ave	Bismarck	Signal	17118	Divided	2	0	YES	
845.04	845.01	S Washington St	E Bismarck Expy	Bismarck	Signal	37418	Divided	1	0		
846.01	846.01	S 3rd St	Santa Fe Ave	Bismarck	Thru-STOP	1198	Undivided	0	0		
846.02	846.01	S 3rd St	E Wachter Ave	Bismarck	Thru-STOP	6718	Undivided	0	0		
846.03	846.01	S 3rd St	E Denver Ave	Bismarck	Thru-STOP	7898	Undivided	0	0		
846.04	846.01	S 3rd St	E Bismarck Expy	Bismarck	Signal	31830	Undivided	0	0		
847.01	847.01	Mills Ave	Langer Ln	Bismarck	Roundabout	0	0	0	0		
847.02	847.02	E Denver Ave	University Dr	Bismarck	Signal	14630	Undivided	0	0		
848.01	848.01	Airport Rd	University Dr	Bismarck	Signal	14860	Undivided	1	0		
848.02	848.01	Airport Rd	Airwave Ave	Bismarck	Thru-STOP	8908	Undivided	0	0		
848.03	848.01	Airport Rd	E Bismarck Expy	Bismarck	Signal	26465	Undivided	0	0		
849.01	849.01	S 12th St	Santa Fe Ave	Bismarck	Thru-STOP	4220	Undivided	0	0		
849.02	849.01	S 12th St	University Dr	Bismarck	Signal	15398	Undivided	0	0		
849.03	849.01	S 12th St	E Bismarck Expy	Bismarck	Signal	27070	Undivided	0	0		
850.01	850.01	E Wachter Ave	University Dr	Bismarck	Signal	13218	Undivided	0	0		
853.01	853.01	Burleigh Ave	University Dr	Bismarck	Thru-STOP	10623	Undivided	0	0		
855.01	855.01	Airway Ave	University Dr	Bismarck	Thru-STOP	10008	Undivided	0	0		
855.02	855.01	Airway Ave	Lincoln Rd	Bismarck	Thru-STOP	5018	Undivided	0	0		
855.04	855.01	Yegen Rd	E Bismarck Expy	Bismarck	Signal	14433	Undivided	0	0		
856.01	856.01	Lincoln Rd	Quail St	Bismarck	Thru-STOP	3724	Undivided	0	0		

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Right Angle Crashes @ Signals Intersection Improvements

Intersections on Bismarck Expressway from S Washington St to Century Ave

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor 194.01
Street Name Bismarck Expressway
Urban/Rural: Urban
County: Burleigh
Length 0.0

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Config	Taffic Control	Entering ADT	Major Config	Severe Crashes	Severe RA Crashes	Confirmation Lights	Notes
845.04	S Washington St	E Bismarck Expy	X	Signal	37,418	Divided	2	1	1	-
846.04	S 3rd St	E Bismarck Expy	X	Signal	31,830	Undivided	0	0	1	-
849.03	S 12th St	E Bismarck Expy	X	Signal	27,070	Undivided	0	0	1	-
848.03	Airport Rd	E Bismarck Expy	X	Signal	26,465	Undivided	0	0	1	-
837.02	S 26th St	E Bismarck Expy	X	Signal	16,495	Undivided	0	0	1	-
855.04	Yegen Rd	E Bismarck Expy	X	Signal	14,433	Undivided	0	0	1	-
836.09	E Rosser Ave	E Bismarck Expy	X	Signal	11,085	Undivided	0	0	1	-
830.04	E Divide Ave	E Bismarck Expy	X	Signal	14,418	Div/Undiv	1	1	1	-
809.09	E Century Ave	Centennial Rd	X	Signal	18,668	Unknown	1	0	1	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	Confirmation Lights	\$2,000 per intersection	9	\$18,000
Entering ADT	>15,000 <30,000	Unsignalized and Divided Access Management	\$300,000 per mile	0.0	\$0
Development / Ped Generator	Yes				\$18,000
Total Ped/Bike Crashe	>0				

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$16,200
Local Match (10% of Total project cost)	\$1,800
Total Project Cost	\$18,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

Page: 1
Intersection ID: 194.01
Date: 8/14/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Right Angle Crashes @ Signals Intersection Improvements

Intersections on W Century Ave from Tyler Pkwy to Hamilton St

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor 809.01
Street Name W Century Ave
Urban/Rural: Urban
County: Burleigh
Length 3.9

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Config	Taffic Control	Entering ADT	Major Config	Severe Crashes	Severe RA Crashes	Confirmation Lights	Notes
809.01	W Century Ave	Tyler Pkwy	T	Thru-STOP	13,685	Divided	0	0	0	-
809.02	W Century Ave	W Interstate Ave	X	Signal	13,670	Divided	0	0	1	-
805.02	Country West Rd	W Century Ave	T	Thru-STOP	12,123	Divided	1	0	0	-
809.03	W Century Ave	N Washington St	X	Signal	24,535	Divided	0	0	1	-
809.04	E Century Ave	N 4th St	X	Signal	19,765	Divided	1	0	1	-
809.05	E Century Ave	N 11th St	X	Signal	22,255	Divided	0	0	1	-
809.07	E Century Ave	N 19th St	X	Signal	9,674	Divided	0	0	1	-
809.08	E Century Ave	Nebraska Dr	T	Thru-STOP	4,998	Divided	0	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012

5 years

Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	Confirmation Lights	\$2,000 per intersection	5	\$10,000
Entering ADT	>15,000	Unsignalized and Divided Access Management	\$300,000 per mile	3.9	\$1,170,000
Development / Ped Generator	<30,000				
	Yes				\$1,180,000
Total Ped/Bike Crashe	>0				

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$1,062,000
Local Match (10% of Total project cost)	\$118,000
Total Project Cost	\$1,180,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

Page: 2
Intersection ID: 809.01
Date: 8/14/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Right Angle Crashes @ Signals Intersection Improvements

Intersections on W Interstate Ave from Century Ave to State St

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor 810.01
Street Name W Interstate Ave
Urban/Rural: Urban
County: Burleigh
Length 2.4

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Config	Taffic Control	Entering ADT	Major Config	Severe Crashes	Severe RA Crashes	Confirmation Lights	Notes
810.01	W Interstate Ave	N Washington St	X	Signal	17,980	Undivided	0	0	1	-
810.02	E Interstate Ave	N 4th St	X	Signal	11,968	Undivided	0	0	1	-
810.03	E Interstate Ave	Gateway Ave	X	Thru-STOP	12,225	Unknown	0	0	0	-
810.05	N 11th St	Weiss Ave	T	Yield	8,118	Undivided	0	0	0	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	Confirmation Lights	\$2,000 per intersection	2	\$4,000
Entering ADT	>15,000 <30,000	Unsignalized and Divided Access Management	\$300,000 per mile	0.0	\$0
Development / Ped Generator	Yes				\$4,000
Total Ped/Bike Crashe	>0				

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$3,600
Local Match (10% of Total project cost)	\$400
Total Project Cost	\$4,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

Page: 3
Intersection ID: 810.01
Date: 8/14/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Right Angle Crashes @ Signals Intersection Improvements

Intersections on E Interstate Ave from US 83 (State Street) to N 19th St

Agency Name: City of Bismarck

ND DOT District: 1

Contact Name: Mark Berg

Telephone Number: 701-355-1529

Email Address: maberg@nd.gov

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

Location Description

Corridor 810.02
Street Name E Interstate Ave
Urban/Rural: Urban
County: Burleigh
Length 0.6

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Config	Taffic Control	Entering ADT	Major Config	Severe Crashes	Severe RA Crashes	Confirmation Lights	Notes
810.07	E Interstate Ave	US 83 (State St)	X	Signal	11,968	Undivided	0	0	1	-
810.09	E Interstate Ave	N 19th St	X	Signal	11,968	Undivided	0	0	1	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	Confirmation Lights	\$2,000 per intersection	2	\$4,000
Entering ADT	>15,000 <30,000	Unsignalized and Divided Access Management	\$300,000 per mile	0.0	\$0
Development / Ped Generator	Yes				\$4,000
Total Ped/Bike Crashe	>0				

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$3,600
Local Match (10% of Total project cost)	\$400
Total Project Cost	\$4,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

Page: 4
Intersection ID: 810.02
Date: 9/26/2013

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Right Angle Crashes @ Signals Intersection Improvements

Intersections on E Capitol Ave from N 4th St to End

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor 815.01
Street Name E Capitol Ave
Urban/Rural: Urban
County: Burleigh
Length 1.7

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Config	Taffic Control	Entering ADT	Major Config	Severe Crashes	Severe RA Crashes	Confirmation Lights	Notes
815.01	E Capitol Ave	N 4th St	X	Thru-STOP	9,285	Undivided	0	0	0	-
815.02	E Capitol Ave	N 12th St (West)	T	Thru-STOP	5,060	Undivided	0	0	0	-
815.03	E Capitol Ave	N 12th St (East)	T	Thru-STOP	5,110	Undivided	1	0	0	-
815.04	E Capitol Ave	State St	X	Signal	17,925	Divided	1	0	1	-
815.05	E Capitol Ave	N 19th St	X	Signal	12,125	Undivided	0	0	1	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	Confirmation Lights	\$2,000 per intersection	2	\$4,000
Entering ADT	>15,000 <30,000	Unsignalized and Divided Access Management	\$300,000 per mile	0.0	\$0
Development / Ped Generator	Yes				\$4,000
Total Ped/Bike Crashe	>0				

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$3,600
Local Match (10% of Total project cost)	\$400
Total Project Cost	\$4,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Right Angle Crashes @ Signals Intersection Improvements

Intersections on S Washington St from 34th Ave SW to Bismarck Expy

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor 845.01
Street Name S Washington St
Urban/Rural: Urban
County: Burleigh
Length 2.0

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Config	Taffic Control	Entering ADT	Major Config	Severe Crashes	Severe RA Crashes	Confirmation Lights	Notes
845.01	S Washington St	34th Ave SW	X	All-way STOP	3,833	Undivided	0	0	0	-
845.02	S Washington St	Wachter Ave	X	Signal	9,845	Undivided	0	0	1	-
845.03	S Washington St	verwood Dr / Denver A	X	Signal	17,118	Divided	3	0	1	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	Confirmation Lights	\$2,000 per intersection	2	\$4,000
Entering ADT	>15,000	Unsignalized and Divided Access Management	\$300,000 per mile	0.0	\$0
Development / Ped Generator	Yes				\$4,000
Total Ped/Bike Crashe	>0				

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$3,600
Local Match (10% of Total project cost)	\$400
Total Project Cost	\$4,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

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

Right Angle Crashes @ Signals Intersection Improvements

Intersections on S Washington St from 34th Ave SW to Bismarck Expy

Agency Name: City of Bismarck
Contact Name: Mark Berg
Email Address: maberg@nd.gov

ND DOT District: 1
Telephone Number: 701-355-1529

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

Location Description

Corridor 845.01
Street Name S Washington St
Urban/Rural: Urban
County: Burleigh
Length 2.0

SHSP Emphasis Area (check all that apply)

- Reduce Alcohol Impaired Driving
- Increase the Use of Safety Restraints for all Occupants
- Younger Driver/Older Driver Safety
- Curb Aggressive Driving
- Improvements to Address Lane Departure Crashes
- Enhancing Emergency Medical Capabilities to Increase
- Improve Intersection Safety

Describe Proposed Safety Improvements

Intersection ID	Street Name	Cross Street	Config	Taffic Control	Entering ADT	Major Config	Severe Crashes	Severe RA Crashes	Confirmation Lights	Notes
845.01	S Washington St	34th Ave SW	X	All-way STOP	3,833	Undivided	0	0	0	-
845.02	S Washington St	Wachter Ave	X	Signal	9,845	Undivided	0	0	1	-
845.03	S Washington St	verwood Dr / Denver A	X	Signal	17,118	Divided	3	0	1	-

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes 2008 - 2012 5 years

Intersection Criteria		Description	Unit Cost	Quantity	Total Cost
Traffic Control Device	Signal	Confirmation Lights	\$2,000 per intersection	2	\$4,000
Entering ADT	>15,000	Unsignalized and Divided Access Management	\$300,000 per mile	0.0	\$0
Development / Ped Generator	Yes				\$4,000
Total Ped/Bike Crashe	>0				

Project Cost Estimate (attach detailed copy)

Proposed Year of Construction

Federal Funds	\$3,600
Local Match (10% of Total project cost)	\$400
Total Project Cost	\$4,000

NDDOT Central Office Only

Project Accepted? Yes No Reference Number - ID Number -
Notes --



5.0 Behavioral Safety Strategies

5.1 Purpose of Driver Behavior Safety Strategies

North Dakota’s Local Road Safety Program (LRSP) recognizes that driver behavior is a significant factor contributing to a majority of the severe crashes on North Dakota’s local roads. Traffic crashes may result from any combination of overlapping crash factors, such as the roadway, the vehicle, and driver behavior. Research supports and experts agree that in most cases driver behavior – risky decisions, driver error, lapses of attention, and driver limitations – is a chief factor contributing to traffic crashes (Lerner et al., 2010). Severe traffic crashes in North Dakota’s Burleigh County can be largely prevented and reduced if motorists were persuaded to engage in key safe driving practices to buckle up, drive at safe speeds, pay attention, and plan ahead to avoid impaired driving. For maximum safety benefit, these measures should be undertaken in addition to adopting infrastructure safety strategies to help ensure the safest and most forgiving roadway possible.

5.2 Overview of Behavioral Crash Data for Burleigh County

Unbelted Vehicle Occupants: Traffic safety research demonstrates that a motorist’s seat belt is the most effective defense in the event of a crash. When lap and shoulder seat belts are used, the risk of fatal injury to front-seat passenger car occupants is reduced by 45 percent and the risk of moderate-to-critical injury is reduced by 50 percent (NHTSA, 2001). Safety benefits are even greater for light-truck occupants, with seat belts reducing fatalities by 60 percent and moderate-to-critical injury by 65 percent (NHTSA, 2009). North Dakota’s 2013 statewide seat belt use is 77.7 percent; lower than the nationwide use of 86 percent. Unbelted severe crashes are Burleigh County’s greatest opportunity to strengthen road safety through improving driver behavior. The trend of severe unbelted crashes is increasing statewide. Burleigh County exceeds the statewide-unbelted severe crashes with 53 percent of the county’s severe crashes involving unbelted motorists.

Alcohol-Related Crashes: Nationally, although impaired driving fatalities have decreased since 2007, the percentage of alcohol-impaired fatalities in the U.S. has remained essentially unchanged (NHTSA, 2012a). Similarly, over the last decade, each year nearly half of motor vehicle fatalities statewide in North Dakota continue to be alcohol-related. In the Burleigh County, 34 percent of the county’s severe crashes are alcohol-related – higher than the statewide 30 percent. From statewide crash data, nearly half of these preventable severe crashes are on the local road system.

Young Driver-Involved: Young drivers have the highest involvement in fatal crashes of any age group. The fatal crash involvement of drivers age 16 to 20 is nearly twice that of drivers’ age 21 and older (NHTSA, 2012b). Key underlying factors to their high crash risk are the developmental and behavioral issues of adolescence coupled with driving inexperience. Young drivers too often immaturely take risks while driving without thinking through the potential consequences of their life-threatening decisions (Keating, 2007). Such high-risk behaviors typically include lack of seat belt use, aggressive driving/speeding, and distractions while driving. Although severe injury crashes involving young drivers have gradually declined statewide, young drivers under the age of 21 continue to be overrepresented in crashes with 67 percent occurring on local roads. In Burleigh County, 22 percent of severe crashes involve young drivers, which is similar to the statewide crash data.

Excessive Speed or Aggressive Driving: Speeding is common and is a tough nut to crack nationally and in North Dakota. Although drivers generally acknowledge that speeding is an unsafe behavior, speeding remains common because the perceived risk of injury is low relative to the perceived benefits of driving fast such as saving time and driving pleasure (Lerner et al., 2010). Consequently, the percentage of speeding-related fatal crashes has remained essentially unchanged over the years and remains a contributing factor in 31 percent of traffic fatalities in the U.S. (NHTSA, 2012c). Speeding and aggressive driving continue to account for approximately 26 percent of all severe crashes in North Dakota with 62 percent of these crashes occurring on the local road system. In Burleigh County, 22 percent of its severe crashes involve speed or aggressive driving – lower than the statewide percentage of 26 percent.

5.3 Importance of Traffic Safety Culture Change

5.3.1 The Influence of Traffic Safety Culture

In adopting North Dakota’s long-term vision of zero fatalities, the 2013 North Dakota SHSP establishes a collective goal to reduce the 3-year average of traffic fatalities to 100 or fewer by 2020. To accomplish this interim goal, Burleigh County, together with its traffic safety partners, seeks to develop and implement its LRSP safety strategies within the broader societal context of motorists’ behavior and North Dakota’s traffic safety culture. Traffic safety culture can be defined as the implicit shared values, beliefs, and perceptions that shape motorists’ behavior.

5.3.2 Social Norms Inhibiting a Strong Traffic Safety Culture

At the core of the nation’s and North Dakota’s traffic safety challenge is a complacency toward risk-taking by drivers and a tolerance for traffic crashes and the resulting deaths and serious injuries. Contributing factors include a sense of individual driver invulnerability, perceived driving skills and vehicle control, and a sense of anonymity and entitlement on the road. The latest data from the *2012 Traffic Safety Culture Index Survey* reports that, as in previous years, the safety culture in the United States surrounding distracted driving can best be described as “do as I say, not as I do” – due to the high numbers of people who object to certain behaviors, yet will admit that they, themselves, engage in them (AAA, 2012). Real progress in traffic safety depends largely on addressing and changing this culture of indifference to effectively implement and see results of both SHSP and LRSP safety strategies.

5.3.3 Social Levels Influencing Safety Culture

Efforts to change individual driver and motorist behaviors should be planned and executed from an ecological viewpoint – one that examines the driving public and their interaction with their social environments. Traffic safety culture and its influence operate at different levels within society. Therefore, a broader definition of traffic safety culture includes the values, beliefs, and perceptions of not only the individual driver, but of those shared by the various communities of which the driver is a part (Figure 5-1). The individual driver exists within a system that includes the following levels, each embodying factors that influence driving culture and crash risk (Ward et al., 2010; Dahlberg and Krug, 2002):

- Individual level – Factors such as driver age, driving experience, self-esteem, income, and substance abuse
- Relationship level – Factors such as relationships with peers, co-workers, supervisors, and family members

- Community level – Factors include the settings or environments in which relationships occur such as school, church, workplaces, and neighborhoods
- Societal level – Large-scale factors such as safety, health, economic, and educational policies, as well as government commitments and priorities

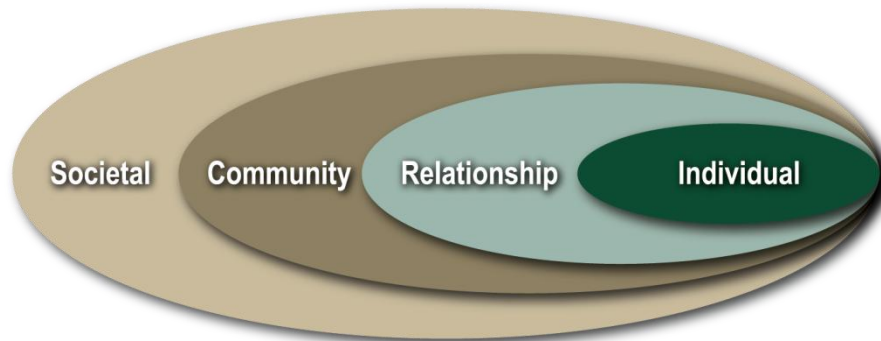


FIGURE 5-1

Social Ecological Perspective of Culture

Source: "Violence – A Global Public Health Problem" by L.L. Dahlberg and E.G. Krug, in *World Report on Violence and Health* (World Health Organization)

Social norms at each level and within each group point to what behaviors are perceived as important. Norms create conformity to expectations that allows people (that is, drivers) to successfully socialize to the subcultures in which they belong. These norms create a climate in which unsafe driving behavior is either encouraged or discouraged. Perceived social norms condoning high-risk driving behaviors provide the case for drivers to rationalize their own high-risk behaviors. To accomplish the culture change, traffic safety behavioral strategies seek to make safe-driving behaviors the accepted norm across all social ecological levels.

The implication of the social ecological model for LRSP efforts is that the implementation plans of LRSP strategies plans should attempt to:

- Increase perceived social pressure to comply with traffic safety laws and practices, thereby, producing safety behavioral norms (Ward et al., 2010)
- Shift the social acceptance of high-risk behaviors to one of perceived unacceptance by significant others and one’s peers.

5.4 Behavioral Safety Strategies

5.4.1 Role of Policy, Education, and Enforcement

Techniques or strategies to change driver behavior essentially fall into one of three categories: 1) *policy change* or laws, local ordinances, regulations, sanctions and penalties; 2) *enforcement* of the laws; and 3) *education* or public information, media, and training. These three categories of behavioral safety strategies work together to have the greatest impact on changing risky driver behavior. The degree of effectiveness of any one strategy on behavioral change depends not only on how effectively the strategy is implemented, but also on how these three categories of policy, enforcement, and education are working together.

For example, a state or local agency that is seeking to increase motorists’ seat belt use and decides to use a “buckle up” public information campaign (behavioral change strategy). The effectiveness of the campaign not only depends on the quality of the education or public

information campaign (relevance to target group, duration, saturation of the messaging), but also the strength of the law in place (primary vs. secondary seat belt law, all passengers vs. front seat only, higher penalty/fee vs. low penalty/fee) and, most important, the degree of seat belt use enforcement (coverage, intensity, visible by the public).

Consequently, the strength of driver safety policy, enforcement, and education surrounding a behavioral strategy selected greatly impact its effectiveness. Therefore, when selecting and implementing a behavioral strategy, an agency must examine the policy, enforcement, and educational context of the strategy and explore ways to strengthen each, as appropriate, to gain the most from a selected strategy.

Finally, it is critically important that traffic safety enforcement is viewed as a priority within local law enforcement agencies and that agency leaders and administrators advocate for strong local enforcement of traffic laws. It is imperative that agency leaders actively address political and public resistance and provide a pathway to deploy the leading strategy to save lives on North Dakota roadways – effective traffic enforcement coupled with public outreach. By advocating for enforcement, educating local elected officials, and equipping officers to effectively enforce traffic safety laws, North Dakota will reap far greater life-saving outcomes from its local safety initiatives.

5.4.2 Effective Use of Public Information Strategies

Public information (education) strategies are often popular among communities seeking to change risky driving behaviors. Education or public information campaigns can range from brochures and mailings to peer-to-peer safety messaging. Brochures and mailings are a passive approach, while peer-to-peer messaging provides a more effective behavioral change approach. In general, a key challenge in influencing driver behavior is that most drivers know what they are supposed to do to drive safely, yet due to successfully driving with risky patterns with no incidence of crash, drivers underestimate the risk of their choices. For this reason, research supports that education, coupled with enforcement, will have the strongest impact in changing driver behavior (NHTSA, 2013).

Following are key characteristics of impactful public information/education campaigns (Williams, 2007):

- Implemented in support of a high-visibility enforcement program
- Focused messaging for a target group
- Longer-term programs delivering messages of sufficient intensity over time
- Messages communicating new information not previously well known
- Messages that are part of a broader-based, longer-term community program with similar messaging coming from multiple sources
- Using behavior change models including interactive methods teaching skills to resist social pressure (such as role playing, group discussion)

5.4.3 LRSP Phase 1 Priority Strategies

During the LRSP workshop, participants reviewed Burleigh County's behavioral crash data and discussed behavioral safety strategy alternatives that could be implemented at the local level. Out of the strategy review discussions, participants engaged in a prioritization process with six strategies emerging as the preferred local behavioral safety strategies for the four behavioral

critical emphasis areas. Table 5-1 reflects the LRSP Phase 1 results of the strategy prioritization, as well as each strategy’s alignment with the North Dakota SHSP (indicated by an “X” if included in the SHSP).

TABLE 5-1

North Dakota Phase 1 LRSP Workshop Priority Behavioral Strategies and Relationship with the North Dakota SHSP

Phase 1 LRSP Workshop Priority Behavioral Strategies and Their Relationship with the North Dakota SHSP	Northeast Region	Burleigh County (Region 10)	Ward County (Region 14)	ND SHSP
Impaired Driving				
• Conduct regular high-visibility DUI enforcement saturations	X	X	X	X
Speeding and Aggressive Driving				
• Conduct high-visibility targeted enforcement of speeding and aggressive driving	X	X	X	X
Young Drivers				
• Publicize and conduct a high-visibility enforcement of GDL restrictions, cell and texting laws, underage drinking and driving, and seatbelt laws			X	X
• Encourage driver education providers (local schools and private providers) to require parent education component	X	X		X
• Brief interventions by health care providers following a crash regarding driving risks and consequences			X	X
Unbelted Occupants				
• Conduct highly publicized enforcement campaigns to maximize restraint use.	X	X	X	X
Note: DUI = driving under the influence GDL = graduated driver’s license				

The following subsections provide a more complete description of each priority strategy, suggested steps to launch local agency efforts, recommended implementation resources, and potential future considerations for expanded local agency and community-based support for the SHSP safety strategies. It is important to note that multidisciplinary SHSP implementation teams will be formed to support the implementation of priority strategies for each of the six SHSP priority emphasis areas including: lane departure, unbelted vehicle occupants, alcohol-related, speed or aggressive drivers, young drivers, and intersections. Therefore, local agencies seeking to leverage local-level safety initiatives described in the following subsections are encouraged to coordinate with and/or engage in the statewide SHSP implementation teams.

5.4.4 Impaired Driving

Burleigh County Priority Strategy – Conduct regular high-visibility DUI enforcement saturation patrols (includes expanding DUI sobriety checkpoints)

Description: High-visibility DUI enforcement is a high-priority, proven safety strategy to reduce alcohol-impaired severe crashes in North Dakota and across the nation. The most effective way to deter impaired driving is through a highly visible enforcement effort to reinforce the driving public’s belief that impaired drivers are at high risk of being arrested,

prosecuted, and adjudicated. High-visibility enforcement consists of multiple jurisdictions and/or multiple squads patrolling a segment of roadway at the same time, often using brightly colored vests and signs. Planned enforcement is publicized extensively through community kickoff events involving the local media and public education campaigns about the enforcement. High visibility also includes enforcement agencies reporting to news media the outcome or arrests made during the saturation or checkpoint campaign. In addition to deterring driving after drinking by increasing the perceived risk of arrest, high-visibility enforcement extends the safety impact of the enforcement campaign for a longer period following the campaign.

What are saturation patrols?

Saturation patrols, also known as “dedicated DUI patrols,” are stepped-up enforcement involving a greater number of law enforcement officers patrolling a specific area for a set time to identify and arrest impaired drivers. Multiple agencies often combine and concentrate their resources to conduct saturation patrols.

What are sobriety checkpoints?

At sobriety checkpoints, law enforcement officials evaluate drivers for signs of alcohol or drug impairment at certain points on the roadway. Vehicles are stopped in a specific sequence, such as every other vehicle or every fourth, fifth, etc. The frequency of which vehicles are stopped depends on the traffic conditions and the number of enforcement personnel available to staff the checkpoint.

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- Assist local law enforcement agencies and Regional DUI Task Forces with identifying locations with high crash involvement for high-visibility enforcement.
- With local law enforcement, attend county board/city council meetings to speak on the importance of reducing impaired driving and the important role of both enforcement and engineering safety strategies.
- Collaborate with highway patrol, local law enforcement, community health officials, and local traffic safety stakeholders to use TSO DUI campaign materials to conduct community outreach on the enforcement campaign.

Implementation Resources:

- For crash data and analysis to focus DUI enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.
- To learn about Regional DUI Task Forces and other local traffic safety enforcement activities and enforcement grant opportunities, contact the TSO.
- See Section 5.5, Traffic Safety Office Supporting Resources.

- For statewide impaired driving enforcement mobilizations, the TSO distributes media outreach materials to local enforcement agencies which may include: press releases, talking points, camera-ready artwork and posters, impaired driving fact sheets, handouts for the public at checkpoints, a print public service announcement (PSA), and live-read radio PSAs. (Note: TSO to assemble available information resources.)
- For guidance on planning and publicizing saturation patrols and sobriety checkpoints:
 - Saturation Patrols & Sobriety Checkpoints: A How-to Guide for Planning and Publicizing Impaired Driving Enforcement Efforts*, NHTSA, Report No. DOT HS 809 063, revised October 2002.
http://www.nhtsa.gov/people/injury/alcohol/saturation_patrols/
 - Low-Staffing Sobriety Checkpoints*. NHTSA, Report No. DOT HS 810 590, 2006.
http://www.nhtsa.gov/people/injury/enforce/LowStaffing_Checkpoints/
- Other impaired-driving safety resources:
 - National Highway Traffic Safety Administration: <http://www.nhtsa.gov/Impaired>
 - Governor's Highway Safety Administration:
<http://www.ghsa.org/html/issues/impaireddriving/index.html>
 - Insurance Institute for Highway Safety:
http://www.iihs.org/research/topics/alcohol_drugs.html

Potential future considerations for expanded local agency and community-based support of SHSP impaired-driving safety strategies:

- Engage local safety stakeholders (law enforcement, Mothers Against Drunk Driving [MADD], Students Against Drunk Driving [SADD], North Dakota Safety Council, community health provider, emergency medical service providers) and facilitate coalition development to educate local elected officials on the importance of state agency impaired-driving legislative initiatives resulting from the state's comprehensive assessment of North Dakota impaired-driving laws.
- Conduct community-wide and sustained public information outreach to educate and create cultural awareness of the risks associated with excessive alcohol use.
- Develop and conduct local public outreach on accessible safe-ride alternative transportation services.
- Conduct highly publicized compliance checks and training for local alcohol retailers and merchants to reduce sales to underage persons.

Other high-impact, proven strategies for local agency consideration:

- Monitor judicial sentencing of local DUI courts or intensive supervision programs.

5.4.5 Young Drivers

Burleigh County Priority Strategy – Encourage driver education providers (local schools and private providers) to require a parent education component

Description: Effective parental monitoring of teen driving can go a long way in helping to keep novice drivers safe on the roadway. Programs offering teen driver safety materials together with facilitated guidance help parents make the important connection between teen driving restrictions and teen driving risks. Without a required parent component for teen driver

education, parents lack awareness of graduated driver's license (GDL) safety provisions, don't fully recognize teen driving risks, are often anxious to be relieved of shuttling their teens, may be reluctant to invest the necessary time to instruct and supervise their teen's driving, and often believe their teen is the exception and is a good and safe driver. To help overcome these parent challenges and more effectively engage parents, incorporating a parent education component into driver education programs is demonstrating promising results.

Key components of a good parent education program include:

- Discusses risks for novice teen drivers
- Explains how and why GDL works to address risks
- Reviews the critical role parents play in teaching, supporting and managing their novice drivers
- Explains the importance of and provides an opportunity to try out a parent/teen driving agreement
- Delivery by trained, educated facilitators
- Emphasizes parents and teens working together for safety

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- Learn about education providers in your local community by contacting the Traffic Safety Office at (701) 328-4692.
- Explore county-mandated parent training through examining Virginia's Planning District 8 (includes four counties and four cities) 90-minute driving safety program for parents and teens as part of the in-classroom portion of the state's driver education curriculum. Contact Ben Swecker (703) 791-7328 or Tim TeWalt (703) 791-7353 at Prince William County Schools.
- With local law enforcement and driver educators, attend county board/city council meetings to inform them of the local initiative to incorporate parent education into driver's education programs to more fully engage parents and reduce teen driver severe crashes.
- Post information on teen driving laws on local school websites or request school resource officer to send information to parents highlighting driving risks for teens and existing North Dakota teen driver laws.
- Consider linking parent-teen participation in a teen driving program to school parking privileges.

Implementation Resources:

- See Section 5.5, Traffic Safety Office Supporting Resources.
- For educational materials for parents of teen drivers including guidelines to ensure teen drivers are educated on safe driving practices as well as *The North Dakota Parent Guide to Teen Driving* and the *Parent Teen Driver Agreement*, see the Teen Drivers & Parents section of the NDDOT website:

<http://www.dot.nd.gov/divisions/safety/teens-parents.htm>

- For an example parent-teen class outline and discussion guide, download the Minnesota Department of Public Safety, Office of Traffic Safety's *Teen Drivers: The Parent's Role* at: <https://dps.mn.gov/divisions/ots/teen-driving/Documents/Parent-class-leaders-guide-july-2013.doc>
- The Minnesota Office of Traffic Safety developed "Point of Impact: Teen Driver Safety Parent Awareness Program" as a community-based class for parents and their soon-to-be teen drivers. The Point of Impact Leader's Guide is a resource for implementing the class. The Point of Impact video is an important component of the program. A PowerPoint presentation and other information are available by contacting Gordy Pehrson at gordy.pehrson@state.mn.us.
- For information on the nationally recognized University of Michigan's *Checkpoints* program offering facilitated parent education: <http://youngdriverparenting.org/> and <http://www.saferdrivingforteens.org/>
- For a comprehensive guide to strengthen parental roles in teen safe driving, see the Governors Highway Safety Association's (GHSA's) *Promoting Parent Involvement in Teen Driving: An In-Depth Look at the Importance and the Initiatives*. <http://www.ghsa.org/html/publications/pdf/sfteens13.pdf>
- For additional information on mandated and voluntary parent/teen education programs in Connecticut, Massachusetts, Georgia, and select Virginia counties, see GHSA's *Curbing Teen Driver Crashes: An In-Depth Look at State Initiatives*. <http://www.ghsa.org/html/publications/pdf/sfteens12.pdf>
- For age-specific information and resources for parents on how to start and continue the conversation about alcohol use with their children, see the North Dakota's *Parents LEAD* program (Listen, Educate, Ask, Discuss). <http://www.parentslead.org/>

Considerations for future expanded local agency/community support of ND SHSP impaired driving safety strategies:

- Engage local traffic safety stakeholders (law enforcement, school administrators, driving schools, insurance companies, community health providers, emergency medical service providers) and facilitate coalition development to educate local elected officials on the importance of state agency GDL and teen driver safety policy initiatives.

Other high-impact, proven strategies for local agency consideration:

- Conduct locally facilitated peer-to-peer driver safety outreach campaigns designed for high school students to raise peer awareness of the common risk factors threatening novice drivers.

5.4.6 Unbelted

Burleigh County Priority Strategy – Conduct highly publicized enforcement campaigns to maximize restraint use

Description: See Section 5.4.4 for a description of high-visibility/highly publicized enforcement campaigns.

North Dakota law enforcement agencies (state, county, city and tribal) participate in the state's Click It or Ticket mobilization program to boost seat belt use and reduce highway fatalities through stepped up enforcement of unrestrained occupants, The mobilization is supported by

national and local paid advertising and earned media campaigns aimed at raising awareness before the enforcement saturation. Click It or Tick It takes place each year in May around the Memorial Day holiday. North Dakota has increased its focus on nighttime seat belt use because fewer motorists buckle up at night.

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- Assist local law enforcement agencies with identifying locations with high unbelted crash involvement for high-visibility enforcement.
- With local law enforcement, attend county board/city council meetings to speak on the importance of enforcing belt use.
- Collaborate with highway patrol, local law enforcement, community health officials, and local traffic safety stakeholders to use TSO belt use campaign materials to conduct community outreach on the enforcement campaign.

Implementation Resources:

- For crash data and analysis to focus seat belt enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.
- To learn about local traffic safety enforcement activities and enforcement grant opportunities, contact the TSO.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- For statewide belt use mobilizations, the TSO distributes media outreach materials to local enforcement agencies which may include: press releases, talking points, camera-ready artwork and posters, belt-use fact sheets, a print public service announcement (PSA), and live-read radio PSAs. (*Note: TSO to assemble available information resources.*)
- For guidance on planning and publicizing belt-use saturation patrols:
NHTSA 2013 national seat belt enforcement *Products for Enforcement Action Kit (PEAK)* to help enforcement rally officers and alert the public to prepare for maximum high-visibility seat belt enforcement during the day and also at night.
<http://www.trafficsafetymarketing.gov/CIOT-PEAK>

Nighttime Enforcement of Seat Belt Laws: An Evaluation of Three Community Programs, NHTSA, Report No. DOT HS 811 189, August 2009.

Innovative Seat Belt Demonstration Programs in Kentucky, Mississippi, North Dakota, and Wyoming, NHTSA, Report No. DOT HS 811 080, March 2009.

Avoiding “Tween” Tragedies: Demonstration Project to Increase Seat Belt Use Among 8- to 15-year-old Motor Vehicle Occupants, NHTSA, Report No. DOT HS 811 096, June 2012.

For the above and other belt enforcement and information outreach resources:
<http://www.nhtsa.gov/Driving+Safety/Occupant+Protection>

- Other seat-belt safety resources:

Governor's Highway Safety Administration:

<http://www.ghsa.org/html/issues/occprotection/index.html>

Insurance Institute for Highway Safety:

<http://www.iihs.org/iihs/topics/t/safety-belts/topicoverview>

Potential future considerations for expanded local agency, tribal and community-based support of SHSP safety strategies:

- Pursue tribal ordinances for primary enforcement of seat belt laws.
- Engage local safety stakeholders (law enforcement, Mothers Against Drunk Driving [MADD], Students Against Drunk Driving [SADD], North Dakota Safety Council, community health provider, emergency medical service providers) and facilitate coalition development to educate local elected officials on the importance of state agency primary seat belt legislative initiatives.
- Conduct community-wide and sustained public information outreach to educate and create cultural awareness of the risks associated with unbelted motorists.

5.4.7 Speed and Aggressive Driving

Burleigh County Priority Strategy – Conduct highly publicized and targeted speed and aggressive driving enforcement campaigns

Description: See Section 5.4.4 for a description of high-visibility/highly publicized enforcement campaigns.

North Dakota law enforcement agencies (state, county, city and tribal) participate in the state's Ticketing Aggressive Cars and Trucks (TACT) program to reduce speed-related fatalities and severe injuries through stepped up enforcement of aggressive cars and trucks primarily in oil-impacted counties. For aggressive driving enforcement, officers focus on drivers who commits a combination of moving traffic violations such as speeding, following too closely, running red lights, which endangers other persons or property.

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- Assist local law enforcement agencies with identifying locations with high speed and aggressive driving-related crash involvement for high-visibility enforcement.
- With local law enforcement, attend county board/city council meetings to speak on the importance of enforcing speed and aggressive driving.
- Collaborate with highway patrol, local law enforcement, community health officials, and local traffic safety stakeholders to use TSO speed campaign materials to conduct community outreach on the enforcement campaign.

Implementation Resources:

- For crash data and analysis to focus speed enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.

- To learn about local traffic safety enforcement activities and enforcement grant opportunities, contact the TSO.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- For guidance for law enforcement on planning and publicizing local speed saturation patrols and successful case examples, see NHTSA's *Guidelines for Developing a Municipal Speed Enforcement Program* at:
<http://www.nhtsa.dot.gov/people/injury/enforce/program.htm>
- For a summary of successful aggressive driving enforcement programs deployed at the local and state-level across the country, see NHTSA's (2001 b) *Aggressive Driving Enforcement: Strategies for Implementing Best Practices* at:
<http://www.nhtsa.gov/people/injury/enforce/aggressdrivers/aggenforce/>
- Other speed-related safety resources:
 - Governor's Highway Safety Administration:
<http://www.ghsa.org/html/issues/speeding.html>
 - Insurance Institute for Highway Safety:
<http://www.iihs.org/iihs/topics/t/speed/topicoverview>

Potential future considerations for expanded local agency, tribal and community-based support of SHSP safety strategies:

- Engage local safety stakeholders (law enforcement, Mothers Against Drunk Driving [MADD], Students Against Drunk Driving [SADD], North Dakota Safety Council, community health provider, emergency medical service providers) and facilitate coalition development to educate local elected officials on the importance of state agency legislative initiatives to strengthen penalties such as increased fines for right-of-way and speed violations.

Burleigh County's Priority Strategy – Provide enhanced enforcement to support local agency implementation of Red-Light-Running confirmation lights for at-risk intersection locations.

Description: To reduce the most common type of severe crashes at signalized intersections--right angle crashes – Burleigh County would like to deploy an innovative safety strategy using a downstream confirmation light system to reduce red-light running. A blue LED light mounted on the back of a traffic light is activated when an offender runs the red light. A single officer stationed across the intersection downstream from the traffic light safely observes and pursues the red light violator (instead of one officer to observe and an additional officer to pursue). To implement, red-light-running confirmation lights requires interdependent collaboration of both engineering and enforcement; even more effective would be added public outreach about the RLR confirmation lights.

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.

- Work with NDDOT staff regarding specific design features of the system. Contact NDDOT Traffic Operations Section, Shawn Kuntz, 701-328-2673.
- Coordinate with local law enforcement:
 - Ask for their assistance in locating the enforcement lights on traffic signal poles/mast arms (optimum viewing locations)
 - Ask for an agreement regarding minimum levels of enforcement (i.e., one hour per day at any of the equipped locations)
 - Provide training to officers after installation – demonstrate that the “Blue/Confirmation” Light does come on at the same instant as the red light of the signal.
- Encourage law enforcement to coordinate with the City/County attorney – make sure the attorney understands the technology and is willing to prosecute the violators.
- Encourage the City/County attorney to coordinate with the district court judge – make sure the judge understands the technology and will uphold charges and support the conviction of violators.
- Prior to issuing any tickets for violations using the Confirmation Lights, have the traffic signal operations engineer check all of the signals clearance intervals (Yellow + All Red) to make sure they are 100 percent consistent with the agencies adopted guidelines. Have a note confirming compliance signed by the engineer put in the signal controller cabinet. (This will help address the inevitable complaint by those issued tickets that the agency changed the clearance intervals to generate more violators – to increase revenue streams.)
- With local law enforcement, attend county board/city council meetings to speak on the community safety benefits of red-light-running confirmation lights.

Implementation Resources:

- For crash data and analysis to focus red-light-running enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- Safety projects developed as part of the LRSP are eligible for funding through the state’s Highway Safety Improvement Program (HSIP) including enhanced enforcement.
- Contact local agencies that have deployed red-light-running confirmation lights:

City of Burnsville Public Works,
Minnesota
Engineering Department
100 Civic Center Parkway
Burnsville, MN 55337
Phone: 952-895-4534

Richardson Police Department, Texas
140 North Greenville Ave.
Richardson, TX 75081
Phone: 972-744-4800

Burleigh County’s Priority Strategy – Provide enhanced enforcement on local, at-risk locations for lane departure.

Description: To reduce lane departure severe crashes on rural paved roads, Burleigh County will be deploying infrastructure safety improvements (e.g., centerline rumble strips, edge line rumble strips, adding or widening edge lines, high visibility pavement markings) at select at-

risk corridors. To maximize the expected safety benefit of the road improvements, integrating increased enforcement presence at targeted at-risk locations and timeframes will reduce risky driver behaviors through strengthening the public's perceived risk of being stopped.

Getting Started:

- Contact the Traffic Safety Office (TSO) to participate in the SHSP process as a stakeholder in the implementation of strategies identified for priority safety emphasis areas in the SHSP.
- Work with NDDOT staff regarding specific design features of the system. Contact NDDOT Traffic Operations Section, Shawn Kuntz, 701-328-2673.
- Coordinate with local law enforcement to provide enhanced enforcement at local, at-risk locations for lane departure.
 - Based on crash data, identify timeframes for high crash risk (i.e., Saturday evening hours)
 - Ask for an agreement regarding minimum levels of enforcement (i.e., one hour per day at any of the equipped locations, target contacts per hour, etc.)

Implementation Resources:

- For crash data and analysis to focus lane departure enforcement efforts, contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.
- See Section 5.5, Traffic Safety Office Supporting Resources.
- Safety project developed as part of the LRSP are eligible for funding through the state's Highway Safety Improvement Program (HSIP) including enhanced enforcement.
- See Section 5.4.7 for speed and aggressive driving implementation resources.

5.5 Traffic Safety Office Supporting Resources

Unless otherwise indicated, for technical assistance and supporting resources contact the NDDOT Traffic Safety Office (TSO) at (701) 328-4692.

5.5.1 TSO Grant Program Application Process

The TSO solicits grant applications from eligible state and local agencies and for-profit and non-profit organizations that address North Dakota's problem solution plans or PSPs. PSPs reflect the state's greatest opportunities for behavioral safety improvement. Grant applications are due June 30th of each year and are evaluated based on: (1) response to identified problems, (2) proposed evidenced-based strategy, (3) clear objectives, (4) comprehensive evaluation plans, and (5) cost-effective budgets. Selected projects are included in TSO's Highway Safety Plan and once approved by NHTSA, grant contracts are generally effective October 1 through September 30th.

5.5.2 Technical Assistance

County Outreach Program

The TSO, in cooperation with the North Dakota Association of Counties, offers a county-based Traffic Safety Outreach program to provide advocacy and community mobilization, media support, public outreach, and training to address seat belt use, impaired driving, speeding, and distracted driving at the county level. County participants include law enforcement, transportation engineering, social services, public health, businesses, nonprofit agencies, faith-based agencies, media, and other entities.

5.5.3 Traffic Records/Crash Data

Traffic and Criminal Software or TraCS

The quality of traffic safety problem identification and decision making regarding effective safety strategies and their implementation is based on the quality and timeliness of crash data. Data is collected from officer crash reports at the time of the incident when a crash involves fatalities, injuries, or at least \$1,000 in property damage. NDDOT reviews the crash report and enters the data into a centralized database called the Crash Reporting System or CRS.

To assist law enforcement in providing timely, complete, and accurate crash reports, the NDDOT Traffic Safety Office (TSO) supports the installation of Traffic and Criminal Software or TraCS and provides technical assistance and training to local agency and tribal law enforcement to effectively deploy TraCS for in-the-field incident reporting. Local and tribal enforcement agencies are strongly encouraged to utilize the convenience of TraCS for the electronic submission of crash reports to the NDDOT. Key benefits to participating agencies and tribes are the reduced officer time and effort required for duplicate entry into local and state crash databases, reduced need for data entry resources and administrative support, as well as improving the overall quality and timeliness of the crash report.

Local Agency Crash Data Support

The Upper Great Plains Transportation Institute develops crash data summaries for each law enforcement agency under contract with the TSO for overtime enforcement supporting impaired driving and seat belt enforcement campaigns. The crash data summaries demonstrate the priority crash factors and trends within each local agency's jurisdiction.

Annual Crash Summary

The NDDOT annually publishes the Crash Summary to identify and describe the annual crash data and historical crash trends in North Dakota including the description of factors contributing to the occurrence of traffic crashes and the resulting injuries and fatalities. The Crash Summary is a valuable reference resource for local agencies and their safety partners for problem identification, safety strategy planning, targeted strategy implementation, program evaluation, and media inquiries.

<http://www.dot.nd.gov/divisions/safety/docs/crash-summary.pdf>

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