

RECONSTRUCTION

Project No.

SU-CRP-4-989(134)

PCN

23860

16th Street SW
from 14th Avenue SW to Burdick Expressway (US 2B)
Minot, ND

Prepared by

CITY OF MINOT, ND

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April 2024

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16TH STREET SW
FROM 14TH AVENUE SW TO BURDICK EXPRESSWAY (US 2B)
MINOT, ND

CERTIFICATION

This document
is preliminary
and not for
construction or
implementation
purposes.

PRELIMINARY

Table of Contents

A. Project Description	1
Table 1 - Traffic Data	1
B. Project Schedule	1
Figure 1 – Project Location Map	2
C. Purpose of Project	3
D. Need for Project	3
E. Scope of Work	3
F. Description of Alternatives	4
a. Alternative A: No Build	4
b. Alternative B With Pond Scenario 1 (Single Pond)	4
Figure 2 – Alternative B	5
Figure 3 – Pond Scenario 1	6
c. Alternative B with Pond Scenario 3A (Two-Tiered Pond)	7
Figure 4 – Pond Scenario 3A	7
d. Alternative B with Pond Scenario 4 (Two-Tiered Pond)	8
Figure 5 – Pond Scenario 4	8
G. Work Zone Safety and Mobility Traffic Control	9
H. Maintenance Responsibility Discussion	9
I. Summary of Engineering Issues	9
J. Summary of Environmental Issues	10
Table 2 - Right of Way Summary	12
Table 3 – Summary of Estimated Costs	12
K. Comments from the Documented CATEX	12
L. Public Concerns / Need for Public Input	13
Table 4 – Summary of Comments/Responses	13
Table 5 – Comparison of Alternatives	15
I. City Decisions	17
II. Environmental Impact Checklist	18

Appendices

Appendix A	Solicitation of Views
Appendix B	Environmental Justice Analysis
Appendix C	Type I Project Determination
Appendix D	Endangered Species Act
Appendix E	Preliminary Cost Estimates
Appendix F	Comments From the Draft Documented CATEX (pending)

Supporting Documents

Public Involvement Report
Aquatic Resources Delineation Report
Traffic Operations Report
Cultural Resources Report

A. Project Description

Highway: 16th Street SW

District: Minot District

Limits: 14th Avenue SW to Burdick Expressway

Associated Project PCN(s) and Description(s): PCN 24303 – 16th Street SW from Burdick Expressway (US 2B) to 2nd Avenue SW

When this project was initiated in May 2023, study area boundaries were along 16th Street SW from 14th Avenue SW to 2nd Avenue SW (see **Figure 1**). Environmental field studies (including the aquatic resource delineation and cultural resource survey) and the Public Input Meeting were completed using those boundaries. Following the Public Input Meeting (see Section L. Public Concerns/ Need for Public Input), additional options at the intersection of 5th Avenue SW were analyzed.

During alternative development, it was determined that funding would not be available to construct the entire project corridor. The decision was made to split the project into two at the logical termini location of Burdick Expressway/US 2B (Burdick Expressway). This document evaluates alternatives and potential impacts for the south segment of 16th Street SW, from 14th Avenue SW to Burdick Expressway (inclusive of those intersections).

Figure 1 also shows additional study areas hatched in green, which have arisen during project development. Environmental study updates are pending for these additional study areas.

Table 1 - Traffic Data

South Segment – 14th Avenue SW to Burdick Expressway

	Year	Passengers	Trucks	Totals
Current	2023	12,620	285	12,905
Forecast	2045	15,705	355	16,060

B. Project Schedule

Project: SU-CRP-4-989(134), PCN 23860

Bid Ready: 08/01/2024



Figure 1 – Project Location Map

C. Purpose of Project

The purpose of the project is to:

- Restore the structural and functional condition of the existing asphalt pavement segments by reconstructing to concrete pavement:
 - 16th Street SW from 14th Avenue SW to Burdick Expressway
 - Burdick Expressway intersection (including 300 feet each direction on Burdick Expressway)
- Provide acceptable traffic operations within the corridor.
- Provide storm sewer upgrades and allow for future storm sewer system expansion.
- Improve pedestrian and bicycle facilities along the corridor and ensure that they meet ADA requirements.

D. Need for Project

Existing Conditions:

16th Street SW is typically a four-lane roadway section within the project corridor, with two travel lanes in each direction and occasional dedicated turn lanes at intersections.

Deficiencies:

- The existing asphalt pavement on 16th Street SW from 14th Avenue SW to Burdick Expressway has exceeded its useful life and needs to be replaced.
- The existing concrete pavement in the Burdick Expressway/16th Street SW intersection has exceeded its useful life and needs to be replaced.
- No dedicated left turn lanes exist at the 11½ Avenue SW or 14th Avenue SW intersections.
- The storm sewer system south of 11th Avenue SW needs to be extended and a regional detention pond is needed to handle future storm sewer system expansions to the south.
- There is an off-street path present between 14th Avenue SW and Burdick Expressway, however the width of this path varies and does not always meet standards for an off-street shared-use path facility.
- Existing sidewalks and curbs do not meet ADA requirements.
- The existing traffic signal system at 11th Avenue SW is deteriorating and in need of replacement.
- The existing lighting system throughout the corridor is deteriorating and in need of replacement.

E. Scope of Work

	Federal Funds (SU)	Federal Funds (CRP)	City Funds	Total
2024-2027 STIP (Entire Project)	\$7,790,256 (capped)	-----	\$1,835,663	\$9,625,919
2024 DCE (South Segment Only)	\$7,790,256 (capped)	\$347,356 (capped)	\$5,882,588 - \$7,064,888	\$14,020,200 - \$15,202,500

F. Description of Alternatives

- a. Alternative A: No Build
 - Estimated Cost \$0
 - This is the non-preferred alternative as it does not address the project purpose and need.
- b. Alternative B with Pond Scenario 1 (Single Pond) (see **Figure 2**)
 - Estimated cost \$14,020,200
 - Full reconstruction to a five-lane section:
 - 61-foot wide concrete pavement including gutter pan
 - Four 11-foot wide thru lanes, a 13-foot center left turn lane, and 2-foot wide gutter pans on each side
 - Reconstruction of Burdick Expressway 300 feet east and west of 16th Street SW
 - Four 12-foot wide thru lanes, an 11-foot wide left turn lane, and 2-foot wide gutter pans on each side
 - 10-foot wide shared use path/ADA ramps along the east side of 16th Street SW
 - New transition speed zone (30 MPH) from 11th Avenue SW to Burdick Expressway
 - Turn lane recommendations from the Traffic Operations Report
 - New traffic signal system at 11th Avenue SW and revised traffic signal at Burdick Expressway
 - New lighting on 16th Street SW
 - New storm sewer trunk line
 - Drainage improvements at 12th Avenue SW, east of 16th Street SW
 - Single retention pond located in the SW quadrant of 16th Street SW and 11th Avenue SW (see **Figure 3**)



Figure 2 – Alternative B

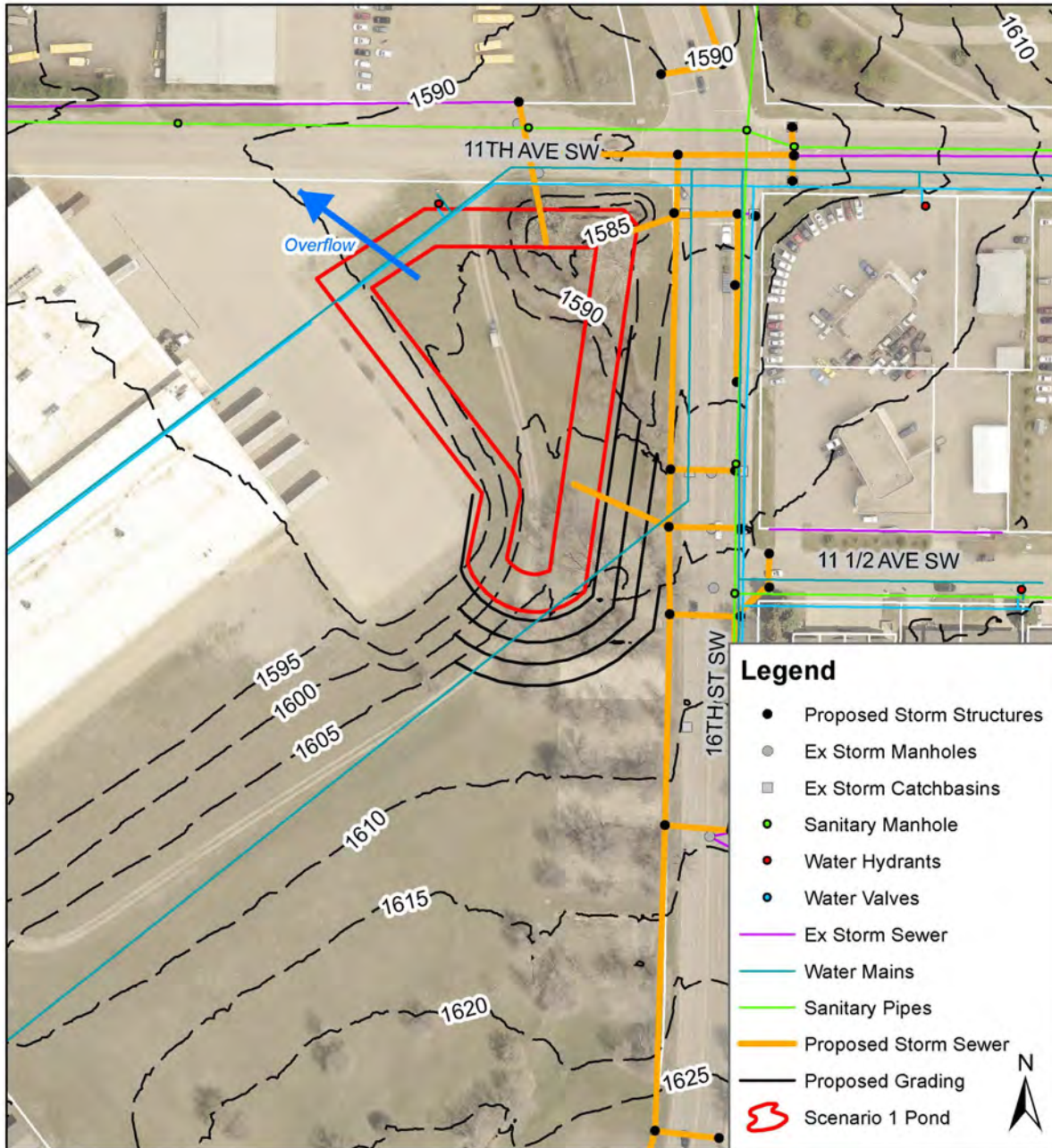


Figure 3 – Pond Scenario 1

- c. Alternative B with Pond Scenario 3A (Two-Tiered Pond)
 - Estimated cost \$15,202,500
 - Same improvements as listed above for Alternative B with Pond Scenario 1 (Single Pond), except:
 - Two-tiered retention pond with smaller pond located in the SW quadrant of 16th Street SW and 11th Avenue SW, and larger pond located on same property further south (see **Figure 4**)

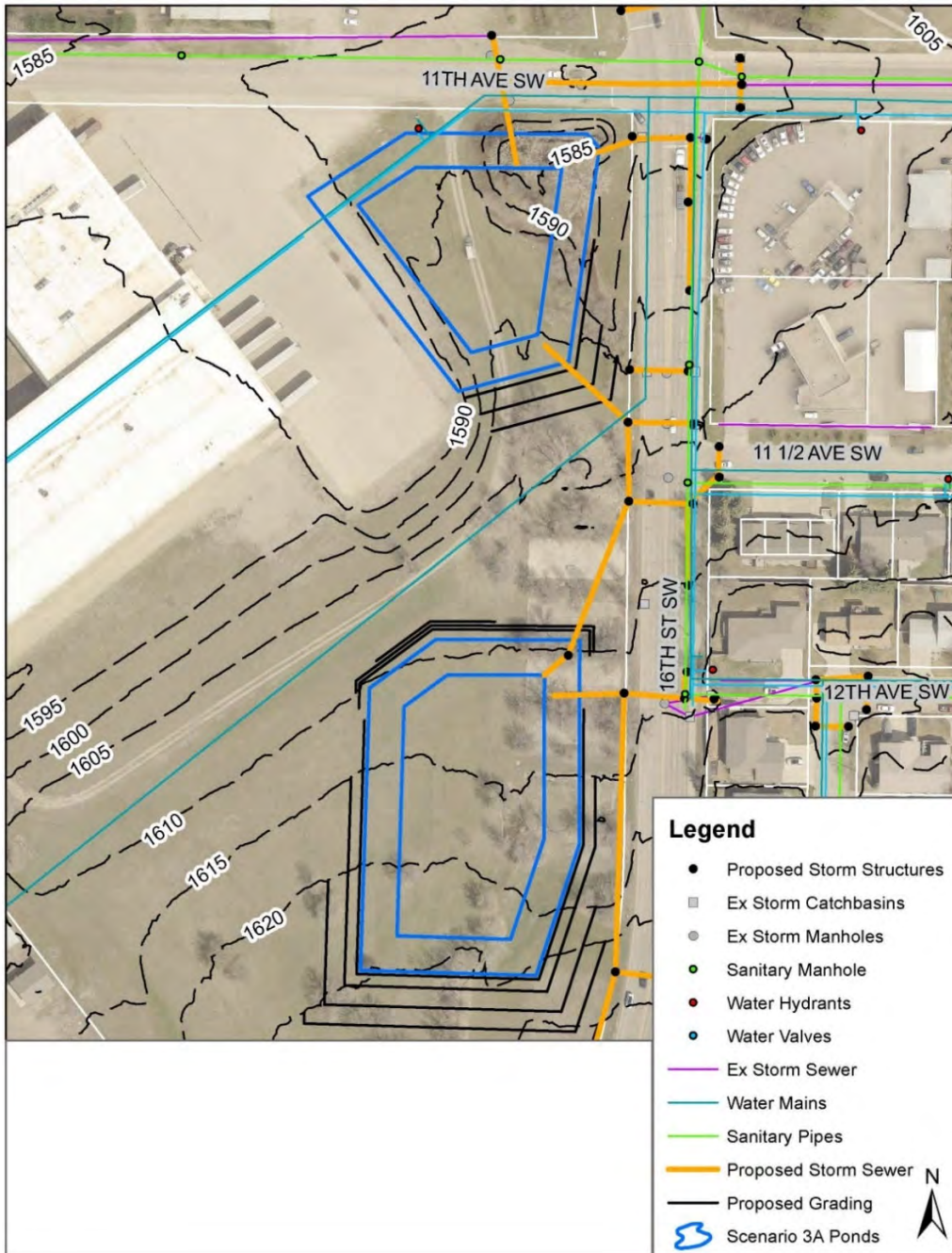


Figure 4 – Pond Scenario 3A

- d. Alternative B with Pond Scenario 4 (Two-Tiered Pond)
- Estimated cost \$15,017,400
 - Same improvements as listed above for Alternative B with Pond Scenario 1 (Single Pond), except:
 - Two-tiered retention pond with smaller pond located in the SW quadrant of 16th Street SW and 11th Avenue SW, and larger pond located on same property further south (see **Figure 5**)
 - Ponds remain on east and south sides of private access road located on the property. This is the landowner's preferred configuration to keep the access road in place.

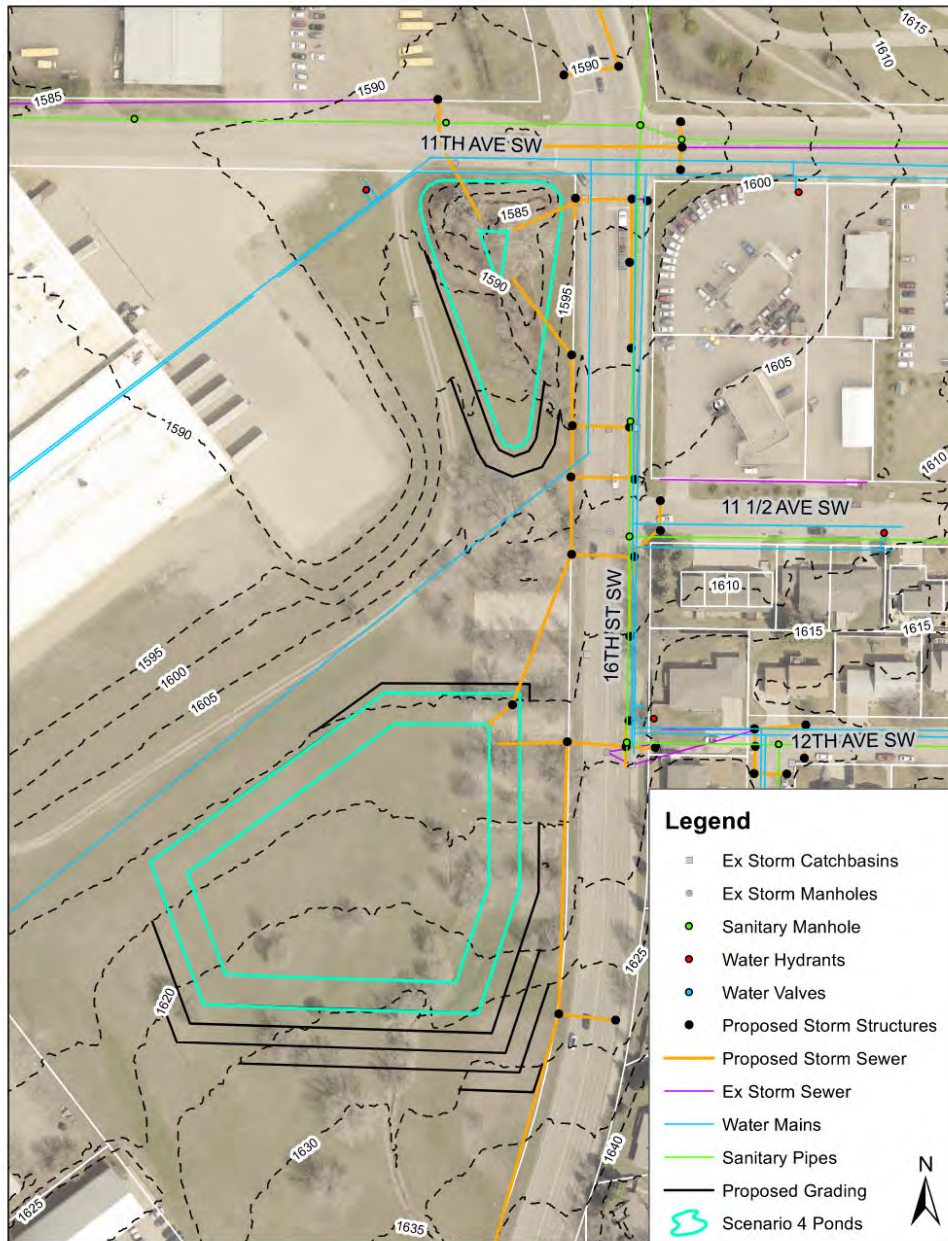


Figure 5 – Pond Scenario 4

G. Work Zone Safety and Mobility Traffic Control

This project is classified as a “non-significant project,” due to it not being on the urban regional system.

To expedite construction, 16th Street SW would be closed during construction. Residential access east of 16th Street SW would be provided by various side streets. Residential access west of 16th Street SW would be provided by a temporary access connection from 18th Street SW to Cook Drive.

The Burdick Expressway intersection would be constructed in phases to allow for one lane of east/west traffic flow. The retention pond would be constructed concurrently with 16th Street SW. Excess material from pond excavation would be hauled off site utilizing Burdick Expressway via 11th Avenue SW.

H. Maintenance Responsibility Discussion

Ownership and maintenance of the corridor improvements would remain the responsibility of the City of Minot.

I. Summary of Engineering Issues

- Construction of any of the three pond scenarios would require acquisition of additional right of way from a private landowner.
- Conversations with this landowner indicate that for Pond Scenario 3A or Pond Scenario 4, they would require the entire remnant area outside of the pond limits on the property to be acquired.
- The landowner also has indicated that Pond Scenario 4 is their preferred configuration, to preserve the private access road on the property.
- There are seven existing concrete pads that lie partially within the right of way, on the west side of 16th Street SW approximately 500 feet south of 11th Avenue SW. These would need to be removed with construction of the project. The landowner has no issues with removal of these concrete pads.
- Residents in the Hunting Estates Addition currently have access to the neighborhood only via 16th Street SW. A temporary access connection from 18th Street SW to Cook Drive would accommodate residents during construction.
- Due to roadway and sidewalk widening along with re-profiling the road, retaining walls would need to be constructed in four locations on the east side of 16th Street SW, behind the shared-use path. The four retaining walls would each be approximately 2-3 feet in height and approximately 100-200 feet in length.
- Coordination would be required with adjacent property owners that have fences, irrigation, or other items located within temporary easements.

J. Summary of Environmental Issues

*Note: Environmental study updates are pending for the additional study areas for this project (as shown on **Figure 1**).*

Aquatic Resources

A field aquatic resource delineation was completed by Nute Bishop of Apex engineering Group and Perry Sullivan of Big Muddy Soil Consulting on June 14 and 15, 2023. No aquatic resources were delineated within the study area.

No wetlands or other waters will be impacted as part of the project. A Section 404 permit from the USACE will not be required.

Cultural Resources

Juniper archaeologists conducted a Class III pedestrian inventory on June 8, 2023. During the inventory, Juniper encountered one new resource. No evidence of three previous site leads were found within the inventory corridor. The newly recorded resource is unevaluated for the National Register of Historic Places.

SHPO concurrence (23-6634) was received for a No Historic Properties Affected determination on October 17, 2023. Refer to **Appendix A**.

Environmental Justice

The US Environmental Protection Agency's Environmental Justice (EJ) Screening and Mapping tool (EJScreen) revealed no readily identifiable minority or low-income populations affected by the project. Refer to **Appendix B**.

Floodplain

No mapped floodplains occur within the project area. No floodplain permit would be required.

Migratory Birds

Measures will be taken to minimize impacts to migratory birds in accordance with the Migratory Bird Treaty Act. Standard Special Provision (SSP 2 Federal Migratory Bird Treaty Act) will be added to the project plans as an environmental commitment.

Noise

The project does not meet the criteria of a Type 1 Project, so a noise analysis is not required. Please refer to **Appendix C**.

Section 4(f) and Section 6(f) Properties

No Section 4(f) properties exist within the project corridor.

One Section 6(f) property is located near the project (LWCF 38-00393, Minot School Park); however, the site is outside of the project limits. Please refer to **Appendix A**.

Threatened and Endangered Species

No critical habitat for piping plover is located within the project area. Due to the existing level of human disturbance (i.e. high traffic/noise levels) and lack of potential habitat, no potential direct or indirect effects to the whooping crane, piping plover, gray wolf, and rufa red knot or designated piping plover critical habitat would occur as a result of the proposed project. A "No Effect" determination is appropriate for whooping crane, piping plover, gray wolf, and rufa red knot and piping plover critical habitat.

Approximately 2.29 acres of tree removal are planned for the project. Due to the tree removal, the project may affect but is not likely to adversely affect the northern long-eared bat (NLEB). Please refer to **Appendix D**.

The following Avoidance and Minimization Measures (AMMs) would be added to the plan sheets regarding the NLEB:

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). If any threatened or endangered species are observed within one mile of the proposed project, construction activities will cease and the USFWS, FHWA, and NDDOT ETS will be notified. CM 1 will be added to the plan sheets.

Woody Vegetation

Approximately 2.29 acres of woody vegetation removal are planned for the project. Trees to be removed are within an urban setting and are not located in a riparian area, draw, or forest. Tree replacements would be completed by the City of Minot and would follow the Minot Code of Ordinances, Chapter 29 – Forestry.

Right of Way

Right of way acquisition and temporary easements to accommodate construction would be required with both build alternatives. Amounts are detailed in **Table 2**.

Table 2 - Right of Way Summary

Alternatives	Temporary ROW Needed	Permanent ROW Needed	US Fish & Wildlife Property Interest?	US Forest Service Property Interest?
Alternative A No Build	0 SF	0 SF	No	No
Alternative B w/ Pond Scenario 1	185,328 SF	90,141 SF	No	No
Alternative B w/ Pond Scenario 3A	149,685 SF	381,096 SF	No	No
Alternative B w/ Pond Scenario 4	149,685 SF	381,096 SF	No	No

Table 3 – Summary of Estimated Costs

Alternatives	SU Participating Federal 80.93% City 19.07%	CRP Participating Federal 80.93% City 19.07%	Drainage Federal 72% City 28%	City Non-Participating City 100%	Total Cost
Alternative A No Build	\$0	\$0	\$0	\$0	\$0
Alternative B With Pond Scenario 1 <i>Total Federal SU Funds:</i> <i>Total Federal CRP Funds:</i> <i>Total City Funds:</i>	\$7,060,000	\$795,000	\$3,791,000	\$2,374,200	\$14,020,200 <i>Capped \$7,790,256</i> <i>Capped \$347,356</i> <i>\$5,882,588</i>
Alternative B With Pond Scenario 3A <i>Total Federal SU Funds:</i> <i>Total Federal CRP Funds:</i> <i>Total City Funds:</i>	\$7,064,000	\$795,000	\$4,348,000	\$2,995,500	\$15,202,500 <i>Capped \$7,790,256</i> <i>Capped \$347,356</i> <i>\$7,064,888</i>
Alternative B With Pond Scenario 4 <i>Total Federal SU Funds:</i> <i>Total Federal CRP Funds:</i> <i>Total City Funds:</i>	\$7,062,000	\$795,000	\$4,332,000	\$2,828,400	\$15,017,400 <i>Capped \$7,790,256</i> <i>Capped \$347,356</i> <i>\$6,879,788</i>

1. Cost are inflated to 2025 construction dollars.

2. Estimated costs include 5% contingency, 15% engineering, and estimated right of way costs.

Refer to **Appendix E** for detailed preliminary cost estimates.

K. Comments from the Documented CATEX (pending)

Refer to **Appendix F**.

L. Public Concerns / Need for Public Input

Solicitation of views letters and/or emails were sent to various local, state, and federal agencies with interests within or adjacent to the project area on June 6, 2023. Solicitation of views letters and/or emails and responses can be found in **Appendix A**.

A Public Input Meeting was held at Perkett Elementary School in Minot on November 30, 2023. The meeting was an open house format from 6:00-8:00 PM with a formal presentation at 6:15 PM. A project website, www.minotroads.com, was developed to provide the public with project information and updates. Notification of the Public Input Meeting and all materials were made available on the website. Information regarding the reconstruction of 16th Street SW from the original project boundaries of 14th Avenue SW to 2nd Avenue SW was presented during the meeting. Comments and responses provided during the Public Input meeting are summarized in **Table 4 Summary of Comments/Responses**. Comments included below refer to the original proposed project limits, which included the segments of 16th Street SW both north and south of Burdick Expressway. The Public Involvement Report contains a complete record of comments and responses received.

Table 4 – Summary of Comments/Responses

Topic	Comments	Responses
Roundabout (16)	<ol style="list-style-type: none">1. A roundabout at 5th Avenue should also be considered.2. 5th Avenue intersection will not work without a roundabout at 7th Avenue.3. Roundabout construction should be phased so 5th and 7th Avenues are not closed at the same time.4. The roundabout at 7th Avenue is necessary/supported.5. A roundabout at 7th Avenue would be dangerous/do not support a roundabout.	<p>A roundabout at the 5th Avenue intersection will be further analyzed.</p> <p>The roundabout at 7th Avenue will continue to be carried forward as an option.</p>
Bike Lanes (13)	<ol style="list-style-type: none">1. Bike lanes would create additional congestion along 16th Street SW.2. Bike lanes create safety issues.3. There is not currently a lot of bike usage along 16th Street SW.4. Bike lanes are not necessary.	Comments noted.
Road Diet (12)	<ol style="list-style-type: none">1. Not in favor of the lane reductions.2. Vehicles are forced to the inside lanes, causing additional congestion and backups at the intersections.3. With a growing population and traffic, lanes on roads should not be reduced.	Comments noted.

Traffic Study (12)	<ol style="list-style-type: none"> 1. The traffic study might not have included increased traffic due to the new Trinity Hospital or have been done at the right time of the year to account for traffic from Minot State University. 2. Traffic will increase when Minot North High School moves to four grades. 3. Perkett Elementary School enrollment increased in fall 2023; those numbers were not included in the traffic study. 4. Increases in population at the Air Force Base will increase traffic on the roads in Minot. 	<p>Minot State University was still in session when we collected our traffic counts in early May 2023.</p> <p>We contacted Minot Public Schools to verify the actual numbers. Enrollment at Perkett increased by 37 students (10.4%) from Fall 2022 (357 students) to Fall 2023 (394 students).</p>
Construction (10)	<ol style="list-style-type: none"> 1. Phase construction so that 5th Avenue and 7th Avenue intersections are not closed at the same time. 2. Long construction times will add cost to the project. 3. Access into the Perkett neighborhood during construction will be challenging/could cause emergency access problems. 4. Concerns regarding school traffic congestion while construction is occurring. 	<p>Construction phasing is preliminary; additional consideration will occur as design progresses. The 7th Avenue intersection would only be closed if a roundabout option was selected. Consideration will be given to only closing one of the 5th Avenue and 7th Avenue intersections at a time.</p>
Signals (6)	<ol style="list-style-type: none"> 1. Dedicated turn light at 2nd Avenue intersection is needed. 2. A protected left turn signal at Burdick is needed. 	<p>Signal timing will be incorporated into project design.</p>
Intersection Options (5)	<ol style="list-style-type: none"> 1. Need to keep both left and right turn options at 5th Avenue open. 2. Can a turn lane be created at 5th Avenue? 	<p>Comments noted.</p>
US 83 Bypass/5 th Avenue intersection (5)	<ol style="list-style-type: none"> 1. During construction, a lot of traffic will get pushed to the US 83 Bypass. 2. Visibility onto the Bypass from 5th Avenue is poor. 3. Something should be done to increase visibility and safety at the 5th Avenue intersection with US 83 Bypass. 	<p>Comments noted.</p>

Table 5 – Comparison of Alternatives

Alternative	Advantages	Disadvantages
Alternative A No Build	<ul style="list-style-type: none"> • No initial cost • No environmental impacts • No right of way impacts 	<ul style="list-style-type: none"> • Does not meet the purpose and need
Alternative B with Pond Scenario 1	<ul style="list-style-type: none"> • Provides 30-year pavement design and load carrying capacity • The addition of left turn lanes will assist in reducing potential conflicts with turning traffic • Storm sewer system to improve current drainage issues • Upgraded corridor lighting • Revised turn lane lengths to meet current and future demand • Lowest initial cost of the build alternatives • Provide stormwater detention and reduces flooding duration at 16th St/Burdick intersection • Requires least amount of permanent right of way acquisition of the three pond scenarios 	<ul style="list-style-type: none"> • Utility impacts • Requires right of way acquisition • Single pond system does not meet City requirement of one-foot of freeboard on the 100-year storm event • Higher duration of flooding at the 16th St/Burdick intersection RR underpass than Pond Scenario 3A • Not the preferred pond configuration for landowner
Alternative B with Pond Scenario 3A	<ul style="list-style-type: none"> • Provides 30-year pavement design and load carrying capacity • The addition of left turn lanes will assist in reducing potential conflicts with turning traffic • Storm sewer system to improve current drainage issues • Upgrades corridor lighting • Revised turn lane lengths to meet current and future demand • Two-tiered pond system meets City requirement of one-foot of freeboard on the 100-year storm event • Lower duration of flooding at the 16th St/Burdick intersection RR underpass than Pond Scenario 1 	<ul style="list-style-type: none"> • Highest initial cost of the build alternatives • Utility impacts • Requires more permanent right of way acquisition than Pond Scenario 1 • Not the preferred pond configuration for landowner

Alternative	Advantages	Disadvantages
Alternative B with Pond Scenario 4	<ul style="list-style-type: none"> • Provides 30-year pavement design and load carrying capacity • The addition of left turn lanes will assist in reducing potential conflicts with turning traffic • Storm sewer system to improve current drainage issues • Upgrades corridor lighting • Revised turn lane lengths to meet current and future demand • Two-tiered pond system meets City requirement of one-foot of freeboard on the 100-year storm event • Lower duration of flooding at the 16th St/Burdick intersection RR underpass than Pond Scenario 1 • Preferred pond configuration for landowner 	<ul style="list-style-type: none"> • Utility impacts • Requires more permanent right of way acquisition than Pond Scenario 1

I. City Decisions

1. Do you concur with the project concepts as proposed?

_____ Yes

_____ No

2. Which alternative should proceed with the project?

_____ Alternative A
No-Build Alternative (\$0)

_____ Alternative B with Pond Scenario 1
Single Pond (\$14,020,200)

_____ Alternative B with Pond Scenario 3A
Two-Tiered Pond (\$15,202,500)

_____ Alternative B with Pond Scenario 4
Two-Tiered Pond (\$15,017,400)

Amendments/Comments for Project No. SU-CRP-4-989(134):

Thomas Ross, Mayor
City of Minot

Date

II. Environmental Impact Checklist

Environmental Impact Checklist				Alternative B/Pond Scenario 1	Alternative B w/Pond Scenario 3A	Alternative B w/Pond Scenario 4
				Y/N/A	N/A	Y/N/A
Right of Way	1.1	If yes:	Will the action require permanent right of way?			
	1.1.1		Number of parcels: Alt. B w/Pond Scenario 1: 4 Alt. B w/Pond Scenario 3A: 3 Alt. B w/Pond Scenario 4: 3 Number of Acres: Alt. B w/Pond Scenario 1: 2.07 Alt. B w/Pond Scenario 3A: 8.75 Alt. B w/Pond Scenario 4: 8.75			
	1.1.2		Will the action involve the acquisition of the following: 10 acres or more per linear mile (not an average); or more than 3 acres per bridge, intersection, or interchange?		X	X
	1.1.3		Will the action involve the acquisition of land for hardship or protective purposes, or early acquisition pursuant to Federal acquisition project (23 U.S.C. 108(d))?		X	X
	1.1.4		Will the action require permanent acquisition of Federal fee-title land or trust lands?		X	X
	1.1.5		Will the action require relocation of owners or tenants?		X	X
	1.1.5.1		Number of Homes to be Relocated: n/a			
	1.1.5.2		Number of Business to be Relocated: 0			
	1.2		Are there any special property interests such as U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Forest Service, Tribal Lands, Railroad, or State School Lands?		X	X
	1.2.1	If yes:	List the type(s): n/a			
	1.3		Will the action require temporary construction easements?	X	X	X
	1.3.1	If yes:	Number of parcels: Alt. B w/Pond Scenario 1: 10 Alt. B w/Pond Scenario 3A: 10 Alt. B w/Pond Scenario 4: 10 Number of Acres: Alt. B w/Pond Scenario 1: 4.25 Alt. B w/Pond Scenario 3A: 3.44 Alt. B w/Pond Scenario 4: 3.44			
	1.4		Will the action require any access changes?		X	X
	1.5		Will the action require any access changes on Interstate?		N/A	N/A
	Historical and Archaeological Preservation	2.1		Will the action involve disturbance off the roadway surface?	X	X
2.2			Will the action involve disturbance to a bridge or bridge rail?		X	X
		If no to both questions:	<i>The proposed action is the type of actions or activities that have No Potential to Affect Historic Properties; no further Section 106 consideration is required. Skip to Resource Category #3.</i>			
		If yes to either of the two questions above:	<i>Please contact the Cultural Resources Section to complete the following information prior to submittal of the checklist and append by reference the Cultural Resources Report and related correspondence; has this been completed?</i>	X	X	X
2.3			Was a Class I File Search completed?	X	X	X
2.4			Was a Class III Survey completed?	X	X	X
2.4.1			Were Sites identified within the Area of Potential Effect (APE)?	X	X	X
2.4.2			SHPO Reference #: [23-6634]			
2.4.3			Did SHPO/THPO concur in a Finding of No Historic Properties Affected?	X	X	X
2.4.4			Did SHPO/THPO concur in a No Adverse Effect Determination?		N/A	N/A
2.4.5			Did SHPO/THPO concur in an Adverse Effect Determination?		N/A	N/A
2.5			If the action results in an Adverse Effect, the Adverse Effect documentation to FHWA was provided to the Advisory Council of Historic Preservation (ACHP) on: n/a			
2.5.1			Did the ACHP accept the opportunity to participate?		N/A	N/A
2.5.2			Resolution of Adverse Effect thru a Memorandum of Agreement was completed on: n/a			
2.5.3			Were commitments included in the coordination with SHPO/THPO?		N/A	N/A
2.6		Commitments: All borrow must come from an approved source.				
Section 4(f)	3.1		Are there any Section 4(f) properties within and/or adjacent to the action area?		X	X
		If yes:	For the following property types, indicate the name of the 4(f) property or NA:			
	3.1.1		Publicly owned parks? n/a			
	3.1.2		Publicly owned recreation lands and/or facilities? n/a			
	3.1.3		Wildlife or waterfowl refuges? n/a			
	3.1.4		Historic sites (included on or eligible for listing on the National Register of Historic Places)? n/a			
	3.2		Will the action result in a temporary impact?		X	X
		If yes:	Please complete the following questions to determine if there is a temporary occupancy of land which may constitute a use under Section 4(f):			
	3.2.1		Will the duration of the occupancy of the Section 4(f) resource be temporary, i.e. less than the time needed for construction of the action and there will be no change in ownership of the land?		N/A	N/A
	3.2.2		Will the scope of work be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) resource is minimal?		N/A	N/A
	3.2.3		Will there be no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis?		N/A	N/A
	3.2.4		Will the land being used be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the proposed action?		N/A	N/A
	3.2.5		<i>Has the documented agreement from the appropriate Federal, State, or local officials having jurisdiction over the resource been included?</i>		N/A	N/A
	3.3		Will the action result in a permanent impact?		X	X
		If yes:	A Section 4(f) use will occur; please select from the following documentation types that may be used:			
3.3.1		<i>De Minimis Impact</i> documentation completed and attached?		N/A	N/A	
3.3.1.1		Public Involvement was completed on? n/a				
3.3.2		Nationwide Programmatic Section 4(f) documentation completed and attached:		N/A	N/A	
	If yes:	<i>Select the type(s) of Nationwide Programmatic that was used below.</i>				
3.3.2.1		Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges?		N/A	N/A	
3.3.2.2		Historic Sites?		N/A	N/A	
3.3.2.3		Historic Bridges?		N/A	N/A	
3.3.2.4		Net Benefit to a Section 4(f) Property?		N/A	N/A	
3.3.2.5		Public Involvement was completed on? n/a				
	If yes:	<i>Negative Declaration for Independent Bikeway or Walkway</i> documentation completed and attached?		N/A	N/A	
		<i>*A negative declaration Section 4(f) (May 23, 1977) is only applicable for independent bikeway or walkway construction projects that require use of publicly</i>				
3.3.3		Individual Section 4(f) Evaluation completed and attached?		N/A	N/A	
Section 6(f)	4.1		Does the action affect any recreational property that is encumbered by Land and Water Conservation Funds?		X	X
		If yes:	Indicate the name of the 6(f) property: n/a			
	4.1.1		Are there temporary impacts?		N/A	N/A
	4.1.2		Are there permanent impacts?		N/A	N/A
	4.1.3		<i>Consultation with official with jurisdiction required; has the correspondence, impact map, and mitigation plan been approved and attached?</i>		N/A	N/A

Permits	5.1		Will the action require any permits from regulatory agencies?	X		X		X	
	If yes:								
	5.1.1		Will the action require a Coast Guard or USACE Individual Permit?		X		X		X
	5.1.2		List the agencies and all required permits: NDDEQ NDPDES						
Highway Traffic Noise	6.1		Will the action include construction of a highway on new location?		X		X		X
	6.2		Substantial Horizontal Alteration—Will the action reduce the distance between the traffic noise source and the closest receptor by half, between the existing condition to the future build condition?		X		X		X
	6.3		Substantial Vertical Alteration—Will the action remove shielding, therefore exposing the line-of-sight between the receptor and the traffic noise source? This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor. Projects that incorporate overpasses meet this definition in accordance with 23 CFR 772 .		X		X		X
	6.4		Will the action include the addition of a through-traffic lane(s)? This includes the addition of a through-traffic lane that functions as a High-Occupancy Vehicle (HOV) lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane.		X		X		X
	6.5		Will the action include the addition of an auxiliary lane, except for when the auxiliary lane is a turn lane? If the additional lane does not increase the number of through-traffic lanes, the definition in accordance with 23 CFR 772 is not met and an analysis is not required. [Auxiliary lanes 2,500 feet or longer meet Type I.]		X		X		X
	6.6		Will the action include the addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange?		X		X		X
	6.7		Will the action restripe existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane?		X		X		X
	6.8		Will the action include the addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza?		X		X		X
	If yes to any of the above questions:		The action meets the definition of a Type 1 Project per 23 CFR 772.5 and a noise analysis is required for the entire project area as defined in the environmental document; has the Noise Report been completed and appended by reference?		N/A		N/A		N/A
Threatened / Endangered Species	7.1		Please refer to the Design Manual Reference and Forms for the Section 7 ESA (Endangered Species Act) Guidance. Complete the NDDOT Affect Determination Table. Has the Affect Determination Table been completed?	X		X		X	
	7.2		Based on the Affect Determination Table, was a NDDOT ETS Biologist review required?	X		X		X	
	If no:		Attach the NDDOT Affect Determination Table and no further action is required.						
	If yes:								
	7.2.1		NDDOT Biologist concurred with no effect (excluding the Northern Long Eared Bat [NLEB] in certain situations) ; has the signed Section 7 Affect Determination Package, NDDOT Affect Determination Table, and NLEB documentation (if required) been attached?	X		X		X	
	7.2.2		Programmatic Biological Assessment (PBA) warranted; has the PBA and PBA USFWS Concurrence letter been appended by reference and PBA Project Submittal page been attached?		N/A		N/A		N/A
	7.2.3		Project-specific Biological Assessment (BA) warranted; has the project specific BA been appended by reference and project-specific USFWS Concurrence Letter been attached?		N/A		N/A		N/A
Bald & Golden Eagles	7.2.4		Will the action may affect, likely to adversely affect federally listed endangered, threatened, or candidate species or proposed or designated critical habitat pursuant to the Endangered Species Act?		X		X		X
	8.1		Will the action occur within 0.5 mile of a known nest location? See Bald and Golden Eagle Protection Act Compliance Flowchart for more information. If no, no further action required.		X		X		X
	If yes:								
	8.1.1		Based on NDDOT Biologist Review and USFWS coordination (if necessary) are any avoidance or minimization measures (AMMs) or special provisions (SPs) required to avoid impacts to eagles? If no, no further action required.		N/A		N/A		N/A
Wildlife Accommodation	If yes:		AMMs or SPs are required to be added to the plan sheets. Coordinate with NDDOT Biologist.						
	8.2		Based on NDDOT Biologist Review and USFWS coordination (if AMMs or SPs cannot be applied to project), will a take permit be needed for project impacts to bald or golden eagles?		N/A		N/A		N/A
Wildlife Accommodation	9.1		Will the project require any of the below work activities?		X		X		X
			•Removal/replacement of a bridge, box culvert, cattle pass, structural plate pipe/large diameter culvert (>60 inches) •Slope/erosion/scour repair underneath a bridge •Permanent installation of wildlife-specific exclusionary fencing •Permanent installation of concrete median barriers						
	If yes:		NDDOT Biologist review required. Has project information been sent to NDDOT Biologist for review and has Biologist response (email/memo) been received?		N/A		N/A		N/A
	9.1.1		Based on NDDOT Biologist Review and Agency SOV responses, are any accommodations for wildlife recommended to be incorporated into the project?		X		X		X
	If yes:		Include recommended wildlife accommodations as Decision Item.						

Migratory Birds	10.1	Will the action require a structure replacement or any of the following activities on a bridge, box culvert, structural plate pipe, cattle pass, or other large diameter culvert where migratory birds are prone to nest?		X		X		X
		<ul style="list-style-type: none"> • Work done entirely on the deck that would result in perforation of the deck or create strong vibrations that could dislodge nests underneath or on the sides of the structure • Below deck work (including scour/slope repair underneath/adjacent to bridge) • Any work on a box culvert, structural plate pipe, cattle pass, large diameter culvert NOTE - Work done entirely on the bridge deck that does not require the contractor to access areas where birds are nesting (e.g. set up debris containment, etc.) and that would not result in disturbance of nesting adults or eggs or young due to vibrations from equipment or other construction activity, will not require that SSP 2 be added to the plans. If unsure whether or not project would cause disturbance to migratory birds, contact NDDOT Biologist.						
	If yes:	Standard Special Provision required. Include SSP 2 -Are Federal Migratory Bird Treaty Act or other identified avoidance/minimization measures in plan set.						
Floodplain / Floodway	11.1	Will the action occur within a 100 year floodplain?		X		X		X
	If yes:							
	11.1.1	A floodplain permit will be required. Has the floodplain determination from the ND Department of Water Resources (DWR) and FIRM maps been attached?		N/A		N/A		N/A
	11.2	Will the action occur within a regulatory floodway?		X		X		X
	If yes:	A floodway authorization is required from the ND Department of Water Resources (DWR).						
Clean Water Act	12.1	Please refer to the Design Manual Reference and Forms for the Wetland/OW Impact Table Template and attach a completed table for the action. Has a completed Wetland/OW Impact Table been attached? No wetlands on the project.		N/A		N/A		N/A
	12.2	Based on the Wetland/OW Impact Table, is wetland mitigation required?		N/A		N/A		N/A
	If yes:							
	12.2.1	Wetland mitigation proposed onsite requires a conceptual mitigation plan (aerial photo with site boundary). If onsite wetland mitigation is proposed, has the conceptual mitigation plan been attached?		N/A		N/A		N/A
	12.3	Will the action disturb a contiguous area equal to one acre or greater, or disturb multiple sites of activity, that cumulatively have an area of disturbance of one acre or greater?	X		X		X	
Temporary Construction	If yes:	A Construction Stormwater Permit is required: please ensure that the Special Provision 3(14) regarding Temporary Erosion and Sediment Best Management Practices is included in the plan set.						
	12.3.1	Will the action occur in part or entirely on reservation land?		X		X		X
	If yes:	The NPDES Sign will need to be used in the plan set.						
	12.4	Is the action within a small Municipal Separate Storm Sewer System (MS4) regulated community?	X		X		X	
	If yes:							
Temporary Construction	12.4.1	Does the action implement Post-Construction Stormwater Management for New Development and Redevelopment?	X		X		X	
	13.1	Will the action require a roadway, bridge, or ramp closure?	X		X		X	
	13.2	Will the action include a temporary bridge or roadway (i.e. temporary bypass)?	X		X		X	
	13.3	Will the action require a detour?	X		X		X	
	If yes:							
	13.3.1	Distance (miles): 2.1						
		Route: Along Burdick Expressway to US 2/52						
	13.4	Has a description of any of the below been provided in the Work Zone Traffic Control section of the PCE/DCE?	X		X		X	
		Through traffic dependent businesses. Provisions made to accommodate any local special events or festivals. MOT (Maintenance of Traffic) substantially impacts to environmentally sensitive resources. Any substantial controversy associated with the proposed MOT.						
	13.5	Coordination has been completed with local emergency services, schools, and transit?	X		X		X	

Public Involvement	14.1		Were any Public Meetings conducted or scheduled?	X		X		X	
	If yes:		Identify which type(s):						
	14.1.1		Public Information Meeting						
	14.1.2		Public Input Meeting						
	14.1.3		Public Hearing						
Early Coordination	15.1		Have the Master SOV List, SOV emails (PCE level)/letters, and Responses been attached in an Appendix titled Solicitation of Views?	X		X		X	
Environmental Justice (EJ)	16.1		Complete the EJ Analysis Guidance and attach within the appendix. Has the EJ Analysis Guidance been completed and attached?	X		X		X	
	16.2		Are there any readily identifiable minority or low-income populations within the project study area?		X		X		X
	If no:		There are no readily identifiable minority or low-income populations affected by the project.						
	If yes:								
	16.2.1		Will the action cause any disproportionately high or adverse impacts to identified minority and/or low-income populations?		N/A		N/A		N/A
			Substantial or adverse impacts to human health and environment are not expected with the project. Therefore, no disproportionately high or adverse impacts to identified minority or low-income populations would occur.						
Environmental Commitments	17.1		List Environmental Commitments beyond what is included in the Standard Specifications for Road and Bridge Construction: Tree Removal AMM 1 Lighting AMM 2 Tree Removal AMM 3 General AMM 1 EN-2 Threatened and Endangered Species SSP 1 Erosion Control BMPs SSP 2 Federal Migratory Bird Treaty Act						
Air Quality	18.1		Project is not located within or adjacent to USEPA-defined Non-Attainment Area and complies with the State Implementation Plan.						
Economic	19.1		Will the action result in a decrease in business or economic activity along the project corridor?		X		X		X
Farmland	20.1		Will the action convert farmland (prime, unique, other than prime or unique that is of statewide importance or local importance) to nonagricultural use?		X		X		X
	If yes:								
	20.1.1		Does the action involve land disturbance of 10 acres or less per linear mile or 3 acres per bridge, intersection, or interchange outside of the existing right of way or within city limits?		N/A		N/A		N/A
	20.1.2		Pursuant to Section 310 of the General Manual, Subpart A, 403.4(b) (4), the project is exempt from FPPA; no further action is required.						
			Does the action involve land disturbance of 10 acres or more per linear mile or greater than 3 acres per bridge, intersection, or interchange outside of the existing right of way?		X		X		X
	If yes:								
	20.1.2.1		NRCS Consultation is required; has the Farmland Conversion Form been attached?		N/A		N/A		N/A
Hazardous Waste Sites	21.1		Will the action require purchase of right of way or easement that may involve or affect hazardous materials?		X		X		X
	If yes:								
	21.1.1		NDDEQ Consultation required; has the Environmental Site Assessment been completed and appended by reference?		N/A		N/A		N/A
	21.2		Will the action involve construction in an area that contains hazardous materials and/or hazardous waste?		X		X		X
	If yes:								
	21.2.1		NDDEQ Consultation required; has the Environmental Site Assessment been completed and appended by reference?		N/A		N/A		N/A
Land Use	22.1		Will the action be consistent with plans and policies on land use and growth in the area?	X		X		X	
	If yes:								
	22.1.1		List the planning documents consulted. 2040 Comprehensive Plan						
Pedestrians / Bicyclists	23.1		Are existing pedestrian/bicycle facilities in the study area?	X		X		X	
	If yes:								
	23.1.1		Are the existing pedestrian/bicycle facilities included in the local plan?	X		X		X	
	If yes:		List the name of the plan consulted: 2040 Comprehensive Plan						
	23.1.2		Will the action affect existing pedestrian/bicycle facilities?	X		X		X	
	If yes:								
			Temporary	X		X		X	
			Permanent		X		X		X
	23.2		Will the action include proposed pedestrian/bicycle facilities?	X		X		X	
	If yes:								
	23.2.1		Is the proposed pedestrian/bicycle facility included in the local plan?	X		X		X	
	If yes:		List the name of the plan consulted: 2040 Comprehensive Plan						
Social	24.1		Will the action cause a change in neighborhood or community cohesion?		X		X		X
	If yes:								
	24.1.1		Temporary		N/A		N/A		N/A
	24.1.2		Permanent		N/A		N/A		N/A
	24.2		Will the action cause a change in travel patterns or accessibility?	X		X		X	
	If yes:								
	24.2.1		Temporary	X		X		X	
	24.2.2		Permanent		X		X		X
	24.3		Will the action cause an impact (mobility/safety) to the emergency services, schools (bus routes), or transit?	X		X		X	
	If yes:								
	24.3.1		Temporary	X		X		X	
	24.3.2		Permanent		X		X		X
State Scenic Rivers	25.1		Will the action impact the Little Missouri River within the area designated as a State Scenic River, which starts from the ND-SD border and terminates at its juncture with Lake Sakakawea? (-NDCC, Chapter 61-29)		X		X		X
	If yes:		Coordination with State Scenic River Commission is required, attach documentation.						
Visual	26.1		Will the action fit within the existing visual environment; i.e. transportation corridor?	X		X		X	

APPENDICES

Appendix A

Solicitation of Views

SU-4-989(129) PCN 23860 Minot 16th St SW Reconstruction - SOV LIST

Type	Code	Letter	Notes	CTitle	First	Last	Title	Department	Agency	Email	Address	City	State	Zip	Phone	Fax	Date Edited
STATE	100	5	If it is a county or local govt project-- send Paul D. SFN.52748 he then solicits SHPO	Mr.	Paul	Demers	Cultural Resource Specialist	Cultural Resource Section	ND Department of Transportation	NDOT to send out hard copy letter	408 E. Boulevard Ave.	Bismarck	ND	58505-0700	701-328-4539		08/07/19
STATE	100	1		Mr.	Nathan	Davis	Executive Director		Indian Affairs Commission	nathan.davis@nd.gov	400 E. Blvd. Ave.	Bismarck	ND	58506-0300			11/09/21
STATE	100	1		Mr.	Stephen	Herdia	Environmental Program Manager		ND National Guard	stephen.herdia@ndnational.mil	PO Box 5511	Bismarck	ND	58506-5511	701-333-2065		10/13/16
STATE	100	1		Mr.	Justin	Mexaner	Disaster Recovery Chief		Department of Emergency Services	jmexaner@nd.gov	PO Box 5511	Bismarck	ND	58506	701-328-8107		05/22/19
STATE	100	1		Mr.	Steve	Dyke	Supervisor		ND Game & Fish Department	sdyke@nd.gov	100 Bismarck Expressway	Bismarck	ND	58501-5095	701-328-4347	701-328-4352	10/13/16
STATE	100	1		Mr.	Cody	Schulz	Director		ND Parks & Recreation Dept.	cschulz@nd.gov	1408 E. Century Ave., Suite 3	Bismarck	ND	58503-0649	701-328-5357		01/11/22
STATE	100	1							Department of Water Resources	water@nd.gov	900 E. Blvd. Ave.	Bismarck	ND	58505-0850			01/11/22
STATE	100	1		Dr.	Jodi	Delisler	Soil Conservation Program Director and Specialist	NDSU Extension	Soil Conservation Committee	jodi.delisler@ndsu.edu	NDSU Dept. 2190, PO Box 6050	Fargo	ND	58108-4050	701-231-1861		04/10/23
STATE	100	1	Use on rural Major Rehabilitation and New/Reconstruction projects	Dr.	Clint	Boyd	Senior Paleontologist		ND Geological Survey	cboyd@nd.gov	400 E. Blvd. Ave.	Bismarck	ND	58505	701-328-8163	701-328-8010	11/09/22
STATE	100	1 / 4	Letter #1 is the General Letter Letter # 1 is Specific NDECO coordination Do not include in Main merge	Mr.	David	Gault	Director		ND Department of Environmental Quality	dgaalt@nd.gov	4201 Normandy St.	Bismarck	ND	58503-1324	701-328-5150	701-328-5200	01/11/22
STATE	100	6	Separate SOV letter- do not include in main merge				Project Reviews		Department of Water Resources	chwp@nd.gov	900 E. Blvd. Ave.	Bismarck	ND	58505-0850	701-328-4940		03/08/22
FEDERAL	100	1	Only send if project is within the Williston or Minot District (ND001).	Mr.	Daniel	Lowell, P.E.	Chief Missile Engineering		Minot Air Force Base	danlowell@nd.af.mil	445 Prosserleager Place	Minot AFB	ND	58705	701-723-4834		10/13/16
FEDERAL	100	1		Mr.	Cy	Munoz	Cable Affairs Officer		Minot Air Force Base	cy.munoz@nd.af.mil	300 Minuteman Drive	Minot AFB	ND	58705	701-723-4053		10/13/16
FEDERAL	100	1		Mr.	Timothy	LaPointe	Regional Director		Bureau of Indian Affairs	timothy.lapointe@bia.gov	115 4th Ave. SE, Suite 400	Aberdeen	SD	57401			10/13/16
FEDERAL	100	1		Mr.	Marc	Kress	North Dakota Maintenance Manager		US Department of Energy	mkress@nwp.gov	PO Box 1173	Bismarck	ND	58502-1173			03/19/19
FEDERAL	100	2		Mr.	John	Takala	Manager		US Fish & Wildlife Service	jtakala@nd.fws.gov	481 Salpeter Road	Ugham	ND	58789	701-768-2548		11/02/12
Transit	100	1		Mr.	Cem	Orlanski	Accountant		Jefferson Lines	cmorlanski@jeffersonlines.com	2100 East 28th St	Minneapolis	MN	55404	612-359-3408		02/09/2021
Transit	100	1		Mr.	Brian	Honicka	Transit Director		Minot, City of	brian.honicka@minotnd.gov	315 2nd Avenue SW	Minot	ND	58701	701-851-4149		02/09/2021
Transit	100	1		Mr.	Charrell	Francis	Executive Director		Southern Basin Transportation Board Inc.	charrell@sbti.net	PO Box 2211	Minot	ND	58702	701-852-8008		02/09/2021
Transit	100	1		Mr.	Leslie	Barlett	Director		Kennecott Williams & McKee, Inc.	leslie@kwm.com	221 N Central Avenue	Kennecott	ND	58740	701-385-4384		02/09/2021
Transit	100	1		Ms.	Maureen	Wojanicki	Director		James Blue Public Transit	maur@jblue.net	PO Box 1092	Kennecott	ND	58483	701-252-2882		02/09/2021
STATE	200	1	Regarding ROW acquisition (Major Rehab/Reconstruction)	Mr.	Edward	Murphy	State Geologist		ND Geological Survey	emurphy@nd.gov	400 E. Blvd. Ave.	Bismarck	ND	58505-0840	701-328-8000	701-328-8010	10/13/16
FEDERAL	200	1		Mr.	Amundson	Erik	Regional Administrator		Department of HUD	erik.amundson@nd.gov	1670 Broadway, Ste. 200	Denver	CO	80202-4813	303-472-5480		9/9/2021
FEDERAL	200	2	Separate SOV letter- do not include in main merge	Mr.	Benjamin	Schultz	Manager		ND Regulatory Office	CSNPO_CPO.DNPO@usace.army.mil	3319 University Drive	Bismarck	ND	58504			11/12/20
FEDERAL	200	1	Regarding ROW acquisition	Mr.	Joel	Galloway	Supervisor		US Geological Survey	jgalloway@usgs.gov	821 E. Interstate Ave.	Bismarck	ND	58501			10/13/16
ADVOCACY	200	8	Separate SOV letter- do not include in main merge. Use only on projects that have an upcoming public meeting planned for the project.					The Designer or Technical Support Contact shall scan the signed letter, and email it to their respective Administrative Assistant. The Administrative Assistant shall forward the letter to the Advocacy Group using GoDelivery.									09/23/15
				Advocacy	Group	Contact											
CITY	300	1		Mr.	Harold	Stewart	City Manager		City of Minot	harold.stewart@minotnd.gov	P.O. Box 5006	Minot	ND	58702	701-851-4750		
CITY	300	1		Mr.	Paul	Pitner	Commissioner		City of Minot	paul.pitner@minotnd.gov	P.O. Box 5006	Minot	ND	58702	701-500-3500		
CITY	300	1		Mr.	Tom	Ross	Mayor		City of Minot	mayer@minotnd.gov	P.O. Box 5006	Minot	ND	58702	701-851-4750		
CITY	300	1		Mr.	John	Klug	Police Chief		City of Minot	john.klug@minotnd.gov	P.O. Box 5006	Minot	ND	58702	701-852-0111		
CITY	300	1		Mr.	Lance	Meyer	City Engineer		City of Minot	engineer@minotnd.gov	P.O. Box 5006	Minot	ND	58702	701-851-4100		
CITY	300	1		Ms.	Kelli	Konschnaubel	Fire Chief		City of Minot	kelli.konschnaubel@minotnd.gov	P.O. Box 5006	Minot	ND	58702	701-851-4740		
CITY	300	1		Mr.	Kwinn	Black	President	Economic Development	Minot Area Chamber EDC	mark@minotchambernd.com	P.O. Box 140	Minot	ND	58702	701-852-6005		
CITY	300	1		Mr.	Mike	Schmitt	President	Park Board	City of Minot	mike.schmitt@minotnd.gov	420 3rd AVE. SW	Minot	ND	58701	701-851-4736		
CITY	300	1		Ms.	Ely	Deslauriers	Director	Parks & Recreation	City of Minot	info@minotnd.gov	420 3rd Ave SW	Minot	ND	58701	701-851-4136		
CITY	300	1		Mr.	Dan	Jonsson	Director	Public Works	City of Minot	pwr@minotnd.gov	P.O. Box 5006	Minot	ND	58702	701-851-4140		
CITY	300	1		Mr.	Mark	Vollmer	Superintendent	Public Works - Schools	Minot Public School District	mark.vollmer@minot.k12.nd.us	215 2nd St SE	Minot	ND	58701	701-851-4422		
COUNTY	400	1		Ms.	Maria	Haman	Auditor/Treasurer	Finance	Ward County	Auditor.Treasurer@wardnd.com	P.O. Box 5005	Minot	ND	58701			
COUNTY	400	1		Mr.	Tom	Kilen	Chairman	Water Resource District	Ward County	tomk@wardnd.com	5504 54th Ave SE	Minot	ND	58701	701-720-8508		
COUNTY	400	1		Mr.	Douglas	Dielschsen	Administrator	Planning/Zoning Committee	Ward County	planning.zoning@wardnd.com	P.O. Box 5005	Minot	ND	58701	701-838-0767		
COUNTY	400	1		Mr.	Stetson	Myers	District Manager	Soil Conservation District	Ward County	stetson@wardnd.com	1920 13th St SE	Minot	ND	58701	701-852-5438		
COUNTY	400	1		Mr.	John	Fjeldahl	Chairman	Ward County Commissioners	Ward County	john.fjeldahl@wardnd.com	P.O. Box 5005	Minot	ND	58701	701-725-4386		
COUNTY	400	1		Mr.	Ryan	Summers	911 Coordinator		Ward County	ryan.summers@wardnd.com	P.O. Box 5005	Minot	ND	58701	701-851-4422		
COUNTY	400	1			Dana	Larsen	Highway Engineer/Supervisor		Ward County	dana.larsen@wardnd.com	P.O. Box 5005	Minot	ND	58701	701-838-3801		
COUNTY	400	1		Mr.	Robert	Road	Sheriff		Ward County	rroad@wardnd.com	225 Third Street, SE	Minot	ND	58701			
STATE	500	1	Use if project is within 5 miles of airport	Mr.	Kyle	Warner	Director		ND Aeronautics Commission	kwarner@nd.gov	PO Box 5020	Bismarck	ND	58502-3020			10/13/16
FEDERAL	500	1	Use on projects near rail lines					Office of Governmental Affairs	Federal Railroad Administration	rspears@nd.gov	1200 New Jersey Avenue, SE	Washington	DC	20590			
FEDERAL	500	1	Use if project is within 5 miles of an airport identified in ND Aeronautics Commission Airport Directory (and Airport named in SOV email) OR if a structure (temporary or permanent) is associated with proposed project exceeds 200 feet in height in the State of ND														
REGIONAL	500	1		Ms.	Briselda	Hernandez	Executive Director	Bismarck Airports District Office	Federal Aviation Administration	briselda.hernandez@faa.gov	2301 University Drive, Bldg 23B	Bismarck	ND	58504			08/13/18
COMMREL	600	1		Mr.	Alex	Farmer	Manager	Region 2	Southern Basin Planning Council	info@southernbasin.org	PO Box 2024	Minot	ND	58702	701-255-1982		
COMMREL	600	1		Mr.	Alex	Farmer	Manager	Public Projects	BNP Railway Company	alexander.farmer@bnp.com	80 44th Avenue, NE	Minneapolis	MN	55421	612-391-9572		08/07/19
COMMREL	600	1		Mr.	Brian	Osborne	Manager	Public Works - Southern Region	Canadian Pacific Railroad	brian.osborne@cp.ca	120 South 6th Street, Suite 900	Minneapolis	MN	55402	612-338-4555		08/07/19
COMMREL	600	1		Mr.	Stephen	Arenz	City of Minot Utilities		City of Minot Utilities	stephen.arenz@minotnd.gov	PO Box 3006	Minot	ND	58702	701-851-4100		
COMMREL	600	1		Mr.	John	Reynolds	City of Minot Utilities		City of Minot - Water & Sewer	john.reynolds@minotnd.gov	1000 31st Street SE	Minot	ND	58701	701-852-4750		
COMMREL	600	1		Mr.	Randy	Heaton			Midcontinent Communications	randy.heaton@midco.com	717 20th Ave SE	Minot	ND	58701			
COMMREL	600	1		Mr.	Reggie	Schwan			Midcontinent Communications	reggie.schwan@midco.com	718 20th Ave SE	Minot	ND	58702	701-578-0443		

June 29, 2023

PROJECT NO. SU-4-989(129), PCN 23860
City of Minot Project 4780
16TH STREET SW RECONSTRUCTION
WARD COUNTY

The City of Minot, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot, ND. Please refer to the enclosed Project Location Map.

The project consists of the following:

- Reconstruction and possible roadway widening between 14th Ave SW and Burdick Expy.
- Reconstruction and concrete pavement repair within existing curblines between Burdick Expy and 2nd Ave SW.
- New curb, gutter, and sidewalk.
- Possible realignment/reconfiguration of the 5th Ave SW intersection.
- Shared-use path construction between 14th Ave SW and Burdick Expy.
- New storm sewer, sanitary sewer, and watermain throughout the corridor.
- Proposed retention pond at the SW corner of the 11th Ave SW intersection.
- Traffic signal replacements at the 11th Ave SW and 2nd Ave SW intersections.
- New lighting throughout the corridor.
- Traffic is expected to be detoured during construction.

This project is expected to be constructed during the 2025 construction season.

The project may require permanent and/or temporary right-of-way. The right-of-way required would be in linear strips parallel to the project area.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property which your department may own or have an interest in and which would be adjacent to the proposed roadway improvement. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed roadway facility. Any information that might help us in our studies would be appreciated.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion" or whether an "Environmental Assessment" or a "Draft Environmental Impact Statement" will be prepared.

It is requested that any comments or information be forwarded to our office on or before July 31, 2023. If no reply is received by this date, it will be assumed that you have no comment on this project.

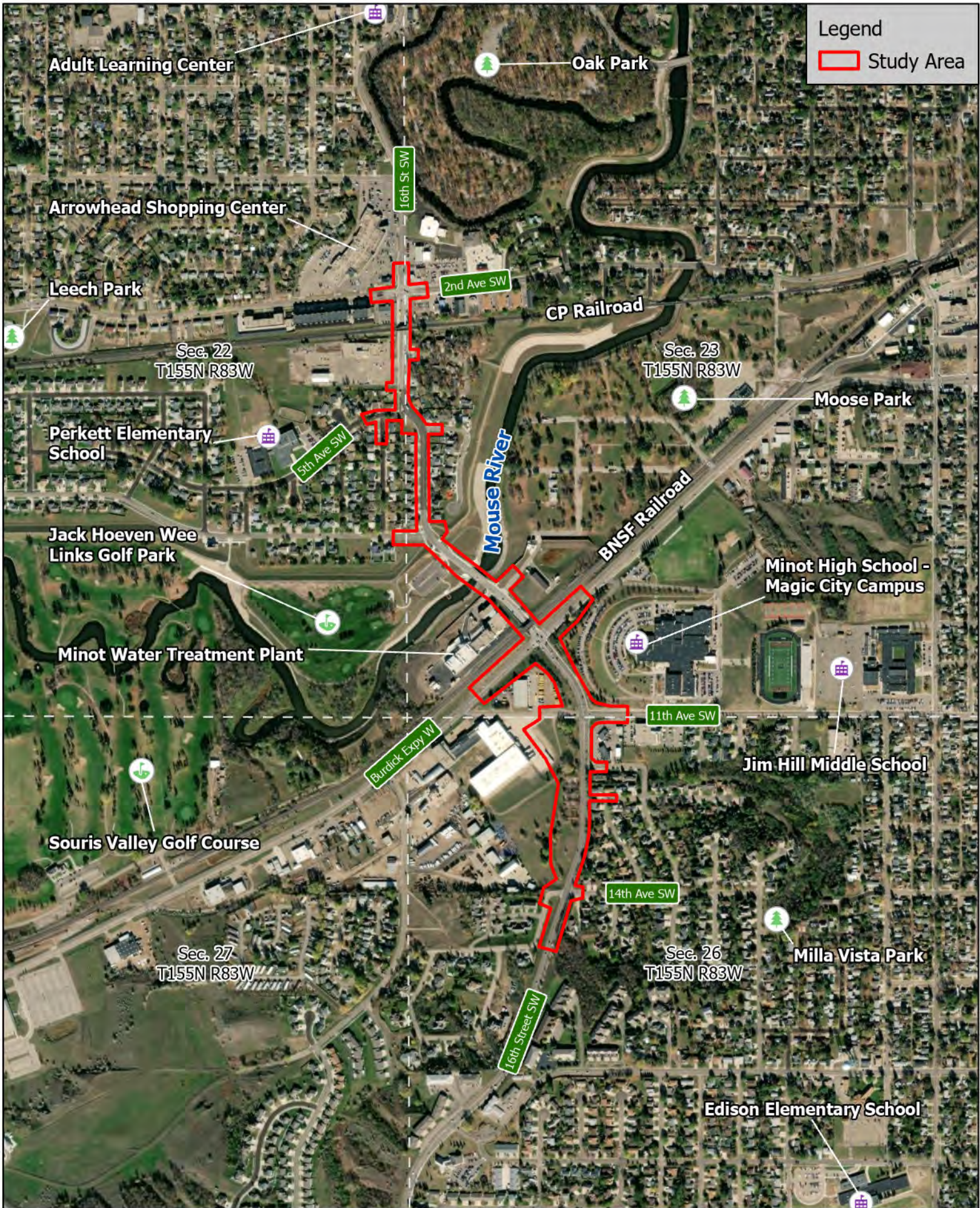
If further information is desired regarding the proposed roadway improvement, please contact Matt Kinsella at Matt.Kinsella@apexenggroup.com or (701) 373-7987 in Fargo, ND.

A handwritten signature in blue ink that reads "Matthew T. Kinsella". The signature is fluid and cursive, with the first name "Matthew" and last name "Kinsella" clearly legible.

MATTHEW T. KINSELLA, PE

MK/nb

Attachment: Project Location Map

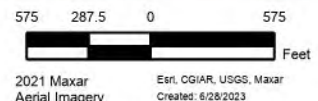


Minot City Limits



Project Location Map

Project No: SU-4-989(129) PCN: 23860
City of Minot Project 4780
16th Street SW Reconstruction
14th Ave SW to 2nd Ave SW



June 29, 2023

EMAILED dglatt@nd.gov

Mr. David Glatt

Director

North Dakota Department of Environmental Quality

4201 Normandy Street

Bismarck, ND 58503-1324

PROJECT NO. SU-4-989(129), PCN 23860
City of Minot Project 4780
16TH STREET SW RECONSTRUCTION
WARD COUNTY

The City of Minot, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot, ND. Please refer to the enclosed Project Location Map.

The project consists of the following:

- Reconstruction and possible roadway widening between 14th Ave SW and Burdick Expy.
- Reconstruction and concrete pavement repair within existing curblines between Burdick Expy and 2nd Ave SW.
- New curb, gutter, and sidewalk.
- Possible realignment/reconfiguration of the 5th Ave SW intersection.
- Shared-use path construction between 14th Ave SW and Burdick Expy.
- New storm sewer, sanitary sewer, and watermain throughout the corridor.
- Proposed retention pond at the SW corner of the 11th Ave SW intersection.
- Traffic signal replacements at the 11th Ave SW and 2nd Ave SW intersections.
- New lighting throughout the corridor.
- Traffic is expected to be detoured during construction.

This project is expected to be constructed during the 2025 construction season.

The project may require permanent and/or temporary right-of-way. The right-of-way required would be in linear strips parallel to the project area.

The following tabulation shows the average daily traffic volumes (ADT) once the new facility is completed and the expected ADT 20 years after completion.

LOCATION	ADT Upon Completion of Improvement (2025)	Forecasted ADT (2045)
16 th Street SW, South of Burdick	13,490	18,180

We believe that these volumes are not of the magnitude that would result in the violation of any Air Quality Standards and the project is consistent with the State Implementation Plan for air quality.

Your concurrence in this determination is requested.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any issues pertaining to solid and hazardous waste, municipal wastewater, water quality, and the occurrence of past contamination along the project area.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion" or whether an "Environmental Assessment" or a "Draft Environmental Impact Statement" will be prepared.

It is requested that any comments or information be forwarded to our office on or before July 31, 2023. If no reply is received by this date, it will be assumed that you have no comment on this project.

If further information is desired regarding the proposed roadway improvement, please contact Matt Kinsella at Matt.Kinsella@apexenggroup.com or (701)373-7987 in Fargo, ND.



MATTHEW T. KINSELLA, PE

MK/nb

Attachment: Project Location Map

September 18, 2023

Mr. William Peterson, PhD
ND State Historic Preservation Officer
ND Heritage Center
612 East Boulevard Avenue
Bismarck, ND 58505-0830

Attn: Lisa Steckler, Project Review Coordinator

CONSULTATION ON NDDOT PROJECTS, STATE HIGHWAY SYSTEM

We are initiating consultation on the following Project. This letter is intended to give you information on the proposed project and how we intend to proceed to meet our responsibilities under Section 106 of the National Historic Preservation Act of 1966 (as revised 1992). Further, it is intended to solicit your views pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969. We would appreciate your comment on the Project and our planned cultural resource work, and discussion of any concerns you may have regarding historic properties which may be affected by the Project.

NDDOT Project #: SU-4-989(134) **PCN:** 23860
Legal Location: Ward County T155N R83W Sections 22, 23, & 26

Project Type: Reconstruction, new curb gutter and sidewalks, shared-use path construction, new storm sewer, new sanitary sewer, new watermain, retention pond construction, traffic signal replacement, and new lighting.

Purpose and Need: The purpose of the proposed project is to reconstruct the roadway, perform concrete pavement repair, replace underground infrastructure, construct a retention pond, construct a shared-use path, and upgrade sidewalks and curb ramps to ADA requirements. This is needed due to deteriorated pavement condition, aged underground infrastructure, and to improve intersection geometry.

Project Description: The project consists of the following:

- Reconstruction and possible roadway widening between 14th Ave SW and Burdick Expy.
- Reconstruction and concrete pavement repair within existing curblines between Burdick Expy and 2nd Ave SW.
- New curb, gutter, and sidewalk.
- Possible realignment/reconfiguration of the 5th Ave SW intersection.
- Shared-use path construction between 14th Ave SW and Burdick Expy.
- New storm sewer, sanitary sewer, and watermain throughout the corridor.
- Proposed retention pond at the SW corner of the 11th Ave SW intersection.
- Traffic signal replacements at the 11th Ave SW and 2nd Ave SW intersections.
- New lighting throughout the corridor.

- Traffic is expected to be detoured during construction.

The project may require permanent and/or temporary right-of-way. The right-of-way required will be in linear strips parallel to the project area.

APE: The APE is the footprint of the Project with additional ROW mentioned above.

Justification: All project effects will be within the existing ROW as well as any new contiguous ROW which was included in the Class III survey area.

Proposed Cultural Resource Work: No further work is needed.

Justification: Juniper conducted a Class III Cultural Resource Inventory and report (Morrison 2023; ROI: 823) which NDDOT has reviewed and accepted. The Class I Literature Search revealed that the site distribution is dense and included 1,005 cultural resources on file at the time of the file search.

Three previously recorded cultural resources (site leads 32WDx126, 32WDx129, and 32WDx137) were located within the survey areas and revisited during this inventory.

The inventory also recorded one new cultural resource (site 32WD2510). Site 32WD2510 consists of seven concrete pads and is recommended as unevaluated for nomination to the NRHP.

Other Consulting Parties: The TCC is consulted on all NDDOT projects.

Plan for Public Involvement: Solicitation of Views letters were sent on June 29, 2023. A public input meeting is planned to be held in Fall 2023.

We are requesting your concurrence with this finding of ***No Historic Properties Affected*** for the proposed Project as a whole. If you need further information on the proposed project, please contact me.

Sincerely,



Gary Ellis, M.A., R.P.A.
Archaeologist II, NDDOT-ETS(CRS)

June 29, 2023

EMAILED dwrprojectreview@nd.gov
c/o Project Reviews
North Dakota Department of Water Resources
900 E. Boulevard Avenue
Bismarck, ND 58505-0850

PROJECT NO. SU-4-989(129), PCN 23860
City of Minot Project 4780
16TH STREET SW RECONSTRUCTION
WARD COUNTY

The City of Minot, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot, ND. Please refer to the enclosed Project Location Map.

The project consists of the following:

- Reconstruction and possible roadway widening between 14th Ave SW and Burdick Expy.
- Reconstruction and concrete pavement repair within existing curblines between Burdick Expy and 2nd Ave SW.
- New curb, gutter, and sidewalk.
- Possible realignment/reconfiguration of the 5th Ave SW intersection.
- Shared-use path construction between 14th Ave SW and Burdick Expy.
- New storm sewer, sanitary sewer, and watermain throughout the corridor.
- Proposed retention pond at the SW corner of the 11th Ave SW intersection.
- Traffic signal replacements at the 11th Ave SW and 2nd Ave SW intersections.
- New lighting throughout the corridor.
- Traffic is expected to be detoured during construction.

This project is expected to be constructed during the 2025 construction season.

The project may require permanent and/or temporary right-of-way. The right-of-way required would be in linear strips parallel to the project area.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property which your department may own or have an interest in and which would be adjacent to the proposed roadway improvement. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration

for the proposed roadway facility. Any information that might help us in our studies would be appreciated. Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion" or whether an "Environmental Assessment" or a "Draft Environmental Impact Statement" will be prepared.

Please provide information on necessary permits required such as whether the project lies within a floodway or floodplain, lies within "Sovereign Lands", or could affect a dam, dike, or other device. It is requested that any comments or information be forwarded to our office on or before July 31, 2023.

If further information is desired regarding the proposed roadway improvement, please contact Matt Kinsella at Matt.Kinsella@apexenggroup.com or (701)373-7987 in Fargo, ND.



MATTHEW T. KINSELLA, PE

MK/nb

Attachment: Project Location Map

June 29, 2023

EMAILED john_takala@fws.gov
Mr. John Takala
Manager
US Fish and Wildlife Service
681 Salyer Road
Upham, ND 58789

PROJECT NO. SU-4-989(129), PCN 23860
City of Minot Project 4780
16TH STREET SW RECONSTRUCTION
WARD COUNTY

The City of Minot, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot, ND. Please refer to the enclosed Project Location Map.

The project consists of the following:

- Reconstruction and possible roadway widening between 14th Ave SW and Burdick Expy.
- Reconstruction and concrete pavement repair within existing curblines between Burdick Expy and 2nd Ave SW.
- New curb, gutter, and sidewalk.
- Possible realignment/reconfiguration of the 5th Ave SW intersection.
- Shared-use path construction between 14th Ave SW and Burdick Expy.
- New storm sewer, sanitary sewer, and watermain throughout the corridor.
- Proposed retention pond at the SW corner of the 11th Ave SW intersection.
- Traffic signal replacements at the 11th Ave SW and 2nd Ave SW intersections.
- New lighting throughout the corridor.
- Traffic is expected to be detoured during construction.

This project is expected to be constructed during the 2025 construction season.

The project may require permanent and/or temporary right-of-way. The right-of-way required would be in linear strips parallel to the project area.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any Service Interest property within a ½ mile of either side of the proposed roadway improvement. Any information that might help us in our studies would be appreciated.

It is requested that any comments or information be forwarded to our office on or before July 31, 2023. If no reply is received by this date, it will be assumed that you have no comment on this project.

If further information is desired regarding the proposed roadway improvement, please contact Matt Kinsella at Matt.Kinsella@apexenggroup.com or (701)373-7987 in Fargo, ND.

A handwritten signature in blue ink that reads "Matthew T. Kinsella". The signature is fluid and cursive, with the first name "Matthew" and last name "Kinsella" clearly legible.

MATTHEW T. KINSELLA, PE

MK/nb

Attachment: Project Location Map

June 29, 2023

Advocacy Group Contact

PROJECT NO. SU-4-989(129), PCN 23860
City of Minot Project 4780
16TH STREET SW RECONSTRUCTION
WARD COUNTY

The City of Minot, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot, ND. Please refer to the enclosed Project Location Map.

The project consists of the following:

- Reconstruction and possible roadway widening between 14th Ave SW and Burdick Expy.
- Reconstruction and concrete pavement repair within existing curblines between Burdick Expy and 2nd Ave SW.
- Possible realignment/reconfiguration of the 5th Ave SW intersection.
- New curb, gutter, and sidewalk.
- Shared-use path construction between 14th Ave SW and Burdick Expy.
- New storm sewer, sanitary sewer, and watermain throughout the corridor.
- Proposed retention pond at the SW corner of the 11th Ave SW intersection.
- Traffic signal replacements at the 11th Ave SW and 2nd Ave SW intersections.
- New lighting throughout the corridor.
- Traffic is expected to be detoured during construction.

This project is expected to be constructed during the 2025 construction season.

The project may require permanent and/or temporary right-of-way. The right-of-way required will be in linear strips parallel to the project area.

The purpose of this letter is to provide advanced notice of upcoming highway projects so you have sufficient time to share the information with your constituents and represent their interests. To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project. We would appreciate being made aware of any social impacts we should consider for this proposed project.

Greater advanced notice will also encourage more participation of advocates and their constituents at upcoming Public Meetings. A Public Meeting for this project is tentatively scheduled for Fall 2023.

A follow up notice of the exact date, time, and location of the Public Meeting will be forwarded to you approximately 2 weeks prior to the Public Meeting. Additionally, Public Meetings are also advertised in local newspapers, press releases sent to local media, and new releases posted on the NDDOT website.

Any information or comments relating to social or other matters that might help us in our studies would be appreciated.

It is requested that any comments or information be forwarded to our office on or before July 31, 2023. If no reply is received by this date, it will be assumed that you have no comment on this project at this time.

If further information is desired regarding the proposed roadway improvement, please contact Matt Kinsella at Matt.Kinsella@apexenggroup.com or (701) 373-7987 in Fargo, ND.

A handwritten signature in blue ink that reads "Matthew T. Kinsella". The signature is fluid and cursive, with the first name "Matthew" and last name "Kinsella" clearly legible.

MATTHEW T. KINSELLA, PE

MK/nb

Attachment: Project Location Map

From: [Fiorini, Alexander James](#)
To: [Matt Kinsella](#)
Subject: RE: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND
Date: Thursday, June 29, 2023 2:17:32 PM

Thanks Matt. Look forward to working with you on it!

Alex Fiorini, PE*

Manager Public Projects
o 763.782.3476 M 612.391.9572
Alexander.fiorini@bnsf.com
*Licensed in ND

From: Matt Kinsella <Matt.Kinsella@apexenggroup.com>
Sent: Thursday, June 29, 2023 2:15 PM
To: Fiorini, Alexander James <Alexander.Fiorini@BNSF.com>
Subject: RE: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND

EXTERNAL EMAIL

Alex,

We do not anticipate any work or impacts to the BNSF RR underpass structure, just concrete pavement repair and pavement marking to the 16th Street roadway. We may have underground utility work in that area in your ROW however, that is still to be determined. We will certainly coordinate with you and follow the permitting process if we do end up with utility work there.

Thanks,

Matt Kinsella, PE*

Vice President
701.373.7987
*ND, MN, SD, CO

Apex Engineering Group

From: Fiorini, Alexander James <Alexander.Fiorini@BNSF.com>
Sent: Thursday, June 29, 2023 2:09 PM
To: Matt Kinsella <Matt.Kinsella@apexenggroup.com>
Cc: Fiorini, Alexander James <Alexander.Fiorini@BNSF.com>
Subject: RE: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND

Matt,

Is this going to have any impacts to BNSF property or the existing underpass structure? All utilities will need separate permits when crossing BNSF.

Alex Fiorini, PE*

Manager Public Projects

o 763.782.3476 m 612.391.9572

Alexander.fiorini@bnsf.com

*Licensed in ND

From: Matt Kinsella <Matt.Kinsella@apexenggroup.com>

Sent: Thursday, June 29, 2023 1:42 PM

Subject: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND

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EXTERNAL EMAIL

Please see the attached letter soliciting your views on the proposed roadway improvement project on 16th Street SW in Minot, ND.

Thank you,

Matt Kinsella, PE*

Project Manager

*ND, MN, SD, CO

Apex Engineering Group

4733 Amber Valley Parkway South

Fargo, North Dakota 58104

Office: 701.373.7980

Direct: 701.373.7987

Cell: 701.306.8499

Email: matt.kinsella@apexenggroup.com

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From: [MUNOS, CY I CIV USAF AFGSC 91 MMXS/MMXSFK](#)
To: [Matt Kinsella](#)
Subject: RE: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND
Date: Friday, June 30, 2023 8:01:54 AM

Matt,

We have no assets in the project area.

Thanks

Cy Munos
Cable Affairs Officer
91 MMXS/MMXSFK
Minot AFB ND
701-723-6053
701-720-8274

From: Matt Kinsella <Matt.Kinsella@apexenggroup.com>
Sent: Thursday, June 29, 2023 1:42 PM
Subject: [URL Verdict: Neutral][Non-DoD Source] NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND

Please see the attached letter soliciting your views on the proposed roadway improvement project on 16th Street SW in Minot, ND.

Thank you,

Matt Kinsella, PE*

Project Manager

**ND, MN, SD, CO*

Apex Engineering Group

4733 Amber Valley Parkway South
Fargo, North Dakota 58104

Office: 701.373.7980

Direct: 701.373.7987

Cell: 701.306.8499

Email: matt.kinsella@apexenggroup.com

|

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From: [Haugen, Samantha](#)
To: [Matt Kinsella](#)
Cc: [Olson, Curt](#); [Roness, Dawn](#)
Subject: RE: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND
Date: Monday, July 3, 2023 3:42:29 PM
Attachments: [image001.jpg](#)
[MDU_Notes.docx](#)

Hello Matt,

I've attached some cliff notes I made based on your letter of some potential conflicts MDU could have with the proposed written plans. If you are needing more information please let me know, thank you.

Sam Haugen

Montana Dakota Utilities

Senior Field Operations Coordinator

1130 20th Ave SW

Minot, ND 58701

Cell: 701-389-1890

Office: 701-857-9909



From: Roness, Dawn <dawn.roness@mdu.com>
Sent: Friday, June 30, 2023 11:20 AM
To: Haugen, Samantha <Samantha.Haugen@mdu.com>
Cc: Olson, Curt <curt.olson@mdu.com>
Subject: FW: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND

Sam,

Here is a proposed roadway improvement that they are soliciting information back on. Project is slated for 2025.

Thank you,

*Dawn Roness
Field Operations Supervisor
Minot District*

dawn.roness@mdu.com

701 857-9902 office

701 720-0879 mobile

From: Matt Kinsella <Matt.Kinsella@apexenggroup.com>

Sent: Thursday, June 29, 2023 1:42 PM

Subject: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND

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Please see the attached letter soliciting your views on the proposed roadway improvement project on 16th Street SW in Minot, ND.

Thank you,

Matt Kinsella, PE*

Project Manager

*ND, MN, SD, CO

Apex Engineering Group

4733 Amber Valley Parkway South

Fargo, North Dakota 58104

Office: 701.373.7980

Direct: 701.373.7987

Cell: 701.306.8499

Email: matt.kinsella@apexenggroup.com

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The project consists of the following:

- Reconstruction and possible roadway widening between 14th Ave SW and Burdick Expy. – MDU has some 4" plastic main facilities running north and south between 12th Ave SW and 11th Ave SW that are in ROW near sidewalk that could be affected based on plans
- Reconstruction and concrete pavement repair within existing curblines between Burdick Expy and 2nd Ave SW. – MDU has 2" steel main facilities in the 5th Ave SW corridor that could be affected based on plans
- New curb, gutter, and sidewalk. MDU would look at replacing any old facilities that would fall under new sidewalk to be relocated to be under boulevard if possible or just updated to prevent disturbing new city infrastructure.
- Possible realignment/reconfiguration of the 5th Ave SW intersection. – MDU as stated above would have 2" steel main facilities in this area that could be affected based on plans
- Shared-use path construction between 14th Ave SW and Burdick Expy.
- New storm sewer, sanitary sewer, and watermain throughout the corridor.
- Proposed retention pond at the SW corner of the 11th Ave SW intersection. – MDU has a 4" steel main that runs East and West through the SW corner of the 11th Ave intersection that could be affected based on plans
- Traffic signal replacements at the 11th Ave SW and 2nd Ave SW intersections. MDU has 4" steel main running east and west through 2nd Ave SW intersection as well and 11th Ave SW intersection that could be affected based on plans
- New lighting throughout the corridor.
- Traffic is expected to be detoured during construction.

Minot, ND

16th Street SW Project

Legend

MDU Gas Line



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FOR DESIGN PURPOSES ONLY
All facilities must be field located prior to construction. MDU assumes no liability for inaccuracies in mapping.

MONTANA-DAKOTA
UTILITIES CO.
A Division of MDU Resources Group, Inc.

From: [Brian Osborne](#)
To: [Matt Kinsella](#)
Subject: RE: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND
Date: Monday, July 10, 2023 1:29:35 PM
Attachments: [image001.png](#)
[image004.png](#)

Sounds good thanks

Brian Osborne
Manager Public Works
O- 612-330-4555
C- 612-760-2945
Brian_Osborne@CPR.CA
Canadian Pacific Plaza
120 South 6th Street., Suite 700
Minneapolis, MN 55402



Canadian Pacific Emergency Number: 1-800-716-9132

Canadian Pacific Call-Before-You-Dig: 1-866-291-0741

Call-Before-You-Dig National Hotline: 811

For Faster Processing, Please Use The FRA Public Data Base to Find Subdivision and Mile Post
<https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx>

All Utility Permits and Utility Crossing Permits Must Be Submitted at <https://app.railpermitting.com/>

From: Matt Kinsella <Matt.Kinsella@apexenggroup.com>

Sent: Monday, July 10, 2023 12:55 PM

To: Brian Osborne <Brian_Osborne@cpr.ca>

Subject: RE: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND

Brian,

I don't believe there is an at-grade crossing with CPR within our project area. The 16th St SW crossing of the CP Rail tracks is grade-separated. I have attached the project location map again for reference. Please let me know if we are mistaken with our understanding of your facilities, thanks
Brian.

Matt Kinsella, PE*
Vice President

701.373.7987

*ND, MN, SD, CO

Apex Engineering Group

From: Brian Osborne <Brian.Osborne@cpkcr.com>

Sent: Monday, July 10, 2023 12:37 PM

To: Matt Kinsella <Matt.Kinsella@apexenggroup.com>

Subject: RE: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND

Matt,

Has the City considered helping to replace the crossing surface?

Brian Osborne

Manager Public Works

O- 612-330-4555

C- 612-760-2945

Brian_Osborne@CPR.CA

Canadian Pacific Plaza

120 South 6th Street., Suite 700

Minneapolis, MN 55402



Canadian Pacific Emergency Number: 1-800-716-9132

Canadian Pacific Call-Before-You-Dig: 1-866-291-0741

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For Faster Processing, Please Use The FRA Public Data Base to Find Subdivision and Mile Post

<https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx>

All Utility Permits and Utility Crossing Permits Must Be Submitted at <https://app.railpermitting.com/>

From: Matt Kinsella <Matt.Kinsella@apexenggroup.com>

Sent: Thursday, June 29, 2023 1:42 PM

Subject: NDDOT Project SU-4-989(129), PCN 23860: 16th Street SW Reconstruction in Minot, ND

Please see the attached letter soliciting your views on the proposed roadway improvement project on 16th Street SW in Minot, ND.

Thank you,

Matt Kinsella, PE*

Project Manager

*ND, MN, SD, CO

Apex Engineering Group

4733 Amber Valley Parkway South

Fargo, North Dakota 58104

Office: 701.373.7980

Direct: 701.373.7987

Cell: 701.306.8499

Email: matt.kinsella@apexenggroup.com

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changement et mettre à jour votre liste de contacts. Veuillez noter qu'il s'agit du seul nouveau domaine pour le CPKC. Les courriels provenant de tout autre domaine prétendument du CPKC doivent être traités comme étant suspects. Les adresses électroniques partagées (groupe) et de soutien ne changent pas pour le moment à moins d'avis contraire du détenteur de la boîte de réception. Afin de réduire les perturbations au minimum, les adresses électroniques se terminant par @cpr.ca, @kcsouthern.com et @kcms.com.mx sont encore valides et continueront à être fonctionnelles jusqu'à nouvel avis. Le courrier électronique peut être porteur de virus informatiques. Le destinataire doit donc passer le présent courriel et les pièces qui y sont jointes au détecteur de virus. L'expéditeur et son employeur déclinent toute responsabilité pour les dommages causés par un virus contenu dans le courriel. Le présent message et les pièces qui y sont jointes contiennent des renseignements confidentiels destinés uniquement à la personne ou à l'organisme nommé ci-dessus. Toute diffusion, distribution, reproduction ou utilisation comme référence du contenu du message par une autre personne que le destinataire est formellement interdite. Si vous avez reçu ce courriel par erreur, veuillez le détruire immédiatement et en informer l'expéditeur à l'adresse ci-dessus.

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----- IMPORTANT NOTICE – AVIS IMPORTANT – AVISO IMPORTANTE -----

From: [Matt Kinsella](#)
To: [Dan Ryan](#)
Subject: RE: SU-4-989 Conflicts/Cut sheets
Date: Friday, July 21, 2023 2:51:00 PM
Attachments: ~WRD0001.jpg

Hi Dan,

We are just starting the planning stages of the project so we don't have plans yet, or any specifics about UG construction. I can tell you that in the area you highlighted between 11th and 14th Ave SW, we will be fully reconstructing the roadway surface, widening for a bike path, and installing new storm sewer to connect to a new detention pond planned for the SW corner of 11th Ave SW. I don't believe we are anticipating any watermain or sanitary sewer work in that stretch. As we develop more details on this work in the next 4-6 months, I can certainly provide more information at that time.

Thanks,

Matt Kinsella, PE*

Vice President

701.373.7987

**ND, MN, SD, CO*

Apex Engineering Group

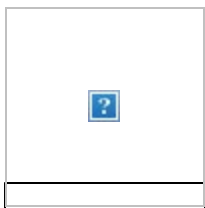
From: Dan Ryan <Dan.Ryan@Midco.com>
Sent: Thursday, July 13, 2023 11:35 AM
To: Matt Kinsella <Matt.Kinsella@apexenggroup.com>
Subject: SU-4-989 Conflicts/Cut sheets

Hi Matt,

Any chance I could get the cut sheet or blueprints on this. I have some underground that needs to be done this year and would like to stay away from any conflicts in the year 2025. I've attach a quick map of the area I will need some underground work done, and information would be helpful.

Thanks

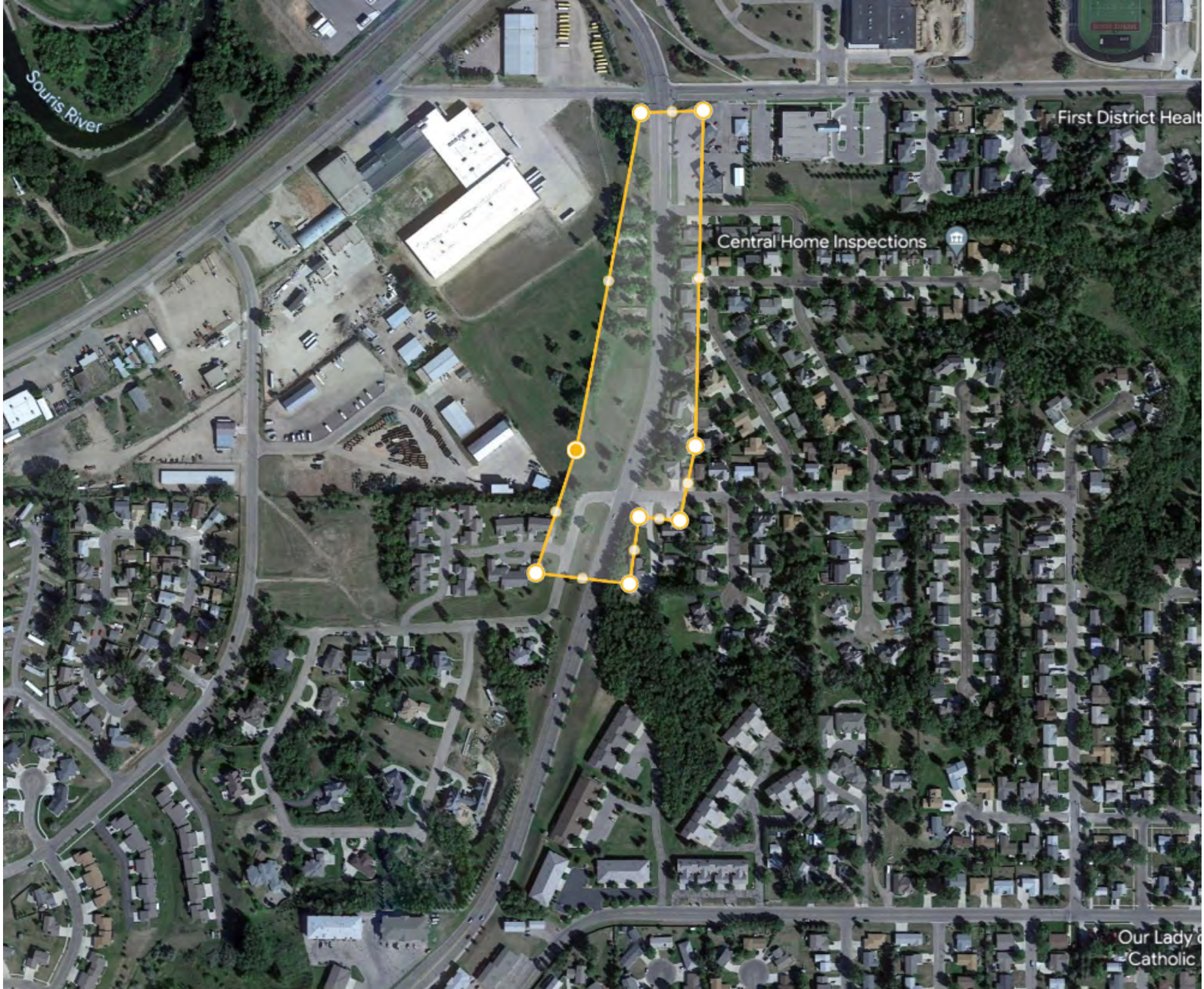
Dan



Dan Ryan
Construction Coordinator III

Office: 7015780460
Dan.Ryan@Midco.com

Midco.com



Souris River

First District Health

Central Home Inspections

Our Lady of
Catholic

July 19, 2023

Matthew Kinsella
Apex Engineering Group
4733 Amber Valley Parkway S
Fargo, ND 58104

Dear Mr. Kinsella:

This is in response to your request for a review of the environmental impacts associated with the Project No. SU-4-089(129), PCN 23860 – 16th Street SW Reconstruction project located in Ward County, ND.

The proposed project has been reviewed by Department of Water Resources staff, and the following comments are provided:

- There is a FEMA National Flood Insurance Program (NFIP) regulatory floodplain identified or mapped where this proposed project is to take place. Impacted areas are designated to be in NFIP Zone AE, with floodway. The State of North Dakota has no formal NFIP permitting authority, as all NFIP permitting decisions are considered by impacted NFIP participating communities, which is the community with zoning authority for the area in question. Please work directly with the local floodplain administrator of the zoning authority impacted to achieve NFIP and community compliance.
- The Mouse River is considered navigable and therefore sovereign to the state of North Dakota. Any project which falls below, under or over the navigable water bodies in North Dakota require authorization from the Department of Water Resources. If there is any impact to the Ordinary High-Water Mark, a permit will be required. The application process requires the completion of the attached permit application, submittal of a map, and simple diagram of what the project may involve. There is no fee for the permit and we recommend about 90 days for processing. The permit lasts for the life of the project including repairs within the original footprint. If you have any questions, please reach out to Tia Dolechek at 701-328-4988, tdolechek@nd.gov or Jerry Heiser at 701.328.4935 or email gheiser@nd.gov.
- The Department of Water Resources' (DWR) Engineering and Permitting Section reviewed the project location and determined that it likely does not require a surface drain permit unless the project impacts sloughs, ponds, lakes (i.e., wetlands) outside of the right-of-way. For more information on these requirements, please visit the Regulation & Appropriation tab on the DWR's website (dwr.nd.gov) or contact the DWR's Regulatory Division at 701-328-4956 or dwrregpermits@nd.gov.
- Initial review indicates the project does not require a conditional or temporary permit for water appropriation. However, if surface water or groundwater will be diverted for construction of the project, a water permit will be required per North Dakota Century Code § 61-04-02. Please consult with the Department of Water Resources Water

Appropriation Division if you have any questions at 701-328-2754 or
appropinfo@nd.gov.

Thank you for the opportunity to provide review comments. Should you have further questions,
please contact me at 701-328-4970 or stevebest@nd.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven Best", with a long horizontal flourish extending to the right.

Steven Best
Planner III

SB:dm/1570



AUTHORIZATION TO CONSTRUCT A PROJECT WITHIN SOVEREIGN LANDS OF NORTH DAKOTA

OFFICE OF THE STATE ENGINEER
REGULATORY DIVISION
SFN 61408 (10/2019)

No. S

(OSE USE ONLY)

Project Number **1625**

This application must be submitted to the North Dakota Office of the State Engineer by mail to 900 E Boulevard Ave, Dept. 770, Bismarck, ND 58505-0850, by fax to (701) 328-3696, or by email to sovereignlands@nd.gov. To be complete, this application must include the additional information listed in the instructions on page 3.

If you need any assistance, please contact the Regulatory Division at (701) 328-2752.

OFFICE OF THE
STATE ENGINEER
USE ONLY

**** Additional Sheets May Be Attached If Necessary. ****

Project Will Be Located In Which Water Resource District?

LOCATION DESCRIPTION TO THE NEAREST 40-ACRE TRACT

¼	¼	Section	Township	Range
---	---	---------	----------	-------

Is This Application For Modification Of An Existing Project?

☐ Yes ☐ No

If So, What Year Was Project Constructed?

By Whom?

Proposed Project Involves

☐ Bank Stabilization

☐ Pipeline Crossing

☐ Temporary Water Intake

☐ Boat Ramp

☐ Recreation

☐ Perennial Water Intake

☐ Bridge Construction

☐ Utility Line Crossing

☐ Permanent Water Intake Structure

☐ Fish And Wildlife

☐ Vegetation Control

☐ Dredge, Volume _____

☐ Geotechnical Work

☐ Water Outfall

☐ Fill, Volume _____

☐ Levee/Dike Or Dam

☐ Waste Lagoon

☐ Other, Explain _____

If Proposed Project Involves A Standard Dock (see Supplemental Measurements Sheet For Standard Docks)

Standard Dock Dimension Shape

A	B	C	D
---	---	---	---

About Water Body

Water Body On Which Project Will Be Located

Purpose

Project Description

Contractor (if known)

Anticipated Construction Start Date

Completion Date

APPLICANT’S CERTIFICATION

I, the undersigned, am applying for authorization as required under North Dakota Century Code (N.D.C.C.) ch. 61-33 from the Office of the State Engineer. I understand that I must comply with N.D.C.C. ch. 61-33 and North Dakota Administrative Code ch. 89-10-01, and that I must adhere to any conditions required by the State Engineer. I acknowledge that my project is accurately described and depicted in this application as I intend to construct it. My signature below acknowledges that I have read and agree to these statements.

PROJECT OWNER

Name of Project Owner			
Address	City	State	ZIP Code
Home Telephone Number	Cell Number		
Email Address			
Signature of Project Owner or Applicant			Date

IF DIFFERENT FROM PROJECT OWNER

Name of Applicant			
Address	City	State	ZIP Code
Home Telephone Number	Cell Number		
Email Address			
Signature of Project Owner or Applicant			Date

INSTRUCTIONS FOR COMPLETING AN AUTHORIZATION TO CONSTRUCT A PROJECT WITHIN SOVEREIGN LANDS OF NORTH DAKOTA UNDER NORTH DAKOTA ADMINISTRATIVE CODE § 89-10-01-04

A person seeking to construct a project within Sovereign Lands of North Dakota requires authorization from the State Engineer before construction or operation of the project. "Sovereign Lands" means those areas, including the beds and islands, lying within the ordinary high water mark of navigable lake and streams.¹ (N.D.C.C. § 61-33-01). The "ordinary high water mark" is that line on navigable waters below which the action of the water prevents the growth of vegetation, or to restrict its growth to predominantly wetland species.

To be complete, the application must include all information listed below:

1. A completed "Application to Construct a Project within Sovereign Lands of North Dakota" form.
2. A detailed map or drawing of the projects location on an aerial photo.
 - i. Size of map must be 8 ½ by 11 inches,
 - ii. Map shall have a north arrow and approximate scale, and
 - iii. Map shall indicate the proposed work on the drawing.
3. If applying for the installation of a standard dock in which the total length of the dock over the surface of the water does exceed twenty-five feet on a river and fifty feet on a lake, please include measurements requested on "Supplemental Measurements Sheet for Standard Docks".
4. If applying for the installation of a standard dock in which the total length of the dock over the surface of the water does not exceed twenty-five feet AND is located on the Missouri River between the Oliver and Morton County line and Lake Oahe wildlife management area, the project only requires registration with the State Engineer. Please complete the "Registration for Placement of a Dock Under 25 Feet-Long on Specified Waters" form (SFN 61441).
5. If applying for the installation or modification (including change in transported liquid) of a pipeline which transports crude oil, natural gas liquids, or any other hazardous liquid, as determined by the State Engineer, the Applicant must first conduct a scour analysis specific to the proposed crossing for project design purposes.²
6. If applying for the installation of riprap or other bank stabilizations, please include a cross sectional drawing of the proposed work which includes the existing and proposed grade and the present location of the water surface.

Further Sovereign Land Permit Guidance:

1. A permit would be required if any portion of the project would occur within, under, or over a navigable water of North Dakota.
2. A permit would be required if any portion of the project would occur below the ordinary high water mark.
3. The permit applicant is responsible for obtaining any other local, state, or federal permits or permissions that may be necessary prior to construction of a project on Sovereign Land.
4. There is no fee administered for a Sovereign Land Permit.
5. Please allow at least 90 days for Sovereign Land Permit processing.
6. Please notify the Office of the State Engineer of project completion at sovereignlands@nd.gov.
7. Unless specified, there is no expiration date on an obtained Sovereign Land Permit.

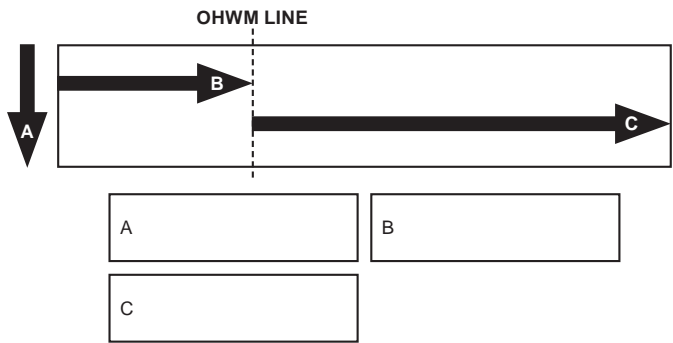
¹ North Dakota's Navigable Waters as of 2018: Missouri River, James River, Sheyenne River, Pembina River, Mouse River, Red River of the North, Bois De Sioux, Knife River, Heart River, Cannonball River, Yellowstone River, Devils Lake, Lake Metigoshe, Painted Woods Lake, Sweetwater Lake, Upper Des Lacs Lake, and Long Lake(Bottineau County). List subject to change.

² The minimum depth-of-burial for pipelines transporting crude oil, natural gas liquids, or any other hazardous liquid as determined by the state engineer must be total calculated scour plus four feet from the bed of the river to top-of-pipe for pipelines crossing the state's navigable rivers. (N.D.C.C. ch.61-63).

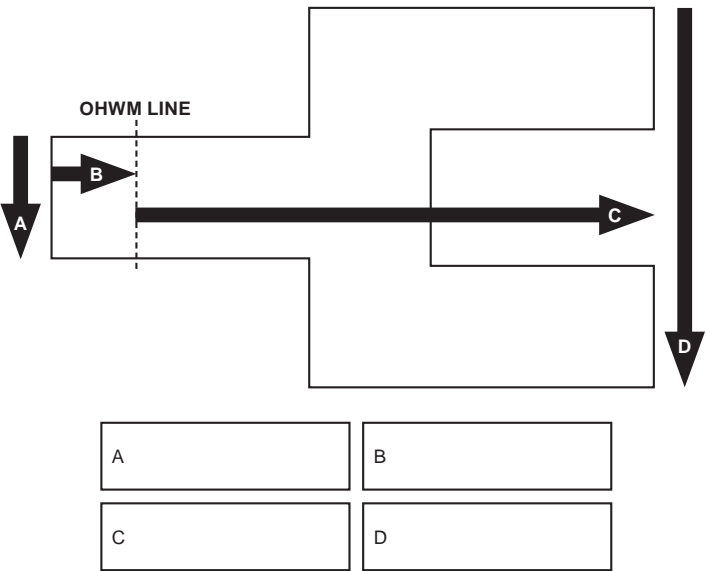
SUPPLEMENTAL MEASUREMENT SHEET FOR STANDARD DOCKS

OHWM = Ordinary High Water Mark

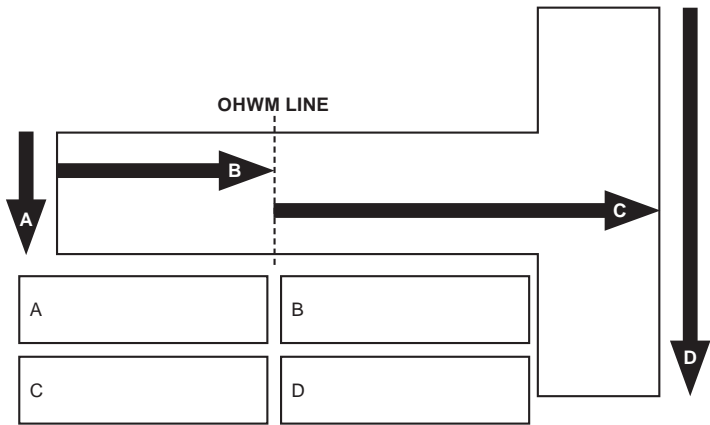
1. STRAIGHT DOCK DIMENSIONS (feet)



4. Y-SHAPE DOCK DIMENSIONS (feet)



2. T-SHAPE DOCK DIMENSIONS (feet)

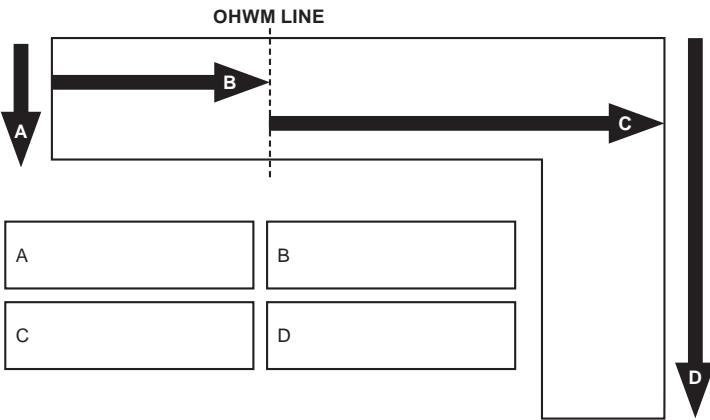


5. OTHER DOCK SIZE AND DIMENSIONS (feet)

DRAW IMAGE HERE ALONG WITH OHWM LINE

A	B
C	D

3. L-SHAPE DOCK DIMENSIONS (feet)



STANDARD DOCK CONDITIONS

The following standard conditions will be included on all docks requiring a sovereign land permit.

1. Total length of the dock over the surface of the water **does** exceed twenty-five feet on a river and fifty feet on a lake. Please include measurements requested on "Supplemental Measurement Sheet for Standard Docks";
2. The dock is owned and operated by the riparian owner or the riparian owner's lessee for the riparian owners or lessee's personal use;
3. The dock is used only for embarkation, debarkation, moorage of boats, water intakes, or recreation;
4. There is no unreasonable interference with navigation or access to an adjacent riparian land owner's property,
5. The dock is connected to a point above the ordinary high watermark by a boardwalk that does not exceed twenty-five (7.6 meters) in length, and is removed from below the ordinary high watermark each fall, and
6. Upon abandonment, the grantee restores the bank as closely as practicable to its original condition.

July 17, 2023

Matthew Kinsella, P.E.
Project Manager
Apex Engineering Group
4733 Amber Valley Pkwy. S
Fargo, ND 58104

Re: Project Code: SU-4-989 (139), PCN 23860, City of Minot Project, 4780 16th St. SW
Reconstruction in Ward County

Dear Mr. Kinsella:

The North Dakota Department of Environmental Quality has reviewed the information concerning the above-referenced project received at the department on June 30, 2023, with respect to possible environmental impacts.

1. Aggregate to be used for road construction should not contain any erionite. Aggregate sources should be tested for erionite following guidelines found at <https://deq.nd.gov/erionite>. For questions regarding erionite testing, please contact the Asbestos Program at 701-328-5166 or asbestos@nd.gov.
2. Care is to be taken during construction activity near any water of the state to minimize adverse effects on a water body. This includes minimal disturbance of stream beds and banks to prevent excess siltation, and the replacement and revegetation of any disturbed area as soon as possible after work has been completed. Caution must also be taken to prevent spills of oil and grease that may reach the receiving water from equipment maintenance and/or the handling of fuels on the site. Guidelines for minimizing degradation to waterways during construction are attached.
3. Projects involving the building and removal of structures over waters of the state (i.e., bridges and culverts) will inspect equipment for oil, gas, diesel, antifreeze, hydraulic fluid, and other petroleum leaks. Leaks will be repaired, and equipment cleaned prior to being allowed onsite. Precautions will be employed to prevent deconstruction material from entering the water. Remove from the water and bank all material belonging to the original bridge within 14 days of project completion. Protect upland, riparian, and adjacent vegetation, except where it is being removed. Exposed riparian areas should be revegetated preferably with native species following completion of work. All riprap must be clean, free from rebar, rubbish, wood and of the appropriate size and shape to withstand the energy of the water.

4. Projects disturbing one or more acres are required to have a permit to discharge stormwater runoff until the site is stabilized by the re-establishment of vegetation or other permanent cover. Further information on the stormwater permit may be obtained from the department's website or by calling the Division of Water Quality (701-328-5210). The city of Minot is required to consider and address post-construction stormwater quality as part of its NDPDES Small Municipal Separate Storm Sewer System (MS4) General Permit obligations. Check with local officials to be sure local MS4 Program considerations are addressed.
5. The construction project overlies the Souris River surficial aquifer, which is a sensitive groundwater area, and is within Minot's source water protection area. Care should be taken to avoid spills of any materials that may have an adverse effect on groundwater quality. All spills must be immediately reported to this department and appropriate remedial actions performed.
6. All necessary measures must be taken to minimize the disturbance of any asbestos-containing material and to prevent any asbestos fiber release episodes. Any facility, including pipelines, that is to be renovated or demolished must be inspected for asbestos. Notification of the department's Division of Waste Management (701-328-5166) is required before any demolition. Removal of any friable asbestos-containing material must be accomplished in accordance with Section 33.1-15-13-02 of the North Dakota Air Pollution Control Rules.
7. All solid waste materials must be managed and transported in accordance with the state's solid and hazardous waste rules. Appropriate efforts to reduce, reuse and/or recycle waste materials are strongly encouraged. As appropriate, segregation of inert waste from non-inert waste can generally reduce the cost of waste management. Further information on waste management and recycling is available from the department's Division of Waste Management at 701-328-5166.

WM – UST Program

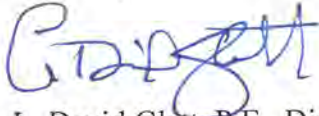
The NDDEQ UST Program does have historical underground storage tanks within a 1/4 mile radius around the project area in Minot, ND. See attached list.

If the construction or demolition will require the removal, installation or replacement of any UST system (tanks, piping or associated components) or the reporting of any release, it will need to follow the TECHNICAL STANDARDS AND CORRECTIVE ACTION REQUIREMENTS FOR OWNERS AND OPERATORS OF UNDERGROUND STORAGE TANKS, CHAPTER 33.1-24-08 regarding notification, installation, closure and compliance. The regulations can be found at <https://www.legis.nd.gov/information/acdata/pdf/33.1-24-08.pdf>

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "L. David Glatt".

L. David Glatt, P.E., Director
North Dakota Department of Environmental Quality

LDG: ll

Attach.

Construction and Environmental Disturbance Requirements

The following are the minimum requirements of the North Dakota Department of Environmental Quality for projects that involve construction and environmental disturbance in or near waters of the State of North Dakota. They ensure that minimal environmental degradation occurs as a result of construction or related work which has the potential to affect waters of the state. All projects must be constructed to minimize the loss of soil, vegetative cover, and pollutants (chemical or biological) from a site.

Soils

Prevent the erosion and sediment loss using erosion and sediment controls. Fragile and sensitive areas such as wetlands, riparian zones, delicate flora, and land resources must be prohibited against compaction, vegetation loss and unnecessary damage.

Surface Waters

All construction must be managed to minimize impacts to aquatic systems. Follow safe storage and handling procedures to prevent the contamination of water from fuel spills, lubricants, and chemicals. Stream bank and stream bed disturbances must be contained to minimize silt movement, nutrient upsurges, plant dislocations, and any physical chemicals, or biological disruption. The use of pesticides or herbicides in or near surface waters is allowed under the department's pesticide application permit with notification to the department.

Fill Material

Any fill material placed below the ordinary high-water mark must be free of topsoil, decomposable materials, and persistent synthetic organic compounds; including, but not limited to, asphalt, tires, treated lumber, and construction debris. The department may require testing of fill material. All temporary fills must be removed. Debris and solid waste must be properly disposed or recycled. Impacted areas must be restored to near original condition.

Facility Report

Latitude and Longitude within 0.25 mile(s) of 48.227620 and -101.314599

Friday, July 7, 2023

Facility ID	Facility	Address	City	Region	Facility Type	Latitude	Longitude	Status
3017	City of Minot	900 16th Street SW	Minot	2	Local Government	48.227796	-101.314663	Inactive
4371	Happy Daves	1105 SW 16th Street	Minot	2	Commercial	48.225308	-101.311625	Inactive
Number of Records 2								

July 26, 2023

Apex
Matthew T. Kinsella
4733 Amber Valley Parkway S
Fargo, ND 58104

Re: SU-4-989(129), PCN 23860 – City of Minot Project 4780

Dear Matthew,

The North Dakota Parks and Recreation Department (NDPRD) has reviewed the above-proposed roadway improvement on 16th Street SW in Minot, North Dakota.

NDPRD's scope of authority and expertise covers properties that NDPRD owns, leases, or manages; properties protected under Section 6(f) of the Land and Water Conservation Fund (LWCF); rare plants; and ecological communities established through the Natural Heritage Program.

The project does not appear to affect properties NDPRD owns, leases, or manages.

The projects may affect properties protected under Section 6(f) of the LWCF.

Minot School Park – Project Number 38-00393 is an LWCF project identified near the proposed project's vicinity. Attached is a map identifying the approximate locations. Properties that have received funding from the LWCF program have a designated 6(f) property boundary that carries restrictions on modifications to the property, including but not limited to utilities or any divestiture of land. For additional information regarding LWCF properties, don't hesitate to contact Char Langehaug, ND Parks and Recreation's Department's Grants Coordinator, at cbinstock@nd.gov or 701-328-5364.

A North Dakota Natural Heritage biological conservation database query determines if any current or historical plant or animal species of concern or other significant ecological communities are known to occur within an approximate one-mile radius of the project area. Based on this review, no known plant and animal species of concern or significant ecological communities are documented within or immediately adjacent to the project site.

We appreciate your commitment to rare plant, animal, and ecological community conservation, management, and inter-agency cooperation. For additional information, please contact Kathy Duttonhefner at 701-328-5370, 701-220-3377 (cell), or kgduttonhefner@nd.gov.

Thank you for the opportunity to comment on the proposed project.

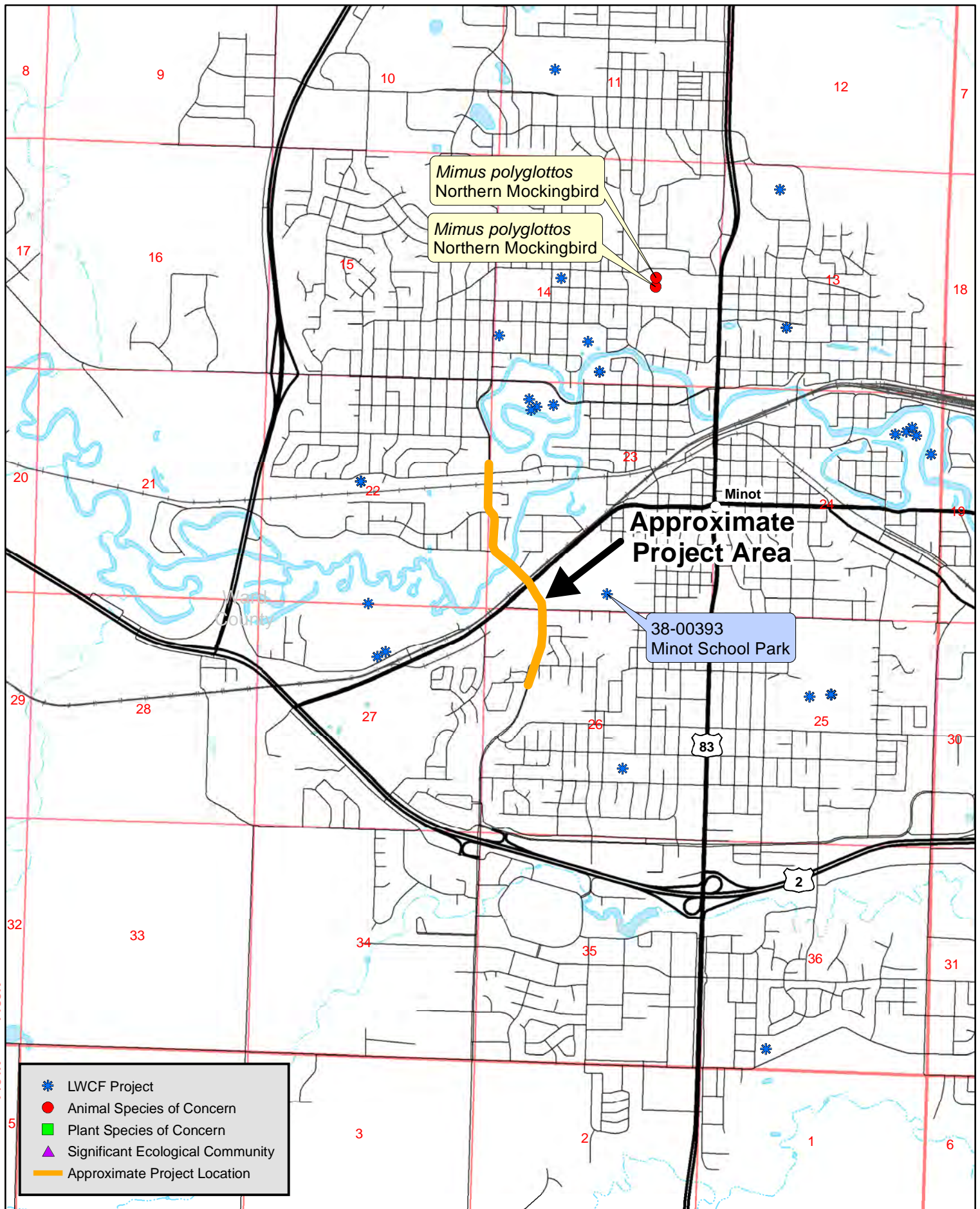
Sincerely,



Kathy Duttonhefner, Chief Natural Resources Division

604 E Boulevard Ave Dept. 750 | Bismarck, ND 58505

North Dakota Parks and Recreation Department North Dakota Natural Heritage Inventory



Land and Water Conservation Fund Projects

<u>Project Name</u>	<u>Project Number</u>
Minot School Park	38-00393

North Dakota Natural Heritage Inventory
Rare Animal and Plant Species and Significant Ecological Communities

State Scientific Name	State Common Name	State Rank	Global Rank	Federal Status	Township Range Section	County	Last Observation	Estimated Representation Accuracy	Precision
Mimus polyglottos	Northern Mockingbird	SU	G5		155N083W - 14	Ward	1948-06-02		S
Mimus polyglottos	Northern Mockingbird	SU	G5		155N083W - 14	Ward	1943-06-02		S



October 17, 2023

Gary Ellis
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

ND SHPO Ref.: 23-6634 "Minot's 16th St. SW Reconstruction Project No. SU-4-989(134), PCN 23860: A Class III Cultural Resource Inventory in Ward County, North Dakota" in portions of [T155N R83W Sections 22, 23, & 26], Juniper 823

Dear Gary,

We reviewed ND SHPO Ref.: 23-6634 "Minot's 16th St. SW Reconstruction Project No. SU-4-989(134), PCN 23860: A Class III Cultural Resource Inventory in Ward County, North Dakota" in portions of [T155N R83W Sections 22, 23, & 26], Juniper 823 and find the report by John G. Morrison acceptable. We concur with a determination of "No Historic Properties Affected" for this project provided it takes place in the location and in the manner described in the documentation and provided all borrow comes from an approved source.

Thank you for the opportunity to review this project. Please include the ND SHPO Reference number listed above in further correspondence for this specific project. If you have any questions please contact Lisa Steckler, Historic Preservation Specialist at (701) 328-3577 or lsteckler@nd.gov

Sincerely,

for William D. Peterson, PhD
State Historic Preservation Officer
(North Dakota)

23-6634

Appendix B
Environmental Justice Analysis

Environmental Justice (EJ) Analysis Guidance

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, dated February 11, 1994, directed “each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States... The proposed project has federal funding and federal permit requirements and is considered a federal project for purposes of compliance with the Executive Order.”

FHWA Order 6640.23A FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations establishes policies and procedures for the Federal Highway Administration (FHWA) to use in complying with Executive Order 12898. FHWA issued Order 6640.23A on June 14, 2012.

Step 1 – Identify Environmental Justice Study Area

The EJ study area is the geographic area where the proposed project has potential for human health or environmental effects. The study area for the EJ analysis was determined by applying a 0.25-mile buffer to the project limits, including any required detours. Maps of the EJ study area are included at the end of this analysis as part of Step 2.

Step 2 – Readily Identifiable Minority or Low-Income Populations within Study Area

EJ populations include minority and low-income populations.

“Minority” is defined in the US Department of Transportation (DOT) Order 5610.2(a) on Environmental Justice as including “Black or African American, Hispanic, Asian American, American Indian/Alaskan Native and Native Hawaiian or Pacific Islander.” “Minority population” means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.

“Low-income population” is defined in DOT Order 5610.2(a) as meaning “any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.”

The US Environmental Protection Agency’s (EPA) Environmental Justice Screening and Mapping tool (EJScreen) was used to investigate the presence of readily identifiable low-income or minority populations. EJScreen defines percent low-income as the percent of a block group’s population in households where the household income is less than, or equal to, twice the federal “poverty level.”

The EJ study area was investigated for the presence of readily identifiable:

- minority and/or low-income populations
- community facilities that serve minority and/or low-income populations, and

- businesses that are owned by, employ, and/or serve minority and/or low-income populations.

The investigation included review of demographic data, field review, consultation with knowledgeable local representatives, and public outreach activities, as described below:

Step 2a. – EJScreen Demographic Data

Table 1 - EJScreen Data

Demographic	Project Study Area (including 0.25-mile buffer)	City of Minot
Minority Population	6%	20%
Low-Income Population	14%	24%

Compare the percentages of minority and low-income persons in the EJ study area to the percentages of minority and low-income persons at the city or county (city for urban projects and county for rural projects). If the percentages of the study area are meaningfully greater than those of the city or county, it is a strong indicator of the presence of an EJ population and a closer look at the community context is warranted. A study area where the percentage of either above demographic is 10 percentage points higher than the county or city average; or are greater than 50 percent within the study area would be a strong indicator of populations for purposes of the EJ analysis.

Step 2b. – Field/Office Review, Consultation, or Other Data

According to the US Department of Housing and Urban Development's Affordable Housing locator tool, HUD Resource Locator, no HUD resources are within the study area.

Community facilities that provide services to minority and/or low-income populations within the study area may include: The Center for Family Medicine, Eagles Wings Church, and Minot High School.

Readily-identifiable businesses owned by, and/or serving minority and/or low-income populations within the study area may include: Harley's Convenience Store, 1st International Bank and Trust, Elwood Staffing, Center for Family Medicine, and Marketplace Foods.

SOV letters sent on 06/29/2023 generated no responses that identified facilities or relevant issues that may be impacted by the project.

Step 2c. – Summary of Identification

Based on the data collection from Steps 2a and Step 2b. above:

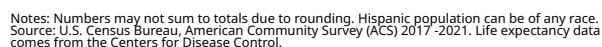
☒ **There is not a readily identifiable EJ population in the EJ study area. Therefore, there are no readily identifiable minority or low-income populations affected by the project. (No further study needed)**

☐ **There is a readily identifiable EJ population in the EJ study area. (Go to Step 3)**



Minot, ND

A3 Landscape



LANGUAGE	PERCENT
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sum to totals due to rounding. Hispanic population can be of any race. Data from the U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data from the U.S. Department of Health and Human Services, Centers for Disease Control.

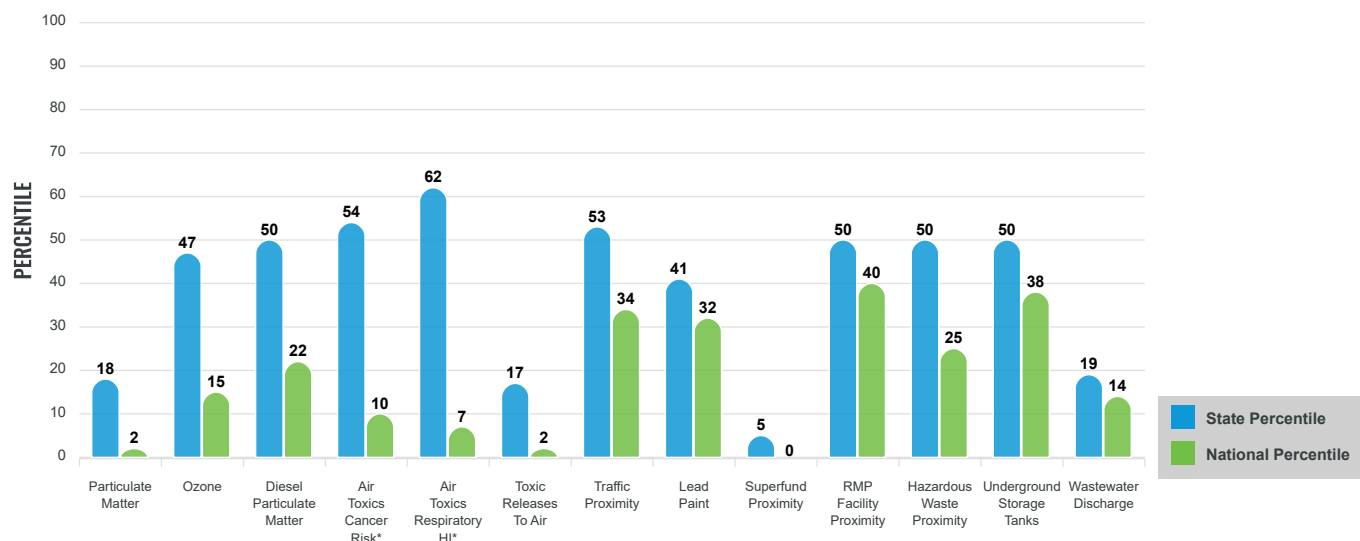
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

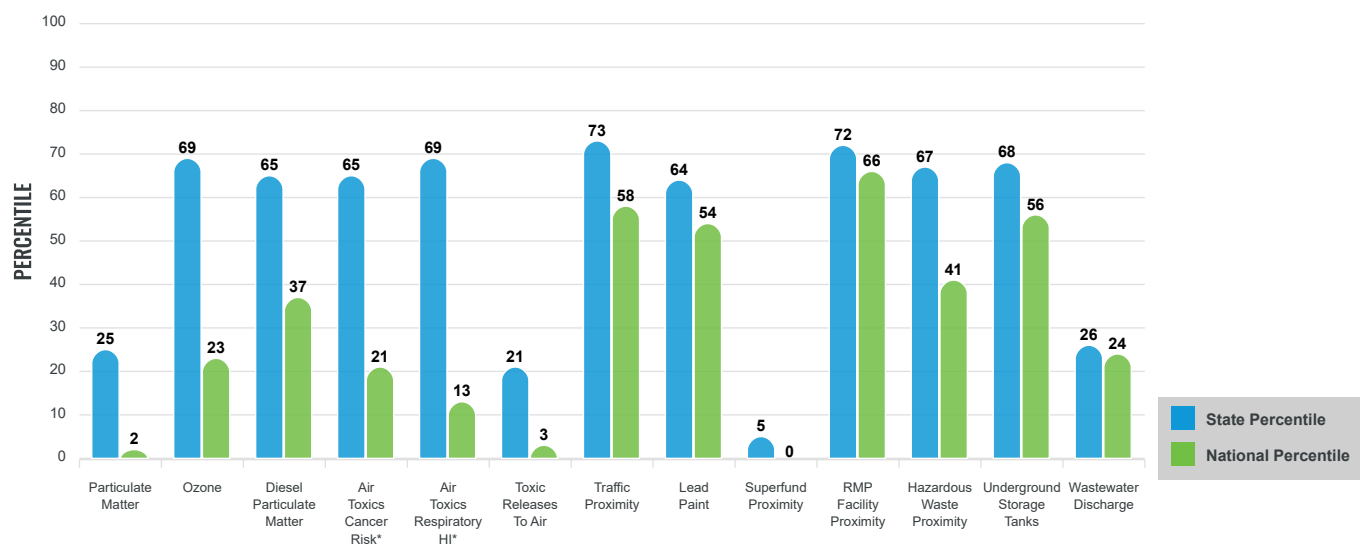
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for .25 miles Ring around the Corridor

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	4.85	5.41	24	8.08	2
Ozone (ppb)	58.3	57.3	64	61.6	26
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.173	0.157	64	0.261	38
Air Toxics Cancer Risk* (lifetime risk per million)	20	16	41	25	5
Air Toxics Respiratory HI*	0.2	0.16	52	0.31	4
Toxic Releases to Air	0.12	460	21	4,600	3
Traffic Proximity (daily traffic count/distance to road)	170	85	82	210	71
Lead Paint (% Pre-1960 Housing)	0.42	0.29	68	0.3	68
Superfund Proximity (site count/km distance)	0.0021	0.0049	5	0.13	0
RMP Facility Proximity (facility count/km distance)	1	0.64	78	0.43	89
Hazardous Waste Proximity (facility count/km distance)	0.3	0.37	66	1.9	43
Underground Storage Tanks (count/km ²)	3.1	2.1	73	3.9	67
Wastewater Discharge (toxicity-weighted concentration/m distance)	5.3E-05	8.9	24	22	26
SOCIOECONOMIC INDICATORS					
Demographic Index	10%	21%	20	35%	10
Supplemental Demographic Index	10%	11%	41	14%	32
People of Color	6%	16%	32	39%	14
Low Income	14%	26%	22	31%	25
Unemployment Rate	12%	3%	95	6%	85
Limited English Speaking Households	0%	1%	0	5%	0
Less Than High School Education	7%	7%	61	12%	46
Under Age 5	8%	7%	65	6%	74
Over Age 64	14%	17%	40	17%	43
Low Life Expectancy	15%	18%	19	20%	11

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	2
Air Pollution	0
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	2
Hospitals	0
Places of Worship	0

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	No

Report for .25 miles Ring around the Corridor

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	15%	18%	19	20%	11
Heart Disease	5.6	6.4	34	6.1	41
Asthma	8.6	9.3	7	10	15
Cancer	7.1	6.8	52	6.1	72
Persons with Disabilities	11.3%	11.8%	48	13.4%	41

CLIMATE INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	0%	9%	11	12%	13
Wildfire Risk	6%	19%	63	14%	80

CRITICAL SERVICE GAPS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	8%	17%	23	14%	38
Lack of Health Insurance	6%	8%	48	9%	47
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

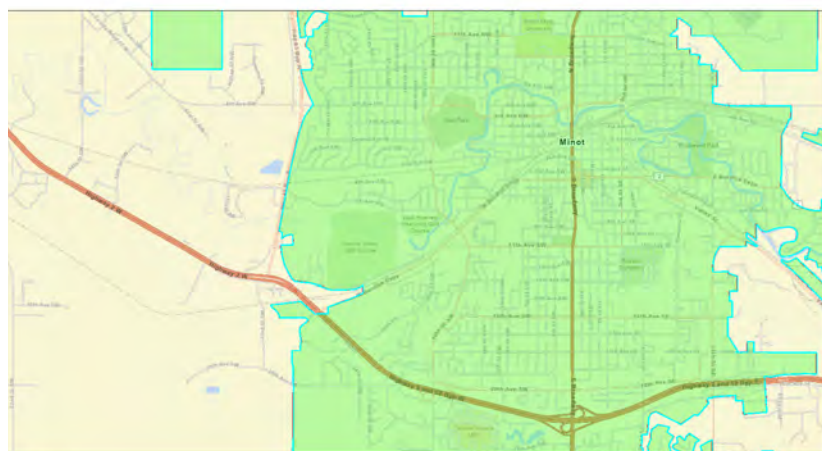
Report for .25 miles Ring around the Corridor

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Minot, ND

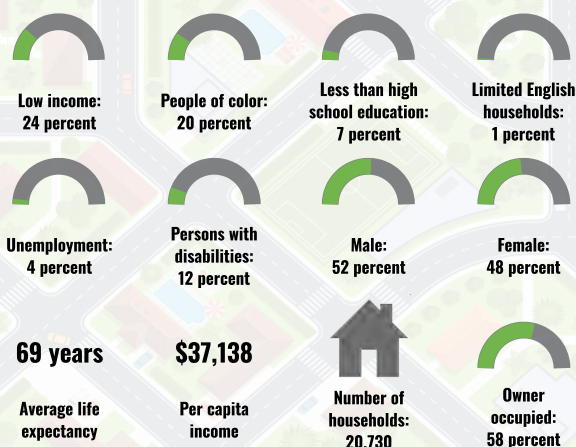
City: Minot
Population: 47,706
Area in square miles: 27.68



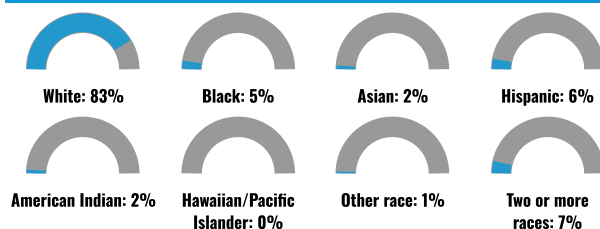
September 1, 2023
PCN 23860_Minot

0 0.3 0.6 1.2 mi
0 0.47 0.96 1.9 km
State of North Dakota, Esri, HERE, Garmin, United States Geological Survey, NOAA, USGS, EPA, NPS, US Census Bureau, USDA

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	95%
Spanish	2%
Tagalog (including Filipino)	1%
Other and Unspecified	1%
Total Non-English	5%

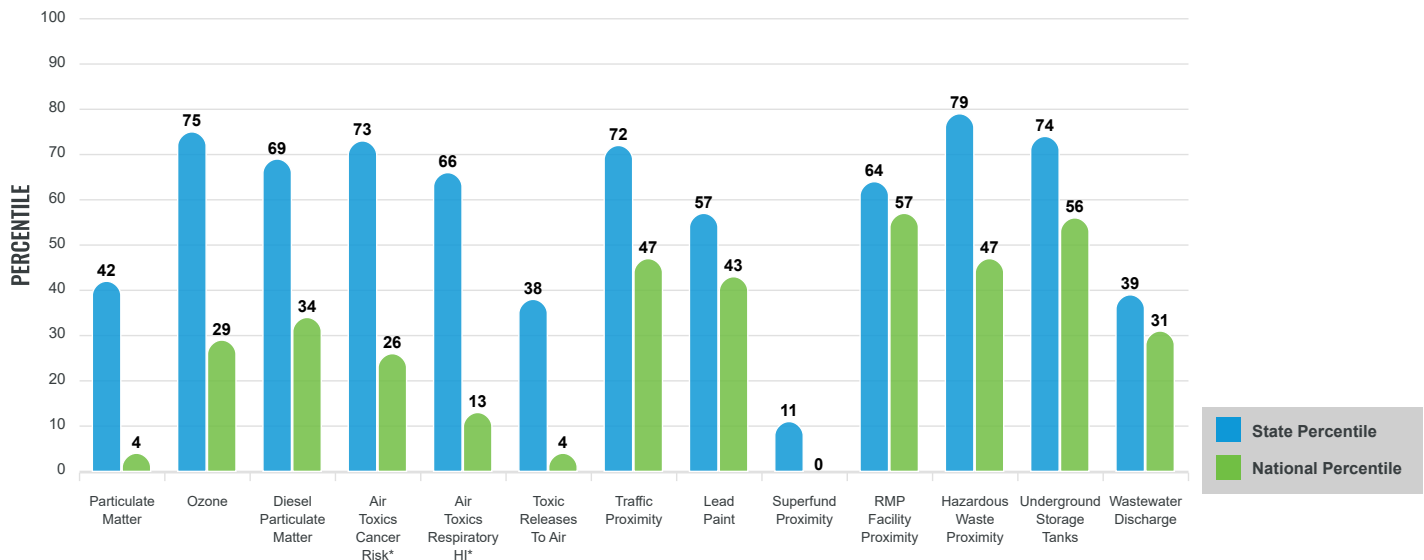
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

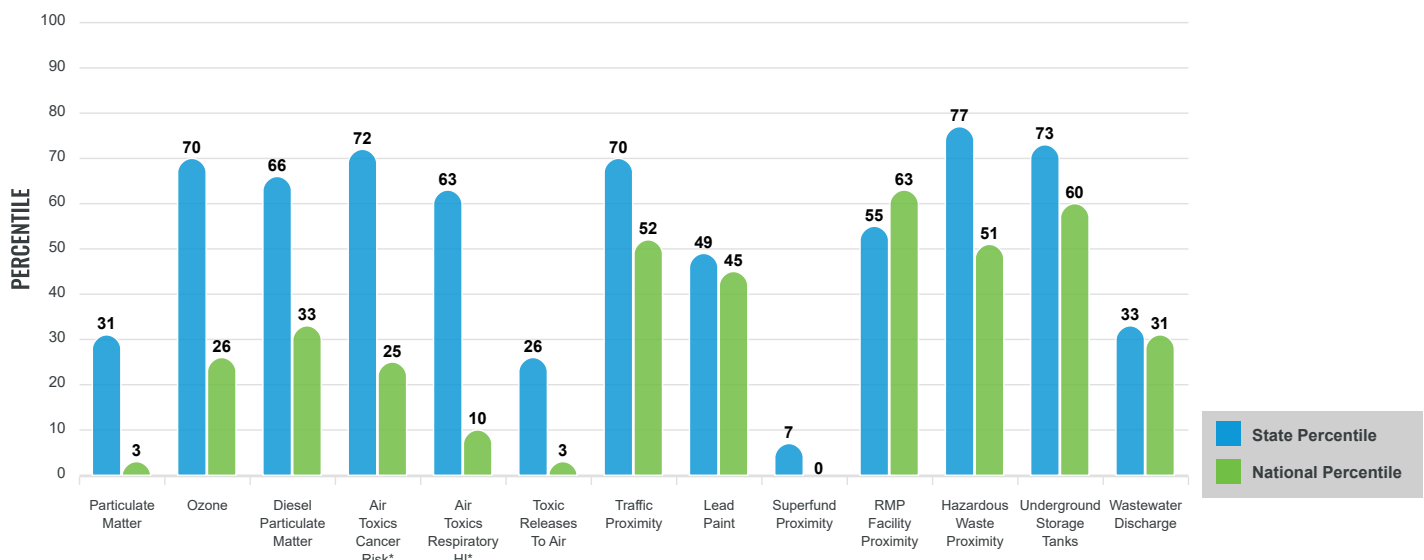
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for City: Minot

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	4.87	5.41	24	8.08	2
Ozone (ppb)	58.2	57.3	57	61.6	25
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.142	0.157	59	0.261	29
Air Toxics Cancer Risk* (lifetime risk per million)	20	16	41	25	5
Air Toxics Respiratory HI*	0.16	0.16	0	0.31	1
Toxic Releases to Air	0.12	460	23	4,600	3
Traffic Proximity (daily traffic count/distance to road)	100	85	71	210	57
Lead Paint (% Pre-1960 Housing)	0.25	0.29	46	0.3	53
Superfund Proximity (site count/km distance)	0.0021	0.0049	6	0.13	0
RMP Facility Proximity (facility count/km distance)	0.45	0.64	53	0.43	74
Hazardous Waste Proximity (facility count/km distance)	0.61	0.37	79	1.9	53
Underground Storage Tanks (count/km ²)	4	2.1	80	3.9	72
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.00019	8.9	30	22	35
SOCIOECONOMIC INDICATORS					
Demographic Index	22%	21%	65	35%	36
Supplemental Demographic Index	11%	11%	53	14%	39
People of Color	20%	16%	73	39%	37
Low Income	24%	26%	48	31%	44
Unemployment Rate	5%	3%	78	6%	56
Limited English Speaking Households	1%	1%	79	5%	60
Less Than High School Education	7%	7%	59	12%	45
Under Age 5	7%	7%	55	6%	66
Over Age 64	14%	17%	39	17%	42
Low Life Expectancy	15%	18%	19	20%	11

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	1
Water Dischargers	64
Air Pollution	8
Brownfields	25
Toxic Release Inventory	2

Other community features within defined area:

Schools	19
Hospitals	3
Places of Worship	18

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	Yes

Report for City: Minot

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	15%	18%	19	20%	11
Heart Disease	5.6	6.4	34	6.1	41
Asthma	8.9	9.3	31	10	22
Cancer	6.6	6.8	42	6.1	59
Persons with Disabilities	11.7%	11.8%	51	13.4%	44

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	4%	9%	31	12%	32
Wildfire Risk	36%	19%	78	14%	84

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	14%	17%	42	14%	58
Lack of Health Insurance	7%	8%	61	9%	53
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for City: Minot

Appendix C
Type I Project Determination

Type I Project Determination Memo

To: Alexis Wanek, NDDOT ETS Division
Seng Marohl, NDDOT Local Government

From: Apex Engineering Group, Inc.
Matt Kinsella, Project Manager

Re: Project SU-CRP-4-989(134), PCN 23860
City of Minot Project 4780

Date: April 19, 2024

The City of Minot, in cooperation with the North Dakota Department of Transportation and the Federal Highway Administration, is proposing a roadway improvement to 16th Street SW from 14th Avenue SW to Burdick Expressway (US 2B) in Minot, ND. Refer to ***Figure 1-Project Location Map***.

When this project was initiated in May 2023, study boundaries were on 16th Street SW from 14th Avenue SW to 2nd Avenue SW. Environmental field studies (including the aquatic resource delineation and cultural resource survey) and the Public Input Meeting were completed using those study boundaries. Following the Public Input Meeting, additional options at the intersection of 5th Avenue SW were analyzed.

During alternative development, it was determined that funding would not be available to construct the entire project corridor. The decision was made to split the project into two at the logical termini location of Burdick Expressway (US 2B) (Burdick Expressway).

The currently proposed project consists of a no-build alternative and a build alternative of roadway reconstruction with several retention pond scenarios:

Alternative A: No Build

- This is the non-preferred alternative as it does not address the project purpose and need.

Alternative B with Pond Scenario 1 (Single Pond)

- Full reconstruction to a five-lane section:
 - 61-foot wide concrete pavement including gutter pan
 - Four 11-foot wide thru lanes, a 13-foot center left turn lane, and 2-foot wide gutter pans on each side

- Reconstruction of Burdick Expressway 300 feet east and west of 16th Street SW
 - Four 12-foot wide thru lanes, an 11-foot wide left turn lane, and 2-foot wide gutter pans on each side
- 10-foot wide shared use path/ADA ramps along the east side of 16th Street SW
- New transition speed zone (30 MPH) from 11th Avenue SW to Burdick Expressway
- Turn lane recommendations from the Traffic Operations Report
- New traffic signal system at 11th Avenue SW and revised traffic signal at Burdick Expressway
- New lighting on 16th Street SW
- New storm sewer trunk line
- Drainage improvements at 12th Avenue SW, east of 16th Street SW
- Single retention pond located in the southwest quadrant of 16th Street SW and 11th Avenue SW
-

Alternative B with Pond Scenario 3A (Two-Tiered Pond)

- Same improvements as listed above for Alternative B with Pond Scenario 1 (Single Pond), except:
 - Two-tiered retention pond with smaller pond located in the SW quadrant of 16th Street SW and 11th Avenue SW, and larger pond located on same property further south.

Alternative B with Pond Scenario 4 (Two-Tiered Pond)

- Same improvements as listed above for Alternative B with Pond Scenario 1 (Single Pond), except:
 - Two-tiered retention pond with smaller pond located in the SW quadrant of 16th Street SW and 11th Avenue SW, and larger pond located on same property further south.
 - Ponds remain on east and south sides of private access road located on the property. This is the landowner's preferred configuration to keep the access road in place.





Figure 1-Project Location Map



Noise analysis is required for any project defined as a Type 1 project—that is a project involving construction of a highway on a new location, the physical alteration of an existing highway that significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes. Refer to the attached ***Type 1 Project Determination Form***.

Tree removals are associated with the proposed project; however these removals would not alter the line-of-sight to surrounding receptors as the trees are not continuous stands.

Determination

No substantial vertical or horizontal alternations of the existing highway would occur with the proposed project and no additional through-traffic lanes would be constructed. Therefore, this project does not meet the definition of a Type I project, and a traffic noise analysis is not required.



Subject:	Type 1 Project Determination
Project Number/PCN:	Project SU-CRP-4-989(134), PCN 23860
To:	Alexis Wanek, ETS Division, NDDOT
From:	Apex Engineering Group
Date:	04/19/2024

Type I Project Evaluation

The intent of this evaluation is to determine whether the proposed project meets the definition of a Type I Project. Please provide an answer to each of the following questions. A “yes” answer will result in the need of a noise analysis for all alternatives/options under detailed study. Please contact ETS staff if an analysis is required.

If it is determined that the project does not meet the definition of a Type 1 Project, place the noise section in the unaffected category of the environmental document (EA/EIS). Please include a copy of this determination in the appendices.

Type I Project Definition	Yes/No
<i>Does the project include construction of a highway on new location?</i>	No
<i>Does the project physically alter the existing highway?</i> <ul style="list-style-type: none"> • <i>Substantial Horizontal Alteration.</i> Does the project reduce the distance between the traffic noise source and the closest receptor by half, between the existing condition to the future build condition; or, • <i>Substantial Vertical Alteration.</i> Does the project remove shielding; therefore exposing the line-of-sight between the receptor and the traffic noise source? This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor. Projects that incorporate overpasses meet this definition. 	No
<i>Does the project include the addition of a through-traffic lane(s)?</i> This includes the addition of a through-traffic lane that functions as a High-Occupancy Vehicle (HOV) lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane.	No
<i>Does the project include the addition of an auxiliary lane, except for when the auxiliary lane is a turn lane?</i> If the additional lane does not increase the number of through-traffic lanes, the definition is not met and an analysis is not required. *	No
<i>Does the project include the addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange?</i>	No
<i>Does the proposed project restripe existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane?</i>	No
<i>Does the project include the addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza?</i>	No
<i>Does this project meet the definition of a Type I Project?</i>	No
If a project is determined to be a Type I project per § 772.5 then the entire project area as defined in the environmental document is a Type I project.	

*FHWA approved definition.

Appendix D
Endangered Species Act

ESA Section 7 Affect Determination Package

PROJECT: SU-4-989(134), PCN 23860

City of Minot Project 4780

16TH STREET SW RECONSTRUCTION

WARD COUNTY

01/05/2024

The City of Minot, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot, ND. Please refer to the enclosed Project Location Map.

The project consists of the following:

- Alternative B: 5-lane south of Burdick Expressway; 3-lane north of Burdick Expressway
 - Full reconstruction of 16th Street SW from 14th Avenue SW to Burdick Expressway, and from the north side of 7th Avenue SW to the north side of 5th Avenue SW
 - Full reconstruction of the Burdick Expressway intersection (300 feet each direction)
 - Concrete pavement repair (as determined from the pavement survey) and pavement marking changes from Burdick Expressway to 7th Avenue SW, and from 5th Avenue SW to 2nd Avenue SW
 - 5th Avenue SW intersection reconstructed to full access
 - 7th Avenue SW intersection remains as-is (no work)
 - New transition speed zone (30 MPH) from 11th Avenue SW to 7th Avenue SW
 - Turn lane recommendations from the Traffic Operations Report
 - Shared-use path on the east side of 16th Street SW (south of Burdick Expressway only)
 - All storm sewer and City utility work (as required)
 - Drainage improvements at 12th Avenue SW
 - Retention pond in the southwest corner of 11th Avenue SW intersection
 - ADA ramp/sidewalk work (as required)
 - Traffic signal replacements at 11th Avenue SW and 2nd Avenue SW
 - Lighting replacement
- Options at 5th Avenue SW and 7th Avenue SW
 - Option 1: Convert 5th Avenue SW to ¾ access; keep 7th Avenue SW as-is (no work)
 - Option 2: Convert 5th Avenue SW to ¾ access; convert 7th Avenue SW to roundabout
 - Option 3: Convert 5th Avenue SW to roundabout; keep 7th Avenue SW as-is (no work)
 - Option 4: Convert 5th Avenue SW to roundabout; convert 7th Avenue SW to roundabout

This project is expected to be constructed during the 2025 construction season.

The project would require permanent and/or temporary right-of-way. The right-of-way required would be in linear strips parallel to the project area and a larger area at the southwest corner of the 11th Avenue intersection for construction of the retention pond.

No in-water work would be required. Site prep would include narrow linear strips of vegetation to be removed directly adjacent to the road surface. Equipment for this type of work would be consistent with heavy highway construction and the following examples (but not limited to): bulldozers, scrapers, motor graders, backhoes, trucks, asphalt paver, rollers, etc. No night construction is anticipated for this project

and temporary lighting would not be needed. Existing roadway lighting will be replaced with Autobahn Series ATB2 luminaires, meeting DarkSky criteria.

Higher than normal traffic is not anticipated from the project. 2.29 acres of trees and woody vegetation would be removed. No work on any bridges or structures will occur during the proposed project. Noise levels from the proposed project work would not be raised above background traffic noise levels.

No critical habitat for piping plover is located within the project area. Due to the existing level of human disturbance (i.e. high traffic/noise levels) and reasons discussed above, no potential direct or indirect effects to the whooping crane, piping plover, gray wolf, and rufa red knot or designated piping plover critical habitat would occur as a result of the proposed project.

Due to the existing level of human disturbance (i.e. high traffic/noise levels) and above-listed reasons, a "No Effect" determination is appropriate for whooping crane, piping plover, gray wolf, and rufa red knot and piping plover critical habitat. Due to the proposed tree removals, the project may affect but is not likely to adversely affect (NLAA) the northern long-eared bat.

The determination key for the northern long-eared bat results included commitment to implement the following Avoidance and Minimization Measures (AMMs):

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

The following items are attached: NDDOT Affect Determination Tables, an aerial project location map, a woody vegetation removal map, and IPaC consultation documents.

Refer to the U.S. Fish and Wildlife Service's County Occurrence of Endangered, Threatened, Proposed, and Candidate Species and Designated Critical Habitat in North Dakota Table on the NDDOT References and Forms Page to determine which species may be found in the county or counties the project is located in. The USFWS IPAC Website may also be used - <https://ecos.fws.gov/ipac/>

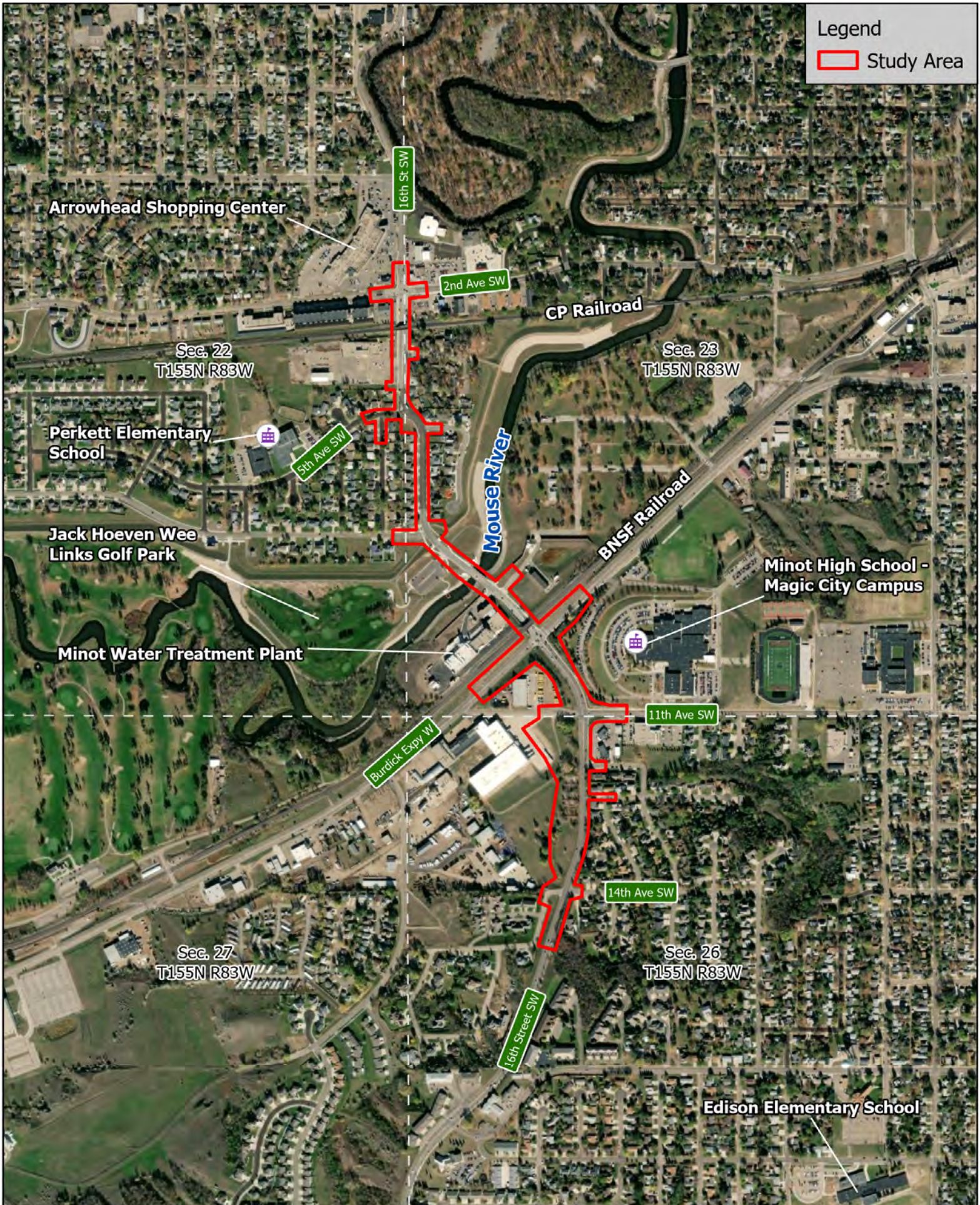
NDDOT Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table								
Project: SU-4-989(134)		PCN: 23860	Location: 16th Street SW Minot			County: Ward		
Species	Listing	Guidance	NDDOT Biologist Review Required?		Determination		Additional Documentation Included	
			Yes	No	Not Present	No Effect		
Determine if the scope of work for the proposed project will require NDDOT Biologist review based on the criteria described for the species/critical habitat below. If review is required for one or more species, a biological assessment, Section 7 Determination Package, or NLEB documentation may be needed. Contact NDDOT Biologist for any questions.			Note - If a species is not present for a county, only "not present" should be checked.					
Whooping Crane (<i>species range includes all of North Dakota</i>)	E	NDDOT Biologist Review required for the adjustment (raising, relocating) of existing above-ground utility lines; or for newly placed poles/towers that require overhead lines/guy wires; unless the adjustments or new installations are in a highly developed or urban area. Review also required for projects requiring major earthwork (i.e. new road construction or roadway widening projects over 1 mile in length) in rural areas within ½ mile of cropland/wetland associations located within the whooping crane migration corridor. Projects outside of the migration corridor do not require NDDOT Biologist review. See link below for a map of the whooping crane migration corridor. Click layers tab, then select whooping crane migration corridor layer. https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Gray Wolf	E	NDDOT Biologist Review required for roadway projects of 2 or more lanes on a new location (i.e., construction of a new roadway).	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
Pallid Sturgeon	E	NDDOT Biologist Review required for work in or along the shoreline of the Missouri River (including reservoirs) and Yellowstone River Systems. Review also required for in-water work for any direct tributary (within 0.5 mile) to the Missouri River (including reservoirs) and Yellowstone River Systems.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Poweshiek Skipperling	E	NDDOT Biologist Review required for work occurring outside of the right of way in Richland and Sargent Counties within undisturbed native tall grass prairie and wet swales. If ground disturbing activities occur outside the ROW in these counties, ETS or a consultant will need to conduct a habitat assessment for this species.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Piping Plover	T	NDDOT Biologist Review required for construction activities occurring outside the paved or graveled surface of the roadway and within ½ mile of designated piping plover critical habitat or known nesting sites from April 15 through August 31. See link for piping plover designated critical habitat: https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Western Prairie Fringed Orchid	T	NDDOT Biologist Review required for all ground disturbing activities on non-flooded, undisturbed ground, known habitat, and native prairie. The species may also be found in roadside ditches with a high probability of the species occurring in or near the Sheyenne National Grasslands. If ground-disturbing activities will be required in Ransom or Richland counties, a survey by ETS or consultant for this species must be completed prior to ground-disturbance.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		

Species	Listing	Guidance	NDDOT Biologist Review Required?		Determination		Additional Documentation Included
			Yes	No	Not Present	No Effect	
Rufa Red Knot	T	NDDOT Biologist Review required for construction activities occurring outside the paved or graveled surface of the roadway and within ½ mile of designated piping plover critical habitat or known nesting sites (species is rare in North Dakota and uses similar habitats as piping plovers during their migration). See link for piping plover designated critical habitat: https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Dakota Skipper	T	NDDOT Biologist Review required for ground disturbing activities outside of the right of way in native prairie containing a high diversity of wildflowers and grasses indicative of Dakota skipper “Type A” or “Type B” habitat. Dakota skippers are not likely to be present in cropped areas, previously cropped areas, non-native hay-lands, pasture, or other grassland that is dominated by non-native species, or in areas where trees or shrubs predominate. The species may occur in some grazed lands that are dominated by native prairie vegetation. If native prairie would be impacted by the project, ETS or a consultant will need to conduct a habitat assessment for this species following the USFWS 2018 Dakota Skipper ND Survey Protocol	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Northern Long-Eared Bat	E	NDDOT Biologist Review required for work on structures* (bridges, box culverts, SPP’s and corrugated metal culverts over 8’ in diameter), the removal of trees or buildings, or ground disturbance in areas with caves, mines, and rock crevices. *Work on structures requires bridge/structure bat assessments, unless exempted by NDDOT Biologist	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	IPaC Documentation
Black-footed Ferret	E	Species is not known to exist in North Dakota at this time. Until more information becomes available for this species in North Dakota, no project-specific review is required.					
Monarch Butterfly	C	Section 7 consultations are not required for candidate species. NDDOT is a partner to the ND Monarch Butterfly and Native Pollinator Strategy and continues to implement pollinator conservation efforts across the state. Project-specific consultation for this species will not be undertaken at thistime.					
Designated Critical Habitat							
Piping Plover Critical Habitat	D	NDDOT Biologist Review required for ground disturbing activities occurring outside the paved or graveled surface of the roadway and within ½ mile of designated piping plover critical habitat or known nesting sites. See link for piping plover designated critical habitat: https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Poweshiek Skipperling Critical Habitat	D	NDDOT Biologist Review required for ground disturbing activities within 0.6 mile of Poweshiek Skipperling critical habitat. See link for Poweshiek Skipperling proposed critical habitat: https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Dakota Skipper Critical Habitat	D	NDDOT Biologist Review required for ground disturbing activities within 0.6 mile of Dakota Skipper critical habitat. See link for Dakota Skipper proposed critical habitat maps: https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Listing Key: E – Endangered T – Threatened C – Candidate D – Designated

Date of last updates to table: 8/2023

Legend
Study Area



Minot City Limits

City of Minot

North Dakota
Be legendary | Transportation

Project Location Map

Project No: SU-4-989(134) PCN: 23860
City of Minot Project 4780
16th Street SW Reconstruction
14th Ave SW to 2nd Ave SW

16th Street SW
RECONSTRUCTION PROJECT

580 290 0 580



Feet





Proposed Woody Vegetation Removal

Project No: SU-4-989(134) PCN: 23860
City of Minot Project 4780
16th Street SW Reconstruction
14th Ave SW to 2nd Ave SW

16th Street SW RECONSTRUCTION PROJECT





United States Department of the Interior

FISH AND WILDLIFE SERVICE
North Dakota Ecological Services Field Office
3425 Miriam Avenue
Bismarck, ND 58501-7926
Phone: (701) 250-4481 Fax: (701) 355-8513



In Reply Refer To:

January 03, 2024

Project Code: 2023-0123403

Project Name: SU-4-989(134), PCN 23860 City of Minot Project 4780 16TH STREET SW
RECONSTRUCTION

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through IPaC by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: <https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see [Migratory Bird Permit | What We Do | U.S. Fish & Wildlife Service \(fws.gov\)](#).

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

North Dakota Ecological Services Field Office

3425 Miriam Avenue

Bismarck, ND 58501-7926

(701) 250-4481

PROJECT SUMMARY

Project Code: 2023-0123403
Project Name: SU-4-989(134), PCN 23860 City of Minot Project 4780 16TH STREET SW RECONSTRUCTION

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The City of Minot, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot, ND.

The project consists of the following:

Reconstruction and possible roadway widening between 14th Ave SW and Burdick Expy.

Reconstruction and concrete pavement repair within existing curblines between Burdick Expy and 2nd Ave SW.
New curb, gutter, and sidewalk.

Possible realignment/reconfiguration of the 5th Ave SW intersection.

Shared-use path construction between 14th Ave SW and Burdick Expy.

New storm sewer, sanitary sewer, and watermain throughout the corridor.

Proposed retention pond at the SW corner of the 11th Ave SW intersection.

Traffic signal replacements at the 11th Ave SW and 2nd Ave SW intersections.

New lighting throughout the corridor.

Traffic is expected to be detoured during construction. This project is expected to be constructed during the 2025 construction season.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@48.22767105,-101.31259440625263,14z>



Counties: Ward County, North Dakota

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered

BIRDS

NAME	STATUS
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Rufa Red Knot <i>Calidris canutus rufa</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane <i>Grus americana</i> Population: Wherever found, except where listed as an experimental population There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

INSECTS

NAME	STATUS
Dakota Skipper <i>Hesperia dacotae</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1028	Threatened
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Apex Engineering Group
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State: ND
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LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration



United States Department of the Interior

FISH AND WILDLIFE SERVICE
North Dakota Ecological Services Field Office
3425 Miriam Avenue
Bismarck, ND 58501-7926
Phone: (701) 250-4481 Fax: (701) 355-8513



In Reply Refer To:

January 04, 2024

Project code: 2023-0123403

Project Name: SU-4-989(134), PCN 23860 City of Minot Project 4780 16TH STREET SW
RECONSTRUCTION

Subject: Concurrence verification letter for the 'SU-4-989(134), PCN 23860 City of Minot Project 4780 16TH STREET SW RECONSTRUCTION' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated January 04, 2024 to verify that the **SU-4-989(134), PCN 23860 City of Minot Project 4780 16TH STREET SW RECONSTRUCTION** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures. **At least one of the qualification interview questions indicated an activity or portion of your project is consistent with a not likely to adversely affect determination therefore, the overall determination for your project is, may affect, and is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*).** Consultation with the Service pursuant to section 7(a)(2) of ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed

Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (provided that the take is reported to the Service).

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet bats are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Dakota Skipper *Hesperia dacotae* Threatened
- Monarch Butterfly *Danaus plexippus* Candidate
- Piping Plover *Charadrius melodus* Threatened
- Rufa Red Knot *Calidris canutus rufa* Threatened
- Whooping Crane *Grus americana* Endangered

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

NAME

SU-4-989(134), PCN 23860 City of Minot Project 4780 16TH STREET SW
RECONSTRUCTION

DESCRIPTION

The City of Minot, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot, ND.

The project consists of the following:

Reconstruction and possible roadway widening between
14th Ave SW and Burdick Expy.

Reconstruction and concrete pavement repair within
existing curblines between Burdick Expy and 2nd Ave SW.
New curb, gutter, and sidewalk.

Possible realignment/reconfiguration of the 5th Ave SW
intersection.

Shared-use path construction between 14th Ave SW and
Burdick Expy.

New storm sewer, sanitary sewer, and watermain
throughout the corridor.

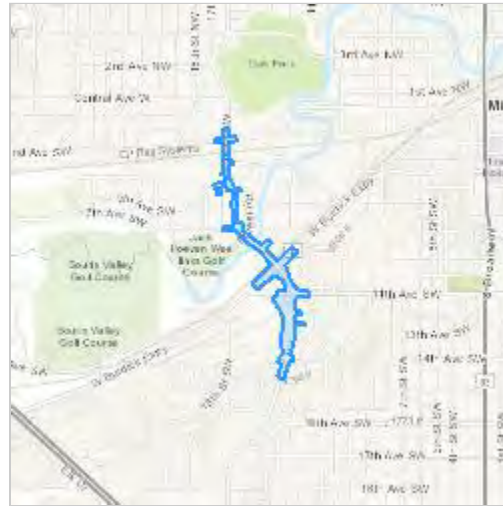
Proposed retention pond at the SW corner of the 11th Ave
SW intersection.

Traffic signal replacements at the 11th Ave SW and 2nd
Ave SW intersections.

New lighting throughout the corridor.

Traffic is expected to be detoured during construction. This project is expected to be
constructed during the 2025 construction season.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@48.22767105,-101.31259440625263,14z>



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

QUALIFICATION INTERVIEW

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

No

2. Is the project within the range of the northern long-eared bat^[1]?

[1] See [northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

15. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

16. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

17. Are *all* trees that are being removed clearly demarcated?

Yes

18. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

Yes

19. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

20. Does the project include slash pile burning?

No

21. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

22. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

23. Will the project involve the use of **temporary** lighting *during* the active season?

No

24. Will the project install *any* new or replace any existing **permanent** lighting in addition to the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities?

Yes

25. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting (other than the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities) will be installed or replaced?

No

26. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

27. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

28. Will the project raise the road profile **above the tree canopy**?

No

29. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

30. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

31. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

32. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

33. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

34. **Tree Removal AMM 3**

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

35. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

36. Lighting AMM 2

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society^[1] to rate the amount of light emitted in unwanted directions?

[1] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

37. Lighting AMM 2

Will the **permanent** lighting used during removal of suitable habitat and/or the removal/trimming of trees within suitable habitat be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

Yes

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

No

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

2.29

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation

agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on October 30, 2023. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the endangered **northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion \(dated March 23, 2023\) for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: North Dakota Department of Transportation

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LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Appendix E

Preliminary Cost Estimates

ENGINEER'S OPINION OF COST (PRELIMINARY): ALTERNATIVE B (SOUTH SEGMENT) WITH POND SCENARIO 1 (SINGLE POND)
NDDOT SU-4-989(134) PCN 23860
MINOT 16TH STREET SW
V4: APRIL 10, 2024

SPEC	CODE	ITEM DESCRIPTION	UNIT	UNIT PRICE	SU		DRAINAGE		CITY		TOTAL	
					PARTICIPATING		FEDERAL 72%	CITY 28%	NON-PARTICIPATING			
					QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
103	0100	CONTRACT BOND	L SUM	\$ 100,000.00	1.00	\$ 100,000.00	-	-	-	-	1.00	\$ 100,000.00
201	0330	CLEARING & GRUBBING	L SUM	\$ 20,000.00	-	-	1.00	\$ 20,000.00	-	-	1.00	\$ 20,000.00
202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	\$ 30.00	7,048	\$ 211,440.00	-	-	-	-	7,048	\$ 211,440.00
202	0130	REMOVAL OF CURB & GUTTER	LF	\$ 7.00	7,012.00	\$ 49,084.00	-	-	-	-	7,012.00	\$ 49,084.00
202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	\$ 10.00	20,294.00	\$ 202,940.00	-	-	-	-	20,294.00	\$ 202,940.00
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES	LF	\$ 30.00	3,396.00	\$ 101,880.00	-	-	-	-	3,396.00	\$ 101,880.00
202	0210	REMOVAL OF MANHOLES	EA	\$ 1,700.00	14.00	\$ 23,800.00	-	-	-	-	14.00	\$ 23,800.00
202	0230	REMOVAL OF INLETS	EA	\$ 700.00	47.00	\$ 32,900.00	-	-	-	-	47.00	\$ 32,900.00
203	0101	COMMON EXCAVATION-TYPE A	CY	\$ 15.00	9,269.00	\$ 139,035.00	-	-	-	-	9,269	\$ 139,035.00
203	0109	TOPSOIL	CY	\$ 40.00	1,460.00	\$ 58,400.00	1,347.00	\$ 53,880.00	-	-	2,807	\$ 112,280.00
203	0113	COMMON EXCAVATION-WASTE	CY	\$ 20.00	4,250.00	\$ 85,000.00	45,000.00	\$ 900,000.00	-	-	49,250.00	\$ 985,000.00
216	0100	WATER	M GAL	\$ 18.00	750.00	\$ 13,500.00	-	-	-	-	750.00	\$ 13,500.00
230	0165	SUBGRADE PREPARATION-TYPE A-12IN	STA	\$ 2,500.00	34.00	\$ 85,000.00	-	-	-	-	34.00	\$ 85,000.00
251	0300	SEEDING CLASS III	ACRE	\$ 14,000.00	2.71	\$ 37,940.00	2.50	\$ 35,000.00	-	-	5.21	\$ 72,940.00
251	2000	TEMPORARY COVER CROP	ACRE	\$ 200.00	2.71	\$ 542.00	2.50	\$ 500.00	-	-	5.21	\$ 1,042.00
253	0201	HYDRAULIC MULCH	ACRE	\$ 2,500.00	5.42	\$ 13,550.00	5.00	\$ 12,500.00	-	-	10.42	\$ 26,050.00
255	0102	ECB TYPE 2	SY	\$ 3.00	-	-	13,600.00	\$ 40,800.00	-	-	13,600.00	\$ 40,800.00
256	0300	RIPRAP GRADE III	CY	\$ 155.00	-	-	70.00	\$ 10,850.00	-	-	70	\$ 10,850.00
258	0100	CONCRETE SLOPE PROTECTION	SY	\$ 200.00	-	-	160.00	\$ 32,000.00	-	-	160.00	\$ 32,000.00
260	0200	SILT FENCE SUPPORTED	LF	\$ 3.00	-	-	3,800.00	\$ 11,400.00	-	-	3,800.00	\$ 11,400.00
261	0112	FIBER ROLLS 12IN	LF	\$ 3.00	-	-	3,800.00	\$ 11,400.00	-	-	3,800.00	\$ 11,400.00
302	0121	AGGREGATE BASE COURSE CL 5	CY	\$ 65.00	9,497.00	\$ 617,305.00	-	-	-	-	9,497.00	\$ 617,305.00
411	0105	MILLING PAVEMENT SURFACE	SY	\$ 28.00	1,117.00	\$ 31,276.00	-	-	-	-	1,117.00	\$ 31,276.00
430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	\$ 275.00	622.00	\$ 171,050.00	-	-	-	-	622.00	\$ 171,050.00
550	0300	8IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 110.00	20,653.00	\$ 2,271,830.00	-	-	-	-	20,653.00	\$ 2,271,830.00
550	0310	10IN NON REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 130.00	1,520.00	\$ 197,600.00	-	-	-	-	1,520.00	\$ 197,600.00
702	0100	MOBILIZATION	L SUM	\$ 700,000.00	1.00	\$ 700,000.00	-	-	-	-	1.00	\$ 700,000.00
704	1500	OBLITERATION OF PAVEMENT MARKING	SF	\$ 2.50	293.00	\$ 732.50	-	-	-	-	293.00	\$ 732.50
704	-	TRAFFIC CONTROL	-	\$ 100,000.00	1.00	\$ 100,000.00	-	-	-	-	1.00	\$ 100,000.00
708	1540	INLET PROTECTION-SPECIAL	EA	\$ 250.00	53.00	\$ 13,250.00	-	-	-	-	53.00	\$ 13,250.00
708	1541	REMOVE INLET PROTECTION-SPECIAL	EA	\$ 50.00	53.00	\$ 2,650.00	-	-	-	-	53.00	\$ 2,650.00
709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	\$ 5.00	26,442.00	\$ 132,210.00	-	-	-	-	26,442.00	\$ 132,210.00
709	0600	GEOTEXTILE FABRIC-TYPE RR	SY	\$ 5.00	-	-	130.00	\$ 650.00	-	-	130.00	\$ 650.00
714	0210	PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	\$ 145.00	-	-	960.00	\$ 139,200.00	-	-	960.00	\$ 139,200.00
714	0315	PIPE CONC REINF 18IN CL III-STORM DRAIN	LF	\$ 175.00	-	-	1,310.00	\$ 229,250.00	-	-	1,310.00	\$ 229,250.00
714	0620	PIPE CONC REINF 24IN CL III-STORM DRAIN	LF	\$ 200.00	-	-	1,070.00	\$ 214,000.00	-	-	1,070.00	\$ 214,000.00
714	0825	PIPE CONC REINF 30IN CL III-STORM DRAIN	LF	\$ 260.00	-	-	1,200.00	\$ 312,000.00	-	-	1,200.00	\$ 312,000.00
714	0910	PIPE CONC REINF 36IN CL III-STORM DRAIN	LF	\$ 400.00	-	-	100.00	\$ 40,000.00	-	-	100.00	\$ 40,000.00
714	1010	PIPE CONC REINF 42IN CL III-STORM DRAIN	LF	\$ 450.00	-	-	180.00	\$ 81,000.00	-	-	180.00	\$ 81,000.00
714	1110	PIPE CONC REINF 48IN CL III-STORM DRAIN	LF	\$ 550.00	-	-	790.00	\$ 434,500.00	-	-	790.00	\$ 434,500.00
714	3020	END SECT-CONC REINF 24IN	EA	\$ 2,200.00	-	-	1.00	\$ 2,200.00	-	-	1.00	\$ 2,200.00
714	3045	END SECT-CONC REINF 48IN	EA	\$ 3,000.00	-	-	2.00	\$ 6,000.00	-	-	2.00	\$ 6,000.00
714	9696	EDGEDRAIN NON PERMEABLE BASE	LF	\$ 30.00	1,000.00	\$ 30,000.00	-	-	-	-	1,000.00	\$ 30,000.00
722	0100	MANHOLE 48IN	EA	\$ 8,000.00	-	-	4.00	\$ 32,000.00	-	-	4.00	\$ 32,000.00
722	0110	MANHOLE 60IN	EA	\$ 11,000.00	-	-	2.00	\$ 22,000.00	-	-	2.00	\$ 22,000.00
722	0120	MANHOLE 72IN	EA	\$ 15,000.00	-	-	1.00	\$ 15,000.00	-	-	1.00	\$ 15,000.00

ENGINEER'S OPINION OF COST (PRELIMINARY): ALTERNATIVE B (SOUTH SEGMENT) WITH POND SCENARIO 1 (SINGLE POND)
NDDOT SU-4-989(134) PCN 23860
MINOT 16TH STREET SW
V4: APRIL 10, 2024

SPEC	CODE	ITEM DESCRIPTION	UNIT	UNIT PRICE	SU		DRAINAGE		CITY		TOTAL	
					PARTICIPATING		FEDERAL 72%	CITY 28%	NON-PARTICIPATING			
					QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
722	0200	MANHOLE 108IN	EA	\$ 40,000.00	-	-	3.00	\$ 120,000.00	-	-	3.00	\$ 120,000.00
722	3510	INLET-TYPE 2	EA	\$ 6,500.00	-	-	22.00	\$ 143,000.00	-	-	22.00	\$ 143,000.00
722	3520	INLET-TYPE 2 DOUBLE	EA	\$ 8,000.00	-	-	15.00	\$ 120,000.00	-	-	15.00	\$ 120,000.00
722	3701	INLET SPECIAL-TYPE 2 48IN	EA	\$ 8,000.00	-	-	4.00	\$ 32,000.00	-	-	4.00	\$ 32,000.00
722	3761	INLET SPECIAL-TYPE 2 60IN	EA	\$ 11,000.00	-	-	8.00	\$ 88,000.00	-	-	8.00	\$ 88,000.00
722	3766	INLET SPECIAL-TYPE 2 72IN	EA	\$ 15,000.00	-	-	2.00	\$ 30,000.00	-	-	2.00	\$ 30,000.00
722	3768	INLET SPECIAL-TYPE 2 84IN	EA	\$ 25,000.00	-	-	1.00	\$ 25,000.00	-	-	1.00	\$ 25,000.00
722	3769	INLET SPECIAL-TYPE 2 96IN	EA	\$ 30,000.00	-	-	1.00	\$ 30,000.00	-	-	1.00	\$ 30,000.00
722	3920	INLET SLOTTED DRAIN 18IN	LF	\$ 300.00	-	-	250.00	\$ 75,000.00	-	-	250.00	\$ 75,000.00
722	3940	INLET SLOTTED DRAIN 24IN	LF	\$ 350.00	-	-	60.00	\$ 21,000.00	-	-	60.00	\$ 21,000.00
724	0210	FITTINGS-DUCTILE IRON	LBS	\$ 20.00	-	-	-	-	2,000.00	\$ 40,000.00	2,000.00	\$ 40,000.00
724	0852	WATERMAIN 16IN PVC	LF	\$ 275.00	-	-	-	-	850.00	\$ 233,750.00	850.00	\$ 233,750.00
748	0140	CURB & GUTTER-TYPE I	LF	\$ 30.00	322.00	\$ 9,660.00	-	-	-	-	322.00	\$ 9,660.00
748	0190	CURB & GUTTER-TYPE I 30IN	LF	\$ 35.00	6,711.00	\$ 234,885.00	-	-	-	-	6,711.00	\$ 234,885.00
750	0030	PIGMENTED IMPRINTED CONCRETE	SY	\$ 165.00	663.00	\$ 109,395.00	-	-	-	-	663.00	\$ 109,395.00
750	0115	SIDEWALK CONCRETE 4IN	SY	\$ 65.00	3,016.00	\$ 196,040.00	-	-	-	-	3,016.00	\$ 196,040.00
750	0140	SIDEWALK CONCRETE 6IN	SY	\$ 70.00	180.00	\$ 12,600.00	-	-	-	-	180.00	\$ 12,600.00
750	1016	DRIVEWAY CONCRETE 6IN REINFORCED	SY	\$ 90.00	64.00	\$ 5,760.00	-	-	-	-	64.00	\$ 5,760.00
750	2115	DETECTABLE WARNING PANELS	SF	\$ 80.00	302.00	\$ 24,160.00	-	-	-	-	302.00	\$ 24,160.00
754	9095	SIGNING	L SUM	\$ 15,000.00	1.00	\$ 15,000.00	-	-	-	-	1.00	\$ 15,000.00
762	0122	PREFORMED PATTERNED PVMT MK-MESSAGE(GROOVED)	SF	\$ 40.00	336.00	\$ 13,440.00	-	-	-	-	336.00	\$ 13,440.00
762	1270	PREFORMED THERMO PLASTIC PVMT MK 24IN LINE	LF	\$ 40.00	663.00	\$ 26,520.00	-	-	-	-	663.00	\$ 26,520.00
762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROOVED	LF	\$ 15.00	74.00	\$ 1,110.00	-	-	-	-	74.00	\$ 1,110.00
762	1344	PREF PATT PVMT MK 7IN LINE CONTRAST-GROOVED	LF	\$ 10.00	11,850.00	\$ 118,500.00	-	-	-	-	11,850.00	\$ 118,500.00
762	1348	PREF PATT PVMT MK 11IN LINE CONTRAST-GROOVED	LF	\$ 24.00	1,190.00	\$ 28,560.00	-	-	-	-	1,190.00	\$ 28,560.00
762	2000	COLORLED BIKE LANE PAVEMENT MARKING	SF	\$ 50.00	230.00	\$ 11,500.00	-	-	-	-	230.00	\$ 11,500.00
770	0001	LIGHTING SYSTEM	EA	\$ 220,000.00	1.00	\$ 220,000.00	-	-	-	-	1.00	\$ 220,000.00
772	0001	TRAFFIC SIGNALS SYSTEM	EA	\$ 575,000.00	1.00	\$ 575,000.00	-	-	-	-	1.00	\$ 575,000.00
910	0010	VIDEO INSPECTION - UNDERGROUND PIPE	EA	\$ 30,000.00	-	-	1.00	\$ 30,000.00	-	-	1.00	\$ 30,000.00
910	0480	TRASH RACK	EA	\$ 4,000.00	-	-	2.00	\$ 8,000.00	-	-	2.00	\$ 8,000.00
920	0266	INLET STRUCTURE	EA	\$ 60,000.00	-	-	1.00	\$ 60,000.00	-	-	1.00	\$ 60,000.00
930	9548	CAST IN PLACE RETAINING WALL	EA	\$ 100,000.00	1.00	\$ 100,000.00	-	-	-	-	1.00	\$ 100,000.00
A - CONSTRUCTION COST SUBTOTAL (2024 DOLLARS):					-	\$ 7,125,044.50	-	\$ 3,438,130.00	-	\$ 273,750.00	-	\$ 10,836,924.50
B - CONTINGENCY (5%)					-	\$ 356,252.23	-	\$ 171,906.50	-	\$ 13,687.50	-	\$ 541,846.23
(A+B) - CONSTRUCTION SUBTOTAL					-	\$ 7,481,296.73	-	\$ 3,610,036.50	-	\$ 287,437.50	-	\$ 11,378,770.73
C - CONSTRUCTION TOTAL (ROUNDED) (WITH 5% INFLATION TO 2025 DOLLARS)					-	\$ 7,855,000.00	-	\$ 3,791,000.00	-	\$ 302,000.00	-	\$ 11,948,000.00
D=(C*.15) - ENGINEERING(15%)					-	\$ -	-	\$ -	-	\$ 1,792,200.00	-	\$ 1,792,200.00
E - RIGHT OF WAY COSTS					-	\$ -	-	\$ -	-	\$ 280,000.00	-	\$ 280,000.00
F=(C+D+E) - GRAND TOTAL					-	\$ 7,855,000.00	-	\$ 3,791,000.00	-	\$ 2,374,200.00	-	\$ 14,020,200.00
FEDERAL FUNDS (CAPPED AT \$7,790,256):					80.93%	\$ 6,357,051.50	72.00%	\$ 2,729,520.00	-	-	-	\$ 7,790,256.00
CITY FUNDS (INCLUDING PORTION OVER FEDERAL CAP):					19.07%	\$ 1,497,948.50	28.00%	\$ 1,061,480.00	100%	\$ 2,374,200.00	-	\$ 6,229,944.00

ENGINEER'S OPINION OF COST (PRELIMINARY): ALTERNATIVE B (SOUTH SEGMENT) WITH POND SCENARIO 3A (TWO-TIERED POND)
NDDOT SU-4-989(134) PCN 23860
MINOT 16TH STREET SW
V4: APRIL 10, 2024

SPEC	CODE	ITEM DESCRIPTION	UNIT	UNIT PRICE	SU		DRAINAGE		CITY		TOTAL	
					PARTICIPATING		FEDERAL 72%	CITY 28%	NON-PARTICIPATING			
					QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
103	0100	CONTRACT BOND	L SUM	\$ 100,000.00	1.00	\$ 100,000.00	-	-	-	-	1.00	\$ 100,000.00
201	0330	CLEARING & GRUBBING	L SUM	\$ 20,000.00	-	-	1.00	\$ 20,000.00	-	-	1.00	\$ 20,000.00
202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	\$ 30.00	7,048	\$ 211,440.00	-	-	-	-	7,048	\$ 211,440.00
202	0130	REMOVAL OF CURB & GUTTER	LF	\$ 7.00	7,012.00	\$ 49,084.00	-	-	-	-	7,012.00	\$ 49,084.00
202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	\$ 10.00	20,294.00	\$ 202,940.00	-	-	-	-	20,294.00	\$ 202,940.00
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES	LF	\$ 30.00	3,447.00	\$ 103,410.00	-	-	-	-	3,447.00	\$ 103,410.00
202	0210	REMOVAL OF MANHOLES	EA	\$ 1,700.00	14.00	\$ 23,800.00	-	-	-	-	14.00	\$ 23,800.00
202	0230	REMOVAL OF INLETS	EA	\$ 700.00	49.00	\$ 34,300.00	-	-	-	-	49.00	\$ 34,300.00
203	0101	COMMON EXCAVATION-TYPE A	CY	\$ 15.00	9,269.00	\$ 139,035.00	-	-	-	-	9,269	\$ 139,035.00
203	0109	TOPSOIL	CY	\$ 40.00	1,460.00	\$ 58,400.00	2,783.00	\$ 111,320.00	-	-	4,243	\$ 169,720.00
203	0113	COMMON EXCAVATION-WASTE	CY	\$ 20.00	4,250.00	\$ 85,000.00	73,700.00	\$ 1,474,000.00	-	-	77,950.00	\$ 1,559,000.00
216	0100	WATER	M GAL	\$ 18.00	750.00	\$ 13,500.00	-	-	-	-	750.00	\$ 13,500.00
230	0165	SUBGRADE PREPARATION-TYPE A-12IN	STA	\$ 2,500.00	34.00	\$ 85,000.00	-	-	-	-	34.00	\$ 85,000.00
251	0300	SEEDING CLASS III	ACRE	\$ 14,000.00	2.71	\$ 37,940.00	5.17	\$ 72,380.00	-	-	7.88	\$ 110,320.00
251	2000	TEMPORARY COVER CROP	ACRE	\$ 200.00	2.71	\$ 542.00	5.17	\$ 1,034.00	-	-	7.88	\$ 1,576.00
253	0201	HYDRAULIC MULCH	ACRE	\$ 2,500.00	5.42	\$ 13,550.00	10.34	\$ 25,850.00	-	-	15.76	\$ 39,400.00
255	0102	ECB TYPE 2	SY	\$ 3.00	-	-	25,700.00	\$ 77,100.00	-	-	25,700.00	\$ 77,100.00
256	0300	RIPRAP GRADE III	CY	\$ 155.00	-	-	120.00	\$ 18,600.00	-	-	120	\$ 18,600.00
258	0100	CONCRETE SLOPE PROTECTION	SY	\$ 200.00	-	-	160.00	\$ 32,000.00	-	-	160.00	\$ 32,000.00
260	0200	SILT FENCE SUPPORTED	LF	\$ 3.00	-	-	5,900.00	\$ 17,700.00	-	-	5,900.00	\$ 17,700.00
261	0112	FIBER ROLLS 12IN	LF	\$ 3.00	-	-	5,900.00	\$ 17,700.00	-	-	5,900.00	\$ 17,700.00
302	0121	AGGREGATE BASE COURSE CL 5	CY	\$ 65.00	9,497.00	\$ 617,305.00	-	-	-	-	9,497.00	\$ 617,305.00
411	0105	MILLING PAVEMENT SURFACE	SY	\$ 28.00	1,117.00	\$ 31,276.00	-	-	-	-	1,117.00	\$ 31,276.00
430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	\$ 275.00	622.00	\$ 171,050.00	-	-	-	-	622.00	\$ 171,050.00
550	0300	8IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 110.00	20,653.00	\$ 2,271,830.00	-	-	-	-	20,653.00	\$ 2,271,830.00
550	0310	10IN NON REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 130.00	1,520.00	\$ 197,600.00	-	-	-	-	1,520.00	\$ 197,600.00
702	0100	MOBILIZATION	L SUM	\$ 700,000.00	1.00	\$ 700,000.00	-	-	-	-	1.00	\$ 700,000.00
704	1500	OBLITERATION OF PAVEMENT MARKING	SF	\$ 2.50	293.00	\$ 732.50	-	-	-	-	293.00	\$ 732.50
704	-	TRAFFIC CONTROL	-	\$ 100,000.00	1.00	\$ 100,000.00	-	-	-	-	1.00	\$ 100,000.00
708	1540	INLET PROTECTION-SPECIAL	EA	\$ 250.00	53.00	\$ 13,250.00	-	-	-	-	53.00	\$ 13,250.00
708	1541	REMOVE INLET PROTECTION-SPECIAL	EA	\$ 50.00	53.00	\$ 2,650.00	-	-	-	-	53.00	\$ 2,650.00
709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	\$ 5.00	26,442.00	\$ 132,210.00	-	-	-	-	26,442.00	\$ 132,210.00
709	0600	GEOTEXTILE FABRIC-TYPE RR	SY	\$ 5.00	-	-	220.00	\$ 1,100.00	-	-	220.00	\$ 1,100.00
714	0210	PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	\$ 145.00	-	-	780.00	\$ 113,100.00	-	-	780.00	\$ 113,100.00
714	0315	PIPE CONC REINF 18IN CL III-STORM DRAIN	LF	\$ 175.00	-	-	1,400.00	\$ 245,000.00	-	-	1,400.00	\$ 245,000.00
714	0620	PIPE CONC REINF 24IN CL III-STORM DRAIN	LF	\$ 200.00	-	-	1,240.00	\$ 248,000.00	-	-	1,240.00	\$ 248,000.00
714	0825	PIPE CONC REINF 30IN CL III-STORM DRAIN	LF	\$ 260.00	-	-	1,340.00	\$ 348,400.00	-	-	1,340.00	\$ 348,400.00
714	0910	PIPE CONC REINF 36IN CL III-STORM DRAIN	LF	\$ 400.00	-	-	180.00	\$ 72,000.00	-	-	180.00	\$ 72,000.00
714	1010	PIPE CONC REINF 42IN CL III-STORM DRAIN	LF	\$ 450.00	-	-	80.00	\$ 36,000.00	-	-	80.00	\$ 36,000.00
714	1110	PIPE CONC REINF 48IN CL III-STORM DRAIN	LF	\$ 550.00	-	-	320.00	\$ 176,000.00	-	-	320.00	\$ 176,000.00
714	3020	END SECT-CONC REINF 24IN	EA	\$ 2,200.00	-	-	2.00	\$ 4,400.00	-	-	2.00	\$ 4,400.00
714	3040	END SECT-CONC REINF 42IN	EA	\$ 2,800.00	-	-	1.00	\$ 2,800.00	-	-	1.00	\$ 2,800.00
714	3045	END SECT-CONC REINF 48IN	EA	\$ 3,000.00	-	-	2.00	\$ 6,000.00	-	-	2.00	\$ 6,000.00
714	9696	EDGEDRAIN NON PERMEABLE BASE	LF	\$ 30.00	1,000.00	\$ 30,000.00	-	-	-	-	1,000.00	\$ 30,000.00
722	0100	MANHOLE 48IN	EA	\$ 8,000.00	-	-	5.00	\$ 40,000.00	-	-	5.00	\$ 40,000.00
722	0110	MANHOLE 60IN	EA	\$ 11,000.00	-	-	2.00	\$ 22,000.00	-	-	2.00	\$ 22,000.00

ENGINEER'S OPINION OF COST (PRELIMINARY): ALTERNATIVE B (SOUTH SEGMENT) WITH POND SCENARIO 3A (TWO-TIERED POND)
NDDOT SU-4-989(134) PCN 23860
MINOT 16TH STREET SW
V4: APRIL 10, 2024

SPEC	CODE	ITEM DESCRIPTION	UNIT	UNIT PRICE	SU		DRAINAGE		CITY		TOTAL	
					PARTICIPATING		FEDERAL 72%	CITY 28%	NON-PARTICIPATING			
					QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
722	0120	MANHOLE 72IN	EA	\$ 15,000.00	-	-	1.00	\$ 15,000.00	-	-	1.00	\$ 15,000.00
722	0200	MANHOLE 108IN	EA	\$ 40,000.00	-	-	2.00	\$ 80,000.00	-	-	2.00	\$ 80,000.00
722	3510	INLET-TYPE 2	EA	\$ 6,500.00	-	-	22.00	\$ 143,000.00	-	-	22.00	\$ 143,000.00
722	3520	INLET-TYPE 2 DOUBLE	EA	\$ 8,000.00	-	-	15.00	\$ 120,000.00	-	-	15.00	\$ 120,000.00
722	3701	INLET SPECIAL-TYPE 2 48IN	EA	\$ 8,000.00	-	-	4.00	\$ 32,000.00	-	-	4.00	\$ 32,000.00
722	3761	INLET SPECIAL-TYPE 2 60IN	EA	\$ 11,000.00	-	-	8.00	\$ 88,000.00	-	-	8.00	\$ 88,000.00
722	3766	INLET SPECIAL-TYPE 2 72IN	EA	\$ 15,000.00	-	-	2.00	\$ 30,000.00	-	-	2.00	\$ 30,000.00
722	3768	INLET SPECIAL-TYPE 2 84IN	EA	\$ 25,000.00	-	-	1.00	\$ 25,000.00	-	-	1.00	\$ 25,000.00
722	3769	INLET SPECIAL-TYPE 2 96IN	EA	\$ 30,000.00	-	-	1.00	\$ 30,000.00	-	-	1.00	\$ 30,000.00
722	3920	INLET SLOTTED DRAIN 18IN	LF	\$ 300.00	-	-	250.00	\$ 75,000.00	-	-	250.00	\$ 75,000.00
722	3940	INLET SLOTTED DRAIN 24IN	LF	\$ 350.00	-	-	60.00	\$ 21,000.00	-	-	60.00	\$ 21,000.00
724	0210	FITTINGS-DUCTILE IRON	LBS	\$ 20.00	-	-	-	-	1,000.00	\$ 20,000.00	1,000.00	\$ 20,000.00
724	0852	WATERMAIN 16IN PVC	LF	\$ 275.00	-	-	-	-	400.00	\$ 110,000.00	400.00	\$ 110,000.00
748	0140	CURB & GUTTER-TYPE I	LF	\$ 30.00	322.00	\$ 9,660.00	-	-	-	-	322.00	\$ 9,660.00
748	0190	CURB & GUTTER-TYPE I 30IN	LF	\$ 35.00	6,711.00	\$ 234,885.00	-	-	-	-	6,711.00	\$ 234,885.00
750	0030	PIGMENTED IMPRINTED CONCRETE	SY	\$ 165.00	663.00	\$ 109,395.00	-	-	-	-	663.00	\$ 109,395.00
750	0115	SIDEWALK CONCRETE 4IN	SY	\$ 65.00	3,016.00	\$ 196,040.00	-	-	-	-	3,016.00	\$ 196,040.00
750	0140	SIDEWALK CONCRETE 6IN	SY	\$ 70.00	180.00	\$ 12,600.00	-	-	-	-	180.00	\$ 12,600.00
750	1016	DRIVEWAY CONCRETE 6IN REINFORCED	SY	\$ 90.00	64.00	\$ 5,760.00	-	-	-	-	64.00	\$ 5,760.00
750	2115	DETECTABLE WARNING PANELS	SF	\$ 80.00	302.00	\$ 24,160.00	-	-	-	-	302.00	\$ 24,160.00
754	9095	SIGNING	L SUM	\$ 15,000.00	1.00	\$ 15,000.00	-	-	-	-	1.00	\$ 15,000.00
762	0122	PREFORMED PATTERNED PVMT MK-MESSAGE(GROOVED)	SF	\$ 40.00	336.00	\$ 13,440.00	-	-	-	-	336.00	\$ 13,440.00
762	1270	PREFORMED THERMO PLASTIC PVMT MK 24IN LINE	LF	\$ 40.00	663.00	\$ 26,520.00	-	-	-	-	663.00	\$ 26,520.00
762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROOVED	LF	\$ 15.00	74.00	\$ 1,110.00	-	-	-	-	74.00	\$ 1,110.00
762	1344	PREF PATT PVMT MK 7IN LINE CONTRAST-GROOVED	LF	\$ 10.00	11,850.00	\$ 118,500.00	-	-	-	-	11,850.00	\$ 118,500.00
762	1348	PREF PATT PVMT MK 11IN LINE CONTRAST-GROOVED	LF	\$ 24.00	1,190.00	\$ 28,560.00	-	-	-	-	1,190.00	\$ 28,560.00
762	2000	COLORLED BIKE LANE PAVEMENT MARKING	SF	\$ 50.00	230.00	\$ 11,500.00	-	-	-	-	230.00	\$ 11,500.00
770	0001	LIGHTING SYSTEM	EA	\$ 220,000.00	1.00	\$ 220,000.00	-	-	-	-	1.00	\$ 220,000.00
772	0001	TRAFFIC SIGNALS SYSTEM	EA	\$ 575,000.00	1.00	\$ 575,000.00	-	-	-	-	1.00	\$ 575,000.00
910	0010	VIDEO INSPECTION - UNDERGROUND PIPE	EA	\$ 30,000.00	-	-	1.00	\$ 30,000.00	-	-	1.00	\$ 30,000.00
910	0480	TRASH RACK	EA	\$ 4,000.00	-	-	3.00	\$ 12,000.00	-	-	3.00	\$ 12,000.00
920	0266	INLET STRUCTURE	EA	\$ 60,000.00	-	-	1.00	\$ 60,000.00	-	-	1.00	\$ 60,000.00
930	9548	CAST IN PLACE RETAINING WALL	EA	\$ 100,000.00	1.00	\$ 100,000.00	-	-	-	-	1.00	\$ 100,000.00
A - CONSTRUCTION COST SUBTOTAL (2024 DOLLARS):					-	\$ 7,127,974.50	-	\$ 3,943,484.00	-	\$ 130,000.00	-	\$ 11,201,458.50
B - CONTINGENCY (5%)					-	\$ 356,398.73	-	\$ 197,174.20	-	\$ 6,500.00	-	\$ 560,072.93
(A+B) - CONSTRUCTION SUBTOTAL					-	\$ 7,484,373.23	-	\$ 4,140,658.20	-	\$ 136,500.00	-	\$ 11,761,531.43
C - CONSTRUCTION TOTAL (ROUNDED) (WITH 5% INFLATION TO 2025 DOLLARS)					-	\$ 7,859,000.00	-	\$ 4,348,000.00	-	\$ 143,000.00	-	\$ 12,350,000.00
D=(C*.15) - ENGINEERING(15%)					-	\$ -	-	\$ -	-	\$ 1,852,500.00	-	\$ 1,852,500.00
E - RIGHT OF WAY COSTS					-	\$ -	-	\$ -	-	\$ 1,000,000.00	-	\$ 1,000,000.00
F=(C+D+E) - GRAND TOTAL					-	\$ 7,859,000.00	-	\$ 4,348,000.00	-	\$ 2,995,500.00	-	\$ 15,202,500.00
FEDERAL FUNDS (CAPPED AT \$7,790,256):					80.93%	\$ 6,360,288.70	72.00%	\$ 3,130,560.00	-	-	-	\$ 7,790,256.00
CITY FUNDS (INCLUDING PORTION OVER FEDERAL CAP):					19.07%	\$ 1,498,711.30	28.00%	\$ 1,217,440.00	100%	\$ 2,995,500.00	-	\$ 7,412,244.00

ENGINEER'S OPINION OF COST (PRELIMINARY): ALTERNATIVE B (SOUTH SEGMENT) WITH POND SCENARIO 4 (TWO-TIERED POND)
NDDOT SU-4-989(134) PCN 23860
MINOT 16TH STREET SW
V4: APRIL 10, 2024

SPEC	CODE	ITEM DESCRIPTION	UNIT	UNIT PRICE	SU		DRAINAGE		CITY		TOTAL	
					PARTICIPATING		FEDERAL 72%	CITY 28%	NON-PARTICIPATING			
					QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
103	0100	CONTRACT BOND	L SUM	\$ 100,000.00	1.00	\$ 100,000.00	-	-	-	-	1.00	\$ 100,000.00
201	0330	CLEARING & GRUBBING	L SUM	\$ 20,000.00	-	-	1.00	\$ 20,000.00	-	-	1.00	\$ 20,000.00
202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	\$ 30.00	7,048	\$ 211,440.00	-	-	-	-	7,048	\$ 211,440.00
202	0130	REMOVAL OF CURB & GUTTER	LF	\$ 7.00	7,012.00	\$ 49,084.00	-	-	-	-	7,012.00	\$ 49,084.00
202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	\$ 10.00	20,294.00	\$ 202,940.00	-	-	-	-	20,294.00	\$ 202,940.00
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES	LF	\$ 30.00	3,447.00	\$ 103,410.00	-	-	-	-	3,447.00	\$ 103,410.00
202	0210	REMOVAL OF MANHOLES	EA	\$ 1,700.00	14.00	\$ 23,800.00	-	-	-	-	14.00	\$ 23,800.00
202	0230	REMOVAL OF INLETS	EA	\$ 700.00	47.00	\$ 32,900.00	-	-	-	-	47.00	\$ 32,900.00
203	0101	COMMON EXCAVATION-TYPE A	CY	\$ 15.00	9,269.00	\$ 139,035.00	-	-	-	-	9,269	\$ 139,035.00
203	0109	TOPSOIL	CY	\$ 40.00	1,460.00	\$ 58,400.00	2,783.00	\$ 111,320.00	-	-	4,243	\$ 169,720.00
203	0113	COMMON EXCAVATION-WASTE	CY	\$ 20.00	4,250.00	\$ 85,000.00	62,700.00	\$ 1,254,000.00	-	-	66,950.00	\$ 1,339,000.00
216	0100	WATER	M GAL	\$ 18.00	750.00	\$ 13,500.00	-	-	-	-	750.00	\$ 13,500.00
230	0165	SUBGRADE PREPARATION-TYPE A-12IN	STA	\$ 2,500.00	34.00	\$ 85,000.00	-	-	-	-	34.00	\$ 85,000.00
251	0300	SEEDING CLASS III	ACRE	\$ 14,000.00	2.71	\$ 37,940.00	5.17	\$ 72,380.00	-	-	7.88	\$ 110,320.00
251	2000	TEMPORARY COVER CROP	ACRE	\$ 200.00	2.71	\$ 542.00	5.17	\$ 1,034.00	-	-	7.88	\$ 1,576.00
253	0201	HYDRAULIC MULCH	ACRE	\$ 2,500.00	5.42	\$ 13,550.00	10.34	\$ 25,850.00	-	-	15.76	\$ 39,400.00
255	0102	ECB TYPE 2	SY	\$ 3.00	-	-	26,200.00	\$ 78,600.00	-	-	26,200.00	\$ 78,600.00
256	0300	RIPRAP GRADE III	CY	\$ 155.00	-	-	120.00	\$ 18,600.00	-	-	120	\$ 18,600.00
258	0100	CONCRETE SLOPE PROTECTION	SY	\$ 200.00	-	-	330.00	\$ 66,000.00	-	-	330.00	\$ 66,000.00
260	0200	SILT FENCE SUPPORTED	LF	\$ 3.00	-	-	5,700.00	\$ 17,100.00	-	-	5,700.00	\$ 17,100.00
261	0112	FIBER ROLLS 12IN	LF	\$ 3.00	-	-	5,700.00	\$ 17,100.00	-	-	5,700.00	\$ 17,100.00
302	0121	AGGREGATE BASE COURSE CL 5	CY	\$ 65.00	9,497.00	\$ 617,305.00	-	-	-	-	9,497.00	\$ 617,305.00
411	0105	MILLING PAVEMENT SURFACE	SY	\$ 28.00	1,117.00	\$ 31,276.00	-	-	-	-	1,117.00	\$ 31,276.00
430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	\$ 275.00	622.00	\$ 171,050.00	-	-	-	-	622.00	\$ 171,050.00
550	0300	8IN NON-REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 110.00	20,653.00	\$ 2,271,830.00	-	-	-	-	20,653.00	\$ 2,271,830.00
550	0310	10IN NON REINF CONCRETE PVMT CL AE-DOWELED	SY	\$ 130.00	1,520.00	\$ 197,600.00	-	-	-	-	1,520.00	\$ 197,600.00
702	0100	MOBILIZATION	L SUM	\$ 700,000.00	1.00	\$ 700,000.00	-	-	-	-	1.00	\$ 700,000.00
704	1500	OBLITERATION OF PAVEMENT MARKING	SF	\$ 2.50	293.00	\$ 732.50	-	-	-	-	293.00	\$ 732.50
704	-	TRAFFIC CONTROL	-	\$ 100,000.00	1.00	\$ 100,000.00	-	-	-	-	1.00	\$ 100,000.00
708	1540	INLET PROTECTION-SPECIAL	EA	\$ 250.00	53.00	\$ 13,250.00	-	-	-	-	53.00	\$ 13,250.00
708	1541	REMOVE INLET PROTECTION-SPECIAL	EA	\$ 50.00	53.00	\$ 2,650.00	-	-	-	-	53.00	\$ 2,650.00
709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	\$ 5.00	26,442.00	\$ 132,210.00	-	-	-	-	26,442.00	\$ 132,210.00
709	0600	GEOTEXTILE FABRIC-TYPE RR	SY	\$ 5.00	-	-	220.00	\$ 1,100.00	-	-	220.00	\$ 1,100.00
714	0210	PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	\$ 145.00	-	-	960.00	\$ 139,200.00	-	-	960.00	\$ 139,200.00
714	0315	PIPE CONC REINF 18IN CL III-STORM DRAIN	LF	\$ 175.00	-	-	1,290.00	\$ 225,750.00	-	-	1,290.00	\$ 225,750.00
714	0620	PIPE CONC REINF 24IN CL III-STORM DRAIN	LF	\$ 200.00	-	-	1,290.00	\$ 258,000.00	-	-	1,290.00	\$ 258,000.00
714	0825	PIPE CONC REINF 30IN CL III-STORM DRAIN	LF	\$ 260.00	-	-	1,340.00	\$ 348,400.00	-	-	1,340.00	\$ 348,400.00
714	0910	PIPE CONC REINF 36IN CL III-STORM DRAIN	LF	\$ 400.00	-	-	80.00	\$ 32,000.00	-	-	80.00	\$ 32,000.00
714	1110	PIPE CONC REINF 48IN CL III-STORM DRAIN	LF	\$ 550.00	-	-	600.00	\$ 330,000.00	-	-	600.00	\$ 330,000.00
714	3020	END SECT-CONC REINF 24IN	EA	\$ 2,200.00	-	-	2.00	\$ 4,400.00	-	-	2.00	\$ 4,400.00
714	3045	END SECT-CONC REINF 48IN	EA	\$ 3,000.00	-	-	3.00	\$ 9,000.00	-	-	3.00	\$ 9,000.00
714	9696	EDGEDRAIN NON PERMEABLE BASE	LF	\$ 30.00	1,000.00	\$ 30,000.00	-	-	-	-	1,000.00	\$ 30,000.00
722	0100	MANHOLE 48IN	EA	\$ 8,000.00	-	-	5.00	\$ 40,000.00	-	-	5.00	\$ 40,000.00
722	0110	MANHOLE 60IN	EA	\$ 11,000.00	-	-	2.00	\$ 22,000.00	-	-	2.00	\$ 22,000.00
722	0120	MANHOLE 72IN	EA	\$ 15,000.00	-	-	1.00	\$ 15,000.00	-	-	1.00	\$ 15,000.00
722	0200	MANHOLE 108IN	EA	\$ 40,000.00	-	-	2.00	\$ 80,000.00	-	-	2.00	\$ 80,000.00

ENGINEER'S OPINION OF COST (PRELIMINARY): ALTERNATIVE B (SOUTH SEGMENT) WITH POND SCENARIO 4 (TWO-TIERED POND)
NDDOT SU-4-989(134) PCN 23860
MINOT 16TH STREET SW
V4: APRIL 10, 2024

SPEC	CODE	ITEM DESCRIPTION	UNIT	UNIT PRICE	SU		DRAINAGE		CITY		TOTAL	
					PARTICIPATING		FEDERAL 72%	CITY 28%	NON-PARTICIPATING			
					QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
722	3510	INLET-TYPE 2	EA	\$ 6,500.00	-	-	22.00	\$ 143,000.00	-	-	22.00	\$ 143,000.00
722	3520	INLET-TYPE 2 DOUBLE	EA	\$ 8,000.00	-	-	17.00	\$ 136,000.00	-	-	17.00	\$ 136,000.00
722	3701	INLET SPECIAL-TYPE 2 48IN	EA	\$ 8,000.00	-	-	3.00	\$ 24,000.00	-	-	3.00	\$ 24,000.00
722	3761	INLET SPECIAL-TYPE 2 60IN	EA	\$ 11,000.00	-	-	6.00	\$ 66,000.00	-	-	6.00	\$ 66,000.00
722	3766	INLET SPECIAL-TYPE 2 72IN	EA	\$ 15,000.00	-	-	4.00	\$ 60,000.00	-	-	4.00	\$ 60,000.00
722	3768	INLET SPECIAL-TYPE 2 84IN	EA	\$ 25,000.00	-	-	2.00	\$ 50,000.00	-	-	2.00	\$ 50,000.00
722	3769	INLET SPECIAL-TYPE 2 96IN	EA	\$ 30,000.00	-	-	1.00	\$ 30,000.00	-	-	1.00	\$ 30,000.00
722	3830	INLET SPECIAL-TYPE 2 108IN	EA	\$ 35,000.00	-	-	1.00	\$ 35,000.00	-	-	1.00	\$ 35,000.00
722	3920	INLET SLOTTED DRAIN 18IN	LF	\$ 300.00	-	-	250.00	\$ 75,000.00	-	-	250.00	\$ 75,000.00
722	3940	INLET SLOTTED DRAIN 24IN	LF	\$ 350.00	-	-	60.00	\$ 21,000.00	-	-	60.00	\$ 21,000.00
748	0140	CURB & GUTTER-TYPE I	LF	\$ 30.00	322.00	\$ 9,660.00	-	-	-	-	322.00	\$ 9,660.00
748	0190	CURB & GUTTER-TYPE I 30IN	LF	\$ 35.00	6,711.00	\$ 234,885.00	-	-	-	-	6,711.00	\$ 234,885.00
750	0030	PIGMENTED IMPRINTED CONCRETE	SY	\$ 165.00	663.00	\$ 109,395.00	-	-	-	-	663.00	\$ 109,395.00
750	0115	SIDEWALK CONCRETE 4IN	SY	\$ 65.00	3,016.00	\$ 196,040.00	-	-	-	-	3,016.00	\$ 196,040.00
750	0140	SIDEWALK CONCRETE 6IN	SY	\$ 70.00	180.00	\$ 12,600.00	-	-	-	-	180.00	\$ 12,600.00
750	1016	DRIVEWAY CONCRETE 6IN REINFORCED	SY	\$ 90.00	64.00	\$ 5,760.00	-	-	-	-	64.00	\$ 5,760.00
750	2115	DETECTABLE WARNING PANELS	SF	\$ 80.00	302.00	\$ 24,160.00	-	-	-	-	302.00	\$ 24,160.00
754	9095	SIGNING	L SUM	\$ 15,000.00	1.00	\$ 15,000.00	-	-	-	-	1.00	\$ 15,000.00
762	0122	PREFORMED PATTERNED PVMT MK-MESSAGE(GROOVED)	SF	\$ 40.00	336.00	\$ 13,440.00	-	-	-	-	336.00	\$ 13,440.00
762	1270	PREFORMED THERMO PLASTIC PVMT MK 24IN LINE	LF	\$ 40.00	663.00	\$ 26,520.00	-	-	-	-	663.00	\$ 26,520.00
762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROOVED	LF	\$ 15.00	74.00	\$ 1,110.00	-	-	-	-	74.00	\$ 1,110.00
762	1344	PREF PATT PVMT MK 7IN LINE CONTRAST-GROOVED	LF	\$ 10.00	11,850.00	\$ 118,500.00	-	-	-	-	11,850.00	\$ 118,500.00
762	1348	PREF PATT PVMT MK 11IN LINE CONTRAST-GROOVED	LF	\$ 24.00	1,190.00	\$ 28,560.00	-	-	-	-	1,190.00	\$ 28,560.00
762	2000	COLORLED BIKE LANE PAVEMENT MARKING	SF	\$ 50.00	230.00	\$ 11,500.00	-	-	-	-	230.00	\$ 11,500.00
770	0001	LIGHTING SYSTEM	EA	\$ 220,000.00	1.00	\$ 220,000.00	-	-	-	-	1.00	\$ 220,000.00
772	0001	TRAFFIC SIGNALS SYSTEM	EA	\$ 575,000.00	1.00	\$ 575,000.00	-	-	-	-	1.00	\$ 575,000.00
910	0010	VIDEO INSPECTION - UNDERGROUND PIPE	EA	\$ 30,000.00	-	-	1.00	\$ 30,000.00	-	-	1.00	\$ 30,000.00
910	0480	TRASH RACK	EA	\$ 4,000.00	-	-	3.00	\$ 12,000.00	-	-	3.00	\$ 12,000.00
920	0266	INLET STRUCTURE	EA	\$ 60,000.00	-	-	1.00	\$ 60,000.00	-	-	1.00	\$ 60,000.00
930	9548	CAST IN PLACE RETAINING WALL	EA	\$ 100,000.00	1.00	\$ 100,000.00	-	-	-	-	1.00	\$ 100,000.00
A - CONSTRUCTION COST SUBTOTAL (2024 DOLLARS):					-	\$ 7,126,574.50	-	\$ 3,928,834.00	-	-	-	\$ 11,055,408.50
B - CONTINGENCY (5%)					-	\$ 356,328.73	-	\$ 196,441.70	-	-	-	\$ 552,770.43
(A+B) - CONSTRUCTION SUBTOTAL					-	\$ 7,482,903.23	-	\$ 4,125,275.70	-	-	-	\$ 11,608,178.93
C - CONSTRUCTION TOTAL (ROUNDED) (WITH 5% INFLATION TO 2025 DOLLARS)					-	\$ 7,857,000.00	-	\$ 4,332,000.00	-	-	-	\$ 12,189,000.00
D=(C*.15) - ENGINEERING(15%)					-	\$ -	-	\$ -	-	\$ 1,828,400.00	-	\$ 1,828,400.00
E - RIGHT OF WAY COSTS					-	\$ -	-	\$ -	-	\$ 1,000,000.00	-	\$ 1,000,000.00
F=(C+D+E) - GRAND TOTAL					-	\$ 7,857,000.00	-	\$ 4,332,000.00	-	\$ 2,828,400.00	-	\$ 15,017,400.00
FEDERAL FUNDS (CAPPED AT \$7,790,256):					80.93%	\$ 6,358,670.10	72.00%	\$ 3,119,040.00	-	-	-	\$ 7,790,256.00
CITY FUNDS (INCLUDING PORTION OVER FEDERAL CAP):					19.07%	\$ 1,498,329.90	28.00%	\$ 1,212,960.00	100%	\$ 2,828,400.00	-	\$ 7,227,144.00

Appendix F
Comments From the Draft Documented CATEx