



Central Dakota MPO Technical Advisory Committee Meeting

Tuesday, October 8, 2024, at 10:30 AM

Public Works Conference Room 3, Public Works (1025 31st St SE)

Any person needing special accommodation for the meeting is requested to notify the City Clerk's office at 857-4752.

1. ROLL CALL

2. APPROVAL OF MINUTES

2.1. REVIEW AND APPROVAL OF 09/10/2024 MINUTES

Suggested Motion: I move to approve the minutes of the September 10, 2024 meeting as presented.

3. OLD BUSINESS

3.1. GENERAL UPDATE - UPWP, PPP

This item is informational only; no action required.

3.2. CALLS FOR PROJECTS

This item is informational only; no action required.

I. TRANSPORTATION ALTERNATIVES

II. FY 2025 URBAN HIGHWAY/RAIL CROSSING SAFETY PROJECT SOLICITATION

III. NDDOT SOLICITATION FOR 2026-2029 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

3.3. MTP

This item is informational only; no action required.

I. GENERAL UPDATE

1. PUBLIC ENGAGEMENT

II. SUBGROUP OPPORTUNITIES

1. GOALS, OBJECTIVES, AND POLICIES REVIEW
2. EXISTING CONDITIONS REVIEW
4. NEW BUSINESS
 - 4.1. NDDOT/FHWA/FTA UPDATE, IF ANY

This item is informational only; no action required.
5. OTHER BUSINESS, IF ANY
6. "OPPORTUNITY FOR PUBLIC COMMENT"
7. ADJOURN

Central Dakota MPO Technical Advisory Committee Meeting

Minutes

Tuesday, September 10, 2024, at 10:30 AM

Public Works Conference Room 3, Public Works (1025 31st St SE)

1. ROLL CALL

John Van Dyke called the meeting to order at 10:30 AM

Members Present:

Jesse Berg, Brian Billingsley – Alternate for Doug Diedrichsen, Brian Horinka, Lance Meyer, Beth Pietsch, John Van Dyke, Wayne Zacher, Cole Jones - Alternate for Sarah Karhoff

Members Absent:

Dana Larsen, Korby Seward

Others Present:

Stacey Hanson, Kristen Sperry, Stephen Joersz, George Palo, Seng Marohl, Angie Stenson (virtual), Luke Champa (virtual), Scott Harmstead (virtual), Blue Weber (virtual), Nicole Robinson, Dan Falconer

2. APPROVAL OF MINUTES

2.1 REVIEW AND APPROVAL OF THE AUGUST 13, 2024 MINUTES

Motion to approve the minutes of the August 13, 2024 meeting as presented by Lance Meyer, seconded by Beth Pietsch, and favored by all.

3. OLD BUSINESS

3.1 2024 UPWP AMENDMENT #1

John Van Dyke summarized the changes made to the 2024 UPWP.

Brian Horinka moved to recommend approval of Amendment #1 to the 2024 UPWP as presented. The motion was seconded by Lance Meyer, and favored by all.

3.2 2025 UPWP FINAL DRAFT

Van Dyke added clarity and specificity to the 2025 UPWP based on comments from Federal Highway. He reviewed those changes with the group.

Lance Meyer moved to recommend approval of the Final Draft of the 2025 UPWP as presented. The motion was seconded by Jesse Berg, and favored by all.

3.3 MTP UPDATE

Angie Stenson, Blue Weber, Scott Harmstead, and Luke Champa each gave brief introductions regarding their respective roles on the MTP. Stenson provided a further overview of the MTP plans, goals, and projects. Harmstead stressed the prioritization of projects through goals, objectives, and policies. He stressed the importance of following federal guidelines, environmental sustainability, increasing mobility and accessibility in all modes of transport. He brought up the possibility of exploring a complete streets policy that is specific to Central Dakota MPO. He presented focus ideas including; system preservation, infrastructure condition, system reliability, congestion relief & system operations, freight movement, partnership & funding, reduced project delivery delays, and social equity.

Wayne Zacher clarified the reasoning for these ideas, goals, and the overall plan. He stressed that there would be more interactive opportunities with the public in the future and the necessity of this information to initiate the process. Stenson, Harmstead, and Van Dyke reiterated and expounded upon this point.

Weber presented the community engagement portion. He shared some of the tools and opportunities for public input that will be used during the 1st phase in accordance with the Public Engagement Plan. He asked TAC Members for media partnership recommendations. Meyer and Van Dyke provided suggestions. Weber gave an overview of the importance of stakeholders and shared some examples. He then asked TAC Members for recommendations to add to the list. Group members discussed various recommendations.

Stenson gave an overview of the process of obtaining preliminary information of existing conditions.

Champa discussed the MTP financial plan and emphasized the importance of staying within federal guidelines. He informed TAC that BMI/SRF would be reaching out to local auditors and engineers to attain historical data as well as project cost data.

Harmstead gave an introduction on the Travel Demand Model and how the MTP plans to use this to predict future network conditions.

Stenson closed the presentation by providing an overview of the upcoming community engagement opportunities and the project next steps.

4. NEW BUSINESS

4.1 NDDOT/FHWA/FTA UPDATE, IF ANY

None

5. OTHER BUSINESS

5.1 OPPORTUNITY FOR PUBLIC COMMENT

None

6. ADJOURNMENT

Van Dyke asked for a motion to adjourn the meeting. So moved by Brian Horinka, seconded by Lance Meyer, and passed unanimously. Meeting adjourned at 12:08 PM.

September 2024

TO:	City Commission/City Auditors	USDA Forest Service
	County Commission/County Auditors	ND Forest Service
	City Engineers of 13 Major Cities	ND Health & Human Services
	Metropolitan Planning Organizations	ND Game and Fish
	Tribal Chairpersons	BIA Regional Office in Aberdeen
	Tribal Planners	Transit Providers
	North Dakota Schools	US Fish and Wildlife
	ND Parks and Recreation	US Army Corps of Engineers

TRANSPORTATION ALTERNATIVES (TA) PROGRAM

The North Dakota Department of Transportation (NDDOT) is accepting applications for Transportation Alternatives (TA) Program projects for federal fiscal year 2027.

TA provides funding for projects that include: **1)** Pedestrian and bicycle projects; **2)** Safe routes to school and safe routes for non-drivers projects; **3)** Conversion and use of abandoned railroad corridor projects for non-motorized users; **4)** Construction of turnouts, overlooks, and viewing areas along roadways; **5)** Community improvement activities including: preservation and rehabilitation of operating historic transportation facilities, vegetation management practices in transportation rights of way, archaeological activities relating to impacts from implementation of a transportation project, streetscape improvements, and corridor landscaping; and **6)** Environmental mitigation projects.

To learn more about the TA program, including funding guidelines, eligible project applicants, and instructions, go to the NDDOT web page at [Transportation Alternatives \(TA\) | NDDOT](#).

TA applications are to be submitted to the NDDOT by December 31, 2024. If you have questions or need assistance with the application process, please contact Pam Wenger, Local Government Division, at (701) 328-4787 or pwenger@nd.gov.



 Ronald J. Henke, P.E.
Director

38/pjw/sbs

September 18, 2024

John Van Dyke, AICP, CFM
Executive Director
Central Dakota MPO
10 3rd Ave SW
Minot, ND 58701

FEDERAL FY 2025 URBAN HIGHWAY/RAIL CROSSING SAFETY PROJECT SOLICITATION

The North Dakota Department of Transportation (NDDOT) is requesting your assistance to identify locations within your jurisdiction where rail/highway crossing safety could be improved. The information provided should contain the location of the grade crossing by street or road name and the distance and direction to the nearest town(s). Please be specific about your concern or suggestion for improvement.

NDDOT has annual federal funds available for safety enhancement projects at rail/highway at-grade crossings. These funds are used for the installation of active warning devices (e.g. flashing light signals with gates), crossing signs, and crossing surface improvements.

Please remit your concerns or suggestions before **December 31, 2024**, so they can be included in the annual review process. Be assured past concerns have been incorporated in the statewide pool of prioritized crossings.

Crossing concerns or suggestions can be forwarded via email to: jstyron@nd.gov

Thank you in advance for your cooperation and supporting rail/hwy crossing safety.



JIM STYRON – HWY/RAIL CROSSING SAFETY MANAGER

17/sas

From: Schlosser, Justin J.
To: Henke, Ronald J.; Orn, Chad M.; Linneman, Matthew G.; Gerhart, Michael T.; Rehborg, Robin R.; Swenson, Wayde L.; Ketterling, Jonathan; Gangl, Lawrence; Praska, Jay E.; Hanson, Wyatt D.; Seward, Korbey R.; Rayhorn, Robert R.; Pavlish, Edward F.; Wilt, Joel M.; Murra, Aaron D.; Gangness, Matthew L.; Hoff, Kirk J.; Thorenson, Jason R.; Pfeifer, Derek D.; Zainhofsky, Scott D.; Berger, Jane E.; Wilz, Michael C.; Darr, Brad W.; Murdoff, Phillip L.; Beise, Amy J.; Peske, Nicole R.; Finley, David; Mongeon, Karin L.; Hanson, Stacey M.; Beise, Brandon K.; Zacher, Wayne A.; Norby, Lora L.; Slag, Donovan M.; Keller, Mackenzie L.; Buchholz, Russell J.; roadsbia@gondtc.com; harold.frazier@standingrock.org; marcuslevings@mhanation.com; ronwtrottierjr25@gmail.com; Callaway, Joseph (FHWA); Solberg, Col. Brandon J.; Nate Nash; Jamie Smith; bchwydep@gondtc.com; Redmond, Patrick; Ritch Gimbel; sbigg@bowmancountynd.gov; Kenny Tetrault; Hall, Marcus J.; Klein, Wayne A.; Benson, Jason; Laaveg, Blaine J.; Johnston, Terry L.; Hagen, Jeff; Haugenoe, Bryan D.; David Lym; Weber, Todd J.; Emmons County Shop; nmonson@daktel.com; michael@woldengr.com; Pete Wirtzfeld; Nick West; Alt, Jon; Oien, Wayne E.; Finck, Elliott R.; Nitschke, Darrick; Carpenter, Darlene K.; Opsahl, Chris; gdemars@co.mckenzie.nd.us; Grey, James A.; Nelson, Kenneth; charles.hankins@interstateeng.com; John Saiki; chad.schneider@mortonnd.org; Jana Hennessy; Hamre, Seth; countyshop@westriv.com; Johnson, Devin B.; Migler, Karen; Fieldsend, Kevin; Schultz, Adam; Mattern, Sean; Sedler, Jesse J.; rcounty45@outlook.com; Faber, Tim; schiwaydep363@yahoo.com; Eagle, Angela; Miller, Melissa L.; Heiser, Allen A.; Oien, Reed; Jim Wentland; Halverson, Larry; Martin, Corwyn A.; Johnston, Jason E.; Dana Larsen; Keller, Brent; Dennis Nelson; Paul Bervik; stephanie.halford@theforksmo.org; Kimberly Riepl; Rachel Lukaszewski; John Van Dyke; Thomas Knakmuhs; Jeremy Gorden; Gabe Schell; cholzer@bismarcknd.gov; Jeff Solemsaas (jsolemsaas@bismarcknd.gov); Mike Grafsgaard; Joshua Skluzacek (Joshua.Skluzacek@dickinsongov.com); Grasser, Allen; Kuharenko, David; sduchscher@grandforkgov.com; dchristian@grandforkgov.com; Travis Dillman; Sarah Hellekson; jarek.wigness@cityofmandan.com; Lance Meyer; Emily Huetti; Stephen Joersz; Smith, Justin; David Juma; Gwen Crawford; Chad Petersen; Dennis Miranowski (dennism@wahpeton.com); Daniel R. Hanson; andrew.wrucke; Wentz, Bradley; Vachal, Kimberly; bryon.fuchs@ndsu.edu; Ryan Gellner; Molly Schoen (molly.schoen@co.ward.nd.us); Kaitlin Atkinson - NE Region; Theresa Liebsch; Kelm, Leah
Subject: NDDOT Solicitation for 2026-2029 Highway Safety Improvement Program (HSIP)
Date: Tuesday, October 1, 2024 2:44:09 PM
Attachments: image001.png

Caution: This message has originated from an **External Source**. Please use proper judgement and caution when opening attachments, clicking links, or responding to this email.

All,

You are invited to submit project applications for the 2026-2029 Highway Safety Improvement Program (HSIP).

Included with this solicitation email, are the following:

- **Link to NDDOT HSIP Guidebook:** [HSIP Guidebook \(nd.gov\)](#)
 - Explains HSIP program, assists in the identification of eligible project types, and includes instructions for the application process
- **Link to Highway Safety Improvement Program (HSIP) Project Application – SFN 59959:** [sfn59959.pdf \(nd.gov\)](#)

In August of 2024, you received an email from me on high crash locations throughout the state of North Dakota. These locations are also eligible for HSIP funding. Jurisdictions with high crash location are encouraged to consider HSIP project applications that address highway safety problems identified by the high crash location listings.

Applications are due to the North Dakota Department of Transportation no later than December 31st, 2024. If you are part of a MPO, please coordinate and submit your application to the MPO.

For more information regarding the application process or other questions about the Highway Safety

Improvement Program (HSIP), contact Justin Schlosser at jjschlosser@nd.gov or (701) 328-2673.

Thanks and have a great day.

Justin Schlosser

Traffic Operations Engineer

701.328.2673 • jjschlosser@nd.gov • dot.nd.gov



2021-2023 Urban High Crash Locations

23 USC § 407 Documents
NDDOT Reserves All Objections

Location	Crash Severity					Total Crashes	Total Crashes By Year	Weighted Total	Rank 2021- 2023	Prior Rank	Trends	Related Studies / Projects
	Fatal	InjA	InjB	InjC	PDO							
Bismarck State St & 43rd Ave N	0	2	18	17	62	99	2021 = 54 2022 = 29 2023 = 16 Crashes Decreasing	665	1	1	There were 52 NB rear end crashes (2021=33, 2022=12, 2023=7).	In 2021 PCN 22435 closed 43rd Ave (east of 26th St) which likely increased traffic along State St. In 2022 PCN 22929 reconstructed 43rd Ave from this intersection east to 26th St. The Arrive 2045 Metropolitan Transportation Plan shows increasing to 3 NB/SB through lanes between 2024 and 2031.
Fargo 13th Ave S & 25th St	1	2	19	4	21	47	2021 = 16 2022 = 15 2023 = 16 Crashes Steady	598	2	3	There were three pedestrian crashes, 1 fatal. There were 15 angle crashes, 15 left turn crashes, and 12 rear end crashes (1 injA).	---
Fargo 13th Ave S & 45th St	0	3	13	7	24	47	2021 = 16 2022 = 18 2023 = 13 Crashes Peaked in 2022	487	3	2	There were 17 angle crashes, but no predominant direction. 21 total crashes (45%) occurred during non-dry conditions (15 ice/snow, 6 wet).	---
Fargo 45th St & 17th Ave S	0	2	13	7	15	37	2021 = 10 2022 = 11 2023 = 16 Crashes Increased in 2023	423	4	5	There were 25 (68%) rear end crashes; 12 NB, 9 SB, 3 WB, and 1 EB. 1 inj A involved a pedestrian the other was a left turn crash.	---
Bismarck Main Ave & 7th St	1	1	8	7	43	60	2021 = 23 2022 = 16 2023 = 21 Crashes Dipped in 2022	411	5	16	There were 20 SB sideswipe same-direction crashes, and most involved a vehicle attempting to turn left from an incorrect lane. There were 16 SB+EB angle crashes. The fatality involved a driver who made a WB to SB left turn on flashing yellow arrow and hit a pedestrian (WB in the south leg crosswalk).	In 2022 PCN22904 replaced the traffic signal. In 2023 a Main Ave corridor study was performed.
Fargo 45th St & 23rd Ave S	0	1	11	11	17	40	2021 = 15 2022 = 16 2023 = 9 Crashes decreased in 2023	380	6	---	Crashes have decreased. There were 17 rear end crashes; 11 NB (1 inj A), 4 SB, and 2 EB. 14 (35%) of the crashes were on ice/snow surface conditions and all except one were angle or left turn crashes.	---
Fargo 13th Ave S & 32nd St / Westrac Dr	1	1	9	4	18	33	2021 = 15 2022 = 10 2023 = 8 Crashes Decreasing	370	7	29	The fatal crashed involved a vehicle that entered on green and hit a pedestrian who was attempting to cross on red. There were 11 angle crashes, but no predominant direction.	---
Fargo 45th St & 15th Ave S	0	3	7	6	12	28	2021 = 12 2022 = 10 2023 = 6 Crashes Decreasing	362	8	23	There were 11 left turn crashes, 2 were inj A; 6 SB to EB, 3 NB to WB (1 was making a U-turn), and 2 WB to SB. 11 crashes occurred during ice/snow conditions.	---
Bismarck State St & Century Ave	0	0	8	14	70	92	2021 = 35 2022 = 30 2023 = 27 Crashes Decreasing	360	9	7	There were 53 rear end crashes (23 NB, 11 SB, 10 EB, 9 WB). 31 total crashes (34%) occurred during non-dry conditions (25 ice/snow, 6 wet). In 2023 there were 16 crashes coded as road construction.	In 2023 PCN 20097/20098 replaced the traffic signal and added WB to SB and EB to NB dual left turn lanes.

2021-2023 Urban High Crash Locations

23 USC § 407 Documents
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Location	Crash Severity					Total Crashes	Total Crashes By Year	Weighted Total	Rank 2021- 2023	Prior Rank	Trends	Related Studies / Projects
	Fatal	InjA	InjB	InjC	PDO							
Bismarck State St & Calgary Ave	0	1	8	9	59	77	2021 = 18 2022 = 32 2023 = 27 Crashes Peaked in 2022	349	10	48	There were 40 NB rear end crashes (2021=15, 2022=16, 2023=9).	In 2022 PCN 22929 occasionally reduced the number of NB T lanes on State St. In 2023 PCN 20097/20098 replaced the traffic signal and added EB/WB right turn lanes at this intersection. The Arrive 2045 Metropolitan Transportation Plan shows increasing to 3 NB/SB through lanes from here north between 2024 and 2031.
Fargo 13th Ave S & 38th St	0	2	6	8	15	31	2021 = 12 2022 = 9 2023 = 10 Crashes Steady	315	11	49	12 crashes (39%) occurred during non-dry conditions (9 ice/snow, 3 wet). One InjA involved a bicyclist that hit a vehicle (veh had green light). The other InjA was an EB to NB left turner who failed to yield and was hit by a WB vehicle (had green light).	---
Bismarck Bismarck Expwy & Miriam Ave	0	0	8	12	39	59	2021 = 24 2022 = 16 2023 = 19 Crashes Steady	307	12	24	There were 29 NB rear end crashes. 19 total crashes (32%) occurred during non-dry conditions (12 ice/snow, 7 wet).	In 2024 PCN 22648 plans to reconstruct the interchange area, including this intersection.
Bismarck Bismarck Expwy & Washington St	0	0	12	6	35	53	2021 = 22 2022 = 12 2023 = 19 Crashes Dipped in 2022	305	13	11	11 crashes were coded as road construction (5 in 2021 and 6 in 2023). There were 12 EB rear end crashes (2021=6, 2022=4, 2023=2). 9 crashes occurred during non-dry conditions (5 ice/snow, 4 wet). There were 13 angle crashes (6 NB+WB, 4 SB+WB, 2 SB+EB, 1 NB+EB).	In 2021 N/S lanes were reduced temporarily during a city paving project. In Nov 2022 coordination timings were revised. In 2023 PCN 23225 eliminated the 3rd EB through lane and revised the SB lane config to have a shared through-right lane. In 2025 PCN 23741 plans to replace the traffic signals along Bis Expwy.
Bismarck State St & Capitol Ave	0	1	10	5	24	40	2021 = 11 2022 = 13 2023 = 16 Crashes Steady	304	14	45	Crashes have increased. There were 12 angle crashes, no predominant direction. There were 14 NB/SB rear end crashes. In 2023 there were 7 crashes coded as road construction.	In 2023 PCN 20097/20098 replaced the traffic signal and added NB/SB exclusive right turn lanes.
Bismarck Washington St & Divide Ave	0	1	6	9	41	57	2021 = 17 2022 = 30 2023 = 10 Crashes Peaked in 2022	297	15	15	There were 49 rear end crashes (23 SB, 17 NB, 5 EB, 4 WB). 25 total crashes (44%) occurred between 3pm and 6pm.	In 2023 a city project replaced the traffic signal.
Fargo 13th Ave S & 42nd St	0	1	5	12	17	35	2021 = 13 2022 = 13 2023 = 9 Crashes Steady	289	16	30	There were 17 rear end crashes (9 EB, 5 WB, 2 SB, 1 NB). There were 9 angle crashes, but no predominant direction.	---
Fargo 25th St & 17th Ave S	0	1	9	5	17	32	2021 = 9 2022 = 12 2023 = 11 Crashes Steady	280	17	33	There were 5 NB to WB left turn crashes. 11 total crashes (34%) occurred during non-dry conditions (8 ice/snow, 3 wet).	---
Fargo 19th Ave N & I-29 NB Ramps	1	2	3	0	17	23	2021 = 7 2022 = 8 2023 = 8 Crashes Steady	278	18	20	The fatal crash involved an unresponsive driver that passed through the intersection and hit a traffic signal standard. The two InjA crashes were both motorcyclists that stopped abruptly and were rear-ended by other motorcycles.	---
Bismarck Main Ave & 9th St	0	0	6	11	51	68	2021 = 27 2022 = 26 2023 = 15 Crashes Dropped in 2023	274	19	8	There were 16 NB+EB angle crashes and 7 NB+WB angle crashes. There were 18 WB rear end crashes.	In 2022 PCN22904 replaced the traffic signal. In 2023 a Main Ave corridor study was performed.

2021-2023 Urban High Crash Locations

23 USC § 407 Documents
NDDOT Reserves All Objections

Location	Crash Severity					Total Crashes	Total Crashes By Year	Weighted Total	Rank 2021- 2023	Prior Rank	Trends	Related Studies / Projects
	Fatal	InjA	InjB	InjC	PDO							
Grand Forks Washington St & DeMers Ave	0	0	7	10	43	60	2021 = 11 2022 = 31 2023 = 18 Crashes Peaked in 2022	272	20	6	There were 30 rear end crashes (12 SB, 8 NB, 6 WB, and 4 EB). There were 7 NB to WB left turn crashes and 7 SB to EB left turn crashes. 21 total crashes (35%) occurred during non-dry conditions (18 ice/snow, 3 wet).	In 2021 a Road Safety Review was performed (REF #4478) and analyzed various intersection configurations. In 2024 PCN 22167 plans to rehabilitate the railroad bridge just north of this intersection.
Bismarck Bismarck Expwy & Airport Rd	0	2	6	4	15	27	2021 = 10 2022 = 11 2023 = 6 Crashes Decreased in 2023	271	21	47	8 crashes (30%) occurred during non-dry conditions (7 ice/snow, 1 wet). There were 5 SB+WB angle crashes (2021=1, 2022=1, 2023=3).	In Nov 2022 coordination timings were revised along Bis Expwy. In 2025 PCN 23741 plans to replace the traffic signals along Bis Expwy.
Mandan Main St & Twin City Dr	1	1	5	1	13	21	2021 = 10 2022 = 5 2023 = 6 Crashes Steady	264	22	---	There were 5 WB to SB left turn crashes, including 1 fatal (left turning driver was unbelted, ejected, and died).	---
Grand Forks Columbia Rd & 24th Ave S	1	1	4	2	18	26	2021 = 5 2022 = 8 2023 = 13 Crashes Increasing	263	23	---	There were 15 left turn crashes (7 EB to NB, 4 NB to WB, 4 SB to EB). The fatal crash involved a driver who attempted to make a NB to WB left turn and was hit by a SB vehicle (had green ball).	In 2028 HSIP 624002 plans to re-align negative offset left turn lanes.
Bismarck State St & Interchange Ave	0	1	4	9	40	54	2021 = 25 2022 = 13 2023 = 16 Crashes Steady	262	24	36	There were 16 NB rear end crashes (2021=10, 2022=3, 2023=3). There were 14 SB to EB left turn crashes (2021=5, 2022=1, 2023=8).	In 2023 PCN 20097/20098 revised the intersection from full access to 3/4 access.
Minot US 2 & 13th St SE	0	3	4	1	12	20	2021 = 8 2022 = 8 2023 = 4 Crashes Dropped in 2023	256	25	---	There were 3 InjA crashes (2021=2, 2022=1, 2023=0). One was an angle crash (SB+EB) where the EB driver ran a red light, one was an angle crash (NB+WB) where the intersection was temporarily an all-way stop, and one was a left turn crash where a WB emergency vehicle hit an EB to NB left turner.	---
Fargo 32nd Ave S & 42nd St	0	0	10	6	18	34	2021 = 12 2022 = 18 2023 = 4 Crashes Decreased in 2023	254	26	9	There were 12 left turn crashes; 5 WB to SB, 4 EB to NB, and 3 SB to EB. 53% of crashes occurred during wet or ice/snow conditions.	---
Fargo 13th Ave S & 34th St / Fiechtner Dr	1	0	5	5	14	25	2021 = 10 2022 = 5 2023 = 10 Crashes Dipped in 2022	254	27	---	The fatal crash was a WB driver who suddenly veered into the traffic signal standard, was not belted, and died. There were 9 WB rear end crashes.	---
Minot US 2 & Evergreen Ave	1	2	1	1	11	16	2021 = 11 2022 = 5 2023 = 0 Crashes Decreasing	249	28	10	There were 10 angle crashes, including 1 fatal and 1 InjA (2021=8, 2022=2, 2023=zero). 8 total crashes (51%) occurred during non-dry conditions (6 ice/snow, 2 wet).	In 2022 PCN 22829 revised access control in this area.
Bismarck Bismarck Expwy & 3rd St	0	2	4	3	37	46	2021 = 13 2022 = 20 2023 = 13 Crashes Peaked in 2022	248	29	17	There were 17 WB rear end crashes. 12 total crashes occurred during non-dry conditions (10 ice/snow, 2 wet).	In Nov 2022 coordination timings were revised along Bis Expwy. In 2025 PCN 23741 plans to replace the traffic signals along Bis Expwy.

2021-2023 Urban High Crash Locations

23 USC § 407 Documents
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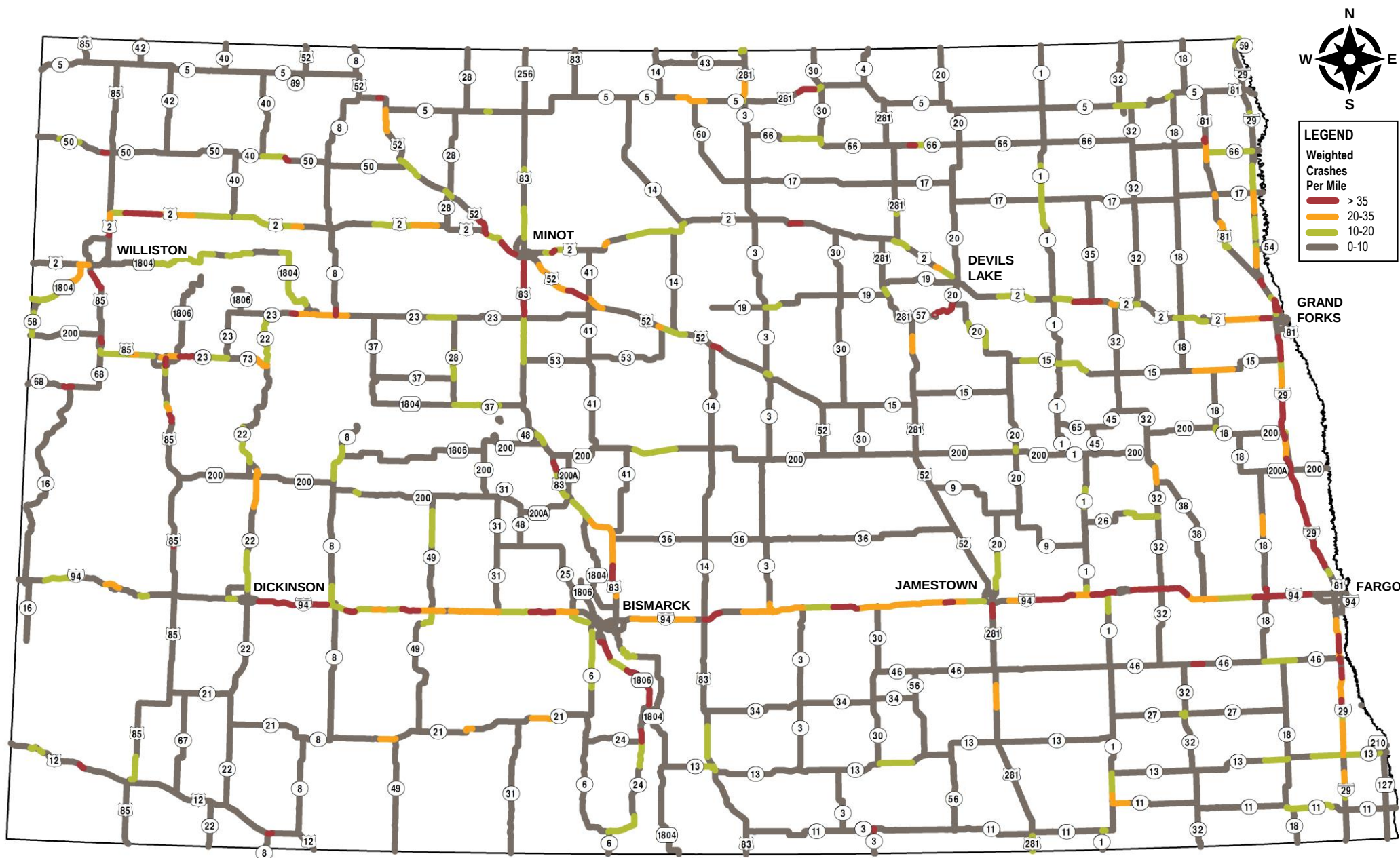
Location	Crash Severity					Total Crashes	Total Crashes By Year	Weighted Total	Rank 2021- 2023	Prior Rank	Trends	Related Studies / Projects
	Fatal	InjA	InjB	InjC	PDO							
Fargo 19th Ave N & University Dr	0	0	10	5	23	38	2021 = 18 2022 = 10 2023 = 10 Crashes Decreasing	248	30	17	There were 10 EB to NB left turn crashes and 10 WB to SB left turn crashes (2021=9, 2022=7, 2023=4). There were 7 SB+EB angle crashes.	In ~2026 HSIP 822001 plans to re-align the negative offset left turn lanes.
Fargo 45th St & 12th Ave N	0	0	11	4	16	31	2021 = 10 2022 = 11 2023 = 10 Crashes Steady	247	31	28	There were 13 left turn crashes; 7 SB to EB, 4 WB to SB, 1 EB to NB, and 1 NB to WB. There were 10 rear end crashes; 4 NB, 3 EB, and 3 WB.	The city plans to add left turn heads for NB/SB vehicles.
Minot Broadway & 40th Ave SW	1	1	3	3	8	16	2021 = 4 2022 = 6 2023 = 6 Crashes Steady	247	32	---	13 angle crashes involved SB+EB vehicles, included 1 fatal. Half of the total crashes (8 of 16) occurred during the noon and 1pm hours.	In 2021 a Broadway Corridor Study was performed and recommended changing this intersection to 3/4 access. In 2022 an NDDOT study was performed (REF #4489) and also favored 3/4 access. In 2023 the city converted the intersection to 3/4 access.
West Fargo Sheyenne St & 32nd Ave	0	1	8	3	23	35	2021 = 12 2022 = 12 2023 = 11 Crashes Steady	247	33	32	There were 18 left turn crashes (2021=7, 2022=9, 2023=2). 17 total crashes (49%) occurred during non-dry conditions (9 wet, 8 ice/snow).	---
Bismarck State St & Divide Ave	0	1	5	5	45	56	2021 = 20 2022 = 17 2023 = 19 Crashes Steady	240	34	31		In 2023 PCN 20097/20098 replaced the traffic signal, added NB/SB exclusive right turn lanes, and revised EB/WB to have dual left turn lanes.
Bismarck 9th St & Arbor Ave	0	1	7	4	20	32	2021 = 10 2022 = 7 2023 = 15 Crashes Increased in 2023	238	35	---	There were 17 angle crashes (12 NB+EB, 5 NB+WB): 2021=6, 2022=2, 2023=9.	In 2023 PCN 23202 converted this intersection from signalized to two-way stop control.
Fargo 32nd Ave S & 39th St	0	0	8	8	14	30	2021 = 7 2022 = 13 2023 = 10 Crashes Peaked in 2022	238	36	20	There were 10 rear end crashes; 7 WB, 2 NB, and 1 EB.	---
Fargo 45th St & 40th Ave S	0	2	3	6	10	21	2021 = 4 2022 = 7 2023 = 10 Crashes Increased in 2023	237	37	---	There were 5 left turn crashes (inj A) and 4 angle crashes. The other inj A was a single vehicle crash.	---
Fargo 30th Ave S & 45th St S	0	1	6	6	12	25	2021 = 7 2022 = 10 2023 = 8 Crashes Steady	235	38	---	There were 5 NB to WB left turn crashes and 5 SB to EB left turn crashes.	---
Bismarck Bismarck Expwy & 7th St	0	0	6	8	42	56	2021 = 20 2022 = 18 2023 = 18 Crashes Steady	232	39	---	There were 36 rear end crashes (15 WB, 12 EB, 9 SB). 19 of 56 total crashes (34%) occurred during non-dry conditions (13 ice/snow, 6 wet).	In 2025 PCN 23741 plans to replace the traffic signals along Bis Expwy.

2021-2023 Urban High Crash Locations

23 USC § 407 Documents
NDDOT Reserves All Objections

Location	Crash Severity					Total Crashes	Total Crashes By Year	Weighted Total	Rank 2021-2023	Prior Rank	Trends	Related Studies / Projects
	Fatal	InjA	InjB	InjC	PDO							
Bismarck Bismarck Expwy & 12th St	0	1	6	5	19	31	2021 = 10 2022 = 12 2023 = 9 Crashes Steady	231	40	41	There were 3 ped/bike crashes, all in 2023, and all in the west leg crosswalk. One involved a driver who made a SB to WB right turn on green and hit a SB pedestrian, one involved a driver who made a NB to WB left turn on flashing yellow arrow and hit a NB bicyclist, and one involved a driver making an EB to SB right turn on green and getting hit by a SB bicyclist (crossing on red).	In Nov 2022 coordination timings were revised along Bis Expwy. In 2025 PCN 23741 plans to replace the traffic signals along Bis Expwy.
Fargo Main Ave & University Dr	0	1	5	7	14	27	2021 = 7 2022 = 11 2023 = 9 Crashes Peaked in 2022	231	41	11	11 crashes were rear ends; 6 EB, 4 SB, and 1 WB. 9 occurred at dark, 1 was a pedestrian inj A.	In 2020 PCN 21170 reconstructed the intersection.
Grand Forks Columbia Rd & 17th Ave S	0	0	7	8	23	38	2021 = 11 2022 = 13 2023 = 14 Crashes Steady	230	42	---	There were 9 angle crashes (4 SB+WB, 3 SB+EB, 1 NB+WB, 1 NB+EB). 13 total crashes (34%) occurred during non-dry conditions (11 ice/snow, 2 wet). There were 6 NB to WB left turn crashes (2021=1, 2022=3, 2023=2).	---
Fargo University Dr & 8th Ave N	0	2	3	5	13	23	2021 = 9 2022 = 7 2023 = 7 Crashes Steady	229	43	---	There were 15 angle crashes; 8 SB + WB, 7 SB + EB. There were 3 pedacycle crashes; 1 inj A, 1 inj B, and 1 inj C.	---
Grand Forks Washington St & 24th Ave S	1	0	4	3	21	29	2021 = 11 2022 = 10 2023 = 8 Crashes Steady	222	44	26	There were 16 SB rear end crashes, including 1 fatal. 11 total crashes (36%) occurred during non-dry conditions (8 ice/snow, 3 wet).	---
Fargo 45th St & 9th Ave S	0	2	4	3	10	19	2021 = 6 2022 = 7 2023 = 6 Crashes Steady	221	45	34	There were 8 left turn crashes; 5 SB to EB, 2 NB to WB, 1 WB to SB. 42% (8) of the crashes occurred on ice/snow surface conditions.	---
Fargo 45th St & I-94 WB Ramps	0	1	5	5	26	37	2021 = 10 2022 = 13 2023 = 14 Crashes Steady	221	46	---	There were 20 rear end crashes; 16 WB, 2 NB, and 2 EB. There were 4 pedacycle crashes, 1 inj A.	---
Minot Broadway & Burdick Expwy	0	2	4	2	21	29	2021 = 9 2022 = 10 2023 = 10 Crashes Steady	221	47	---	There were 11 N/S left turn crashes (6 NB to WB, 5 SB to EB). 12 total crashes (42%) occurred during non-dry conditions (8 ice/snow, 4 wet).	In 2024 a city project plans to replace the traffic signal.
Bismarck State St & Interstate Ave	0	0	5	8	47	60	2021 = 17 2022 = 23 2023 = 20 Crashes Peaked in 2022	220	48	20	There were 15 NB rear end crashes (2021=6, 2022=6, 2023=3). 21 total crashes (35%) occurred during non-dry conditions (15 ice/snow, 6 wet).	In 2023 PCN 20097/20098 replaced the traffic signal, reduced SB to a single left turn lane, and increased WB to dual left turn lanes.
Bismarck State St & Weiss Ave / Harvest Lane	0	0	6	8	28	42	2021 = 16 2022 = 18 2023 = 8 Crashes Dropped in 2023	218	49	---	There were 14 SB rear end crashes and 11 NB rear end crashes. There were only 8 total crashes in 2023.	In 2023 PCN 20097/20098 replaced the traffic signal, increased NB to have dual left turn lanes, and added a NB to EB exclusive right turn lane.
Fargo Main Ave & 25th St	0	2	5	1	7	15	2021 = 5 2022 = 6 2023 = 4 Crashes Steady	213	50	---	There were 7 angle crashes, 1 inj A and a pedacycle crash, inj A. 8 crashes occurred on wet or ice/snow surface conditions.	---

2021-2023 Rural Highway Segment Crash Map

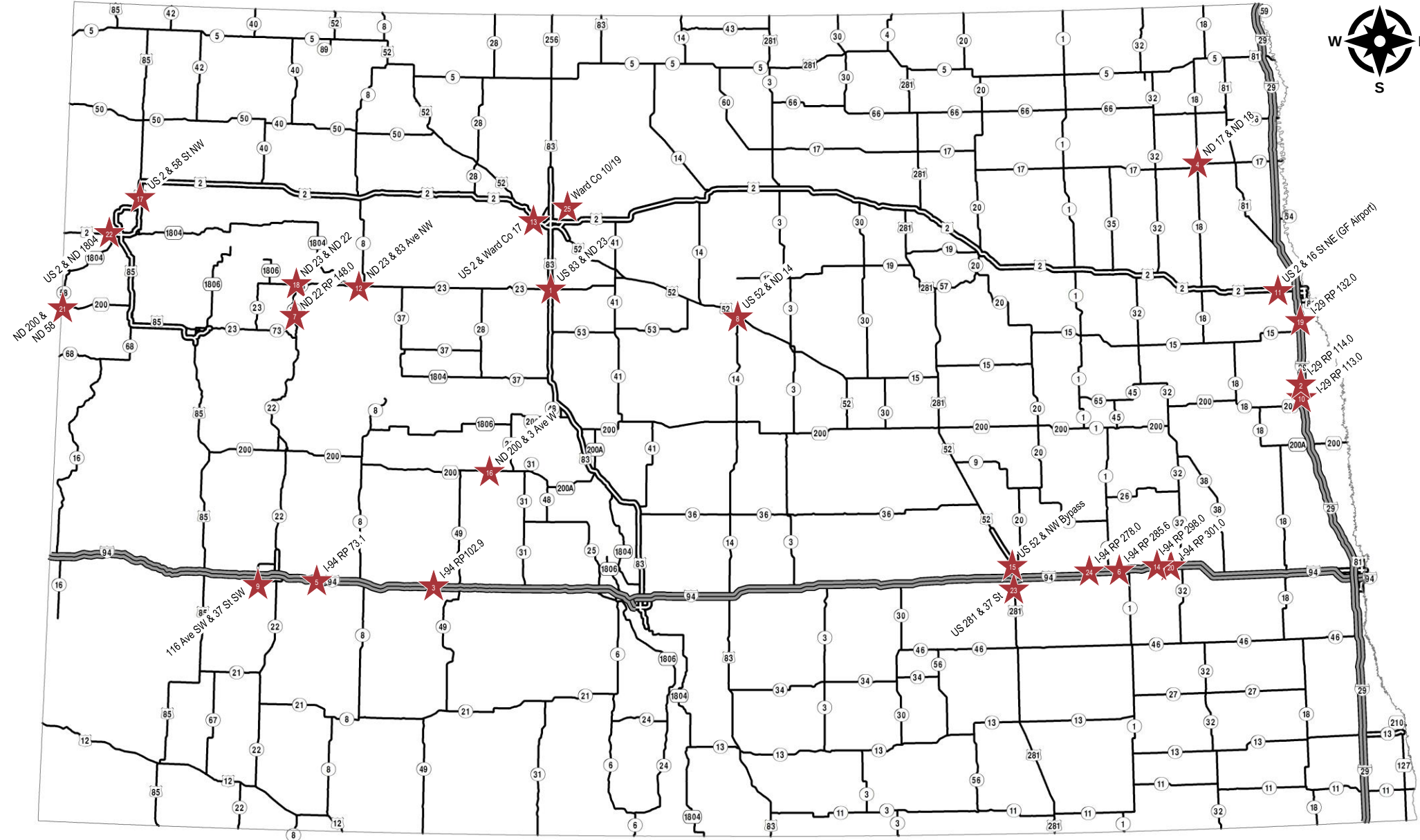


Crash Data Used = 1/1/2021 – 12/31/2023
Non-Injury animal crashes were not included.
Intersection crashes were not included.
Segments less than 1.0 were not included
Segments coded as "urban" were not included

Weights: Fatal = 100
Incapacitating Injury = 55
Non-Incapacitating Injury = 17
Possible Injury = 11
Property Damage Only = 1

PREPARED BY:
North Dakota Department of Transportation
Programming Division
Traffic Operations Section
April 2024

2019-2023 Rural Spot High Crash Locations

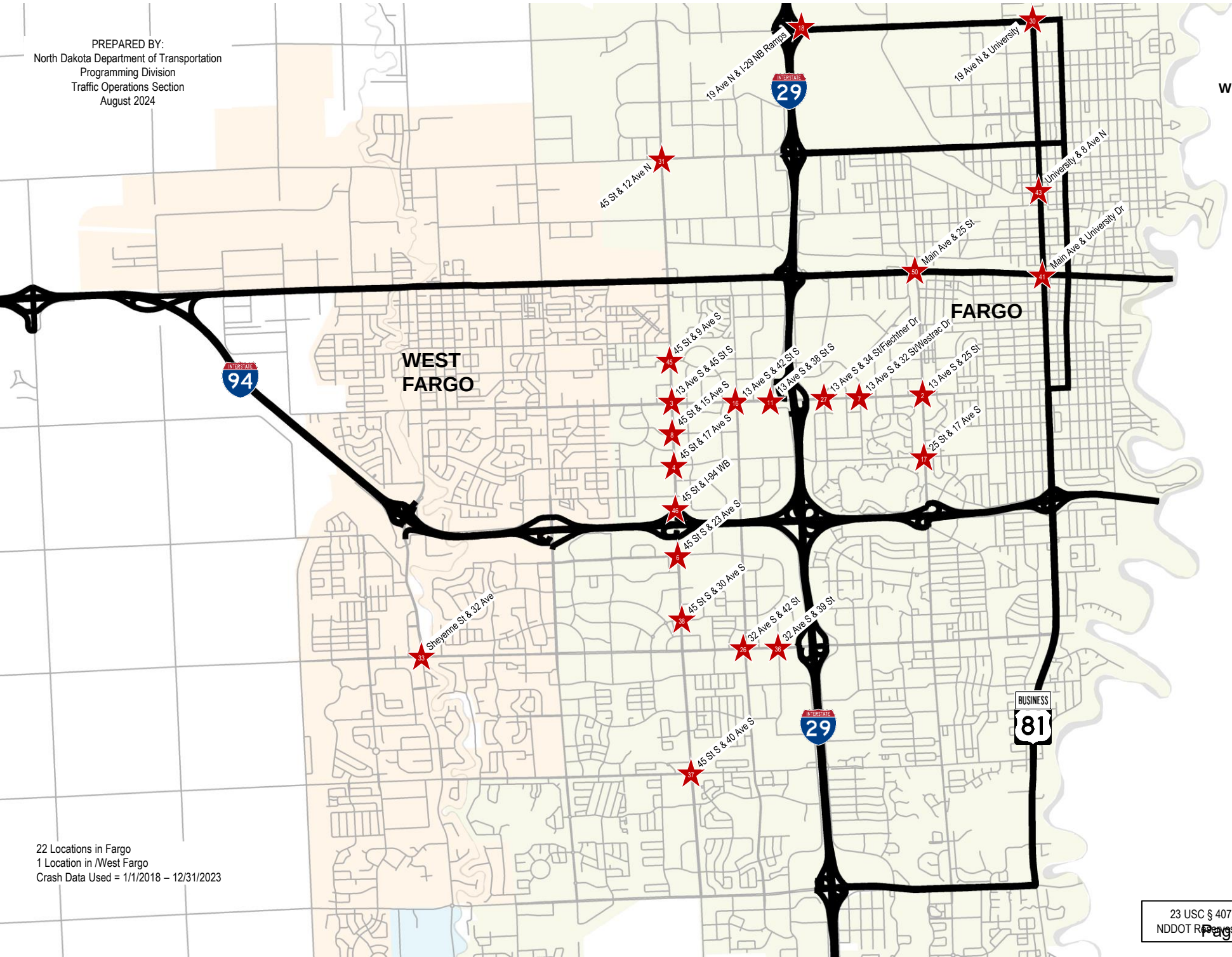


25 Rural Spot Locations
Crash Data Used = 1/1/2018 – 12/31/2023

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Traffic Operations Section
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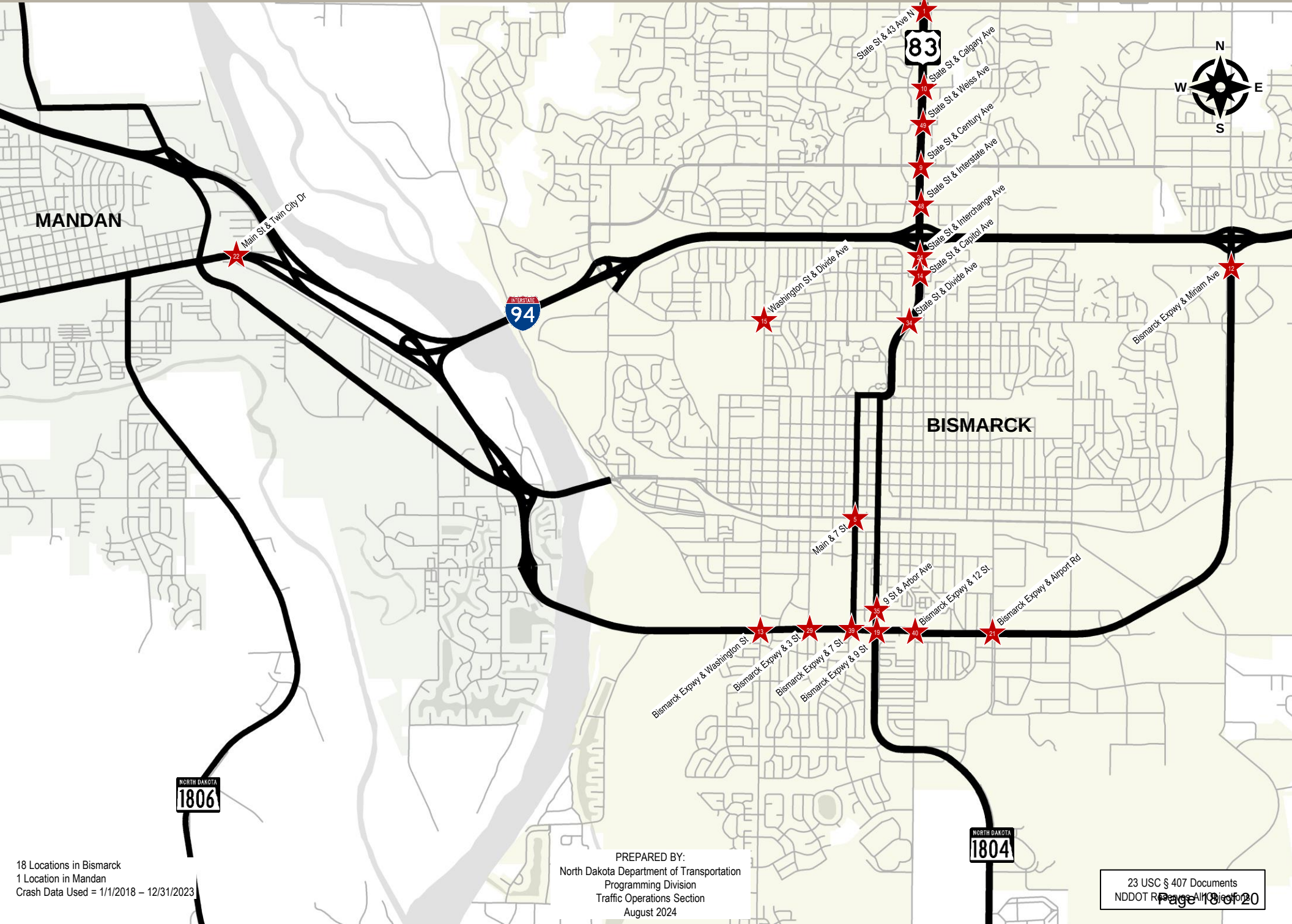
Fargo and West Fargo High Crash Locations

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Traffic Operations Section
August 2024



22 Locations in Fargo
1 Location in /West Fargo
Crash Data Used = 1/1/2018 – 12/31/2023

Bismarck and Mandan High Crash Locations

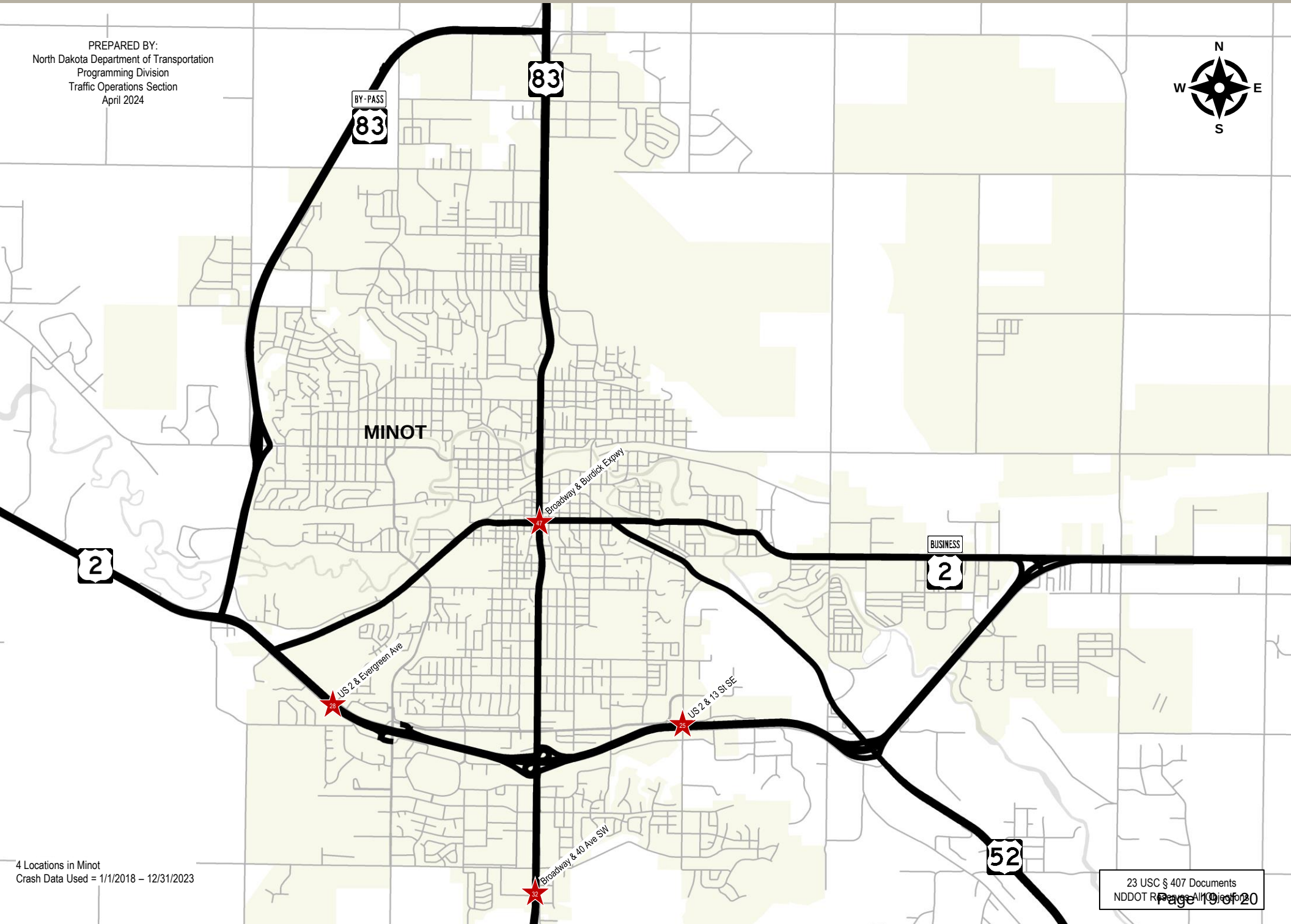


18 Locations in Bismarck
1 Location in Mandan
Crash Data Used = 1/1/2018 – 12/31/2023

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Minot High Crash Locations

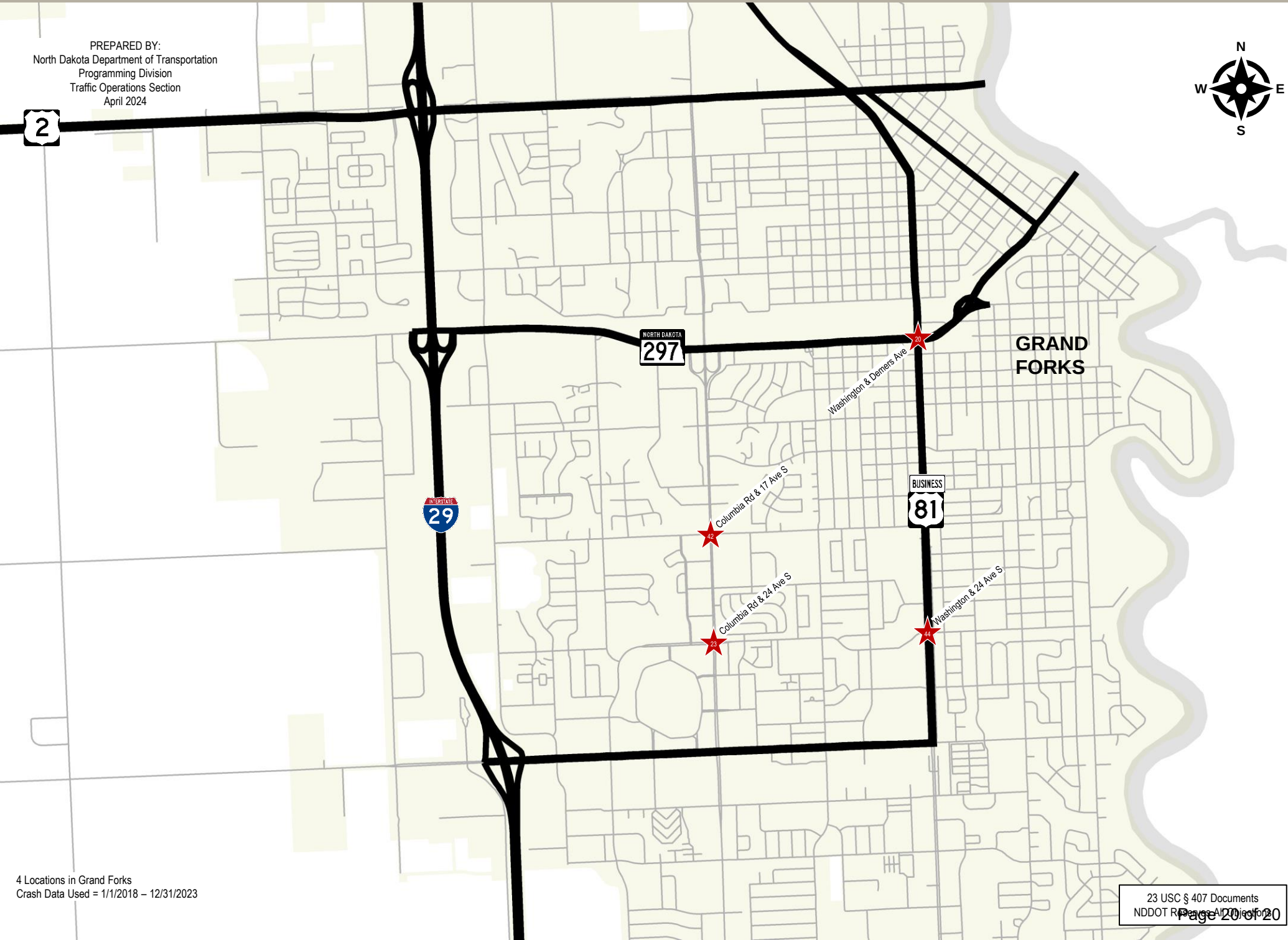
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April 2024



4 Locations in Minot
Crash Data Used = 1/1/2018 – 12/31/2023

Grand Forks High Crash Locations

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Programming Division
Traffic Operations Section
April 2024



4 Locations in Grand Forks
Crash Data Used = 1/1/2018 – 12/31/2023