

North Dakota Freight Reliability and Preservation on US 52



FY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Program

Project Name	North Dakota Freight Reliability and Preservation on US 52
Project Type	INFRA/Rural Project
Future Eligible Project Costs	\$40 million
2024 BIP Funds Requested	\$20 million

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Supporting Information can be found at:

www.srfconsulting.com/25-26-mpdg-nddot-us-52/

North Dakota Freight Reliability and Preservation on US 52

Submitted by North Dakota Department of Transportation

FY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Program

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Project Budget

Project Costs

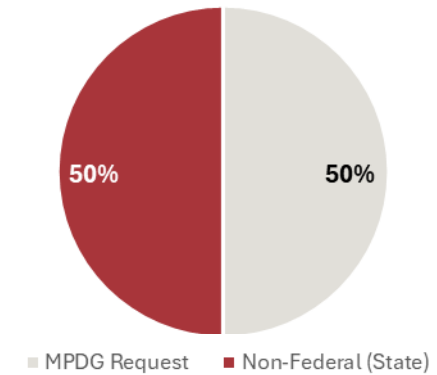
Total Eligible Project Cost: \$40 million

FY 2025-2026 MPDG Program Request: \$20 million (50 percent of total eligible project cost)

Availability & Commitment of Funding Sources:

The total future eligible Project cost is \$40 million ([Table 1](#)) which includes construction, construction delivery, construction engineering (construction administration), and inflation to year-of-expenditure dollars. To date, the North Dakota Department of Transportation (NDDOT) has spent over \$2.9 million in incurred/non-participating costs on [preliminary engineering](#), [environmental documentation](#) or National Environmental Policy Act (NEPA) approval, [final design](#), and right-of-way (ROW) acquisition to advance project delivery. NDDOT is requesting FY 2025-2026 MPDG funds only for construction and related activities. NDDOT is committed to providing \$20 million in participating costs using state funds, to be used towards the construction of the Project, construction engineering, and inflationary costs. Project construction is estimated to start in March 2026 and end in December 2026.

Figure 1. Project Cost Share



A detailed construction cost estimate for the Project has been prepared and can be found [here](#). The cost estimate is based on the finished final design and reflects bid pricing for the year of final design estimates. All detailed cost estimates have been adjusted to current and forecast pricing by applying an annual 8.2 percent inflationary rate to the mid-point of construction or 2026. Aside from the inflationary adjustment, a contingency is not included in the Project costs, as NDDOT has completed all items necessary for delivery of the Project and existing circumstances are well understood. ROW acquisition will be complete in June, 2024. NDDOT is committed to addressing unforeseen overruns with Federal formula funds and/or State Funds.

Table 1. Project Cost Breakdown

Project Components		Project Funding				Total Cost Estimate
		Federal Funding		Non-Federal		
		MPDG		NDDOT		
		Dollars	Percent	Dollars	Percent	
Ineligible Costs	Pre-construction Activities - Environmental Assessment - Preliminary Design - Final Design - Right-of-Way Acquisition	\$0	0%	\$2,939,251	100%	\$2,939,251
	Total Ineligible Costs	\$0	0%	\$2,939,251	100%	\$2,939,251
Eligible Costs	PCN 23153					
	Construction costs incl. construction eng.	\$650,000		\$650,000		\$1,300,000
	Inflation	\$100,000		\$100,000		\$200,000
	Total Future Eligible Costs	\$750,000	2%	\$750,000	2%	\$1,500,000
	PCN 23404					
	Construction costs incl. construction eng.	\$6,450,000		\$6,450,000		\$12,900,000
	Inflation	\$1,100,000		\$1,100,000		\$2,200,000
	Total Future Eligible Costs	\$7,550,000	19%	\$7,550,000	19%	\$15,100,000
	PCN 23641					
	Construction costs incl. construction eng.	\$10,000,000		\$10,000,000		\$20,000,000
	Inflation	\$1,700,000		\$1,700,000		\$3,400,000
	Total Future Eligible Costs	\$11,700,000	29%	\$11,700,000	29%	\$23,400,000
	MPDG Request	\$20,000,000	50%	Total Project Cost		\$42,939,251
	Other Federal	\$0	0%			
	Non-Federal	\$20,000,000	50%			

*As costs continue to rise, if awarded, the State of North Dakota requires flexibility to address any project overruns with a combination of Other Federal Formula and/or State funds.

The Project is located across eight Census Tracts. None of the Census Tracts are designated as a Historically Disadvantaged Community (HDC) or Area of Persistent Poverty (APP). However, based on USDOT’s Equitable Transportation Community (ETC) Explorer national results, Census Tract 9598 in Wells County is considered Disadvantaged. For example, Census Tract 9598 in Wells County is in the 93rd percentile in the nation for transportation insecurity. Seven percent of the total estimated eligible Project cost will be spent within a Disadvantaged community as designated by the ETC Explorer (Table 2).



Table 2. Project Cost by Census Tract

Census Tract	County	APP/HDC Designation	Disadvantage d Community (ETC Explorer)	Estimated Eligible Project Costs	Percentage
3801395330	Burke	No	No	\$3,355,556	8%
3810101100	Ward	No	No	\$1,677,778	4%
3804995590	McHenry	No	No	\$14,238,889	36%
3806995620	Pierce	No	No	\$1,404,000	4%
3808396020	Sheridan	No	No	\$2,808,000	7%
3810396000	Wells	No	No	\$11,934,000	30%
3810395980	Wells	No	Yes	\$2,904,000	7%
3803195960	Foster	No	No	\$1,677,778	4%
Total Project Cost:				\$40,000,000	100%

Non-Federal Funding Source

NDDOT Funding (State Funds)

NDDOT will provide funding through the [Flexible Transportation Fund](#) to be invested for the Project’s infrastructural improvements on US 52. The funding for Project component delivery is programmed in the [Statewide Transportation Improvement Program \(STIP\)](#). However, due to the increased cost of inflation, additional funding is required to completely fund and deliver the critical Project. Table 1 presents the detailed funding breakdown, including cost and source of funding for each major project activity, both in dollars and percentages.

The future eligible costs of the Project will be funded with 50 percent grant funds and 50 percent non-federal funds (Table 1). As documented in the [letter](#) from the NDDOT’s Director, the Department is committed to matching the funds required for the Project. The State’s share of the budget will be funded from the following sources:

- The Flexible Transportation Fund established by the 68th ND Legislative Assembly with [Senate Bill 2113](#). The fund was created to, among other things, provide match for federal grant funding obtained by NDDOT.
- [House Bill 1012](#) gives the NDDOT the appropriations for matching funds on projects that have been awarded grants.

Uses of all Project Funding

The requested MPDG funds will be used towards fully funding the future eligible construction delivery costs of the Project. The Project has not received any other discretionary federal grants and is currently programmed in the STIP with NDDOT’s available Federal formula funds however, the full funding amount to deliver the Project is not currently programmed. The NDDOT may pursue funding under other federal programs as they become available, if this MPDG funding request is not awarded.

MPDG Funding Need

If the MPDG funding is not awarded, the Project will be significantly delayed from its existing schedule or may have critical scope reduction. Without the proposed improvements, the US 52 corridor will continue to experience safety challenges, freight commodity delays, and continued operational and reliability challenges. Without the Project, access management, at-grade railroad crossings, traffic operations, and pavement condition will continue to grow more challenging. Critical regional and international freight movement will become less reliable and inefficient, negatively impacting the economy of the state and beyond.

This Project is a priority project for NDDOT, and it has invested approximately \$2.9 million to complete preliminary design, environmental documentation (NEPA), and final design for the Project including anticipated ROW acquisition by June 2024. However, the persistent impacts of inflation have required NDDOT to reassess the upcoming capital program. Securing the MPDG funds for the Project will allow NDDOT to improve US 52 in the most timely and efficient manner possible. In the absence of the MPDG award, the schedule and the scope of the Project will be negatively impacted.

Supporting Documents

Links to supporting documents are included throughout this narrative. All supporting documents and MPDG grant application materials are available to view at the following webpage:

<http://www.srfconsulting.com/25-26-mpdg-nddot-us-52/>