

# 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/](http://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 Readiness

## Detailed Project Schedule

The Project schedule identifying the completion of major milestones is presented below (Figure 1). All planning agreements, permitting, review periods, and approvals have been considered. The North Dakota Department of Transportation (NDDOT) will be prepared for construction to begin in Spring 2026 and will be complete construction by the end of the 2026 calendar year. The Project requires 0.142-acres of additional permanent right-of-way and acquisition, which is being acquired pursuant to the [Uniform Act](#) and the [NDDOT acquisition procedures](#). There are minimal project risks associated with the Project as indicated by project readiness.

Figure 1. Project Schedule



\*Project may be let earlier if funding is fully secured.

\*\*Project end date March 2029

\*\*\*All dates assume the grant agreement is in place prior to the Project’s Construction Obligation Deadline.

Given the systematic network of the scoped improvements proposed for US 52, the Project components will be let and constructed as a single project, with one construction phase to occur in the 2026 construction season.

## Technical Capacity

The Project is well positioned to begin construction on schedule in 2026. Project cost estimations are stable and based on final design. Preliminary engineering, environmental documentation or National Environmental Policy Act (NEPA) approval, and final design have been completed since December 2023, and right-of-way (ROW) acquisition is anticipated to be completed in June 2024.

The following reports and documents have been prepared for the Project thus far, through preliminary engineering, environmental documentation, and final design:

- PCN 23153 – Access Management at Intersection of US 52 and ND 3
  - [Scoping Report](#) (January 2021)
  - [Environmental Documentation](#) (May 2022)
  - [Final Plans](#) (November 2022)



- PCN 23404 – Acceleration and Deceleration Lanes at Railroad Crossings, and Turn Lanes
  - [Decision Document](#) (September 2022)
  - [ROW, Railroad, and Utility Certification Information](#) (December 2023)
  - [Environmental Documentation](#) (February 2023)
  - [Final Plans](#) (December 2023)
- PCN 23641 – Pavement Rehabilitation
  - [Traffic Operations Study](#) (June 2019)
  - [Linear Soils Survey and Recommendations](#) (November 2023)
  - [Scope of Work](#) (December 2023)
  - [Environmental Documentation](#) (February 2023)
  - [Final Plans](#) (December 2023)

Design criteria are established through the NDDOT’s standards. The technical challenges are well documented and understood as the Department has completed similar projects throughout the state. Based upon NDDOT’s experience with similar projects and status of project readiness, an inflationary rate of 8.2-percent per year from date of final engineer’s cost estimate to the mid-year of anticipated construction (2026) has been established to account for cost increases. The NDDOT is prepared to handle cost overruns if they should occur, through the [Flexible Transportation Fund](#). The Department has an exemplary record of completing project milestones on schedule and has the technical capacity to successfully deliver the Project on time and on budget.

### Lead Applicant

The NDDOT is the lead applicant for this project and the proposed MPDG recipient. Originally called the State Highway Department, the Department was established in 1917. The NDDOT is an innovative and progressive organization with a team of employees that work hard across the state to carry out the Department’s mission to safely move people and goods. The Reason Foundation, based on 13 criteria ranging from safety, to infrastructure condition, to congestion, [ranked NDDOT and the state’s highway system as the 9th most cost-effective DOT in the nation for 2023.](#)

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The NDDOT strives to build and maintain an efficient transportation system consisting of over 8,500 miles of roadway and approximately 1,700 bridges. The Department oversees the development of surface transportation including highways, bridges, rail, transit, pedestrian, and bicycle paths across the state. The NDDOT has significant experience managing Federal-aid highway program funds, as well as the administration of federal discretionary grants. In the past five years, the NDDOT has received and properly managed more than 15 federal grants from several federal agencies. Additionally, since recordkeeping began in 2003, the State has always received the additional federal highway funds redistributed in August to grant recipients that met all obligation deadlines for that year.

## **Assessment of Project Risks and Mitigation Strategies**

The NDDOT understands potential uncertainties and risks associated with construction delivery and construction engineering (construction administration). The Department has decades of experience completing environmental, planning, design, and constructing similar projects across the state. This robust experience aids in mitigating situations that may impact the Project schedule. During the project development stage, NDDOT will conduct frequent meetings to identify [risks and mitigation strategies](#) as the Project progresses. When the Department is unable to complete items in-house, there is flexibility to hire consultants to be an extension of the team, as well as redirect staff to ensure that work is completed on schedule. The NDDOT has standard construction specifications vetted by the FHWA – North Dakota Division’s office to address construction delays based on the specific cause of the delay. There are no utility impacts expected by the Project, as determined by NDDOT through preliminary engineering. [Right-of-way acquisition](#) must also take place and will be completed soon.

### **Environmental**

The Project is the culmination of years of public engagement, planning, and coordination and is positioned exceptionally well for successful delivery. NEPA approval has been acquired for each separate Project component, a significant investment and non-participating incurred cost by the NDDOT. The environmental documentation for the Project included [Programmatic Categorical Exclusions](#) for PCNs 23153 and 23404, and a Categorical Exclusion by Definition for PCN 23641. [Environmental documents](#) prepared for the Project provide a comprehensive overview of the Project’s potential environmental impacts and mitigation strategies, as applicable. The conclusions and strategies of the environmental documents will judiciously be carried forward throughout Project delivery.

### **Public Involvement**

As Project planning activities were completed, NDDOT utilized the Department’s robust [Public Involvement & Coordination](#) process to [effectively engage](#) community members from all walks of life in proximity to the Project area. To date, NDDOT has conducted targeted outreach, recorded and responded to community input, established appropriate community expectations, and provided clear and consistent communication with identified stakeholders. The outreach format has included hosting information on the [NDDOT website](#), public input meetings, targeted focus groups, in-person/hybrid/virtual events, surveys, direct mailing/emailing, social media, newspaper, and other advertisements etc. The information provided at each event generally included project information, improvements and impacts, updates, schedule, opportunities for comment and feedback, and links for in-person and virtual participation options focused on accessibility and inclusivity.

**Required Approvals**  
**Environmental Permits & Reviews**

The NDDOT has completed the NEPA process for the Project. The Programmatic Categorical Exclusions (PCE) and Categorical Exclusion by Definition (CED) have been prepared, as applicable to the Project components. NEPA review and approval through the Department’s [Determination and Approval for Categorical Exclusion](#) process was complete as of February 2023. As identified through preliminary engineering and the environmental documentation (NEPA) process to date, status of required permits and approvals are provided Table 1 below.

Table 1. Required Permits and Approvals

Permits/Approvals	Agency	Action Required (Status)
Section 404 Nationwide Permit	U.S. Army Corps of Engineers	To be acquired.
North Dakota Pollutant Discharge Elimination System (NDPDES) Permit	North Dakota Department of Environmental Quality	To be acquired.
Floodplain Permit	Ward County, McHenry County, and Wells County	To be acquired.
Railroad Construction and Maintenance Agreement	BNSF	Acquired.
Railroad Construction and Maintenance Agreement Extension	BNSF	To be acquired, as necessary.
U.S. Fish and Wildlife Service Special Use Permit	U.S. Fish and Wildlife Service	To be acquired.

**State and Local Approvals**

There is a broad base of support for the Project, as shown by the [Letters of Support](#) submitted as part of this application. The Project closely aligns with the goals, objectives, and policies of the State’s [Long Range Transportation Plan \(LRTP\)](#) and core [family of plans](#) including the [Freight & Rail Plan](#), [Statewide Active and Public Transportation Plan](#), and [Transportation Asset Management Plan \(TAMP\)](#). The Project is currently programmed in [NDDOT’s 2024-2027 Statewide Transportation Improvement Program \(STIP\)](#). The Project will remain programmed in the STIP through obligation (i.e., 2025-2028 STIP and/or 2026-2029 STIP).

**Federal Transportation Requirements Affecting State and Local Planning**

The Project is consistent with current NDDOT plans as programmed in the STIP however, as referenced in the Project budget narrative, the current funding programmed for the Project in the STIP is not the full amount required to deliver the Project. Through obligation of MPDG funds, the Project will continue to be programmed into the STIP as applicable. Revisions associated with MPDG award and executed grant agreement will be reflected in the document pursuant to [23 CFR § 450.218](#). Table 2 shows the current Project components programmed in the STIP.

Table 2. STIP Programmed Project

Project Control Number (PCN)	STIP Description	Estimated STIP Cost
23153	Intersection of US 52 and ND 3 – Harvey - Intersection Improvements	\$254,000
23404	RR Crossings Acceleration/Deceleration Lanes US 52 – Aggregate Base, Hot Bituminous Pavement, Widening	\$9,167,000
23641	Near Junction 53 to Near Fessenden – Hot Bituminous Pavement, Milling, Subcut	\$24,599,000

## Supporting Documents

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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/>