REGULAR MEETING OF THE CITY COMMISSION AGENDA

Tuesday, April 21, 2026 at 4:30 PM MT
City Hall – 38 1st Street West Dickinson, ND 58601

Commissioners:
President: Scott Decker
Vice President: Robert Baer
Jason Fridrich
Joe Ridl
Russ Murphy

CALL TO ORDER

ROLL CALL

OPENING CEREMONIES: PLEDGE OF ALLEGIANCE

1. ORDER OF BUSINESS: CONSIDERATION FOR APPROVAL

A. Resolution No: 17-2026

Ordinance No: 1856

2. CONSENT AGENDA

A. Approval of City Commission Meeting Minutes dated April 7, 2026 (Enc.)

Presented by: President Decker

Consideration to approve

B. Approval of Accounts Payable, Commerce Bank and Checkbook (Enc.)

Presented by: President Decker

Consideration to approve

3. ADMINISTRATION / FINANCE

A. Beer and Wine Only On- Sale Liquor License - Daph's Flower Farm (Enc.)

Presented by: Administrator Dassinger

Consideration to approve

B. Gaming Site Authorization - Fort Abraham Lincoln Foundation - Paragon (Enc.)

Presented by: Administrator Dassinger

Consideration to approve

C. Consolidated Fiber Contract Renewal (Enc.)

Presented by: IT Director Meyer

Consideration to approve

D. Consolidated GuestNet Internet Contract (Enc.)

Presented by: IT Director Meyer

Consideration to approve

E. Chapter 6-80 - Definition of Domestic Fowl (Enc.)

Presented by: Attorney Wenko

Consideration to approve second reading and final passage of Ordinance No. 1853

F. Chapter 22 - Tobacco Sales and Possession (Enc.)

Presented by: Attorney Wenko

Consideration to approve second reading and final passage of Ordinance No. 1854

G. Chapter 4-48 - Domestic Winery License (Enc.)

Presented by: Attorney Wenko

Consideration to approve second reading and final passage of Ordinance No. 1855

H. Senior Accountant Grade Reclassification (Enc.)

Presented by: Deputy Finance Director Greenwood

Consideration to approve

I. Audit Update (Enc.)

Presented by: Deputy Finance Director Greenwood

Consideration to approve

J. Monthly Financial Report (Enc.)

Presented by: Deputy Finance Director Greenwood

K. HR Monthly Report (Enc.)

Presented by: HR Director Nameniuk

4. PUBLIC WORKS

5. PUBLIC SAFETY - FIRE

6. PUBLIC SAFETY - POLICE

A. Police Department Quarterly Report (Enc.)

Presented by: Chief Cianni

7. COMMUNITY DEVELOPMENT

A. Multi-Hazard Mitigation Plan (Enc.)

Presented by: Planner Birchak

Consideration to approve

B. Chapter 50 - Food Truck License (Enc.)

Presented by: City Planner Birchak

Consideration to approve second reading and final passage of Ordinance No. 1852

C. 2026 Utility and Street Improvements Project NDDWR Grant Award (Enc.)

Presented by: Engineer and Community Development Director Skluzacek

Consideration to approve Grant Award

D. 2026 Sidewalk Program Bid Award (Enc.)

Presented by: Engineer and Community Development Director Skluzacek

Consideration to approve Bid

E. MSA with Northern Plains Engineering (Enc.)

Presented by: Engineer and Community Development Director Skluzacek

Consideration to approve MSA

F. 2026 Utility and Street Improvement Material Testing (Enc.)

Presented by: Engineer and Community Development Director Skluzacek

Consideration to approve

G. WBL & Roundabouts Task Order Award to KLJ Engineering (Enc.)

Presented by: Engineer and Community Development Director Skluzacek

Consideration to approve Task Order

H. Webster Consulting H2S Mitigation Study Contract (Enc.)

Presented by: Senior Engineer Keller

Consideration to approve Contract

I. Letter of Support - Mann's Dam - Design & Permitting Letter of Support (Enc.)

Presented by: Senior Engineer Keller

Consideration to approve

8. PUBLIC HEARING – 5:00 PM

A. Public Hearing - Transportation Master Plan Adoption (Enc.)

Presented by: Planner Birchak

Consideration to approve first reading of Ordinance No. ____

B. Public Hearing - Comprehensive Plan Update Adoption (Enc.)

Presented by: Planner Birchak

Consideration to approve first reading of Ordinance No. ____

9. PUBLIC COMMENTS

10. COMMISSION COMMENTS

11. ADJOURNMENT

Link for viewing Commission Meeting:
Stream Link: https://youtube.com/live/y6UEw849JdI
This link will not be live until approximately 4:25 PM MT on April 21, 2026.
Teams Meeting: https://tinyurl.com/CCM04212026
Teams Meeting ID: 278 499 180 011 66 **Meeting Passcode:** xu9uv63y
Teams Phone #: 1-701-506-0320 **Phone Conference ID:** 478 952 681#
Persons desiring to attend the meeting who require special accommodations are asked to contact the City Administrator at (701) 456-7744 by the Friday preceding the meeting.

REGULAR MEETING **DICKINSON CITY COMMISSION** **April 7, 2026**

I. CALL TO ORDER

Vice President Robert Baer called the meeting to order at 4:30 PM

II. ROLL CALL

Present were: Vice President Robert Baer, Commissioners Jason Fridrich, Joe Ridl and Russ Murphy.

Telephone: None

Absent: President Scott Decker

PLEDGE OF ALLEGIANCE

1. ORDER OF BUSINESS

MOTION BY: Jason Fridrich SECONDED BY: Joe Ridl

To approve the April 7, 2026 meeting as presented.

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

2. CONSENT AGENDA

MOTION BY: Russ Murphy SECONDED BY: Joe Ridl

A. Approval of the City Commission Meeting Minutes dated March 24, 2026

B. Approval of Accounts Payable, Commerce Bank and Checkbook

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

3. ADMINISTRATION/FINANCE

A. Abatement Hearing – 2566 States Blvd

City Assessor Chris Dickinson states at the BOE meeting in 2025 there were some objective changes for the property listed at 2566 States Boulevard. These changes were not made in 2025 therefore they are now corrected. Assessor Dickinson is recommending the abatement.

MOTION BY: Jason Fridrich SECONDED BY: Russ Murphy

To approve the abatement for 2566 States Boulevard.

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

B.Child Abuse Prevention Month Proclamation

Vice President Robert Baer reads the Child Abuse Prevention Month Proclamation

MOTION BY: Jason Fridrich SECONDED BY: Russ Murphy

To approve the Child Abuse Prevention Month Proclamation

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

4. PUBLIC WORKS

A. Declaration of Surplus Supply

Interim Public Works Director Jacob Waldo states normally the City holds a public auction every two years. The resolution that is presented is to declare surplus to sell by live

auction. There are three vehicles to surplus. He is hoping to work with an auction website to try and sell these items. He will come back to the Commission to give them more information in regards to this.

MOTION BY: Russ Murphy SECONDED BY: Jason Fridrich
To approve Resolution No. 15-2026

RESOLUTION NO. _____15_ - 2026
A RESOLUTION DECLARING SURPLUS CITY PROPERTY

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

B.Land Lease – 35 Acre Pasture Lease
Interim Public Works Director Jacob Waldo presents a lease agreement between the City of Dickinson and Brusseau Farms to lease a portion of property within the following description for grazing purposes: A tract of land consisting of the NE Quarter of the SE Quarter (NE¼SE¼) of Section 12, T139, R96W, together with the NW Quarter of the SW Quarter (NW¼SW¼) of Section 7, T139N, R95W Stark County, ND. Mr. Brusseau submitted a proposal in response to an RFP published by Public Works staff. Within the proposal, 2 bids were offered; a 3-year option and a 5-year option. After review of the documents, it is the recommendation of Public Works staff to utilize the 5-year option. The annual rent for this property will be $30 per acre ($1050 total) for the 2026 calendar year and increase by $2 per acre each succeeding year until 2030 when it maxs out at $38 per acre ($1330 total). The proposal has been included in your packets for your reference and the lease document has been reviewed by the City Attorney, Public Works staff recommends approval and signing of the 5-year lease document.

MOTION BY: Joe Ridl SECONDED BY: Russ Murphy
To approve 5 year – 35 Acre Pasture Lease to Brusseau Farms.

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

C. Agricultural Drone Services Bid Award
Interim Public Works Director Jacob Waldo presents a bid opening was conducted by Public Works staff for agricultural drone spraying services on 26 March, 2026 at 3:00 pm at the Public Works Facility where 1 bid was received from Spotters Aerial Ag LLC headquartered in Killdeer. City of Dickinson Public Works has contracted drone spraying services for the last 2 years. At the request of the Board of City Commissioners, an RFP was published for the service this year. Through the RFP period, staff fielded phone calls from 3 interested contractors. The bid includes weed control services for all 13 requested sites covering a total of 183.09 acres of land throughout the City of Dickinson, with the largest portions coming from the landfill, the emergency inert landfill, and lagoon system. Drone spraying has demonstrated a significant reduction in labor hours and material waste and focuses specifically on noxious weeds in areas that are not cut on a regular basis by City staff. The total quoted rate per application is $23,958.05 for a total expenditure of $47,916.10 over the calendar year, with payment being split between the divisions responsible for each tract of land sprayed. Based on the attached proposal, Public Works Staff recommends utilization of Spotters Aerial Ag for drone spraying services this year.

MOTION BY; Jason Fridrich SECONDED BY: Joe Ridl
To approve the Agricultural Drone Services Bid Award

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

5. PUBLIC SAFETY

Fire

A. No Report

Police

A. No Report

6. COMMUNITY DEVELOPMENT SERVICES

A. Energy Center 6th Addition Development Agreement with Dickinson Energy Park, LLC

City Planner Natalie Birchak presents for the Commissioners consideration a contract with Dickinson Energy Park, LLC, for a land swap of approximately 2.1 acres of City-owned land for approximately 1.89 acres of land owned by Dickinson Energy Park, LLC, as well as a construction agreement for stormwater management and sanitary sewer improvements. Dickinson Energy Parks, LLC, is responsible for the initial construction and installation costs of all stormwater management and sanitary sewer improvements. The City will take over maintenance of the infrastructure after initial construction. The City Attorney has reviewed this contract with no comments. Community Development staff recommends approval.

MOTION BY: Russ Murphy SECONDED BY: Jason Fridrich
To approve the Energy Center 6th Addition Development Agreement with Dickinson Energy Park, LLC.

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

B. Energy Center 6th Rezone

City Planner Natalie Birchak presents a request for approval of a Zoning Map Amendment from General Industrial (GI) and Public (P) to Public (P) for Lot 1 of Block 1 of the Energy Center 6th Addition Subdivision, a Zoning Map Amendment from General Industrial (GI) to Public (P) for Lot 7 of Block 1 of the Energy Center 6th Addition Subdivision, and a Zoning Map Amendment from Public (P) and General Industrial (GI) to General Industrial (GI) for Lot 5 and Lot 6 of Block 1 of the Energy Center 6th Addition, located in the City of Dickinson. The site consists of +/- 31.98 acres. Planner Birchak states staff recommends approval of this rezoning request contingent on approval of PLP-001-2026 and recording of the Energy Center 6th Addition Subdivision and associated development agreement. The City has not received any public comment regarding this property.

MOTION BY: Jason Fridrich SECONDED BY: Joe Ridl
To approve second reading and final passage of Ordinance No. 1850.

ORDINANCE NO. 1850

AN ORDINANCE AMENDING THE DISTRICT ZONING MAP FOR REZONING AND RECLASSIFYING DESIGNATED LOTS, BLOCKS OR TRACTS OF LAND WITHIN THE EXTRATERRITORIAL ZONING JURISDICTION OF THE CITY OF DICKINSON, NORTH DAKOTA.

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

C. Final Plat Energy Center 6th Final Major Subdivision

City Planner Natalie Birchak presents a final major subdivision plat. Planner Birchak states the applicant is requesting approval of the Energy Center 6th Addition final major

subdivision, being a replat of Lots 1, 1A, and 2 of Block 1 of the Energy Center 3rd Addition Subdivision, located in the SE ¼ of Section 1, Township 139 North, Range 96 West, in the City of Dickinson. The site is zoned General Industrial (GI) and Public (P). The site consists of +/- 70.71 acres. Planner Birchak states Staff recommends approval of this final major subdivision contingent on approval of REZ-001-2026 and associated development agreement.

MOTION BY: Russ Murphy SECONDED BY: Joe Ridl
To approve Resolution No. 16-2026

RESOLUTION NO. 16 - 2026
A RESOLUTION APPROVING FINAL PLAT ENTITLED ENERGY CENTER 6TH ADDITION SUBDIVISION STARK COUNTY, NORTH DAKOTA

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

D. Chapter 62 Amendment – Residential Storage Containers

City Planner Natalie Birchak and staff is requesting approval of zoning text amendments to the notes for Table 62-162-2: Permitted Uses by Zoning Districts, in Section 62-162: Development regulations, in Chapter 62-Zoning of the Dickinson Municipal Code, to prohibit the use of storage containers as accessory structures in residential zoning districts within City limits. This amendment also subjects storage containers located outside of the residential zoning districts to the same screening requirements as outdoor storage. Staff recommends approval of this proposed text amendment.

Vice President Robert Baer is concerned and has a couple of issues in regards to this change. He is asking if there were any complaints. He states it would be helpful if the City could see some proof, photos, find out where these places are so they can look at them. Also, should there be a grace period of 5-7 years to get rid of this storage unit.

Planner Birchak states previously established storage units would be able to remain as seen as nonconforming structures until owner submits for development application of any kind then they would be asked to remove it or move it. This would also apply to the ETZ. Ms. Birchak states as for the outdoor screening requirements the screening and setback of them in the yards is already in ordinance. Ms. Birchak states that right now in the ETZ there are nonconforming ones and if the person applied for a building permit, then they would have to come in compliance with the storage unit.

MOTION BY: Jason Fridrich SECONDED BY: Russ Murphy
To approve second reading and final passage of Ordinance No. 1851.

ORDINANCE NO. 1851

AN ORDINANCE AMENDING AND RE-ENACTING CHAPTER 62, RELATING TO THE USE OF STORAGE CONTAINERS AS ACCESSORY STRUCTURES IN RESIDENTIAL ZONING DISTRICTS

DISPOSITION: Roll call vote…Aye 3, Nay 1 (Ridl), Absent 1
Motion declared duly passed

E. Road Maintenance Task Order Amendment to Civil Science

Engineer and Community Development Director Joshua Skluzacek presents a task order amendment with the Civil Science Infrastructure, Inc. for City of Dickinson project number 202601 – 2026 Road Maintenance project. This includes construction engineering services for both the mill and overlay and the chip seal projects. The total estimated cost for construction engineering as specified in the agreement is $473,279.00. The City Attorney has reviewed the task order with no comments. He reviews the key scope of work and city staff recommends approval.

MOTION BY: Joe Ridl SECONDED BY: Russ Murphy
To approve the Road Maintenance Task Order Amendment to Civil Science

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

F. 4th Street East, 5th Street East, 26th Avenue East Street Task Order Amendment to Civil Science

Engineer and Community Development Director Joshua Skluzacek a task order with the Civil Science Infrastructure, Inc. for City of Dickinson project number 202105 – 4th St E, 5th St E, 26th Ave E Street Improvement project. This includes construction engineering services for the project. The total estimated cost for construction engineering as specified in the agreement is $42,877.00. The City Attorney has reviewed the task order with no comments. The key scopes of work included in this task order amendment are: Construction administration, Construction staking, Material testing, Project final records and documents. The city engineering staff recommends approval.

MOTION BY: Jason Fridrich SECONDED BY: Russ Murphy
To approve the 4th Street East, 5th Street East, 26th Avenue East Street Task Order Amendment to Civil Science.

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

G. Monthly Report

Engineer and Community Development Director Joshua Skluzacek presents the monthly engineering report to include 19 total preapplication meetings. He reviews the projects. He states GIS has finalized the web to allow tracking and viewing of road closures. This would show street and lane closures to be placed on GIS maps and being available to the public.

Commissioner Joe Ridl questions the road maintenance that was complete and does it include warranted concrete. He states the GIS for road closures will be great. He is wondering if this can be tied into the public works app to see if this would be easier to check. He states technology side has really come forward.

Engineer Skluzacek states he will check on the public works app.

Engineer Skluzacek state the roundabouts will start within the week. They are waiting for load restrictions to be lifted as the contractor is geared up and ready to go. He states NDDOT decides on the temperature of the ground.

H. Bartlett and West Construction Engineering Task Order – East Water Tank

Senior Engineer Kris Keller presents a task order amendment for construction engineering with Bartlett & West. The construction engineering estimated cost is $42,000 on a time & material basis. Bartlett & West will provide material submittal & shop drawing review, and quality assurance/construction inspection. This task order amendment was reviewed by the City Attorney. The project will be funded by the GPT. The City Engineering staff recommends approval.

MOTION BY: Jason Fridrich SECONDED BY: Russ Murphy
To approve the Bartlett and West Construction Engineering Task Order for the East Water Tank.

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

I. Memorandum of Agreement – US Army Corps of Engineers – East Broadway Dam.

Senior Engineer Kris Keller presents a Memorandum of Agreement (MOA) with the US Army Corps of Engineers (US ACE) and the ND State Historical Preservation Officer regarding the adverse effects of removing the current East Broadway Dam. The MOA is a requirement of obtaining the Section 404 Permit from the US ACE. The Section 404 permit is required to remove the existing dam structure and install the new structure. This MOA will require the City to install an interpretative panel. The panel will be placed in Jaycee's Park overlooking the site of the original structure. Additionally, a QR code, similar to the QR code on the bottom right corner of this memo, will be on the panel. The QR code will link to a city hosted website that will contain all of the historical documents for public view, including a time-lapse video of the demolition and construction at the project site, when that occurs. The website development is being assisted by a member of the Dickinson Youth Commission. This memo was reviewed by the City Attorney. The City Engineering staff recommends approval.

MOTION BY: Russ Murphy SECONDED BY: Joe Ridl
To approve the US Army Corps of Engineering East Broadway Dam MOU.

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

J. H2S Mitigation – Task Order – H2S Contract

Engineer and Community Development Director Joshua Skluzacek presents a task order from Apex Engineering. Apex will work in conjunction with another firm, Webster Environmental (contract forthcoming on 4/21/2026 commission meeting), and the City to identify sources of & mitigation strategies for Hydrogen Sulfide (H2S). Apex's specific responsibilities are to install monitoring instrumentation, gather samples, field testing, and provide system insight. H2S is a dangerous gas that develops in sanitary systems. The gas poses a safety risk to employees working on the waste water system and at the Water Reclamation Facility. Additionally, H2S creates corrosive conditions that damages the city's wastewater infrastructure (see project 202423 – Sanitary Manhole Repair). The Apex portion of this engineering study estimated to be $40,000 on a time & material basis. This task order was reviewed by the City Attorney. The project will be funded by cash on hand. The City Engineering staff recommends approval.

MOTION BY: Joe Ridl SECONDED BY: Russ Murphy
To approve the H2S Mitigation Task Order H2S Study Contract

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

7. <u>PUBLIC HEARING – 5:00 P.M.</u>

A. Public Hearing – Chapter 50 – Food Truck License 1852

City Planner Natalie Birchak presents a text amendment to Section 50-75 – Commercial use of sidewalks, streets and public grounds restricted, and to Section 50-76 – Permitted uses of sidewalks, streets, or other public grounds, in Chapter 50-Streets, Sidewalks and Other Public Places, of the Dickinson Municipal Code, to update the definitions and licensing procedures relating to mobile vendors and mobile food units. Staff recommends approval of these text amendments. Planner Birchak states in March of 2025, at the request of the City Commission, Community Development staff reviewed the existing process for licensing food trucks in Dickinson. Community Development staff established a small task force including representatives from the Code Enforcement, Planning, Public Works, Fire, and Police Departments to review the existing ordinance, research how other communities permit or license food trucks, and address potential changes to the regulations and licensing process.

Vice President Robert Baer does have an issue of try to protect children to having lemonade stands. These will be on public sidewalks and signs. They would not be allowed to do

this. If someone would like to put skirting for protection, would they be able to do this. What we consider as permanent.

City Planner Natalie Birchak states in chapter 50 allows for these smaller businesses that protects them. These are not considered mobile food trucks. Finding with skirting typically a mobile food vendor would use that as a permanent structure. A temporary skirting could be used for protection. She states the City does not want them to turn into a permanent mobile if use skirt. Anything that can move is considerate that can move. If at any time that it can be hooked up and can be moved.

Commissioner Joe Ridl wonders if there anyway to obtain a permit on the weekend.

Planner Birchak states if the administrative office is closed then they would have to get a permit any other day.

Vice President Robert Baer opens the public hearing at 5:17 p.m.

Mr. Jerry Roberts is a strong supporter of local businesses. If the food trucks are not allowed to be parked on public roadways or sidewalks where would be a specific designated spots to go. Sidewalks and roadways are public property and should be used for the public. If protestors are using their rights to be on the sidewalks and I think business owner who has a license should be allowed to be on there. Food truck – mobile – rather than limiting exactly where they could go but limiting on days and times to be on certain spots. Skirting is important in several ways – functionality – debris or snow, skirting should be allowed. Food trucks are important to our community.

Planner Birchak states the city is not blocking food trucks from operating – shows the approved maps. Infringing on the parking so entire streets are not taking up the entire street. That is for downtown commercial. You are operating in the approved area.

Vice President Baer closes the public comments at 5:22 p.m.

MOTION BY: Russ Murphy SECONDED BY: Jason Fridrich
To approve first reading of ordinance 1852 with the amended skirting requirement and apparatus being mobile.

ORDINANCE NO. 1850

AN ORDINANCE AMENDING THE DISTRICT ZONING MAP FOR REZONING AND RECLASSIFYING DESIGNATED LOTS, BLOCKS OR TRACTS OF LAND WITHIN THE EXTRATERRITORIAL ZONING JURISDICTION OF THE CITY OF DICKINSON, NORTH DAKOTA.

DISPOSITION: Roll call vote…Aye 3, Nay 1 (Ridl), Absent 1
Motion declared duly passed

B. Public Hearing – Section 6-80 – Definition of Domestic Fowl

City Attorney Christina Wenko presents changes to Section 6-80 which will change the definition of domestic fowl. Add quail under domestic. They are now excluded from domestic fowl and the city is not able to address complaints. Only adding quail. Rabbits are under a different section – separate section. This change is coming forward because of complaints, noise, types of animals part of the issue. We are not able to address them right now as they are not addressed in the code. In the circumstances as presented I believe animals in cages and no free roaming at this time. These have been in apartments and residential areas and complaints from neighbors. The language of including but not limited to does cover all these animals. Complaint based; this is something that this issue has come forward. This is limited to the city limits only. She states *Domestic fowl* means poultry which is valued for its meat and eggs including but not limited to chickens, turkeys, ducks, geese, guinea fowl, quail and pigeons.

Vice President Robert Baer opens the public hearing at 5:29 p.m.

Vincent Sisneros states this is complaint based. Once code changes it would be applicable across city limits. Quail are regulated through the state. The people that have them should have a license. Mr. Sisneros states that this change could affect their income and does not feel this is fair. It is a wide spread issue. You can put a small business out of business. These are also used for 4H projects. We are going to have a broad blanket of certain animals.

City Attorney Christina Wenko states this is the most appropriate way to address this issue. If we have individuals operating small business out of residences will require special use permit to allow in current zoning. The City has addressed individuals selling rabbits and did not have the appropriate paperwork. This has to be allowed and approved by city code. Paperwork that would be allowed to do that.

Makenna Sisneros states she lives in Sundance Coves division and over 1800 square feet. She states no one even knows that I have them. I am permitted to have them. This change would be hurting my business as she markets and sells eggs, and sell them to own their own flock. She states if she can't have our birds anymore, this is not fair. Whole LLC made out of it. They have not hurt anyone. If this goes through, will I need to get rid of all of my birds. The field in our backyard is not in city limits. I did not know I had to apply for a special use permit. I have a permit through Game and Fish and they said this is all I needed to go to sell the eggs.

City Attorney Wenko states that the Sisneros are part of this is from complains from incidences from your property. We are going looking to mechanisms to address concerns. Whether you feel it is appropriate to have these types of animals and fowls in city limits. What are the outcomes of what is allowing that and they need to answer?

Ms. Sisneros states they would be glad to move the coop over to a different property.

Attorney Wenko states this is not the time to negotiate the complaint in public. Point of conservation is that is it an ongoing issue with others. Prevent that this is going to prevent from continuing to occur. If you allow then we will move forward and if needs to be restrictive then we will move.

Ms. Sisneros states she feels targeted right now.

Attorney Wenko states indicating that there are no complaints against the property is something we need to address. Not your property specifically is it saying that the city. Most certain circumstances are complaint based. Look at current code to have current mechanism to adequately address citizens' complaints. Our responsibility is to check and see that we have the code language in place. When issues arise. If the mechanism to address this complaint or other complaints. We don't have the ability to restrict this or not. The commission has to make this decision.

Ms. Sisneros states Ms. Wenko said specifically it is our property. The Sisneros have them behind our house and covered and we can put them on the next lot or the future lot. They are not a danger. There are no health risks. Ms. Sisneros follow all the guidelines. One neighbor is the only problem there.

Attorney Wenko appreciates the comments. Whether the commission wants to allow it or not. That is the decision the commission will have to make.

Commissioner Russ Murphy does Section 6-80 have variance over a SUP to run a business or if it is in code and can you get a SUP.

City Planner Natalie Birchak states typically if not permitted in different section, then it wouldn't be in SUP so it will have to be brought up in. Not allowed unless used for specific sort of business. Should have gotten a permit for a home-based business. If operating out of homes they need a SUP. If operating a business out of your home like raising the quail is needs a SUP.

Attorney Wenko states the reason for SUP for home business is that the City would have ability to address neighboring concerns so it doesn't become an issue in the long run. Question is do you want to allow it in the City or not.

Commissioner Jason Fridrich questions if this change will cross over all our ordinances. He states that he is sure this is covered in the zoning that is not allowed already.

Commissioner Russ Murphy questions whether the City needs revisit animals such as rabbits, pheasants, etc. I think we don't address this I think we are going to get specific species.

Commissioner Jason Fridrich states if quail was not allowed in this code, she would not be allowed to have that type of business out of their house. don't come forward until there is a complaints.

Jeri Roderigues states she organizes the winter farmers market with Able permission. She states she feels when she moved to Dickinson this is a very rural community and welcome a lot of ag industries and local businesses. Restricting quail that would hinder the market as well. And only source vendors outside of the city. From the parents point of view quail are harmless. Far more complaints of dogs then quail. Important in community to have freedom their choice of business and pets as long as they are not harming anyone.

Willow Toroitich states her family moved from Bismarck to Mandan as they wanted chickens. We just assumed that Dickinson can have chickens. We have to source our food as we have 7 children. Work with other farmers to feed our kids. This seems to run a fowl of conservative or self-sustaining ideology to ban people from having quail. If policy gets made because people complain. What is the ratio of quail complaints to dog complaints? How can you be sufficient and take care of yourself? How many complaints do you need to ban the freedom of other people?

Commissioner Jason Fridrich questions how is this would be different if we allowed if we allowed chicken, ducks, etc. Maybe the City should allow a cow. How is this any different. As a board we run into this situation though. You might be a great chicken owner but the next three people are terrible chicken. We have to balance that out for the greater good.

Attorney Wenko states the difference we have on the books laws and regulations to the use and restriction of dangerous animals. We have the ability to charge those animal owners. This is based on a lot of different factors. Different we have the ability and have the code and mechanisms to address animal owners not taking seriously in regard to dangerous animals. The City doesn't have anything in code that is citizen complaints. We address every complaints. We don't pick and choose each complaint. We address them all. We don't tell someone that their complaint is not good enough to address. Citizen complaints take them all seriously and disregard t hem. Comes down to this is something that this commission feels that is appropriate to allow in our borders. We have to have something in place to address these concerns.

Willow Toroitich states families to have the freedom to feed their families.

Jeri Roderigues questions how many complaints do you need to address this.

Attorney Wenko states she would be happy to have conversation with Ms. Roderigues outside of this commission meeting. Address the complaint. Some noise issues as well. Obviously with cleanliness issues as well.

Vice President Robert Baer closes the public hearing at 6:02 p.m.

Vice President Robert Baer states he has done multiple reviews of this. Spoke specifically to public health that this would be a disaster when talking about chickens or other types of domestic birds as there such things as diseases domestic fowls bring into citizens that could cause problems.

Commissioner Jason Fridrich questions whether this change is covering everything we should to include pheasants, doves, etc. Is raising animals in the city limits for resale or uses is something that we want to start and can't wrapped my arms around this.

Attorney Wenko can certainly review this. Commission to pass for first reading we can have a discussion to see if there is additional species and bring it back.

Commissioner Russ Murphy feels that the City needs to review this entirely. Illuded to before specific rabbits, we have a code for that, etc.

MOTION BY: Jason Fridrich SECONDED BY: Russ Murphy
To approve first reading of ordinance 1853.

ORDINANCE NO. 1853

AN ORDINANCE AMENDING AND RE-ENACTING SECTION 6-80 OF CHAPTER SIX OF THE MUNICIPAL CODE OF THE CITY OF DICKINSON, NORTH DAKOTA, RELATING TO DEFINITIONS

DISPOSITION: Roll call vote…Aye 3, Nay 1, Absent 1
Motion declared duly passed

C. Public Hearing – Chapter 22 – Tobacco Sales and Possession

City Attorney Christina Wenko presents a Chapter 22 amendment. She states it is brought forward as she was made aware code is slightly outdated in regard to legislative changes. The City of Dickinson should be consistent with century code. This amendment would set a fee for a minor over 14 years of age or older. Attorney Wenko reviews changes:

- Updates Section 22-57 to make it consistent with N.D. Century Code 12.1-31-03
- Sets a fee for a minor over 14 years of age or older at $25.00
- Outlines contesting procedures
- Defines penalties and outlines court sanctions and options for enforcement
- Updates Section 22-58 to make it an infraction to sell or furnish tobacco products to anyone under the age of 21
- Maximum penalty for an infraction is $1,000 fine
- Deletes Section 22-59 because penalty sections are now contained in Sections 22-57 and 22-58

Vice President Robert Baer open public hearing at 6:11 p.m. Hearing no public comments, the public hearing was closed at 6:12 p.m.

MOTION BY: Russ Murphy SECONDED BY: Jason Fridrich
To approve first reading of ordinance 1854.

ORDINANCE NO. 1854

AN ORDINANCE AMENDING AND RE-ENACTING SECTION 22-57, 22-58 AND 22-59 OF THE DICKINSON MUNICIPAL CODE, RELATING TO THE POSSESSION, PURCHASE, OR USE OF TOBACCO PRODUCTS BY AN

INDIVIDUAL UNDER THE AGE OF 21 YEARS OF AGE, SALE OF TOBACCO PRODUCTS TO CERTAIN INDIVIDUALS PROHIBITED AND PENALTIES

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

D. Public Hearing – Chapter 4-48 – Domestic Winery License

City Attorney Christina Wenko presents an amendment to Chapter 4-48. She states the City had a major rewrite of Article 4. Attorney Wenko states it was a request in regards to the Domestic Whinery which would make it necessary to change the ordinance to make it a requirement to desire with domestic winery to have a special event permit with city. The domestic winery would need special event permit to have a special event in the City. This special use permit allows the city to track the event and have enforcement. Sale of alcohol of underage individual. This does not automatically restrict but must require to obtain a special event permit. City staff recommend change.

Vice President Robert Baer opens the public hearing at 6:15 p.m.

Kevin Kinzel owner of Fluffy Fields Winery asks about the special permit from city.

Attorney Wenko states it is a form and then fee will be set on city fee schedule. Identifies what event hosting, date, time location, not super significant form, pay the fee and the city would look to see if appropriate and move forward. She states other cities do have certain requirements with small fees we would be doing something similar. Based upon to come in an operate in city limits. If you wanted to come into city and get permit request, fill out application, city reviews that and if any questions city staff would reach out to you. If you decided with another liquor license holder to do an event to involve class A liquor license that applicant would have to come forward to complete a form.

The public hearing was closed at 6:19 p.m.

MOTION BY: Jason Fridrich SECONDED BY: Russ Murphy
To approve first reading of ordinance 1855.

ORDINANCE NO. 1855

AN ORDINANCE AMENDING AND RE-ENACTING SECTION 4-48 DAKOTA, RELATING TO DOMESTIC WINERY LICENSING REQUIREMENTS

DISPOSITION: Roll call vote…Aye 4, Nay 0, Absent 1
Motion declared duly passed

9. PUBLIC COMMENTS NOT ON AGENDA

None

10. COMMISSION COMMENTS

Vice President Robert Baer thanks everyone for coming to the meeting and speaking up and making comments.

11. ADJOURNMENT

MOTION BY: Joe Ridl SECONDED BY: Jason Fridrich
Adjournment of the meeting was at 6:15 P.M.

DISPOSITION: Roll call vote… Aye 5, Nay 0, Absent 1
Motion declared duly passed.

OFFICIAL MINUTES PREPARED BY:

_____

Rita Binstock, Assistant to City Administrator

APPROVED BY:

_____

Dustin Dassinger, City Administrator

_____

Scott Decker, President
Board of City Commissioners

Date: April 24, 2026

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson
Payables Management

Ranges:
Vendor ID: First - Last
Class ID: First - Last
Payment Priority: First - Last
Vendor Name: First - Last
FED TAX CLAS: First - Last
Posting Date: First - Last
Document Number: First - Last

Print Option: DETAIL
Age By: Document Date
Aging Date: 4/1/2026

Exclude: Credit Balance, Zero Balance, No Activity, Unposted Applied Credit Documents, Multicurrency Info
Sorted By: Vendor Name
Due Date

*** - Indicates an unposted credit document that has been applied.**

Vendor ID: 6649 **Name:** ABOUT THE FIT LLC **Class ID:** **FED TAX CLAS:** LLC-C

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	33126	INV	4/9/2026	4/9/2026	$40.00	MENDING FOR POLICE DEPT		$40.00			
							Due				
Voucher(s): 1						Aged Totals:	$40.00	$40.00	$0.00	$0.00	$0.00

Vendor ID: 2302 **Name:** ACTION CLEANING SERVICE DBA ACS INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	16451	INV	4/6/2026	4/6/2026	$3,915.00	CLEANING @ LIBRARY		$3,915.00			
							Due				
Voucher(s): 1						Aged Totals:	$3,915.00	$3,915.00	$0.00	$0.00	$0.00

Vendor ID: 4977 **Name:** ADVANTAGE CREDIT BUREAU **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	67349	INV	4/7/2026	4/7/2026	$302.50	CREDIT BUREAU CHECKS		$302.50			
							Due				
Voucher(s): 1						Aged Totals:	$302.50	$302.50	$0.00	$0.00	$0.00

Vendor ID: 4206 **Name:** AED EVERYWHERE **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	32298	INV	4/3/2026	4/3/2026	$229.51	CPR STAT PADZ MULTI FUNC		$229.51			
							Due				
Voucher(s): 1						Aged Totals:	$229.51	$229.51	$0.00	$0.00	$0.00

Vendor ID: 4806 **Name:** ALEX AIR APPARATUS 2 LLC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	INV-53778	INV	2/2/2026	2/2/2026	$2,612.00	CHARGER, US PLUG, 2 BATTE			$2,612.00		
							Due				
Voucher(s): 1						Aged Totals:	$2,612.00	$0.00	$2,612.00	$0.00	$0.00

Vendor ID: 5115 **Name:** ALLSTATE PETERBILT OF DICKINSON **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	4604218928	INV	4/9/2026	4/9/2026	$119.86	GASKET, SEAL WHEEL		$119.86			

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

			Due				
Voucher(s): 1	Aged Totals:	$119.86	$119.86	$0.00	$0.00	$0.00

Vendor ID: 9771 **Name:** AMAZON CAPITAL SERVICES **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	17CF77T3D17X	CRM	3/14/2026		($15.92)	RETURN DIPTN BOOK ORDER		($15.92)			
	1QPYHGQJ77QW	CRM	3/28/2026		($13.74)	RETURN DIPTN BOOK ORDER		($13.74)			
	169MQVMNKC4D	INV	3/27/2026	3/27/2026	$100.54	BUNN GLASS 12 CUP DECANT		$100.54			
	13N97X1X9F79	INV	3/30/2026	3/30/2026	$35.68	GIFT BAGS		$35.68			
	1MPKDCK9LC7R	INV	3/30/2026	3/30/2026	$23.35	NOTE PADS, LEGAL PADS		$23.35			
	1PVHMXQG6VNW	INV	3/31/2026	3/31/2026	$326.40	4 T SIGN FOR OUTDOORS, ME		$326.40			
	163XQJDJYDD4	INV	4/4/2026	4/4/2026	$252.71	DIP CH BKS		$252.71			
	16D11R9C6KGG	INV	4/5/2026	4/5/2026	$13.74	DIP TN BOOKS		$13.74			
	1C7NRC4WXVPW	INV	4/6/2026	4/6/2026	$75.14	FILER FOLDERS, REINFORCEI		$75.14			
	1Q93JMYYFWYX	INV	4/6/2026	4/6/2026	$118.90	DISH SOAP, TOILET CLEANER		$118.90			
	17QDR7DP7QLY	INV	4/7/2026	4/7/2026	$79.45	MONTHLY WALL CALEN, STIC		$79.45			
	1QLHGGML6F7Y	INV	4/7/2026	4/7/2026	$18.87	MOKO CASE PAPER PRO		$18.87			
	1JY1MWJ3C9MN	INV	4/8/2026	4/8/2026	$232.84	FILE FOLDERS		$232.84			
	1H6WNVPDXCFW	INV	4/10/2026	4/10/2026	$32.62	DIP CH BK		$32.62			
	169YWKKKN33C	INV	4/11/2026	4/11/2026	$25.99	FAST CHARGER FOR IPHONE		$25.99			
	19117HHXN7NL	INV	4/11/2026	4/11/2026	$1,175.39	HEAVY DUTY UTILITY CART		$1,175.39			
	1RCR4JYLQLYX	INV	4/11/2026	4/11/2026	$70.97	PROGRAMMING		$70.97			
	1MHDH19KDGR3	INV	4/13/2026	4/13/2026	$41.84	GEL PENS, THERMAL RECE P		$41.84			
	1MHDH19KGH1G	INV	4/13/2026	4/13/2026	$16.10	DIP CH BKS		$16.10			

			Due				
Voucher(s): 19	Aged Totals:	$2,610.87	$2,610.87	$0.00	$0.00	$0.00

Vendor ID: 5947 **Name:** ANGUIANO, IAN **Class ID:** **FED TAX CLAS:** EMPLOYEE

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	IA 040726	INV	4/7/2026	4/7/2026	$743.85	EMPLOYEE EXP-IAN ANGUIAN		$743.85			

			Due				
Voucher(s): 1	Aged Totals:	$743.85	$743.85	$0.00	$0.00	$0.00

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

Vendor ID: 4278 **Name:** APEX **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	23567	INV	3/31/2026	3/31/2026	$16,498.50	202521 DOWNTOWN DRAINAC		$16,498.50			
	23586	INV	3/31/2026	3/31/2026	$4,000.00	202509 SIMS ST IMPROVEMEN		$4,000.00			
	23604	INV	3/31/2026	3/31/2026	$5,344.00	202518		$5,344.00			
	23628	INV	3/31/2026	3/31/2026	$3,231.50	ON CALL MODELING TASKS		$3,231.50			
	23629	INV	3/31/2026	3/31/2026	$3,360.50	ENGINEERING SERVICES		$3,360.50			
	23630	INV	3/31/2026	3/31/2026	$869.50	202233 WEST BUSINESS LOO		$869.50			
	23631	INV	3/31/2026	3/31/2026	$993.00	202233 ND 22 & 8TH ST WATE		$993.00			
	23633	INV	3/31/2026	3/31/2026	$42,000.00	202605 WATERMAIN REPLACE		$42,000.00			
	23634	INV	3/31/2026	3/31/2026	$18,076.50	202503 2025 WATERMAIN & LE		$18,076.50			
	23635	INV	3/31/2026	3/31/2026	$123.50	202513 LEAD SERVICE LINE R		$123.50			
	23636	INV	3/31/2026	3/31/2026	$12,578.50	202309 NW REGIONAL POND		$12,578.50			
	23637	INV	3/31/2026	3/31/2026	$50,403.24	202703 2027 WATERMAIN REF		$50,403.24			

			Due				
Voucher(s):	**12**	**Aged Totals:**	**$157,478.74**	**$157,478.74**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 5932 **Name:** AXON ENTERPRISE, INC **Class ID:** **FED TAX CLAS:** C- CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	INSU434852	INV	4/1/2026	4/1/2026	$142,500.03	INTERVIEW ROOM 2 CAMERA		$142,500.03			

			Due				
Voucher(s):	**1**	**Aged Totals:**	**$142,500.03**	**$142,500.03**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 68 **Name:** B & K ELECTRIC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	201782	INV	4/6/2026	4/6/2026	$155.50	2 A19 LED BULBS		$155.50			

			Due				
Voucher(s):	**1**	**Aged Totals:**	**$155.50**	**$155.50**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 6204 **Name:** BALCO UNIFORM - FIRE ACCOUNT **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	85422-5	INV	3/26/2026	3/26/2026	$474.83	REPLACEMENTS/RE		$474.83			
	87327-1	INV	4/1/2026	4/1/2026	$191.25	AM FLAGS EMBLEMS, CLOTHI		$191.25			

			Due				
Voucher(s):	**2**	**Aged Totals:**	**$666.08**	**$666.08**	**$0.00**	**$0.00**	**$0.00**

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

Vendor ID: 6203 **Name:** BALCO UNIFORM - POLICE ACCOUNT **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	86471	INV	4/3/2026	4/3/2026	$28,012.00	RIFLE PLATES		$28,012.00			
	87382-2	INV	4/7/2026	4/7/2026	$79.75	FLAG EMBLEMS, SHIRT FOR F		$79.75			
	87446-2	INV	4/7/2026	4/7/2026	$138.98	MARCH 2026 EQP		$138.98			
	87525-1	INV	4/7/2026	4/7/2026	$707.00	CLOTHING FOR POLICE DEPT		$707.00			
	87569	INV	4/7/2026	4/7/2026	$66.00	NAME TAGS-PD		$66.00			
	87570-1	INV	4/7/2026	4/7/2026	$173.50	CLOTHING ORDERED-POLICE		$173.50			
	87446-3	INV	4/10/2026	4/10/2026	$129.00	MARCH 2026 EQP		$129.00			
	87567-1	INV	4/10/2026	4/10/2026	$166.00	PATCHES, SGT PROMO		$166.00			
	87570-2	INV	4/10/2026	4/10/2026	$192.00	CLOTHING -POLICE DEPT		$192.00			
	87651-1	INV	4/10/2026	4/10/2026	$305.00	CLOTHING-POLICE DEPT		$305.00			

		Due			
Voucher(s): 10	**Aged Totals:**	**$29,969.23**	**$29,969.23**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 6096 **Name:** BARTLETT & WEST, INC **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	00730109369	INV	4/10/2026	4/10/2026	$2,838.70	202512 EAST TANK INTERIOR		$2,838.70			
	00730109381	INV	4/10/2026	4/10/2026	$10,446.83	ARCHIETECT SERVICES		$10,446.83			

		Due			
Voucher(s): 2	**Aged Totals:**	**$13,285.53**	**$13,285.53**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 4670 **Name:** BEK CONSULTING **Class ID:** 1099 **FED TAX CLAS:** LLC

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	7337	INV	3/7/2026	3/7/2026	$6,705.00	EXTRA WORK FORM 1		$6,705.00			
	7340	INV	3/20/2026	3/20/2026	$6,635.00	EXTRA WORK FORM 1		$6,635.00			

		Due			
Voucher(s): 2	**Aged Totals:**	**$13,340.00**	**$13,340.00**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 773 **Name:** BERGER ELECTRIC INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	89847	INV	1/1/2026	1/1/2026	$337.50	TROUBLESHOOT LEVEL SYST				$337.50	
	90480	INV	3/26/2026	3/26/2026	$723.09	TROUBLESHOOT WOOD LITE		$723.09			
	90482	INV	3/26/2026	3/26/2026	$2,052.41	REPLACE 2 TIMECLOCKS		$2,052.41			

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

			Due				
Voucher(s): 3	Aged Totals:	$3,113.00	$2,775.50	$0.00	$337.50	$0.00

Vendor ID: 2551 **Name:** BLACKSTONE AUDIO, INC. **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	2229915	INV	3/26/2026	3/26/2026	$88.19	DIP AV		$88.19			
	2230996	INV	4/7/2026	4/7/2026	$35.99	DIP AV		$35.99			

			Due				
Voucher(s): 2	Aged Totals:	$124.18	$124.18	$0.00	$0.00	$0.00

Vendor ID: 951 **Name:** BORDER STATES ELECTRIC SUPPLY **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	932223530	INV	4/3/2026	4/3/2026	$16.40	HOF AS075 3/4 BLTON OT KO		$16.40			

			Due				
Voucher(s): 1	Aged Totals:	$16.40	$16.40	$0.00	$0.00	$0.00

Vendor ID: 6272 **Name:** BOSS OFFICE PRODUCTS **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	864614-0	INV	4/6/2026	4/6/2026	$51.96	BOOK, MEMO, 3X5 NR 60SH, V		$51.96			

			Due				
Voucher(s): 1	Aged Totals:	$51.96	$51.96	$0.00	$0.00	$0.00

Vendor ID: 5004 **Name:** BOUND TREE MEDICAL LLC **Class ID:** **FED TAX CLAS:** LLC-P

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	86150436	INV	3/25/2026	3/25/2026	$537.91	MISC MEDICINE ORDERED		$537.91			
	86150437	INV	3/26/2026	3/26/2026	$653.70	MISC ITEMS FOR EMS DEPT		$653.70			
	86154610	INV	3/31/2026	3/31/2026	$138.99	MISC ITEMS ORDERED-EMS D		$138.99			
	86154611	INV	3/31/2026	3/31/2026	$81.53	MISC ITEMS ORDERED-EMS D		$81.53			
	85156186	INV	4/1/2026	4/1/2026	$205.98	MISC ITEMS FOR EMS DEPT		$205.98			
	86156185	INV	4/1/2026	4/1/2026	$310.95	MISC ITEMS FOR EMS DEPT		$310.95			
	66877359	INV	4/3/2026	4/3/2026	$119.99	MISC ITEMS FOR EMS DEPT		$119.99			
	86159347	INV	4/3/2026	4/3/2026	$479.20	CURAPLEX IV START KIT		$479.20			
	86161443	INV	4/6/2026	4/6/2026	$507.84	IV SOLUTINS, SODIUM CHORI		$507.84			
	86163182	INV	4/6/2026	4/6/2026	$508.74	FLUIDSHIELD, SANI-CLOTH, L		$508.74			

			Due				
Voucher(s): 10	Aged Totals:	$3,544.83	$3,544.83	$0.00	$0.00	$0.00

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

Vendor ID: 4390 **Name:** BRAUN DISTRIBUTING **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	38319	INV	4/8/2026	4/8/2026	$59.70	6 5 GAL SPRING WATER		$59.70			
							Due				
Voucher(s): 1						Aged Totals:	$59.70	$59.70	$0.00	$0.00	$0.00

Vendor ID: 592 **Name:** BRAVERA INSURANCE **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	19121	INV	4/3/2026	4/3/2026	$43.00	ADD PNC BANK, AS AI TOWEF		$43.00			
							Due				
Voucher(s): 1						Aged Totals:	$43.00	$43.00	$0.00	$0.00	$0.00

Vendor ID: 96 **Name:** BUTLER MACHINERY CO **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	09CS0036055	CRM	4/8/2026		($203.50)	RETURN SENSOR GP		($203.50)			
	09PS0394212	INV	3/31/2026	3/31/2026	$226.11	SENSOR GP		$226.11			
	09PS0394213	INV	3/31/2026	3/31/2026	$1,298.65	SEALS, WASHERS, CONE, CU		$1,298.65			
	09PS0394214	INV	3/31/2026	3/31/2026	$46.11	HOSE A		$46.11			
	09PS0394349	INV	4/3/2026	4/3/2026	$343.83	BOLTS, WASHERS, ELEMENT:		$343.83			
	09PS0394494	INV	4/7/2026	4/7/2026	$63.10	VALVE, OLIVE, NUT		$63.10			
							Due				
Voucher(s): 6						Aged Totals:	$1,774.30	$1,774.30	$0.00	$0.00	$0.00

Vendor ID: 3431 **Name:** CENGAGE LEARNING **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	999102555835	INV	3/26/2026	3/26/2026	$87.72	DIP		$87.72			
	999102560416	INV	3/27/2026	3/27/2026	$26.99	SLOPE		$26.99			
	999102560427	INV	3/27/2026	3/27/2026	$28.49	DIP		$28.49			
							Due				
Voucher(s): 3						Aged Totals:	$143.20	$143.20	$0.00	$0.00	$0.00

Vendor ID: 65 **Name:** CITY OF BISMARCK **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	232190418	INV	3/30/2026	3/30/2026	$27.95	LOST BOOK		$27.95			
							Due				
Voucher(s): 1						Aged Totals:	$27.95	$27.95	$0.00	$0.00	$0.00

Vendor ID: 4721 **Name:** CIVIL SCIENCE INFRASTRUCTURE INC **Class ID:** **FED TAX CLAS:** CORPORATION

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

	20626	INV	4/8/2026	4/8/2026	$42,062.31	202701 2027 ROAD MAINTENA		$42,062.31				
	20628	INV	4/8/2026	4/8/2026	$8,605.00	202105 45H 5TH ST E/26TH AV		$8,605.00				
	20629	INV	4/8/2026	4/8/2026	$8,714.00	202601 2026 ROAD MAINTENA		$8,714.00				
	20635	INV	4/9/2026	4/9/2026	$4,489.00	202614 VARIOUS INTERSECTI		$4,489.00				
								Due				
Voucher(s):	4					Aged Totals:		$63,870.31	$63,870.31	$0.00	$0.00	$0.00

Vendor ID: 128 **Name:** CONSOLIDATED COMM CORP **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	2716800 040126	INV	4/1/2026	4/1/2026	$4,623.10	MONTHLY PHONE BILLING		$4,623.10			
	3027600 040126	INV	4/1/2026	4/1/2026	$59.99	MONTHLY PHONE BILLING		$59.99			
	423500 040126	INV	4/1/2026	4/1/2026	$147.43	MONTHLY PHONE BILLING		$147.43			
	423600 040126	INV	4/1/2026	4/1/2026	$3,016.98	MONTHLY PHONE BILLING		$3,016.98			
								Due			
Voucher(s):	4					Aged Totals:		$7,847.50	$7,847.50	$0.00	$0.00	$0.00

Vendor ID: 6683 **Name:** CRAFCO, INC **Class ID:** **FED TAX CLAS:** C-CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	9403689901	INV	4/7/2026	4/7/2026	$1,780.84	56 BAGS HP CONCRETE COLI		$1,780.84			
								Due			
Voucher(s):	1					Aged Totals:		$1,780.84	$1,780.84	$0.00	$0.00	$0.00

Vendor ID: 5999 **Name:** DAKOTA BUSINESS SOLUTIONS **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	1622	INV	3/31/2026	3/31/2026	$2,000.22	03/20/26 WATER STMTS, FOLI		$2,000.22			
	1623	INV	3/31/2026	3/31/2026	$1,984.44	02/20/26 WATER STMTS, FOLI		$1,984.44			
								Due			
Voucher(s):	2					Aged Totals:		$3,984.66	$3,984.66	$0.00	$0.00	$0.00

Vendor ID: 5548 **Name:** DAKOTA POWER HYDRAULICS **Class ID:** 1099 **FED TAX CLAS:** LLC AS PARTNERSHIP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	4092	INV	4/8/2026	4/8/2026	$3,694.82	CART KIT, PUMP TEARDOWN		$3,694.82			
								Due			
Voucher(s):	1					Aged Totals:		$3,694.82	$3,694.82	$0.00	$0.00	$0.00

Vendor ID: 149 **Name:** DAKOTA PUMP & CONTROL CO **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	51396	INV	3/27/2026	3/27/2026	$5,950.00	INSPECTED CONTROL VALVE		$5,950.00			
	51397	INV	3/27/2026	3/27/2026	$500.00	TROUBLESHOOT LEAKING CK		$500.00			

	51398	INV	3/27/2026	3/27/2026	$3,810.73	REBUILD CHECK VALVE IN PL		$3,810.73			
							Due				
Voucher(s): 3						Aged Totals:	$10,260.73	$10,260.73	$0.00	$0.00	$0.00

Vendor ID: 161 **Name:** DEMCO INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	7787903	INV	4/3/2026	4/3/2026	$1,300.70	PROGRAMMING		$1,300.70			
	7790754	INV	4/10/2026	4/10/2026	$709.83	CHILDRENS EXPANSION FOU		$709.83			
							Due				
Voucher(s): 2						Aged Totals:	$2,010.53	$2,010.53	$0.00	$0.00	$0.00

Vendor ID: 172 **Name:** DICKINSON FIRE DEPARTMENT **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	SALES0036703	INV	4/2/2026	4/2/2026	$10.00	CLASSROOM REGISTRATION		$10.00			
							Due				
Voucher(s): 1						Aged Totals:	$10.00	$10.00	$0.00	$0.00	$0.00

Vendor ID: 6661 **Name:** DICKINSON HARDWARE LLC - PINE CREEK PART **Class ID:** **FED TAX CLAS:** C-CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	405799	INV	3/31/2026	3/31/2026	$43.84	FASTENER BY UNITS		$43.84			
	405805	INV	4/1/2026	4/1/2026	$57.55	CAULK, CONCRETE CRACK S		$57.55			
	405810	INV	4/1/2026	4/1/2026	$64.89	HEX KY ST, AIR FRESH ROYAI		$64.89			
	405833	INV	4/2/2026	4/2/2026	$140.38	MNXD DETCTR PK, BATTERY		$140.38			
	405905	INV	4/8/2026	4/8/2026	$21.16	4 ACE RSTP CNTL BLU 15OZ		$21.16			
							Due				
Voucher(s): 5						Aged Totals:	$327.82	$327.82	$0.00	$0.00	$0.00

Vendor ID: 167 **Name:** DICKINSON TR AIRPORT **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	CITY RECD APRIL '26	INV	4/14/2026	4/14/2026	$19,788.74	STARK CO TAX DISTRIBUTION		$19,788.74			
							Due				
Voucher(s): 1						Aged Totals:	$19,788.74	$19,788.74	$0.00	$0.00	$0.00

Vendor ID: 6578 **Name:** DILLION BROCK (FIRE/EMS) **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	DB 041326	INV	4/13/2026	4/13/2026	$135.00	EMPLOYEE EXP-DILLON BRO		$135.00			
							Due				
Voucher(s): 1						Aged Totals:	$135.00	$135.00	$0.00	$0.00	$0.00

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City of Dickinson

Vendor ID: 6672 **Name:** DOMINIC ROBERTSON **Class ID:** **FED TAX CLAS:** EMPLOY

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	DR 040926	INV	4/9/2026	4/9/2026	$315.00	EMPLOYEE EXP-D ROBERTSC		$315.00			
							Due				
Voucher(s): 1						Aged Totals:	$315.00	$315.00	$0.00	$0.00	$0.00

Vendor ID: 192 **Name:** DONS FILTER & FURNACES UNLIMITED **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	056933	INV	3/5/2026	3/5/2026	$24.74	2 FILTERS		$24.74			
							Due				
Voucher(s): 1						Aged Totals:	$24.74	$24.74	$0.00	$0.00	$0.00

Vendor ID: 4135 **Name:** EAST END AUTO (CITY ACCT) **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	19871	INV	3/2/2026	3/2/2026	$470.00	TOWING 2023 FORD SQUAD C		$470.00			
							Due				
Voucher(s): 1						Aged Totals:	$470.00	$470.00	$0.00	$0.00	$0.00

Vendor ID: 203 **Name:** EAST END AUTO (POLICE) **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	19934	INV	3/31/2026	3/31/2026	$100.00	TOWING 2005 CHEV SUBURB/		$100.00			
							Due				
Voucher(s): 1						Aged Totals:	$100.00	$100.00	$0.00	$0.00	$0.00

Vendor ID: 1039 **Name:** ELDER CARE **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	6426	INV	2/28/2026	2/28/2026	$1,171.60	MONTHLY BILLINGS			$1,171.60		
	6427	INV	3/31/2026	3/31/2026	$923.98	MONTHLY BILLINGS		$923.98			
							Due				
Voucher(s): 2						Aged Totals:	$2,095.58	$923.98	$1,171.60	$0.00	$0.00

Vendor ID: 6669 **Name:** ENETK, LLC **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	INV-435346476	INV	2/28/2026	2/28/2026	$10,172.50	SR SYSTEM INTEGRATOR			$10,172.50		
	INV-435346477	INV	2/28/2026	2/28/2026	$1,155.00	SR SYSTEM INTEGRATOR, SE			$1,155.00		
	INV-435346806	INV	3/31/2026	3/31/2026	$9,030.00	SR SYSTEM INTEGRATOR, A		$9,030.00			
	INV-435346807	INV	3/31/2026	3/31/2026	$5,185.00	SR SYSTEM INTEGRATOR, SE		$5,185.00			
							Due				
Voucher(s): 4						Aged Totals:	$25,542.50	$14,215.00	$11,327.50	$0.00	

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City of Dickinson

Vendor ID: 6070 **Name:** ENNIS- FLINT, INC **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	296609	INV	3/31/2026	3/31/2026	$50,809.30	YELLOW, WHITE LINE, LFT TU		$50,809.30			
							Due				
Voucher(s): 1						Aged Totals:	$50,809.30	$50,809.30	$0.00	$0.00	$0.00

Vendor ID: 181 **Name:** FACTORY MOTOR PARTS **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	206-036267	CRM	3/31/2026		($140.89)	RETURN DEL 31G950T		($140.89)			
	206-036544	INV	4/8/2026	4/8/2026	$188.04	DEL 94RAGM		$188.04			
	206-036571	INV	4/9/2026	4/9/2026	$94.85	BATTERY		$94.85			
							Due				
Voucher(s): 3						Aged Totals:	$142.00	$142.00	$0.00	$0.00	$0.00

Vendor ID: 221 **Name:** FEDERAL EXPRESS **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	9-716-52610	INV	4/1/2026	4/1/2026	$5.63	SHIPPING OF PACKAGE		$5.63			
							Due				
Voucher(s): 1						Aged Totals:	$5.63	$5.63	$0.00	$0.00	$0.00

Vendor ID: 5581 **Name:** FISHER SCIENTIFIC COMPANY, LLC **Class ID:** **FED TAX CLAS:** LLC AS C

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	7158743	INV	3/4/2026	3/4/2026	$489.00	BUFFER SOL PH		$489.00			
							Due				
Voucher(s): 1						Aged Totals:	$489.00	$489.00	$0.00	$0.00	$0.00

Vendor ID: 6682 **Name:** FLATLAND ENTERPRISE **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	202423 1	INV	4/6/2026	4/6/2026	$233,069.72	202423 SANITARY SEWER MA		$233,069.72			
							Due				
Voucher(s): 1						Aged Totals:	$233,069.72	$233,069.72	$0.00	$0.00	$0.00

Vendor ID: 6113 **Name:** FLEETMIND SOLUTIONS INC. **Class ID:** **FED TAX CLAS:** CORPORATION

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	14251	INV	4/7/2026	4/7/2026	$1,071.35	APR MO DATA PLAN W/VERIZ		$1,071.35			
	14252	INV	4/7/2026	4/7/2026	$459.15	APR MO DATA PLAN 2/VERIZC		$459.15			
							Due				
Voucher(s): 2						Aged Totals:	$1,530.50	$1,530.50	$0.00	$0.00	$0.00

Vendor ID: 3386 **Name:** FLEXIBLE PIPE TOOL COMPANY **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and

	32551	INV	3/27/2026	3/27/2026	$2,094.70	MARKSMAN NOZZLE, LIFT HO		$2,094.70				
Voucher(s): 1						Aged Totals:	Due $2,094.70	$2,094.70	$0.00	$0.00	$0.00	

Vendor ID: 826 **Name:** FLOOR TO CEILING STORE **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	CG605479	INV	3/18/2026	3/18/2026	$545.00	PLEXU 5% CORDLOOP RIGHT		$545.00			
Voucher(s): 1						Aged Totals:	Due $545.00	$545.00	$0.00	$0.00	$0.00

Vendor ID: 5859 **Name:** FORUM COMMUNICATIONS CO. **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	MP119154 033126	INV	3/31/2026	3/31/2026	$74.00	ADVERTISING-MUSEUM		$74.00			
Voucher(s): 1						Aged Totals:	Due $74.00	$74.00	$0.00	$0.00	$0.00

Vendor ID: 5767 **Name:** FUHRMAN, BOB **Class ID:** **FED TAX CLAS:** EMPLOYEE

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	RF 040826	INV	4/8/2026	4/8/2026	$20.50	EMPLOYEE EXP-ROBERT FUH		$20.50			
Voucher(s): 1						Aged Totals:	Due $20.50	$20.50	$0.00	$0.00	$0.00

Vendor ID: 9677 **Name:** GHA TECHNOLOGIES, INC **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	2019173	INV	4/2/2026	4/2/2026	$214.77	FINE READER STANDARD SUI		$214.77			
Voucher(s): 1						Aged Totals:	Due $214.77	$214.77	$0.00	$0.00	$0.00

Vendor ID: 4268 **Name:** H M CRAGG CO **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	CD99023087	INV	3/10/2026	3/10/2026	$593.33	SHOP SUPPLIES		$593.33			
	CD99023098	INV	3/10/2026	3/10/2026	$405.00	SHOP SUPPLIES		$405.00			
	CD99023338	INV	3/13/2026	3/13/2026	$777.52	ANTIFREEZE, RADIATOR CAP		$777.52			
Voucher(s): 3						Aged Totals:	Due $1,775.85	$1,775.85	$0.00	$0.00	$0.00

Vendor ID: 6210 **Name:** HEART RIVER VOICE **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	1585	INV	3/31/2026	3/31/2026	$180.00	ADVERTISING-KIDS CAMP AD		$180.00			
Voucher(s): 1						Aged Totals:	Due $180.00	$180.00	$0.00	$0.00	

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Vendor ID: 9919 **Name:** HELLMAN & SONS LANDSCAPING LLC **Class ID:** **FED TAX CLAS:** LLC - S

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	8867	INV	4/6/2026	4/6/2026	$75.00	SNOW REMOVAL -LIBRARY		$75.00			
							Due				
Voucher(s): 1						Aged Totals:	$75.00	$75.00	$0.00	$0.00	$0.00

Vendor ID: 9906 **Name:** HIRSHFIELDS INC **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	44087839	INV	3/27/2026	3/27/2026	$3,126.24	24 ENNIS FLINT WB FAST DRY		$3,126.24			
							Due				
Voucher(s): 1						Aged Totals:	$3,126.24	$3,126.24	$0.00	$0.00	$0.00

Vendor ID: 2572 **Name:** HOTSY EQUIPMENT COMPANY **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	SI037936	INV	3/27/2026	3/27/2026	$93.00	RIPPER II 5 GAL		$93.00			
							Due				
Voucher(s): 1						Aged Totals:	$93.00	$93.00	$0.00	$0.00	$0.00

Vendor ID: 4284 **Name:** HUTZ'S WELDING SERVICE & REPAIR LLC **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	31094	INV	3/31/2026	3/31/2026	$240.00	REPAIR PLOW S-54		$240.00			
							Due				
Voucher(s): 1						Aged Totals:	$240.00	$240.00	$0.00	$0.00	$0.00

Vendor ID: 2460 **Name:** ICMA MEMBERSHIP RENEWALS **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	D DASSINGER 2026	INV	4/6/2026	4/6/2026	$1,075.25	ICMA MEMBERSHIP-D DASSIN		$1,075.25			
	L CARLSON 2026	INV	4/6/2026	4/6/2026	$1,029.95	ICMA MEMBERSHIP-L CARLSC		$1,029.95			
							Due				
Voucher(s): 2						Aged Totals:	$2,105.20	$2,105.20	$0.00	$0.00	$0.00

Vendor ID: 2449 **Name:** INFO USA MARKETING INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	10004399256	INV	3/24/2026	3/24/2026	$395.00	DIP		$395.00			
							Due				
Voucher(s): 1						Aged Totals:	$395.00	$395.00	$0.00	$0.00	$0.00

Vendor ID: 2255 **Name:** INFORMATION TECHNOLOGY DEPT **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	DP032026.945.0	INV	3/31/2026	3/31/2026	$589.25	AZURE AD PLAN 2, VPN CLIEN		$589.25			
	DP032026.945.7	INV	3/31/2026	3/31/2026	$189.15	WAN ACCESS STATE FIBER C		$189.15			

		Due				
Voucher(s): 2	Aged Totals:	$778.40	$778.40	$0.00	$0.00	$0.00

Vendor ID: 6613 **Name:** INGRAM LIBRARY SERVICES, LLC **Class ID:** **FED TAX CLAS:** C - CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	95563197	INV	3/31/2026	3/31/2026	$19.88	BC		$19.88			
	95563198	INV	3/31/2026	3/31/2026	$18.08	DIP		$18.08			
	95563199	INV	3/31/2026	3/31/2026	$275.25	DIP CH		$275.25			
	95563200	INV	3/31/2026	3/31/2026	$71.78	DIP		$71.78			
	95563201	INV	3/31/2026	3/31/2026	$39.81	BC		$39.81			
	95661725	INV	4/3/2026	4/3/2026	$103.82	DIP CH		$103.82			
	95661726	INV	4/3/2026	4/3/2026	$71.11	DIP		$71.11			
	95661727	INV	4/3/2026	4/3/2026	$60.43	BC		$60.43			
	95677870	INV	4/6/2026	4/6/2026	$18.07	BC		$18.07			
	95677871	INV	4/6/2026	4/6/2026	$257.41	DIP		$257.41			
	95677872	INV	4/6/2026	4/6/2026	$166.38	BC		$166.38			
	95677873	INV	4/6/2026	4/6/2026	$45.43	DIP		$45.43			
	95677874	INV	4/6/2026	4/6/2026	$16.26	BC		$16.26			
	95677875	INV	4/6/2026	4/6/2026	$16.28	DIP		$16.28			
	95744269	INV	4/8/2026	4/8/2026	$16.97	DIP		$16.97			
	95744270	INV	4/8/2026	4/8/2026	$9.81	DIP CH		$9.81			
	95744271	INV	4/8/2026	4/8/2026	$111.16	DIP		$111.16			
	95744272	INV	4/8/2026	4/8/2026	$95.35	BC		$95.35			
	95744273	INV	4/8/2026	4/8/2026	$17.61	BC		$17.61			

		Due				
Voucher(s): 19	Aged Totals:	$1,430.89	$1,430.89	$0.00	$0.00	$0.00

Vendor ID: 5043 **Name:** J.E. DUNN CONSTRUCTION CO **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	202215 8	INV	4/9/2026	4/9/2026	$274,833.00	202215 LIBRARY EXPANSION		$274,833.00			

		Due				
Voucher(s): 1	Aged Totals:	$274,833.00	$274,833.00	$0.00	$0.00	$0.00

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

Vendor ID: 293 **Name:** JEROMES DISTRIBUTING INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	2068573	INV	3/4/2026	3/4/2026	$90.00	10 KANDIYOHI 5 GAL WATER		$90.00			
							Due				
Voucher(s): 1						Aged Totals:	$90.00	$90.00	$0.00	$0.00	$0.00

Vendor ID: 3112 **Name:** JUST-IN GLASS **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	32383	INV	3/30/2026	3/30/2026	$326.39	REPLACE WINDSHIELD/REP F		$326.39			
							Due				
Voucher(s): 1						Aged Totals:	$326.39	$326.39	$0.00	$0.00	$0.00

Vendor ID: 9934 **Name:** KENNEDY CARRIE **Class ID:** **FED TAX CLAS:** EMPLOYEE REIMBURSE

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	CK 040626	INV	4/6/2026	4/6/2026	$136.00	EMPLOYEE EXP-C KENNEDY		$136.00			
							Due				
Voucher(s): 1						Aged Totals:	$136.00	$136.00	$0.00	$0.00	$0.00

Vendor ID: 2890 **Name:** L-TRON CORPORATION **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	690889	INV	4/14/2026	4/14/2026	$803.58	CAR ADAPTER, SERIES DOCK		$803.58			
							Due				
Voucher(s): 1						Aged Totals:	$803.58	$803.58	$0.00	$0.00	$0.00

Vendor ID: 9510 **Name:** LINDE GAS & EQUIPMENT INC **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	55931541	INV	4/2/2026	4/2/2026	$222.45	OXYGEN		$222.45			
							Due				
Voucher(s): 1						Aged Totals:	$222.45	$222.45	$0.00	$0.00	$0.00

Vendor ID: 1218 **Name:** LOGO MAGIC INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	158967	INV	3/17/2026	3/17/2026	$138.00	CLOTHING ORDERED-J SPEN		$138.00			
	159202	INV	3/30/2026	3/30/2026	$171.00	CLOTHING ORDERED-C WOLI		$171.00			
							Due				
Voucher(s): 2						Aged Totals:	$309.00	$309.00	$0.00	$0.00	$0.00

Vendor ID: 352 **Name:** MACKOFF KELLOGG LAW FIRM **Class ID:** 1099 **FED TAX CLAS:** ATTORNEY

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	55000-000C 03/26	INV	4/2/2026	4/2/2026	$17,000.00	PROSECUTION -MARCH 2026		$17,000.00			
	56000-000C 03/26	INV	4/2/2026	4/2/2026	$15,000.00	CITY ATTORNEY CONTRACT-(		$15,000.00			

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

			Due				
Voucher(s): 2	Aged Totals:	$32,000.00	$32,000.00	$0.00	$0.00	$0.00

Vendor ID: 6163 **Name:** MACQUEEN EQUIPMENT, LLC **Class ID:** 1099 **FED TAX CLAS:** LLC-P

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	P13440	INV	1/1/2026	1/1/2026	$442.16	HANDRAIL, AL, STR				$442.16	
	W01678	INV	1/1/2026	1/1/2026	$4,279.65	REPLACE PTO				$4,279.65	

			Due				
Voucher(s): 2	Aged Totals:	$4,721.81	$0.00	$0.00	$4,721.81	$0.00

Vendor ID: 4828 **Name:** MENARDS **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	77110	INV	3/16/2026	3/16/2026	$45.47	BATTERIES, SHOUT, 2X SPRA		$45.47			
	77231	INV	3/19/2026	3/19/2026	$129.65	SCH80 PVC, BSHNG, STRAPS		$129.65			
	77605	INV	3/30/2026	3/30/2026	$31.04	GREAT STUFF GAPS & CRACI		$31.04			
	77607	INV	3/30/2026	3/30/2026	$248.74	SPRAYPRIMER, DAWN, NYLOI		$248.74			
	77653	INV	3/31/2026	3/31/2026	$54.22	ALUM RND, PAINT, CLEARWE		$54.22			
	77696	INV	4/1/2026	4/1/2026	$39.87	7PC NUT DRIVER SET, 4OZ HA		$39.87			
	77697	INV	4/1/2026	4/1/2026	$46.54	TRAY LINER, BRUSH, PREC BI		$46.54			
	77700	INV	4/1/2026	4/1/2026	$168.96	SCREWS, RIVET, DRILL BIT		$168.96			
	77706	INV	4/1/2026	4/1/2026	$137.15	CASTER, IMPSKT, WIRE LOCK		$137.15			
	77711	INV	4/1/2026	4/1/2026	$43.96	3/8" BRASS BALL VALVE, SS B		$43.96			
	77853	INV	4/6/2026	4/6/2026	$292.32	GLACIERMIST (84)		$292.32			
	77866	INV	4/6/2026	4/6/2026	$14.76	SPRAYWAY 19 OZ GLASS CLN		$14.76			
	77870	INV	4/6/2026	4/6/2026	$12.98	2 ALNICO HORSESHOE MAGN		$12.98			
	77907	INV	4/7/2026	4/7/2026	$518.71	BOILER DRAIN VALVE, PIPE, H		$518.71			
	77915	INV	4/7/2026	4/7/2026	$16.32	3 LIGHT LED COMBO PACK		$16.32			
	77941	INV	4/8/2026	4/8/2026	$61.44	GALV PIPE, DRAIN VALVE, BO		$61.44			
	77964	INV	4/9/2026	4/9/2026	$31.43	LEAKTITE CONTNR, PAINTER		$31.43			
	77966	INV	4/9/2026	4/9/2026	$63.13	ADAPTERS, TEES, BUSHINGS		$63.13			
	77969	INV	4/9/2026	4/9/2026	$52.03	PROPANE TORCH, HANG BAG		$52.03			
	77972	INV	4/9/2026	4/9/2026	$24.67	TEFLON TAPE, PVC BALL VAL		$24.67			
	77978	INV	4/9/2026	4/9/2026	$13.64	ADAPTERS, INSERTS		$13.64			

	77985	INV	4/9/2026	4/9/2026	$12.06	ORINGS, ADAPTERS, RED BU		$12.06				
	78010	INV	4/10/2026	4/10/2026	$29.97	HOSE CLAMPS		$29.97				
	78018	INV	4/10/2026	4/10/2026	$75.93	CLR RED OAK BOAR, SPRAY I		$75.93				
	78086	INV	4/12/2026	4/12/2026	$25.54	GLOSS WH PAINT, PAINTER		$25.54				
								Due				
Voucher(s):	25					Aged Totals:		$2,190.53	$2,190.53	$0.00	$0.00	$0.00

Vendor ID: 6400 **Name:** MIDCONTINENT COMMUNICATIONS **Class ID:** **FED TAX CLAS:** PARTNERSHIP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	22267580115314	INV	3/27/2026	3/27/2026	$241.30	MIDCO BUSINESS INTERNET		$241.30			
								Due			
Voucher(s):	1					Aged Totals:		$241.30	$241.30	$0.00	$0.00	$0.00

Vendor ID: 370 **Name:** MIDWEST DOORS INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	100959	INV	3/31/2026	3/31/2026	$2,806.04	COMMERICAL OPERATOR & I		$2,806.04			
								Due			
Voucher(s):	1					Aged Totals:		$2,806.04	$2,806.04	$0.00	$0.00	$0.00

Vendor ID: 1732 **Name:** MIDWEST TAPE **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	508660759	INV	3/31/2026	3/31/2026	$1,887.10	DIGITAL AUDIOBOOK, EBOOK		$1,887.10			
	508659448	INV	4/1/2026	4/1/2026	$30.74	DIP AV		$30.74			
	508662020	INV	4/1/2026	4/1/2026	$43.48	BC AV		$43.48			
	508694787	INV	4/9/2026	4/9/2026	$62.98	DIP AV		$62.98			
	508694788	INV	4/9/2026	4/9/2026	$88.47	DIP AV		$88.47			
	508698310	INV	4/9/2026	4/9/2026	$50.97	BC AV		$50.97			
	508698311	INV	4/9/2026	4/9/2026	$26.99	BC AV		$26.99			
								Due			
Voucher(s):	7					Aged Totals:		$2,190.73	$2,190.73	$0.00	$0.00	$0.00

Vendor ID: 984 **Name:** MINNESOTA VALLEY TESTING LAB INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	1345229	INV	2/16/2026	2/16/2026	$57.00	CHEMICALS			$57.00		
	1345787	INV	2/19/2026	2/19/2026	$114.81	CHEMICALS			$114.81		
	1345788	INV	2/19/2026	2/19/2026	$57.00	CHEMICALS			$57.00		
	1345796	INV	2/19/2026	2/19/2026	$271.42	CHEMICALS			$271.42		

	1345801	INV	2/19/2026	2/19/2026	$114.81	CHEMICALS			$114.81	
	1351242	INV	4/1/2026	4/1/2026	$57.00	CHEMICALS		$57.00		
	1351244	INV	4/1/2026	4/1/2026	$271.42	CHEMICALS		$271.42		
	1351245	INV	4/1/2026	4/1/2026	$114.81	CHEMICALS		$114.81		
	1351250	INV	4/1/2026	4/1/2026	$114.81	CHEMICALS		$114.81		
	1352223	INV	4/8/2026	4/8/2026	$114.81	CHEMICALS		$114.81		
	1352224	INV	4/8/2026	4/8/2026	$271.42	CHEMICALS		$271.42		
	1352375	INV	4/9/2026	4/9/2026	$57.00	CHEMICALS		$57.00		
	1352385	INV	4/9/2026	4/9/2026	$155.31	CHEMICALS		$155.31		

			Due			
Voucher(s):	**13**	**Aged Totals:**	**$1,771.62**	**$1,156.58**	**$615.04**	**$0.00**	**$0.00**

Vendor ID: 380 **Name:** MONTANA-DAKOTA UTILITY **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	60522210008	INV	4/1/2026	4/1/2026	$38.27	W VILLARD ST BLK LIGHTS		$38.27			
	89112210003 0426	INV	4/1/2026	4/1/2026	$6,482.72	MONTHLY BILLING		$6,482.72			
	404 322 1000 9	INV	4/3/2026	4/3/2026	$241.76	LS 11 1307 SIMS (GAS/ELEC)		$241.76			
	41432210007	INV	4/3/2026	4/3/2026	$66.40	2100 3RD ST W HIGHWAY 22 S		$66.40			
	83243529704	INV	4/3/2026	4/3/2026	$70.43	1400 3RD AVE E TRAFFIC SIGI		$70.43			
	05295310006	INV	4/7/2026	4/7/2026	$52.71	1587 GRASSLANDS DR		$52.71			
	106 127 1790 9	INV	4/7/2026	4/7/2026	$1,798.60	2475 STATE AVE N MAIN BUIL		$1,798.60			
	15658310006	INV	4/7/2026	4/7/2026	$78.55	1201 W 3RD AV SPRINKLER S		$78.55			
	195 422 1000 0	INV	4/7/2026	4/7/2026	$44.74	W 20TH ST W 19TH ST SIREN		$44.74			
	241 900 7363 5	INV	4/7/2026	4/7/2026	$334.69	2015 1/2 WAHL ST		$334.69			
	42732210002	INV	4/7/2026	4/7/2026	$3,071.05	LS 12 989 15TH ST W (GAS/EL		$3,071.05			
	49532210009	INV	4/7/2026	4/7/2026	$184.72	LS 10 672 12TH ST W (GAS/EL		$184.72			
	53524310009	INV	4/7/2026	4/7/2026	$151.18	STREET LIGHT CONTROL 133		$151.18			
	677 807 9292 4	INV	4/7/2026	4/7/2026	$195.62	1520 STATE AVE		$195.62			
	75612251993	INV	4/7/2026	4/7/2026	$98.35	2999 W 21ST ST TRAFFIC SIGI		$98.35			
	81932210008	INV	4/7/2026	4/7/2026	$74.02	W 3RD AVE W 15TH ST LIGHT		$74.02			
	92800947225	INV	4/7/2026	4/7/2026	$458.57	2475 STATE AVE N GENERAT(		$458.57			

982 386 9285 3	INV	4/7/2026	4/7/2026	$200.14	2300 W 21ST ST		$200.14
011 522 1000 9	INV	4/9/2026	4/9/2026	$1,039.04	615 W BROADWAY ST		$1,039.04
034 433 6592 3	INV	4/9/2026	4/9/2026	$122.42	38 1/2S STATE A		$122.42
076 608 6751 1	INV	4/9/2026	4/9/2026	$213.33	2ND ST SW & STATE AVE FEE		$213.33
190 522 1000 2	INV	4/9/2026	4/9/2026	$158.40	387 S STATE AVE-LS 8		$158.40
224 153 1000 6	INV	4/9/2026	4/9/2026	$52.55	2103 W VILLARD ST ST LITES		$52.55
253 522 1000 6	INV	4/9/2026	4/9/2026	$297.45	LS 2 101 3RD ST SE		$297.45
341 522 1000 0	INV	4/9/2026	4/9/2026	$1,074.58	500 E BROADWAY- LS 1		$1,074.58
400 523 8047 0	INV	4/9/2026	4/9/2026	$996.56	RIVER BOOSTER 140 6TH AVE		$996.56
402 622 1000 4	INV	4/9/2026	4/9/2026	$486.66	LS 5 300 5TH ST SW		$486.66
421 622 1000 1	INV	4/9/2026	4/9/2026	$362.98	LS 4 460 S MAIN (GAS/ELEC)		$362.98
474 349 8466 3	INV	4/9/2026	4/9/2026	$51.85	122 1ST ST W DECORATIVE LI		$51.85
499 653 0566 4	INV	4/9/2026	4/9/2026	$3,675.97	LS 22 2486 W VILLARD ST (GA		$3,675.97
511 522 1000 4	INV	4/9/2026	4/9/2026	$385.27	LS 7 820 W BROADWAY		$385.27
542 688 9300 2	INV	4/9/2026	4/9/2026	$6,390.50	811 W BROADWAY BLDG A		$6,390.50
656 522 1000 9	INV	4/9/2026	4/9/2026	$157.31	LS 3 432 2ND AVE SW		$157.31
675 522 1000 6	INV	4/9/2026	4/9/2026	$36.07	DICKINSON SIGNAL LITES SO		$36.07
711 522 1000 2	INV	4/9/2026	4/9/2026	$55.23	W 3RD AVE STORM PUMP-TM		$55.23
742 043 1000 2	INV	4/9/2026	4/9/2026	$144.02	1099 W BROADWAY		$144.02
842 043 1000 1	INV	4/9/2026	4/9/2026	$177.07	458 E BROADWAY ST		$177.07
901 522 1000 2	INV	4/9/2026	4/9/2026	$334.59	625 W BROADWAY ST		$334.59
111 522 1000 8	INV	4/10/2026	4/10/2026	$60.90	635 W BROADWAY WHSE		$60.90

			Due				
Voucher(s):	**39**	**Aged Totals:**	**$29,915.27**	**$29,915.27**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 9868 **Name:** MOORE ENGINEERING, INC **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	SIN007703	INV	2/16/2026	2/16/2026	$7,079.00	202423 SANITARY SEWER MA			$7,079.00		
	SIN008382	INV	4/3/2026	4/3/2026	$5,411.25	202606 21ST ST W STATE AVE		$5,411.25			
	SIN008542	INV	4/3/2026	4/3/2026	$7,391.00	202423 SANITARY SEWER MA		$7,391.00			

							Due				
Voucher(s):	3					Aged Totals:	$19,881.25	$12,802.25	$7,079.00	$0.00	$0.00

Vendor ID: 5748 **Name:** MORTON SALT, INC. **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	5404176068	INV	3/31/2026	3/31/2026	$8,554.35	22.78 TON SOLAR WH SALT		$8,554.35			
	5404185927	INV	4/5/2026	4/5/2026	$8,486.75	22.60 BULK SOLAR WH SALT		$8,486.75			
	5404190256	INV	4/7/2026	4/7/2026	$8,479.24	22.58 BULK SOLAR WH SALT		$8,479.24			

							Due				
Voucher(s):	3					Aged Totals:	$25,520.34	$25,520.34	$0.00	$0.00	$0.00

Vendor ID: 4414 **Name:** NAMENIUK, SHELLY **Class ID:** **FED TAX CLAS:** EMPLOYEE

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	SN 041026	INV	4/10/2026	4/10/2026	$577.40	EMPLOYEE EXP-S NAMENIUK		$577.40			

							Due				
Voucher(s):	1					Aged Totals:	$577.40	$577.40	$0.00	$0.00	$0.00

Vendor ID: 415 **Name:** ND ASSOC OF ASSESSING OFFICERS **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	COURSE 102 051126	INV	4/14/2026	4/14/2026	$680.00	REGISTRATION-ANDRAIA SCH		$680.00			

							Due				
Voucher(s):	1					Aged Totals:	$680.00	$680.00	$0.00	$0.00	$0.00

Vendor ID: 9788 **Name:** ND DEPT of EMERGENCY SERVICES **Class ID:** **FED TAX CLAS:** GOVERNMENT AGENCY

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	001585	INV	4/1/2026	4/1/2026	$4,800.00	LETS TERMINAL FEES-JAN,FE		$4,800.00			

							Due				
Voucher(s):	1					Aged Totals:	$4,800.00	$4,800.00	$0.00	$0.00	$0.00

Vendor ID: 6254 **Name:** ND DEPT OF ENVIROMENTAL QUALITY **Class ID:** **FED TAX CLAS:** STATE GOVERNMENT

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	202603.601400	INV	2/28/2026	2/28/2026	$367.10	LAB TESTINGS			$367.10		

							Due				
Voucher(s):	1					Aged Totals:	$367.10	$0.00	$367.10	$0.00	$0.00

Vendor ID: 6684 **Name:** ND HEALTH SOLUTIONS **Class ID:** **FED TAX CLAS:** S-CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	10779346	INV	4/9/2026	4/9/2026	$300.00	COMPREHENSIVE EVAL (EST		$300.00			

							Due				
Voucher(s):	1					Aged Totals:	$300.00	$300.00	$0.00	$0.00	$0.00

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

Vendor ID: 3890 **Name:** ND LIVING **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	00002004	INV	4/10/2026	4/10/2026	$1,110.00	ADVERTISING-LEGACY SQUA		$1,110.00			
							Due				
Voucher(s): 1						Aged Totals:	$1,110.00	$1,110.00	$0.00	$0.00	$0.00

Vendor ID: 2008 **Name:** ND ONE CALL INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	6034113	INV	3/31/2026	3/31/2026	$190.80	REG & VOICE CALL OUT TICK		$190.80			
							Due				
Voucher(s): 1						Aged Totals:	$190.80	$190.80	$0.00	$0.00	$0.00

Vendor ID: 9980 **Name:** NEFF, DEANNA **Class ID:** 1099 **FED TAX CLAS:** INDIVIDUAL

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	VOUCHER 19	INV	4/8/2026	4/8/2026	$1,104.00	RANGE OF WORK 032526-040		$1,104.00			
							Due				
Voucher(s): 1						Aged Totals:	$1,104.00	$1,104.00	$0.00	$0.00	$0.00

Vendor ID: 2409 **Name:** NORTHERN TRUCK EQUIPMENT CORP **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	SFI041856	INV	3/26/2026	3/26/2026	$1,636.47	A-FRAME WELDMENT, FREIGI		$1,636.47			
							Due				
Voucher(s): 1						Aged Totals:	$1,636.47	$1,636.47	$0.00	$0.00	$0.00

Vendor ID: 437 **Name:** NORTHWEST TIRE INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	19063545	INV	4/6/2026	4/6/2026	$40.84	FLAT TIRE REPAIR UNIT 12		$40.84			
							Due				
Voucher(s): 1						Aged Totals:	$40.84	$40.84	$0.00	$0.00	$0.00

Vendor ID: 5533 **Name:** NUHN INDUSTRIES LTD **Class ID:** **FED TAX CLAS:** FOREIGN VENDOR

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	63146	INV	4/8/2026	4/8/2026	$628.91	INJECTOR SMOOTH COULTEF		$628.91			
							Due				
Voucher(s): 1						Aged Totals:	$628.91	$628.91	$0.00	$0.00	$0.00

Vendor ID: 9970 **Name:** OK TIRE STORE INC **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	24-7367	INV	4/1/2026	4/1/2026	$15.00	MOUNT/DISMOUNT TIRE		$15.00			
							Due				
Voucher(s): 1						Aged Totals:	$15.00	$15.00	$0.00	$0.00	

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

Vendor ID: 2131 **Name:** OLYMPIC SALES INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	16467	INV	3/31/2026	3/31/2026	$751.69	NEW WAY ASL FOLLOWER PA		$751.69			
							Due				
Voucher(s): 1						Aged Totals:	$751.69	$751.69	$0.00	$0.00	$0.00

Vendor ID: 5965 **Name:** PARADISE DRY CLEANERS, LLC **Class ID:** 1099 **FED TAX CLAS:** LLC-P

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	INV-1251	INV	4/1/2026	4/1/2026	$35.00	PANTS ALTERED-DASSINGER		$35.00			
	1245	INV	4/7/2026	4/7/2026	$48.00	CLEANING OF POLICE DEPT A		$48.00			
							Due				
Voucher(s): 2						Aged Totals:	$83.00	$83.00	$0.00	$0.00	$0.00

Vendor ID: 9711 **Name:** PLAYAWAY PRODUCTS LLC **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	529724	INV	4/1/2026	4/1/2026	$116.99	DIP CH AV		$116.99			
							Due				
Voucher(s): 1						Aged Totals:	$116.99	$116.99	$0.00	$0.00	$0.00

Vendor ID: 6547 **Name:** POWER SERVICE INC **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	PSI000058130	INV	3/31/2026	3/31/2026	$2,216.50	8" FLOWMETER INSTALL		$2,216.50			
							Due				
Voucher(s): 1						Aged Totals:	$2,216.50	$2,216.50	$0.00	$0.00	$0.00

Vendor ID: 3491 **Name:** PRAIRIE AUTO PARTS INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	104193	INV	3/25/2026	3/25/2026	$43.95	RING TERMINAL, RUBBR WIRI		$43.95			
	104845	INV	3/31/2026	3/31/2026	$38.79	FUEL FILTER		$38.79			
	105645	INV	4/6/2026	4/6/2026	$71.05	PUSH TYPE RETAINER, ACCE		$71.05			
	105896	INV	4/8/2026	4/8/2026	$25.50	TARPSTRAP JAR 6 PK		$25.50			
	106061	INV	4/9/2026	4/9/2026	$68.39	MAGNUM HD SHOCK		$68.39			
	106546	INV	4/13/2026	4/13/2026	$30.98	REPEL WIPER BLADES		$30.98			
							Due				
Voucher(s): 6						Aged Totals:	$278.66	$278.66	$0.00	$0.00	$0.00

Vendor ID: 2121 **Name:** PRESORT PLUS **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	I0036088	INV	3/27/2026	3/27/2026	$6,034.82	MACHINE INSERTING, PRINT S		$6,034.82			

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

							Due			
Voucher(s):	1				Aged Totals:		$6,034.82	$6,034.82	$0.00	$0.00	$0.00

Vendor ID: 466 **Name:** PUMP SYSTEMS LLC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	50036044228	INV	3/27/2026	3/27/2026	$414.53	ENDURANCE CHROMEX PIST		$414.53			
	00426990	INV	4/7/2026	4/7/2026	$759.24	PIPE 200# X 300', 200# X 100'		$759.24			

							Due			
Voucher(s):	2				Aged Totals:		$1,173.77	$1,173.77	$0.00	$0.00	$0.00

Vendor ID: 6012 **Name:** QUADIENT - POSTAGE FUNDING **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	256131 0326	INV	3/29/2026	3/29/2026	$1,759.73	POSTAGE		$1,759.73			

							Due			
Voucher(s):	1				Aged Totals:		$1,759.73	$1,759.73	$0.00	$0.00	$0.00

Vendor ID: 6012A **Name:** QUADIENT LEASING **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	Q2299800	INV	4/1/2026	4/1/2026	$177.51	LEASE PAYMENT 0502-26-080		$177.51			
	Q2299834	INV	4/1/2026	4/1/2026	$1,077.33	LEASE PYMT 050226-080126		$1,077.33			

							Due			
Voucher(s):	2				Aged Totals:		$1,254.84	$1,254.84	$0.00	$0.00	$0.00

Vendor ID: 469 **Name:** QUALITY QUICK PRINT INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	916977	INV	3/25/2026	3/25/2026	$125.00	125 GREEN TAGS		$125.00			
	PC-30102	INV	3/25/2026	3/25/2026	$100.00	5 ACCOUNTABILTY TAGS (NAI		$100.00			
	PC-30144	INV	3/27/2026	3/27/2026	$336.00	4 DEFROST BOARD INSERTS		$336.00			
	PC-30164	INV	4/6/2026	4/6/2026	$900.00	CONCERT LINEUP INSERTS, S		$900.00			

							Due			
Voucher(s):	4				Aged Totals:		$1,461.00	$1,461.00	$0.00	$0.00	$0.00

Vendor ID: 471 **Name:** QUEEN CITY UPHOLSTERY INC **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	1745(C)	INV	4/2/2026	4/2/2026	$35.00	10 MALE TURN BUCKLES		$35.00			

							Due			
Voucher(s):	1				Aged Totals:		$35.00	$35.00	$0.00	$0.00	$0.00

Vendor ID: 5915 **Name:** RED ROCK FORD OF DICKINSON **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and
	678771/1	INV	4/2/2026	4/2/2026	$325.75	WORK DONE ON '25 FORD TR		$325.75			

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

		Due				
Voucher(s): 1	Aged Totals:	$325.75	$325.75	$0.00	$0.00	$0.00

Vendor ID: 609 **Name:** ROUGHRIDER ELECTRIC COOPERATIVE **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	103699000	INV	4/1/2026	4/1/2026	$123.00	WEST 94 LIGHTS		$123.00			
	103699001	INV	4/1/2026	4/1/2026	$886.00	10TH AVE E PUMP 1378 10TH		$886.00			
	103699002	INV	4/1/2026	4/1/2026	$35.00	34-140-096		$35.00			
	103699003	INV	4/1/2026	4/1/2026	$930.00	28-140-096		$930.00			
	103699004	INV	4/1/2026	4/1/2026	$960.00	28-140-096		$960.00			
	103699005	INV	4/1/2026	4/1/2026	$271.00	NORTH TANK 25 26TH AVE E		$271.00			
	103699007	INV	4/1/2026	4/1/2026	$100.00	27-140-096		$100.00			
	103699015	INV	4/1/2026	4/1/2026	$75.00	LAGOON PUMP CELL #4		$75.00			
	103699017	INV	4/1/2026	4/1/2026	$126.00	LS 16 2301 VILLARD ST E		$126.00			
	103699018	INV	4/1/2026	4/1/2026	$137.00	LS 17 3101 VILLARD ST E		$137.00			
	103699020	INV	4/1/2026	4/1/2026	$42.00	01-139-096		$42.00			
	103699029	INV	4/1/2026	4/1/2026	$353.00	17-139-095		$353.00			
	103699030	INV	4/1/2026	4/1/2026	$841.00	LS 14 977 21ST ST E		$841.00			
	103699031	INV	4/1/2026	4/1/2026	$60.00	28-140-096		$60.00			
	103699032	INV	4/1/2026	4/1/2026	$1,277.00	947 14TH ST E		$1,277.00			
	103699035	INV	4/1/2026	4/1/2026	$4,722.00	3389 ENERGY DR		$4,722.00			
	103699036	INV	4/1/2026	4/1/2026	$40.00	1144 20TH AVE SW		$40.00			
	103699038	INV	4/1/2026	4/1/2026	$30.00	28-140-096		$30.00			
	103699039	INV	4/1/2026	4/1/2026	$71.00	27-140-096		$71.00			
	103699040	INV	4/1/2026	4/1/2026	$136.00	STATE AVE TANK 1789 15TH		$136.00			
	103699045	INV	4/1/2026	4/1/2026	$100.00	140-96-27 TRAFFIC LIGHTS		$100.00			
	103699046	INV	4/1/2026	4/1/2026	$448.00	3405 PUBLIC WORKS BLVD		$448.00			
	103699047	INV	4/1/2026	4/1/2026	$4,144.00	3411 PUBLIC WORKS BLVD		$4,144.00			
	103699048	INV	4/1/2026	4/1/2026	$115.00	FRENCH DRAIN LFT STN-LAG		$115.00			
	103699049	INV	4/1/2026	4/1/2026	$345.00	W VILLARD		$345.00			
	103699050	INV	4/1/2026	4/1/2026	$155.47	BYPASS LIGHTS		$155.47			

103699051	INV	4/1/2026	4/1/2026	$183.12	BYPASS LIGHTS	$183.12
103699052	INV	4/1/2026	4/1/2026	$224.34	BYPASS LIGHTS	$224.34
103699053	INV	4/1/2026	4/1/2026	$370.23	BYPASS LIGHTS	$370.23
103699055	INV	4/1/2026	4/1/2026	$150.00	ST LT SERVICE	$150.00
103699056	INV	4/1/2026	4/1/2026	$2,530.00	LS 21 11470 HWY 10	$2,530.00
103699057	INV	4/1/2026	4/1/2026	$570.63	NW TANK 3343 21ST ST W	$570.63
103699058	INV	4/1/2026	4/1/2026	$204.00	15TH ST & 30TH AVE W	$204.00
103699059	INV	4/1/2026	4/1/2026	$39.95	BRAUN SUB DIVISION LIGHTS	$39.95
103699060	INV	4/1/2026	4/1/2026	$5,668.96	2475 STATE AVE	$5,668.96
103699061	INV	4/1/2026	4/1/2026	$180.00	11201 21ST STREET SW	$180.00
103699062	INV	4/1/2026	4/1/2026	$190.00	11101 34TH STREET SW	$190.00
103699063	INV	4/1/2026	4/1/2026	$52.00	2477 STATE AVE NORTH	$52.00
103699064	INV	4/1/2026	4/1/2026	$197.00	3450 STATE AVE	$197.00
103699065	INV	4/1/2026	4/1/2026	$1,061.00	STATE AVE BOOSTER 3052 S	$1,061.00
103699067	INV	4/1/2026	4/1/2026	$239.09	4461 12TH ST W	$239.09
103699068	INV	4/1/2026	4/1/2026	$148.00	1331 WAHL ST	$148.00
103699069	INV	4/1/2026	4/1/2026	$132.00	12TH AVE W & MARILYN WAY	$132.00
103699070	INV	4/1/2026	4/1/2026	$120.00	11TH AVE W & 25TH ST	$120.00
103699071	INV	4/1/2026	4/1/2026	$131.00	CALVIN DR & KOCH ST	$131.00
103699072	INV	4/1/2026	4/1/2026	$45.19	3343 21ST STREET WEST	$45.19
103699073	INV	4/1/2026	4/1/2026	$48.10	5TH AVE EAST STREET LIGHT	$48.10
103699074	INV	4/1/2026	4/1/2026	$53.62	ST LIGHTS SIMS AND 24TH ST	$53.62
103699075	INV	4/1/2026	4/1/2026	$55.37	4TH AVE E & 21ST ST E	$55.37
103699076	INV	4/1/2026	4/1/2026	$241.16	139-95-17NW	$241.16
103699078	INV	4/1/2026	4/1/2026	$93.39	ST LIGHTS 4TH AVE AND 26TH	$93.39
105963000	INV	4/1/2026	4/1/2026	$165.00	34-140-096	$165.00
105963001	INV	4/1/2026	4/1/2026	$43.00	SEWER VAULT HWY 10 116TH	$43.00
105963002	INV	4/1/2026	4/1/2026	$65.26	4TH AVE EAST & 37TH ST EAS	$65.26
105963003	INV	4/1/2026	4/1/2026	$48.34	STREET LIGHTS 10TH AVE SW	$48.34

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

	105963004	INV	4/1/2026	4/1/2026	$64.49	STREET LIGHTS PRAIRIE OAK		$64.49			
	105963005	INV	4/1/2026	4/1/2026	$37.13	STREET LIGHTS 23RD ST SW		$37.13			
	105963006	INV	4/1/2026	4/1/2026	$40.00	SEWER VAULT HWY 10 & 116		$40.00			
	105963007	INV	4/1/2026	4/1/2026	$136.66	2494 I-94 BUSINESS LOOP E		$136.66			
	105963008	INV	4/1/2026	4/1/2026	$237.15	2495 I-94 BUSINESS LOOP E		$237.15			
	103699080	INV	4/4/2026	4/4/2026	$49.65	STREET LIGHTS 9TH AVE E		$49.65			
	103699081	INV	4/4/2026	4/4/2026	$39.27	STREET LIGHTS ATASCOSIPA		$39.27			
	103699082	INV	4/4/2026	4/4/2026	$37.04	ST LIGHTS NORTH ATASCOSI		$37.04			
	103699083	INV	4/4/2026	4/4/2026	$68.08	STREET LIGHTS 14TH ST E		$68.08			
	103699084	INV	4/4/2026	4/4/2026	$55.37	STREET LIGHTS BADLANDS D		$55.37			
	103699085	INV	4/4/2026	4/4/2026	$44.12	STREET LIGHTS SIMS ST		$44.12			
	103699086	INV	4/4/2026	4/4/2026	$50.91	STREET LIGHT EATON DR		$50.91			
	103699087	INV	4/4/2026	4/4/2026	$48.00	STREET LIGHTS 19TH ST E		$48.00			
	103699088	INV	4/4/2026	4/4/2026	$51.01	STREET LIGHTS 17TH ST E		$51.01			
	103699089	INV	4/4/2026	4/4/2026	$36.75	STREET LIGHTS 10TH AVE E		$36.75			
	103699090	INV	4/4/2026	4/4/2026	$46.25	STREET LIGHTS 10TH AVE 17		$46.25			
	103699091	INV	4/4/2026	4/4/2026	$43.15	448 21ST ST W STREET LIGHT		$43.15			

			Due				
Voucher(s):	**72**	**Aged Totals:**	**$30,857.25**	**$30,857.25**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 42 **Name:** RUNNINGS SUPPLY INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	8515844	INV	3/30/2026	3/30/2026	$203.67	WIRE RE BAR TIE 16 GA, T-PC		$203.67			
	8516480	INV	3/31/2026	3/31/2026	$107.19	OFF,DEEP WOODS, CABLE TI		$107.19			
	8517036	INV	4/1/2026	4/1/2026	$7.98	CAR FRESHNERS		$7.98			
	8517576	INV	4/2/2026	4/2/2026	$50.97	RATCHET, ADAPTOR, RECEIV		$50.97			
	8520148	INV	4/6/2026	4/6/2026	$119.96	4 SHOVEL LHSP		$119.96			
	8520462	INV	4/7/2026	4/7/2026	$53.27	SPRAYER 3 GAL, NUTS HEX B		$53.27			
	8522258	INV	4/9/2026	4/9/2026	$24.49	TAP AND REMA WRENCH #88		$24.49			

			Due				
Voucher(s):	**7**	**Aged Totals:**	**$567.53**	**$567.53**	**$0.00**	**$0.00**	

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

Vendor ID: 4512 **Name:** SANFORD HEALTH OCCUPATIONAL MEDICINE D **Class ID:** 1099 **FED TAX CLAS:** MEDICAL

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	891824	INV	3/31/2026	3/31/2026	$2,518.00	DRUG ADM, BA DOT, DOT EX/		$2,518.00			
	892973	INV	3/31/2026	3/31/2026	$50.00	BLS HCP (10)		$50.00			
	894251	INV	3/31/2026	3/31/2026	$435.00	10 EA HS FA CPR AED, 5 PALS		$435.00			
							Due				
Voucher(s): 3						Aged Totals:	$3,003.00	$3,003.00	$0.00	$0.00	$0.00

Vendor ID: 6680 **Name:** SASQUATCH ACRES LLLP **Class ID:** **FED TAX CLAS:** LLC-P

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	0000033	INV	3/27/2026	3/27/2026	$1,308.00	6 NORTH ACCLAIM HONEY LC		$1,308.00			
							Due				
Voucher(s): 1						Aged Totals:	$1,308.00	$1,308.00	$0.00	$0.00	$0.00

Vendor ID: 506 **Name:** SAX MOTOR CO INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	2022484	INV	4/8/2026	4/8/2026	$36.64	KEYCODE		$36.64			
							Due				
Voucher(s): 1						Aged Totals:	$36.64	$36.64	$0.00	$0.00	$0.00

Vendor ID: 520 **Name:** SHERWIN WILLIAMS CO **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	5966-5	INV	4/8/2026	4/8/2026	$50.95	PAINT SPR INT SA DEEP		$50.95			
							Due				
Voucher(s): 1						Aged Totals:	$50.95	$50.95	$0.00	$0.00	$0.00

Vendor ID: 6162 **Name:** SHRED ND LLC **Class ID:** 1099 **FED TAX CLAS:** LLC-SOLE PROP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	19674	INV	2/11/2026	2/11/2026	$53.75	RECURRING SHRED -DMV			$53.75		
	20019	INV	4/8/2026	4/8/2026	$53.75	165 GAL DEFENDER SERIES		$53.75			
							Due				
Voucher(s): 2						Aged Totals:	$107.50	$53.75	$53.75	$0.00	$0.00

Vendor ID: 5998 **Name:** SHUMAKER, RACHEL **Class ID:** **FED TAX CLAS:** EMPLOYEE

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	RS 041426	INV	4/14/2026	4/14/2026	$102.00	EMPLOYEE EXP-R SHUMAKEI		$102.00			
							Due				
Voucher(s): 1						Aged Totals:	$102.00	$102.00	$0.00	$0.00	$0.00

Vendor ID: 3096 **Name:** SIMONS HOMES **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and

	4658	INV	3/9/2026	3/9/2026	$15,330.00	ENTRY DOOR FOR LIBRARY		$15,330.00				
								Due				
Voucher(s):	1					Aged Totals:		$15,330.00	$15,330.00	$0.00	$0.00	$0.00

Vendor ID: 5126 **Name:** SM FENCING & ENERGY SERV INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	199426	INV	4/1/2026	4/1/2026	$46,500.00	INSTALLING 825 FT OF 10" CH		$46,500.00			
								Due			
Voucher(s):	1					Aged Totals:		$46,500.00	$46,500.00	$0.00	$0.00	$0.00

Vendor ID: 2580 **Name:** SOUTHWEST GRAIN(BULK) **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	SX5 IE9383	INV	3/26/2026	3/26/2026	$1,906.00	480.10 GAL FIELDMASTER AG		$1,906.00			
	SX5 IE9407	INV	4/1/2026	4/1/2026	$1,915.93	476 GAL RUBY FIELDMASTER		$1,915.93			
								Due			
Voucher(s):	2					Aged Totals:		$3,821.93	$3,821.93	$0.00	$0.00	$0.00

Vendor ID: 1041 **Name:** SOUTHWEST WATER AUTHORITY **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	00608.00 033126	INV	3/31/2026	3/31/2026	$59.32	MONTHLY CONSUMPTION		$59.32			
	04578.00 033126	INV	3/31/2026	3/31/2026	$78.81	MONTHLY CONSUMPTION		$78.81			
	INV14213	INV	3/31/2026	3/31/2026	$888.23	ELECTRICAL COSTS-FEBRUA		$888.23			
								Due			
Voucher(s):	3					Aged Totals:		$1,026.36	$1,026.36	$0.00	$0.00	$0.00

Vendor ID: 5631 **Name:** SPEE DEE DELIVERY SERVICE, INC **Class ID:** **FED TAX CLAS:** S CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	1437695	INV	3/28/2026	3/28/2026	$63.02	STANDARD SHIPMENTS		$63.02			
	1447577	INV	4/4/2026	4/4/2026	$73.07	STANDARD SHIPMENTS		$73.07			
								Due			
Voucher(s):	2					Aged Totals:		$136.09	$136.09	$0.00	$0.00	$0.00

Vendor ID: 2232 **Name:** STARK COUNTY AUDITOR **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	260044	INV	4/1/2026	4/1/2026	$640.00	6 MO EDISPATCH SERVICES S		$640.00			
								Due			
Voucher(s):	1					Aged Totals:		$640.00	$640.00	$0.00	$0.00	$0.00

Vendor ID: 543 **Name:** STEFFAN'S SAW & BIKE **Class ID:** 1099 **FED TAX CLAS:** SOLE PROP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and
	14953	INV	3/12/2026	3/12/2026	$300.00	1 BRAKE SET, 5 BICYCLE REP		$300.00			

							Due				
Voucher(s):	1					Aged Totals:	$300.00	$300.00	$0.00	$0.00	$0.00

Vendor ID: 6338 **Name:** STRYKER SALES CORPORATION **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	9211923922	INV	3/31/2026	3/31/2026	$48,288.50	DEMO COT LOAD SYSTEM		$48,288.50			

							Due				
Voucher(s):	1					Aged Totals:	$48,288.50	$48,288.50	$0.00	$0.00	$0.00

Vendor ID: 537 **Name:** SW DISTRICT HEALTH UNIT/ MEDICAL **Class ID:** 1099 **FED TAX CLAS:** MEDICAL

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	13TH ANNUAL KID 04	INV	4/6/2026	4/6/2026	$10.00	REGISTRATION FEE-13TH ANI		$10.00			

							Due				
Voucher(s):	1					Aged Totals:	$10.00	$10.00	$0.00	$0.00	$0.00

Vendor ID: 538 **Name:** SW DISTRICT HEALTH UNIT/ WATER SAMPLES **Class ID:** 1099 **FED TAX CLAS:** MEDICAL

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	009030	INV	3/11/2026	3/11/2026	$450.00	LAB SLIPS #230-244		$450.00			
	009103	INV	4/8/2026	4/8/2026	$420.00	LAB SLIPS 04-06-26 SAMPLES		$420.00			

							Due				
Voucher(s):	2					Aged Totals:	$870.00	$870.00	$0.00	$0.00	$0.00

Vendor ID: 551 **Name:** SWANSTON EQUIPMENT **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	P77064	INV	4/9/2026	4/9/2026	$48.01	10X32 COMBO CON STORAGE		$48.01			

							Due				
Voucher(s):	1					Aged Totals:	$48.01	$48.01	$0.00	$0.00	$0.00

Vendor ID: 6681 **Name:** THE TITLE TEAM CO. **Class ID:** **FED TAX CLAS:** C-CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	D179480-CO-1	INV	4/2/2026	4/2/2026	$1,979.00	TITLE SEARCH, ABSTRACT, A		$1,979.00			

							Due				
Voucher(s):	1					Aged Totals:	$1,979.00	$1,979.00	$0.00	$0.00	$0.00

Vendor ID: 3940 **Name:** TITAN MACHINERY **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	9S1140130-1	INV	4/8/2026	4/8/2026	$113.35	CASE TUBE, FUEL		$113.35			

							Due				
Voucher(s):	1					Aged Totals:	$113.35	$113.35	$0.00	$0.00	$0.00

Vendor ID: 3978 **Name:** TOTAL SAFETY US INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and

	7385127-0001	INV	3/20/2026	3/20/2026	$8.80	FIRE EXTINGUISHER, 5#		$8.80			
	7387822-0001	INV	3/25/2026	3/25/2026	$180.00	FIT TESTINGS, MEDICAL QUE		$180.00			
	7389090-0001	INV	3/27/2026	3/27/2026	$90.00	FIT TESTING, MEDICAL QUES		$90.00			
								Due			
Voucher(s):	**3**					**Aged Totals:**	**$278.80**	**$278.80**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 4918 **Name:** TR MEDORA FOUNDATION **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	2026 TICKETS	INV	4/15/2026	4/15/2026	$16,384.06	2026 MEDORA MUSICAL TICKE		$16,384.06			
								Due			
Voucher(s):	**1**					**Aged Totals:**	**$16,384.06**	**$16,384.06**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 6287 **Name:** TRACKER MANAGEMENT **Class ID:** 1099 **FED TAX CLAS:** SOLE PROP/SINGLE LLC

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	21744	INV	4/7/2026	4/7/2026	$2,801.39	03/30/26 DICKINSON-SHAKOPI		$2,801.39			
								Due			
Voucher(s):	**1**					**Aged Totals:**	**$2,801.39**	**$2,801.39**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 4418 **Name:** VESTIS **Class ID:** **FED TAX CLAS:** C CORP

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	2550589110	INV	2/11/2026	2/11/2026	$44.29	MATS			$44.29		
	2550589115	INV	2/11/2026	2/11/2026	$107.59	MATS			$107.59		
	2550591631	INV	2/18/2026	2/18/2026	$44.29	MATS			$44.29		
	2550591682	INV	2/18/2026	2/18/2026	$166.37	MATS			$166.37		
	2550594686	INV	2/25/2026	2/25/2026	$44.29	MATS			$44.29		
	2550594691	INV	2/25/2026	2/25/2026	$107.59	MATS			$107.59		
	2550597503	INV	3/4/2026	3/4/2026	$44.29	MATS		$44.29			
	2550597508	INV	3/4/2026	3/4/2026	$166.37	MATS		$166.37			
	2550600267	INV	3/11/2026	3/11/2026	$44.29	MATS		$44.29			
	2550600272	INV	3/11/2026	3/11/2026	$107.59	MATS		$107.59			
	2550603096	INV	3/18/2026	3/18/2026	$45.40	MATS		$45.40			
	2550603101	INV	3/18/2026	3/18/2026	$171.66	MATS		$171.66			
	2550605828	INV	3/25/2026	3/25/2026	$45.40	MATS		$45.40			
	2550605832	INV	3/25/2026	3/25/2026	$111.11	MATS		$111.11			
	2550608626	INV	4/1/2026	4/1/2026	$45.40	MATS		$45.40			

	2550608629	INV	4/1/2026	4/1/2026	$94.91	MATS		$94.91				
	2550608630	INV	4/1/2026	4/1/2026	$171.66	MATS		$171.66				
	2550611341	INV	4/8/2026	4/8/2026	$41.41	MATS		$41.41				
	2550611387	INV	4/8/2026	4/8/2026	$63.55	MATS		$63.55				
	2550611397	INV	4/8/2026	4/8/2026	$49.15	MATS		$49.15				
	2550611408	INV	4/8/2026	4/8/2026	$81.83	MATS		$81.83				
	2550611409	INV	4/8/2026	4/8/2026	$94.91	UNIFORM CLEANING		$94.91				
	2550611411	INV	4/8/2026	4/8/2026	$51.96	MATS		$51.96				
	2550611977	INV	4/9/2026	4/9/2026	$29.61	MATS		$29.61				
	2550611998	INV	4/9/2026	4/9/2026	$85.77	MATS		$85.77				

		Due				
Voucher(s): 25	**Aged Totals:**	**$2,060.69**	**$1,546.27**	**$514.42**	**$0.00**	**$0.00**

Vendor ID: 9697 **Name:** VLCM **Class ID:** **FED TAX CLAS:** LLC-S

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	IN172982	INV	4/2/2026	4/2/2026	$8,986.90	CISCO DUO SUBS, BASIC SUF		$8,986.90			

		Due				
Voucher(s): 1	**Aged Totals:**	**$8,986.90**	**$8,986.90**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 9815 **Name:** WAGEWORKS, INC. **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	0326-TR116172	INV	4/1/2026	4/1/2026	$126.00	MARCH FEE @ $.60 EA		$126.00			

		Due				
Voucher(s): 1	**Aged Totals:**	**$126.00**	**$126.00**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 6059 **Name:** WASTEQUIP, LLC **Class ID:** **FED TAX CLAS:** CORPORATION

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	20INV000905465	INV	4/4/2026	4/4/2026	$38,494.56	312 96 GAL UNIVERSAL EVR2		$38,494.56			

		Due				
Voucher(s): 1	**Aged Totals:**	**$38,494.56**	**$38,494.56**	**$0.00**	**$0.00**	**$0.00**

Vendor ID: 607 **Name:** WEST DAKOTA OIL INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	291152360	INV	3/31/2026	3/31/2026	$34,556.97	ETHONAL LEAD FREE, #2 DIE		$34,556.97			
	49005	INV	3/31/2026	3/31/2026	$36.72	2 20# PROPANE BOTTLE		$36.72			

		Due				
Voucher(s): 2	**Aged Totals:**	**$34,593.69**	**$34,593.69**	**$0.00**	**$0.00**	

AGED TRIAL BALANCE WITH OPTIONS - DETAIL

City of Dickinson

Vendor ID: 4299 **Name:** WESTLIE TRUCK CENTER OF DICKINSON **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	433512	INV	4/7/2026	4/7/2026	$705.60	WORK DONE ON '17 FREIGHL		$705.60			
							Due				
Voucher(s): 1						Aged Totals:	$705.60	$705.60	$0.00	$0.00	$0.00

Vendor ID: 3138 **Name:** WITMER PUBLIC SAFETY GROUP INC **Class ID:** **FED TAX CLAS:**

Voucher/ Payment No.	Doc Number	Type	Doc Date	Due Date	Doc Amount	Description	Writeoff Amount	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
	INV867894	INV	4/2/2026	4/2/2026	$2,507.03	FIRE STRUCTURAL BOOT, HE		$2,507.03			
							Due				
Voucher(s): 1						Aged Totals:	$2,507.03	$2,507.03	$0.00	$0.00	$0.00

	Vendors	Due	Current Period	31 - 60 Days	61 - 90 Days	91 and Over
Vendor Totals:	135	$1,505,257.10	$1,476,457.38	$23,740.41	$5,059.31	$0.00

Please approve the following MANUAL checks on 4/21/2026

Check #	Vendor Name	Amount	Comment
CK#134458	MONTANA DAKOTA UTILITIES	$ 19,960.61	MONTHLY BILLS
CK#134459	FLORIDA STATE DISBURSEMENT	$ 161.54	GARNISHMENT/CHILD SUPPORT
CK#134460	JOB SERVICE NORTH DAKOTA	$ 500.02	GARNISHMENT
CK#134461	MONTANA CSSD SDU	$ 767.99	GARNISHMENT/CHILD SUPPORT
CK#134608	STANDARD INSURANCE CO/MAY VIS	$ 2,016.92	MAY VISION
CB04202026	COMMERCE BANK CREDIT CARD	$ 47,132.89	BI-MONTHLY STATEMENT

PAYROLL TRANSACTIONS

3/6/2026

GROSS WAGES	$	734,864.82
NET WAGES	$	521,800.96
TAXES		
FEDERAL	$	168,150.31
STATE	$	3,066.20
PENSIONS		
DEFINED BENEFIT/EE " OLD PLAN "	$	1,980.22
BRAVERA DC /EMPLOYEE	$	2,479.59
BRAVERA DC/EMPLOYER	$	2,479.59
NDPERS EMPLOYEE	$	37,161.95
NDPERS EMPLOYER	$	56,315.45
HEALTH PREMIUM		
EMPLOYEE	$	21,631.85
EMPLOYER	$	137,223.45

3/20/2026

GROSS WAGES	$	749,399.96
NET WAGES	$	533,464.46
TAXES		
FEDERAL	$	171,232.89
STATE	$	3,112.30
PENSIONS		
DEFINED BENEFIT/EE " OLD PLAN "	$	1,938.91
BRAVERA DC /EMPLOYEE	$	2,468.25
BRAVERA DC/EMPLOYER	$	2,468.25
NDPERS EMPLOYEE	$	35,746.55
NDPERS EMPLOYER	$	53,935.84
HEALTH PREMIUM		
EMPLOYEE	$	23,368.42
EMPLOYER	$	145,067.11

Commerce Bank®
Member FDIC
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Visa Purchasing

Billing Period: 03/26/2026 - 04/13/2026
Account Number: XXXX-XXXX-XXXX

Account Summary

Previous Balance	$27,726.08
Purchases & Other Charges	$47,161.77
Cash Advances	$0.00
Cash Advance Fees	$0.00
Late Charges	$0.00
Finance Charges	$0.00
Credits	$28.88
Payments	$27,726.08
New Balance	$47,132.89
Credit Limit	$120,000.00
Cash Limit	$120,000.00
Available Credit	$72,867.11
Disputed Amount	$0.00
Statement Closing Date	April 13, 2026
Days in Billing Cycle	19

Payment Information

New Balance	$47,132.89
Minimum Payment Due	**$47,132.89**
Payment Due Date	**April 20, 2026**

Contact Us

For Customer Service Call:	1-800-892-7104
Outside The U.S. Call:	1-402-691-7800
Send Billing Inquiries To:	COMMERCE BANK PO BOX 414084 KANSAS CITY MO 64141

Important Messages

AS A REMINDER, YOUR NEXT AUTOPAY WILL BE PROCESSED ON YOUR PAYMENT DUE DATE. IF YOU HAVE ANY QUESTIONS, PLEASE GIVE US A CALL AT 1-800-892-7104.

Corporate Account Activity

Tran Date	Post Date	Reference Number	Transaction Description	Amount
04/01	04/01		AUTO PAYMENT - THANK YOU!	$27,726.08 CR

PLEASE DETACH COUPON AND RETURN WITH YOUR PAYMENT.

COMMERCE BANK - COMMERCIAL CARDS
PO BOX 414084
KANSAS CITY MO 64141-4084

Account ID:
Account Number: **XXXX-XXXX-XXXX**
Payment Due Date: April 20, 2026
New Balance: $47,132.89
Minimum Payment Due: $47,132.89

AMOUNT ENCLOSED

Use enclosed envelope and make check payable to:
COMMERCE BANK

COMMERCE BANK - COMMERCIAL CARDS
PO BOX 846451
KANSAS CITY MO 64184-6451

CITY OF DICKINSON
LINDA CARLSON
38 1ST ST W
DICKINSON ND 58601-5106

Commerce Bank®

Cardholder Account Activity

Tran Date	Post Date	Reference Number	Transaction Description	Amount
FIRE DEPARTMENT				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $10,000.00			$2,922.70 / $0.00 / $2,922.70	
03/25	03/26	24445006084100167190229	ACI*COLUMBIASTHERNSP 251-981-3771 AL	$102.75
03/31	04/01	24013396090006727022001	ALABAMA FIRE COLLEGE 800-2412467 AL	$600.00
04/01	04/02	24445006092400215521759	WM SUPERCENTER #1567 DICKINSON ND	$4.85
04/04	04/06	24943006096407867832924	CENEX-ENERBASE WASHBURN ND	$75.10
04/06	04/07	24801976096706453223520	AED SUPERSTORE 800-544-0048 WI	$300.00
04/10	04/13	24492166100100053859030	SOARESCUE.COM SOARESCUE.COMNC	$1,840.00
SHELLY NAMENIUK				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $5,000.00			$798.00 / $0.00 / $798.00	
03/26	03/27	24071056085939130975181	PSHRA PUBLIC SECTOR HR 703-5497100 VA	$175.00
04/01	04/02	24116416091742656637556	JOBTARGET 860-440-0635 CT	$623.00
FIRE DEPARTMENT 2				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$1,945.00 / $0.00 / $1,945.00	
03/28	03/30	24692166087100118490792	INT'L CODE COUNCIL INC 888-422-7233 IL	$105.00
04/06	04/07	24492166097100001349212	SOARESCUE.COM SOARESCUE.COMNC	$1,840.00
FINANCE DEPARTMENT				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $25,000.00			$602.80 / $0.00 / $602.80	
03/26	03/27	24027626085878393042807	PAYFLOW/PAYPAL 888-883-9770 NE	$288.05
04/02	04/03	24027626092878759650541	PAYFLOW/PAYPAL 888-883-9770 NE	$314.75
JADE JAYNES				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $3,000.00			$213.78 / $0.00 / $213.78	
03/28	03/30	24011346087100160981286	AMAZON RETA* BC5S75T72 WWW.AMAZON.COWA	$6.49
03/29	03/30	24011346088100049767087	AMAZON RETA* BG1YI3OD1 WWW.AMAZON.COWA	$19.95
03/30	04/01	24445006090500569565633	WALMART.COM 8009256278 800-966-6546 AR	$58.82
04/07	04/08	24011346097100073027621	AMAZON RETA* B745J19I2 WWW.AMAZON.COWA	$23.18
04/11	04/13	24011346101100124637059	AMAZON RETA* BC7LM6K30 WWW.AMAZON.COWA	$94.35
04/12	04/13	24692166102407984648416	APPLE.COM/BILL 866-712-7753 CA	$10.99
GRANT CARLSON				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $5,000.00			$390.19 / $0.00 / $390.19	
03/27	03/27	24011346086100049266090	AMAZON RETA* BC4648C02 WWW.AMAZON.COWA	$19.25
03/27	03/27	24011346086100049028367	AMAZON RETA* B57FV92H1 WWW.AMAZON.COWA	$85.97
04/11	04/13	24011346101100124594748	AMAZON RETA* BC2902K00 WWW.AMAZON.COWA	$181.18
04/12	04/13	24011346102100129498415	AMAZON RETA* BY9S578S2 WWW.AMAZON.COWA	$103.79
POLICE DEPARTMENT TRAVEL				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$9.19 / $0.00 / $9.19	
03/26	03/27	24226386086022016247423	WAL-MART #1567 DICKINSON ND	$9.19
MICHAEL HANEL				
XXXX-XXXX-XXXX-1126			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$1,218.00 / $0.00 / $1,218.00	
03/26	03/30	24121576086510245453277	AXON 800-9782737 AZ	$897.00
04/02	04/03	24116416092714846743635	MS CAREERS 727-497-6565 FL	$299.00
04/04	04/06	24011346094100140958835	BUZZSPROUT INV8717025 BUZZSPROUT.COFL	$22.00
ANIMAL SHELTER				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$40.63 / $0.00 / $40.63	
03/29	03/31	24316056089697946402409	SHELL OIL10083962018 JAMESTOWN ND	$40.63

Cardholder Account Activity (continued)

Tran Date	Post Date	Reference Number	Transaction Description	Amount
PURCHASING DEPARTMENT				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $10,000.00			$2,878.86 / $0.00 / $2,878.86	
03/25	03/26	24692166084107575066976	AMAZON MKTPL*BG33K1282 Amzn.com/billWA	$43.45
03/26	03/27	24055236085693535370104	WALMART.COM 800-925-6278 AR	$298.00
03/28	03/30	24692166087100580479687	AMAZON MKTPL*BC1VE3T42 Amzn.com/billWA	$41.97
03/28	03/30	24692166087100589496971	Amazon.com*B565P9Q60 Amzn.com/billWA	$37.49
03/29	03/30	24692166088101499878109	AMAZON MKTPL*BC56D8G92 Amzn.com/billWA	$29.99
04/03	04/06	24027626093067715603195	PAYPAL *GODADDY.COM 402-935-7733 AZ	$29.76
04/03	04/06	24027626093067716299050	PAYPAL *GODADDY.COM 402-935-7733 AZ	$29.76
04/03	04/06	24027626093067811802188	PAYPAL *TWILIO 402-935-7733 CA	$90.35
04/04	04/06	24692166094104321140641	AMAZON MKTPL*BC7JC8FB1 Amzn.com/billWA	$53.48
04/04	04/06	24692166094104317203189	AMAZON MKTPL*B75BE8GK2 Amzn.com/billWA	$34.71
04/07	04/08	24027626097067922548692	PAYPAL *SPLASHTOP 402-935-7733 CA	$1,596.00
04/07	04/08	24692166097106922596433	Amazon.com*B78OC8IZ2 Amzn.com/billWA	$164.44
04/07	04/07	24692166097106392714144	AMAZON MKTPL*BC9W14V01 Amzn.com/billWA	$168.99
04/08	04/09	24692166098107809946500	AMAZON MKTPL*BY01L6OU2 Amzn.com/billWA	$57.99
04/08	04/08	24692166098107192035341	AMAZON MKTPL*BC9X50BT1 Amzn.com/billWA	$28.97
04/11	04/13	24692166101406686801217	Amazon.com*BC76N6SJ0 Amzn.com/billWA	$132.56
04/11	04/13	24692166101407269200124	AMAZON MKTPL*BY6IQ9VQ2 Amzn.com/billWA	$40.95
DUANE ZASTOUPIL				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $5,000.00			$310.77 / $0.00 / $310.77	
03/25	03/26	24445006085400224960005	WM SUPERCENTER #1567 DICKINSON ND	$40.77
04/08	04/09	24027626098067074063838	RURALWATER 701-527-4757 ND	$270.00
MATT HANSON				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$675.99 / $0.00 / $675.99	
03/27	03/30	24427336086730270908504	CASH WISE #3044 DICKINSON ND	$50.99
04/02	04/03	24692166092102386240456	SQ *FOUR SEASONS TROPHIESDICKINSON ND	$600.00
04/08	04/09	24183106098900033810670	COURSEFORANGER.COM 407-9066254 FL	$25.00
DAVID WILKIE				
XXXX-XXXX-XXxX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$22.00 / $0.00 / $22.00	
03/26	03/27	24492166086100001092435	SERVEPORT.COM SERVEPORT.COMWA	$22.00
TRAVIS LEINTZ				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$0.55 / $0.00 / $0.55	
04/02	04/03	24492156093239930052292	TLO TRANSUNION 561-988-4200 FL	$0.55
CINDY THRONBURG				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $3,000.00			$377.30 / $0.00 / $377.30	
03/30	04/01	24325456090900016213948	DEMCO INC 800-9624463 WI	$332.67
04/11	04/13	24692166101406707049929	AMAZON MKTPL*B72BG3LZ1 Amzn.com/billWA	$44.63
POLICE DEPARTMENT				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $30,000.00			$90.00 / $0.00 / $90.00	
04/07	04/08	24692166097107002613171	IN *GUARDIAN ALLIANCE TEC415-6552240 CA	$90.00
RACHEL SHUMAKER				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $15,000.00			$1,722.65 / $0.00 / $1,722.65	
03/31	04/02	24316056091700235504582	SHELL OIL10083026020 SAUK CENTRE MN	$38.43
03/31	04/02	24316056091700235745672	SHELL OIL10089583016 STEELE ND	$26.34
04/03	04/06	24943006094407042004672	KWIK TRIP #1215 MELROSE MN	$31.75
04/03	04/06	24231686094704073742448	MARATHON 57133 CASSELTON ND	$23.16
04/03	04/06	24270766094072342000069	MYSTIC LAKE CASINO HOTEL PRIOR LAKE MN	$531.27

Cardholder Account Activity (continued)

Tran Date	Post Date	Reference Number	Transaction Description	Amount
			CHECK IN DATE: 03-31-26 NUMBER OF NIGHTS: 3 CONFIRMATION #: 07070647	
04/03	04/06	24270766094072342000473	MYSTIC LAKE CASINO HOTEL PRIOR LAKE MN CHECK IN DATE: 03-31-26 NUMBER OF NIGHTS: 3 CONFIRMATION #: 07070648	$531.27
04/06	04/07	24011346096100097211251	GB* NORTH DAKOTA SOLID GIVEBUTTER.CODE	$232.03
04/11	04/13	24692166101407131609874	AMAZON MKTPL*BC3ZM1K00 Amzn.com/billWA	$308.40
DENVER FOWLER XXXX-XXXX-XXXX- Credit Limit: $3,000.00			Purchases & Other Charges $16.18 / Payments & Other Credits $0.00 / Total Activity $16.18	
04/01	04/01	24204296090002141228218	eBay O*25-14420-49223 800-4563229 CA	$16.18
RACHEL WALDO XXXX-XXXX-XXXX- Credit Limit: $3,000.00			Purchases & Other Charges $1,179.05 / Payments & Other Credits $0.00 / Total Activity $1,179.05	
04/08	04/08	24692166098107259087250	AMAZON MKTPL*B74HT2WS2 Amzn.com/billWA	$25.15
04/10	04/13	24492166101100009391947	FIRSTAIDSUPPLIESONLINE FIRSTAIDSUPPLUT	$74.78
04/10	04/10	24692166100405616217305	AMAZON MKTPL*BY78I6JG2 Amzn.com/billWA	$19.88
04/10	04/13	24692166100406149618563	AMAZON MKTPL*BC6W09QX0 Amzn.com/billWA	$831.88
04/10	04/10	24692166100405591718707	AMAZON MKTPL*BC0MS8W61 Amzn.com/billWA	$15.18
04/11	04/13	24692166101407237886731	AMAZON MKTPL*BC3X11KM0 Amzn.com/billWA	$212.18
AARON MEYER XXXX-XXXX-XXXX- Credit Limit: $40,000.00			Purchases & Other Charges $13,184.88 / Payments & Other Credits $0.00 / Total Activity $13,184.88	
03/26	03/27	24692166085108221733844	UPS*1Z5B0VT90300015618 800-811-1648 GA	$20.78
03/26	03/27	24492166085100061486080	OPENAI *CHATGPT SUBSCR OPENAI.COM CA	$200.00
03/27	03/30	24692166086109337265720	Amazon.com*B525Q07H1 Amzn.com/billWA	$369.99
03/28	03/30	24011346087100036796330	UBIQUITI INC. UI.COM NY	$9,628.95
03/28	03/30	24692166087100037068588	AMAZON MKTPL*BC66193Q2 Amzn.com/billWA	$793.31
03/30	04/01	24137466090100265083400	MENARDS DICKINSON ND 715-876-6378 ND	$50.49
03/30	04/01	24137466090100265083574	MENARDS DICKINSON ND 715-876-6378 ND	$28.05
04/01	04/02	24011346091100111570851	UBIQUITI INC. UI.COM NY	$29.00
04/02	04/03	24692166092102044340623	AMAZON MKTPL*BG48I7PS0 Amzn.com/billWA	$167.77
04/02	04/03	24164076092105441249669	Staples Inc staples.com MA	$276.99
04/02	04/03	24164076092105441249677	Staples Inc staples.com MA	$14.97
04/02	04/02	24011346092100056663330	WASABI TECHNOLOGIES WASABI.COM MA	$1,010.60
04/07	04/08	24692166097106882760649	AMAZON MKTPL*BC3H505R1 Amzn.com/billWA	$19.92
04/07	04/08	24000776098100005713231	SINTRA APP.SINTRA.AIDE	$140.40
04/10	04/13	24431066101411019031951	STAPLES.COM 0900 800-333-3330 MA	$433.66
DEB KIRSCHENHEITER XXXX-XXXX-XXXX- Credit Limit: $1,000.00			Purchases & Other Charges $30.00 / Payments & Other Credits $0.00 / Total Activity $30.00	
04/11	04/13	24692166101407374717962	NDRIN-ND LAND RECORDS 701-364-1280 ND	$30.00
IAN ANGUIANO XXXX-XXXX-XXXX- Credit Limit: $5,000.00			Purchases & Other Charges $986.73 / Payments & Other Credits $0.00 / Total Activity $986.73	
04/03	04/06	24755426094170949519930	HILTON MINNEAPOLIS FD 612-3761000 MN CHECK IN DATE: 03-31-26 CONFIRMATION #: 2504436	$986.73
CITY LIBRARY XXXX-XXXX-XXXX- Credit Limit: $10,000.00			Purchases & Other Charges $203.97 / Payments & Other Credits $0.00 / Total Activity $203.97	
04/07	04/08	24692166097106910164558	AMAZON MKTPL*B72622ID2 Amzn.com/billWA	$203.97
BRANDI AARON XXXX-XXXX-XXXX- Credit Limit: $1,000.00			Purchases & Other Charges $14.55 / Payments & Other Credits $0.00 / Total Activity $14.55	
04/07	04/08	24137466097300802376282	USPS.COM CLICKNSHIP 800-344-7779 DC	$9.75
04/07	04/08	24137466097300802376100	USPS.COM CLICKNSHIP 800-344-7779 DC	$4.80

Cardholder Account Activity (continued)

Tran Date	Post Date	Reference Number	Transaction Description	Amount
SYLVIA MILLER				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $1,500.00			$166.67 / $28.88 / $137.79	
03/30	03/31	24011346089100140707478	COLUMN PUBLIC NOTICE COLUMN.US DC	$43.32
03/30	03/31	24011346090100020134147	COLUMN PUBLIC NOTICE COLUMN.US DC	$74.48
04/01	04/03	24011346092100160200292	COLUMN PUBLIC NOTICE WASHINGTON DC	$28.88 CR
04/06	04/07	24011346096100138271660	COLUMN PUBLIC NOTICE COLUMN.US DC	$28.88
04/08	04/09	2438886609822057941 1326	PADDLE.NET* APPCHATBOT New York NY	$19.99
FIRE DEPARTMENT EMS				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $20,000.00			$6,257.31 / $0.00 / $6,257.31	
03/25	03/26	24226386085021973243863	WAL-MART #1567 DICKINSON ND	$154.05
03/28	03/30	24793386087002095498065	ND EMS Association Bismarck ND	$320.00
04/01	04/02	24692166092101557803415	CIRCLEK#2746189 DEVILS LAKE ND	$63.26
04/03	04/07	24755426096730964643671	SLEEP INN DEVILS LAKE ND CHECK IN DATE: 03-27-26 CONFIRMATION #: 0881463569	$770.00
04/07	04/07	24793386097002364740062	ND EMS Association Bismarck ND	$500.00
04/07	04/07	24692166097106211302873	PENN CARE, INC 800-392-7233 OH	$3,460.00
04/08	04/09	24064666098100047320611	MS* THEBISMARCKHOTELA THEBISMARCKHOND CHECK IN DATE: 04-08-26 CONFIRMATION #: ch3xwwp2e31j2pjq	$330.00
04/09	04/09	24793386099002070115060	ND EMS Association Bismarck ND	$330.00
04/10	04/13	24064666100100050260221	MS* THEBISMARCKHOTELA THEBISMARCKHOND CHECK IN DATE: 04-10-26 CONFIRMATION #: ch3m2rwwp2e309046ii	$110.00
04/10	04/13	24064666100100050330313	MS* THEBISMARCKHOTELA THEBISMARCKHOND CHECK IN DATE: 04-10-26 CONFIRMATION #: ch3m3wwp2e30ct35	$110.00
04/10	04/13	24064666100100050150539	MS* THEBISMARCKHOTELA THEBISMARCKHOND CHECK IN DATE: 04-10-26 CONFIRMATION #: ch3m3vwwp2e308god	$110.00
BRANDON STOCKIE				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$1,435.00 / $0.00 / $1,435.00	
04/07	04/07	24793386097002385851062	Special Operations Tra Rush City MN	$250.00
04/09	04/10	24064666100100003523543	SOTA TRAINING CONFEREN WWW.SOTAMIDWEMN	$1,185.00
REBECCA NEEDHAM				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $1,500.00			$507.15 / $0.00 / $507.15	
03/26	03/27	24692166085108304907497	Amazon.com*BG6F30I02 Amzn.com/billWA	$18.31
03/27	03/30	24692166086109647141983	Amazon.com*B54RT19I1 Amzn.com/billWA	$488.84
ROBERT FUHRMAN				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $5,000.00			$941.62 / $0.00 / $941.62	
03/27	03/30	24692166086109076198397	AMAZON MKTPL*B51TA3261 Amzn.com/billWA	$31.32
03/28	03/30	24011346087100079434443	SHOPIFY* 507990898 SHOPIFY.COM IL	$92.50
03/28	03/30	24692166087100422763017	AMAZON MKTPL*B55DA1W91 Amzn.com/billWA	$266.44
04/02	04/03	24692166092102373602049	AMAZON MKTPL*BG44D82T1 Amzn.com/billWA	$152.99
04/02	04/02	24692166092101754214812	AMAZON MKTPL*B77YT0OI2 Amzn.com/billWA	$59.49
04/03	04/06	24011346094100017683490	STORIED/NEWSPAPERARCH NEWSPAPERARCHUT	$95.94
04/07	04/08	24231686097747004299944	CONSOLIDATED TELCOM EBILL.CTCTEL.ND	$5.94
04/07	04/08	24801976098708123187422	AMERICAN ASSOCIATION FOR 615-320-3203 TN	$237.00
MUSEUM				
XXXX-XXXX-XXXX			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $8,000.00			$3,593.57 / $0.00 / $3,593.57	
03/24	03/26	24896306084808218777921	GEO 513-3363100 OH	$2,226.70
03/25	04/07	24755426096160969898221	AURORA WORLD 562-2051222 CA	$196.76

Cardholder Account Activity (continued)

Tran Date	Post Date	Reference Number	Transaction Description	Amount
04/01	04/01	24793386091000507614216	Sock it To Me Faire 800-2088926 CA	$341.92
04/05	04/06	24793386095000106294218	Warmies Lavende Faire 800-2088926 CA	$459.05
04/08	04/09	24333226098708568009401	SILVER STREAK INDUSTRIES 480-894-9528 AZ	$369.14
ROBERT EBELHAR				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,000.00			$152.00 / $0.00 / $152.00	
04/02	04/03	24692166092102088051409	AMAZON MKTPL*BG4G56GW0 Amzn.com/billWA	$152.00
EMS 1				
XXXX-XXXX-XXXX			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$229.51 / $0.00 / $229.51	
04/02	04/06	24316056093702643323066	SHELL OIL12502810018 MANDAN ND	$120.25
04/10	04/13	24316056101711797865533	SHELL OIL12502810018 MANDAN ND	$109.26
EMS 4				
XXXX-XXXX-XXXX			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,500.00			$136.37 / $0.00 / $136.37	
03/28	03/30	24943006089403722021885	CENEX-FARMERS UNION OIL RICHARDTON ND	$136.37
CARTER FONG				
XXXX-XXXX-XXXX			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $5,000.00			$1,075.00 / $0.00 / $1,075.00	
03/30	03/31	24036296089718303270998	EB *STATE OF REGION 8 801-413-7200 CA	$50.00
04/01	04/02	24692166091101420008326	IN *CUSTOM DATA, INC 701-2902063 ND	$500.00
04/06	04/07	24431066097408446628173	SWANK MOTION PICTURES IN clover.com MO	$525.00
RITA BINSTOCK				
XXXX-XXXX-XXXX			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $4,000.00			$1,823.07 / $0.00 / $1,823.07	
03/26	03/27	24011346085100153949706	COLUMN PUBLIC NOTICE COLUMN.US DC	$345.04
03/30	03/31	24036296089714319451862	EB *STATE OF REGION 8 801-413-7200 CA	$25.00
03/30	03/31	24011346090100032227061	COLUMN PUBLIC NOTICE COLUMN.US DC	$999.40
03/30	03/31	24011346090100032461397	COLUMN PUBLIC NOTICE COLUMN.US DC	$379.24
03/31	04/01	24692166090100473628742	EXXON WEST DAKOTA OIL DICKINSON ND	$49.39
03/31	04/01	24036296090718469192116	EB *STATE OF REGION 8 801-413-7200 CA	$25.00
CHAD TORMASCHY				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $10,000.00			$882.55 / $0.00 / $882.55	
03/25	03/26	24421146084900018185738	WHEEL 1 626-3631666 CA	$735.00
03/31	04/01	24116416090742422390861	BOBCAT COMPANY 844-926-2228 ND	$124.98
04/07	04/08	24204296097002352802092	eBay O*05-14478-94334 800-4563229 CA	$10.99
04/07	04/08	24204296097002395997065	eBay O*20-14456-80846 800-4563229 CA	$9.58
04/07	04/08	24055226098707938360136	CITY OF DICKINSON MOTOR DICKINSON ND	$2.00
MOTOR VEHICLE DEPARTMENT				
XXXX-XXXX-XXXX-			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $2,000.00			$51.30 / $0.00 / $51.30	
04/01	04/02	24137466092600346136653	USPS.COM CLICKNSHIP 800-344-7779 DC	$51.30
JACOB WALDO				
XXXX-XXXX-XXXX			Purchases & Other Charges / Payments & Other Credits / Total Activity	
Credit Limit: $10,000.00			$76.88 / $0.00 / $76.88	
03/25	03/26	24692166084107689375602	ND DEPT OF ENVIR QUAL 701-328-5150 ND	$75.00
03/25	03/26	24692166084107689520637	PAYMENTUS CORPORATION 800-420-1663 NC	$1.88

Finance Charge Summary

Your **Annual Percentage Rate (APR)** is the annual interest rate on your account.

Type of Balance	Average Daily Balance	Daily Periodic Rate	Corresponding Annual Percentage Rate	Periodic Finance Charge
PURCHASES	$0.00	0.0000%	0.00%	$0.00
CASH ADVANCES	$0.00	0.0320%	11.65%	$0.00

 Account Number: XXXX-XXXX-XXX

INTEROFFICE MEMORANDUM

TO: CHIEF CIANNI

FROM: ISABELL NORTON

SUBJECT: **DAPH'S FLOWER FARM**

DATE: 4/14/2026

BACKGROUND INVESTIGATION:

ALLISON URLACHER

Pursuant to your request, a criminal background check has been conducted on the individual(s) listed above for the purpose of liquor licensing in the City of Dickinson. Resources used included:

ND Courts
City of Dickinson contacts
NCIC
CJIS

This search revealed the following criminal history:

NO RECORDS FOUND

DRL-100
04/16

CITY OF DICKINSON

INITIAL APPLICATION FOR
ALCOHOLIC BEVERAGE LICENSE
For Year 2026

Application for:

___Commercial On/Off-Sale ($3,000)
___Lodge or Club ($3.000)
___Motel or Hotel ($3,000)
___Restaurant On-Sale ($2,500)
___Military Club Beer and Wine ($700)
___Microbrewery Pub ($700)
___ Beer and Wine Concession Licenses ($550)
___ Distillery License ($700)
___ Brewer Taproom License ($2,000)
___ Domestic Winery License (N/A)
___ Beer Only On-Sale License ($700)
_X_ Beer and Wine Only On-Sale License ($1,250)
_X_ Sunday Permit (All on-sale establishments must check Sunday Permit. Optional only for off sale establishments. See paragraph 5, below)

NOTE: In addition to said fees, each applicant for a new license or a transfer of a license shall, at the time of submission of the application for such issuance or transfer, pay the sum of an application fee and an issuance fee or transfer fee as a non-refundable application or transfer fee.

The undersigned hereby applies for the license or licenses checked above, and agrees, if granted a license, to promptly advise the City of any changes in the information contained in this application.

1. **BUSINESS INFORMATION:**
Business Name: Daph's Flower Farm
Mailing Address: Dickinson, ND 58601
Street Address: 128 1st St W Dickinson, ND 58601

2. **PROPOSED LICENSEE INFORMATION (please complete either 2.a. or 2.b. as appropriate)**
a. Individual or Partnership:
Name(s): Allison Urlacher - Daph's Flower Farm
Address:
City/Stat
Telepho
Email:
Birth Da
Social S
Please Attach
US Citizen: (Y) / N
b. Corporation:
Name of Corporation: _____
Date of Incorporation: ___/___/____ State of Incorporation: _____
Web Address: _____
(Attach copy of Certificate of Incorporation)
(Attach list of each officer, director, and proposed manager indicating address, email address, citizenship status, and percentage of stock ownership in corporation.)

3. **LOCATION INFORMATION:**
Legal description of business location: Lot: East 60 ft of Lot 13 & 14 Block: Block 13
Addition or Subdivision: Original Plat of Dickinson Stark Co., ND

Property/Building Owner Information (If different than applicant)
Name: _____
Mailing Address: _____
City, State, Zip: _____
Telephone: _____
Email: _____
Zoning: _____
Present Occupancy: _____
Are Taxes Current? Y / N (Please attach verification from Stark County)

Please attach a comprehensive site drawing, including, but not limited to: layout of the building(s) and how they lay on the property, the extent of the area(s) in the building in which alcoholic beverages will be sold and/or served, and building and property dimensions.

4. **GENERAL:**

a. Name and contact information for person responsible for complying with all city ordinances and state law, on behalf of this license.
Name: Allison Urlacher
Mailing Add[illegible]
City/State/Z[illegible] 8601
Telephone: [illegible]
Email: allis[illegible] [illegible]om

b. Attach a com[illegible] [illegible]esidency, employment, and business ownership for the five years leading [illegible]

c. Have you eve[illegible] [illegible] the sale or distribution of alcoholic beverages prior to this application? If so, give date and type of business and address: Attached

d. Have you ever had a liquor license rejected by any municipality, state or federal authority? (Y / N) If yes, give details: _____

e. Have you ever been convicted or any violation of any law of the United State or the state of North Dakota, or local ordinance governing the manufacture, sale, distribution or possession of alcoholic beverages? (Y / N) If yes, give date(s) and details:

f. Have you ever had a liquor license for the sale of intoxicating liquor revoked or suspended for any violation or any state law or local ordinance? (Y / N) If yes, give date(s) and details:

g. Have you ever been indicted or convicted of a crime either in North Dakota or elsewhere? (Y / N) If yes, give date(s) and details:

h. Attach list of names and contact information of all persons, silent, or otherwise, interested in any manner in said business, or who will have charge, management, or control of the establishment for which license is requested: NA

i. Has any person, other than applicant, any right, title, or interest in the leasehold, or in the furniture, fixtures, or equipment in the premises for which license is requested?
(Y / N) If yes, attach list of names and contact information.

j. Have you any agreement or understanding or intention to have any agreement or understanding with any person, partnership or corporation to obtain for any other, or transfer to any other person this license, or to obtain it for any other than the specific use of the applicant? (Y / N) If yes, please give details:

k. Have you interest whatsoever, directly or indirectly, in any other liquor or alcoholic beverage establishment either wholesale or retail in North Dakota or any another state?
(Y / (N)) If yes, attach list of business names and addresses of establishments.

l. Have you or any licensees listed on this application been convicted of a Felony or any other alcohol related violation of criminal or traffic law? No X *Yes_____
*If yes, please provide date, location (State & City) and description of the offense:_____

m. Will you be engaged in any other form of business other than that to be covered by this license? (Y)/ N) If yes, please attach description of other business, including employer if that applies.

n. The applicant hereby does expressly consent that any person(s) duly authorized by the city of Dickinson may enter upon the premises described in this application at any reasonable hour of the day or night including all hours in which the establishment is occupied, and at such times they shall have free access to all portions of the property comprising the licensed premises for the purpose of inspecting such premises for any possible violation of laws of the state of North Dakota or ordinances of the city of Dickinson regardless whether said laws pertain to the sales of alcoholic beverages. Such access shall be permitted without necessity of a search warrant.

o. Applicant acknowledges that this license, if granted includes the ability to open business on Sunday and therefore the business must collect and submit to the state of North Dakota the Hospitality Tax (Restaurant and Lodging)

p. Applicant acknowledges that if this is an application for a restaurant related license, at least 50% of sales of the business must be in the form of prepared food.

q. The applicant hereby acknowledges that if this license is idle for more than six months in any 12 month period, the City will revoke said license and offer it for public sale.

r. The applicant hereby acknowledges that this license is not transferable nor may the ownership change by more than 25% without prior approval of the city of Dickinson.

s. Please attach the names and contact information of three local business references.

t. The applicant hereby acknowledges that by signing this application he/she/they admit that the information contained in this application is true and accurate to the best of their knowledge.

u. The applicant hereby acknowledges that they shall cooperate to the fullest extent in obtaining a complete background investigation concerning any persons involved with the individual applicant or the applicant's organization.

5. The undersigned represents and warrants that the hospitality tax imposed under Section 35.125 of the Dickinson City Code has been and will continue to be collected to qualify the licensee as a qualified alcoholic beverage licensee for purposes of Sections 4.08.270 and 4.08.280 of the Dickinson City Code authorizing Event permits and Sunday permits. (This paragraph is not applicable to applicants who have not applied for a Sunday permit)

Dated this 25 day of March, 20 26

Individual or Partnership Application:

_____
Applicant Signature(s)

_____
Applicant Signature(s)

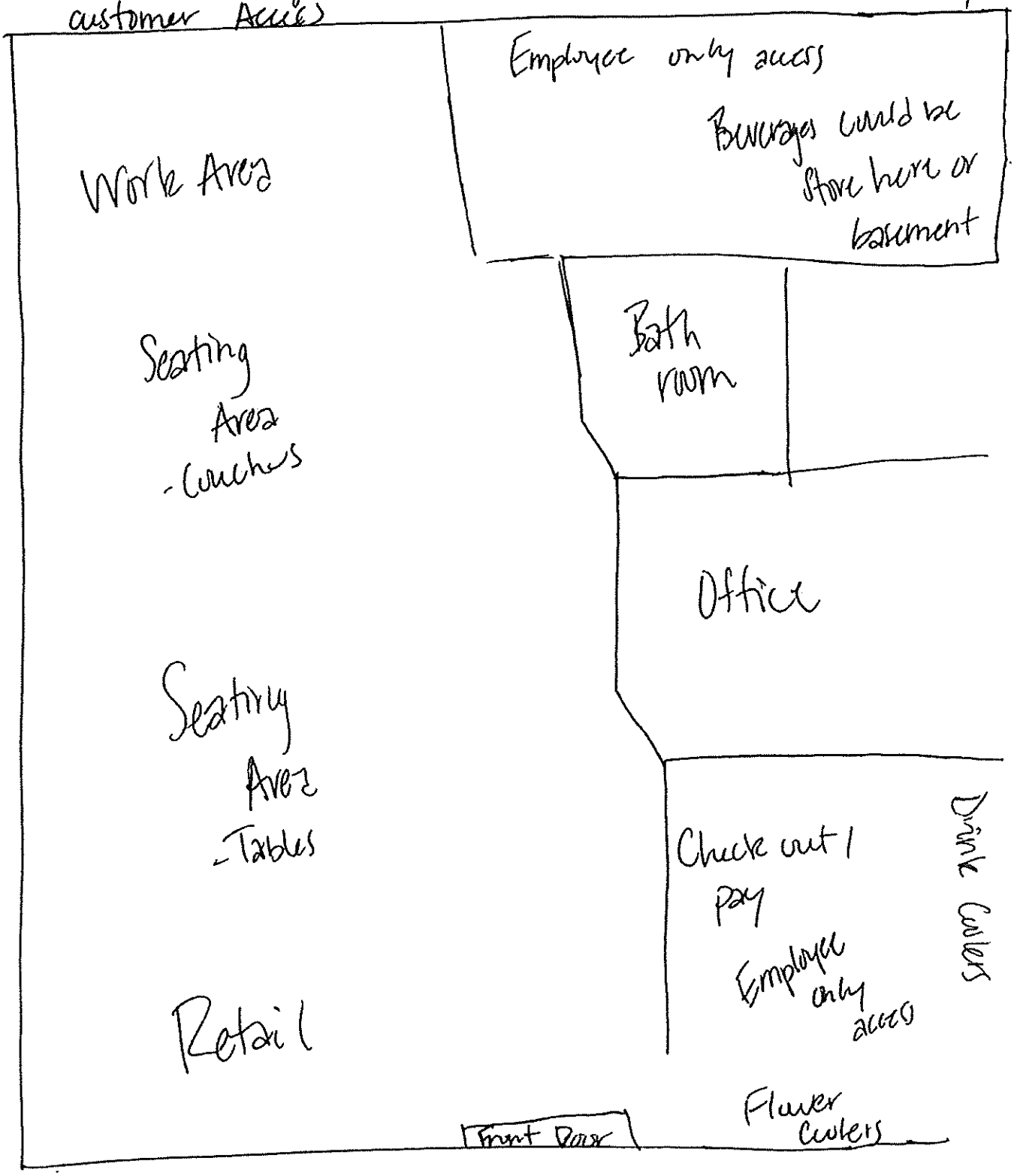
Corporation:

_____
President's Signature

_____

Daphs Flower Farm Map

Any alcoholic beverages would be behind a counter and served by someone over 21. All extra beverages could be stored away from customer Access



CITY OF Dickinson North Dakota | Administration

To: City Commission

From: City Administrator Dustin Dassinger

Date: 04/15/26

Subject: Daph's Flower Farm - Beer and Wine Only On-Sale License

Commissioners,

Daph's Flower Farm located at 128 1st Street West has submitted an application for a Beer and Wine Only On-Sale Liquor License. The application was reviewed, and a background check was completed.

City Administration recommends approval.

Thank You,

Dustin Dassinger

City Administrator

RENTAL AGREEMENT

OFFICE OF ATTORNEY GENERAL
LICENSING SECTION
SFN 9413 (7-2023)

License Number (Office Use Only)

Site Owner (Lessor)		Site Name		Site Phone Number
Paragon Bowl		Champs		701-225-2345
Site Address	**City**	**State**	**Zip Code**	**County**
1125 West Villard	Dickinson	ND	58601	Stark
Organization	**Rental Period**			**Monthly Rent Amount**
Fort Abraham Lincoln Foundation	July 1, 2026	to	June 30, 2027	

1. Is Bingo going to be conducted at the site?		☒ No	☐ Yes	
1a. If "Yes" to number 1 above, is Bingo the **primary** game conducted? - If Bingo is the primary game, enter the monthly rent amount to be paid. Then answer questions 2 - 7 but do not enter any rent amounts.		☐ No	☐ Yes	$
2. Is Twenty-One conducted at this site?		☐ No	☒ Yes	$
Number of Tables with wagers **up to** $5	____ X Rent per Table $ ____			
Number of Tables with wagers **over** $5	2 X Rent per Table $ 300			$ 600
3. Is Paddlewheels conducted at this site?		☒ No	☐ Yes	$
Number of Tables	____ X Rent per Table $ ____			
4. Is Pull Tabs Involving either a jar bar or standard dispensing device conducted at this site?		☐ No	☒ Yes	$ 325
Please Check: ☒ Jar Bar ☒ Standard Dispensing Device				
5. Are Electronic Pull-Tabs conducted at this site?		☐ No	☒ Yes	$ 1,250
If "Yes" please indicate the number of devices 10				
Total Monthly Rent				$ 2,175

6. If the only gaming activity to be conducted at the site is a raffle drawing, please check here. ☐

TERMS OF RENTAL AGREEMENT:

This RENTAL AGREEMENT is between the Owner (LESSOR) and Organization (LESSEE) that will be leasing the site to conduct games of chance.

The LESSOR agrees that no game will be directly operated as part of the lessor's business.

The LESSOR agrees that the (lessor), (lessor's) spouse, (lessor's) common household members, (management), (management's) spouse, or an employee of the lessor who is in a position to approve or deny a lease may not conduct games at any of the organization's sites and except for officers and board of directors members who did not approve the lease, may not play games at that site. However, a bar employee may redeem a credit ticket voucher from an electronic tab device, winning pull tab involving a dispensing device, pay a prize board cash prize, and award a prize board merchandise prize involving a dispensing device, and sell raffle tickets or sports pool chances on a board on behalf of an organization.

The LESSOR agrees that the lessors on call or temporary or permanent employee(s) will not, directly or indirectly, conduct games at the site as an employee of the lessee on the same day the employee is working in the area of the bar where alcoholic beverages are dispensed or consumed.

If the LESSEE provides the Lessor with a temporary loan of funds for redeeming credit ticket vouchers from an electronic pull-tab device, or pull tabs or prize boards involving a dispensing device, **the lessor agrees to repay the entire loan immediately when the lessee discontinues using the device at the site.**

The LESSOR agrees not to interfere with or attempt to influence the lessee's selection of games, determination of prizes, including a bingo jackpot prize, or disbursement of net proceeds.

The LESSOR agrees not to loan money to, provide gaming equipment to, or count drop box cash for the lessee.

The LESSOR agrees any advertising by the lessor that includes charitable gaming must include the charitable gaming organization's name.

A LESSOR who is an officer or board member of an organization may not participate in the organization's decision-making that is a conflict of interest.

At the LESSOR's option, the lessee agrees that this rental agreement may be automatically terminated if the lessee's gaming license is suspended at this site for more than fourteen days or revoked.

Signature of Lessor	Title	Date
[signature]	President Owner	3-3-2026
Signature of Lessee	**Title**	**Date**
[signature]	Executive Director	03/03/2026

GAMING SITE AUTHORIZATION

ND OFFICE OF ATTORNEY GENERAL
SFN 17996 (4-2023)

G - ___ ___ ___ ___ (___ ___ ___) ___
Site License Number
(Attorney General Use Only)

Full, Legal Name of Gaming Organization
Fort Abraham Lincoln

This organzation is authorized to conduct games of chance under the license granted by the North Dakota Attorney General at the following location

Name of Location
Paragon Bowl - Champs Sports Club

Street	City	ZIP Code	County
1125 W. Villard	**Dickinson**	**58601**	**Stark**

Beginning Date(s) Authorized	Ending Date(s) Authorized	Number of Twenty-One tables, if zero, enter "0"
7/1/2026	**6/30/2027**	

Specific location where games of chance will be conducted and played at the site **(required)**
Whole Bar area except restrooms

If conducting **Raffle** or **Poker** activity provide date(s) or month(s) of the event(s) if known

RESTRICTIONS FOR CITY/COUNTY USE ONLY

The organization **must** provide the City/County a list of game types included in their Internal Control Manual and have the manual available upon request. The manual must throughly explain each game type to be conducted. The City/County can only approve these games at the site.

ACTIVITY TO BE CONDUCTED Please check all applicable games to be conducted at site **(required)**

☐ Bingo	☐ Club Special	☒ Sports Pools
☐ **ELECTRONIC** Quick Shot Bingo	☐ Tip Board	☒ Twenty-One
☐ Raffles	☒ Seal Board	☐ Poker
☐ **ELECTRONIC** 50/50 Raffle	☐ Punchboard	☐ Calcuttas
☒ Pull Tab Jar	☐ Prize Board	☐ Paddlewheel with Tickets
☒ Pull Tab Dispensing Device	☐ Prize Board Dispensing Device	☐ Paddlewheel Table
☒ **ELECTRONIC** Pull Tab Device		

Days of week of gaming operations (if restricted)	Hours of gaming (if restricted)

If any information above is false, it is subject to administrative action on behalf of the State of North Dakota Office of Attorney General

APPROVALS

Attorney General	Date

Signature of City/County Official	Date

PRINT Name and official position of person signing on behalf of city/county above

INSTRUCTIONS:

1. City/County - Retain a **copy** of the Site Authorization for your files.
2. City/County - Return the **original** Site Authorization form to the Organization.
3. Organizations - Send the **original, signed,** Site Authorization to the Office of Attorney General with any other applicable licensing forms for final approval

RETURN ALL DOCUMENTS TO:

Office of Attorney General
Licensing Section
600 E Boulevard Ave, Dept. 125
Bismarck, ND 58505-0040
Telephone: 701-328-2329 OR 800-326-9240

CITY OF Dickinson North Dakota | Administration

To: City Commission

From: City Administrator Dustin Dassinger

Date: 4/17/27

Subject: Gaming Site Authorization – Fort Abraham Lincoln Foundation

Commissioners,

A gaming site authorization request was made by the Fort Abraham Lincoln Foundation. This would be a renewal of their game site location at Champ's Sports Sport's Bar and Grill, located at 1125 West Villard.

This would have an effective date of July 1st, 2026-June 30th, 2027 and would include:

- Pull Tab Jar
- Pull Tab Dispensing Device
- Electronic Pull Tab Device
- Seal Board
- Sports Pools
- Twenty-One

City Administration recommends approval.

Thank You,

Dustin Dassinger

City Administrator

Consolidated Fiber Contract Renewal

Renewals/Updates:

- Early Renewal Due to Pricing Changes
- Reduction in Cost over life of Contract
- Increased Speed for PW Site
- 5 Year Contract
- Existing Ends in 2028 – New-> 2031

Contract Changes:

- No Changes to the contract language from our last renewal
- Monthly Cost Reduction:
  - ~$1,383.10

CITY OF Dickinson North Dakota

Overall Yearly Reduction in Cost: ~$16,597.

Consolidated GuestNet Internet Contract

Service Details:

- Serves as Guest Wifi for Public throughout City Hall and Town Square
- New Service will Replace existing connectivity once hardware is in place.

Contract:

- Standard Business Internet similar to our other sites for GuestNet
- Monthly Cost:
  - ~$179.99

CITY OF Dickinson North Dakota

Overall Yearly Cost: ~$2,1

Consolidated
Business solutions
Let us exceed your expectations!

City of Dickinson
5 Year Contract

Non-recurring / Installation or Upgrade Charges

Qty	Description	Unit	Total
1	Installation Charge	$ 1,000.00	Waived

Total Non-recurring Charges **Waived**

Recurring Monthly Charges

Qty	Description	Unit	Total
1	1Gb Connection (2430 15th St W Water Tank)	$ 450.00	$ 360.00
1	1Gb Connection (1173 3rd Ave W DMV)	$ 450.00	$ 360.00
1	1Gb Connection (10816 38th St SW WWRF)	$ 450.00	$ 360.00
1	1GB Connection (615 Broadway W)	$ 450.00	$ 360.00
1	10GB Connection (38 7th St W CH)	$ 750.00	$ 600.00
1	10GB Connection (2475 State Ave N PSC)	$ 750.00	$ 600.00
1	10GB Connection (3411 Public Works Plvd PW)	$ 750.00	$ 600.00
	Total Monthly Charges Without Taxes		**$ 3,240.00**

Rates: Consolidated agrees to provide the above referenced services at the quoted rates.

Conditions and Requirements:

The below signed may upgrade to a new service provided by Consolidated within the term of the contract at no penalty.

Termination Clause:

Premature termination of this contract will result in the customer being billed for the remaining term of the signed contract.

Term: Start Date _____ End Date _____

Contact Aaron Meyer
Quoted By Cami Fitterer
Communications Consultant
Date 4/7/2026

Signed _____
Title _____
Date _____

consolidatednd.com
701.483.4000

507 S Main
Dickinson, ND 58601

CITY OF Dickinson North Dakota | Administration

March 21, 2026

Consolidated Fiber Contract Renewal

This item serves to renew the rented fiber agreement between the City of Dickinson and Consolidated Telcom. We currently have a contract of similar nature in effect until 2028 covering 5-1GB Lines and 2-10GB Lines for a monthly cost of $4,623.10; this contract will change the agreement pricing and expiration. The new contract will be set to expire in 2031 and will 4-1GB Lines and 3-10GB Lines for a monthly cost of $3,240 resulting in a monthly cost reduction of $1,383.10 or a yearly savings of $16,597.20.

Aaron Meyer

IT Director

CITY OF Dickinson North Dakota | Administration

March 21, 2026

Consolidated GuestNet Internet Contract

This item serves to provide a dedicated GuestNet network for the Public throughout City Hall and Town Square. Once this hardware is in place, we anticipate replacement of existing connectivity and network path changes that will replace the existing internet connectivity for guestnet. The estimated monthly cost for this is $179.99 with a yearly cost of $2,159.88. This agreement is similar in nature to what we have for GuestNet connectivity at our other locations.

Aaron Meyer

IT Director

Consolidated

PO Box 1408 * 507 South Main * Dickinson, ND 58602
Phone: 701.483.4000 * 1.888.225.5282 * Fax: 701.456.5243

Business Name: City of Dickinson **Business Number:** 7014567744

Contact Name: Aaron Meyer **Contact Number:** 7014567805

IT Contact Name: Aaron Meyer **IT Contact Number:** 7014567805

IT Contact Email: IT@dickinsongov.com

Mailing Address: 38 1st ST W **City/State/Zip:** Dickinson, ND 58601

Address where service is desired: 38 1st ST W, Dickinson, ND, 58601 **Suite/Apt:** _____

INTERNET PACKAGES

Prices do not include taxes or surcharges.

Internet Services

Enterprise GIG	$ 179.99	☑
Corporate 700	$ 119.99	☐
Professional 400	$ 79.99	☐

Multi-GIG Internet

Commercial 5 GIG	$ 349.99	☐
Executive 2.5 GIG	$ 249.99	☐

Static IP(s) $10 each per month

Mac Address(s): _____

Quantity: _____

- Speeds may not be available in all areas.
- Maximum Upload Speed for Cable Modem Service is 100M*

INTERNET USER INFORMATION

SuperNet E-mail Address will be: username@ndsupernet.com

Your username and password must be between 12 and 16 **characters** *(Password must include one capital letter and one numeral. Username can include an underscore_ or dash -.) (Username & password must be different & password cannot contain the username). A username and password will be auto generated unless you provide your personalized information.*

Username: _____ **Password:** _____

EQUIPMENT:*

☐ Router $5.99/month ☐ Access Point $5.99/month ☐ Outdoor Access Point $10.99 ☐ Ask about a quote on a purchased router.

Antivirus $3/computer Quantity: _____ Web Content Filter $2.50/user Quantity: _____

Router SSID:_____ Router Password_____

*Required for Multiple Computer connectivity. It is the customer's responsibility to pay sales tax on any equipment.

***Additional Networking or wiring will be billable at $160/hour per technician.**

I acknowledge that I will be billed a onetime $25 broadband installation charge. Initial _____

When connecting to Internet, I agree to abide by the Consolidated Internet Acceptable Use Policy & Service Terms and Conditions.

Signature _____ ***Federal Tax ID*** _____

If the facility is not ready to have services installed at the time of the scheduled appointment or if the facility is not accessible and no prior notice is given, a $160.00 per hour per technician fee will be assessed to the account. _____ (initial)

Date _____

Section 6-80 Update – Definition of Domestic Fowl

Presented by: City Attorney Christina M. Wenko

Consideration to Approve

CITY OF Dickinson North Dakota

- Amends Section 6-80
- Adds quail to the definition of domestic fowl
- Recent citizen reports of issues

Domestic fowl means poultry which is valued for its meat and eggs **including but not limited to** chickens, turkeys, ducks, geese, guinea fowl, **quail**, **pheasants, doves, sharp-tailed grouse, ruffed grouse, greater sage-grouse, greater prairie-chickens, and Hungarian (gray) partridge** and pigeons.

CITY OF Dickinson North Dakota

ORDINANCE NO. 2026

AN ORDINANCE AMENDING AND RE-ENACTING SECTION 6-80 OF CHAPTER SIX OF THE MUNICIPAL CODE OF THE CITY OF DICKINSON, NORTH DAKOTA, RELATING TO DEFINITIONS

BE IT ORDAINED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF DICKINSON, NORTH DAKOTA, AS FOLLOWS:

Section 1: Section 6-81 is hereby amended and re-enacted as follows:

Sec. 6-80. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Animal means every living animal except the human race.

Dangerous animals means any animals which, because of their venomous bite or sting, their size, or their propensity to viciousness or aggressiveness, would constitute a hazard or threat to the safety of the citizens of the City.

Domestic fowl means poultry which is valued for its meats and eggs including but not limited to chickens, turkeys, ducks, geese, guinea fowl, quail, pheasants, doves, sharp-tailed grouse, ruffed grouse, greater sage-grouse, greater prairie-chickens, and Hungarian (gray) partridge and pigeons.

Livestock farm animals regarded as an asset, to include, but not be limited to, cattle, cows, sheep, pigs, horses, oxen, goats, donkeys, llamas, alpacas.

(Code 1993, § 5.12.010; Ord. No. 857, § 1; Ord. No. 1131, § 2; Ord. No. 1764, § 15)

Section 2: Repeal of Ordinances in Conflict. All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

Section 3: Severability. In the event any section of this Ordinance is held invalid by court of competent jurisdiction, the invalidity shall extend only to the section affected, and other sections of this Chapter shall continue in full force and effect.

Section 4: Effective Date: This Ordinance shall be in full force and effect from and after final passage.

_____

Scott Decker, President
Board of City Commissioners

ATTEST

_____

Dustin Dassinger, City Administrator

First Reading: _____, 2026
Second Reading: _____, 2026
Final Passage: _____, 2026

Public Health
Prevent. Promote. Protect.

Southwestern District Health Unit

528 21st St West
Dickinson, North Dakota 58601
Telephone: (701) 483-0171
Toll Free: 1-866-483-3050

4-13-26

Dustin Dassinger
Dickinson City Administrator
Dickinson, ND

Dear Mr. Dassinger,

In regards to the concerns with raising quail within the City of Dickinson, there are many items to consider. While the owner of the animals may gain some benefit from raising these animals, there are several reasons why this may not be a good idea:

Reasons not allow Raising Quail In City Limits

1. Quail can be very excitable and agitable making them prone to injury when approached by humans or their pets.
2. They produce a significant amount of waste requiring frequent cleaning of the cages and replacement of their bedding. Because the waste is highly acidic, it should not be used for fertilizer unless it is composted first. The bedding generated would also be a concern for the same reasons.
3. Quail cannot be allowed to freely roam around the yard as unless their wings are clipped, they will simply fly away.
4. Quail can be very aggressive and territorial to the point of cannibalism so they may need to be housed in individual cages.
5. They will most likely attract predators.
6. They are not hardy in cold and wet weather.
7. If they are to be butchered, would that be allowed on a residential property?
8. Quail kick a lot of feed out of their feeders leading to waste and thus attracting rodents to the area.
9. The manure and dirty cages may create an odor nuisance for neighboring properties.

For these reasons, I would not recommend allowing the presence of quail flocks within the City of Dickinson. If residents would be allowed to do so, I believe this would lead to nuisance complaints from neighboring properties as well as an increase in the numbers of rodents and predators in the areas where quail are present.

If you have any questions, concerns or comments, please feel free to contact me.

Sincerely,

Kevin Pavlish, EHP
Southwestern District Health Unit

Rita Binstock

From: vincent sisneros <vin.sisneros@gmail.com>
Sent: Friday, April 17, 2026 4:32 PM
To: Rita Binstock
Subject: Quail ban

Dear Commissioners,
I understand the public hearing portion has concluded, and I appreciate the opportunity to submit this for inclusion in the record.
Earlier in this process, it was acknowledged that quail were not clearly defined within the existing code and that there was limited information regarding them. Since that time, the justification for regulation appears to rely largely on hypothetical concerns rather than documented issues within the community.
From the information available, this situation appears to stem from a very limited number of complaints rather than a widespread or recurring problem across Dickinson.
Many of the concerns raised—such as odor, waste, or attracting predators—are not unique to quail and are more appropriately addressed through existing nuisance standards that apply broadly.
Expanding the ordinance under these circumstances risks creating policy based on possibility rather than demonstrated need.
I respectfully encourage the commission to consider a more targeted, evidence-based approach rather than a broad regulatory change.
Thank you for your time and consideration.
Sincerely,

Vincent Sisneros
831-207-8582
vin.sisneros@gmail.com

Aaron Meyer

From: Rita Binstock
Sent: Monday, April 20, 2026 10:35 AM
To: Aaron Meyer
Subject: FW: Position on quail ban to be added to packet
Attachments: Screenshot_20260415_152121_Gallery.jpg; Screenshot_20260408_105139_Samsung Notes.jpg

ADMIN. ASST. TO CITY ADMIN.
ADMINISTRATION

Rita.Binstock@dickinsongov.com
O: 701.456.7720 F: 701.456.7723

Dickinson
North Dakota

From: msisneros20 <msisneros20@yahoo.com>
Sent: Monday, April 20, 2026 10:22 AM
To: Rita Binstock <rita.binstock@dickinsongov.com>
Subject: Position on quail ban to be added to packet

Position Statement Opposing the Proposed Ban on Quail in City Limits
This statement is submitted for inclusion in the public record and review by the City Commission regarding the proposed ordinance to ban quail within city limits.
The proposed ban is not supported by clear, substantiated evidence demonstrating that quail pose a legitimate or widespread issue within the community. Quail are widely recognized as one of the quietest domesticated bird species. They do not produce disruptive noise levels and, when properly maintained, have minimal impact on neighboring properties. From a nuisance and public disturbance standpoint, quail do not present a measurable concern that would justify a full prohibition.
Further, there is a lack of verified complaints directly related to quail that would warrant such action. Evidence exists showing that no formal, substantiated complaints specific to quail have been documented. Moving forward with a city-wide ban in the absence of documented issues raises concerns about the basis for this ordinance and whether it reflects actual community needs.
Additionally, the letter submitted by the Southwestern District Health Unit in support of the ban contains statements that appear to reflect extreme or worst-case scenarios rather than typical, everyday quail ownership. While any animal can present issues if neglected, the claims outlined—such as excessive aggression, unmanageable conditions, or significant environmental impact—are not representative of standard, responsible practices.
In reality, quail are low-maintenance animals that are commonly and successfully kept in controlled environments. Routine care, including proper enclosure, sanitation, and basic husbandry, effectively addresses concerns related to waste, odor, and animal behavior. The assertions presented in the letter do not adequately distinguish between improper care and normal ownership, and as such, risk overstating potential concerns.
Policy decisions of this nature should be grounded in accurate, balanced, and evidence-based information. Relying on generalized or exaggerated claims to justify a full ban does not provide a sound or equitable foundation for regulation. If concerns exist, they should be addressed through reasonable guidelines or enforcement of existing standards rather than an outright prohibition.

There are also broader concerns regarding fairness and process. Implementing a ban without clear evidence of widespread issues creates the appearance of reactive or selective policymaking. Ordinances should be developed through transparent evaluation of facts, applied consistently, and designed to address legitimate public concerns—not hypothetical or isolated scenarios.

Quail ownership provides benefits to residents, including small-scale food production, educational opportunities, and responsible engagement in agriculture within city limits. These benefits come with minimal impact when proper care standards are followed.

For these reasons, it is respectfully requested that the City Commission reconsider the proposed ban and instead evaluate whether existing regulations or reasonable alternatives would more appropriately address any concerns. Any action taken should be based on verifiable evidence, proportional response, and fair consideration of all residents.

Submitted for the record.

Christina Wenko

From: Christina Wenko
Sent: Saturday, February 14, 2026 5:12 PM
To: 'Tiffany Stewart'
Cc: 'Amanda Paulson'; Briana Ridl
Subject: RE: LFC Review

I don't know anything about quail. Never thought I would need to. Having said that, it doesn't seem to fit the Code's definition of poultry, so that's not helpful for enforcement purposes.

Amanda – can you send one of your officers over to check in with neighbors and see if they can give us more details on when they are hearing these birds and how loud and they are, etc. We need to know if they are causing a disturbance.

DPD26-00298 CAO LFC; Sisneros,Vincent and Mckenna

Christina M. Wenko, Attorney
Mackoff Kellogg Law Firm
38 2nd Avenue East, Suite A
Dickinson, ND 58601
PH: 701-456-3230 Fax: 701-227-4739
Licensed in North Dakota
Licensed in Montana
Licensed in South Dakota

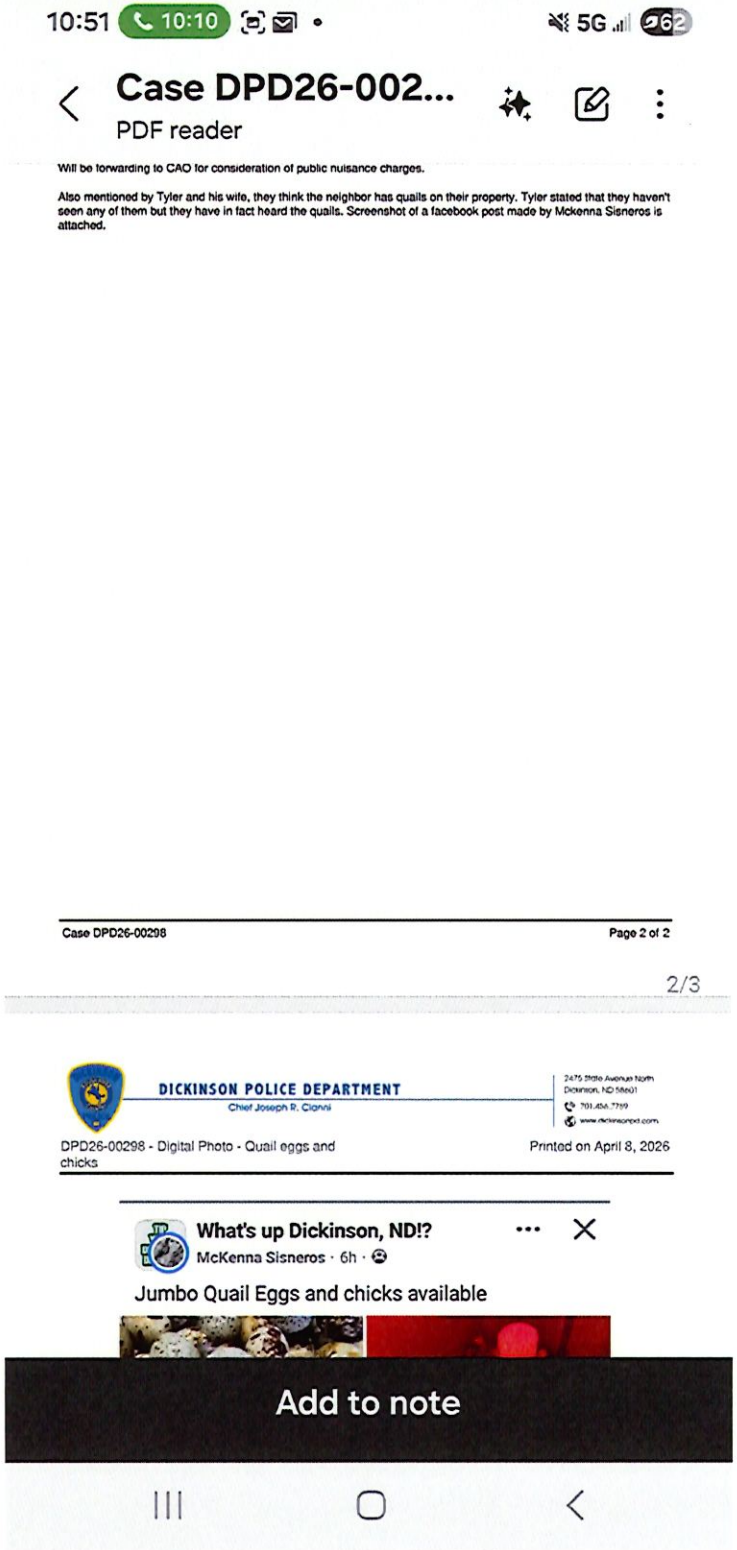
From: Tiffany Stewart <Tiffany.Stewart@dickinsongov.com>
Sent: Tuesday, February 3, 2026 2:11 PM
To: Christina Wenko <cwenko@mackoff.com>
Subject: RE: LFC Review

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Christina,

Thoughts on this? Our code defines domestic fowl as poultry which is valued for its meats and eggs including chickens, turkeys, ducks, geese, guinea fowl, and pigeons. This is the same person that the complaint is referencing. From what I can see online, she most likely has quail at her property. I went by and you cannot see anything from the street so she may keep them inside similarly to Hagenbeck.

Let me know.


10:51 10:10
5G
Case DPD26-002...
PDF reader
Will be forwarding to CAO for consideration of public nuisance charges.
Also mentioned by Tyler and his wife, they think the neighbor has quails on their property. Tyler stated that they haven't seen any of them but they have in fact heard the quails. Screenshot of a facebook post made by Mckenna Sisneros is attached.
Case DPD26-00298
Page 2 of 2
2/3
DICKINSON POLICE DEPARTMENT
Chief Joseph R. Cionni
2475 3rd Ave North
Dickinson, ND 58601
701.456.7799
www.dickinsonpd.com
DPD26-00298 - Digital Photo - Quail eggs and chicks
Printed on April 8, 2026
What's up Dickinson, ND!?
McKenna Sisneros · 6h ·
Jumbo Quail Eggs and chicks available
Add to note

Sections 22-57,22-58 and22-59 Sale and Possession of Tobacco

Presented by: City Attorney Christina M. Wenko

Consideration to Approve

CITY OF Dickinson North Dakota

- Updates Section 22-57 to make it consistent with N.D. Century Code 12.1-31-03
- Sets a fee for a minor over 14 years of age or older at $25.00
- Outlines contesting procedures
- Defines penalties and outlines court sanctions and options for enforcement

CITY OF Dickinson North Dakota

- Updates Section 22-58 to make it an infraction to sell or furnish tobacco products to anyone under the age of 21
- Maximum penalty for an infraction is $1,000 fine
- Deletes Section 22-59 because penalty sections are now contained in Sections 22-57 and 22-58

CITY OF Dickinson North Dakota

ORDINANCE NO. 2026

AN ORDINANCE AMENDING AND RE-ENACTING SECTION 22-57, 22-58 AND 22-59 OF THE DICKINSON MUNICIPAL CODE, RELATING TO THE POSSESSION, PURCHASE, OR USE OF TOBACCO PRODUCTS BY AN INDIVIDUAL UNDER THE AGE OF 21 YEARS OF AGE, SALE OF TOBACCO PRODUCTS TO CERTAIN INDIVIDUALS PROHIBITED AND PENALTIES

BE IT ORDAINED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF DICKINSON, NORTH DAKOTA, AS FOLLOWS:

Section 1: Section 22-57 of the City Code of the City of Dickinson is hereby amended and re-enacted as follows:

Sec. 22-57. - Possession, purchase, or use of tobacco products by an individual under the age of 21 years prohibited.

(a) It is a noncriminal offense for an individual under twenty one years of age to purchase, possess, smoke, or use cigarettes, cigars, cigarette papers, snuff, tobacco in any other form in which it may be utilized for smoking or chewing, electronic smoking devices, or alternative nicotine products. However, an individual under eighteen years of age may purchase and possess tobacco, electronic smoking devices, or alternative nicotine products as part of a compliance survey program when acting with the permission of the individual's parent or guardian and while acting under the supervision of any law enforcement authority. A state agency, city, county, board of health, tobacco, electronic smoking devices, or alternative nicotine products retailer, or association of tobacco, electronic smoking or alternative nicotine products retailers may also conduct compliance surveys, after coordination with the appropriate local law enforcement authority.

(b) It is a noncriminal offense for an individual twenty-one years of age to present or offer to another individual a purported proof of age which is false, fraudulent, or not actually the minor's own proof of age, for the purpose of attempting to purchase or possess cigarettes, cigars, cigarette papers, snuff, tobacco in any other form in which it may be utilized for smoking or chewing, electronic smoking devices, or alternative nicotine products.

(c) It shall be a noncriminal offense for a minor to enter and remain in a smoke/vape shop as defined in Section 30-413. Any minor who has been cited for a violation of this section must pay a twenty-five dollar fee.

(d) Any minor 14 years of age or older who has been cited for a violation of Subsection (a) of this section must pay a fee of twenty-five dollars.

1. Any individual who has been cited for a violation of subsection (a) may appear before a court of competent jurisdiction and pay the fee by the time scheduled

for a hearing, or if bond has been posted, may forfeit the bond by not appearing at the scheduled time. An individual appearing at the time scheduled in the citation may make a statement in explanation of that individual's action and the judge may waive, reduce, or suspend the fee or bond, or both. If the individual cited follows the procedures of this subdivision, that individual has admitted the violation and has waived the right to a hearing on the issue of commission of the violation. The bond required to secure appearance before the court must be identical to the fee. This subdivision does not allow a citing officer to receive the fee or bond.

2. If an individual cited for a violation of subsection (a) does not choose to follow the procedures provided under subdivision 1, that individual may request a hearing on the issue of the commission of the violation cited. The hearing must be held at the time scheduled in the citation or at some future time, not to exceed ninety days later, set at that first appearance. At the time of a request for a hearing on the issue on commission of the violation, the individual cited shall deposit with the court an appearance bond equal to the fee for the violation cited.

3. The failure to post bond or to pay an assessed fee is punishable as a contempt of court, except a minor may not be imprisoned for the contempt.

(e) The prosecution must prove the commission of a cited violation under Subsection (a) of this section by a preponderance of the evidence.

(f) A law enforcement officer that cites a minor for violation of this section shall mail a notice of the violation to the parent or legal guardian of the minor within ten days of the citation.

(g) A person adjudged guilty of contempt for failure to pay a fee or fine may be sentenced by the court to a sanction or order designed to ensure compliance with the payment of the fee or fine or to an alternative sentence or sanction including community service.

(Code 1993, § 25.06.020; Ord. No. 1234, § 2; Ord. No. 1495, § 1; Ord. No. 1689, § 4; Ord. No. 1724, § 6; Ord. No. 1773, § 1(25.06.020), 4-4-2023)

Section 2: Section 22-58 of the City Code of the City of Dickinson is hereby amended and re-enacted as follows:

Sec. 22-58. Sale of tobacco products to certain individuals prohibited.

(a) It shall be an infraction for any person to sell or furnish to an individual under twenty-one years of age, or procure for an individual under twenty-one years of age, cigarettes, cigarette papers, cigars, snuff, tobacco in any other form in which it may be utilized for smoking or chewing, electronic smoking devices, or alternative nicotine products. As used in this subsection, the term "sell" includes dispensing from a vending machine under the control of the actor.

(b) Retailers shall check a State-issued photographic identification of purchasers 30 years of age and younger for proof of age.

(c) Sale of tobacco products through vending machines is restricted. It shall be unlawful for any person to sell or dispense any tobacco products from a vending machine, except that tobacco products may be offered for sale or sold from a vending machine on the premises of a licensed on-sale or off-sale alcoholic beverage establishment, in any area of the premises where persons under 21 years of age are prohibited and where the vending machine is located within the immediate vicinity, plain view and control of a responsible adult employee, so that all tobacco purchases will be readily observable by the employee. The vending machine may not be located in the coat room, restroom, unmonitored hallway, outer waiting area, or similar unmonitored area; nor shall the vending machine be accessible to the public when the establishment is closed.

(d) Except on licensed alcohol premises, no tobacco products may be stored or displayed in a retail outlet in any area or in a manner which allows for self-service access by customers.

(e) Every act or omission of whatever nature constituting a violation of the provisions of this section by any officer, director, manager or other agent or employee of any licensee shall be deemed and held to be the act of such licensee; and such licensee shall be punishable in the same manner as if such act or omission had been done or omitted by the licensee personally. Notwithstanding the foregoing, the clerk or employee specifically involved in a compliance check violation with the sale of tobacco products shall be personally liable to pay an administrative fee in addition to any fees imposed upon the employer or license holder.

(Code 1993, § 25.06.030; Ord. No. 1234, § 2; Ord. No. 1495, § 1; Ord. No. 1689, § 5; Ord. No. 1773, § 1(25.06.030), 4-4-2023)

Section 3: Section 22-59 of the City Code of the City of Dickinson is hereby deleted:

(Code 1993, § 25.06.040; Ord. No. 1234, § 2; Ord. No. 1495, § 1; Ord. No. 1689, § 6; Ord. No. 1699, § 2; Ord. No. 1773, § 1(25.06.040), 4-4-2023)

Section 4: Repeal of Ordinances in Conflict. All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

Section 5: Severability. In the event any section of this Ordinance is held invalid by court of competent jurisdiction, the invalidity shall extend only to the section affected, and other sections of this Chapter shall continue in full force and effect.

Section 6: Effective Date: This Ordinance shall be in full force and effect on final passage.

Scott Decker, President
Board of City Commissioners

ATTEST

_____

Dustin Dassinger, City Administrator

First Reading: _____, 2026
Second Reading: _____, 2026
Final Passage: _____, 2026

Section 4-48 Update – Domestic Winery Licensing

Presented by: City Administrator Dustin Dassinger

Consideration to Approve

CITY OF Dickinson North Dakota

- Amends Section 4-48(10)(f)
- Requires that a domestic winery owner or operator that does not have a city domestic winery license must obtain a special event permit with the City to use a special event permit issued by the State Tax Commissioner within city limits
- Allows City to track events
- Provides for an enforcement mechanism
- Only allows domestic winery owner or operator to sell or distribute its own self-made products – not to sell other alcohol or beer

CITY OF Dickinson North Dakota

ORDINANCE NO. 2026

AN ORDINANCE AMENDING AND RE-ENACTING SECTION 4-48 DAKOTA, RELATING TO DOMESTIC WINERY LICENSING REQUIREMENTS

BE IT ORDAINED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF DICKINSON, NORTH DAKOTA, AS FOLLOWS:

Section 1: Section 4-48 of the City Code of the City of Dickinson is hereby amended and re-enacted as follows:

Sec. 4-48. License requirements.

The Board of City Commissioners hereby finds that in order to ensure compliance by all licensees with all applicable Federal, State, and City laws, ordinances, and regulations, and in order to adequately police establishments engaged in the retail sale of alcoholic beverages, and in order to promote the public welfare, it is necessary and proper to limit the number of certain classes of licenses, as provided herein, pursuant to the City's police powers and the authority granted by N.D.C.C. Title 5.

(1) *On-/off-sales license.* The City may grant an on-/off-sale license, which authorizes the licensee to sell beer and/or intoxicating liquor at retail for consumption on and off the licensed premises subject to the following conditions:

a. As of December 31, 2012, a total of 17 on-/off-sale licenses existed within the City limits. No additional on-/off-sale licenses shall be granted until the population of the City reaches an estimated 21,000 people, at which time, the Board of City Commissioners may, but shall not be required to, grant an additional on-/off-sale license, as hereinafter provided pursuant to Section 4-49.

b. 1. The Board of the Board of City Commissioners may grant an additional on-/off-sale license for each incremental population increase of 3,000 people above 21,000 people, as may be determined in the sole discretion of the Board of the Board of City Commissioners from time to time, based upon annexations, household units, census projections, census results, or other methods of estimated population.

2. Any on-/off-sale license which is added to the City by virtue of annexation shall automatically increase the number of on-/off-sale licenses available under Subsection (1)b.1 of this section. Notwithstanding addition of on-/off-sale licenses added by annexation, the City may nevertheless add additional on-/off-sale licenses based upon the requisite population increases, as stated in Subsection (2) of this section.

c. If additional licenses have been granted because of an increase in population, said licenses will be eliminated when the population falls below the population level that authorized the additional license. In addition, if the population of the City falls below 21,000, one on-/off-sale license shall be eliminated from the number authorized under this section. However, said licenses shall not be eliminated until such time as a license is vacated.

d. The fee for this license shall be set by the City's fee schedule.

e. A licensee hereunder shall comply with and be subject to all of the remaining provisions of this Code, including this chapter.

(2) *Lodge or club license.* The City may grant a lodge or club license, which authorizes the licensee to sell beer and/or intoxicating liquor at retail for consumption upon the premises of the licensee, except when permitted by Subsection (4) of this section, primarily for the convenience of the club or lodge members subject to the following conditions:

a. No license shall be transferable to any other owner.

b. Any additional lodge or club license shall be granted only to organizations qualifying as a lodge or club, and then only in the discretion of the Board of City Commissioners.

c. No electronic or mechanical gaming devices or games of chance shall be allowed upon the premises licensed hereunder in any area where minors are allowed to be present.

d. A licensee may apply for a special event permit under Section 4-67.

e. The fee for this license shall be set by the City's fee schedule.

f. A licensee hereunder shall comply with and be subject to all of the remaining provisions of this Code, including this chapter.

(3) *Motel or hotel license.* The City may grant a motel or hotel license, which authorizes the licensee to sell beer and/or intoxicating liquor on- and off-sale of the hotel or motel, subject to the following conditions:

a. The room from which such sales are made must be physically attached to and be a part of said hotel or motel.

b. Temporary bars may be used in banquet rooms or other areas for special events such as conventions, dinner meetings, or similar events, all of which must be held within the confines of the hotel or motel; such areas need not be designated in the license.

c. To qualify for the renewal of a hotel or motel on-sale liquor license, the applicant must have maintained an average room occupancy rate of at least 50 percent for the year preceding the application for renewal.

d. There shall be no restrictions as to the number of licenses issued under this subsection (3).

e. The fee for this license shall be set by the City's fee schedule.

f. A licensee hereunder shall comply with and be subject to all of the remaining provisions of this Code, including this chapter.

(4) *Restaurant on-sale license.* The City may grant a restaurant on-sale license to any restaurant within City limits, which authorizes the licensee to sell beer and liquor on an on-sale basis only, except when permitted by this Subsection (4), subject to the following terms and conditions:

a. The restaurant shall have sufficient dining area and facilities to adequately serve its patrons, as well as the public generally.

b. The restaurant may have a lounge area or waiting area lounge for patrons waiting to be seated for the purposes of serving alcoholic beverages in conjunction with its restaurant business. Permission for such area should be duly noted on the licensee's license.

c. No electronic or mechanical gaming devices or games of chance shall be allowed upon the premises licensed hereunder unless licensee has a designated bar area upon said premises.

d. A licensee may apply for a special event permit under Section 4-67 or 4-68.

e. Those receipts from the sales of alcoholic beverages hereunder shall not exceed 50 percent of the gross receipts from the sale of all food items and alcoholic beverages combined.

f. All restaurant on-sale license holders shall file with the application for license renewal a sworn statement executed by the licensee and a certified public accountant certifying that gross food sales and liquor sales for the previous calendar year meet the requirements of this section. The Board of City Commissioners may, in its discretion, require the licensee to provide such additional proof of the licensee's compliance with this section as it deems necessary.

g. All sales of alcoholic beverages by restaurant on-sale licensees must be separately receipted to the customer by cash register receipt and clearly identified as sales of liquor, beer or wine on all receipts.

h. In order to qualify for an alcoholic beverage license under this provision, it is necessary that the dining area and other food service facilities be in operation and be open for business.

i. There shall be no restrictions as to the number of licenses issued under this subsection.

j. The fee for this license shall be set by the City's fee schedule.

k. A licensee hereunder shall comply with and be subject to all of the remaining provisions of this Code, including this chapter.

(5) *Military club beer and wine license.* The City may grant a military club beer and wine license, to military clubs of the armed forces within City limits, which authorizes the licensee to sell beer and/or wine on an on-sale basis only, subject to the following terms and conditions:

a. For the purposes of this section and others pertaining thereto, the term "armed forces" shall mean the Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard of the United States of America.

b. A license hereunder shall comply with all of the laws of the State relating to the sale and dispensation of alcoholic beverages.

c. The beer and/or wine license hereunder shall be for the sale of beer and/or wine for consumption on the premises only, to military club members only, and no sales for consumption off the premises.

d. There shall be no restrictions as to the number of licenses issued under this subsection.

e. The fee for this license shall be set by the City's fee schedule.

f. A licensee hereunder shall comply with and be subject to all of the remaining provisions of this Code, including this chapter.

(6) *Microbrewery pub license.* The City may grant a microbrewery pub license, which authorizes the licensee to produce and manufacture beer at retail for consumption upon the licensed premises, in accordance with the requirements and limitations of N.D.C.C. § 5-01-14, which are incorporated herein by reference. A microbrewery pub licensee is also subject to the following specifications and restrictions:

a. A microbrewery pub may manufacture on the licensed premises, store, transport, sell to wholesale malt beverage licensees, and export no more than 10,000 barrels of beer per year.

b. A microbrewery pub license will authorize the licensee to sell:

1. Growlers, sold off-sale only; and

2. Beer that has been brewed on the premises of the licensee, which may be sold either on-sale or off-sale.

c. A microbrewery pub licensee may not engage in wholesaling activities. All sales and delivery of beer to any other retail licensed premises may be made only through a wholesale beer licensee. A microbrewery pub licensee must comply with all statutory provisions for taxation under N.D.C.C. § 5-01-14.

d. A microbrewery pub licensee is not precluded from retailing beer it purchases from a wholesaler.

e. Complimentary samples of beer may not be in an amount exceeding 16 ounces per patron.

f. Except as modified in this subsection, a microbrewery pub licensee shall comply with and be subject to all of the remaining qualifications for licensees.

g. There shall be no restrictions as to the number of licenses issued under this subsection.

h. The fee for this license shall be set by the City's fee schedule.

i. A licensee hereunder shall comply with and be subject to all of the remaining provisions of this Code, including this chapter.

(7) *Beer and wine concession license.* The City may grant a beer and wine concession license to the operators of the food and beverage concessions under contract with the Parks and Recreation District for concession services at Dakota Community Bank and Trust Ballpark — Astoria and Coke Fields, a Dickinson municipal ballpark (ballpark) subject to the following restrictions and conditions:

a. A licensee hereunder shall comply with all of the laws of the State relating to the sale and dispensation of alcoholic beverages.

b. A licensee hereunder may sell wine, tap beer, beer in opened bottles, cans or similar packages.

c. The license hereunder shall be for the sale of beer and wine for consumption on the premises only, and no sales for consumption off the premises shall be made.

d. The license is nontransferable and may be held only by the operators who have been awarded and currently hold a concessions contract, provided the contract permits the sale of beer and wine, and may be held only for the period of the operator's concession contract and shall terminate with the termination of that contract.

e. This license is limited to on-sale service of beer and wine to patrons of the ballpark.

f. The fee for this license shall be set by the City's fee schedule.

g. Except as modified herein, a licensee hereunder shall comply with and be subject to all the remaining provisions of this Code, including this chapter.

(8) *Domestic distillery license.* The City may grant a domestic distillery license, which authorizes the licensee to produce distilled spirits and authorizes the sale of distilled spirits in accordance with the requirements and limitations of N.D.C.C. § 5-01-19, which are incorporated herein by reference. A domestic distillery licensee is also subject to the following restrictions and conditions:

a. A domestic distillery licensee may sell spirits produced by that distillery at on-sale or off-sale, in retail lots, and not for resale, and may sell or direct ship its spirits to persons inside or outside the State in a manner consistent with the laws of the place of the sale or delivery in total quantities not to exceed 25,000 gallons in a calendar year. Direct sales within the State are limited to 2.38 gallons or less per month per person for personal use and not for resale. The packaging for spirits must conform with the labeling requirements set forth in N.D.C.C. § 5-01-16.

b. A domestic distillery licensee may obtain a domestic distillery license and a retailer license allowing the on-premises sale of alcoholic beverages at a restaurant owned by the licensee and located on property contiguous to the domestic distillery. A domestic distillery licensee may also own or operate a winery.

c. A domestic distillery license shall only be issued to a domestic distillery owner or operator who has obtained an annual manufacturing license from the State Tax Commissioner allowing the production of distilled spirits.

d. To the extent the following activities are authorized under N.D.C.C. § 5-01-19(2), the same shall also be authorized within the City:

1. A licensee may dispense free samples of the distilled spirits offered for sale.

2. Special events for which a permit has been obtained from the State Tax Commissioner allowing the domestic distillery to give free samples of its product and to sell its product by the glass or in closed containers at off-premises events are, as a result of such permit, authorized within the City.

3. Participation in Pride of Dakota events for which a special events permit has been obtained from the State Tax Commissioner is, as a result of such permit, authorized within the City.

e. A domestic distillery license authorizes the licensee to sell glassware, distilled spirits literature and accessories, cheese, cheese spreads, and other snack food items.

f. There shall be no restrictions as to the number of licenses issued under this subsection.

g. The fee for this license shall be set by the City's fee schedule.

h. Except as modified herein, a licensee hereunder shall comply with and be subject to all the remaining provisions of this Code, including this chapter.

(9) *Brewer taproom license.* The City may grant a brewer taproom license, which authorizes the licensee to manufacture on the licensed premises, store, transport, sell, and export 25,000 barrels or less of beer annually in accordance with the requirements of N.D.C.C. § 5-01-21, as amended from time to time, which are incorporated herein by reference. A brewer taproom licensee is also subject to the following restrictions and limitations:

a. A licensee may sell malt beverages manufactured on the licensed premises for consumption on the premises of the brewery or a restaurant owned by the licensee and located on property contiguous to the brewery.

b. A brewer taproom licensee may sell beer manufactured on the licensed premises for off-premises consumption in brewery-sealed containers of not less than 12 ounces, growlers, and in brewery-sealed kegs not to exceed 5.16 gallons.

c. A licensee may sell and deliver beer produced by the brewery to licensed beer wholesalers.

d. A brewer taproom licensee shall obtain any brewery license required by the State.

e. Multiple brewer taproom licenses may be issued to the owner or operator of a brewery producing no more than 25,000 barrels of malt beverages annually. Brewer taproom licensees with multiple taprooms must produce beer at each location and the total amount of beer produced at all locations combined may not exceed 25,000 barrels of malt beverages annually.

f. To the extent the following activities are authorized under N.D.C.C. § 5-01-21(2), as amended from time to time, the same shall also be authorized within the City:

1. A licensee may dispense free samples of beer offered for sale. Complimentary samples may not exceed 16 ounces per patron.

2. A licensee may sell and deliver beer produced by the brewery to licensed retailers within the State, subject to the conditions set forth in N.D.C.C. § 5-01-21(2)(f), as amended from time to time.

3. Special events for which a permit has been obtained from the State Tax Commissioner allowing the brewer taproom licensee to give free samples of its beer and to sell its beer by the glass or in enclosed containers at off-premises

events are, as a result of such permit, authorized within the City, so long as notice of the special event to which the permit is issued is given to the City Administrator, who shall forward to the Chief of Police, no less than three days before the event is to occur.

g. All sales and delivery of beer to licensed retailers within the State must be made in accordance with N.D.C.C. §§ 5-03-07 and 5-01-21(2)(f). Additional sales may be made through a wholesaler licensed in the State. Beer manufactured on the licensed premises and sold by a brewer taproom licensee directly to the consumer for consumption on or off of the premises are subject to the taxes imposed pursuant to N.D.C.C. § 5-03-07, in addition to any other taxes imposed on brewers and retailers.

h. There shall be no restrictions as to the number of licenses issued under this subsection.

i. The fee for this license shall be set by the City's fee schedule.

j. Except as modified herein, a licensee hereunder shall comply with and be subject to all the remaining provisions of this Code, including this chapter.

(10) *Domestic winery license.* The City may grant a domestic winery license, which authorizes the licensee to operate a domestic winery and to produce and sell wine on-sale and off-sale within the City in accordance with the requirements and limitations of N.D.C.C. § 5-01-17, which are incorporated herein by reference. A domestic winery licensee is also subject to the following restrictions and conditions:

a. A domestic winery license may be issued only to a domestic winery owner or operator who obtains a license from the State Tax Commissioner allowing the production of wine.

b. A domestic winery license authorizes the licensee to sell wine produced by that winery at on-sale or off-sale, in retail lots, and not for resale, and may sell or direct ship its wine to persons inside or outside the State in a manner consistent with the laws of the place of the sale or delivery in total quantities not to exceed 25,000 gallons in a calendar year. In addition, a domestic winery licensee may, if so authorized by a license issued by the State, sell beer on-sale only, provided that such on-sale beer sales shall be incidental to the sale of wine.

c. A domestic winery license authorizes the licensee to sell glassware, wine literature and accessories, cheese, cheese spreads, and other snack food items.

d. Direct sale by licensed wineries.

1. A licensed winery that produces no more than 50,000 gallons of wine per year may sell and deliver, on-site or off-site, the wine produced by the winery directly to licensed retailers. The licensed winery may sell and deliver wine on-site to a licensed retailer who presents the retailer's license or a photocopy of the license. The winery may deliver the wine off-site if the winery:

(i) Uses the winery's equipment, trucks, and employees to deliver the wine;

(ii) Contracts with a licensed distributor to ship and deliver the wine to the retailer; or

(iii) Contracts with a common carrier to ship and deliver the wine to the retailer directly from the winery or the winery's bonded warehouse.

2. The shipments delivered by a winery's equipment, trucks, and employees in a year may not exceed 4,500 cases. A case may not exceed 2.38 gallons of wine.

3. Individual shipments delivered by common carrier may not exceed three cases per day for each licensed retailer. The shipments delivered by a common carrier in a year may not exceed 4,500 cases. A case may not exceed 2.38 gallons of wine.

e. To the extent the following activities are authorized under N.D.C.C. § 5-01-17(2), the same shall also be authorized within the City:

1. A licensee may dispense free samples on the licensed premises of the wines offered for sale.

2. Special events for which a permit has been obtained by the State Tax Commissioner to give free samples of its product and to sell its wine by the glass or in closed containers at off-premises events are, as a result of such permit, authorized within the City.

3. Participation in Pride of Dakota events, for which a special events permit has been obtained from the State Tax Commissioner is, as a result of such permit, authorized within the City, provided that the incidental sales of on-sale beer allowed by paragraph c above, will not be allowed at the locations where said permits are utilized.

f. A domestic winery license shall not be required for a domestic winery owner or operator possessing a license from the State Tax Commissioner allowing the production of wine and only being present within the City to utilize special event permits issued by the State Tax Commissioner. However, a domestic winery owner or operator that does not possess a domestic winery license that seeks to use a special event permit issued by the State Tax Commissioner must first obtain a special event permit with the City and pay the associated fee pursuant to the City’s fee schedule.

g. There shall be no restrictions as to the number of licenses issued under this subsection.

h. The fee for this license shall be set by the City's fee schedule.

i. Except as modified herein, a licensee hereunder shall comply with and be subject to all the remaining provisions of this Code, including this chapter.

(11) *Beer only on-sale license.* The City may grant a beer only on-sale license, which authorizes a licensee to sell on-sale tap beer, beer in open bottles and cans in similar packages at retail for consumption upon the leased premises of the licensee subject to the following restrictions and conditions:

a. A licensee hereunder shall comply with all of the laws of the State relating to the sale and dispensation of alcoholic beverages.

b. The license hereunder shall be for the sale of beer for consumption on the premises only, except when permitted by Subsection (11)e of this section, and no sales for consumption off the premises shall be made.

c. A licensee hereunder shall ensure that any alcoholic beverages sold pursuant to this section shall be sold, distributed, and/or dispensed by an authorized employee of the licensee.

d. There shall be no restrictions as to the number of licenses issued under this subsection.

e. A licensee may apply for a restricted special event permit under Section 4-68.

f. The fee for this license shall be set by the City's fee schedule.

g. Except as modified herein, a licensee hereunder shall comply with and be subject to all the remaining provisions of this Code, including this chapter.

(12) *Beer and wine only on-sale license.* The City may grant a beer and wine only on-sale license, which authorizes a licensee to sell on-sale tap beer, beer in open bottles and cans, and/or wine in similar packages at retail for consumption upon the leased premises of the licensee, subject to the following restrictions and conditions:

a. A licensee hereunder shall comply with all of the laws of the State relating to the sale and dispensation of alcoholic beverages.

b. The license hereunder shall be for the sale of beer and/or wine for consumption on the premises only, except when permitted by Subsection (12)c of this section, and no sales for consumption off the premises shall be made.

c. A licensee may obtain a restricted special event permit under Section 4-68.

d. A licensee hereunder shall ensure that any alcoholic beverages sold pursuant to this section shall be sold, distributed, and/or dispensed by an authorized employee of licensee.

e. There shall be no restrictions as to the number of licenses issued under this subsection.

f. The fee for this license shall be set by the City's fee schedule.

g. Except as modified herein, a licensee hereunder shall comply with and be subject to all the remaining provisions of this Code, including this chapter.

(13) *Legacy Square concession license.* The City may grant the Legacy Square concession license to the licensee awarded the license to operate concession services at the City of Dickinson Legacy Town Square, subject to the following restrictions and conditions:

a. This license is limited to on-sale service of beer, wine, liquor as set forth below to patrons of the Legacy Town Square during City sanctioned and sponsored events.

1. Any events occurring at the Legacy Town Square not sponsored and sanctioned by the City will require a special event permit pursuant to Section 4-67.

2. The licensee granted the Legacy Town Square license hereunder shall be given the right of first refusal for any private events occurring at the Legacy Town Square requesting alcohol service. Should the licensee choose not to exercise the right of first refusal, the patron shall have the ability to contract with any licensee qualified to dispense alcoholic beverages pursuant to a special use permit issued by the City.

b. A licensee may sell liquor, wine, and beer in cans. Sales of any of these items in bottles shall not be permitted.

c. The license hereunder shall be for the sale for consumption in the Legacy Town Square Corridor only, and no sales for consumption off the Legacy Town Square Corridor shall be made. For the purposes of this section, the term "Legacy Town Square Corridor" means the defined Legacy Square streets located in the 100 Block of first Ave West and 10 Block of second Street West.

d. This license shall be an annual license that will begin January 1 of every year and end on December 31 of that year with the bidding process occurring prior to December 31.

e. The licensee shall be responsible for ensuring all events conducted pursuant to this license have sufficient security personnel. This would include any private events where the licensee exercised its right of first refusal pursuant to Subsection (13)a.2 of this section.

f. The license is nontransferable and may be held only by a licensee with an on-/off-sale license or a lodge or club license.

g. A licensee hereunder shall comply with all the laws of the State relating to the sale and dispensation of alcoholic beverages.

h. In addition to the bid price paid by the licensee pursuant to Subsection (13)i of this section, the City shall also receive a percentage of gross sales of all alcohol sold at all City sanctioned and sponsored events in an amount to be determined by the City Administrator during the annual bidding process. The licensee shall provide documentation to the City upon the expiration of the annual license term to verify sales for that year.

i. The bidding process for this license shall be as follows:

1. Prior to October 1 of every year, the City shall set a date for the receipt of sealed bids from any interested on-/off-sale licensees and a date and time for a bid opening.

2. The Board of City Commissioners may, in its sole discretion, establish a minimum bid amount, which shall be made known to any and all potential bidders.

3. Interested parties shall submit an application for the license, together with the information required by Section 4-50, or as may otherwise be required for City staff to determine the party's qualifications for the license. Parties failing to submit the required application and information shall have their bids removed from consideration.
4. Interested parties shall further submit to the City a sealed bid for the license.
5. City staff shall review the application and information submitted by all interested parties. Parties who are determined by City staff to be not qualified for a license shall have their bids removed from consideration.
6. Opening of sealed bids shall be held at the time and date set by the City. Parties shall have the opportunity to improve their written bids pursuant to an auction process.
7. City staff shall submit all final, qualified bids to the Board of City Commissioners, together with a recommendation from City staff regarding the award of the bid.
8. At its sole discretion, the Board of City Commissioners may grant the license to the highest responsible bidder.
9. Upon grant of the license from the Board of City Commissioners, the successful party shall immediately pay the full bid price. If the successful party is unable to immediately pay the full bid price, the Board of City Commissioners may offer the license to the next highest bidder or, in the Board of City Commissioners' sole discretion, decline to offer the license to any remaining bidder.
10. The City reserves the right to reject any and all bids, to waive any informalities in the bidding process or any bid received, and to accept any bid which, in sole judgment of the Board of City Commissioners, is in the City's best interest.

j. Except as modified herein, a licensee hereunder shall comply with and be subject to all the remaining provisions of this Code, including this chapter.

(Code 1993, § 4.08.060; Ord. No. 396; Ord. No. 456, § 3-5; Ord. No. 701, § 4; Ord. No. 832, § 4; Ord. No. 969, § 2; Ord. No. 1012, § 1; Ord. No. 1106, § 4; Ord. No. 1113, § 2; Ord. No. 1164, § 1; Ord. No. 699, § 1; Ord. No. 706, § 1; Ord. No. 832, § 3; Ord. No. 1184, § 5; Ord. No. 1232, §§ 2, 3; Ord. No. 1253, § 1; Ord. No. 1298, § 11; Ord. No. 1402, § 1; Ord. No. 1492, § 1; Ord. No. 1589, § 2; Ord. No. 1608, § 2; Ord. No. 1649, § 2; Ord. No. 1654, § 3; Ord. No. 1664, § 3; Ord. No. 1635, § 1; Ord. No. 1733, § 3; Ord. No. 1747, § 1; Ord. No. 1775, § 1(4.08.060), 5-30-2023; Ord. No. 1790, § 1, 12-19-2023)

State law reference(s)—Local regulation of licensees including determining the number of licenses granted, N.D.C.C. § 5-02-09.

Section 2: Repeal of Ordinances in Conflict. All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

Section 3: Severability. In the event any section of this Ordinance is held invalid by court of competent jurisdiction, the invalidity shall extend only to the section affected, and other sections of this Chapter shall continue in full force and effect.

Section 4: Effective Date: This Ordinance shall be in full force and effect on final passage.

_____

Scott Decker, President
Board of City Commissioners

ATTEST

_____

Dustin Dassinger, City Administrator

First Reading: _____, 2026
Second Reading: _____, 2026
Final Passage: _____, 2026

Finance Senior Accountant Reclassification

Presented by: Deputy Finance Director, Greenwood

CITY OF Dickinson North Dakota

Finance Senior Accountant

Previous title: Finance Specialist

- No qualified applications received
- Changed title to Senior Accountant to attract higher level of experience

CITY OF Dickinson North Dakota

Senior Accountant

Average salary in North Dakota:

$74,400 – 89,000

Current	Proposed
G15	G17
$60,405-64,102	$73,089-77,562

CITY OF Dickinson North Dakota

Questions?

Thank you!

CITY OF Dickinson North Dakota

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CITY OF Dickinson North Dakota

Questions?

Thank you!

CITY OF Dickinson North Dakota

FINANCE SENIOR ACCOUNTANT

POSITION SUMMARY

Reporting to the Deputy Finance Director, the Finance Senior Accountant performs advanced professional duties in support of the City's day-to-day finance and accounting operations, including entering journal entries, grant support, using financial technology systems, and tracking/processing capital assets. This position ensures timely reconciliation and reporting of all financial statements and prepares financial analyses for the Deputy Director and other key stakeholders as requested; and maintains accurate fiscal records.

RESPONSIBILITIES

Essential Duties:

- Perform timely and accurate month-end journal entries and balance sheet reconciliations (e.g., net assets, investments, capital asset depreciations, revenue, expenses, etc.), ensuring that accounting schedules are updated and accurate.
- Ensure proper revenue and expense recognition.
- Facilitate management of capital leases.
- Monitor cash and investment balances and perform cash flow forecasting.
- Ensure all finance and accounting operations comply with generally accepted accounting principles (GAAP) and federal and state laws and regulations.
- Assist the Deputy Finance Director and budget managers in developing and monitoring departmental, project, and organizational budgets; and monthly financial reporting needs.
- Provide grant administration and tracking of pass-through grants.
- Perform fiscal year-end close activities and assist with requests and requirements of external auditors.
- Communicate regularly with the Deputy Finance Director regarding financial status, variances, and project updates.
- Continually seek and implement opportunities to streamline and improve finance and accounting operations through technology, including training staff to better utilize financial and accounting software.
- Facilitate management of capital improvement projects to include assisting with funding, grants, expense monitoring, contributed capital and capitalization of final project. Keep detailed financial records for the purpose of annual audit.
- Other duties as assigned to meet organizational requirements.

Knowledge, Skills, and Abilities:

- Proficient in Microsoft Office (especially Excel).
- Strong understanding of accounting principles, standards, and regulations.
- Proficiency and hands-on experience with financial management software (preferably with governmental or non-profit fund accounting).
- Knowledge of budgeting and annual audits.
- Proficient in data management and data analysis skills.
- Strong time management and organizational skills.
- Detailed-oriented with a passion for accuracy.

FINANCE SENIOR ACCOUNTANT

- Excellent interpersonal skills, with experience collaborating in a multidisciplinary, diverse, and dynamic team.
- Excellent verbal and written communication skills, including the ability to explain complex financial information clearly.

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Education and Experience:

- Associates degree in finance, accounting, or relevant field required; Bachelor's degree preferred.
- Three to five years of accounting and payroll experience, preferably in a government setting.
- Or an equivalent combination of education and experience sufficient to successfully perform the essential duties of the position.

Special Requirements:

- Valid Driver's License
- North Dakota League of City's Auditors Certification within one year of employment.

Environment:

- Positions in this class typically require: sitting, standing, walking, talking, hearing, seeing and repetitive key stroke motions.
- Work is performed within routine office environment with minimal exposure to hazardous or unpleasant conditions. Some stooping, lifting or objects of light weight may be required.
- Work related travel is minimal.

Grade: G15
FLSA: Non-Exempt
Created and updated to new format: 4/12/17
Approved by CSC: 04/13/17
Approved by City Commission: 7/16/2024 Reclassify Accountant- Grade 14 to Finance Specialist – Grade 15
Updated By: Linda Carlson 1/10/19, HR Nameniuk 08/03/2021, 7/10/24 by DCA Carlson, HR Nameniuk. Classification updated by HR Torgerson to align with the new pay scale, effective June 23, 2025. Changed title from Finance Specialist to Senior Accountant, updated 10//25 by Deputy Finance Director Greenwood, HR Nameniuk, updated 12/11/25 by DCA Carlson.

2023 Audit Update

Presented by: Deputy Finance Director, Greenwood

CITY OF Dickinson North Dakota

CITY OF Dickinson North Dakota

Financial Report

For the Period Ending

March 31st , 2026

1. *Budget Summary*
2. *Statement of Fund Activity*
3. *State Tax/Intergovernmental Revenues*
4. *Aged Payables & Receivables Summary*
5. *Utility Revenue Summary*

Note*: State Tax Revenue numbers are based on when they were received from the ND State Treasurer's Office*

2026 Budget Expenditures Recap

3/31/2026

	2026 Budget	2026 Actual	Variance	% Expended
General Fund	29,699,210	7,183,195	22,516,015	24.2%
Special Revenue Funds				
1% Sales Tax	14,870,100	2,623,480	12,246,620	17.6%
1/2% Sales Tax	3,750,000	1,000,000	2,750,000	26.7%
Legacy Square Fund	521,900	128,553	393,347	24.6%
Cemetery Fund	186,750	23,282	163,468	12.5%
Future Fund	280,000	74,714	205,286	26.7%
Oil Impact Fund	24,792,000	6,345,281	18,446,720	25.6%
Hospitality Tax	1,873,500	398,500	1,475,000	21.3%
Highway Tax	1,100,000	275,000	825,000	25.0%
Urban Forestry/Downtown Streetscape	25,000	-	25,000	0.0%
EMS	2,660,350	468,629	2,191,721	17.6%
Library	1,450,650	317,428	1,133,222	21.9%
Interest Revenue Fund	2,235,000	519,029	1,715,971	23.2%
Debt Service Funds				
SRF Debt Service	5,700,000	-	5,700,000	0.0%
Enterprise/Proprietary Funds				
Water	8,366,150	1,725,071	6,641,079	20.6%
Sewer	5,172,700	1,268,444	3,904,256	24.5%
Solid Waste	8,095,650	1,266,713	6,828,937	15.6%
Storm Water	285,700	76,312	209,388	26.7%
Wastewater Plant	3,967,250	872,116	3,095,134	22.0%
Fleet (Internal Service)	1,505,450	291,528	1,213,922	19.4%
Totals	116,537,360	24,857,271	91,680,089	21.3%

City of Dickinson, North Dakota

Schedule of Fund Activity
As of March 31 2026

FUNDS	Fund Balance 1/1/2026	Revenues And Other Sources	Transfer In	Transfer Out	Expenditures And Other Uses	Fund Balance 3/31/2026
Total General Fund:	$6,805,715	$5,155,614	$4,677,408	$1,224,160	$5,967,520	$9,447,057
Special Revenue Funds						
1% City Sales Tax	$16,179,690	$1,170,687	$0	$1,312,500	$1,310,980	$14,726,897
1/2% City Sales Tax	$2,663,233	$585,343	$0	$625,000	$375,000	$2,248,576
Legacy Square Fund	$146,912	$0	$62,500	$0	$128,553	$80,859
Cemetery	$270,703	$92,520	$0	$0	$23,282	$339,941
Youth Commission	$438	$0	$0	$0	$160	$278
Future Fund	$6,764,083	$34,142	$0	$70,000	$4,714	$6,723,512
Oil & Gas Production	$9,437,253	$2,430,794	$0	$5,000,000	$1,345,281	$5,522,767
Hospitality Tax	$1,699,661	$187,207	$0	$375,000	$23,500	$1,488,368
Highway Tax	$149,878	$226,475	$0	$275,000	$0	$101,353
Downtown Streetscape	$56,228	$0	$0	$0	$0	$56,228
PD Special Revenue/Grant Fund	$656,685	$12,395	$0	$0	$2,939	$666,141
Federal Grants - ARPA	$636,431	$0	$0	$0	$125,043	$511,388
Fire Special Revenue	$847,859	$992	$0	$0	$2,121	$846,730
EMS Special Revenue	-	$501,776	$0	$21,250	$447,387	$33,139
Museum Special Revenue	$37,080	($16,952)	$0	$0	$6,848	$13,280
Library	$138,407	$764,009	$0	$2,250	$315,178	$584,989
Total Special Revenue Funds:	$39,684,540	$5,989,390	$62,500	$7,681,000	$4,110,984	$33,944,445
Debt Service Funds						
SRF Debt Service	-	$0	$0	$0	$0	$0
Total Debt Service Funds:	$0	$0	$0	$0	$0	$0
Capital Projects Funds						
Impact Fee Capital Projects	$503,651	$180,689	$0	$0	$0	$684,340
Sidewalk Construction	$55,797	$27,829	$0	$0	$217	$83,410
Trails Construction	$1,582,408	$0	$0	$1,582,408	$0	$0
Annual Street Projects	$3,874,796	$387,510	$5,000,000	$0	$210,177	$9,052,128
Total Capital Projects Funds:	$6,016,652	$596,028	$5,000,000	$1,582,408	$210,394	$9,819,878
Enterprise Funds						
Water Distribution 600	$626,216	$0	$0	$0	$0	$626,216
Water Distribution 601	$45,566,425	$1,458,942	$0	$12,775	$1,712,303	$45,300,289
Wastewater	$14,196,514	$675,031	$0	$313,825	$954,619	$13,603,102
Solid Waste Utility	$6,286,721	$1,452,555	$0	$259,100	$1,015,353	$6,464,824
Storm Water	$3,041,779	$76,591	$0	$2,313	$73,999	$3,042,058
Wastewater Treatment Plant	$38,245,991	$463,099	$300,000	$8,750	$867,755	$38,132,585
Total Enterprise Funds:	$107,963,645	$4,126,220	$300,000	$596,763	$4,624,029	$107,169,073
Internal Service Funds						
Fleet	$337,993	$0	$376,363	$0	$325,565	$388,791
Total Internal Service Funds:	$337,993	$0	$376,363	$0	$325,565	$388,791

Trust and Agency Funds:						
Agency Funds						
NSF Checks-Recovery	($1,454)	($443)	$0	$0	$0	($1,896)
Suspense	-	$0	$0	$0	$0	$0
Motor Vehicle in Transit	$332,078	$2,884,582	$0	$0	$3,001,651	$215,008
General Transit	$83,598	$1,036,293	$0	$0	$1,082,242	$37,649
Interest Revenue	$2,605,981	$379,255	$0	$500,000	$19,029	$2,466,207
Occupancy Tax	$37,150	$67,746	$0	$0	$104,896	($0)
Emergency Shelter Grant	$15,065	$29,535	$0	$0	$44,600	$0
SWNTF Transit	($1,389)	$40,268	$0	$0	$38,879	$0
Total Agency Funds:	$3,071,030	$4,437,235	$0	$500,000	$4,291,297	$2,716,968
Pension Trust Funds						
City Pension	$7,967,267	($66,159)	$698,020	$0	$563,504	$8,035,624
Police Pension	$8,427,075	($72,778)	$459,620	$0	$160,333	$8,653,583
Volunteer Fire Dept	$480,413	($4,946)	$10,420	$0	$4,663	$481,224
OPEB	$689,500	($298)	$0	$0	$4,442	$684,760
Total Pension Trust Funds:	$17,564,255	($144,182)	$1,168,060	$0	$732,942	$17,855,191
Total Trust and Agency Funds	$20,635,285	$4,293,053	$1,168,060	$500,000	$5,024,238	$20,572,159
Total All Funds:	**$181,443,830**	**$20,160,304**	**$11,584,330**	**$11,584,330**	**$20,262,731**	**$181,341,404**

SALES TAX REVENUES

1% Sales Tax

	2020	2021	2022	2023	2024	2025	2026	Increase (Decrease) over prior year
January	576,989	443,415	479,035	597,446	490,171	748,670	879,932	131,262
February	615,580	393,184	675,922	757,033	900,175	732,809	649,665	(83,144)
March	345,175	449,633	433,558	576,217	466,764	533,945	521,021	(12,924)
April	505,251	485,343	419,590	551,078	327,069	520,186		(520,186)
May	505,989	514,562	428,195	464,675	758,666	608,598		(608,598)
June	324,748	353,963	583,886	686,093	568,198	535,617		(535,617)
July	584,979	607,274	581,266	602,935	402,293	690,245		(690,245)
August	527,075	568,420	569,164	707,353	905,929	712,799		(712,799)
September	494,819	523,865	751,171	627,308	577,910	489,081		(489,081)
October	490,122	512,572	677,176	439,305	677,393	824,382		(824,382)
November	472,033	447,706	553,059	858,479	706,865	760,122		(760,122)
December	491,566	634,101	597,838	589,994	577,793	479,617		(479,617)
Totals	**5,934,326**	**5,934,039**	**6,749,860**	**7,457,917**	**7,359,227**	**7,636,071**	**2,050,618**	**(5,585,453)**

1/2% Sales Tax

	2020	2021	2022	2023	2024	2025	2026	Increase (Decrease) over prior year
January	288,495	221,707	239,517	298,723	245,085	374,335	439,966	65,631
February	307,790	196,592	337,961	378,517	450,088	366,405	324,833	(41,572)
March	172,588	224,817	216,779	288,109	233,382	266,972	260,511	(6,461)
April	252,626	242,671	209,795	275,539	163,534	260,093		(260,093)
May	252,994	257,281	214,097	232,338	379,333	304,299		(304,299)
June	162,374	176,981	291,943	343,047	284,099	267,808		(267,808)
July	292,490	303,637	290,633	301,468	201,147	345,122		(345,122)
August	263,538	284,210	284,582	353,676	452,964	356,399		(356,399)
September	247,409	261,933	375,585	313,654	288,955	244,540		(244,540)
October	245,061	256,286	338,588	219,652	338,696	412,191		(412,191)
November	236,016	223,853	276,530	429,239	353,433	380,061		(380,061)
December	245,783	317,051	298,919	294,997	288,897	239,808		(239,808)
Totals	**2,967,163**	**2,967,019**	**3,374,930**	**3,728,959**	**3,679,613**	**3,818,034**	**1,025,309**	**(2,792,724)**

Total 1 1/2% Sales Tax

	2020	2021	2022	2023	2024	2025	2026	Increase (Decrease) over prior year
January	865,484	665,122	718,552	896,169	735,256	1,123,005	1,319,897	196,892
February	923,369	589,775	1,013,883	1,135,550	1,350,263	1,099,214	974,498	(124,716)
March	517,763	674,450	650,337	864,326	700,146	800,917	781,532	(19,385)
April	757,877	728,014	629,384	826,618	490,603	780,279		(780,279)
May	758,983	771,843	642,292	697,013	1,138,000	912,897		(912,897)
June	487,122	530,944	875,829	1,029,140	852,297	803,425		(803,425)
July	877,469	910,911	871,899	904,403	603,440	1,035,367		(1,035,367)
August	790,613	852,630	853,747	1,061,029	1,358,893	1,069,198		(1,069,198)
September	742,228	785,798	1,126,756	940,962	866,865	733,621		(733,621)
October	735,183	768,859	1,015,764	658,957	1,016,089	1,236,573		(1,236,573)
November	708,049	671,559	829,589	1,287,718	1,060,298	1,140,184		(1,140,184)
December	737,349	951,152	896,757	884,991	866,690	719,425		(719,425)
Totals	**8,901,489**	**8,901,058**	**10,124,790**	**11,186,876**	**11,038,840**	**11,454,104**	**3,075,927**	**(8,378,177)**

STATE TAX REVENUES

Hospitality Tax

	2020	2021	2022	2023	2024	2025	2026	Increase (Decrease) over prior year
January	82,427	69,011	69,822	80,993	88,784	100,152	109,186	9,034
February	84,166	49,803	87,549	81,937	99,849	100,097	102,370	2,273
March	63,859	60,667	67,154	77,037	93,600	89,347	84,837	(4,510)
April	78,972	70,912	67,428	75,191	72,256	78,154		(78,154)
May	63,745	72,352	52,278	78,429	96,639	95,740		(95,740)
June	41,043	52,463	93,769	98,201	95,785	104,383		(104,383)
July	82,172	96,721	84,616	82,918	95,858	105,394		(105,394)
August	88,496	86,150	83,828	105,902	128,769	119,849		(119,849)
September	77,004	110,621	116,475	132,380	119,075	108,000		(108,000)
October	92,454	91,040	110,248	95,499	118,060	136,334		(136,334)
November	76,605	72,803	68,209	135,220	123,234	118,358		(118,358)
December	82,554	92,104	90,254	100,718	178,963	92,573		(92,573)
Totals	**913,497**	**924,646**	**991,630**	**1,144,425**	**1,310,871**	**1,248,381**	**296,393**	**(951,988)**

Occupancy Tax

	2020	2021	2022	2023	2024	2025	2026	Increase (Decrease) over prior year
January	23,209	19,645	22,427	25,873	24,170	26,461	28,006	1,545
February	22,931	14,115	20,959	22,081	25,243	27,075	23,436	(3,639)
March	11,847	9,806	14,433	16,097	22,895	22,512	16,644	(5,868)
April	22,041	14,038	18,074	20,706	15,177	12,809		(12,809)
May	19,237	16,205	17,314	27,617	23,675	26,052		(26,052)
June	12,864	12,547	21,977	27,036	25,171	33,032		(33,032)
July	12,496	26,474	26,169	26,015	37,477	28,244		(28,244)
August	27,268	50,105	44,182	46,969	54,476	56,545		(56,545)
September	28,500	43,337	49,032	80,411	59,112	54,665		(54,665)
October	33,627	37,659	61,186	40,325	60,919	46,405		(46,405)
November	29,306	52,810	41,071	69,271	61,116	65,525		(65,525)
December	22,353	27,311	31,290	35,647	61,436	37,337		(37,337)
Totals	**265,679**	**324,053**	**368,116**	**438,047**	**470,867**	**436,661**	**68,086**	**(368,575)**

Oil Impact Fund

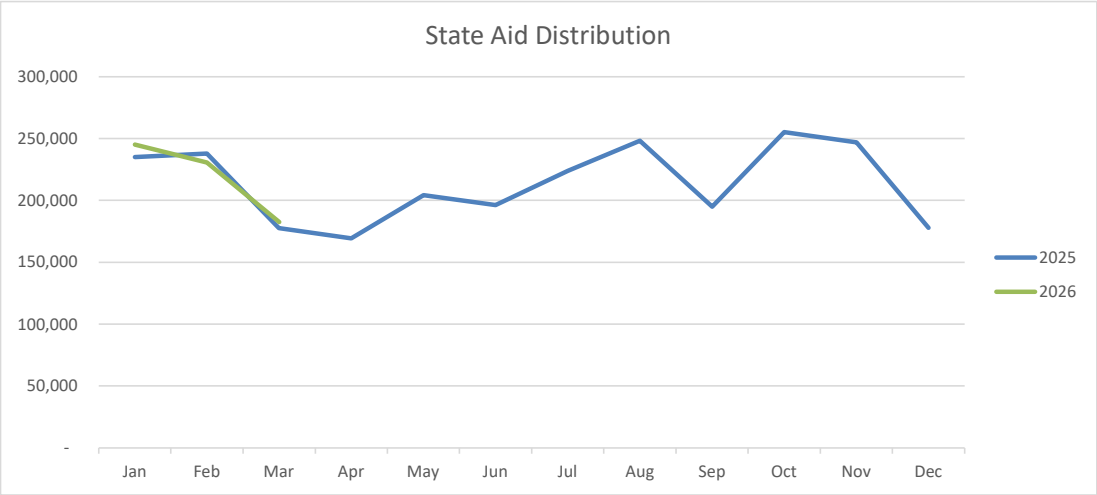
	2020	2021	2022	2023	2024	2025	2026	Increase (Decrease) over prior year
January	1,173,219	906,718	1,299,165	1,379,453	1,582,335	1,373,620	1,377,625	4,005
February	1,221,034	974,729	1,181,038	1,192,840	1,396,215	1,358,749	1,283,771	(74,978)
March	1,143,847	999,254	1,314,748	1,246,296	1,369,677	1,360,173	1,324,503	(35,670)
April	1,016,645	991,918	1,290,101	1,230,965	1,304,302	1,239,637		(1,239,637)
May	792,116	1,086,395	1,582,042	1,254,441	1,513,616	1,277,099		(1,277,099)
June	622,710	1,071,391	1,321,182	1,223,107	1,486,384	1,225,899		(1,225,899)
July	623,428	1,106,206	1,423,884	1,244,544	1,379,645	1,201,068		(1,201,068)
August	739,585	1,119,185	1,648,644	1,202,366	1,431,833	1,247,344		(1,247,344)
September	1,219,797	1,590,051	1,932,473	1,783,432	1,853,803	1,932,637		(1,932,637)
October	907,805	1,174,502	1,498,774	1,509,862	1,490,675	1,471,042		(1,471,042)
November	896,826	1,205,340	1,407,431	1,669,712	1,373,758	1,384,546		(1,384,546)
December	890,316	1,291,108	1,403,773	1,628,239	1,336,125	1,402,366		(1,402,366)
Totals	**11,247,328**	**13,516,796**	**17,303,256**	**16,565,258**	**17,518,368**	**16,474,181**	**3,985,899**	**(12,488,282)**

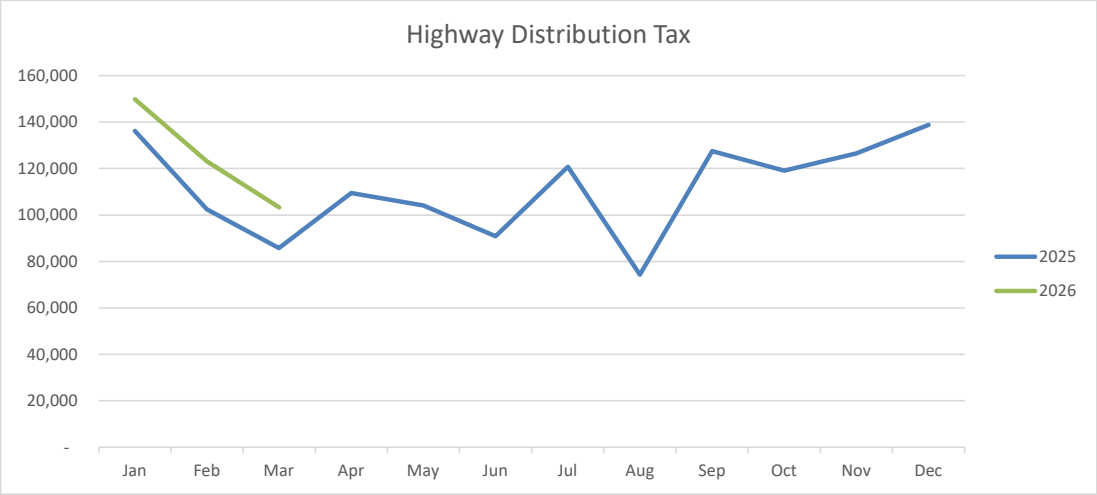
INTERGOVERNMENTAL REVENUES

State Aid Distribution		
	2025	2026
Jan	235,055	245,186
Feb	237,726	230,631
Mar	177,705	182,479
Apr	169,302	
May	204,365	
Jun	196,280	
Jul	223,790	
Aug	248,266	
Sep	194,922	
Oct	255,102	
Nov	246,852	
Dec	177,862	
Totals	2,567,227	658,296

Highway Distribution Tax		
	2025	2026
Jan	136,267	149,878
Feb	102,390	123,193
Mar	85,818	103,282
Apr	109,403	
May	104,082	
Jun	90,901	
Jul	120,795	
Aug	74,369	
Sep	127,526	
Oct	119,125	
Nov	126,477	
Dec	138,769	
Totals	1,335,921	376,353

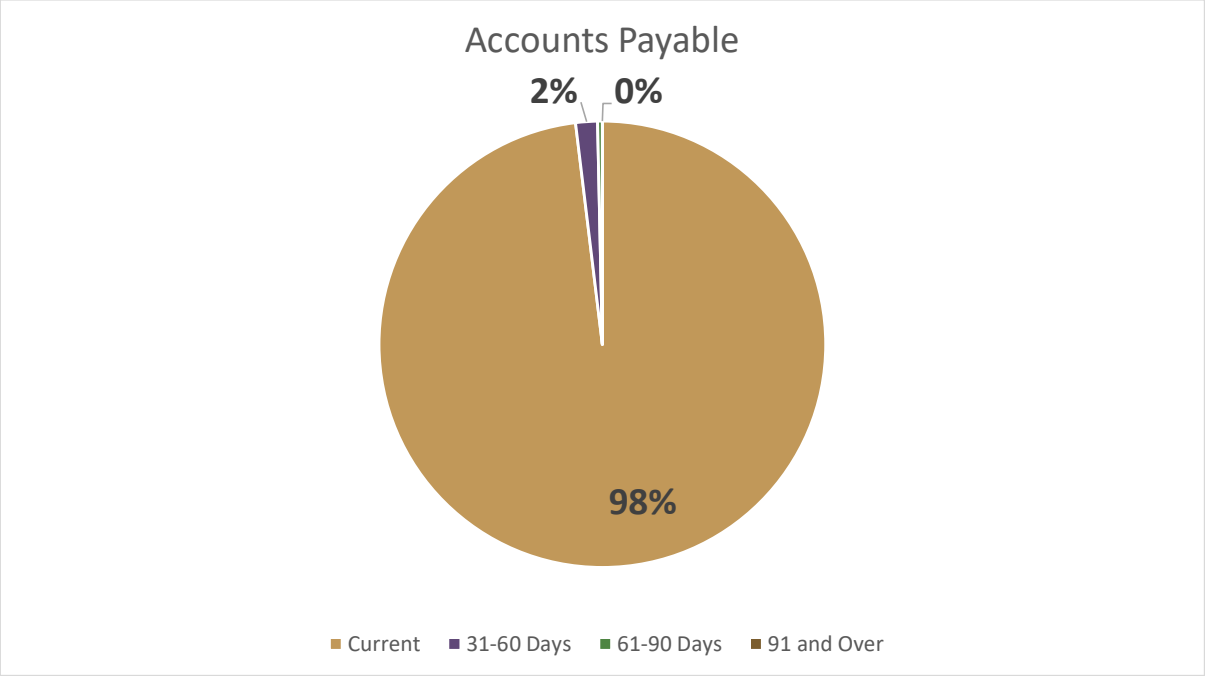
Other Misc Revenue		
	2025	2026
Jan	-	10,893
Feb	-	11,836
Mar	-	9,460
Apr	-	
May	11,138	
Jun	17,316	
Jul	-	
Aug	418,007	
Sep	10,154	
Oct	11,082	
Nov	11,579	
Dec	29,369	
Totals	508,645	32,190

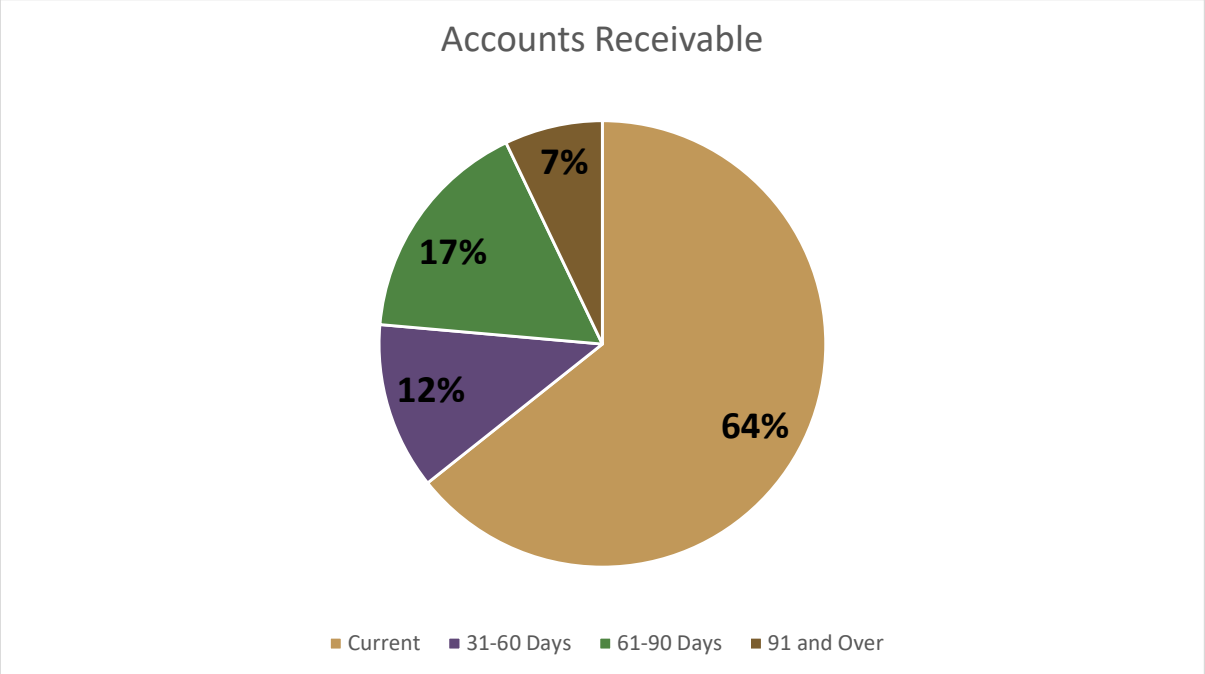




Aged Trial Balance Summary 3/31/2026

Summary	Current	31-60 Days	61-90 Days	91 and Over	Total
Accounts Payable	$ 1,476,457	$ 23,740	$ 5,059	$ -	$ 1,505,256
Accounts Receivable	$ 504,220	$ 94,848	$ 129,460	$ 55,738	$ 784,266





Utility Revenue Summary

Thru 3/31/2026

	2022	2023	2024	2025	2026	Increase (Decrease) over prior year
Water						
Consumption	5,357,972	5,346,827	5,994,452	6,463,960	981,794	(5,482,166)
Meter Charges	1,154,095	1,142,569	1,149,669	1,274,553	303,993	(970,561)
Flat Rate Wells	1,080	1,070	1,055	1,047	255	(792)
Labor Sales & Service	360	510	645	794	90	(704)
Connection Fees	158,153	187,700	197,750	178,025	15,975	(162,050)
Meter Sales & Repairs	-	-	-	1,926	765	(1,161)
Bad Debts Recovered	9,078	18,333	14,570	14,404	8,155	(6,249)
Water Vendor	30,621	23,386	23,750	28,428	3,034	(25,394)
Other Misc Revenue	41,581	26,855	26,049	41,488	144,882	103,394
Sewer						
Consumption	1,348,383	1,329,525	1,462,799	2,037,362	51,228	(1,986,134)
Meter Charges	1,543,413	1,527,970	1,537,038	1,704,088	408,118	(1,295,970)
Flat Rate Wells	5,400	5,352	5,277	5,234	394	(4,840)
Connection Fees	81,800	236,750	94,387	149,500	4,300	(145,200)
Septage Receiving Station	31,992	64,116	68,045	55,049	10,379	(44,670)
Other Misc Revenue	836,442	827,031	889,464	271,029	56,483	(214,547)
Contracted Base Rate	-	-	-	480,433	144,130	(336,303)
Solid Waste						
Utility Billing	1,576,222	1,585,175	1,916,324	1,931,086	464,262	(1,466,824)
Commercial Landfill	1,007,974	848,730	922,888	915,857	203,744	(712,113)
Gate Receipts	539,687	684,955	687,096	827,225	135,877	(691,348)
UB Commercial Service	1,484,111	1,646,760	2,021,679	2,143,469	541,222	(1,602,247)
Commercial Container Rent	177,291	220,416	217,578	265,106	57,901	(207,205)
Other Misc Revenue	175,707	175,758	182,341	191,115	36,756	(154,359)
Recycle Income	136,052	71,322	97,828	617,853	12,808	(605,045)
General Fund						
Street Light Utility	394,167	389,410	391,558	394,422	94,356	(300,067)
Storm Water						
Utility Billing	317,917	314,553	316,618	318,834	76,291	(242,542)
Other Misc Revenue	-	14,154	9,998	6,878	300	(6,578)
Waste Water Treatment Plant						
Consumption	-	-	-	231,814	388,742	156,928
Flat Rate Wells	-	-	-	-	880	880
Wastewater Reuse	257,474	240,795	467,436	354,430	73,477	(280,953)
Other Misc Revenue	-	-	-	50,000	-	(50,000)
Total	**16,666,973**	**16,930,023**	**18,696,294**	**20,955,408**	**4,220,590**	**(16,734,818)**

Note: A portion of January billing gets moved back to December of prior year based on audit requirements.

2/3 of consumption and 1/3 of base charges billed on January 20th get moved back to prior year.

2/3 of consumption billed on January 30th get moved back to prior year.

Monthly Financial Report

Presented by: Deputy Finance Director, Greenwood

March 2026

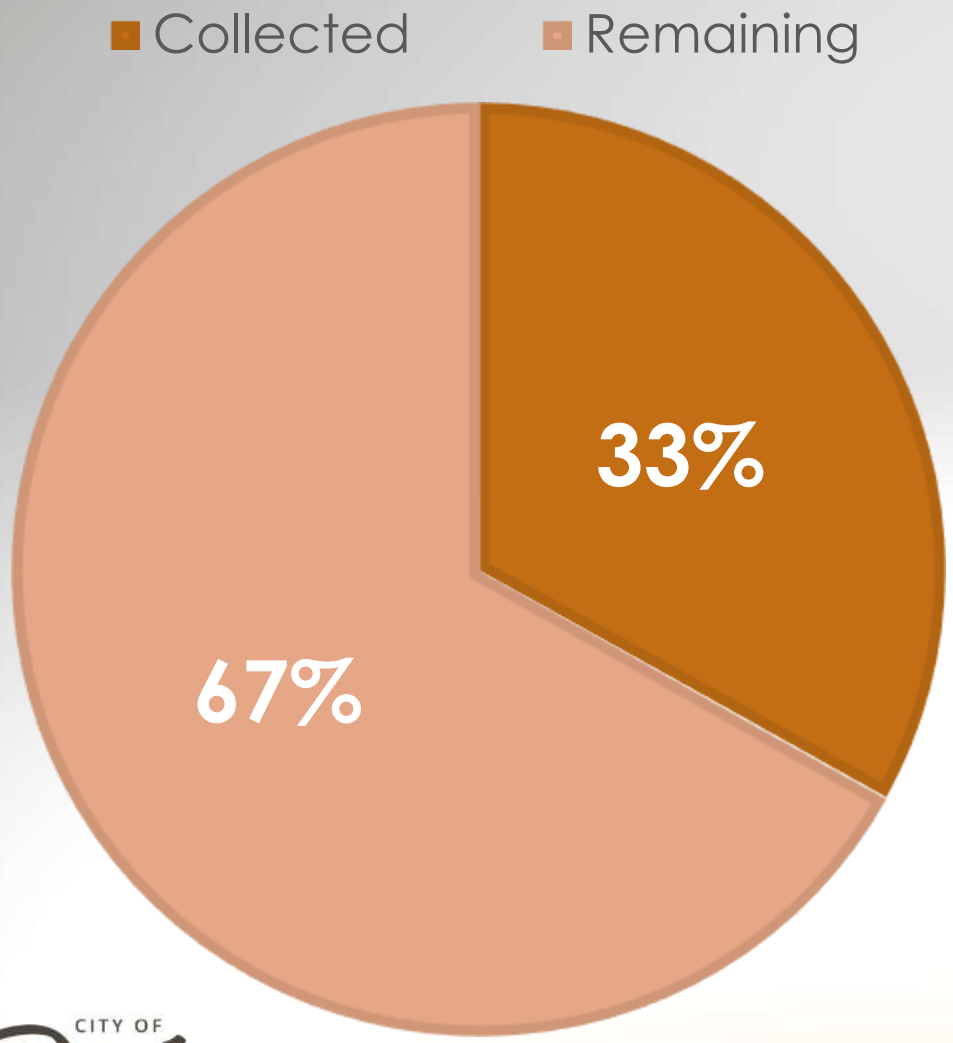
CITY OF Dickinson North Dakota

General Fund
Statement of Fund Activity

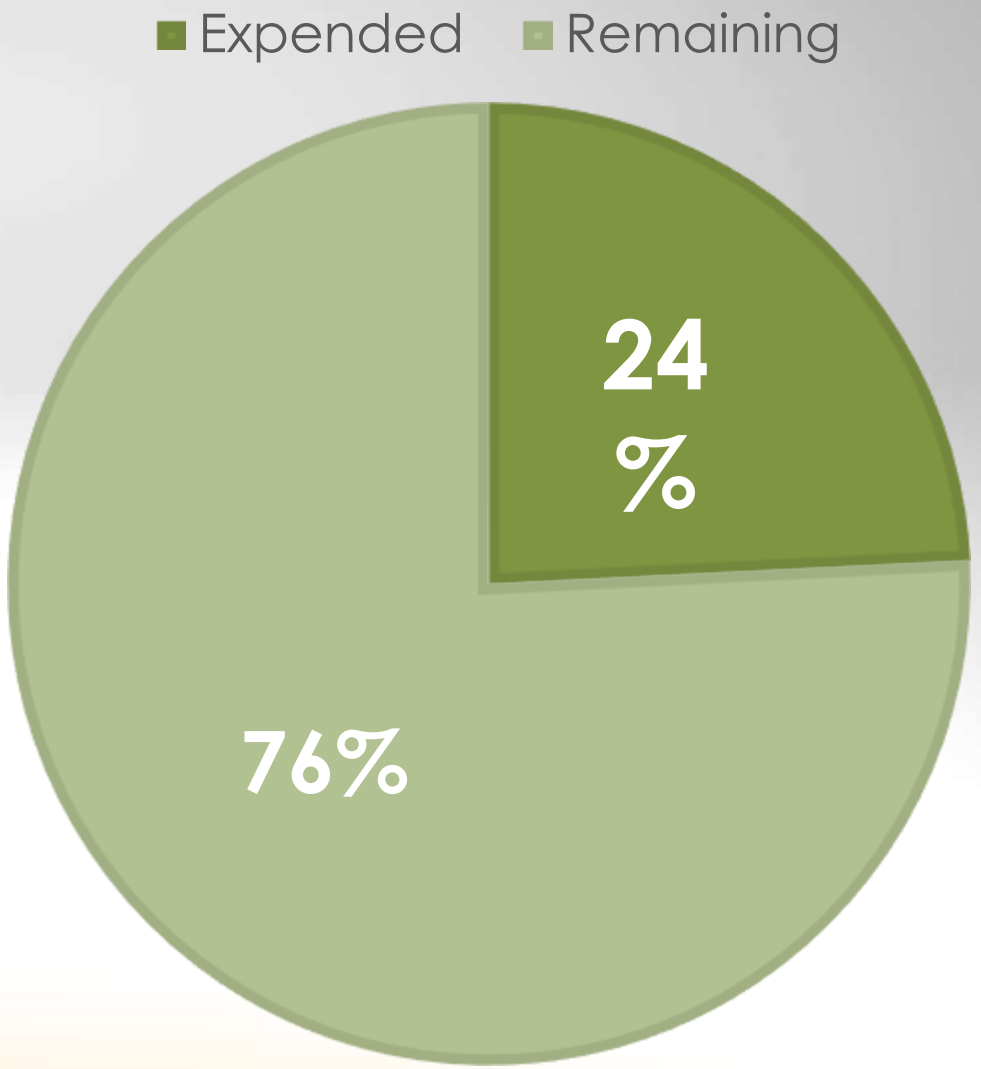
FUNDS	Fund Balance 1/1/2026	Revenues & Other Sources	Transfers In	Transfers Out	Expenditures & Other Uses	Fund Balance 3/31/2026
General Fund:	$ 6,805,715	$ 5,155,614	$ 4,677,408	$ 1,224,160	$ 5,967,520	$ 9,447,057

CITY OF Dickinson North Dakota

GENERAL FUND REVENUE

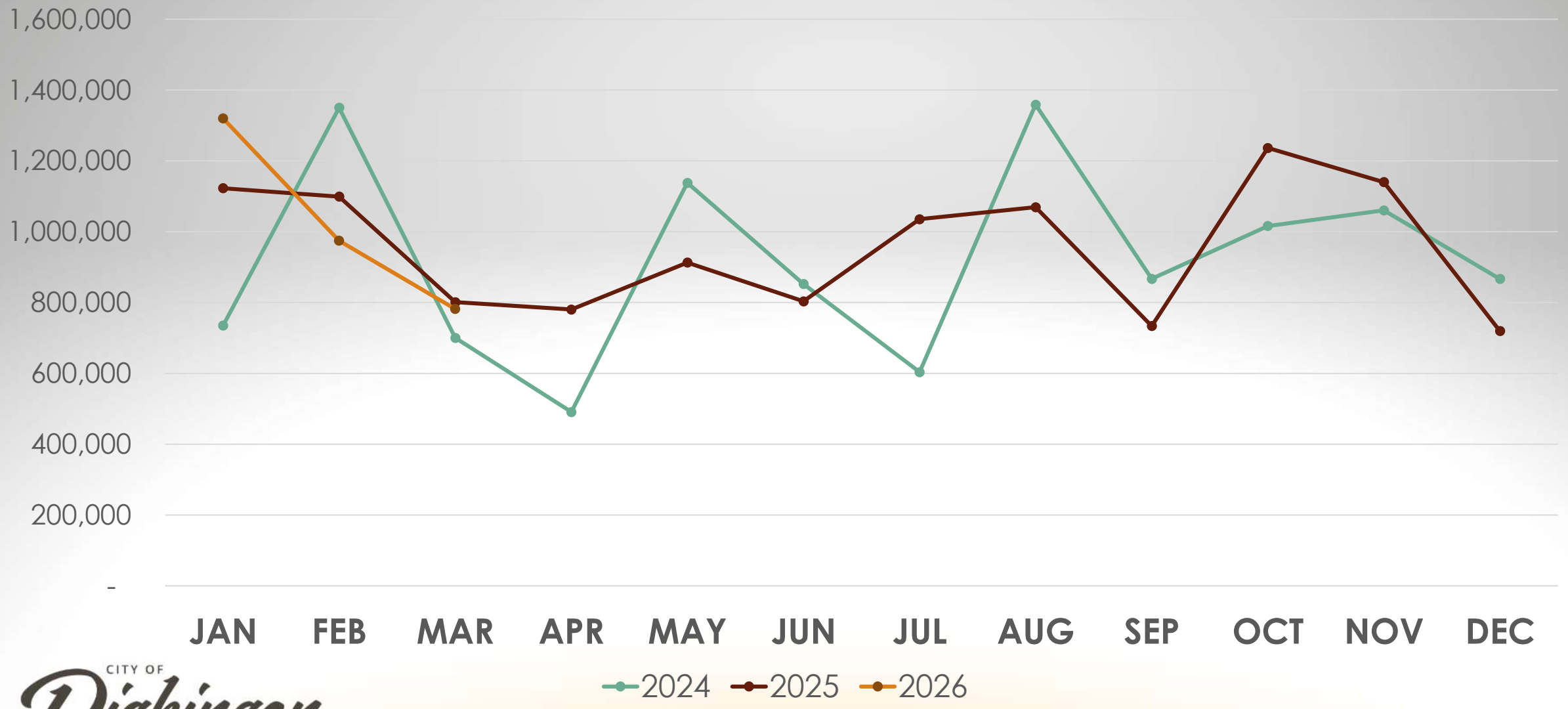


GENERAL FUND EXPENSES



CITY OF Dickinson North Dakota

1 ½% Sales Tax Monthly Breakdown



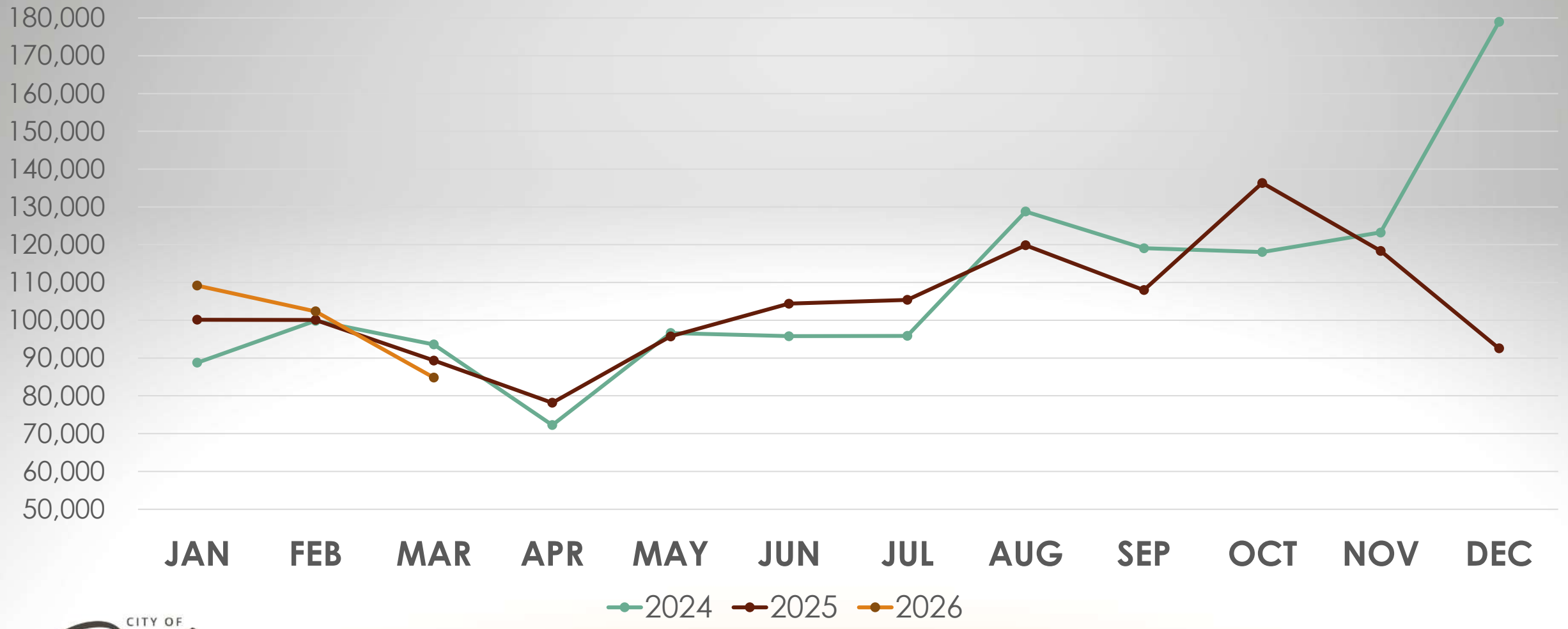
CITY OF Dickinson North Dakota

YTD Sales Tax Comparison



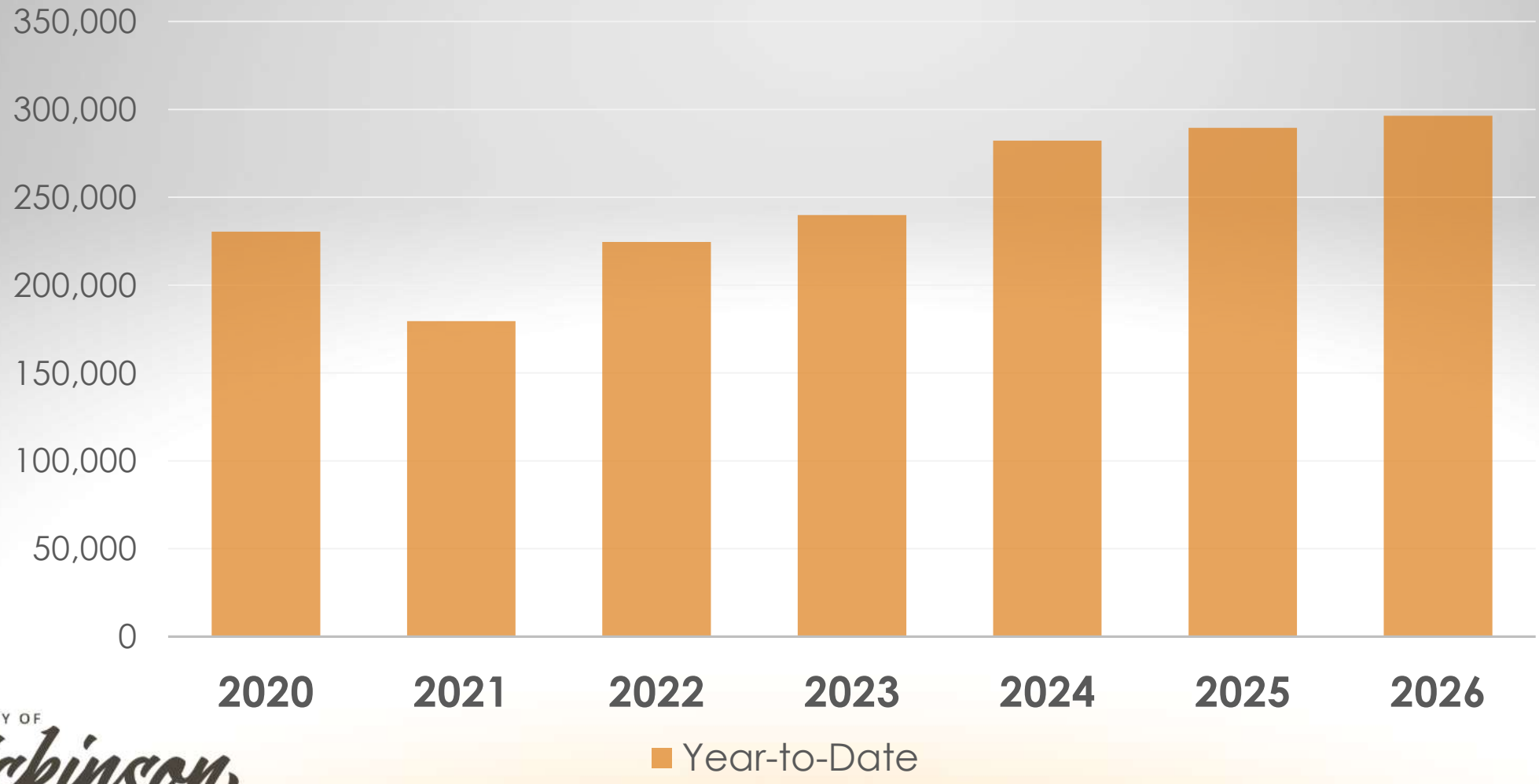
CITY OF Dickinson North Dakota

Hospitality Tax Monthly Breakdown



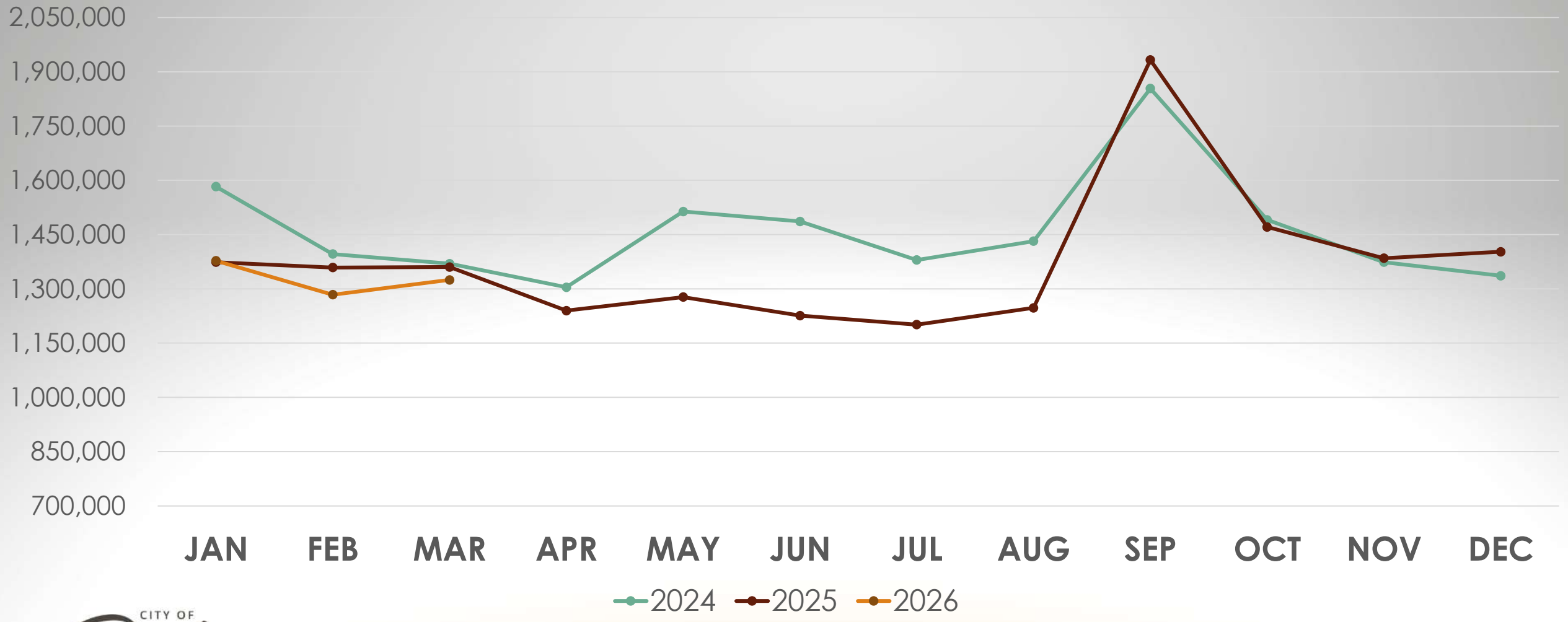
CITY OF Dickinson North Dakota

YTD Hospitality Tax Comparison



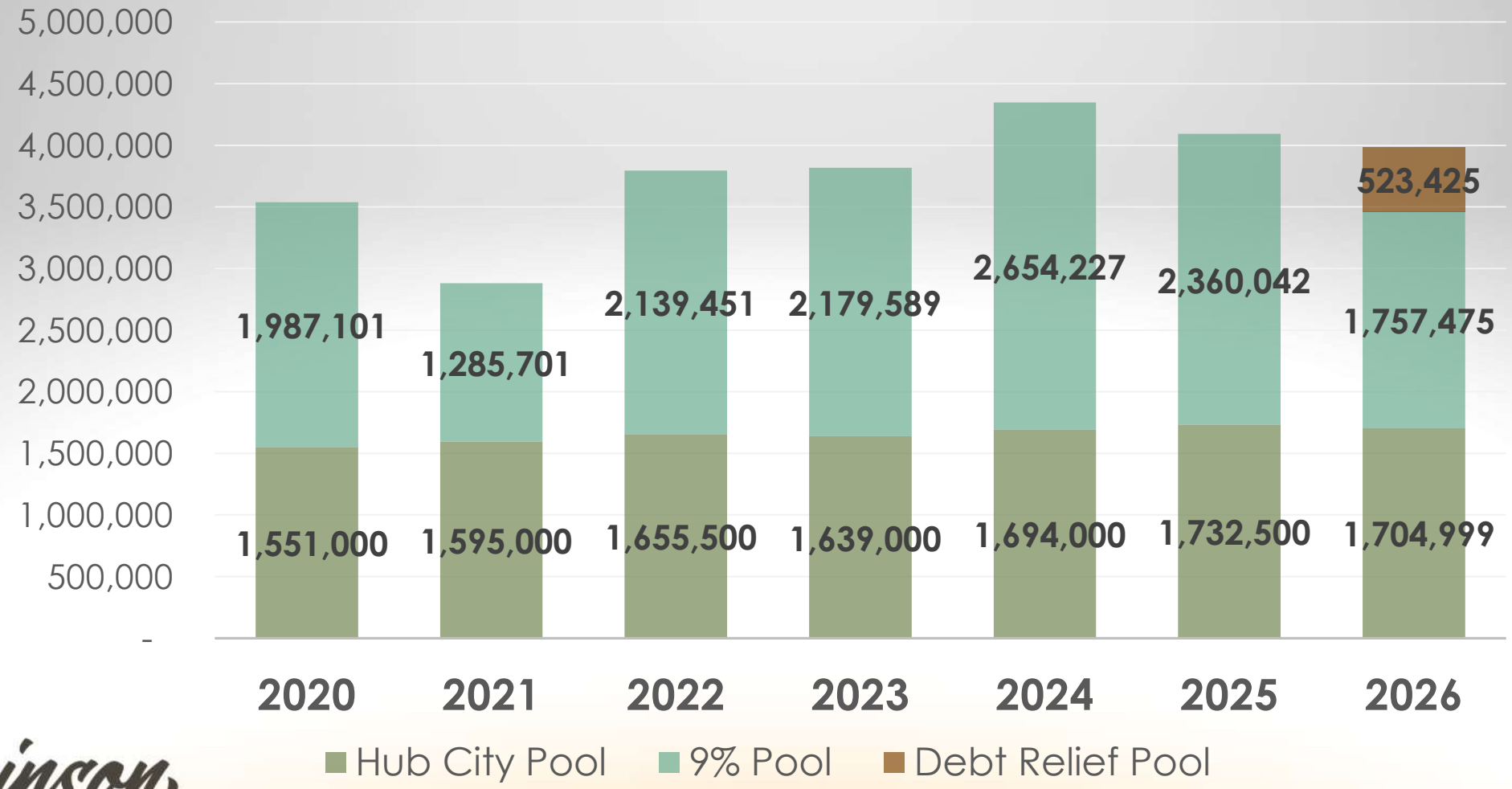
CITY OF Dickinson North Dakota

Oil Impact Revenue Monthly Breakdown



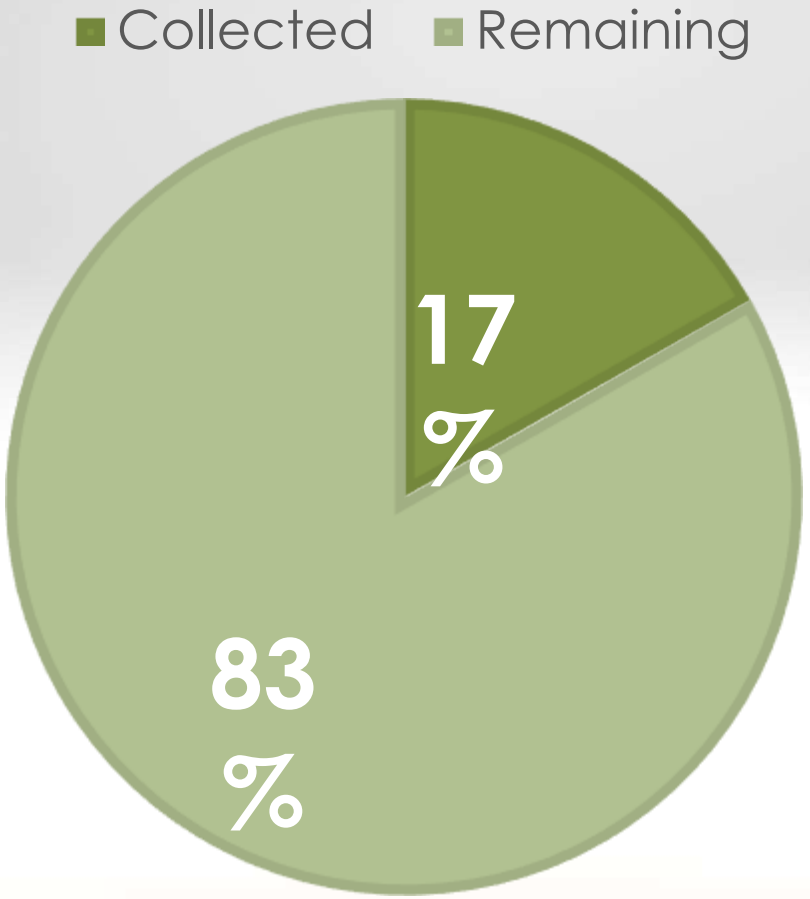
CITY OF Dickinson North Dakota

YTD Oil Impact Comparison



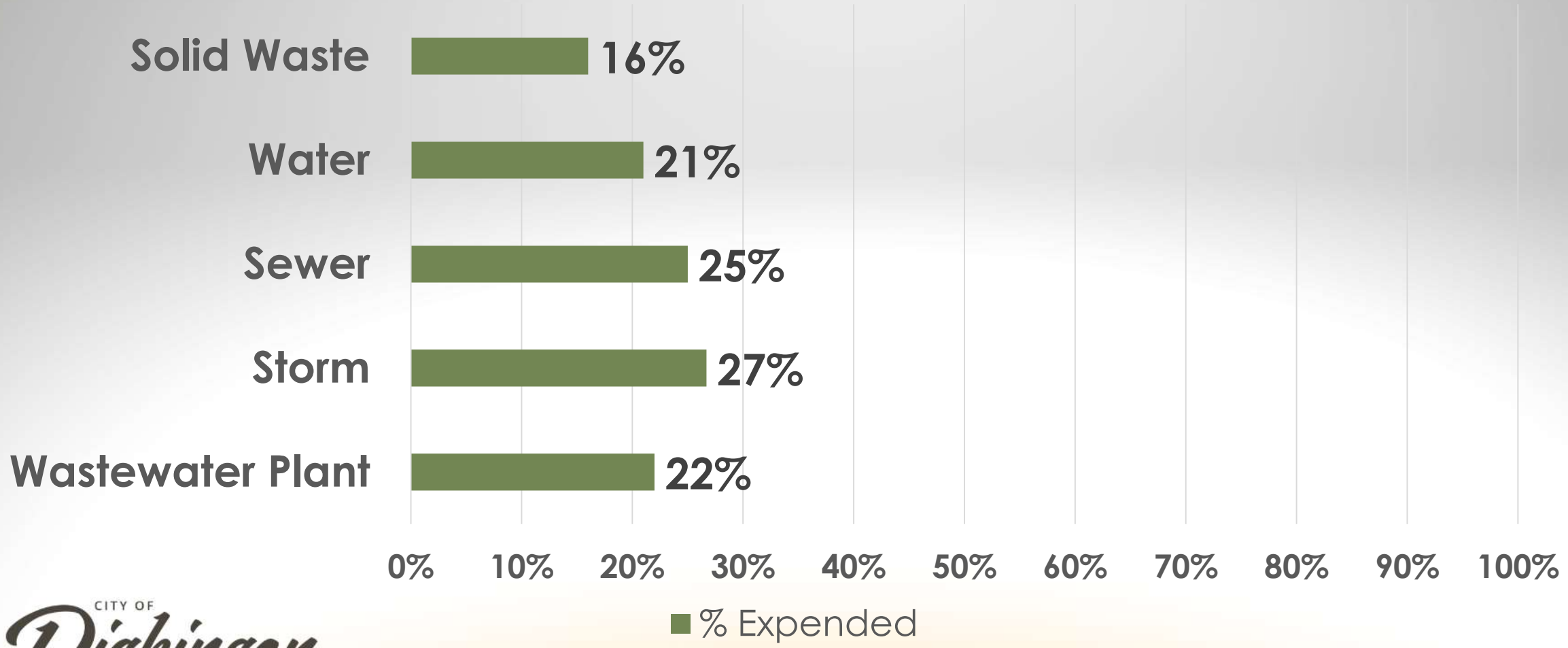
CITY OF Dickinson North Dakota

UTILITY REVENUE



CITY OF Dickinson North Dakota

Enterprise Funds - Actual vs Budget



CITY OF Dickinson North Dakota

Questions?

Thank you!

CITY OF Dickinson North Dakota

Monthly Financial Report

Presented by: Deputy Finance Director, Greenwood

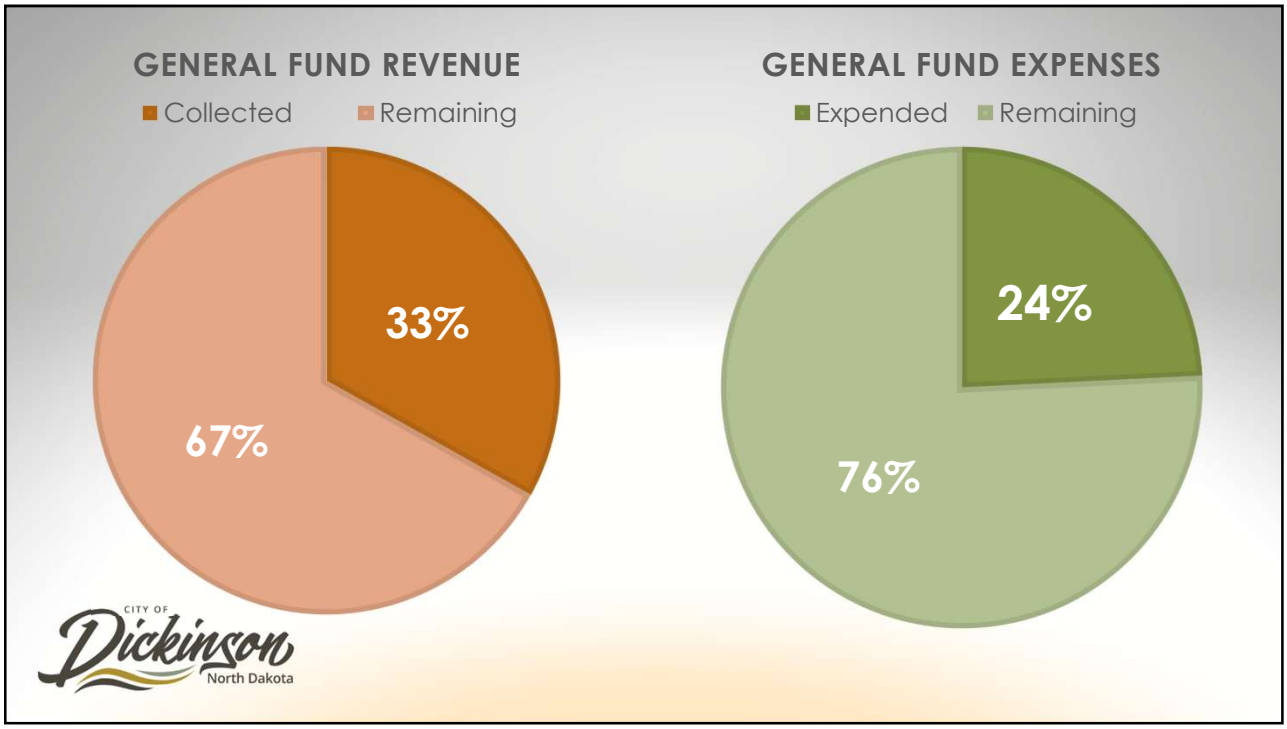
March 2026

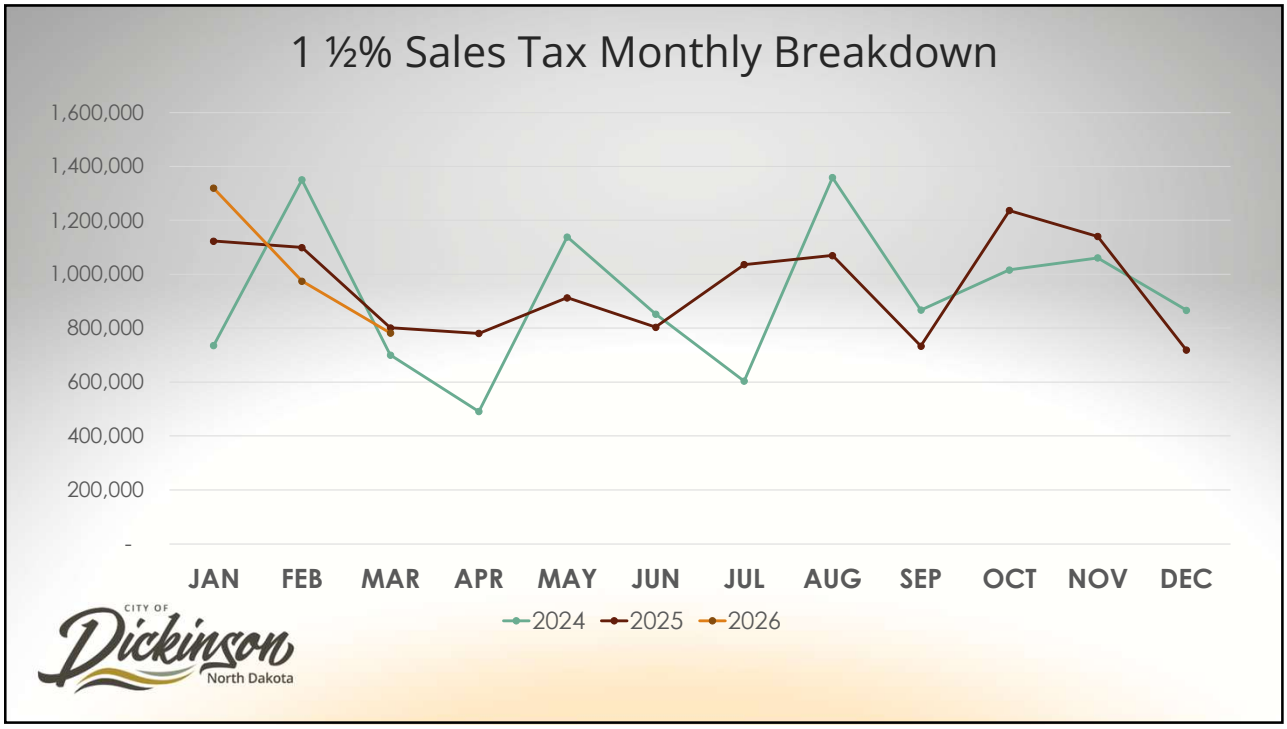
CITY OF Dickinson North Dakota

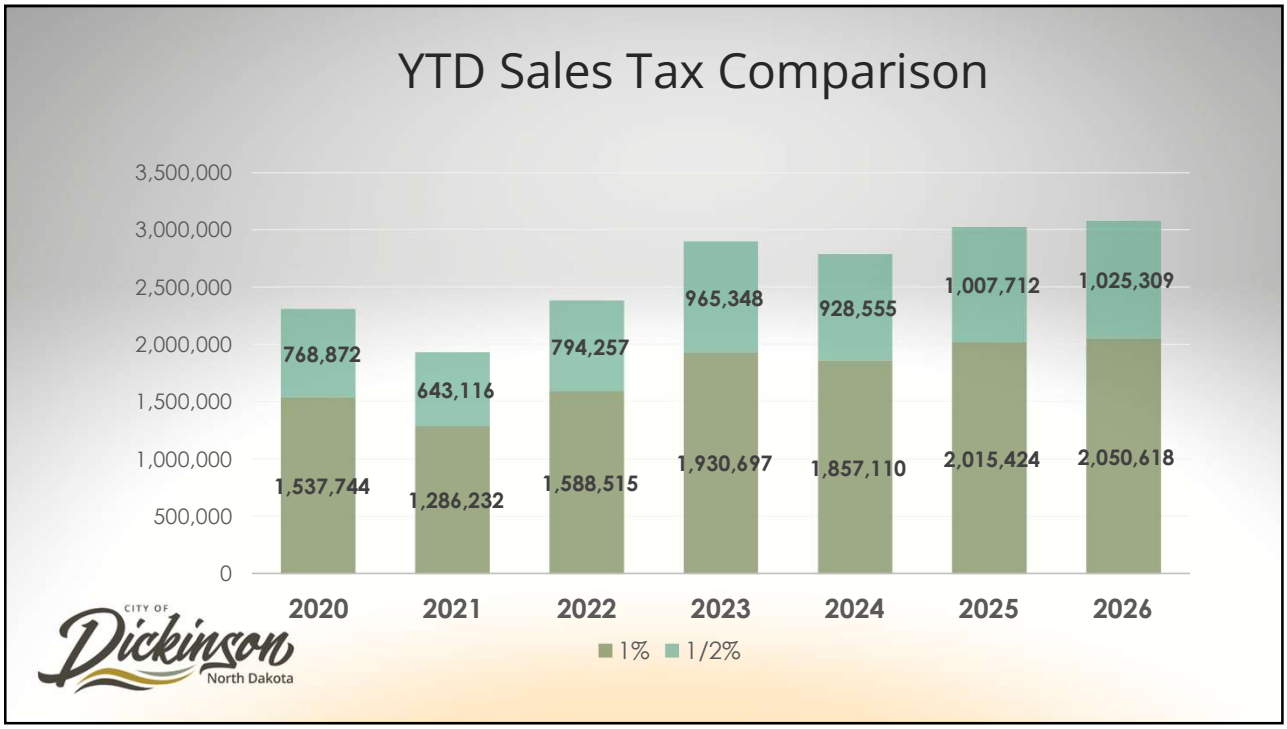
General Fund
Statement of Fund Activity

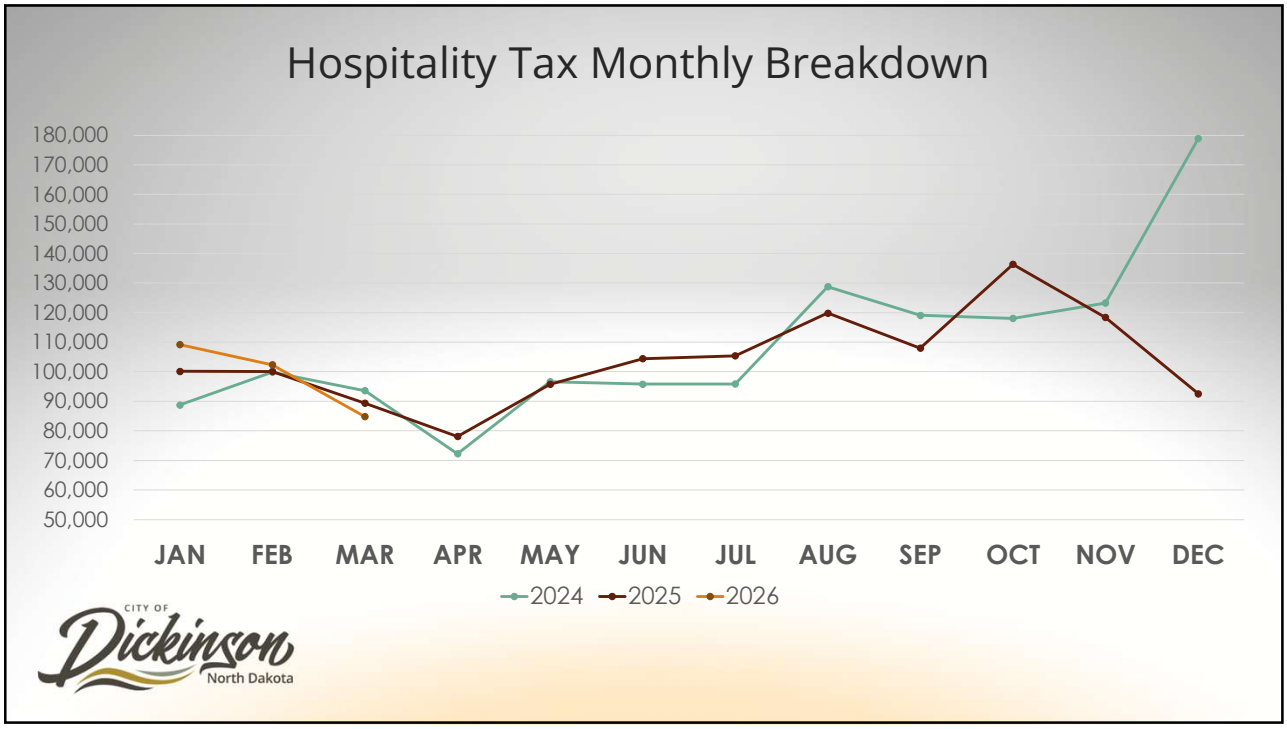
FUNDS	Fund Balance 1/1/2026	Revenues & Other Sources	Transfers In	Transfers Out	Expenditures & Other Uses	Fund Balance 3/31/2026
General Fund:	$ 6,805,715	$ 5,155,614	$ 4,677,408	$ 1,224,160	$ 5,967,520	$ 9,447,057

CITY OF Dickinson North Dakota

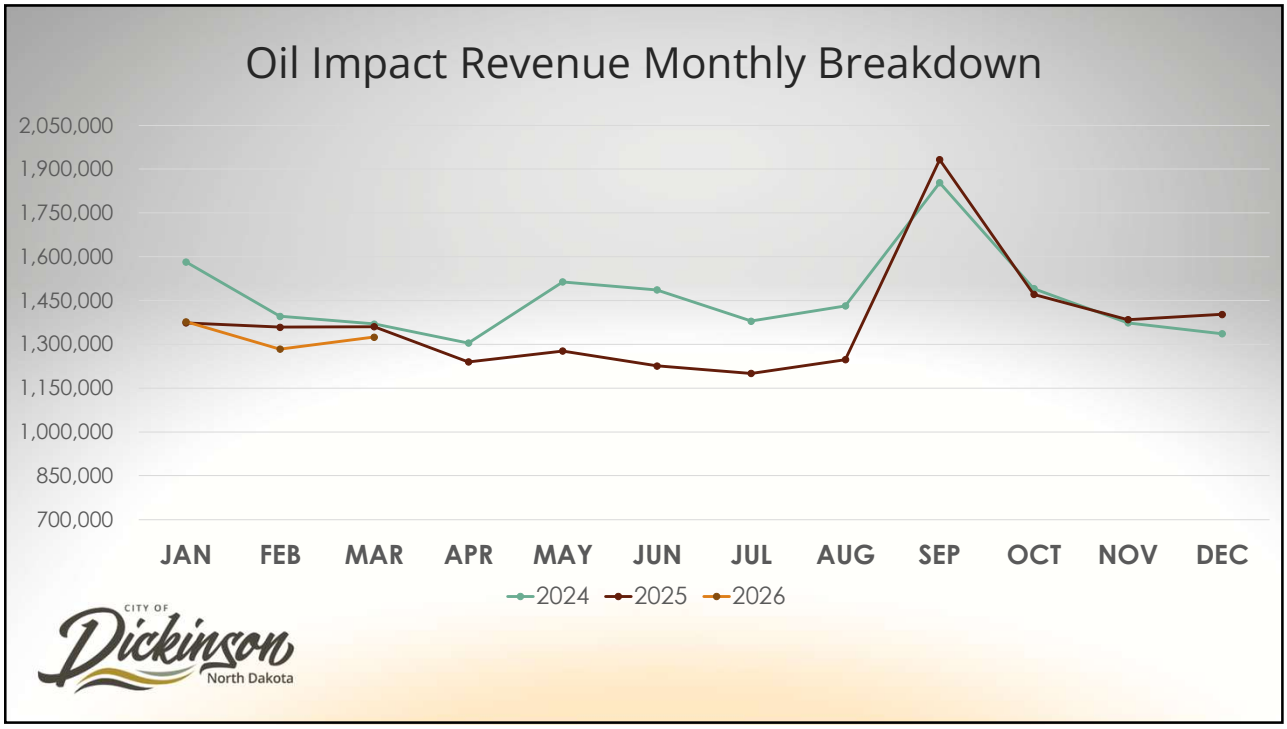

GENERAL FUND REVENUE
Collected
Remaining
33%
67%
GENERAL FUND EXPENSES
Expended
Remaining
24%
76%
CITY OF
Dickinson
North Dakota

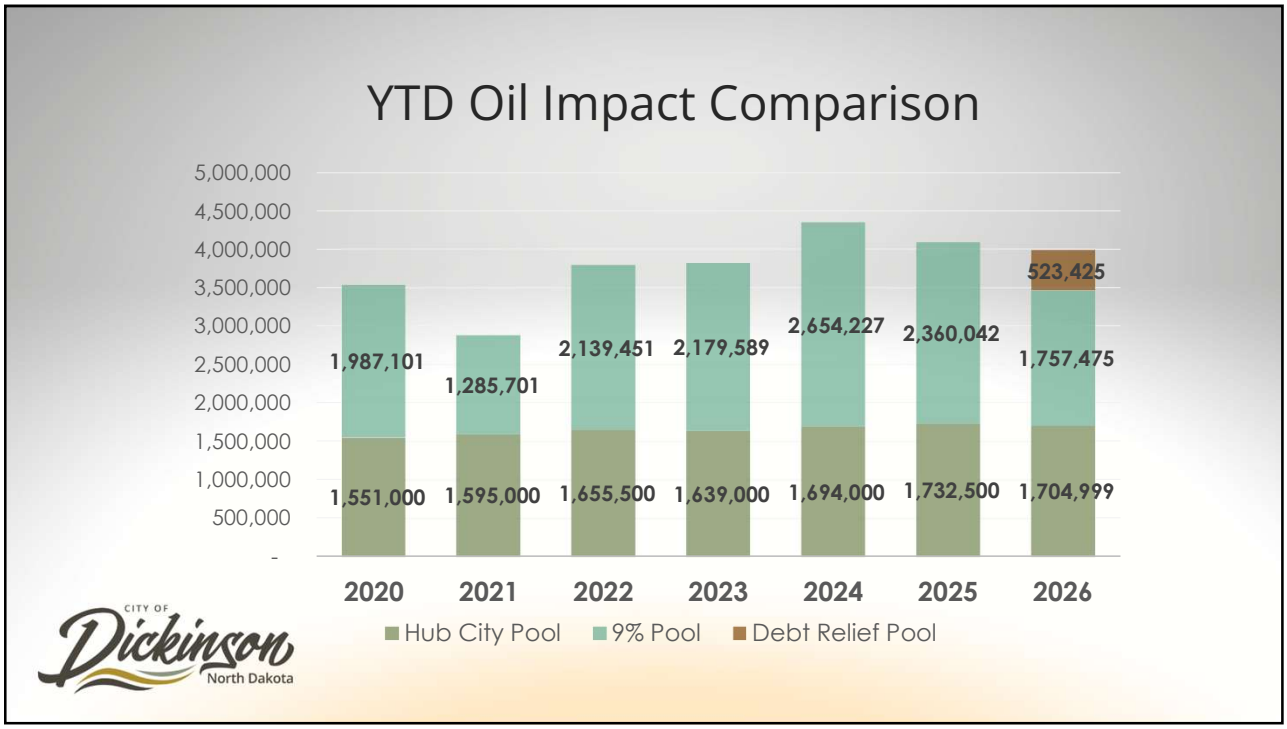

1 ½% Sales Tax Monthly Breakdown
1,600,000
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
-
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
2024
2025
2026
CITY OF
Dickinson
North Dakota


YTD Sales Tax Comparison
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
768,872
643,116
794,257
965,348
928,555
1,007,712
1,025,309
1,537,744
1,286,232
1,588,515
1,930,697
1,857,110
2,015,424
2,050,618
2020
2021
2022
2023
2024
2025
2026
1%
1/2%
CITY OF Dickinson North Dakota


Hospitality Tax Monthly Breakdown
180,000
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
2024
2025
2026
CITY OF Dickinson North Dakota


YTD Hospitality Tax Comparison
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
2020
2021
2022
2023
2024
2025
2026
Year-to-Date
CITY OF
Dickinson
North Dakota


Oil Impact Revenue Monthly Breakdown
2,050,000
1,900,000
1,750,000
1,600,000
1,450,000
1,300,000
1,150,000
1,000,000
850,000
700,000
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
2024
2025
2026
CITY OF
Dickinson
North Dakota


YTD Oil Impact Comparison
5,000,000
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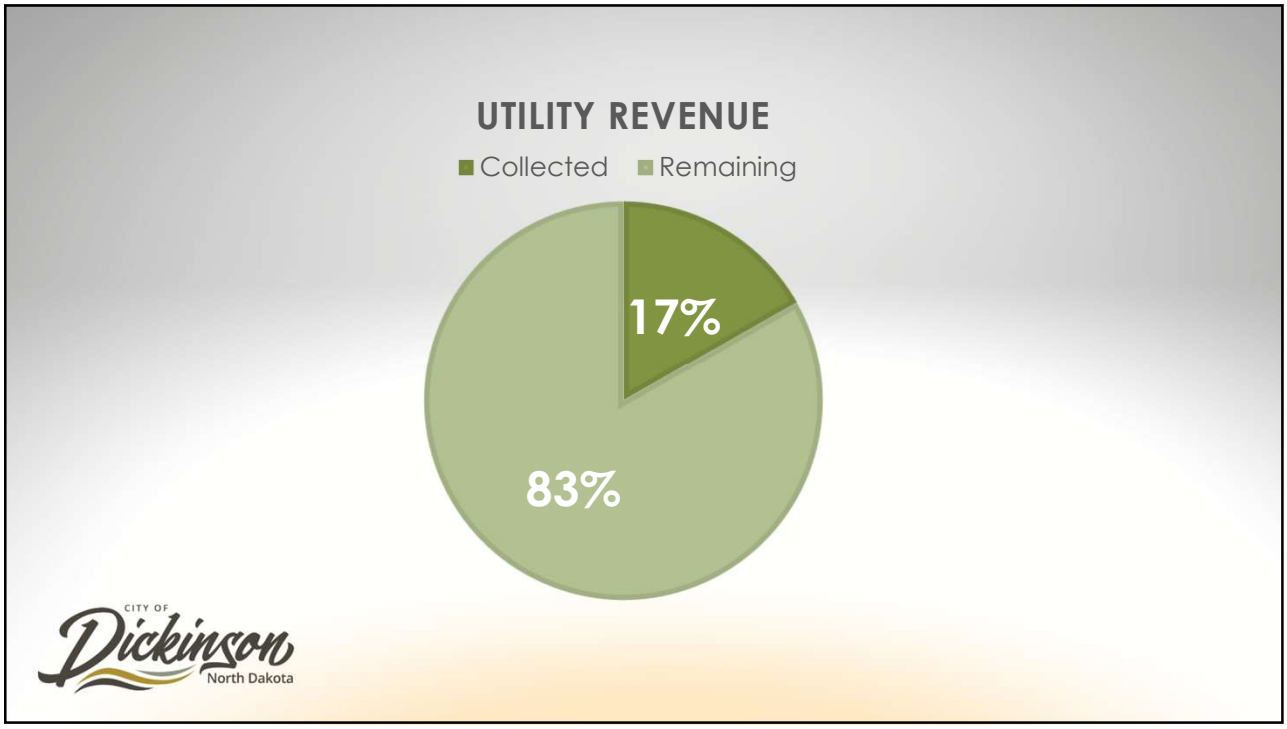
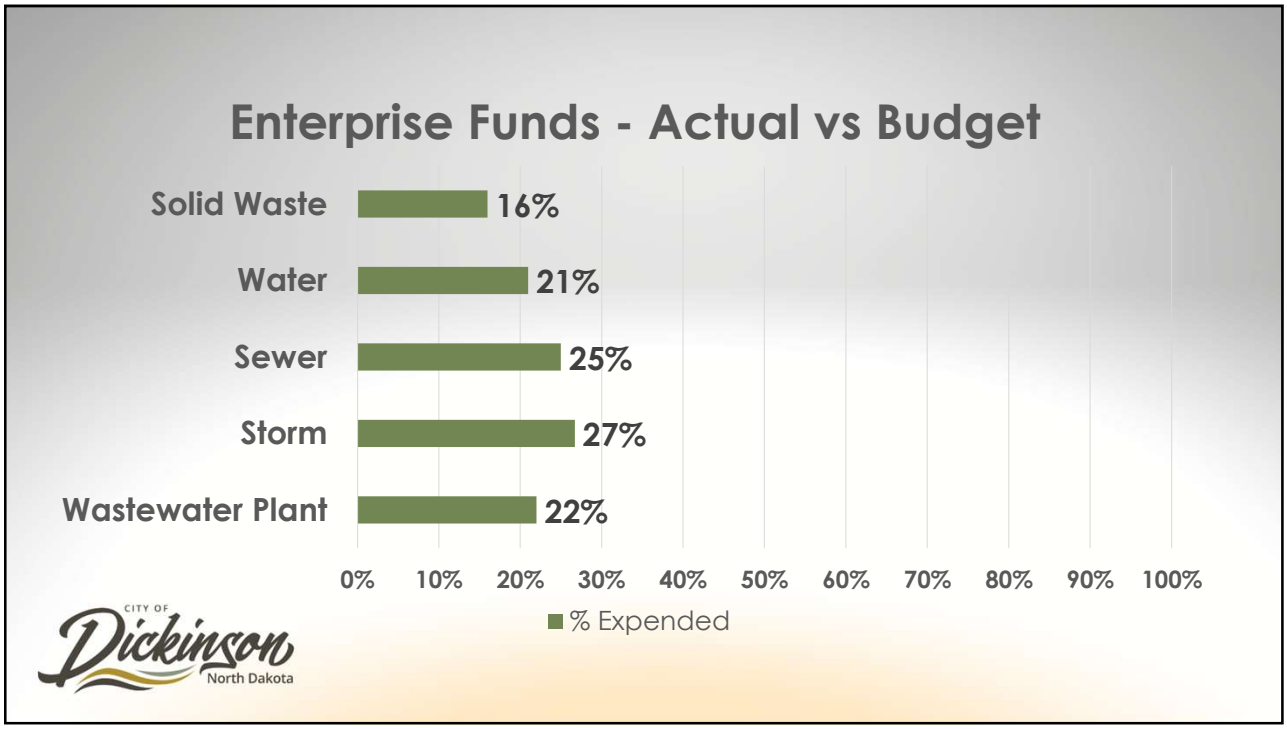
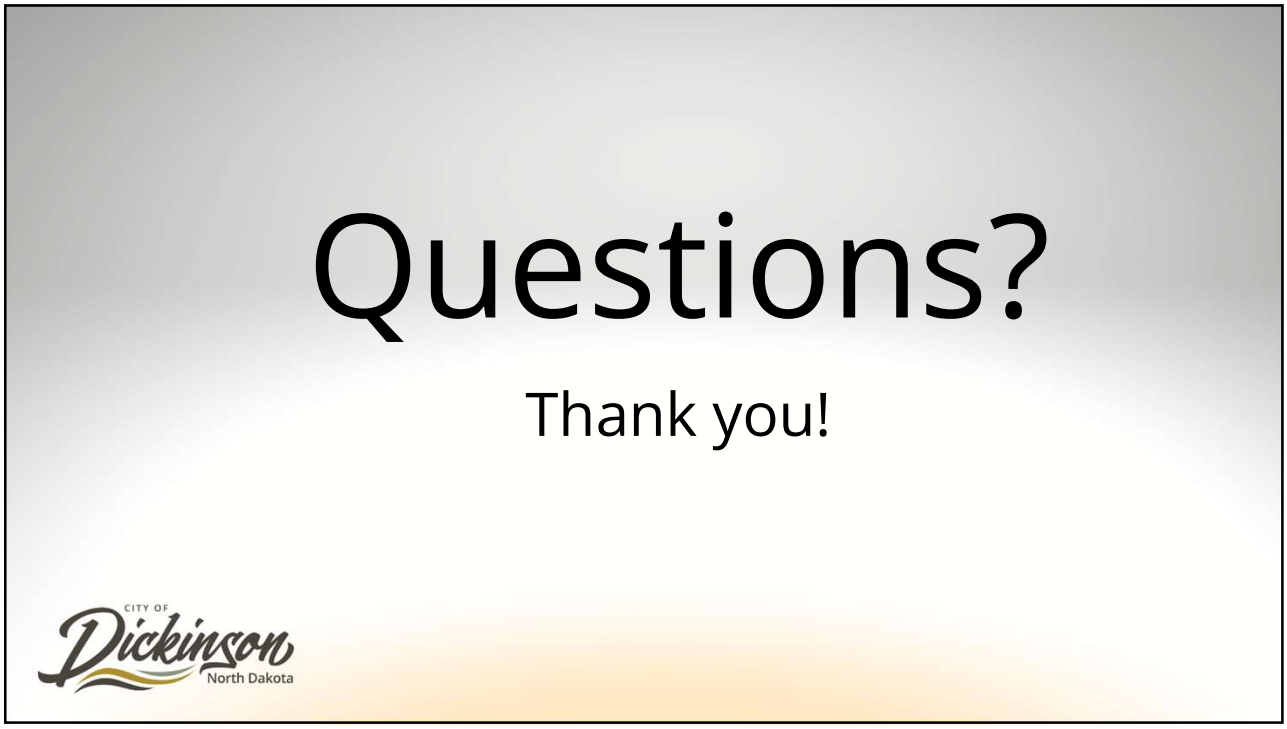
500,000
-
1,987,101
1,285,701
2,139,451
2,179,589
2,654,227
2,360,042
1,757,475
523,425
1,551,000
1,595,000
1,655,500
1,639,000
1,694,000
1,732,500
1,704,999
2020
2021
2022
2023
2024
2025
2026
Hub City Pool
9% Pool
Debt Relief Pool
CITY OF Dickinson North Dakota


UTILITY REVENUE
Collected
Remaining
17%
83%
CITY OF Dickinson North Dakota


Enterprise Funds - Actual vs Budget
Solid Waste
16%
Water
21%
Sewer
25%
Storm
27%
Wastewater Plant
22%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
% Expended
CITY OF Dickinson North Dakota


Questions?
Thank you!
CITY OF Dickinson North Dakota

Human Resources

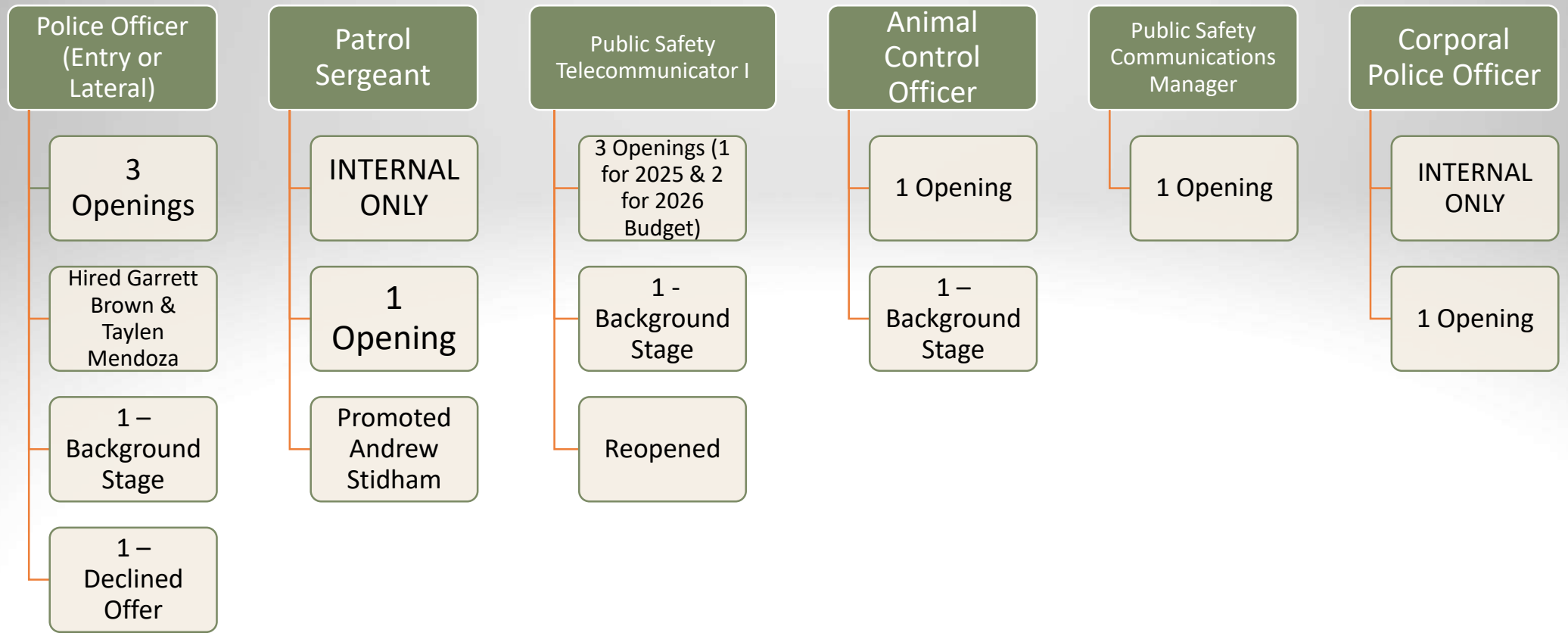
Hiring Journal

Presented by: HR Director Nameniuk

Updated as of April 15th, 2026

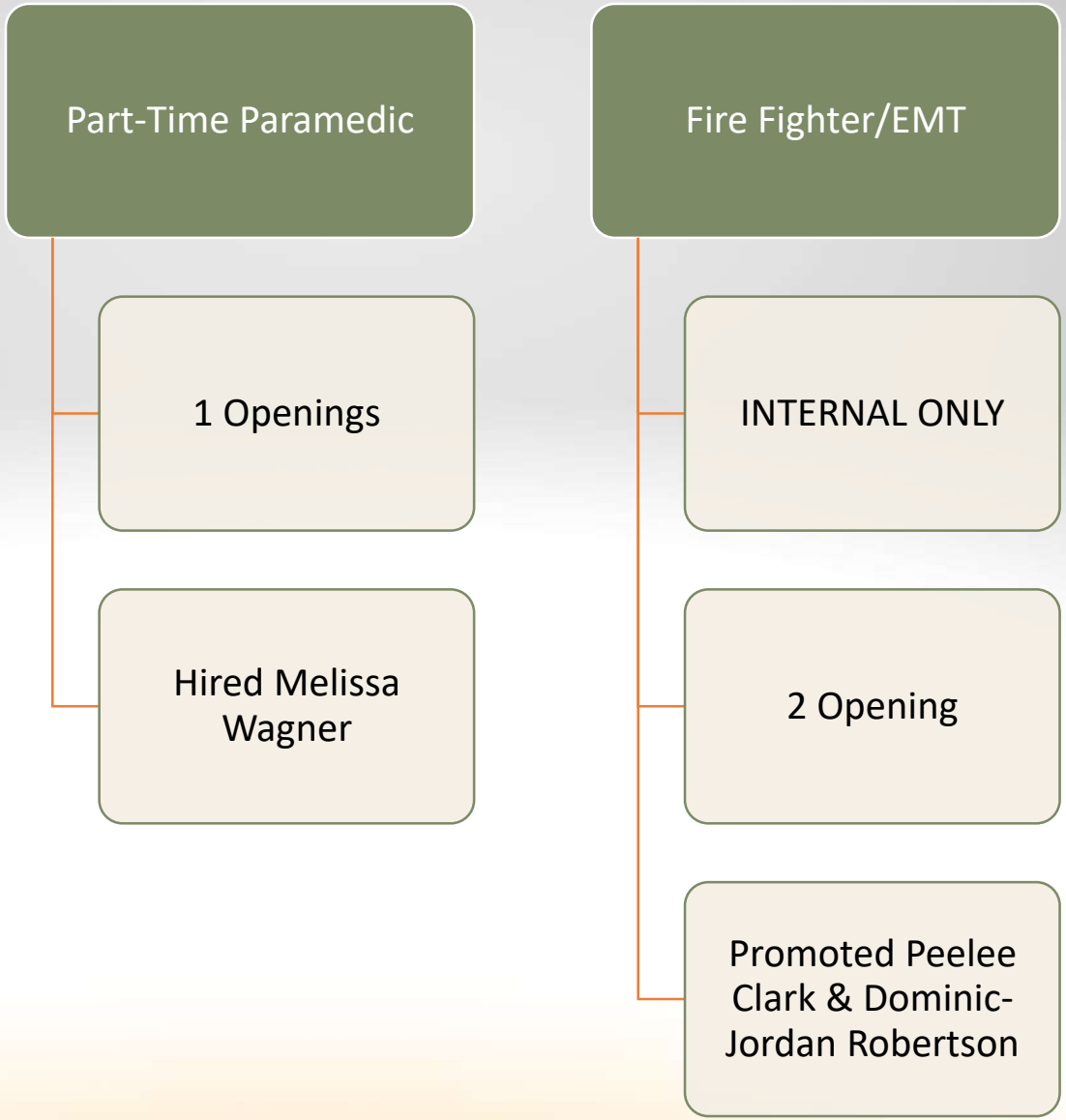
CITY OF Dickinson North Dakota

Police Department



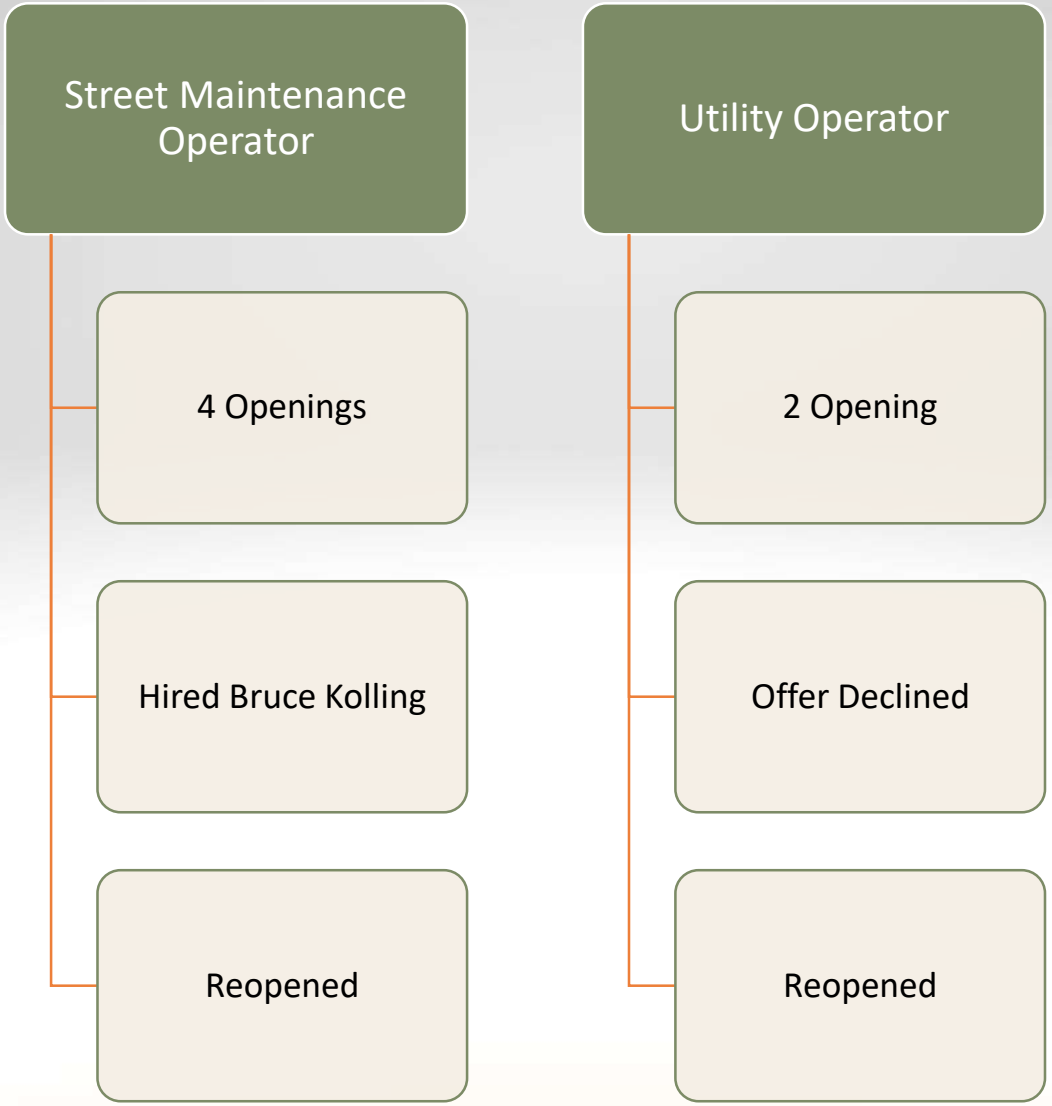
CITY OF Dickinson North Dakota

Fire Department



CITY OF Dickinson North Dakota

Public Works



CITY OF Dickinson North Dakota

Public Works Seasonal Positions

Seasonal Solid Waste Operator	Seasonal Buildings & Grounds	Seasonal Utility Laborer	Seasonal Solid Waste Support Operator	Seasonal Water Reclamation Support Operator
2 Openings	12 Openings	4 Openings	1 Opening	1 Opening
Rehired Lee Morel & Hired Dawson Baisch	4 – Rehired	2 - Rehired		
	8 – Background Stage	Interview Stage		

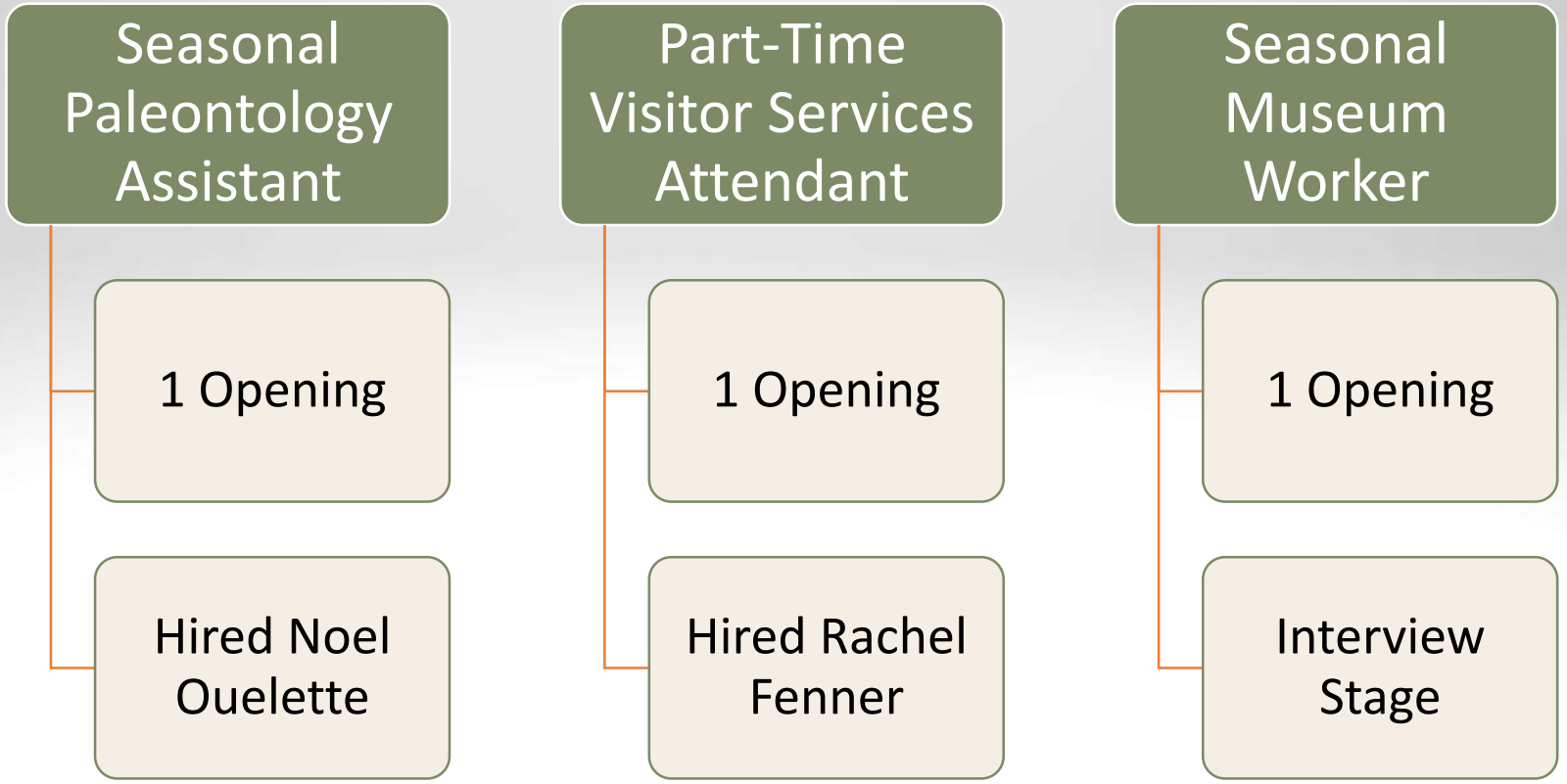
CITY OF Dickinson North Dakota

Engineering/ Community Development



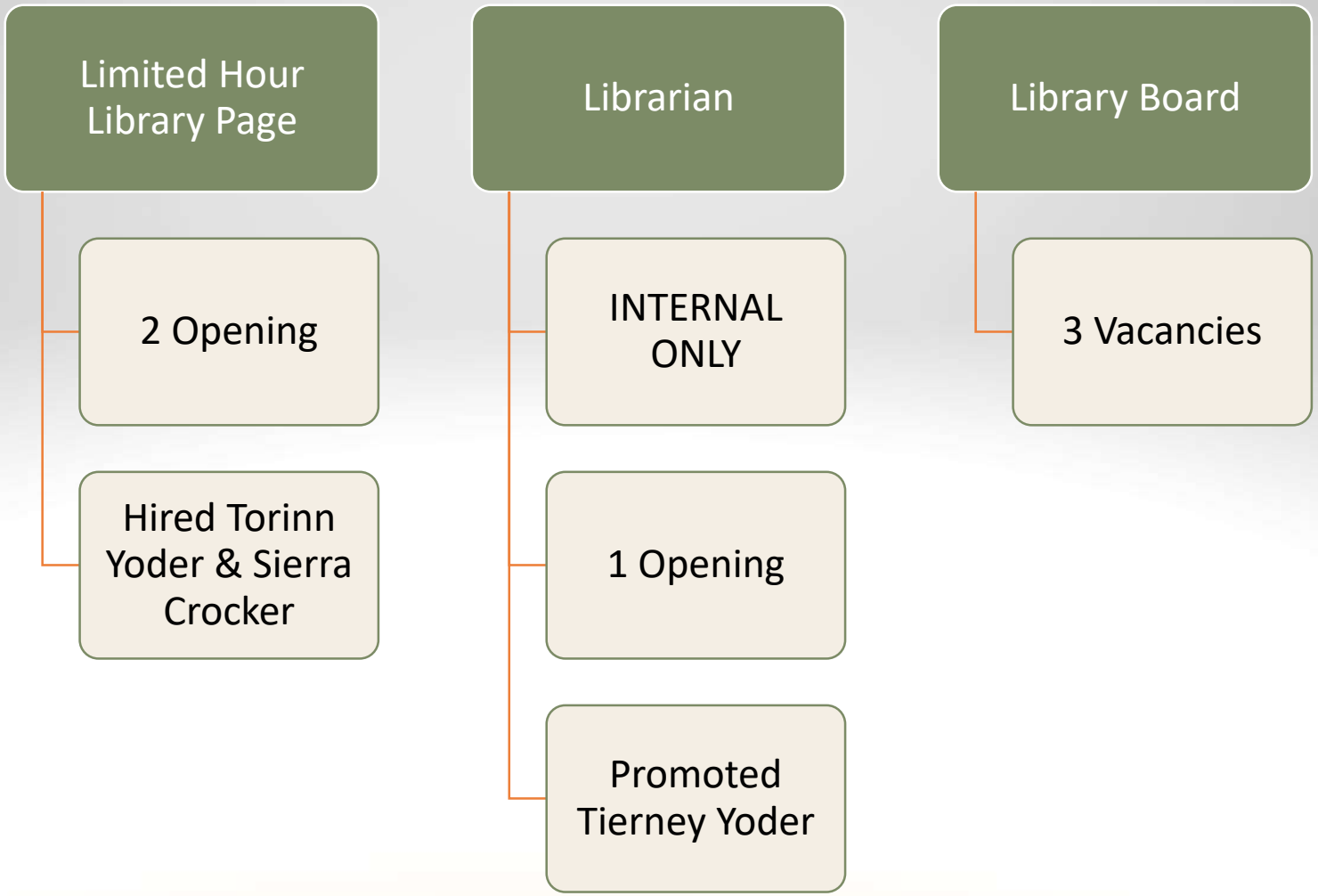
CITY OF Dickinson North Dakota

Museum



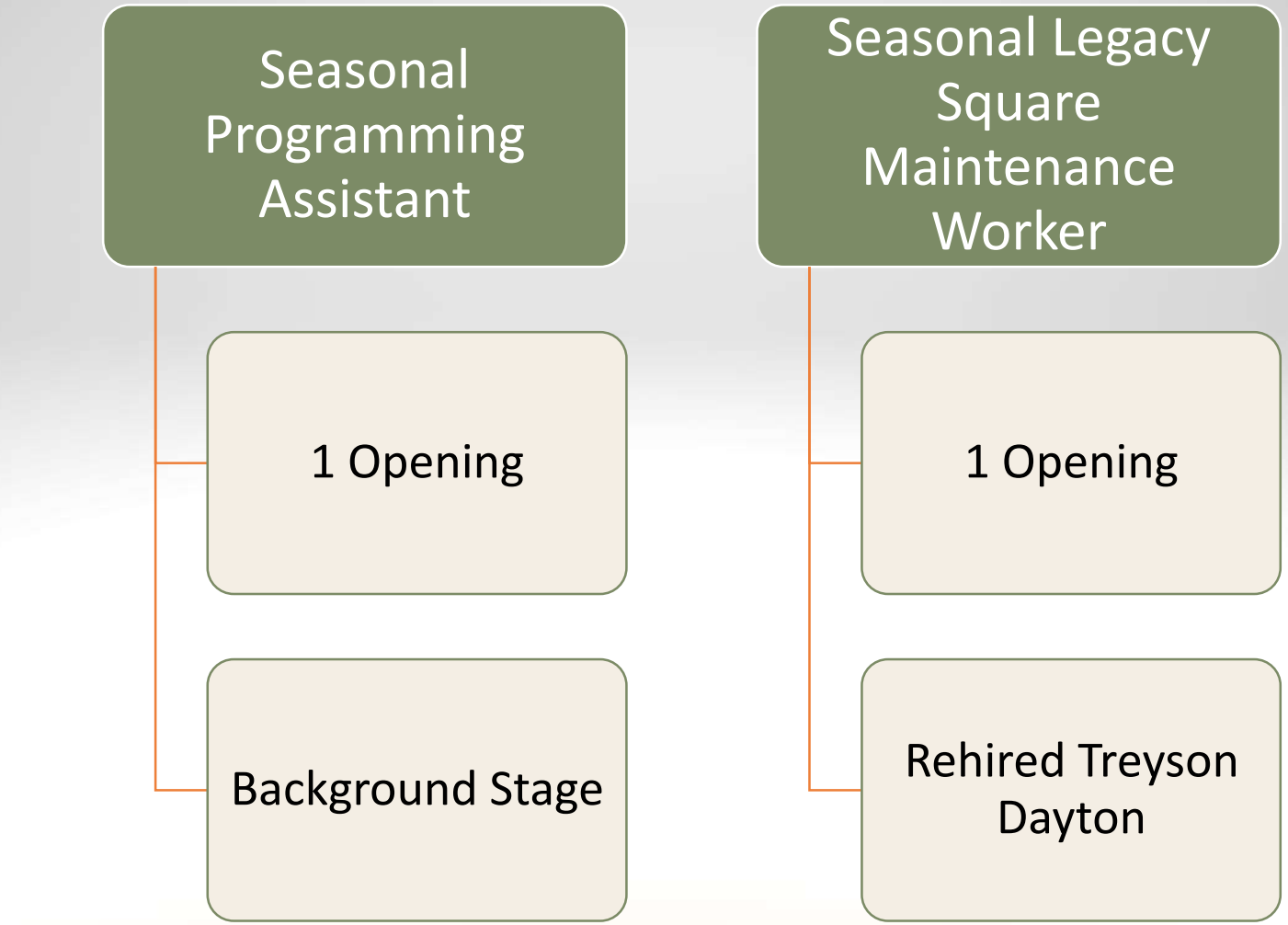
CITY OF Dickinson North Dakota

Library



CITY OF Dickinson North Dakota

Marketing



CITY OF Dickinson North Dakota

Questions?

Req #	Hiring Journal - April									Updated on 4/15/2026
	Position	Date opened:	Date closed:	# of days position is/was open	total applicants:	# of disqualified apps:	# withdrawn apps:	# of interviews:	# of declined offers:	Hired:
509	Police Officer (Lateral or Entry Level) (4 Openings)	11/18/2025	2/27/2026	101	40	18	5	17		Hired Garrett Brown & Taylen Mendoza
534	Police Officer (Lateral or Entry Level) (3 Openings)	3/3/2026	Until Filled		15	5	0	5	1	1 - Background Stage / 1 - Declined Offer
528	Patrol Sergeant (INTERNAL ONLY)	2/19/2026	3/3/2026	12	8	0	0	8	0	Promoted Andrew Stidham
540	Corporal Police Officer (INTERNAL ONLY)	4/1/2026	4/15/2026	14						
518	Public Safety Telecommunicator 1 (2 Openings)	1/26/2026	2/9/2026	14	14	1	0	13	1	1- Background Stage
547	Public Safety Telecommunicator 1 (3 Openings)	4/14/2026	5/5/2026	21						
538	Public Safety Communication Manager	3/26/2026	4/20/2026	25						
536	Animal Control Officer	3/10/2026	3/24/2026	14	8	3	1	4		1 - Background Stage
482	Part-Time Paramedic (2 Openings)	7/22/2025	2/10/2026	203	7	3	1	3	0	Hired Melissa Wagner
537	Fire Fighter/EMT (INTERNAL ONLY) (2 Openings)	3/12/2026	3/18/2026	6	6	0	0	6	0	Promoted Peelee Clark & Domonic-Jordan Robertson
516	Seasonal Paleontology Assistant	1/22/2026	2/12/2026	21	16	6	0	10	0	Hired Noel Ouelette
531	Part-Time Visitor Services Attendant	2/23/2026	3/11/2026	16	1	0	0	1	0	Hired Rachel Fenner
539	Seasonal Museum Worker	3/31/2026	4/10/2026	10	9	1	2	6		Interview Stage
523	Seasonal Buildings & Grounds (12 Openings)	2/5/2026	3/19/2026	42	24	8	7	9	0	8-Background Stage / 4-Rehire
520	Seasonal Solid Waste Operator (2 Openings)	1/27/2026	4/6/2026	69	4	0	0	4		Rehired Lee Morel & Hired Dawson Baisch
543	Seasonal Solid Waste Support Operator	4/13/2026	4/20/2026	7						
530	Limited Hour Library Page	2/19/2026	3/5/2026	14	22	13	2	7		Hired Torinn Yoder & Sierra Crocker
533	Librarian (INTERNAL ONLY)	2/27/2026	3/4/2026	5	1	0	0	1		Promoted Tierney Yoder
541	Library Board	4/7/2026	5/22/2026	45						
529	Utility Operator	2/26/2026	3/26/2026	28	9	3	3	3		Offer Declined - Reopened
544	Utility Operator (2 Openings)	4/13/2026	Until Filled		1					
525	Seasonal Utility Laborer (4 Openings)	2/23/2026	Until Filled		10	3	1	4		Interview Stage / 2-Rehired
524	Seasonal Programming Assistant	2/23/2026	2/28/2026	5	4	0	0	4		1- Background Stage
519	Seasonal Legacy Square Maintenance Worker	2/23/2026	2/28/2026	5	1	0	0	1		Rehired Treyson Dayton
532	Street Maintenance Operator (4 Openings)	2/25/2026	3/17/2026	20	22	7	0	15	1	Hired Bruce Kolling / 1 - Offer Declined
545	Street Maintenance Operator (2 Openings)	4/13/2026	Until Filled		1					
522	Code Enforcement Officer	3/10/2026	3/24/2026	14	15	11	1	2		No Offers Made - Reopened as Seasonal Position
542	Seasonal Code Enforcement Officer	4/14/2026	4/20/2026	6						

2026



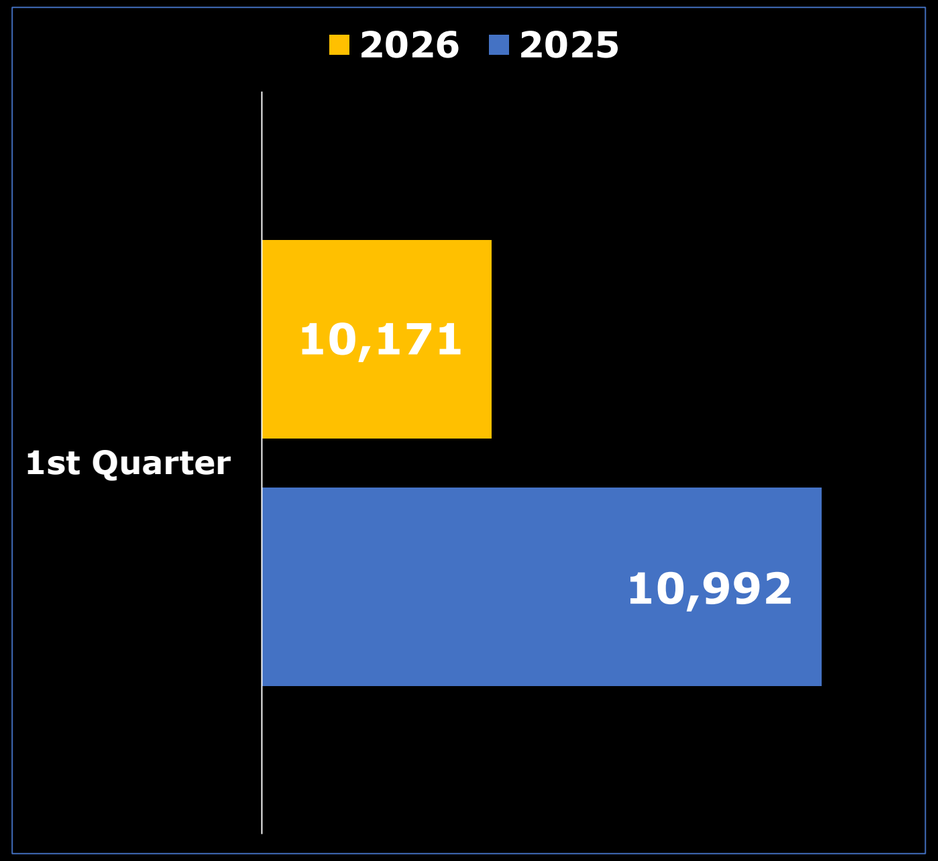
1st QUARTERLY REPORT

DICKINSON ROUGH RIDER COUNTRY POLICE ND

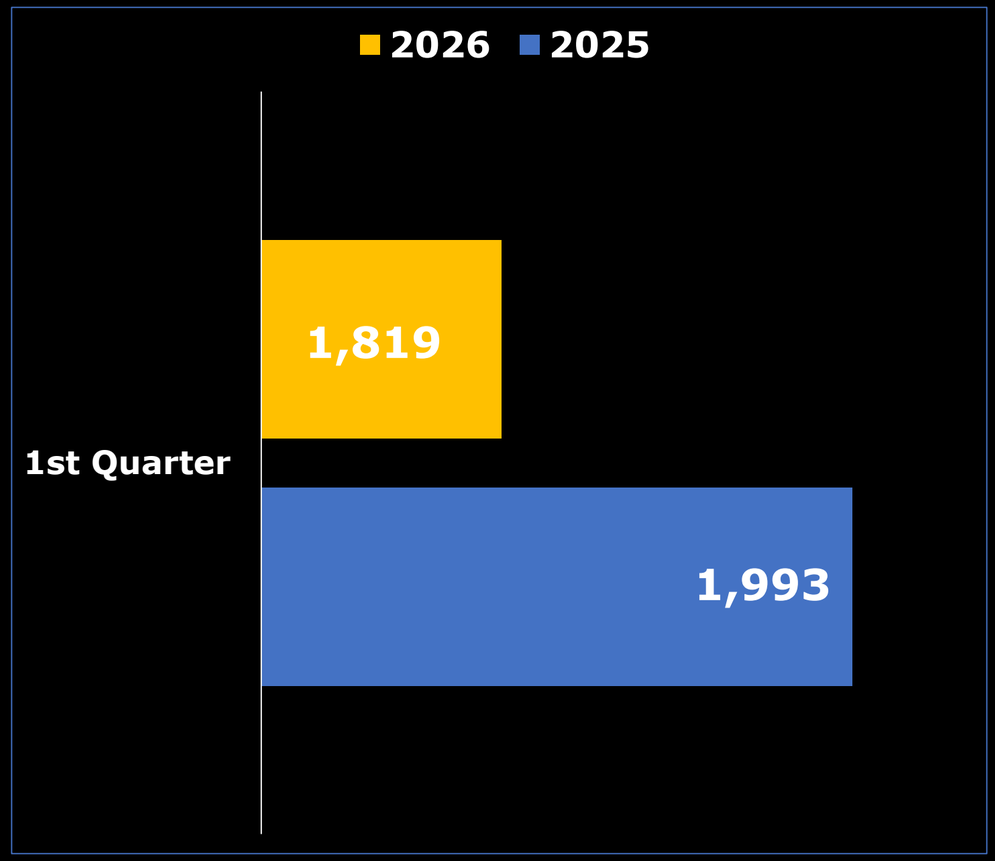
2026

1ST QUARTER

NON – EMERGENCY CALLS



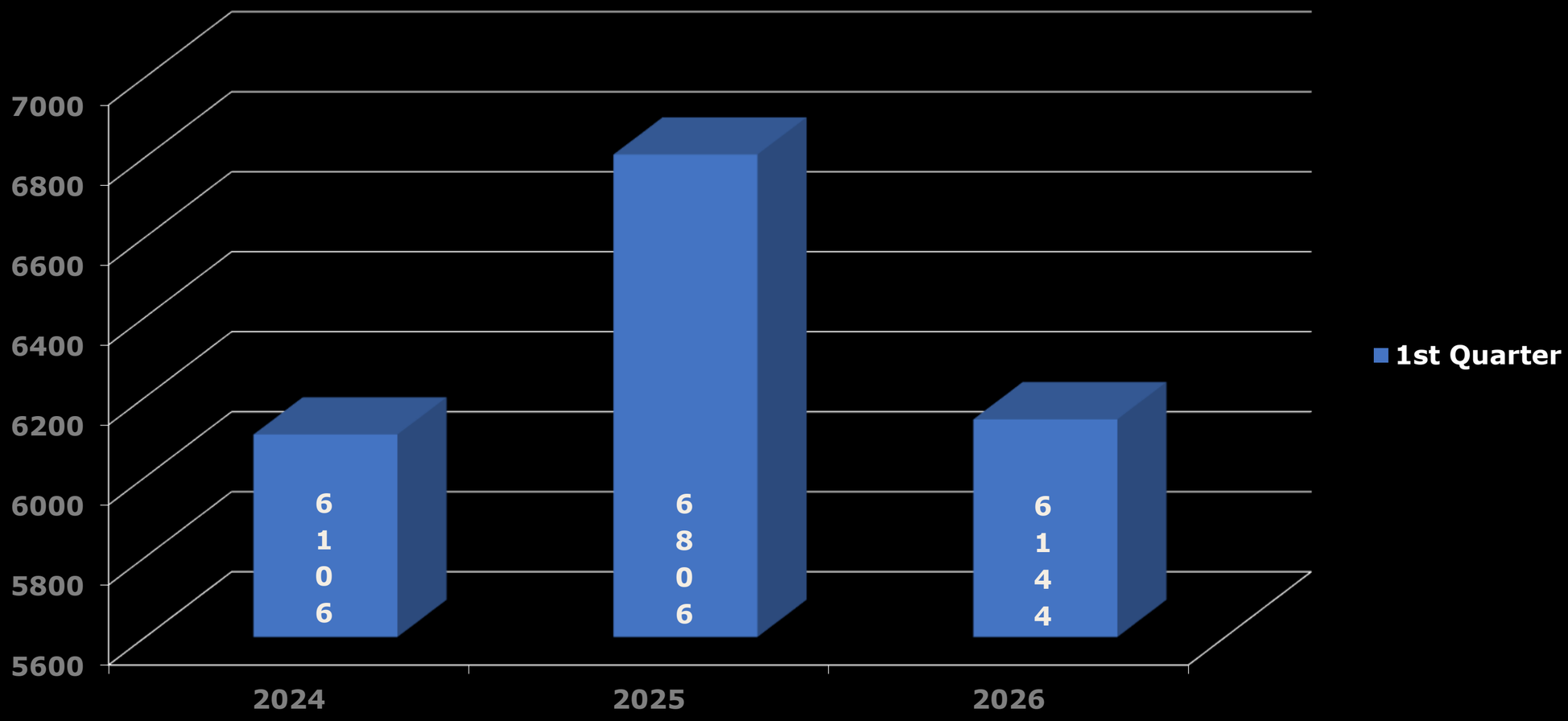
911 CALLS



DISPATCH (PSAP) ACTIVITY

2026

1ST QUARTER



CALLS FOR SERVICE

2026

4th QUARTER

ACCIDENTS

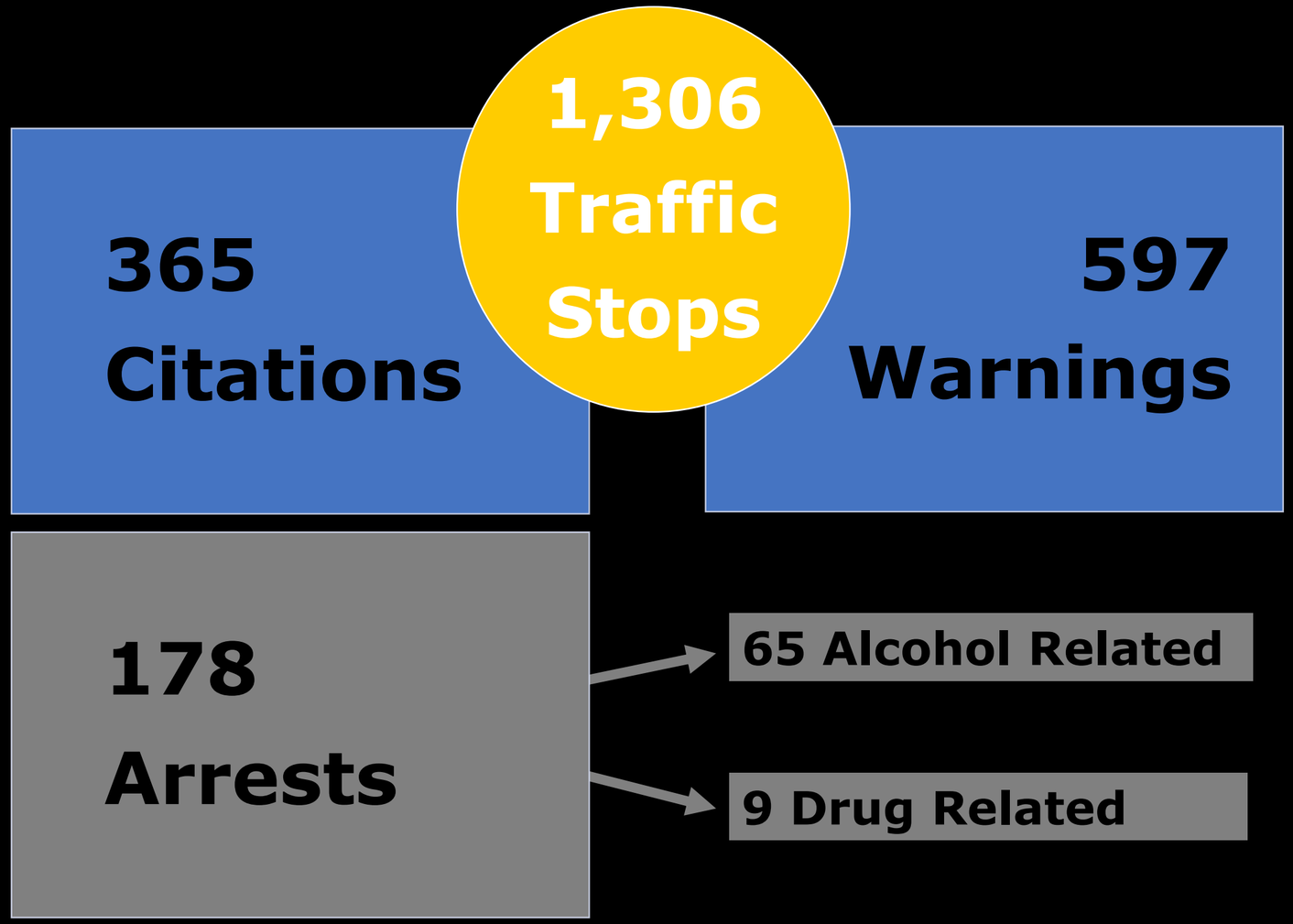
193

TOTAL

- **2** Pedestrian
- **14** Injury
- **42** Hit & Run
- **135** Property
- **0** Fatality

2026

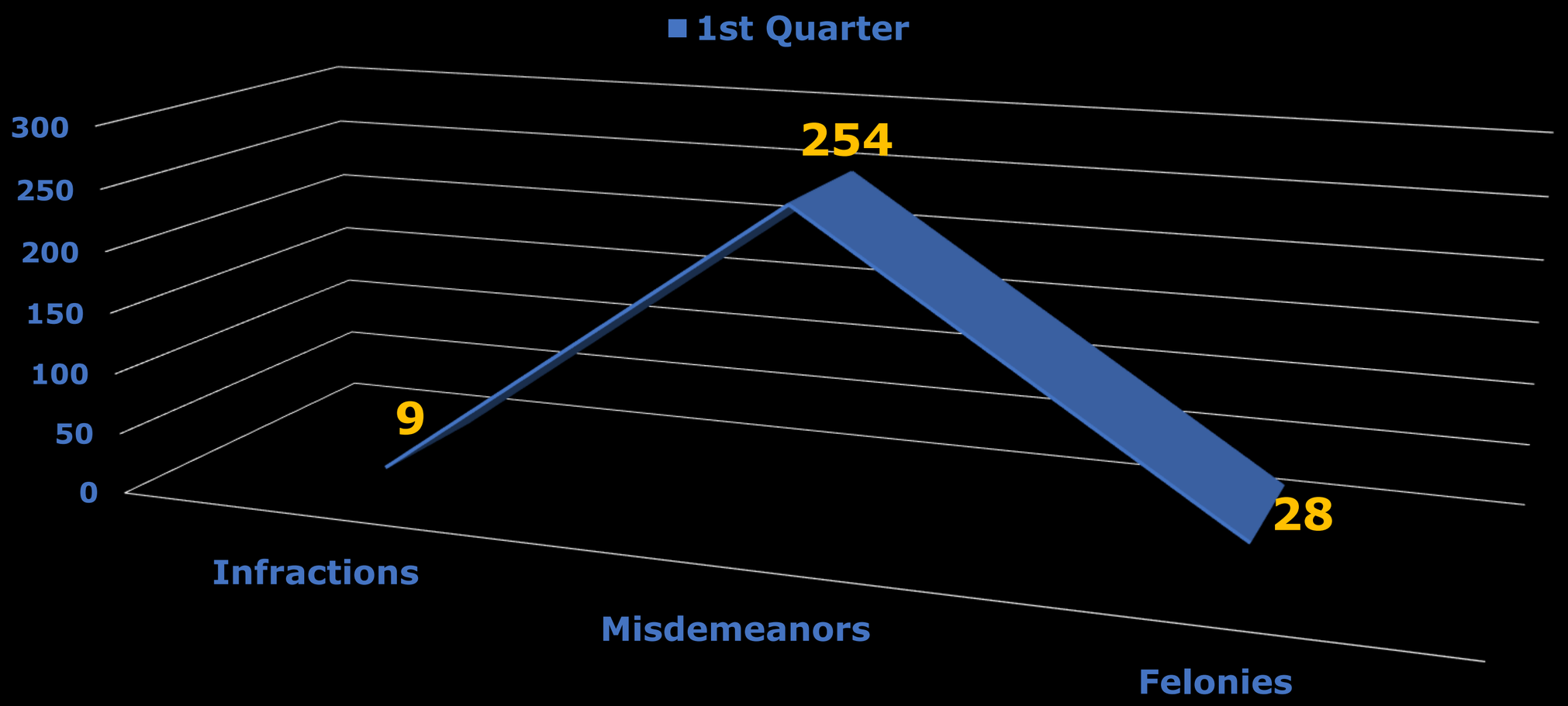
1ST QUARTER



TRAFFIC SAFETY

2026

1ST QUARTER



ARRESTS

2026

1ST QUARTER

161 Cases Assigned to CID

48 Call Out Related Incidents

CRIMINAL INVESTIGATIONS

2026

1ST QUARTER

Mark Clement (47) was arrested for AA-Felony Murder stemming from an ambush style shooting of a Gladstone man occurring just outside east city limits. DPD was instrumental in assisting in the investigation and facilitating the arrest of Clement within hours of the shooting.

Bruce Glanzman (38) was arrested on multiple Felony charges associated with Surreptitious Intrusion involving the placement of a “spy” camera in the bathroom of a local motel. Search warrants associated with case revealed evidence of multiple victim recordings taken over the span of a number of months.

Christopher Gibson (38) was arrested on numerous Felony charges associated with theft and the unlawful entry into multiple motor vehicles throughout Dickinson over a 6 month period. Gibson was on probation with ND Department of Corrections at the time of his crime spree.

NOTABLE INCIDENTS

2026

1ST QUARTER

SafeWrap – All shifts

Leadership in Police Organizations (320 Hours)

Methods of Instruction (144 Hours)

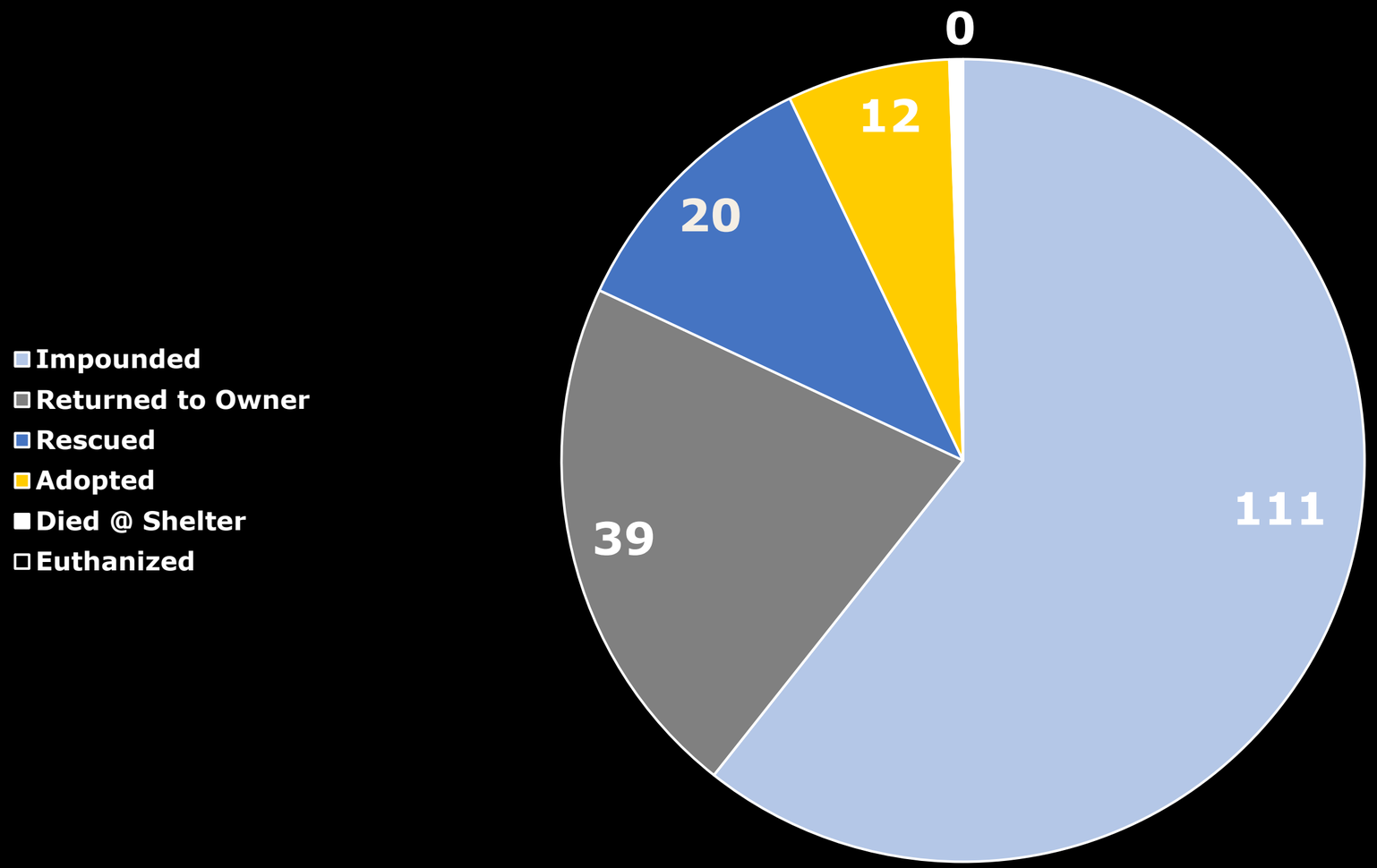


TRAINING

2026

1ST QUARTER

324 CALLS FOR SERVICE



ANIMAL SHELTER

2026

1ST QUARTER

ELEMENTARY

- **21 IR's**
  - No Arrests

MIDDLE SCHOOL

- **71 IR's**
  - 24 Juvenile Arrests

HIGH SCHOOL

- **62 IR's**
  - 17 Juvenile Arrests

DSU

- **1 IR**
  - No Arrests

SCHOOL RESOURCE

2026

1ST QUARTER

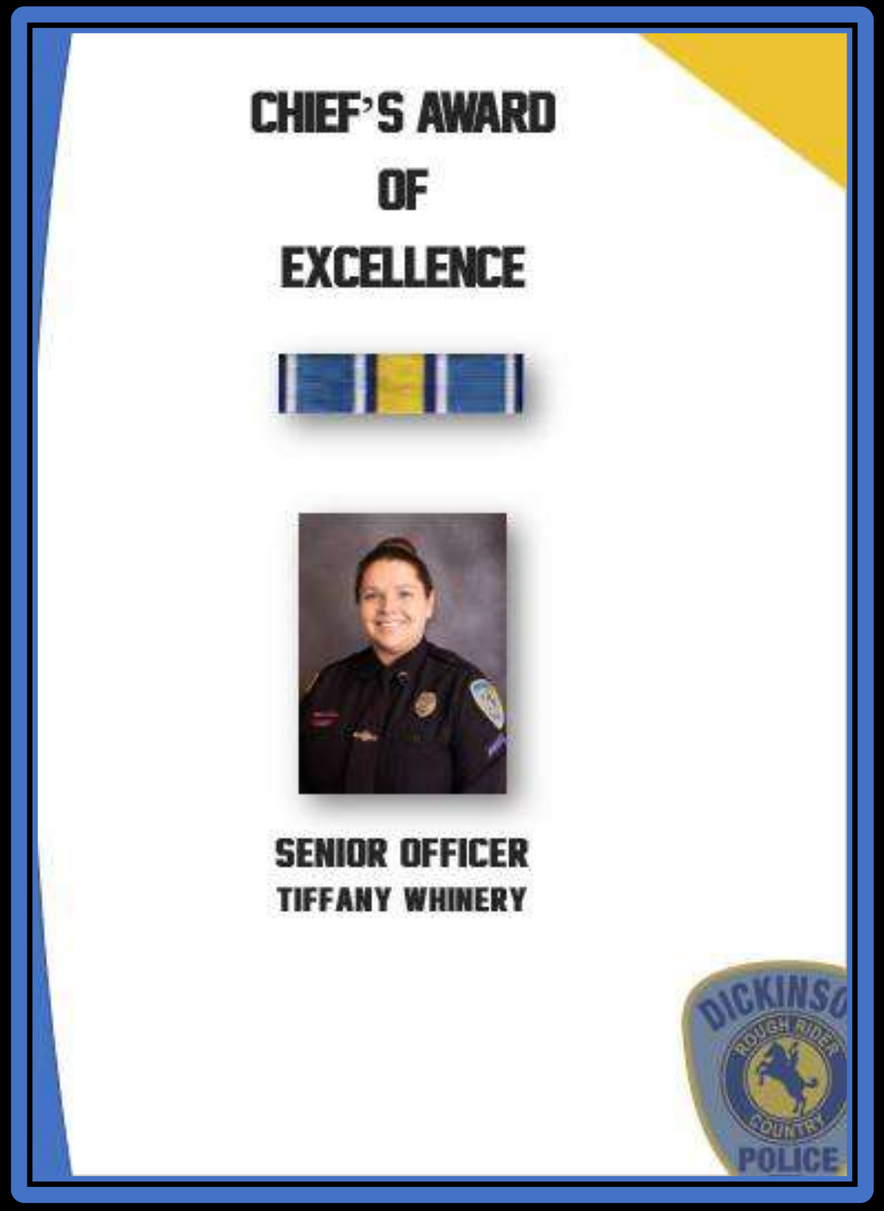
COMMUNITY OUTREACH ACTIVITIES

- DSU Drug Presentation
- DMS Basketball Games
- DHS Winter Formal Dance
- LE CTE Class
- Online Safety Presentation
- Court Security
- DARE
- Health & Wellness Fair
- Commission Mtg Security
- DHS Prom
- Parent/Teacher Conferences
- Coffee With a Cop @ St. Bens
- Vision Zero Event – DSU
- Safety Meeting with Superintendent

COMMUNITY EVENTS

2026

1ST QUARTER



2025 CHIEF'S AWARD

2026

1ST QUARTER

TRAFFIC SAFETY OFFICER OF THE YEAR



OFFICER
ANTHONY MAUSER

In 2025, Officer Anthony Mauser made an outstanding effort toward improving traffic safety in Dickinson. He tallied 724 traffic CFS's resulting in 187 citations and 458 warnings, 42 DUI arrests, 28 DUS/DUR arrests, and 50 No Liability Insurance citations.

For these reasons, the department awards Officer Anthony Mauser the 2025 Traffic Safety Officer of the Year.

2025 TRAFFIC SAFETY OFFICER OF THE YEAR

2026

4th QUARTER

Sergeant Todd Weiler

16 Years of Service



RETIREMENT

2026

4th QUARTER





LONGEVITY

2026



1st QUARTERLY REPORT

CITY OF Dickinson North Dakota

Engineering Memorandum

April 16th, 2026

RE: April 21st City Commission Meeting

FOUR-COUNTY MULTI-HAZARD MITIGATION PLAN

For your consideration is a final draft of the Four-County Multi-Hazard Mitigation Plan proposed by Stark County. The proposed plan centers around identifying potential hazards within Billings, Dunn, Stark, and Golden Valley Counties and propose mitigation strategies to reduce the potential impacts. The City of Dickinson sent representatives to multiple public engagement meetings held by Stark County throughout the drafting process to ensure City feedback was submitted. The proposed plan does not need to be adopted by the City of Dickinson, instead Stark County is requesting formal support of the plan.

Community Development staff recommends approval.

2025 MULTI-HAZARD MITIGATION PLAN

Billings Dunn Golden Valley Stark Counties

April 2026









BILLINGS COUNTY-ND

Dunn County LEGENDARY

Golden Valley County NORTH DAKOTA

Stark County North Dakota

NDDES

SPF

Acknowledgements

The 2025 Multi-Hazard Mitigation Plan project would not have been possible without the assistance of planning team members and State and local stakeholders. The Project Team included the following individuals:

- **Alaynea Decker** (Stark County Director of Emergency Services)
- **Sarah Duttenhefner** (Dunn County Emergency Manager)
- **Rachel Keohane** (Golden Valley County Emergency Manager)
- **Kyle Shockley** (Billings County Emergency Manager)

The project was primarily funded with a grant awarded through the FEMA Pre-Disaster Mitigation Program, administered by the North Dakota Department of Emergency Services (DES). DES staff provided valuable guidance throughout the project. The project team would especially like to thank the following individuals:

- **Hope Brighton** (DES Lead Mitigation and Recovery Planner)
- **Greg Gust** (DES Meteorologist and Climate Lead)

The 2025 Multi-Hazard Mitigation Plan was completed in consultation with SRF Consulting Group, Inc.



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PLAN OVERVIEW

Hazard Mitigation Planning

Natural and human-caused hazards impact residents and property in the four-county region of Billings, Dunn, Golden Valley, and Stark County, North Dakota. While it is impossible to eliminate most hazards, it is possible to mitigate their negative effects. "Hazard mitigation" refers to any sustained action taken to reduce or eliminate long-term risks to human life and property from hazards. These actions can be implemented before, during, or after an event, but are most effective when based on a long-term plan developed before disasters occur. Successful mitigation strategies must be practical, cost-effective, politically feasible, and supported by a solid planning process.

Plan Purpose

The purpose of the Billings-Dunn-Golden Valley-Stark Counties Multi-Hazard Mitigation Plan ("Multi-Hazard Mitigation Plan" or "MHMP") is to conduct a thorough risk assessment and capabilities assessment for each county in the study area. This assessment will inform a mitigation strategy to enhance / build community resilience with the goal of reducing or eliminating the impact from disasters. The Federal Emergency Management Agency (FEMA) identifies the primary benefits of hazard mitigation planning as:

- Identifying actions for risk reduction that are agreed upon by stakeholders and the public.
- Focusing resources on the greatest risks and vulnerabilities.
- Building partnerships by involving citizens, organizations, and businesses.
- Increasing education and awareness of threats and hazards.
- Communicating priorities to state and federal officials.
- Aligning risk reduction with other community objectives.

The MHMP aims to develop effective strategies and actions to reduce or eliminate long-term risks to human life and property. By establishing a comprehensive, long-term mitigation strategy, the MHMP seeks to enhance community resilience, ensure the safety of residents, and minimize the negative impacts of future disasters. Through proactive planning, the MHMP also provides a framework for monitoring, updating, and maintaining mitigation efforts to ensure their continued effectiveness and relevance.

Federal Hazard Mitigation Programs

All adopting jurisdictions are eligible to apply for funds through FEMA's Hazard Mitigation Assistance Program (HMA). This program provides federal funding to communities through the Hazard Mitigation Grant Program (HMGP) and the Flood Mitigation Assistance (FMA) program.

The MHMP includes a risk and vulnerability assessment that residents, local governments, and organizations can use to plan for hazards. It also includes a list of mitigation projects and actions designed to help each adopting jurisdiction reduce risk and prevent loss from future hazard events.

Additionally, the MHMP is designed to meet the requirements set by the Federal Emergency Management Agency (FEMA) for local hazard mitigation planning and to ensure eligibility for federal funding and resources to support mitigation projects.

Plan Organization

The MHMP is organized into five chapters:

- **Chapter 1. Introduction:** Plan overview.
- **Chapter 2. Study Area Background:** Background information about each participating jurisdiction.
- **Chapter 3. Hazard Risks and Vulnerabilities:** Hazard profiles, risk and vulnerability assessments, and key issues.
- **Chapter 4. Mitigation Strategies:** Goals, strategies, and actions to mitigate hazard risks in each participating jurisdiction.
- **Chapter 5. Plan Maintenance:** Procedures for monitoring, evaluating, and updating the plan.

Authority

The legal basis for state, local, and Tribal governments to reduce risks from natural hazards through mitigation planning is provided by the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Public Law 93-288), as amended by the Disaster Mitigation Act of 2000. This Act requires that all state, local, and Tribal governments maintain an approved Multi-Hazard Mitigation Plan to be eligible for certain types of non-emergency disaster assistance, including funding for mitigation projects.

The 2025 MHMP serves as an update to 2020 MHMP. According to FEMA guidelines, hazard mitigation plans must be updated every five years to ensure continued eligibility for grant funding, including through the HMGP and FMA programs.

To remain eligible for future funding, jurisdictions must adopt the plan and actively participate in the planning process or be sponsored by a jurisdiction that has adopted the plan. ***Table 1*** lists all jurisdictions that participated in the planning process. All documentation related to the approval and adoption of the MHMP can be found in ***Appendix A***. Additionally, this plan complies with FEMA's requirements for hazard mitigation planning and is a critical component of building resilience within the region.

Table 1. Participating Jurisdictions

Jurisdiction
Billings County
Medora
Dunn County
Dodge
Dunn Center
Halliday
Killdeer
Golden Valley County
Beach
Golva
Sentinel Butte
Stark County
Belfield
Dickinson
Gladstone
Richardton
South Heart
Taylor

Planning Process

A structured and effective mitigation planning process is crucial to identifying and reducing risks from natural and human-caused hazards. This process outlines the essential steps in the hazard mitigation planning process, as recommended by FEMA, to ensure that Billings, Dunn, Golden Valley, and Stark Counties are prepared to mitigate risks effectively.

PUBLIC ENGAGEMENT PROCESS



Public engagement activities and stakeholder outreach were conducted throughout the MHMP planning process. Engagement opportunities were promoted online and in-person via social media and flyers. Activities included planning workshops, community pop-up events (café kiosks), a community survey, and focused discussions with the City of Dickinson. Public engagement was essential for promoting the project and ensuring that MHMP accurately reflects community needs and priorities are accurately reflected in the MHMP. Key insights are highlighted throughout the MHMP document.

Stakeholder Participation

Table 2 shows how each jurisdiction participated in the MHMP update.

Table 2. Stakeholder Participation Activities

Jurisdiction	PMT	WS1	WS2	Café Kiosk	Survey	Plan Review
Billings	✓	✓	✓		✓	✓
Medora		✓	✓	✓	✓	✓
Dunn	✓	✓	✓		✓	✓
Dodge		✓				✓
Dunn Center		✓	✓			✓
Halliday		✓			✓	✓
Killdeer		✓	✓	✓	✓	✓
Golden Valley	✓	✓	✓	✓	✓	✓
Beach		✓	✓	✓	✓	✓
Golva					✓	✓
Sentinel Butte						✓
Stark	✓	✓	✓		✓	✓
Belfield		✓	✓		✓	✓
Dickinson*		✓	✓	✓	✓	✓
Gladstone						✓
Richardton		✓			✓	✓
South Heart						✓
Taylor						✓

Notes:

- **WS 1:** Community represented at Workshop 1
- **WS 2:** Community represented at Workshop 2
- **Café Kiosk:** Pop-up event held in this community
- **PMT:** County emergency manager participated on Project Management Team
- **Survey:** Community residents responded to survey

*A standalone focus group was conducted with Dickinson City staff.

Plan Review

All communities were invited to review the draft plan. Four communities participated in the planning process by providing review and approval of the plan; no comments were received:

- **Gladstone** – Acknowledgement of review and approval received via email from city auditor on April 7, 2026
- **Taylor** – Acknowledgement of review and approval received via email from city auditor on March 12, 2026
- **Sentinel Butte** – Acknowledgement of review and approval received via email from mayor on March 31, 2026
- **South Heart** – Acknowledgement of review and approval received via email from mayor on April 7, 2026

In addition to those listed, the draft plan was provided to the neighboring counties of Grant, Hettinger, McKenzie, McLean, Mercer, Morton, Mountrail, Slope, and Wibaux (MT), and to MHA Nation in March and April of 2026. No comments were received.

Stakeholder Workshops

Workshop Series #1

The first series of public workshops was conducted in April 2025 as follows:

- April 21 – Beach Community Center (Golden Valley)
- April 22 – Medora Community Center (Billings)
- April 23 – West Dunn Fire Rescue (Dunn)
- April 24 – Veterans Pavilion (Stark)

The workshops were advertised via social media, flyers, and a pop-up event conducted in each county on the day of its workshop. In addition, email invitations were sent to key stakeholders identified by each county's Emergency Manager.

The first workshop series was focused on gathering input about hazard risks and vulnerabilities. Activities included scenario planning, interactive mapping, and live polling. The community survey was also promoted.

Workshop Series #2

A second series of public workshops was conducted in August 2025 as follows:

- August 25 – Killdeer Fire Hall (Dunn)
- August 26 – Stark-Billings County NDSU Extension (Stark)
- August 27 – Beach Community Center (Golden Valley)
- August 28 – Medora Community Center (Billings)

The workshops were advertised to people who participated in Workshop Series #1 and those who provided their contact information on the public survey.

Appendix B documents participation and input received from both workshop series.



Workshop Series #1 was conducted in April 2025. Pictured above is the workshop at West Dunn Fire Hall (Dunn County).

Community Conversations

To broaden the reach of engagement and promote the survey and the first series of public workshops, a pop-event was conducted in each county:

- April 21, 2025 – Badlands Barista in Beach (Golden Valley)
- April 22, 2025 – Medora C-Store (Billings)
- April 23, 2025 – Garcia's Coffee Shop in Killdeer (Dunn)
- April 24, 2025 – City Brew Coffee in Dickinson (Stark)

Community Survey



The survey was distributed online via SurveyMonkey and via hard copy and was open from April 7 through June 30, 2025. County emergency managers promoted the survey through their social media channels in April, May, and June. In addition, the survey was promoted at community conversations and Workshop Series #1.

A total of 64 responses were collected, including 10 residents of Billings County, 12 residents of Dunn County, seven residents of Golden Valley County, and 33 residents of Stark County, with two unknown. ***Appendix C*** includes detailed survey response data. The main themes are summarized below.

Hazard Threats. Respondents were primarily concerned with severe winter weather, severe winter weather, drought, and wildfire.



Hazard Impacts. Respondents were mostly concerned with power loss, utility impacts, and damage to structures or infrastructure.

Local Government Perception. Nearly half of respondents believe that their local government is adequately prepared for disasters, with one-third saying "No" and the remainder uncertain.



Hazard Damages. Fifteen respondents (23%) indicated that they had experienced at least $10,000 in damages due to natural disasters in the past five years – primarily damage to structures and vehicles.

Household Mitigation. About half of respondents have an emergency kit, while 1 in 4 has taken steps to clear vegetation or fire-prone materials around the home.

Storm Shelters. Respondents identified several sites that potentially benefit from installation of a prefabricated storm shelter. Generally, these sites are owned by public or nonprofit entities. They include empty lots in Dickinson, the Medora Campground and Red Trail Campground, and public recreation/open space areas, such as the fairgrounds, old track field, and swimming pool park in Golden Valley County. Similarly, existing buildings that could potentially serve as an emergency shelter include community centers, churches, and schools.



Roadway Flooding. Thirty respondents identified roads or infrastructure that have been impacted by flooding, drainage issues, or other hazards. The Highway 22 railroad underpass in Dickinson was mentioned eight times. Additional locations include the I-94 Business Route in Medora, Central Avenue in Beach, High Street and Railroad Street in Killdeer, Old Highway 10 in Stark County, Highway 8 near Halliday, and Highway 23 near Manning.



Mitigation Priorities. The top two areas for enhancing community resilience were improving emergency communication systems (37%) and expanding public education and training efforts (29%).

Dickinson Focus Group

The project team met with staff from the City of Dickinson and Stark County on June 4, 2025, to discuss city-specific issues and review the recommendations from the 2020 Multi-Hazard Mitigation Plan. Attendees included:

- **Josh Skluzacek** (Dickinson Engineering and Community Development Director)
- **Mark Selle** (Dickinson Deputy Fire Chief)
- **Natalie Birchak** (Dickinson City Planner)
- **Alaynea Decker** (Stark County Director of Emergency Services)

Focus group discussion was used to update the mitigation strategies and action items for Dickinson, which are provided in Chapter 4.

DATA COLLECTION & METHODOLOGY

Understanding historical trends is imperative for projecting the probability and impact of future hazard events. Likewise, maps show us where hazards have historically occurred and can give us a sense of where hazards may occur in the future.



This project involved substantial efforts to collect and report historical data. Data presented throughout this document were obtained from a variety of federal, state, and local sources. Maps, tables, and charts include notes to sources.

EXISTING PLANS AND STUDIES

Several existing plans and studies have been incorporated into the Multi-Hazard Mitigation Plan. These include:

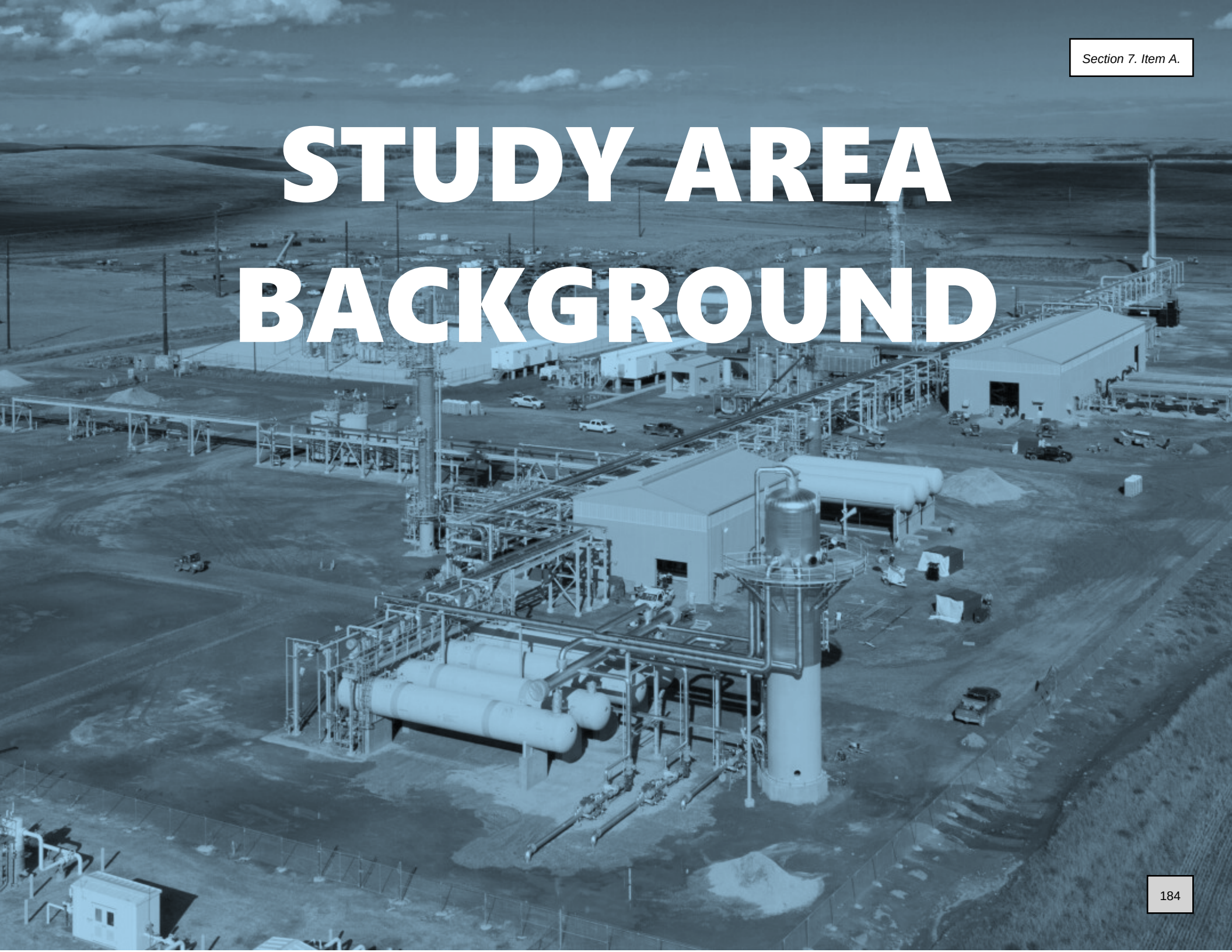
- Dickinson Comprehensive Plan (Direction 2050)
- Medora Area Plan
- Killdeer Comprehensive Plan
- Stark County Comprehensive Plan
- County FIRM updates

These plans are designed to guide growth and development of the region over the next 10-20 years. They were reviewed to understand where growth is likely to occur (which informed the vulnerability assessment) as well as identified infrastructure needs and planned infrastructure projects, some of which are directly related to mitigation (e.g., expansion of water supply systems and water storage capacity in Medora). For additional details regarding community growth, see Chapter 2 – Study Area Background.

Stark County's Comprehensive Plan includes an element for Emergency Services. Mitigation strategies and actions from Stark County's plan were incorporated into the Multi-Hazard Mitigation Plan.

Since the previous MHMP was adopted, flood hazard maps were updated for Golden Valley County and Stark County. The new flood zones have been incorporated into this Plan. Note that Sentinel Butte now participates in the National Flood Insurance Program (NFIP), but no Special Flood Hazard Areas are identified for the City. Therefore, this Plan does not include a flood hazard map for Sentinel Butte. For additional details regarding flood risk, see the Flood section in Chapter 3 – Hazard Risks and Vulnerabilities.

STUDY AREA BACKGROUND



Study Area Overview

The study area comprises approximately 30 percent of the land area south and west of the Missouri River in North Dakota, encompassing the counties of Billings, Dunn, Golden Valley, and Stark. Billings County contains just one municipality (Medora), while the other counties contain several.

Figure 1 depicts the study area. The region is characterized by diverse terrain, including rolling agricultural land and the rugged Badlands. The area is served by a network of major highways, including Interstate 94, US Highway 85, and State Highways 8, 16, 22, and 200. The BNSF railroad extends through the central portion of Stark, Billings, and Golden Valley Counties, linking several communities including Beach, Medora, Belfield, South Heart, Dickinson, Gladstone, and Richardton.

The study area is highly rural – particularly Billings, Dunn, and Golden Valley Counties. The population density (persons per square mile) for each county is:

- Billings: 0.81
- Dunn: 1.97
- Golden Valley: 1.73
- Stark: 25.09

Rural areas have unique challenges for hazard mitigation planning. For example, very rural areas have lower levels of service delivery and landowner oversight. While the likelihood of fire ignition is higher in more heavily populated areas, there could be greater opportunities for fire to spread unchecked in rural areas.

Population Trends

HISTORICAL POPULATION TRENDS

Table 3 provides population statistics for counties and municipalities. The most recent data is from the American Community Survey (ACS) 5-Year Estimates for 2023. Note that ACS all estimates are derived from statistical samples and include margins of error. Census counts are more accurate, although the 2020 Census was impacted by the Covid-19 Pandemic.

Over the past decade, the four counties and municipalities have experienced shifting population trends, with some communities growing steadily while others have seen notable declines.

Billings County has maintained a relatively stable population, experiencing only a slight increase. Dunn County, on the other hand, has faced a small decline in overall population, although certain towns, like Dodge and Dunn Center, have been substantially growing. Golden Valley County has also experienced an overall decrease. Stark County, the most populous in the region, has also been slightly declining.

Age distribution in these counties consists of young families, working-age adults, and a significant number of older residents. Education levels across the region are generally high, with most residents having at least a high school diploma. Income levels are quite different across the region. Dunn County has a much higher median household income than the state average. Billings and Golden Valley counties have lower median incomes, and some communities face higher poverty levels. Household sizes also differ, with Dunn County having the largest average.

2025 Multi-Hazard Mitigation PLAN

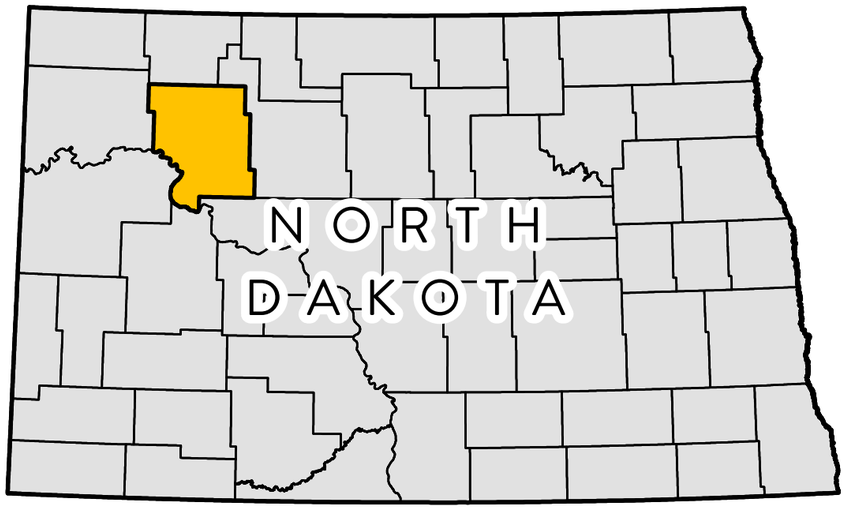
Figure 1

Study Area

- Study Area Counties
- City
- Major Highway
- Local Road
- Railroad
- National Park
- Tribal Reservation
- State Park
- Wildlife Management Area
- National Wildlife Refuge
- Lake
- Major River

0 5 10 Miles

N



MOUNTRAIL
MCKENZIE
MCLEAN
Lost Bridge
Fort Berthold Reservation
Killdeer Mountains
Little Missouri State Park
Killdeer
Dunn Center
Halliday
Dodge
Lake Ilo National Wildlife Refuge
DUNN
MERCER
MONTANA
Elkhorn State Natural Area
Little Missouri
GOLDEN VALLEY
BILLINGS
Camels Hump Lake
Beach
Sentinel Butte
Medora
Rough Rider State Park
Belfield
South Heart
Dickinson
Gladstone
Taylor
Richardton
MORTON
STARK
Golva
Bull Creek
Adam and Teresa Raab
Heart River
SLOPE
HETTINGER
GRANT
16
85
200
1806
8
94
22
186

Table 3. Population Trends by Jurisdiction

Jurisdiction	2010	2020	2010- 2020 Change	2023	2020-2023 Change
Billings County	**783**	**945**	**20.7%**	**948**	**0.3%**
Medora	112	121	8.0%	150	24.0%
Rural Billings County	671	824	12.7%	798	(23.7%)
Dunn County	**3,536**	**4,095**	**15.8%**	**4,043**	**(1.3%)**
Dodge	87	89	2.3%	108	21.4%
Dunn Center	146	227	55.5%	366	61.2%
Halliday	188	241	28.2%	396	64.3%
Killdeer	751	939	25.0%	879	(6.4%)
Rural Dunn County	2,364	2599	9.9%	2,264	(11.7%)
Golden Valley County	**1,680**	**1,736**	**3.3%**	**1,679**	**(3.28%)**
Beach	1,019	981	(3.7%)	933	(4.9%)
Golva	52	84	61.5%	98	16.7%
Sentinel Butte	56	61	8.9%	61	0.0%
Rural Golden Valley County	553	610	10.3%	587	(3.8%)
Stark County	**24,199**	**33,646**	**39.0%**	**33,116**	**(1.6%)**
Belfield	800	996	24.5%	618	(38.0%)
Dickinson	17,787	25,679	44.4%	25,216	(1.8%)
Gladstone	239	271	13.4%	240	(11.4%)
Richardton	529	692	30.8%	761	10.0%
South Heart	301	394	30.9%	556	41.1%
Taylor	148	230	55.4%	193	(16.1%)
Rural Stark County	4,395	5,384	22.5	5,532	(2.7%)

Source: US Census Bureau: 2020 Decennial Census and 2023 American Community Survey

Statewide Trends

Young Children (5 and Under). Growth is expected to slow after 2030 due to lower fertility rates and women having children at an older age.

All Children (18 and Under). Significant growth is expected through 2030, with the growth rate slowing through 2040.

Workforce Age Group. Continued growth is expected through 2050 in both the 18 to 34 demographic and the 35 to 64 demographic.

Residents Aged 65+. Significant growth is expected through 2035, with a slight decline through 2045, and another growth cycle, driven by the large number of individuals in the baby boom generation.

POPULATION PROJECTIONS



The State Data Center at the North Dakota Department of Commerce provides population projections for North Dakota's regions and Counties. The most recent data were released in February 2024 and include projections through the year 2050. The methodology is a modified version of the cohort survival component model, the most commonly used method of population forecasting. This method incorporates birth rates, mortality rates, and migration rates for different age groups. The Dickinson region, which includes Billings, Dunn, Golden Valley, and Stark Counties, is forecasted to reach a population of approximately 70,000 by the year 2050. Regional growth will continue to be driven by the Dickinson-area economy, with Stark County's population forecasted to grow by over 50 percent by 2050. **Table 4** provides projections for each county.

Table 4. County Population Projections

County	2025 Projection	2030 Projection	2040 Projection	2050 Projection	25-year Change	Percent Change
Billings	975	1,028	1,097	1,229	254	26.1%
Dunn	4,165	4,444	5,107	5,976	1,811	43.5%
Golden Valley	1,708	1,705	1,700	1,720	12	0.7%
Stark	34,646	37,856	44,270	52,510	17,864	51.6%

Source: 2024 North Dakota State Data Center Population Projections of the State, Regions, and Counties

DEMOGRAPHICS

Table 5 provides provides demograhpic characteristics for each county, which vary across the study area. The median age ranges from 34.1 years in Stark County to 44.0 years in Billings County, compared to the statewide average of 35.8 years. The All counties are majority-white. However, the non-white population varies from 20.0 percent in Dunn County to 3.6 percent in Billings County, compared to 17.1 percent for the state. Dunn County overlaps with a portion of Fort Berthold Reservation, which is home to the Three Affiliated Tribes (Mandan, Hidatsa, and Arikara Nation).

The median household income for all counties is higher than the statewide average median. However, many families' incomes are below the poverty threshold.

VULNERABLE POPULATIONS

Certain demographics are more vulnerable to hazards. For example, older residents are more likely to have ambulatory disabilities or cognitive difficulties that increase their risk to hazards. They may also have difficulty receiving communications from county agencies. Similarly, residents who are not native English speakers may have difficulty communicating during emergencies. Nearly eight percent of households in Stark County speak a language other than English at home.

Table 5. Demographic Statistics

Demographic	Billings County	Dunn County	Golden Valley County	Stark County	North Dakota
Population	**945**	**4,095**	**1,736**	**33,646**	**779,094**
AGE DEMOGRAPHICS					
Persons under 5 years	70 (7.4%)	308 (7.5%)	120 (6.9%)	2,684 (8.0%)	52,366 (6.7%)
Persons 5 to 19 years	150 (15.8%)	815 (20%)	378 (21.8%)	6,831 (20.3%)	153,779 (19.8%)
Persons 20 to 34 years	154 (16.2%)	718 (17.5%)	205 (11.8%)	7,791 (23.1%)	173,799 (22.3%)
Persons 35 to 49 years	148 (15.7%)	716 (17.5%)	303 (17.4%)	6,139 (18.2%)	137,922 (17.7%)
Persons 50 to 64 years	234 (24.8%)	842 (20.5%)	334 (19.2%)	5,795 (17.3%)	137,808 (17.6%)
Persons 65 years and over	189 (20.0%)	696 (17.0%)	396 (22.8%)	4,406 (13.1%)	65,768 (17.3%)
Median Age	44.0	38.8	42.1	34.1	35.8

Demographic	Billings County	Dunn County	Golden Valley County	Stark County	North Dakota
RACE/ETHNICITY					
White	911 (96.4%)	3,277 (80.0%)	1,620 (93.3%)	28,924 (86.0%)	645,938 (82.9%)
Hispanic or Latino	22 (2.3%)	107 (2.6%)	48 (2.8%)	2,274 (6.8%)	33,412 (4.3%)
American Indian or Alaska Native	5 (0.1%)	457 (11.2%)	12 (0.1%)	469 (1.4%)	38,914 (5.0%)
Black or African American	4 (0.4%)	25 (0.6%)	5 (0.3%)	1,050 (3.1%)	26,783 (3.4%)
Asian	6 (0.6%)	33 (0.8%)	1 (0.1%)	356 (1.1%)	13,213 (1.7%)
Two or More Races	19 (2%)	263 (6.4%)	91 (5.2%)	1,863 (5.5%)	41,940 (5.4%)
Native Hawaiian and Pacific Islander	0 (0.0%)	0 (0.0%)	1 (0.1%)	56 (0.2%)	924 (0.1%)
Other Race	0 (0.0%)	40 (1.0%)	6 (0.3%)	928 (2.8%)	11,382 (1.5%)
HOUSEHOLD AND ECONOMIC CHARACTERISTICS					
High School graduate or higher, age 25+	668 (95.3%)	5,252 (92.6%)	2,354 (97.0%)	38,950 (91.0%)	491,589 (94.5%)
Median household income	$81,250	$94,688	$76,528	$80,744	$76,525
Families below poverty level	12.4%	3.1%	9.2%	6.8%	5.6%
Language other than English spoken at home	19 (2.1%)	372 (10.1%)	20 (1.3%)	2,371 (7.8%)	45,934 (6.2%)
DIFFERENTLY-ABLED POPULATIONS					
Population with an ambulatory disability	47 (5.3%)	200 (5.5%)	229 (14.7%)	1,385 (4.6%)	38,460 (5.4%)
Population with a cognitive difficulty	31 (3.5%)	171 (4.7%)	146 (9.4%)	1,642 (5.5%)	38,343 (5.3%)

Source: US Census Bureau and 2023 American Community Survey

Economic Characteristics

The regional economy is driven by the agriculture and energy development, with manufacturing and tourism/hospitality also playing significant roles. Agriculture is closely monitored through annual surveys conducted by the National Agricultural Statistics Service and the Census of Agriculture.

Key employers in the region reflect its diverse economic base. In Billings County, major employers include the areas of tourism, education, and public administration. Dunn County's economy is strongly influenced by the energy sector, alongside education and public administration. Golden Valley County's largest employers also include education and public administration. Stark County has major employers in education, retail, healthcare, and manufacturing.

AGRICULTURAL PRODUCTION

The Census of Agricultural updates county statistics for farming and ranching every five years. Wheat for grain is the most common crop, taking up over 40 percent of all harvested acreage in the study area. Cattle, corn, and hay are other major agricultural commodities. In 2022, the total market value of all agricultural products sold in the study area was approximately $410 million. The estimated value of farmland, including land and buildings, ranges from $1,167 per acre in Billings County to $1,651 per acre in Stark County. **Table 6** provides agricultural statistics for each county and regional totals.



Farming and ranching drive the regional economy. (The Dickinson Press)

Table 6. County Agricultural Statistics

Metric	Billings	Dunn	Golden Valley	Stark	Total
Number of farms	120	380	179	**434**	1,113
Harvested acres	86,739	293,595	152,149	**415,284**	947,767
Wheat for Grain (acres)	25,899	103,724	58,320	**195,329**	383,272
Wheat for Grain (bushels)	1,012,733	4,488,232	1,900,704	**8,842,488**	16,244,157
Corn for Grain (acres)	3,638	14,545	10,069	**40,844**	69,096
Corn for Grain (bushels)	224,943	1,177,907	613,468	**2,821,857**	4,838,175
Barley for Grain (acres)	2,509	**5,604**	NA	4,777	NA
Barley for Grain (bushels)	144,225	279,899	NA	**247,351**	NA
Soybeans (acres)	0	2,223	0	**7,335**	9,558
Soybeans (bushels)	0	30,270	0	181,712	211,982
Hay, haylage, silage (acres)	47,795	**125,000**	60,709	85,677	319,181
Hay, haylage, silage (dry tons)	65,863	**219,710**	67,545	135,702	488,820
Cattle and Calves Number	25,096	**73,982**	30,785	37,782	167,645
Cattle and Calves Farms	125	**301**	116	294	836
Sheep and Lambs Number	0	569	1,109	**3,473**	5151
Sheep and Lambs Farms	0	11	15	**22**	48
Est. market value of land and buildings (per acre)	$1,167	$1,516	$1,242	**$1,651**	NA
Market value of agricultural products sold (total)	$56.85M	$127.56M	$55.55M	**$169.98M**	$409.94M
Market value of agricultural products sold (per farm)	**$334,413**	$255,111	$223,071	$276,367	NA

*Source: 2022 Census of Agriculture, North Dakota State and County Data. The four-county maximum values are shown in **bold text.***

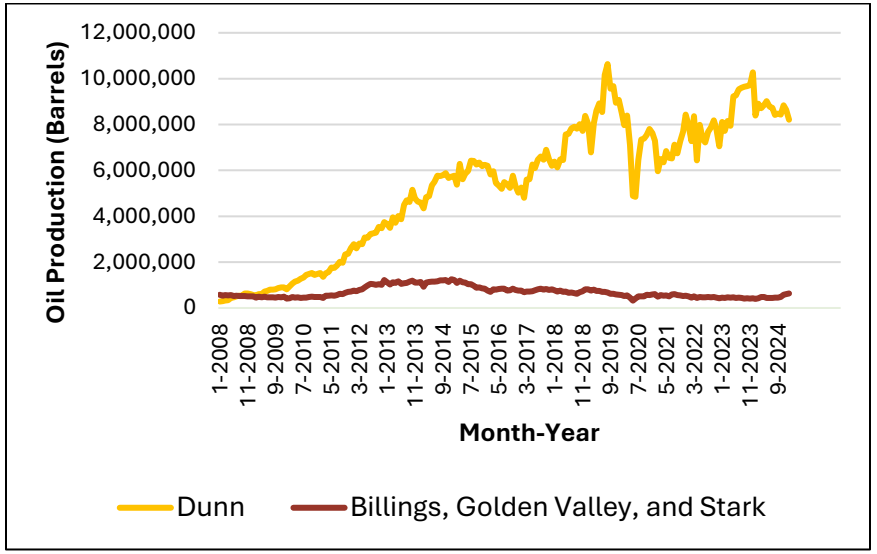
ENERGY PRODUCTION

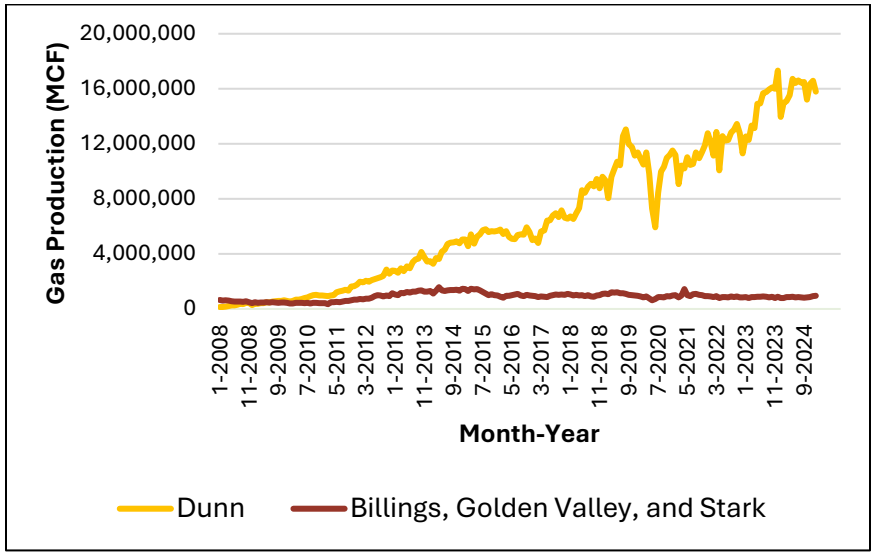
Billings, Dunn, Golden Valley, and Stark Counties comprise four of the 19 oil- and gas-producing counties in North Dakota. Dunn County is one of the state's largest energy producers, along with McKenzie, Mountrail, and Williams Counties. In 2024, Dunn County produced approximately 19 times as much oil and gas as Billings, Golden, Valley, and Stark Counties combined. **Figure 2** charts historical oil and natural gas production for the region beginning in 2008, which was roughly the beginning of the last energy boom in western North Dakota. Regional oil production has returned to pre-pandemic levels, while regional gas production is approximately 50 percent higher than before the COVID-19 pandemic. **Figure 3** depicts well density, hazardous pipelines, and natural gas processing plants in the region. These facilities present a risk of hazardous materials release.



The Bear Creek natural gas processing plant in Dunn County. ***Image Credit: The Dickinson Press***

Figure 2. Historical Oil and Natural Gas Production





Source: North Dakota Department of Mineral Resources, Oil and Gas Division

2025 Multi-Hazard Mitigation PLAN

Figure 3

Oil and Gas Development

Wells

- Sparse
- Dense
- Gas Pipeline
- Oil Pipeline
- Natural Gas Plant
- County Boundary
- Railroad
- Major Highway
- City

Source: North Dakota Department of Mineral Resources; National Pipeline Mapping System

0 5 10 Miles

N

MOUNTRAIL
MCLEAN
MCKENZIE
MONTANA
BILLINGS
GOLDEN VALLEY
DUNN
STARK
MERCER
MORTON
SLOPE
HETTINGER
GRANT

Dakota Access Pipeline

Killdeer
Dunn Center
Halliday
Dodge
Beach
Sentinel Butte
Medora
Belfield
South Heart
Dickinson
Gladstone
Taylor
Richardton
Golva

ND 22
ND 1806
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ND 16
85
94
ND 8
194

County Development Trends & Vulnerability Impacts

BILLINGS COUNTY

Billings County remains one of the least populated counties in North Dakota with fewer than 1,000 year-round residents, yet the Medora area is undergoing significant development driven largely by the upcoming Theodore Roosevelt Presidential Library (TRPL). These changes have altered the County's hazard exposure profile during the current planning period. The assessment below outlines whether development has increased or decreased vulnerability for Billings County and its participating jurisdictions, with relevance only to FEMA-relevant natural hazards such as drought, flood, severe weather, geologic hazards, wildfire, and dam failure.

Billings County (Overall)

Development Impact: Increasing
Relevant Hazards: Wildfire, Severe Summer/Winter Weather, Geologic Hazard

Increased development within Medora has produced both resilience gains and elevated risk across Billings County. Rural areas face increased wildfire exposure tied to low-occupancy housing and delayed detection, representing a continuing area of concern moving forward.

City of Medora

Development Impact: Both Increasing and Decreasing
Relevant Hazards: Wildfire, Drought, Severe Summer/Winter Weather

Improvements to Medora's water infrastructure have strengthened drought and wildfire readiness, but increased visitation and continued tourism expansion increase vulnerabilities. The new TRPL sits atop a bluff with only one current vehicular access route crossing a BNSF rail line. A roadway blockage caused by severe weather, slope failure, or fire could isolate the bluff, restricting evacuation or emergency response. Planned development of a secondary full-service access route reduces this vulnerability. In the meantime, the community is planning to improve an existing trail alignment to emergency access to the bluff.

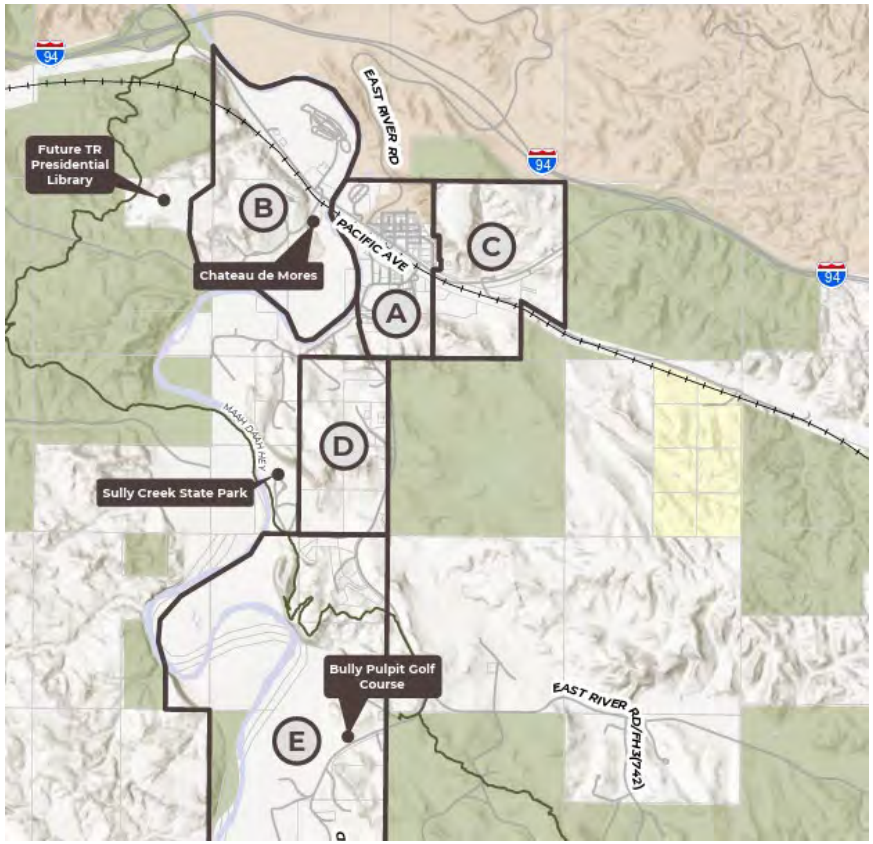
The recently completed roundabout at Pacific Avenue and Chateau Road improves mobility in the event of an evacuation, but the railroad crossing remains a challenge.

Recent developments, including a new hotel west of the Little Missouri River and a new event barn south of Medora, will also place strain on the city's services and emergency response to hazards. Even with these vulnerabilities, however, there is also decreased vulnerability to hazards in the form of a development agreement which has been established for the hotel project. This development agreement has added capacity to the City's existing water storage tank and will finance an additional 50,000-gallon storage tank which will improve the community's resilience to drought and urban/wildland fire.

Unincorporated Areas

Development Impact: Increasing
Relevant Hazards: Wildfire

Residential growth is minimal but characterized by seasonal and remote dwellings, contributing to increased fire risk where ignition events may go unnoticed. Visitor expansion in rural recreational spaces may also elevate this risk during dry or high-wind periods.



Medora has opportunities for infill development and expansion, primarily west of town (Area B), with additional amenities focused near the golf course (Area E).

DUNN COUNTY

Growth in Dunn County has been fueled by the oil and gas industry and related development. Natural gas production, in particular, continues to increase and buoy the overall economy. Oil and gas activity occurs throughout the county, while larger industrial, commercial, and residential development is concentrated in Killdeer.

Several drill sites have been developed or expanded around Killdeer in the past five years. Recent development includes:

- The DOE site in the southeast quadrant of the Highway 22/Highway 200 intersection (2024)
- The Roadrunner 1 site and Clover site northwest of Killdeer (2024)
- The North Prairie Addition, which includes 23 developable residential lots (2023)
- The BA Addition, which includes 23 developable single-family lots (2023)

This growth has generally increased vulnerability by placing more assets and population in areas exposed to wildfire, severe weather, and drought stress. While industrial regulation by the NDIC helps reduce conflicts between new and existing development, continued planning and hazard-aware land use guidance will be necessary to ensure long-term resilience across both incorporated and unincorporated areas.

Dunn County (Overall)

Development Impact: Increasing
Relevant Hazards: Wildfire, Severe Weather, Geologic Hazard, Drought

Widespread oil and gas activity has expanded the number of industrial infrastructure sites potentially exposed to wildfire or severe storm damage while their oftentimes remote location means these sites may face delayed response times during weather-related access disruptions. Increased workforce population places greater stress on water availability and drought response capacity if growth continues without corresponding infrastructure improvements.

City of Killdeer

Development Impact: Increasing
Relevant Hazards: Severe Summer/Winter Weather, Wildfire, Flood

The largest concentration of industrial, commercial, and residential growth in the County is occuring in Killdeer, including the DOE site in the southeast quadrant of the Highway 22/Highway 200 intersection, the Roadrunner 1 and Clover drill sites northwest of the community, and two residential additions totaling 46 new lots. These additional increases in development have increased both the population at risk during wildfire events, as well as the potential for ignition events. Growth-related surface disturbance and additional impervious areas may marginally elevate localized flood risk without careful stormwater planning.

Unincorporated Areas of Dunn County

Development Impact: Increasing
Relevant Hazards: Wildfire, Severe Weather, Flood, Drought

As previously mentioned, oil and gas expansion across rural areas increases the number of assets located in isolated environments where incident detection and response may be slower. Severe weather events such as blizzards, high winds, and flooding could disrupt these operations as well as impact road access to these rural areas, increasing vulnerability for workers and equipment. Additionally, population growth linked to the expansion of the oil and gas industry could strain rural water supply during extended drought periods, leading to competing interests between residential, agricultural, and industrial users.

GOLDEN VALLEY COUNTY

Golden Valley County has experienced minimal population change in recent decades. After a modest increase from 1,680 residents in 2010 to 1,736 in 2020, long-term growth is expected to remain flat. Most future development is anticipated to occur in and around the City of Beach, where essential services, utilities, and transportation infrastructure are already concentrated. Because development is limited and localized, its influence on the County's exposure to FEMA-recognized natural hazards (drought, flood, severe summer and winter weather, geologic hazard, wildfire, and dam failure) is minor compared to other jurisdictions in the region.

Golden Valley County (Overall)

Development Impact: Stable (Minimal Change)
Relevant Hazards: Wildfire, Severe Weather, Drought

Low population growth will limit the expansion of infrastructure or people into at-risk areas. Additionally, minimal development activity reduces the likelihood of exposure to hazards such as wildfire, flood, or geologic hazards. As such, county-wide vulnerability is expected to remain largely unchanged and driven more by regional weather and environmental conditions rather than development pressures.

City of Beach

Development Impact: Slight Decrease or Stable (Minimal Change)
Relevant Hazards: Flood, Severe Weather, Wildfire

Because future development is expected to remain concentrated in Beach where emergency services and utilities already exist, the community benefits from stronger hazard mitigation capacity than other rural areas in the County. By concentrating growth in serviced areas, the city may be able to reduce vulnerability by avoiding the dispersal of new residences and businesses into remote areas with

limited access where they might be more prone to fire risks. Any new development within city limits will have minimal effect on hazard exposure and is unlikely to increase flood or severe weather vulnerability if existing standards are maintained.

Unincorporated Areas of Golden Valley County

Development Impact: Stable (Minimal Change)
Relevant Hazards: Wildfire, Severe Weather, Drought

Due to minimal development activity the population levels of Golden Valley County are expected to remain largely stable. As a result, vulnerability to FEMA-recognized natural hazards will more than likely remain as it is now. Concentrated future growth in the City of Beach may offer slight resilience advantages by keeping development tied to stronger infrastructure and emergency services. Overall, development trends in the past plan period have had little to no measurable impact on hazard vulnerability across the County.

STARK COUNTY

Stark County continues to experience steady population and economic growth, with the majority of new development occurring in and around the City of Dickinson. Development pressure is most concentrated on the western edge of Dickinson and extending toward South Heart. Both the Dickinson Direction 2050 Comprehensive Plan and the Stark County Comprehensive Plan project continued growth through 2030 across the County's incorporated and unincorporated areas. Industrial development also remains active, with some projects increasing exposure to natural hazard impacts, while others have reduced risk. The following assessment summarizes how these development trends have increased or decreased vulnerability to FEMA-recognized natural hazards including drought, flood, severe summer and winter weather, geologic hazard, wildfire, and dam failure.

Stark County (Overall)

Development Impact: Increasing
Relevant Hazards: Wildfire, Severe Weather, Flood, Drought

County-wide population and employment growth continue to increase overall exposure to natural hazards particularly severe storms and wildfire in expanding fringe areas. Industrial development over the past five years has expanded the number of sites with infrastructure vulnerable to storm damage or wildfire, although some facility conversions have reduced this risk as well. Additional demand for water resources may heighten the County's overall vulnerability during drought unless infrastructure capacity is expanded.

City of Dickinson

Development Impact: Increasing
Relevant Hazards: Wildfire, Severe Weather, Flood, Drought

The City of Dickinson is projected to grow to over 29,000 residents by 2030, adding approximately 1,800 residents to the community. This population growth will increase the number of people and structures exposed to severe weather, flooding, and wildfire conditions in expansion areas. Most new development is occurring on the western edge of the city where emergency access is more limited. The City is exploring siting a future fire station to improve response times which may reduce vulnerability once implemented. Concentrated growth areas may also increase stormwater runoff and localized flood risk if not paired with adequate drainage improvements. As with other communities in the study area, higher population density increases demand for water during drought conditions and may lead to competing interests between residential, agricultural, and industrial users.

City of South Heart

Development Impact: Increasing
Relevant Hazards: Wildfire, Severe Weather, Flood,

South Heart has seen notable population growth, rising from 301 residents in 2010 to a current estimate of 556. This increased development / residential expansion has led to an increase in the number of households exposed to severe storms and other hazards. Proximity to Dickinson may reduce some vulnerability due to shared services and access to nearby emergency resources, but growth still introduces heightened exposure to hazard events.

Other Incorporated Cities (Belfield, Gladstone, Richardton)

Development Impact: Slight Increase
Relevant Hazards: Wildfire, Severe Weather, Flood,

Modest county-wide growth projects suggest incremental increases in exposure across the remaining municipalities in Stark County. The industrial waste landfill expansion south of Belfield increases infrastructure exposure to severe storms and could elevate localized flood vulnerability depending on drainage characteristics. No anticipated major development trends indicate reduced vulnerability in these communities.

Unincorporated Areas of Stark County

Development Impact: Increasing
Relevant Hazards: Wildfire, Severe Weather, Drought

About 1,000 new residents are expected to locate in rural and unincorporated portions of the County by 2030. This population growth will lead to an increase in the number of households in areas with higher wildfire risk and potentially limited emergency access. Dispersed rural developments could experience delays in emergency response times during severe winter weather or flooding events. Meanwhile, industrial activity in unincorporated areas will increase infrastructure exposure to hazards, although the recent conversion of the Marathon Petroleum facility south of Dickinson to renewable diesel has reduced hazardous materials risk at that site.

Critical Facilities

Critical facilities play a vital role in disaster response, recovery, and continuity of essential services within Billings, Dunn, Golden Valley, and Stark Counties. These facilities include hospitals, emergency operations centers, police and fire stations, utilities, schools, and other key infrastructure essential to public safety and economic stability. An important element of hazard mitigation planning is determining critical facilities that may need special consideration during the preparation of mitigation action items.

EMERGENCY FACILITIES

These facilities are crucial to the health and welfare of the entire population and become especially important following hazard events. Examples include:

- Hospitals and medical centers.
- Emergency operations centers.
- Fire and police stations.
- Shelters and mass care facilities.

Figure 4 and **Figure 5** on the following pages depict service areas for fire departments and emergency responders.

UTILITY AND INFRASTRUCTURE SYSTEMS

The disruption of these systems would have significant impacts on the population and emergency response. Examples include:

- Water treatment and wastewater facilities.
- Power generation and distribution networks.
- Communication infrastructure.
- Transportation infrastructure.
- Facilities containing high-density or vulnerable populations.

INSTITUTIONAL FACILITIES

These facilities require special consideration due to the large number of occupants or the presence of at-risk individuals. Examples include:

- Schools, daycare centers, and universities.
- Retirement homes and assisted living facilities.
- Correctional institutions.

HISTORIC & CULTURAL SITES

These locations hold significant community values and are important for community development. Examples include:

- Historic landmarks and cultural heritage sites.
- Museums and community centers.

RECREATION AREAS

Park-goers and trail user can be vulnerable to severe summer weather (e.g., tornado) if they become stranded without access to shelter.

Major recreation areas in the four-county area include:

- Theodore Roosevelt National Park (Billings County)
- Sully Creek State Park (Billings County)
- Little Missouri State Park (Dunn County)
- Lake Ilo National Wildlife Refuge (Dunn County)
- Camels Hump Lake Recreation Area (Golden Valley County)
- Patterson Lake Recreation Area (Stark County)
- Schnell Recreation Area (Stark County)

Table 7 identifies many critical facilities in the study area. This list is not exhaustive.

2025 Multi-Hazard Mitigation PLAN

Figure 4

Fire Districts

Fire Districts

County Boundary

City

Source: North Dakota GIS Hub

0 5 10 Miles

N

MOUNTRAIL

MCLEAN

MCKENZIE

MERCER

MORTON

GRANT

SLOPE

HETTINGER

Grassy Butte

Twin Buttes

Killdeer

Dunn Center

West Dunn

Halliday

Golden Valley

Central Rural

Billings County

Dickinson

Sentinel Butte

Beach

Medora

Belfield

South Heart

Gladstone

Taylor

Hebron

Richardton

Golva

New England

Regent

Mott

NORTH DAKOTA 22

NORTH DAKOTA 1806

NORTH DAKOTA 200

NORTH DAKOTA 16

85

94

NORTH DAKOTA 8

201

2025 Multi-Hazard Mitigation PLAN

Figure 5

EMS Response Districts

EMS Response Districts

County Boundary

City

Source: North Dakota GIS Hub

0 5 10 Miles

N

MOUNTRAIL

Parshall EMS

MCLEAN

MCKENZIE

Watford City EMS

Mandaree EMS

ND 22

ND 1806

Killdeer

Dunn Center

ND 200

Killdeer EMS

ND 16

Killdeer EMS

85

ND 8

ND 200

Halliday EMS

MERCER

Beulah EMS

Belfield EMS

94

Medora

Beach EMS

Medora EMS

Dickinson

Dickinson EMS

94

Richardton EMS

Hebron EMS

MORTON

ND 22

New England EMS

85

SLOPE

HETTINGER

GRANT

202

Table 7. Critical Facilities Inventory

Facility	County	Address
COMMUNITY CENTERS		
Medora Community Center	Billings	465 Pacific Ave, Medora
High Plains Community Center	Dunn	100 5th Ave SW, Killdeer
Beach Community Center	Golden Valley	153 E Main St, Beach (City Hall)
CountryHouse Memory Care	Stark	628 24th St W, Dickinson
West River Community Center	Stark	2004 Fairway St, Dickinson
ELDERLY CARE FACILITIES		
Hill Top Home of Comfort	Dunn	95 Hill Top Dr, Killdeer
Golden Valley Manor	Golden Valley	260 5th St SW, Beach
Benedict Court	Stark	830 2nd Ave E, Dickinson
Hawk's Point	Stark	1266 Signal Butte, Dickinson
Park Avenue Villa	Stark	1050 Park Ave, Dickinson
Richardton Health Center	Stark	8885 Highway 10, Richardton
St. Luke's Home	Stark	242 10th St W, Dickinson
EMERGENCY OPERATIONS CENTERS		
Billings County Emergency Management	Billings	495 4th St, Medora (Billings County Courthouse)
Dunn County Emergency Management	Dunn	308 Wilcox St, Manning
Golden Valley Emergency Management	Golden Valley	150 1st Ave, Beach (Golden Valley County Courthouse)
Stark County Emergency Management	Stark	66 W Museum Dr, Dickinson (Stark County Sheriff's Office)
FIRE PROTECTION & EMERGENCY MEDICAL SERVICES		
Billings Rural Fire	Billings	604 E River Rd S, Medora
District 2 Fairfield Fire Hall	Billings	12823 20th St SW, Fairfield

Facility	County	Address
Medora Fire Hall	Billings	I-94 Loop W, Medora
Medora EMS	Billings	495 4th St, Medora (Billings County Courthouse)
Halliday Fire Department	Dunn	PO Box 407, Halliday
Killdeer Ambulance	Dunn	25 High St, Killdeer
Killdeer Fire Hall	Dunn	215 4th Ave W, Killdeer
West Dunn Fire Hall	Dunn	220 Central Ave S, Dunn Center
Beach Fire Department	Golden Valley	150 1st Ave SE, Beach (Golden Valley County Courthouse)
Golva Fire Department	Golden Valley	1210 1st Ave W, Golva
Sentinel Butte Fire Department	Golden Valley	61 Front St, Sentinel Butte
Dickinson Fire Department Station 1	Stark	25 2nd Ave W, Dickinson
Dickinson Fire Department Station 2	Stark	2475 State Ave N, Dickinson
Dickinson Rural Fire Department	Stark	706 S Main Ave, Dickinson
Dickinson Rural North Station	Stark	2489 3rd Avenue W, Dickinson
Belfield Fire Department	Stark	100 3rd Ave SW, Belfield
Gladstone Fire Department	Stark	498 Lee Ave N, Gladstone
Richardton Rural Fire	Stark	115 2nd St N, Richardton
Richardton Taylor Rural Ambulance District	Stark	125 N Ave W #101, Richardton
South Heart Fire District	Stark	403 Roland Ave NW, South Heart
Taylor Rural Fire Department	Stark	3440 92nd Ave SW, Taylor
HEALTH & MEDICAL FACILITIES		
Killdeer Medical Clinic	Dunn	220 4th Ave SW, Killdeer
CHI St. Alexius Family Clinic	Golden Valley	95 2nd St NW, Beach
Golden Valley Public Health Department	Golden Valley	150 1st Ave SE, Beach (Golden Valley County Courthouse)

Facility	County	Address
CHI St. Alexius Health	Stark	2500 Fairway St, Dickinson
Sanford East Clinic	Stark	33 9th St West, Dickinson
Sanford West Clinic	Stark	2615 Fairway St, Dickinson
Southwestern District Health Unit	Stark	528 21st St W, Dickinson
HISTORIC AND CULTURAL SITES		
Burning Hills Amphitheater	Billings	3422 Chateau Rd, Medora
Chateau De Mores	Billings	3426 Chateau Rd, Medora
De Mores Meat Packing Plant Ruins	Billings	201 East River Road, Medora
Peaceful Valley Ranch	Billings	Theodore Roosevelt National Park
St Mary's Catholic Church	Billings	305 4th St, Medora
Theodore Roosevelt Elkhorn Ranch	Billings	Theodore Roosevelt National Park
Theodore Roosevelt Maltese Cross Ranch	Billings	Theodore Roosevelt National Park
Theodore Roosevelt Presidential Library	Billings	3410 Chateau Rd, Medora
Von Hoffman House	Billings	485 Broadway, Medora
Killdeer Mountain Battlefield	Dunn	Killdeer Mountain Battlefield Road, Killdeer
Lynch Knife River Flint Quarries	Dunn	95th Ave east of Dunn Center
Dickinson Area Public Library	Stark	139 3rd St W, Dickinson
Stark County Courthouse	Stark	51 3rd St W, Dickinson
LAW ENFORCEMENT		
Billings County Sheriff's Office	Billings	495 4th St, Medora (Billings County Courthouse)
Medora Police Department	Billings	465 Pacific Ave, Medora (Medora Community Center)
Dunn County Sheriff's Office	Dunn	205 Owens St, Manning
Killdeer Police Department	Dunn	165 Railroad St, Killdeer

Facility	County	Address
Golden Valley Sheriff's Office	Golden Valley	150 1st Ave SE, Beach (Golden Valley County Courthouse)
Stark County Sheriff's Office	Stark	66 W Museum Drive, Dickinson
Dickinson Police Department	Stark	2475 State Ave N, Dickinson
SCHOOLS & COLLEGES		
DeMores Elementary	Billings	350 Broadway, Medora
Prairie Elementary	Billings	12793 20th St, Fairfield
Killdeer Elementary School	Dunn	101 High St NW, Killdeer
Killdeer High School	Dunn	1415 High St NW, Killdeer
Beach High School	Golden Valley	600 N Central Ave, Beach
Golva Elementary School	Golden Valley	301 Terrell Ave, Golva
Home on the Range	Golden Valley	16351 I-94, Sentinel Butte
Lincoln Elementary School	Golden Valley	201 1st Ave SE, Beach
Belfield Public School	Stark	308 3rd St NE, Belfield
Dickinson High School	Stark	1415 Empire Rd, Dickinson
Dickinson Middle School	Stark	2675 21st St W, Dickinson
Dickinson State University	Stark	291 Campus Dr, Dickinson
Heart River Elementary School	Stark	720 SW 7th St, Dickinson
Jefferson Elementary School	Stark	599 11th Ave W, Dickinson
Lincoln Elementary School	Stark	102 W 10th St, Dickinson
Prairie Rose Elementary School	Stark	2785 10th Ave W, Dickinson
Roosevelt Elementary School	Stark	230 3rd Ave E, Dickinson
Richardton-Taylor High School	Stark	320 Raider Rd, Richardton
South Heart Public School	Stark	310 4th St NW, South Heart

Facility	County	Address
Southwest Community High School	Stark	402 4th St W, Dickinson
Taylor-Richardton Elementary School	Stark	306 Ertel Ave, Taylor
Trinity Schools	Stark	810 Empire Rd, Dickinson

Weather and Climate

Climate and weather patterns impact the region's susceptibility to natural hazards, including severe summer weather, severe winter weather, flood, drought, and wildfire. This section reviews historical climate trends for the study area.

CLIMATE VARIABILITY

The Northern Great Plains (NGP) region in general and the study area in particular have an extreme continental climate characterized by a very high annual variation in temperature (warm summers and cold winters) and a high daily range in temperatures, as compared to maritime climates. These high ranges in temperature are mainly due to the area's location: in the mid-north latitudes (between 45.935° and 49.000 ° N), near the north border of the continental United States, centered in the North American Continent, and far from the modifying effect of oceans.

North Dakota's range of extremes in heat and cold are only exceeded by two other states – Montana and Utah.[1] However, those two states' colder minimum temperatures were recorded at the markedly higher elevations than exist in North Dakota.



Severe winter weather and other hazards impact animals and livestock as well as humans. ***Image Credit: The Dickinson Press***

[1] United States Extreme Record Temperatures & Differences (2014). Statewide Extremes. https://ggweather.com/climate/extremes_us.htm

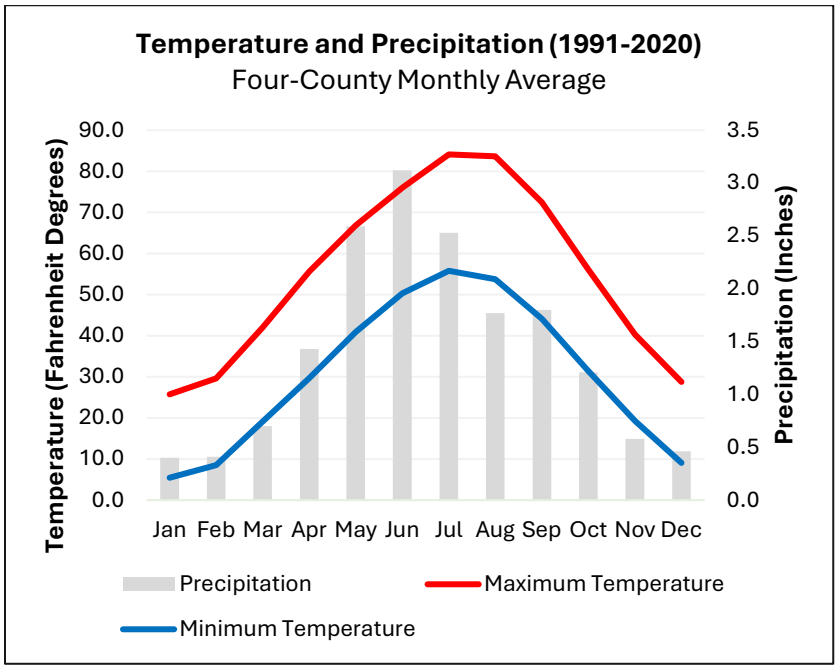
HISTORICAL OVERVIEW

Historical climate trends are generally analyzed over:

- The most recent 30-year climate normal, a sliding scale that is updated every decade; and
- The entire period of record, i.e., all available data.

Figure 6, below, shows the average monthly precipitation and the range of monthly average high and low temperatures across the study area during the most recent 30-year climate period, 1991-2020. **Table 8** provides the values.

Figure 6. Thirty-Year Climate Trends



Source: Climate Toolbox, 2024

Table 8. Thirty-Year Climate Trends

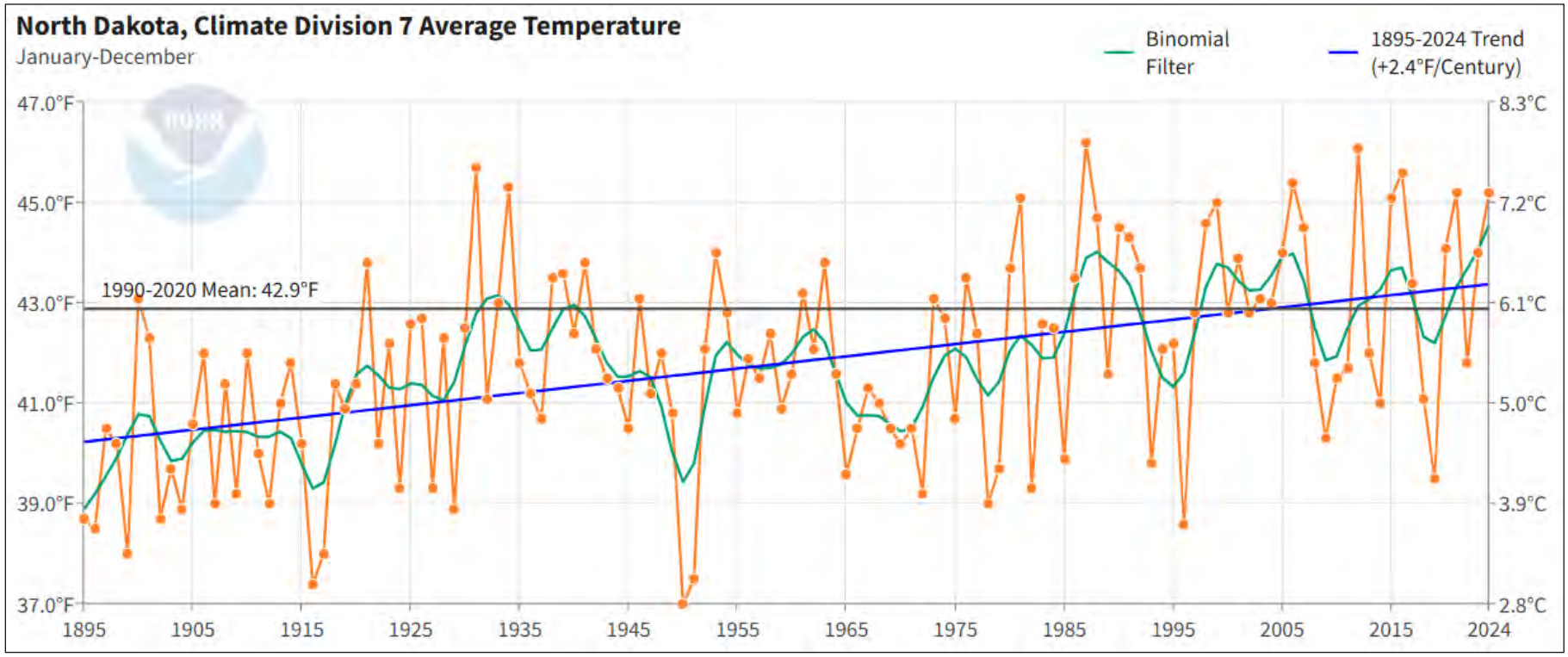
Month	PPT (in.)	Tmax (F)	Tmin (F)	Tavg (F)
Jan	0.40	25.74	5.45	15.60
Feb	0.41	29.59	8.52	19.06
March	0.70	42.02	19.07	30.55
Apr	1.43	55.63	29.66	42.65
May	2.53	66.83	40.87	53.85
Jun	3.12	76.02	50.33	63.18
Jul	2.53	84.11	55.79	69.95
Aug	1.77	83.61	53.78	68.70
Sep	1.80	72.45	44.12	58.28
Oct	1.21	56.09	31.47	43.78
Nov	0.58	40.31	19.26	29.79
Dec	0.46	28.78	9.10	18.94
Annual	17.01	55.10	30.62	42.86

Source: Climate Toolbox, 2024

Figure 7 and **Figure 8** on the following pages show the annual temperature pattern and the annual precipitation pattern, respectively, for the study area. They cover the entire long-term period of record, extending back to 1885, and include all climate data from 12 stations located within the study area and two additional stations in southern McKenzie County.

From **Figure 7**, Note the frequent changes from warmer to colder years, with patterns of changes that occur over a period of a few years to decades, and the subtle but steady warming trend of around 2.4°F per century. The average temperature of 42.9°F for the Four-County area is about 1.9°F warmer than the statewide average, while the rate of increase (trend) is two tenths of a degree Fahrenheit per century slower than the statewide average.

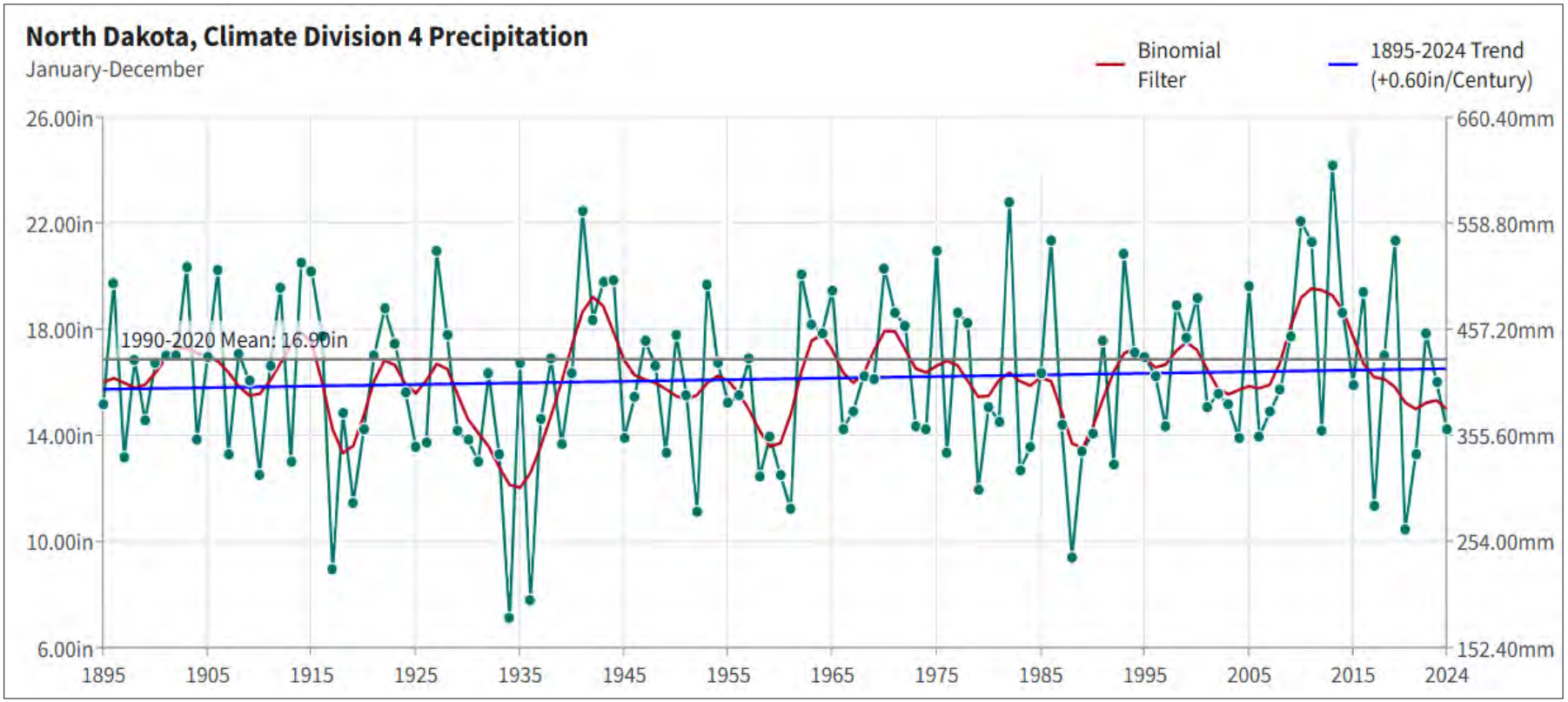
Figure 7. Four-County Interannual to Multi-Decadal Variability in Temperature



From **Figure 8,** note the frequent changes from much drier to much wetter years, the patterns of changes that occur over a period of a few years to decades, and the subtle but steady trend for increasing precipitation at around 0.60 inches per century. The current 30-year average precipitation of 17 inches for the Four-County area is about 2.72 inches lower than the statewide average, while the rate of increase (trend) is about 0.56 inches per century slower than the statewide average.

Moisture is a key component of climate. North Dakota is effectively located in a transition area from the moist eastern United States and the semiarid West. A high daily range in temperature is primarily due to the lower heat capacity of dry air and dry soils, which warm and cool at faster rates than moist air/soils and large bodies of water.

Figure 8. Four-County Interannual to Multi-Decadal Variability in Precipitation



RECORD TEMPERATURES

Table 9 provides record maximum and minimum temperatures for the four-county study area. The historical high and low for each county are shown in bold text. The record high and low for the entire study area are indicated by red and blue text, respectively. Of 12 stations reviewed, Dunn Center has exhibited the most extreme range in temperatures over its entire Period of Record, from an *all-time* low of -52°F on 15 Feb 1936 to an *all-time* high of 111°F on 6 July 1936. Note, too, that Dunn Center has recorded a freezing temperature in each month of the year. The protracted dry conditions of the Great Plains Dust Bowl era led to the dramatically cold winter and dramatically hot summer conditions experienced statewide, and throughout that period.

Table 9. Record Maximum and Minimum Temperatures

Location	Period of Record	Record Maximum Temperature	Date	Record Minimum Temperature	Date
Billings County					
Medora	**1948 - Current**	**110° F**	**6 Jul 1936**	**-49° F**	**26 Jan 1950**
Sully Springs	2004 - Current	107° F	25 Jul 2024	-34° F	13 Jan 2024
Fairfield	1955 - 2014	109° F	30 Aug 2008	-38° F	21 Dec 1989
Dunn County					
Killdeer	1998 - Current	109° F	26 Jul 2024	-36° F	18 Feb 2025
Dunn Center 1E	**1919 - Current**	**111° F**	**6 Jul 1936**	**-52° F**	**15 Feb 1936**
Manning 3SW	1981 - Current	109° F	7 Jul 2024	-38° F	19 Feb 2025
Golden Valley County					
Beach	**1906 - 2011**	**110° F**	**27 Jul 1917**	**-43° F**	**15 Feb 1936**
Trotters 3SSE	1959 - 2011	110° F	6 Jul 1981	-37° F	21 Dec 1989
Stark County					
Dickinson Ag	**1893 - Current**	**114° F**	**6 Jul 1936**	-47° F	12 Jan 2011
Dickinson Airport	1948 - Current	109° F	7 Jul 1981	-36° F	18 Feb 2025
Richardton	**1916 - Current**	113° F	6 Jul 1936	**-48° F**	**2 Feb 1917**
Taylor 7NNW	2011 - 2022	110° F	24 Jul 2007	-37° F	14 Feb 2021

HUMIDITY AND HEAT INDEX

Humidity is a measure of how much water vapor is in the air. The heat index is a function of air temperature and the relative humidity or dewpoint. A high heat index (high temperature combined with high humidity) makes the heat feel more intense and limits the human body's ability to cool itself through sweat evaporation.

Definitions

Relative Humidity is the ratio of how much water vapor is in the air compared to how much the air can hold at a given temperature and pressure.

Dewpoint Temperature is a measure of the quantity of moisture in the air. When the Dewpoint equals the Air Temperature, Relative Humidity is maximized at 100 percent, and either dew, frost, or fog forms.

Heat Index is calculated using Air Temperature and either Dewpoint or Relative Humidity.

The record maximum dewpoint for North Dakota was set at 89°F near Wahpeton on July 19, 2021. With a concurrent air temperature of 91°F, the maximum Heat Index was 131°F. That day, dewpoint temperatures reaching more than 80°F overspread southwestern and western Minnesota, much of eastern South Dakota, most all of North Dakota along and east-northeast of the Missouri. (Gust, 2018). Within the study area, peak dewpoint readings of 78°F were recorded near Killdeer (EW7711), the Beach Airport (K20U) and nearby NDAWN station, and the Painted Canyon/Sully Springs RWIS station (ND006).[2] The highest dewpoint in the Four-County area was 79°F, recorded at the Dickinson Airport (KDIK). With air temperatures ranging from 90-95°F, the corresponding Heat Indices on that day ranged from 105-110°F.

YOUR BODY'S COOLING SYSTEM

When you sweat, excess heat energy is used to convert sweat beads to vapor, cooling your body temperature. On humid days, the air is already saturated with moisture, so sweat does not evaporate as readily. This can lead to a feeling of being hot and sticky and can increase the risk of heat-related illnesses like heat exhaustion or heat stroke.

WIND

Changes in windspeed and/or direction often indicate the passage of airmass boundaries, cold fronts or warm fronts, and related changes in weather. In current weather observation practice, windspeed and direction are measured at most automated and manual weather stations, but not necessarily at climate reporting stations.

[2] CWOP (n.d.). What's Going on Here? http://wxqa.com/; Mesowest (n.d.). Maximum Wind Gust for ND - Bismarck CWA. https://tinyurl.com/ms4mbzdd; NDAWN Center (n.d.). NDAWN Station Locations. https://ndawn.ndsu.nodak.edu/

Definitions

Sustained winds: The highest windspeed average for any 2-minute period within a 10-minute observation period.

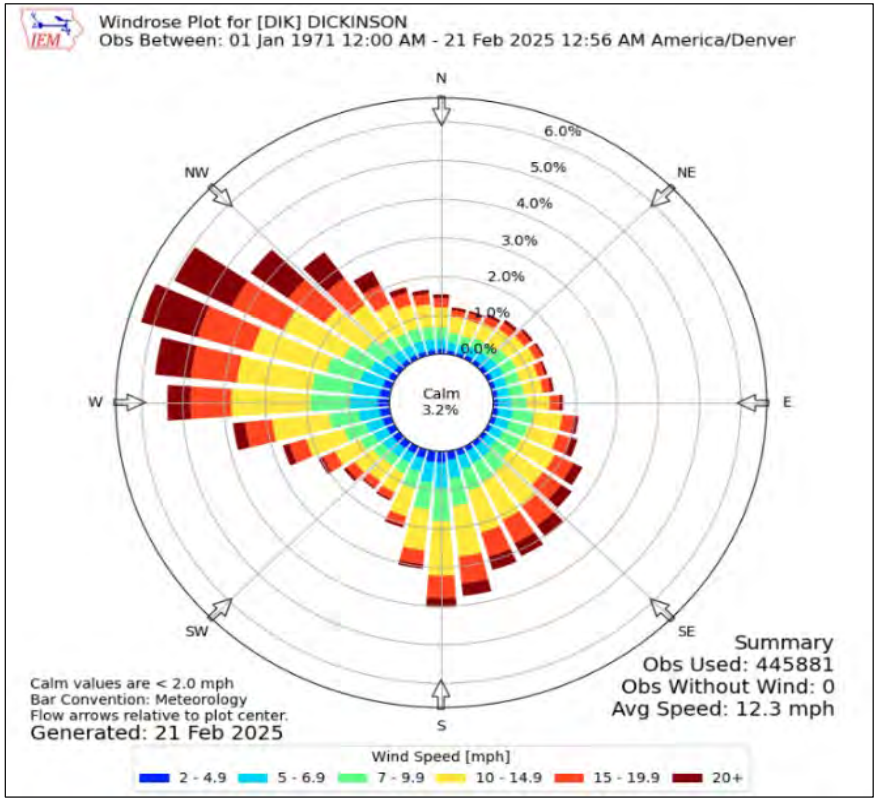
Wind gust: The highest 3-second measurement during the 10-minute observation period.

Peak wind: The maximum 3-second gust at any time during the hour.

Multi-source/composite wind energy estimates indicate that derived winds across the higher terrain along the Dunn and Billings County line, roughly between Fairfield and Manning, average near 12.9 mph, at 10 meters AGL, and near 19.9 mph at 100 meters AGL.[3] In the 216 sq. mi. area sampled for this estimate, average elevations range from 2400-2700 ft AMSL.

Figure 9 shows the windrose for measured 10-meter winds at the Dickinson Airport (KDIK), located roughly six miles south of downtown Dickinson. Monthly and seasonal windroses for the KDIK location show that west-northwest winds dominate in every month of the year, but spring and summer months have more of a balance between west-northwest and south-southeast winds.

Figure 9. Windrose Plot for Dickinson Airport



Wind Records

The **highest non-tornadic wind records of 105 mph for Stark County and >100mph for Golden Valley County** were estimated based on damage produced by two separate squall lines with embedded weak tornadoes which tracked across southwest and west-central ND on the 11th and 13th of June 1980. On 11 Jun 1980, wind blew the roof off of a house in Dickinson and destroyed several sheds

[3] Energydata (n.d.). Global Wind Atlas. https://globalwindatlas.info/en

and barns near Taylor. According to the NWS Bismarck, on 13 Jun 1980 "winds over 100 mph collapsed a small grandstand, moved an unoccupied house off its foundation, knocked trees down, blew the roof off a metal shed, downed power lines, and broke windows".[4]

The **highest non-tornadic wind record of 115 mph for Dunn County** was measured at a farmstead 1 mile west of Halliday on 13 Jul 1997. Numerous trees were blown down, buildings damaged, and a tractor trailer was blown through a fence.

The **highest non-tornadic wind record of 120 mph for Billings County** was estimated based on wind damage produced from 8 miles west of Fairfield to 1 mile east. In this band, a 120 ft tall communications tower was toppled, numerous trees snapped, and a Quonset hut was thrown 150 yards.

Each of these extreme downburst wind damage events occurred as part of a larger thunderstorm squall line which produced widespread hail and wind damage across much of the southwest and west-central northwest and northcentral portions of the state, and at least one or more tornado or funnel cloud sighting among the several counties involved.

FUTURE CLIMATE CONDITIONS

Recent climate change trends have shown, and future projections suggest that the state can expect continued gradual warming in all seasons, with greatest warming in the winter season. Overall precipitation is likely to increase, but with a high degree of inter-seasonal and interannual variability, which could lead to longer and stronger droughts interspersed with more frequent and more intense flooding. Severe summer and winter season storms will likely continue to occur in both drier, drought-prone periods, and wetter, flood-prone periods within the state's overall high climate variability.

According to the 2022 *North Dakota State Climate Summary*, the statewide average annual temperature has increased by over 2.6°F in the past 122 years (since 1901), and projections indicate the potential for an additional 1 to 9°F (0.6-5.0°C) increase above the current 1991-2020 average through mid-century.

According to information included in the 2024-2029 ND Enhanced Mitigation Mission Area Operations Plan (eMAOP) chapter on *ND Extreme Climate Variability and Potential Climate Change,* the state of North Dakota will *likely* experience the following changes in climate patterns across the state:

- More days with precipitation over a half inch, leading to an increased risk of flood hazards.
- Longer dry spells (consecutive days without precipitation), leading to an increased risk of drought and fire.
- More summer days with maximum temperatures over 95 degrees Fahrenheit and more summer nights with minimum temperatures over 65 degrees Fahrenheit, leading to increased risks from excessive heat.
- Increase in cool season precipitation (late fall, winter, and early spring).
- Slowly warming winters.

[4] North Dakota County Statistics (n.d.). Stark County. https://www.weather.gov/media/bis/North_Dakota_County_Statistics.pdf



HAZARD RISKS & VULNERABILITIES

Hazards Overview

The Billings-Dunn-Golden Valley-Stark Counties region has long faced a diverse range of hazards, both natural and human-caused, that threaten its communities, infrastructure, and economy. Over the years, these counties have encountered severe storms, flooding, drought, wildfires, and winter weather, among other challenges. Understanding these hazards and their impacts is crucial for improving resilience and ensuring public safety. This chapter profiles a range of hazards that impact the study area. It was developed using a variety of data sources and through discussion with regional stakeholders. Profiled hazards and threats are listed below, with links to each section.

Natural Hazards

- Drought
- Flood
- Geologic Hazards
- Severe Summer Weather
- Severe Winter Weather
- Space Weather
- Urban Fire
- Wildland Fire

Technological Hazards

- Dam Failure
- Hazardous Materials Release
- Transportation Incidents

Adversarial Threats

- Civil Disturbance
- Criminal Attack
- Cyberattack
- Infectious Disease & Pest Infestation
- Terrorist or Nation-State Attack

DISASTER DECLARATIONS

Table 10 displays the record of Presidential Disaster Declarations from 1966 to 2023 for the four-county area. There were 26 unique presidential disaster declarations during this period. On average, the region has experienced about one disaster declaration every two years, most commonly for flooding, severe summer weather, and severe winter weather. Two disaster declarations were issued during the COVID-19 pandemic.

Table 10. Four-County Presidential Disaster Declarations (1966-2023)

Year	Declaration	Hazard	Affected Counties			
2023	DR-4717	Flooding		Dunn	Golden Valley	
2022	DR-4660	Severe Winter Storm	Billings	Dunn	Golden Valley	
2020	EM-3477	COVID-19	Billings	Dunn	Golden Valley	Stark
2020	DR-4509	COVID-19	Billings	Dunn	Golden Valley	Stark
2013	DR-4128	Severe Storms & Flooding		Dunn		Stark
2011	DR-1986	Severe Winter Storm		Dunn		
2011	DR-1981	Flooding	Billings			
2010	DR-1901	Severe Winter Storm		Dunn		
2010	DR-1879	Severe Winter Storm	Billings	Dunn	Golden Valley	Stark
2009	DR-1829	Severe Storms & Flooding	Billings	Dunn		Stark
2005	DR-1616	Severe Winter Storm	Billings	Dunn	Golden Valley	Stark
2005	DR-1597	Severe Storms, Flooding, Ground Saturation				Stark
2004	EM-3196	Snow		Dunn		
2001	DR-1376	Flooding			Golden Valley	
2001	DR-1353	Winter Storm			Golden Valley	
1997	DR-1157	Severe Winter Storms/Blizzards	Billings	Dunn	Golden Valley	Stark
1997	DR-1174	Severe Storms, Flooding	Billings	Dunn	Golden Valley	Stark
1993	DR-1001	Severe Storms				Stark
1978	DR-554	Ice Jams, Snowmelt, Flooding	Billings	Dunn	Golden Valley	Stark
1978	EM-3061	Blizzard and Snowstorms	Billings		Golden Valley	
1976	EM-3016	Drought		Dunn		
1975	DR-469	Flooding from Rains, Snowmelt		Dunn		

Year	Declaration	Hazard	Affected Counties			
1972	DR-335	Severe Storms & Flooding				Stark
1970	DR-287	Severe Storms & Flooding		Dunn		Stark
1969	DR-256	Flooding		Dunn		Stark
1966	DR-220	Severe Storms & Flooding				Stark

Source: FEMA

HAZARD PROFILES

This chapter profiles each natural hazard, human-caused/technological hazard, and adversarial threat. Each hazard profile includes:

- **Overview:** A general description of the hazard and risks within the study area.
- **Location:** The geographic area(s) at risk.
- **Probability and Extent:** Historical occurrences of the hazard, the future probability of occurrence, and the probable extent of occurrence.
- **Vulnerabilities and Impacts:** Potential impacts to the regional economy, community assets, or specific populations.
- **Future Conditions.** The long-term outlook given current development trends and climate trends.

PROBABILITY AND IMPACTS

Risk is a function of probability and impact. Probability is the likelihood that a hazard event will occur in the study area in future years. The MHMP assesses probability on a five-point scale:

1. **Improbable:** The hazard does not exist; the likelihood of future occurrence is effectively 0 percent.
2. **Unlikely:** The annual probability of occurrence is greater than 0 percent but less than 1 percent.
3. **Possible:** The annual probability of occurrence is at least 1 percent but less than 10 percent.
4. **Likely:** The annual probability of occurrence is at least 10 percent but less than 100 percent.
5. **Very Likely:** The annual probability of occurrence is essentially 100 percent.

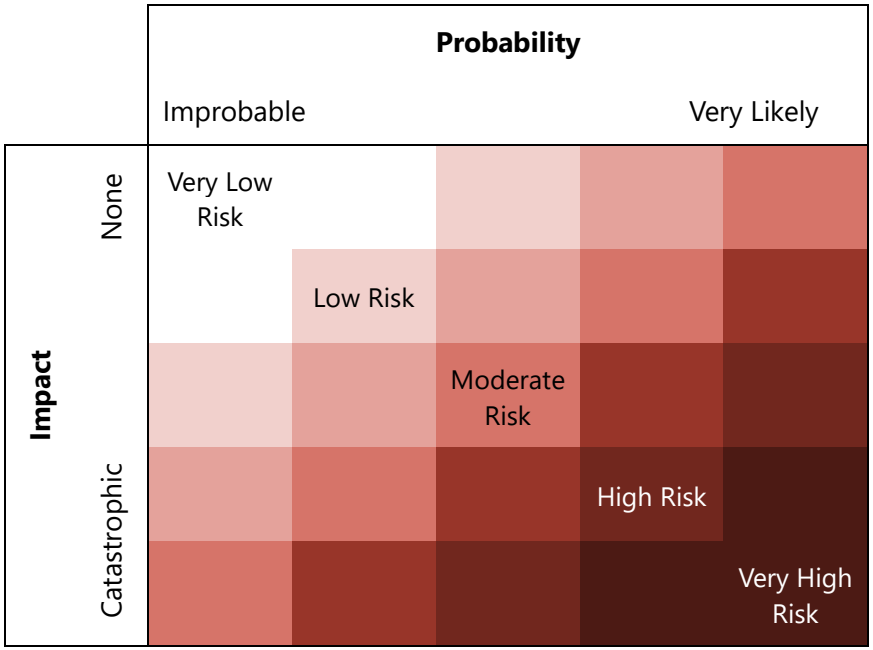
Impacts can be evaluated in terms of human consequences, economic consequences, government consequences, or social consequences (**Table 11 & Table 12**). Understanding the probability and impact of each hazard is important for prioritizing hazard mitigation efforts.

Table 11. Impact Ratings

Consequences	Scale of Impacts and Consequences (Most Likely Outcome)				
	1 None/Negligible	**2 Minor**	**3 Moderate**	**4 Significant**	**5 Catastrophic**
Human Consequences	0 fatalities and 0 injuries	1-2 fatalities and/or fewer than10 injuries	3-5 fatalities and/or fewer than 20 injuries	10-20 fatalities and/or fewer than 50 injuries	More than 20 fatalities and/or 50 or more injuries
Economic Consequences	Up to $100,000	$100,000 to $1 million	$1 million to $10 million	$1 million to $100 million	More than $100 million
Government Consequences	No measurable change in government function	Minor changes in government function	Moderate interruption or change in the ability to provide government functions	Widespread and significant change in the ability to provide government functions	Widespread and prolonged loss of government functions
Societal Consequences	No measurable change to behavior	Occasional or minor loss of nonessential social functions	Loss of many nonessential social functions	Loss of essential social functions; disruption of behavior	Widespread loss of essential social functions; loss of belief in government or institutions

RISK = Probability X Impact

Table 12. Risk Matrix



Public Risk Perception

At public workshops conducted during the MHMP planning process, participants were asked to evaluate the probability and impact of various hazard types. Their feedback is summarized throughout this section.

Natural Hazards

Profiled natural hazards include:

- Drought
- Flood
- Geologic Hazards
- Severe Summer Weather
- Severe Winter Weather
- Space Weather
- Urban Fire
- Wildland Fire

DROUGHT

Overview

- **Overall Risk**: High to Very High
- **Probability:** Likely (50% annual probability of a D1 drought; 25% annual probability of a D2 drought; 10% annual probability of a D3 drought)
- **Impact:** Significant economic consequences
- **Primary Impacts:** Agricultural loss (crops/livestock) and losses in other industries; increased fire risk and loss of potable water
- **Related Hazards:** Wildland/Urban Fire

Drought is defined as a deficiency of precipitation over a prolonged period resulting in water shortage. If severe enough, this deficiency can reduce water levels and soil moisture below what is needed to sustain crops, animals, and human life systems. Drought is normal, recurring phenomen that can last multiple years, even decades. Impacts are highly variable based on time of year, amount of water stored in the soil, and meteoroligocal factors such as tempearture, humidity, and wind. Impacts are also affected by human factors such as local water demand and water management practices.

Beyond precipitation, numerous factors and feedback loops contribute to drought conditions. For example, low water tables and reduced stream flows influence soil moisture levels. Higher temperatures can cause increased levels of evapotranspiration, resulting in reduced atmospheric moisture and potentially reduced rainfall.

Location

Drought occurs at a regional level, generally across the entire geographical area of a county. Although drought conditions may vary across the four-county study area simply because it is so large, all parts of the study area are assumed to be at equal risk.

Probability and Extent

Significant droughts impact North Dakota approximately once per decade, with previous droughts occuring in the 1930s, 1950s, 1960s, 1970s, 1980s, 2000s, 2010s, and 2020s.

- D0 – 70.1 percent of observational periods
- D1 – 46.7 percent
- D2 – 26.5 percent
- D3 – 8.8 percent
- D4 – 1.7 percent

Drought Severity

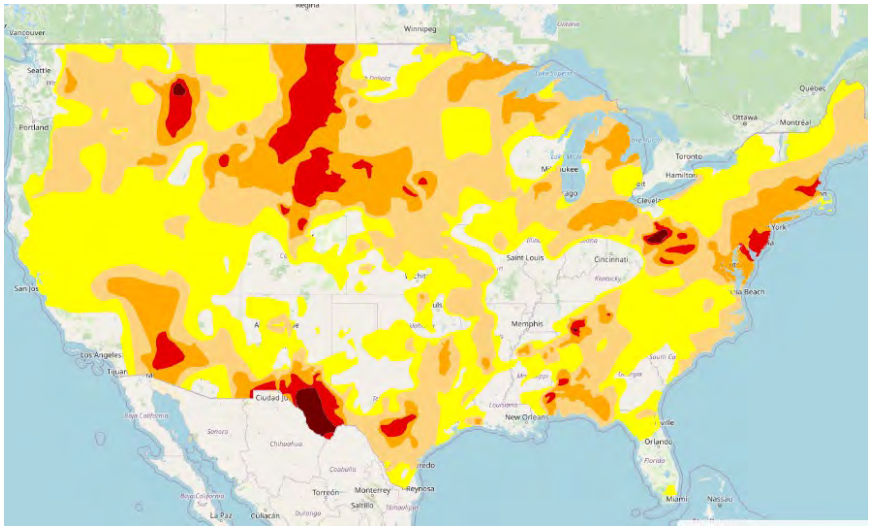
Drought severity is measured by the U.S. Drought Monitor (USDM) which classifies drought intensity ranging from D0 (abnormally dry) to D4 (exceptional drought) *(***Table 13***)*. The USDM uses a "convergence of evidence" from both physical indicators as well as field observations and local insight from a network of 450 experts. Using many different types of data and reconciling them with expert interpretation is what makes the USDM unique. Among the numeric inputs considered by the USDM are precipitation, streamflow, reservoir levels, temperature and evaporative demand, soil moisture, and vegitation health. No single piece of evidence tells the full story, and neither do strictly physical indicators. That's why the USDM isn't just a statistical model, but also relies on the previsouly described expert input.

Figure 10 on the following page shows drought conditions for the four-county region over the past 25 years. The height of the bars indicates the percentage of the study area impacted by drought. The color of the bars indicates drought severity on a scale of D0 (abnormally dry) to D4 (exceptional drought). Extreme droughts impacted the majority of the study area in 2008, 2017, 2021, and 2025.

USDA Secretarial Drought Disaster Designations

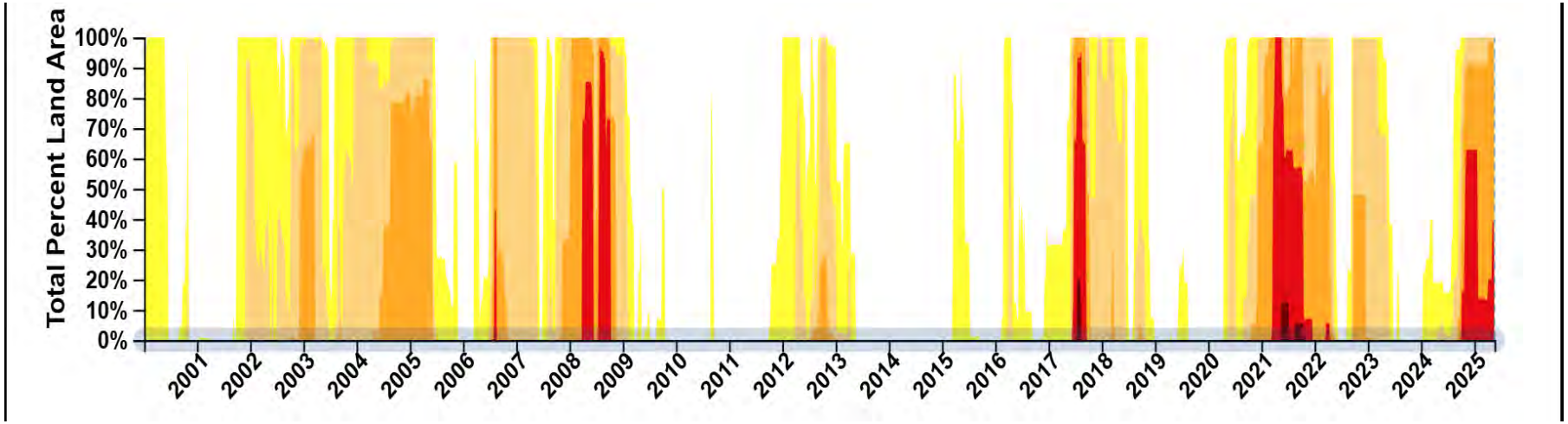
Although there has been just one instance in which a Presidential Disaster Declaration was issued for drought for the four-county region, the USDA has issued numerous drought disaster declarations for the region. The USDA notes that drought disaster designations are common, even during periods of high production. The USDA makes emergency loans and other assistance programs available to producers suffering losses in counties receiving the drought disaster designation. Since 2012, there have been 18 drought-related disaster designations for Billings County, 17 for Dunn County, 25 Golden Valley County, and 20 for Stark County.

Table 14 displays USDA Secretarial Drought Disaster Designations for the four-county area. There were 40 unique secretarial disaster declarations during this period. These declarations have been issued separately from Presidential Disaster Declarations since 2012.



Wide swathes of the United States were experiencing drought events during the week of November 19, 2024. Image Credit: United States Drought Monitor Weekly, USDA

Figure 10. Historical Droughts



Source: National Integrated Drought Information System (Drought.gov)

Table 13. Possible Impacts and Standardized Precipitation Index for Drought Categories

Category	Description	Possible Impacts	Standardized Precipitation Index
D0	**Abnormally Dry**	Going into drought: Short-term dryness slowing planting, growth of crops/pastures. Coming out of drought: Some lingering water deficits; pastures/ crops not fully recovered.	-0.5 to -0.7
D1	**Moderate Drought**	Some damage to crops/pastures; low streams, reservoirs, or wells; some water shortages developing or imminent; voluntary water-use restrictions requested.	-0.8 to -1.2
D2	**Severe Drought**	Crop/pasture losses likely; water shortages common; water restrictions imposed.	-1.3 to -1.5
D3	**Extreme Drought**	Major crop/pasture losses; widespreed water shortages or restrictions.	-1.6 to -1.9
D4	**Exceptional Drought**	Exceptional and widespread ccrop/pasture losses; shortages of water in streams, reservoirs, and and wells creating water emergencies.	-2.0 or less

Table 14. Four-County USDA Secretarial Drought Disaster Declarations (2012-2025)

Year	Declaration	Description of Disaster	Affected Counties			
2025	S5971	Drought-FAST TRACK	Billings	Dunn	Golden Valley	Stark
2025	S5991	Drought-FAST TRACK	Billings		Golden Valley	
2025	S6012	Drought-FAST TRACK			Golden Valley	
2024	S5807	Drought-FAST TRACK	Billings	Dunn	Golden Valley	Stark
2024	S5821	Drought-FAST TRACK			Golden Valley	
2024	S5822	Drought-FAST TRACK	Billings	Dunn	Golden Valley	Stark
2024	S5918	Drought, Excessive Heat, and High Winds		Dunn		Stark
2022	S5162	Drought-FAST TRACK	Billings	Dunn	Golden Valley	Stark
2022	S5333	Drought-FAST TRACK			Golden Valley	
2022	S5336	Drought-FAST TRACK			Golden Valley	
2022	S5366	Drought	Billings	Dunn	Golden Valley	Stark
2020	S4840	Drought-FAST TRACK				Stark
2020	S4948	Drought	Billings	Dunn	Golden Valley	Stark
2020	S4950	Drought, freeze, and frost	Billings		Golden Valley	Stark
2018	S4489	Drought				Stark
2017	S4186	Drought-FAST TRACK	Billings	Dunn	Golden Valley	Stark
2017	S4190	Drought-FAST TRACK			Golden Valley	
2017	S4191	Drought-FAST TRACK	Billings	Dunn	Golden Valley	Stark
2017	S4330	Drought	Billings	Dunn	Golden Valley	Stark
2016	S4035	Drought-FAST TRACK			Golden Valley	
2016	S4138	Drought	Billings	Dunn	Golden Valley	Stark
2015	S3961	Drought, excessive heat, high winds and hail	Billings	Dunn	Golden Valley	

Year	Declaration	Description of Disaster	Affected Counties			
2015	S3960	Freeze, frost, and drought	Billings	Dunn	Golden Valley	Stark
2014	S3804	Combined effects of deep ground frost, colder than average winter, cooler than normal spring temperatures, significant rainfall, ground saturation, frost, and freeze, severe thunderstorms, hail, high winds, drought, weather related insects and disease	Billings	Dunn	Golden Valley	Stark
2013	S3620	Combined effects of spring snowstorms, significant rainfall, unseasonably cool spring, frosts and freeze damage, flooding, ground saturation, severe thunderstorms, hail damage, high winds, weather-related insects and diseases, and mid-summer drought conditions		Dunn		Stark
2012	S3405	Drought-FAST TRACK	Billings	Dunn	Golden Valley	Stark
2012	S3424	Drought-FAST TRACK	Billings	Dunn		Stark
2012	S3467	Combined effects of frosts and freezes, flooding, severe thunderstorms, hail, high winds, drought, and weather-related insect and disease damage	Billings	Dunn	Golden Valley	Stark
2012	S3416	Combined effects of early spring frosts and freezes, drought, excessive heat, high winds, wildfires, insects, hail, lightning, tornadoes			Golden Valley	
2012	S3437	Combined effects of early spring frosts and freezes, drought, excessive heat, high winds, wildfires, insects, and hail			Golden Valley	

Source: USDA

Note: There were no recorded declarations for the four-county area in 2023. Data for 2021 is currently unavailable.

Vulnerabilities and Impacts

Population

Except in severe cases, drought does not directly endanger human life or health. However, drought greatly increases the risk of wildland fire, which is a potentially life-threatening hazard. Drought increases fire risk by drying out fuel sources and by creating water shortages that may inhibit fire response.

Economy

The agricultural economy is highly vulnerable to drought. Droughts impact farmers and livestock prdocuers by reducing the productivity of cropland and rangeland, disrupting reproductive cycles, and increasing costs of irrigation, watering, or finding supplemental feed or pasture. Agricultural impacts can be quantified in terms of indemnity payments or higher insurance premiums (**Table 15**). In addition to agriculture, other vulnerable industries include the energy and tourism. Energy development activities such as fracking are water-intensive uses that could compete with local water supplies and agricultural uses in times of drought.

Table 15. Drought Indemnity Payments (1989-2021)

County	Total Payments	Annual Average
Billings	$21.5 million	$650,000
Golden Valley	$49.7 million	$1.5 million
Dunn	$66.7 million	$2.0 million
Stark	$113.5 million	$3.4 million
Total	**$251.4 million**	**$7.6 million**

Source: USDA Ag Risk Viewer

Drought Relief Programs

Numerous federal programs provide funding assistance for drought relief, including the Supplemental Disaster Relief Program (SDRP) and Emergency Assistance for Livestock, Honeybees, and Farm-Raised Fish (ELAP). The North Dakota State Water Commission provides cost-share assistance to livestock producers who need to develop emergency water supplies. Local agencies such as the Billings County Water Resource Board also provide assistance.

Critical Facilities

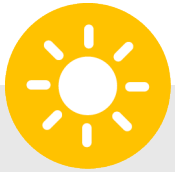
Chapter 2 describes critical facilities in the study area. Drought directly impacts water treatment plants and public water systems by lowering reservoir levels, depleting groundwater aquifers, and reducing stream flows. Severe droughts can lead to water shortages for drinking, sanitation, and fire suppression. Droughts can also lead to land subsidence or sinkholes, which can damage critical infrastructure including roads, buildings, and pipelines. A lack of water could impact large industrial uses, such as natural gas plants or data centers that use large volumes of water for cooling.

The four-county area is served by the Southwest Water Authority (SWA), which has water treatment plants in Dickinson and in nearby Mercer County. Lake Sakakawea is the water source for both plants. Most communities and residents in the four counties are served by the Southwest Water Pipeline. The risk of drought causing a loss of this water supply is very remote. However, some residents not served by the SWA depend on personal wells, particularly in more rural/remote locations.

Future Conditions

Chapter 2 describes regional growth trends. Future development can increase the risk of drought by increasing water demand. Future industrial development, especially, will increase water demand. Industrial growth will continue to be focused in Dunn County and Stark County. However, all four counties are served by one regional water provider, so a large-scale development could impact water supply on a regional level.

Looking forward, the annual probability of drought is 100 percent (very likely). Through the end of this century, expect larger and more intense droughts (i.e., more D2, D3, and D4 droughts occuring over larger areas). Potential impacts include more episodes of extreme heat with increased human, animal, and crop stress; more rapid onset of drought conditions or flash drought; more drought-related erosion; and reductions in the overall agricultural economy. Drought impacts on the agriculture industry and municipal systems will likely be exacerbated.



Risk Perception

Workshop participants perceived that future droughts are **very likely (4.47)** and that future impacts would be **significant (4.12)**.

FLOOD

Overview

- **Overall Risk:**
    - Billings: Moderate
    - Dunn: Moderate
    - Golden Valley: Low
    - Stark: Moderate
- **Probability:** Likely (30% annual probability of a flood occurrence in any County)
- **Primary Impacts:** Agricultural loss (crops/livestock); blocked or washed-out roads, economic loss, human loss and injuries, localized evacuation, power loss, property damage
- **Related Hazards:** Severe Summer Weather, Severe Winter Weather, Geologic Hazards, Hazardous Materials Release

The primary causes of flooding in North Dakota include heavy rain, which may lead to flash flooding, rapid snowmelt/ice jams, and increased seasonal moisture. Flooding can occur in riverine zones or flat areas that areas that lack adequate drainage.

Typical insurance policies do not cover flood damage, so FEMA created the National Flood Insurance Program (NFIP) to provide flood insurance to property owners. The NFIP makes flood insurance availabe to residents in NFIP-participating commnities that adopt and enforce floodplain regulations and follow other basic requirements.

A Flood Insurance Rate Map (FIRM) determines flood insurance rates for each participating community. The FIRM identifies Special Flood Hazard Areas (SFHA) that have a one percent annual chance of flooding, commonly referred to as the 100-year floodplain, and other flood hazard areas. Flood insurance is required for all property owners who acquire a loan from a federally regulated, supervised, or insured financial institution for the acquisition or improvement of land, facilities, or structures located within an SFHA.



The 3rd Avenue underpass in Dickinson flooded during heavy rains in 2011. The City is working to make municipal infrastructure more resilient. ***Image Credit: The Dickinson Press***

Areas outside the SHFA are considered to be in the Non-Special Flood Hazard Area (NSFHA). Structures in the NSFHA may still be at risk from flooding; according to FEMA, one in every four floods occurs in an NSFHA.

Twelve of the 14 cities in the study area are participants in the NFIP (only Golva and Sentinel Butte in Golden Valley County do not participate). Some FIRMs are more up-to-date than others. An

updated FIRM was adopted for Belfield in 2022 and updated FIRMs were adopted for the remainder of Stark County in 2024. However, the updated for the rest of Stark County in Stark County updated FIRMs county-wide in 2024. Meanwhile, most of the FIRMs for Dunn County communities date to the 1980s, as does the FIRM for Medora (**Table 16**).

FIRMS have been issued for two communities – Richardton and Gladstone – that do not participate in the NFIP. Currently, NFIP participation is not a priority for these communities, given the low risk of riverine flooding due to low probabilities and a very limited number of structures and facilities being located within a flood hazard zone.

As part of the NFIP, participating communities must have substantial damage / improvement provisions within their floodplain regulation enforcement ordinances. These provisions state that a "substantial improvement" occurs when the cost of any reconstruction, rehabilitation, addition, or other improvement to a building equals or exceeds 50 percent of its market value before construction. If this threshold is met, the entire structure must be brought into compliance with current flood-resistant building codes (typically requiring the building to be elevated). Generally, jurisdictions within the four-county study area identify and determine the level of damage to buildings after a flood event by site-inspections and building permit applications.

Table 16. NFIP Participation

Community	Initial Criteria Adoption Date	Current Effective Map Date	Regular Emergency Date	Implementation Designee	Regulation Location	Floodplain Regulation Enforcement	Substantial Damage / Improvement Provisions
Billings County	**NA**	**(NSFHA)**	**03/25/86**	**Tax & Zoning Administrator**	**Not applicable.**	**Not being administered.**	**Not applicable.**
Medora	09/29/89	09/29/89	09/29/89	City Auditor	City of Medora Land Development Code – Chapter 17: Flood Plain	Floodplain development permit required.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.
Dunn County	**03/01/84**	**12/07/17**	**03/01/84**	**Planning & Zoning Administrator**	**Dunn County Land Development Code – III. Zoning Districts and Official Zoning Map – I. Floodplain Overlay District**	**A development permit is required.**	**Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.**
Dodge	08/12/80	03/01/84	08/12/80	City Auditor	No City-Specific Ordinance Dunn County Land Development Code – III. Zoning Districts and Official Zoning Map – I. Floodplain Overlay District	A development permit is required.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.

Community	Initial Criteria Adoption Date	Current Effective Map Date	Regular Emergency Date	Implementation Designee	Regulation Location	Floodplain Regulation Enforcement	Substantial Damage / Improvement Provisions
Dunn Center	12/01/83	12/01/83	12/01/83	City Auditor	Dunn Center Land Development Code – D. Zoning District Regulations – 10. Floodplain Management Overlay District (FO)	Floodplain development permit required for any development within the Floodplain Management Overlay District.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.
Halliday	12/01/83	06/22/98	12/01/83	Building Inspector	Land Development Code, City of Halliday, ND – 3.8 F-Floodplain Overlay District	Building permit is required with City Engineer approval prior to development in the Floodplain Overlay District.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.
Killdeer	04/17/89	04/17/89	12/01/83	City Administrator	City of Killdeer Home Rule Charter – Chapter XII: Flood Damage Prevention Ordinance	A development permit is required for any construction within any special flood hazard area.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.
Golden Valley County	**09/19/25**	**09/19/25**	**04/12/89**	**Emergency Manager**	**Golden Valley County Zoning Ordinance – 3.11 Floodplain Overlay District**	**A development permit is required.**	**Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.**

Community	Initial Criteria Adoption Date	Current Effective Map Date	Regular Emergency Date	Implementation Designee	Regulation Location	Floodplain Regulation Enforcement	Substantial Damage / Improvement Provisions
Beach	09/29/86	09/19/25	09/29/86	City Auditor, Zoning Administrator	Beach Ordinance Book – Chapter XVIII. Flood Plain	A development permit is required prior to construction or development within any area of a special flood hazard established in Section 18.0302.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.
Golva	NA*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
Sentinel Butte	NA**	N/A**	03/11/86	N/A**	N/A**	N/A**	N/A**
Stark County	**11/09/71**	**08/28/24**	**11/05/71**	**Planning & Zoning Administrator**	**Stark County Zoning Ordinance – Article 3.11 Floodplain Management**	**A development permit is required.**	**Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.**
Belfield	09/05/79	07/05/22	09/05/79	City Auditor	Belfield Code of Ordinances – Chapter XVII Regulation of Flood Plain	A development permit is required before construction or development begins within any special flood hazard area established in Section 3.2.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.

Community	Initial Criteria Adoption Date	Current Effective Map Date	Regular Emergency Date	Implementation Designee	Regulation Location	Floodplain Regulation Enforcement	Substantial Damage / Improvement Provisions
Dickinson	06/01/78	08/28/24	06/01/78	City Administrator, Asst. City Engineer	Dickinson Code of Ordinances – Chapter 20 Floods – Sec. 20-43 Establishment of development permit	A development permit shall be obtained before construction, or development begins within any special flood hazard area established in Section 20-7.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.
Gladstone	11/04/10	08/28/24	08/13/77	City Engineer	City of Gladstone Zoning Ordinance – 4.10 Floodplain Overlay District (F)	Before construction or development begins within any area of special flood hazard, a permit shall be obtained from the Code Administrator.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.
Richardton	11/04/10	08/28/24	N/A***	City Auditor	Richardton Ordinances – Chapter 6. Zoning and Land Use Planning	A development permit is required before construction or development begins.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.
Taylor	08/12/80	08/28/24	08/12/80	City Auditor	City of Taylor Ordinances	A development permit is required before construction or development begins.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.

Community	Initial Criteria Adoption Date	Current Effective Map Date	Regular Emergency Date	Implementation Designee	Regulation Location	Floodplain Regulation Enforcement	Substantial Damage / Improvement Provisions
South Heart	02/19/86	08/28/24	02/19/86	City Auditor	South Heart City Ordinances	A development permit is required before construction or development begins.	Adheres to new construction and substantial improvements by issuing permits and following NFIP guidelines.

**A FIRM has never been issued for Golva*
***Sentinel Butte has a No Special Flood Hazard Area determination*
****Community does not participate in the National Flood Program*
Source: FEMA Community Status Book

Location

Each of the four counties is at risk from flooding. **Figure 11** through **Figure 22** at the end of this section map flood hazard zones for NFIP-participating communities. **The cities most at risk to flooding are Medora, Dickinson, Belfield, Halliday, and Beach.** Note that in the recent FIRM update for Sentinel Butte, it was determined that no areas were within an SFHA. For this reason, Sentinel Butte does not appear in the flood hazard maps.

Probability and Extent

The four counties were included in 13 flood-related presidential distaster declarations from 1966 through 2023, the most recent of which was issued for Dunn County and Golden Valley County in 2023. Historically, the most significant flooding issues are localized ponding and inundated/washed out roadways resulting from heavy rains, snowmelt, and runoff. There is minimal history of riverine flooding events with significant impacts. **Table 18** on the following page summarizes flood events in the study area for the past three decades.

There are two river locations with forecast points located iwthin the four-county area. These are the Little Missouri River at Medora, and the Knife River at Manning. These two locations have river stages for use as their extent scale (**Table 17**).

Table 17. Manning and Medora Flood Stages

Flood Stage Category	Manning Flood Stage	Medora Flood Stage
Major Flooding	20 ft	20 ft
Moderate Flooding	18 ft	17 ft
Minor Flooding	15 ft	15 ft
Action	13 ft	13 ft

ANNUAL FLOOD RISK

From 1996-2024, there were 32 flood events in the study area – just over one occurrence per year. Property damage was recorded in 12 events and crop damage was recorded in two events. Dunn County was the most susceptible to flooding with 13 events in 28 years (46% annual probability). Several roadway washouts occurred following heavy rains in Dunn County in 2023. **The annual probability of a flood event in the four-county area is approximately 30 percent.**



A washed-out section of 92nd Avenue in Dunn County.

Table 18. Flood Events (1996-2024)

Flood Events by Sub-Type	County Event Days (Over 29-Year Period)				Discrete Event Days (Region)	Days per Year (Region)	Annual Probabilities (Percent Years w/ an Occurrence)				
	Billings	Dunn	Golden Valley	Stark			Billings	Dunn	Golden Valley	Stark	Across Region
River Flood	44	155	46	26	160	5.52 days	10.3%	13.8%	10.3%	6.9%	13.8%
Areal Flood*	26	45	36	29	4 (note1)	0.14 days	3.4%	13.8%	6.9%	6.9%	13.8%
Flash Flood	3	4	2	4	11	0.38 days	10.3%	13.8%	6.9%	13.8%	27.6%
Total	**47**	**163**	**48**	**43**	**175**	**6.03 days**	**20.7%**	**27.6%**	**20.7%**	**24.1%**	**58.6%**

**Areal Floods were concurrent with River Floods on all but four days.*

Source: National Climatic Data Center Storm Events Database

Discrete event days is the number of days with a recorded event in the region. Some events occurred in multiple counties, so the sum of county event days is greater than the number of discrete events. The annual probability (region) is the likelihood of an event occurring anywhere in the region, based on the 29-year sample. The average probability of an event day in any single county is based on the number of county event days. This gives a sense of the likelihood of annual occurrence for any given county.

Vulnerabilities and Impacts

Table 19 summarizes flood insurance claims by county beginning in 1980. No flood insurance claims are documented for Dunn County or Golden Valley County.

Table 19. Flood Insurance Claims by County (1980-2024)

County	Number of Claims	Dollar Amount	Last Claim
Billings County	10	$99,156.70	2019
Dunn County	0	$0.00	NA
Golden Valley	0	$0.00	NA
Stark County	12	74,915.19	2019

Source: National Flood Insurance Program

The following risks and impacts of flooding were identified by stakeholders at workshops conducted in April of 2025.

Billings County

The biggest risk is a flood that impacts the City of Medora. As North Dakota's top tourist destination, Medora is defined by its historic character. Many structures have high cultural and economic value, and several are included on the National Register of Historic Places. Approximately half of the city lies within the 100-year floodplain of the Little Missouri River (**Table 20**). The Ferris General Store, Cowboy Hall of Fame, and De Mores Memorial Park are located within the 100-year floodplain, as are many homes and lodging areas. Two sewer lagoon cells are located within the 100-year floodplain. In addition, Medora has interstate access via one route, the I-94 Business Route/Pacific Avenue, a portion of which is located within the floodplain. A major flood event would severely restrict access to the community. The worst-case scenario is if a major flood were to occur during peak tourism season (June to August). Outside of Medora, the Bully Pulpit Golf Course is a major attraction that was recently named the top public golf course in the nation by the USA Today's Readers Choice Awards. A portion of the golf course is within the floodplain. Another potential impact identified by the community is the loss of livestock/stranded cattle.



The City of Medora contains several historic structures and cultural buildings that are located within the Little Missouri River floodplain. ***Image Credit: Theodore Roosevelt Presidential Library Foundation***

Dunn County

The most common impact of flooding in the county is inundated roads. Flood events in 2008, 2009, and 2023 caused significant damage to roads. Box culverts have been constructed at many impacted sites to improve drainage, which has reduced the frequency and impact of flooding. FIRMs are established for Dunn Center, Dodge, Halliday, and Killdeer. Most of the development within these communities is located outside of the floodplain.

Golden Valley County

The most common impact of flooding in the county is inundated roads. For example, the access road to the landfill in Beach was rebuilt three times in the past few years following washouts. FIRMs were created for the City of Beach in 1986. These maps indicate 19 properties within the 100-year floodplain, including several homes and businesses between 1st Street NE and 2nd Street NE. The at-grade railroad crossings on Centennial Avenue and 2nd Avenue NE are located within the floodplain. A large flood would impact the city's business district, ambulance and emergency services, and core infrastructure. High water has overtopped bridge crossings in the past, but no major flooding has occurred. Likewise, neither Golva nor Sentinel Butte has experienced localized flooding in recent history. FIRMs have not been established for these communities.

Stark County

The most common impacts in the county are inundation and washouts of roads, pipes, and bridges. Stark County completed a county-wide Flood Insurance Study in 2019. FIRMs from this study were adopted in 2022 and 2024. The communities most at risk of flooding are Belfield and Dickinson, the two largest cities in Stark County.

Belfield has experienced localized flooding several times since 1996. There are 19 properties within the floodway/100-year floodplain, primarily residences. In addition, most of the industrial area located south of the Upper Heart River and east of US Highway 85 is within the floodplain. This area is within the city's ETA.

In Dickinson, there are 207 properties within the floodway/floodplain, including four manufactured home parks, many single-family residences, several commercial properties just south of the I-94/ND 22 interchange, and an industrial area just north of the I-94 Business Route/E Villard Street between 8th Avenue E and 10th Avenue E.

The remaining communities in Stark County – Gladstone, Richardton, South Heart, and Taylor – have few or no developed properties within the floodplain. Overland flooding in South Heart would primarily impact the golf course. In addition, South Heart would be substantially impacted by any closure of South Heart Road/121st Avenue W, which is the primary connection to Old Highway 10 and I-94.

Critical Facilities

Chapter 2 summarizes critical facilities in the study area. Flooding can impact critical facilities, including transportation infrastructure, water treatment systems, and critical buildings. In Dickinson, flash flooding has made the Highway 22 underpass impassable at times. Improving the underpass has been a critical goal for the city for many years, and it is currently working on improvements to resolve the issue. If flooding were to damage a school, hospital, government building, or public safety facility, critical services could be disrupted for an extended period and services could ultimately be forced to relocate.

Table 20. Address Points in Flood Hazard Zones

Area	Regulatory Floodway		1% Annual Chance Flood Zone		0.2% Annual Chance Flood Zone		All Flood Hazard Zones	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Rural Stark County	5	0.2%	67	2.1%	30	1.0%	102	3.2%
Belfield	4	0.7%	15	2.7%	70	12.5%	89	15.8%
Dickinson	19	0.2%	188	1.8%	182	1.8%	389	3.8%
Gladstone	0	0.0%	3	1.5%	1	0.5%	4	2.0%
Richardton	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Heart	0	0.0%	6	1.9%	0	0.0%	6	1.9%
Taylor	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Stark County Total	**28**	**0.2%**	**279**	**1.9%**	**283**	**1.9%**	**590**	**3.9%**
Medora (Billings)	0	0.0%	95	50.8%	48	25.7%	143	76.5%
Dodge (Dunn)*	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Dunn Center (Dunn)*	0	0.6%	1	0.0%	1	0.6%	2	1.3
Halliday (Dunn)*	0	0.0%	10	4.8%	7	3.4%	17	8.2%
Killdeer (Dunn)	0	0.0%	4	0.5%	0	0	4	0.5%
Beach (Golden Valley)*	0	0.0%	19	2.6%	7	0.9%	26	3.9%

**The numbers provided for Dodge, Dunn Center, and Halliday are estimates derived from images of floodplain maps that were georeferenced in GIS. Geospatial floodplain data for these communities was not available for analysis.*

Future Conditions

In general, no primary growth areas are impacted by a floodplain. Local jurisdictions with floodplain ordinances steer development away from floodplains or require other mitigation such as elevation on fill. Future development increases impervious surface coverage, which increases the risk of flash flooding. However, stormwater management systems are designed to mitigate this issue.

Future climate conditions are expected to produce increased precipitation across North Dakota, with winter and early spring precipitation expected to see the greatest increase, along with an increased risk of rainfall occurring during the traditional spring snowmelt period. In addition to increased precipitation during the cool/cold season, the number of days with strong thunderstorms and heavy rainfall is expected to increase by mid-century, especially in the eastern half of the state. Increased rainfall rates typically result in increased runoff rates and an increase in flash flooding, overland flooding, and/or riverine flooding in any season. However, rain occurring when the ground is frozen produces even more and faster runoff and is most likely to exacerbate the flood threat.



Risk Perception

Workshop participants perceived that floods are **likely (3.05)** and that future impacts would be **moderate (3.28)**.

2025 Multi-Hazard Mitigation PLAN

Figure 11

Flood Zones (Beach)

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee
- City Boundary

Source: National Flood Hazard Layer

0 0.2 0.4 Miles

N



Figure 12

Flood Zones (Belfield)

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee
- Railroad
- City Boundary

Source: National Flood Hazard Layer

0 0.1 0.2 0.3 Miles

N



2025
Multi-Hazard Mitigation
PLAN

Figure 13

Flood Zones (Dickinson)

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee
- Railroad
- City Boundary

Source: National Flood Hazard Layer

0 0.25 0.5 1 Miles

N

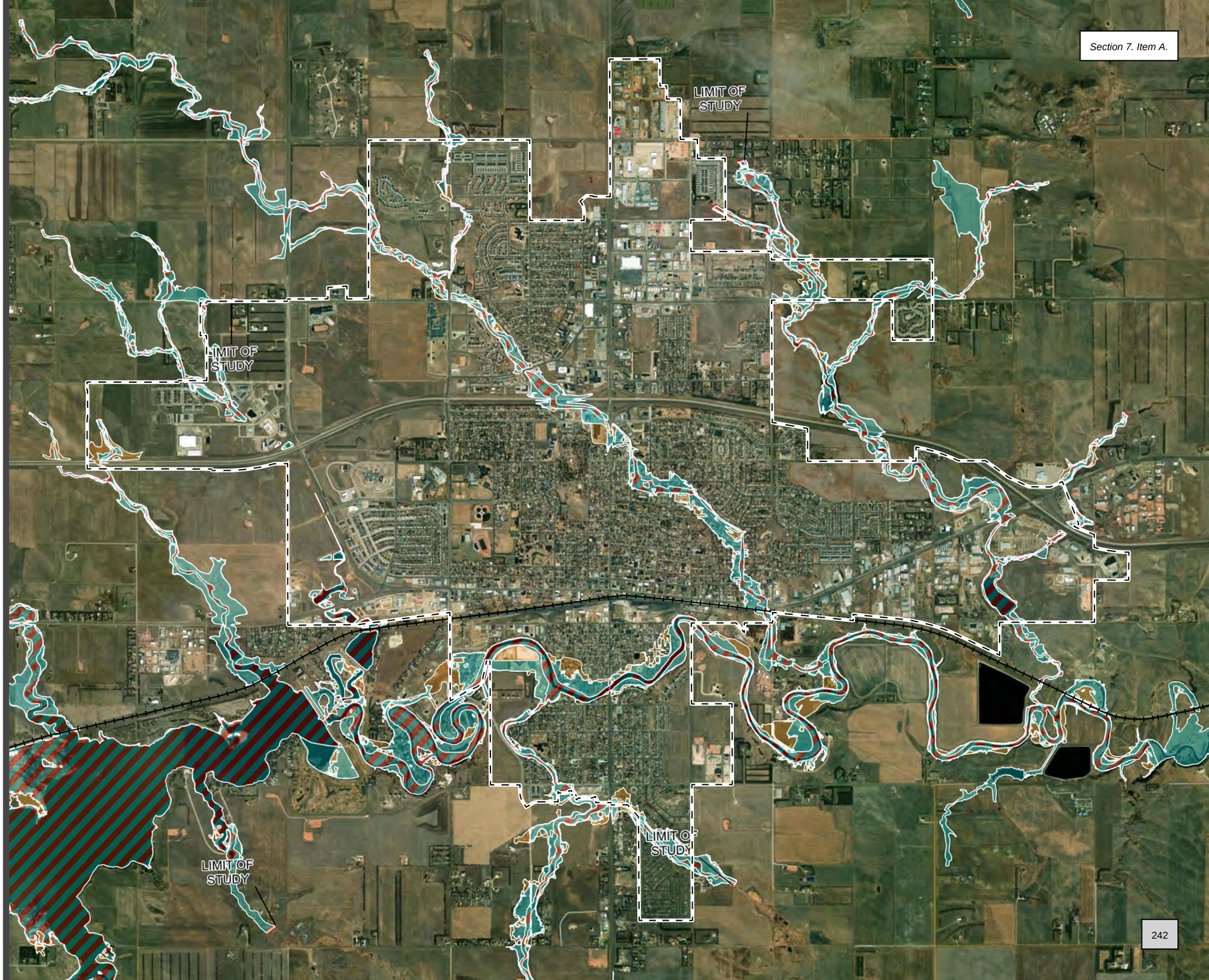


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Figure 14

Flood Zones (Gladstone)

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee
- Railroad
- City Boundary

Source: National Flood Hazard Layer

0 0.1 0.2 0.3 Miles

N

2025
Multi-Hazard Mitigation
PLAN

Figure 15

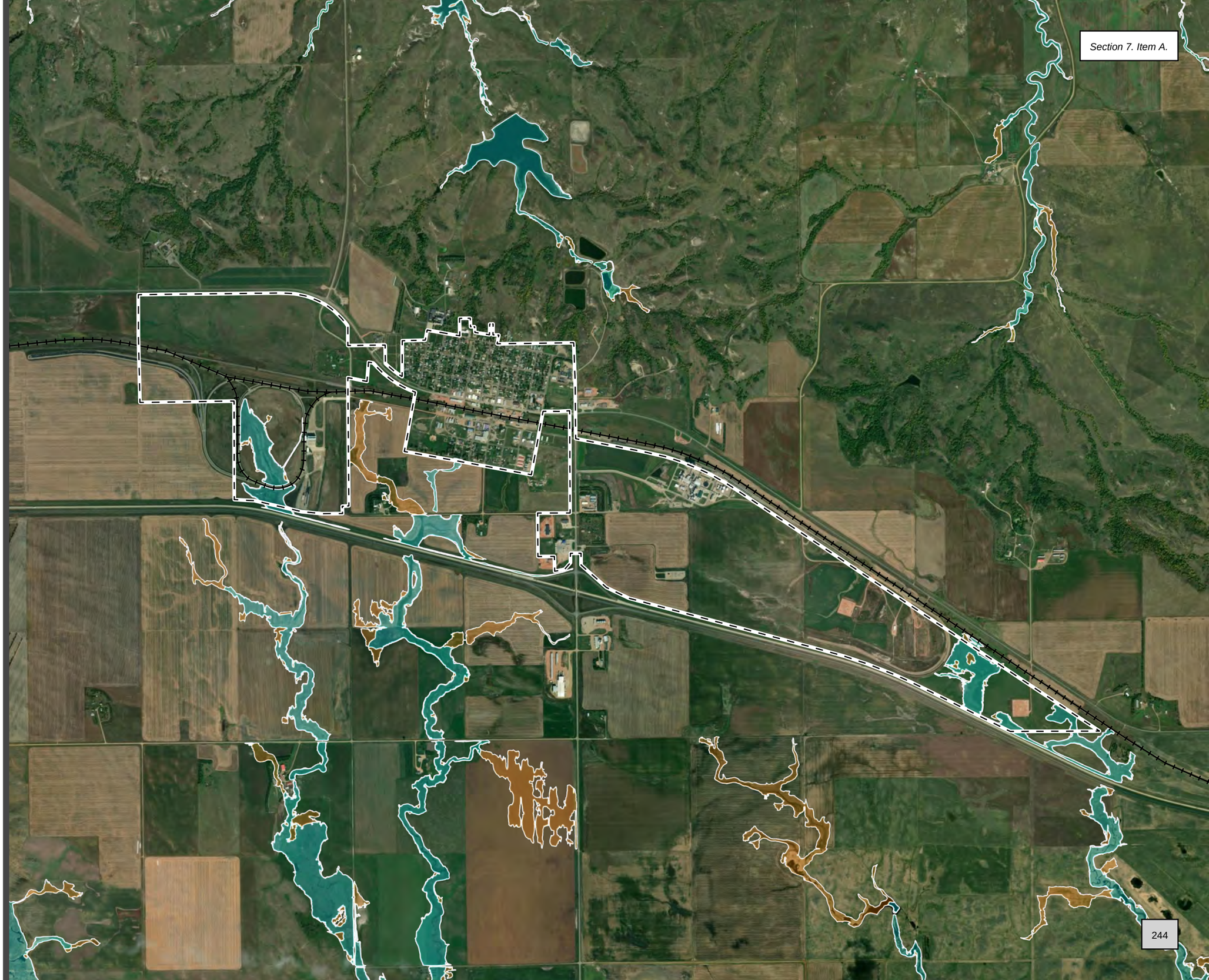
Flood Zones (Richardton)

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee
- Railroad
- City Boundary

Source: National Flood Hazard Layer

0 0.2 0.4 0.6 Miles

N



2025
Multi-Hazard Mitigation
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Figure 16

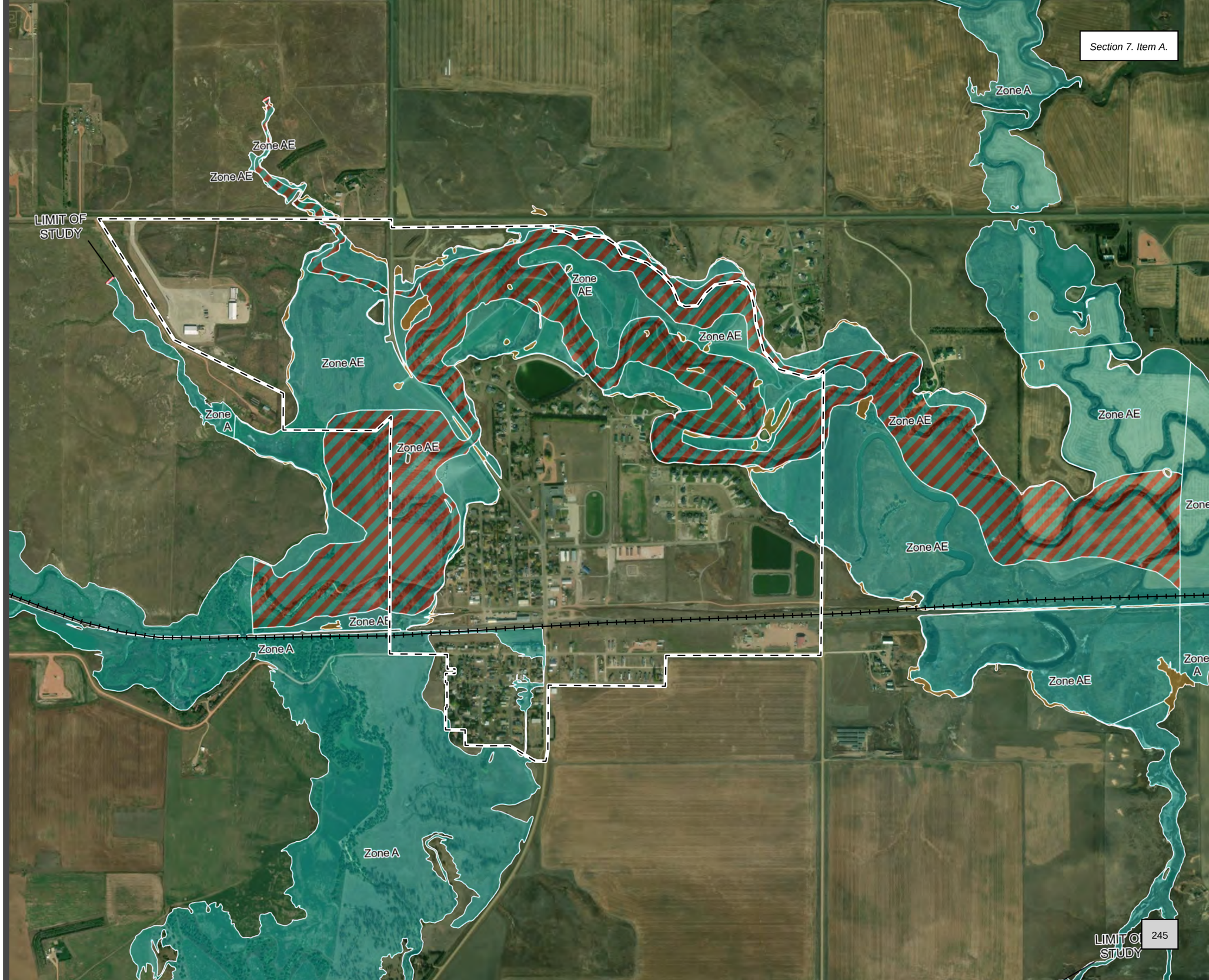
Flood Zones (South Heart)

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee
- Railroad
- City Boundary

Source: National Flood Hazard Layer

0 0.1 0.2 0.3 Miles

N



2025
Multi-Hazard Mitigation
PLAN

Figure 17

Flood Zones (Taylor)

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee
- Railroad
- City Boundary

Source: National Flood Hazard Layer

0 0.1 0.2 0.3 Miles

N

Figure 18

Flood Zones (Medora)

- 1.0% Annual Flood
- 0.2% Annual Flood
- City Boundary
- Railroad



Source: Billings County

0 0.1 0.2 Miles

N

2025 Multi-Hazard Mitigation PLAN

Figure 19

Flood Zones (Killdeer)

Effective December 7, 2017

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee

Effective April 17, 1989

- Regulatory Floodway
- 1% Chance Annual Flood Hazard
- 0.2% Annual Chance Flood Hazard
- City Boundary

Source: National Flood Hazard Layer; Dunn County

0 0.2 0.4 Miles

N

Figure 20

Flood Zones (Dodge)

- 1.0% Chance Annual Flood Hazard
- 0.2% Chance Annual Flood Hazard
- City Boundary

Source: FEMA Flood Map Service Center

0 0.1 0.2 0.3 Miles

N

Figure 21

Flood Zones (Dunn Center)

- 1.0% Chance Annual Flood Hazard
- 0.2% Chance Annual Flood Hazard
- City Boundary


ZONE C
CORPORATE LIMITS
ZONE C
ZONE B
ZONE C
ZONE B
ZONE C
ZONE B
ZONE C
ZONE B
ZONE B
ZONE C
ZONE B
ZONE B
ZONE C
ZONE B

2025
Multi-Hazard Mitigation
PLAN

Figure 22

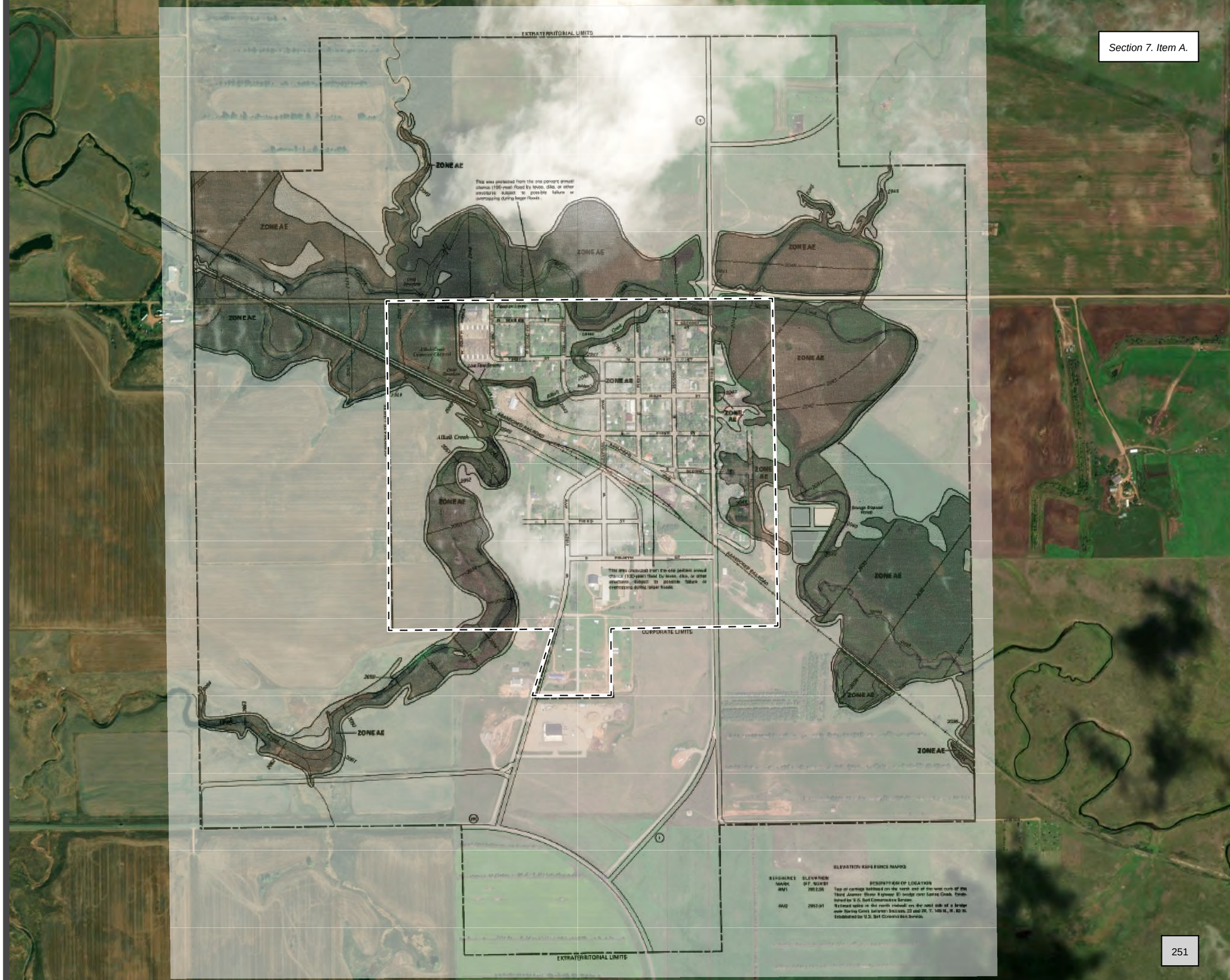
Flood Zones (Halliday)

- 1.0% Chance Annual Flood Hazard
- 0.2% Chance Annual Flood Hazard
- City Boundary

Source: FEMA Flood Map Service Center

0 0.1 0.2 Miles

N



GEOLOGIC HAZARDS

Overview

- **Overall Risk:** Low
- **Probability:** Possible. The probability of a significant earthquake is low. Portions of Billings, Dunn, and Golden Valley Counties are within areas that are moderately susceptible to landslides.
- **Primary Impacts:** Agricultural loss (crops/livestock); impacts to pipelines and transport facilities; human loss and injuries; power loss; property damage
- **Related Hazards:** Hazardous Materials Release

Geologic hazards include avalanches, landslides, earthquakes, radon, expansive soils, erosion, sinkholes, and volcanic eruptions.

An **avalanche** is the rapid movement of snow, ice, rock, and debris down a slope from the flank of a volcano or mountain. According to the US Geological Survey (USGS), avalanches are a widespread natural hazard to humans and infrastructure as well as an important landscape disturbance affecting mountain ecosystems.



A **landslide** is defined by USGS as a movement of rock, soil, artificial fill, or a combination thereof on a slope in a downward or outward direction.

An **earthquake** is defined by USGS as a sudden movement of the earth, caused by the abrupt release of strain that has accumulated over a long time. North Dakota is not an area known for earthquake activity; however, many small earthquakes may occur throughout the state.

Radon is a colorless, odorless, radioactive gas that is naturally formed from the breakdown of uranium, thorium, and radium in the earth's rocks, soil, and groundwater. The gas can accumulate inside buildings and is a serious health risk that has been linked to lung cancer.

Expansive soils are clay-rich soils that swell when wet and shrink when dry, causing significant damage to structures due to their large volume changes. This "shrink-swell" behavior can lead to problems like cracked foundations, uneven floors, and warmed walls.

Erosion is the process where natural forces such as water, wind, and gravity wear away and move rock, soil, and sediment from one location to another. Erosion can cause damage to transportation infrastructure such as roads and bridges.

A **sinkhole** is a depression in the ground that has no natural external surface drainage. The primary cause of sinkholes is typically the dissolution of soluble rock by groundwater. This creates underground spaces, which may cause sudden land subsidence.

A **volcanic eruption** is the expulsion of gases, rock fragments, steam, and lava erupt onto the earth's surface. Volcanic eruptions can last days, months, or even years.

Location

Avalanches

This hazard is usually not applicable to North Dakota, due to the generally low to mid-relief nature of the terrain, low to moderate levels of snow accumulation, and low incidence of a damaging collapse of snow down a mountainside.

Landslides

Landslides are common occurrences within the study area. Most have occurred in areas with relatively steep river valleys or within Badlands

topography, particularly within Billings County and northern Dunn County.

The North Dakota Geological Survey recently mapped landslide locations in the state. **Figure 23** shows landslides that have occurred in the four-county area**.** Some of the landslide areas are complexes containing multiple landslides. **Table 21** summarizes landslide occurrences within each county. **Figure 24** maps landslide susceptibility for the region. The spatial datasets are helpful for identifying structures and facilities that may be vulnerable to landslides.

Table 21. Historical Landslide Occurrences

County	Landslide Areas	County Area (sq. miles)	Percent
Billings	7,148	47.0	4.1%
Golden Valley	1,982	11.8	1.8%
Dunn	8,303	106.0	5.1%
Stark	840	4.2	0.3%

In 2011, landslides occurred in Dunn County along Highway 22 approximately 20 miles north of Killdeer and along Highway 8 near Twin Buttes. In 2013, a landslide occurred in Sentinel Butte that limited access but did not damage any buildings. In 2019, South Heart experienced slumping into the river following severe flooding, but no buildings were damaged. Also in 2019, a landslide in Theodore Roosevelt National Park north of Medora impacted a six-mile stretch of the scenic loop drive. In 2025, this roadway section remains closed for repairs.

Earthquakes

The entire state of North Dakota has a low risk of earthquakes. According to the USGS, the chance of a potentially damaging earthquake occurring anywhere in the state over the next 50 years is less than 2 percent.

Historically, of the 13 earthquakes determined to have occurred within North Dakota, two had their epicenter in the four-county area. In 1927, a 3.2 magnitude earthquake occurred in Stark County, just west of Hebron. In 2009, a 1.9 magnitude earthquake occurred in Fort Berthold Reservation within Dunn County.



Part of the Scenic Drive Loop in the Theodore Roosevelt National Park South Unit collapsed in 2019. Crews have been working since 2022 to repair the six-mile stretch of road. ***Image Credit: Bismarck Tribune***

Radon

Radon is the most common geological hazard sub-type in soils across North Dakota, though exposure at any one location and soil depth can vary from location to location. According to USGS, all counties within the study area fall within Radon Zones that have the highest potential for the gas. Counties have a predicted average indoor screening level that is greater than 4 picocuries per liter (pCi/L).

Expansive Soils

Expansive soils are a very common hazard across the entire state. Clay loam and silt loam are found in all four counties of the study area as this area is part of the Belfield-Daglum complex, a common soil classification in the Northern Great Plains. This soil classification features mixtures of Belfield soils (Clayey Glossic Natrustolls) and Daglum soils (Claypan Vertic Nastrustolls), known for their clayey textures, moderate drainage, and characteristics like high sodium.

Sinkholes

There are 277 abandoned mine lands (AMLs) in the four-county area ***(Figure 23)***. Underground mining has led to sinkholes in other parts of North Dakota, but there has been only one documented sinkhole at an AML in the four-county area. Using LiDAR elevation data and historical aerial photographs, the NDGS study notes that no collapse features from underground voids were visible on the surface of any AML in the region. However, uncollapsed mine voids may have occurred in the subsurface beyond the boundaries of the AMLs.

Volcanos

There are no known areas in the study area with potential for volcanic eruption. However, if the Yellowstone Caldera were to erupt the impacts would likely reach this region.

Probability and Extent

Avalanches

Theres are no recorded cases of avalanches in the study area and according to the USGS the hazard is usually not applicable to North Dakota due to the state's terrain and wintertime snow accumulations. The extent of avalanches is expressed using the relative-size scale (R-scale), which is based on factors like volume, length, and destructive power. Another way to classify avalanches is via the destructive force scale (D-scale), which is based on destructive potential (mass, speed, and density).

Landslides

Landslides occur frequently within the study area. However, most occur in undeveloped areas and do not impact buildings or infrastructure. About 90 percent of the landslides that have occurred in the study are smaller than 10 acres, according to the NDGS study. The extent for a landslide is identified via prevalent areas (**Figure 24**). These areas are primarily based on geological factors and steepness of slope and include active and inactive landslides. The USGS uses a similar process nationwide and has developed an 8-point, 5-category "confidence" scale for landslide susceptibility. For the four-county study area, there are areas within each county that are rated as "High confidence in extent or nature of landslide (8)", although the counties of Billings, Dunn, and Golden Valley have significantly more landslide areas than Stark County. Landslide susceptibility in each county varies from a level of 1 (low susceptibility) to 5 (high susceptibility) (**Table 24**).

Earthquakes

There have been two recorded earthquakes in the study area since 1927 and according to the USGS the probability of a significant-

earthquake in the four-county area is very low. The extent of an earthquake is measured using the Richter Scale (**Table 22**) and the Modified Mercalli Intensity Scale (**Table 23**). The magnitude of an earthquake is based on intensity measured at the source while the intensity of an earthquake is based on the disturbance felt at affected locations.

Table 22. Understanding the Richter Scale

Richter Magnitude	Feels like KG of TNT	Notes
0-1	0.6-20 kg	We cannot feel these.
2	600 kg	Smallest quake people can normally feel.
3	20,000 kg	People near the epicenter feel this quake.
4	60,000 kg	Causes damage around the epicenter. It is the same as a small fission bomb.
5	20 million kg	Damage done to weak buildings in the area of the epicenter.
6	60 million kg	Can cause great damage around epicenter.
7	20 billion kg	Creates enough energy to heat NYC for one year. Can be detected all over the world. Causes serious damage.
8	60 billion kg	Causes death and major destruction. Destroyed San Francisco in 1906.
9	20 trillion kg	Rare, but would cause unbelievable damage.

Source: Richter Scale (SMS-Tsunami Warning.com, 2024).

Table 23. Modified Mercalli Intensity Scale

Intensity	Shaking	Description / Damage
I	Not felt	Not felt except by a few under especially favorable conditions.
II	Weak	Felt by a few persons at rest, especially on upper floors of buildings.
III	Weak	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to passing of a truck. Duration estimated.
IV	Light	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.
V	Moderate	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.
VI	Strong	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.
VII	Very strong	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.

Intensity	Shaking	Description / Damage
VIII	Severe	Damage slight in specially designed structures, considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.
IX	Violent	Damage considerable in specially designed structures; well designed structures thrown out of plum. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.
X	Extreme	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.

Source: Modified Mercalli Intensity Scale (USGS, n.d.)

Radon

Radon is a frequent hazard faced by homeowners with basements in the study area. According to the Environmental Protection Agency's (EPA) Map of Radon Zones for North Dakota, all counties within the study area have been identified as having the highest potential for having indoor radon levels above 4 pCi/L which is considered hazardous to human health (**Figure 25**). The extent of radon is measured in picocuries per liter which is one-trillionth of a curie (a unit of radioactivity). There is no known safe level. **Table 26** shows the zone and level of radon for each jurisdiction in the study area.

Expansive Soils

There is a very likely probability of expansive soils in the study area. The extent of expansive soils is expressed as a characteristic of the relative clay-mineral content in the soil. In engineering and agricultural applications this may be the Shrink-Swell Class, a Linear Extensibility Percent (LE/LEP), or a Coefficient of Linear Extensibility (CL/COLE) (**Table 24**). Expansive / contractive soils can produce soil heaving/cracking during protracted wet/dry conditions. Cracking soils can break critical plant root structures leading to crop failure. Additionally, Bridges, roadbeds, building foundations, and pipelines can fail due to the heaving, settling, or cracking of soils. **Table 27** identifies if expansive soils are present in the study area jurisdictions as well as lists the Shrink-Swell Classes and LEPs found in each jurisdiction. **Figure 26** shows the location of these areas.

Table 24. Shrink-Swell Class

Shrink-Swell Class	LEP	COLE
Low	<3	<0.03
Moderate	3-6	0.03-0.06
High	6-9	0.06-0.09
Very High	≥9	≥0.09

Sinkholes

The probability of sinkholes is unlikely. The previous MHMP documented one instance of a sinkhole on abandoned mining lands. In Stark County, a sinkhole caused by the Binek Coal Mine impacted a resident's yard. In addition, small sinkholes occasionally damage roadways. For example, in 2022, a sinkhole formed at the intersection of Fairway and 23 Avenue in Dickinson, prompting a partial roadway

closure. The extent of a sinkhole is measured through a combination of methods, including direct measurement of its surface diameter.

Volcanos

The probability of a volcano occurring in the study area is virtually zero as there are no active volcanos in North Dakota nor does the state sit on a tectonically active boundary. The extent of a volcano is determined by measuring its physical size and eruption magnitude.



Risk Perception

Workshop participants perceived that geologic hazards are **unlikely (2.09)** and that future impacts would be **minor (2.49)**.

Table 25. Extent and Probability of Landslides

Local Jurisdiction	Prescence of Nearby Landslide Points	Presence of Nearby Landslide Polygons	Presence of Nearby Landslide Susceptibility	Landslide Point Confidence	Landslide Polygon Confidence	Landslide Susceptibility Score
BILLINGS COUNTY	-	✓	✓	-	8	1-5
Medora	-	✓	✓	-	8	1-5
DUNN COUNTY	-	✓	✓	-	8	1-5
Dodge	-	-	✓	-	-	1-2
Dunn Center	-	-	✓	-	-	1-2
Halliday	-	✓	✓	-	8	1-4
Killdeer	-	-	✓	-	-	1-5
GOLDEN VALLEY COUNTY	-	✓	✓	-	8	1-5
Beach	-	-	✓	-	-	1-2
Golva	-	-	✓	-	-	1-2
Sentinel Butte	-	-	✓	-	-	1-3
STARK COUNTY	-	✓	✓	-	8	1-5
Belfield	-	✓	✓	-	8	1-5
Dickinson	-	✓	✓	-	8	1-5
Gladstone	-	✓	✓	-	8	1-5
Richardton	-	✓	✓	-	8	1-5
South Heart	-	✓	✓	-	8	1-4
Taylor	-	-	-	-	-	-

2025 Multi-Hazard Mitigation PLAN

Figure 23

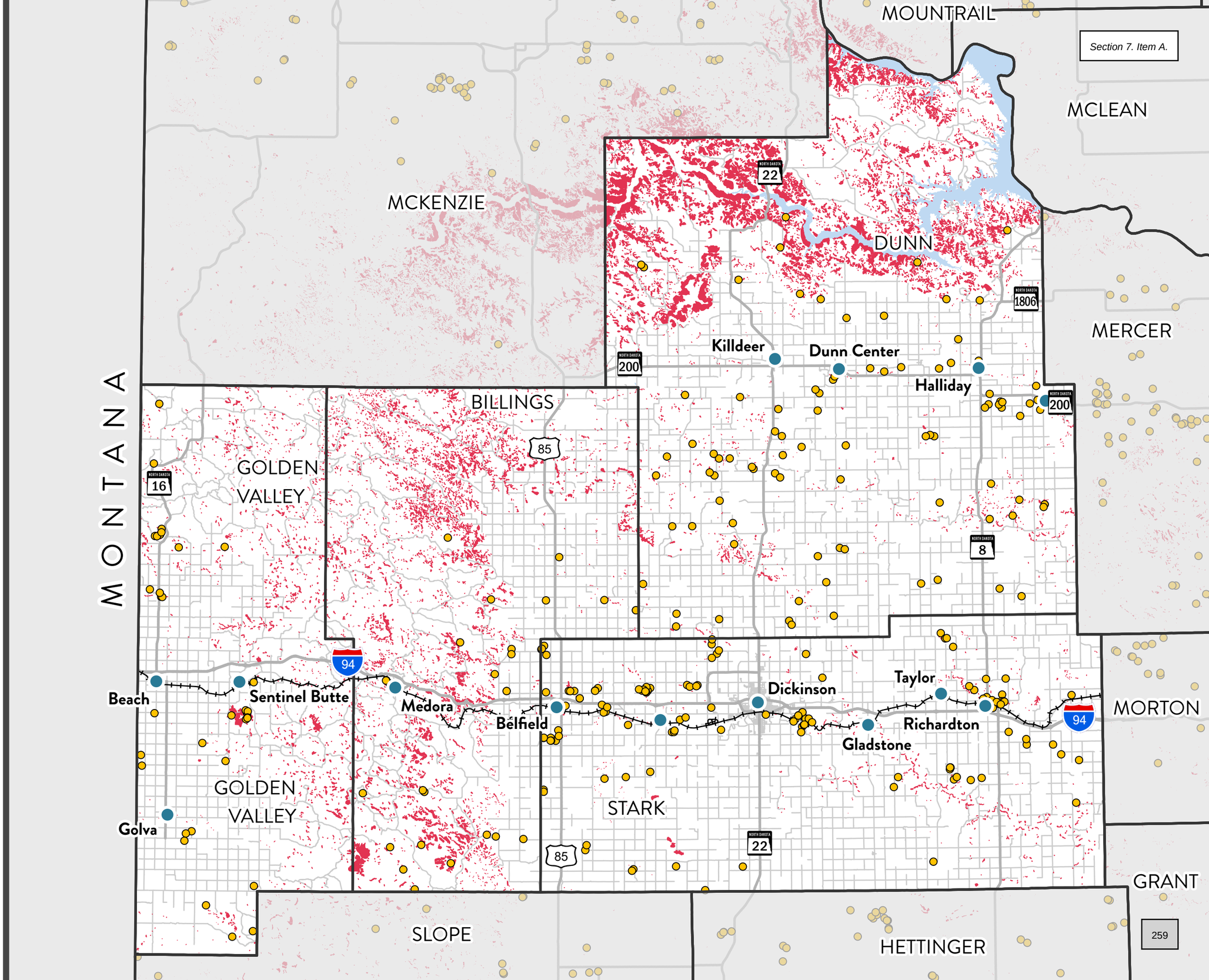
Historical Landslides and Abandoned Mines

- Landslide
- Abandoned Mine (277)

Source: North Dakota Geological Survey, North Dakota GIS Hub

0 5 10 Miles

N



2025 Multi-Hazard Mitigation PLAN

Figure 24

Landslide Risk

Low

High

MOUNTRAIL

MCLEAN

MCKENZIE

DUNN

MERCER

MONTANA

BILLINGS

GOLDEN VALLEY

MORTON

STARK

SLOPE

HETTINGER

GRANT

Killdeer

Dunn Center

Halliday

Dodge

Beach

Sentinel Butte

Medora

Belfield

South Heart

Dickinson

Gladstone

Taylor

Richardton

Golva

NORTH DAKOTA 22

NORTH DAKOTA 1806

NORTH DAKOTA 200

NORTH DAKOTA 200

NORTH DAKOTA 8

NORTH DAKOTA 16

94

85

85

NORTH DAKOTA 22

94

260

Source: United States Geological Survey

0 5 10 Miles

N

Table 26. Extent and Probability of Radon

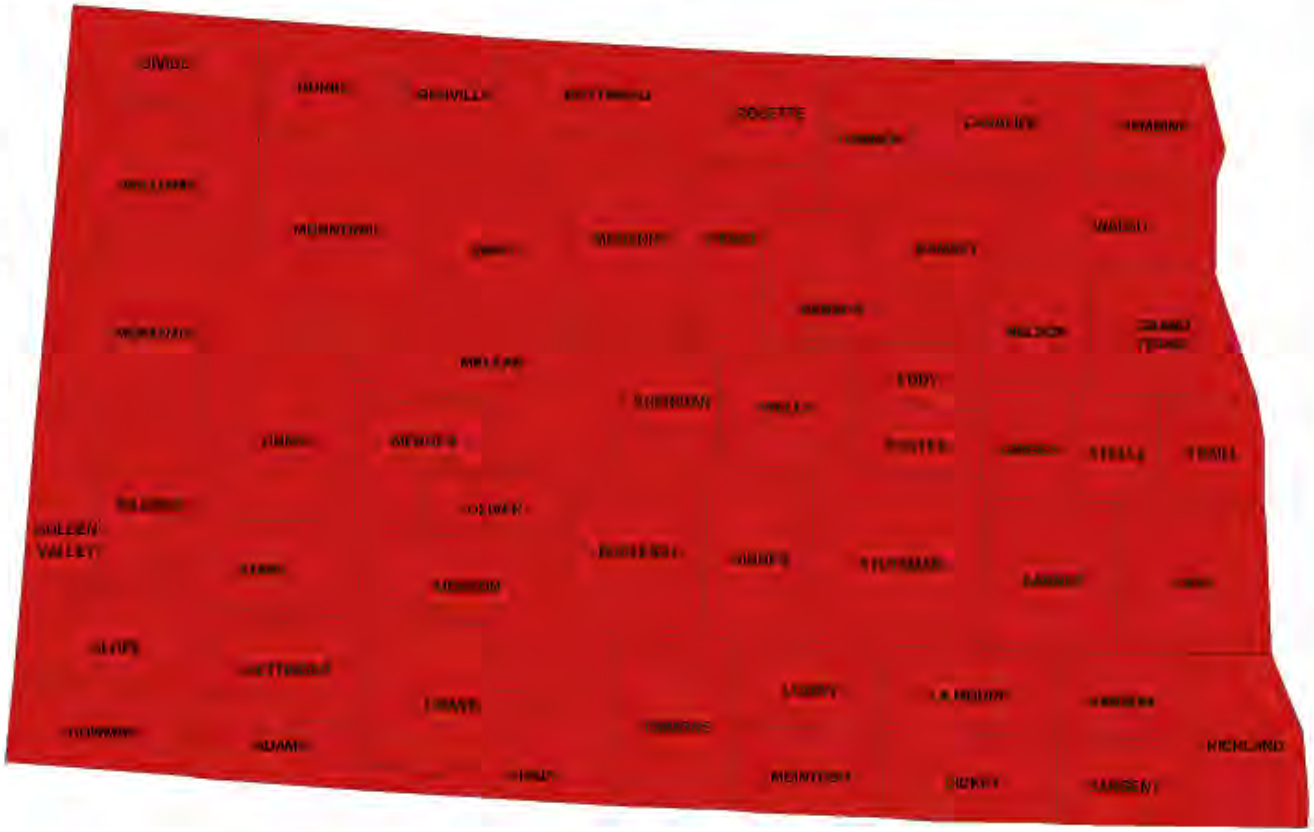
Local Jurisdiction	Prescence of Radon	Radon Zone	pCi/L Level	Description
BILLINGS COUNTY	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Medora	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
DUNN COUNTY	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Dodge	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Dunn Center	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Halliday	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Killdeer	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
GOLDEN VALLEY COUNTY	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Beach	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Golva	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Sentinel Butte	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
STARK COUNTY	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Belfield	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Dickinson	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Gladstone	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Richardton	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
South Heart	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon
Taylor	✓	Zone 1 (Red)	> 4 pCi/L	Highest Potential for Radon

Figure 25. North Dakota - EPA Map of Radon Zones

The Map of Radon Zones was developed in 1993 to identify areas of the U.S. with the potential for elevated indoor radon levels. The map is intended to help governments and other organizations target risk reduction activities and resources. The Map of Radon Zones should not be used to determine if individual homes need to be tested. No matter where you live, test your home for radon—it's easy and inexpensive Fix your home if your radon level is 4 picocuries per liter (pCi/L) (150 becquerels per meter cubed (Bq/m3)) or higher. Consider fixing if your level is between 2 and 4 pCi/L (75 - 150 Bq/m3).

The Map of Radon Zones was developed using data on indoor radon measurements, geology, aerial radioactivity, soil parameters, and foundation types. The EPA recommends that this map be supplemented with any available local data to further understand and predict the radon potential for a specific area.

All homes should be tested, regardless of zone designation.



What do the colors mean?

Zone	Zone 1 (red zones)	Zone 2 (orange zones)	Zone 3 (yellow zones)
Color			
Description	**Highest potential** **Counties have a predicted average indoor screening level > (Greater) than 4 pCi/L (picocuries per liter) (150 Bq/m3 (becquerels per meter cubed))**	**Moderate potential** **Counties have a predicted average screening level ≥ (Greater than and equal to) 2 pCi/L (75 Bq/m3) and ≤ (less than and equal to) 4 pCi/L (150 Bq/m3)**	**Low potential** **Counties have a predicted average indoor screening level < (Less than) 2 pCi/L (75 Bq/m3)**

IMPORTANT: Consult the publication entitled "Preliminary Geologic Radon Potential Assessment of North Dakota" (USGS Open-file Report 93-292-H) before using this map. See https://doi.org/10.3133/ofr93292H. This document contains information on radon potential variations within counties. The EPA also recommends that this map be supplemented with any available local data in order to further understand and predict the radon potential of a specific area.

Table 27. Extent and Probability of Expansive Soils

Local Jurisdiction	Prescence of Geological Threat (Shrink-Swell)	LEP – Representative Value	Description
BILLINGS COUNTY	✓	<3-9	Low, Moderate, and High Risk
Medora	✓	<3-9	Low, Moderate, and High Risk
DUNN COUNTY	✓	<3-9	Low, Moderate, and High Risk
Dodge	✓	<3-9	Low, Moderate, and High Risk
Dunn Center	✓	<3-9	Low, Moderate, and High Risk
Halliday	✓	<3-9	Low, Moderate, and High Risk
Killdeer	✓	<3-9	Low, Moderate, and High Risk
GOLDEN VALLEY COUNTY	✓	<3-9	Low, Moderate, and High Risk
Beach	✓	<3-9	Low, Moderate, and High Risk
Golva	✓	<3-9	Low, Moderate, and High Risk
Sentinel Butte	✓	<3-9	Low, Moderate, and High Risk
STARK COUNTY	✓	<3-9	Low, Moderate, and High Risk
Belfield	✓	<3-9	Low, Moderate, and High Risk
Dickinson	✓	<3-9	Low, Moderate, and High Risk
Gladstone	✓	<3-9	Low, Moderate, and High Risk
Richardton	✓	<3-9	Low, Moderate, and High Risk
South Heart	✓	<3-9	Low, Moderate, and High Risk
Taylor	✓	<3-9	Low, Moderate, and High Risk

2025 Multi-Hazard Mitigation PLAN

Figure 26

Geological Threat

Shrink-Swell Class

LEP - Representative Value

- < 3 (Low)
- 3 - 6 (Moderate)
- 6 - 9 (High)
- > 9 (Very High)

Source: USDA

0 5 10 Miles

N

MOUNTRAIL
MCLEAN
MCKENZIE
MONTANA
BILLINGS
GOLDEN VALLEY
DUNN
STARK
MERCER
MORTON
SLOPE
HETTINGER
GRANT

Killdeer
Dunn Center
Halliday
Dodge
Beach
Sentinel Butte
Golva
Medora
Belfield
South Heart
Dickinson
Gladstone
Taylor
Richardton

ND 22
ND 1806
ND 200
ND 8
ND 16
85
94
ND 22
264

Vulnerabilities and Impacts

Landslides

As recently as 2019, there have been landslides that have damaged major roadways in the four-county area. Hazardous liquid pipelines and gas transmission lines are located throughout the study area. While pipeline operators typically try to avoid routes that are susceptible to landslides, some pipelines could be at risk. In 2016, a landslide caused a rupture in the Belle Fourche Pipeline in Billings County, resulting in crude oil that contaminated Ash Coulee Creek.

Table 28 summarizes structures, pipelines, and highways within areas that are highly susceptible to landslides. Structures were estimated using address points (parcel centroids) that were within 100 feet of a known landslide location. It is not known if any structures are vulnerable to landslides. In addition to state and federal highways, many local roads traverse areas where landslides have occurred.

Table 28. Structures and Infrastructure Near Landslide Areas

County	Structure Addresses	Hazardous Pipelines (Miles)	State/Federal Highways (Miles)
Billings	15	1.4	3.0
Dunn	44	12.7	11.0
Golden Valley	3	1.0	2.1
Stark	8	0.0	0.4
Total	**70**	**15.1**	**16.5**

Earthquakes

According to the USGS, an earthquake in the region would most likely only result in a light perceived shaking and no damages. There is no history of earthquakes in the four-county area causing structural damage. In the event of a significant earthquake, residents in very old homes and mobile/manufactured homes would be most vulnerable. According to the 2000 Decennial Census, an estimated 2,331 housing units in the region were built before 1940. The average household size is about 2.45 persons, according to the 2023 American Community Survey. Therefore, there are approximately 5,700 persons in the region living in homes that were built before 1940 (**Table 29**). In addition, there are approximately 1,850 mobile/manufactured homes in the study area, which house an estimated 4,525 residents (**Table 30**). Mobile homes gained popularity in the 1950s and 1960s, so these homes exclude the pre-1940 structures in Table 18. All told, it is estimated that over 10,000 residents would have enhanced vulnerability to an earthquake.

Table 29. Pre-1940 Homes and Residents

County	Pre-1940 Houses	Estimated Residents
Billings	110	268
Dunn	539	1,358
Golden Valley	410	975
Stark	1,272	3,103
Total	**2,331**	**5,704**

Source: 2000 Census

Table 30. Mobile/Manufactured Homes and Residents

County	Mobile Homes	Mobile Home Residents
Billings	65	160
Dunn	543	1,330
Golden Valley	18	44
Stark	1,221	2,991
Total	**1,847**	**4,525**

Source: 2023 American Community Survey 5-Year Estimates

Radon

There are 277 abandoned mines in the four-county area. Some residences may be at risk of sinkholes, but this is a historical rarity. Based on the EPA's assessment of risk for radon in homes, radon in indoor air is estimated to cause about 21,000 cancer deaths each year in the United States. Smokers are at higher risk of developing radon-induced lung cancer. This type of lung-cancer typically develops 5-25 years after exposure. Testing is the only way to know the radon level of an exposed structure and both the EPA and U.S. Surgeon General recommend testing all homes below the third floor for radon. There is no data relating to the number of homes in North Dakota which are impacted by Radon each year.

Expansive Soils

All jurisdictions contain mapped areas with low (0–3%), moderate (3–6%), and high (6–9%) Linear Extensibility Percent (LEP) values, indicating the presence of shrink-swell soils across each area. As a result, each jurisdiction is vulnerable to expansive soil conditions, though the degree of risk varies depending on the proportion and location of moderate and high LEP classifications.

Low LEP Areas (0-3%)

Areas with predominantly low LEP soils have limited shrink-swell potential. While these soils can still experience minor seasonal volume changes due to moisture fluctuations, the overall vulnerability is lower. Impacts are typically manageable through standard pavement design and drainage measures. Localized differential settlement may still occur where moisture conditions are inconsistent, such as near drainage features or utility trenches.

Moderate LEP Areas (3-6%)

Areas with moderate LEP soils face a measurable vulnerability to expansive soil behavior. These soils can expand during wet conditions and contract during dry periods, contributing to pavement cracking and rutting, shoulder separation and edge drop-offs, distress in curb and gutter systems, and increased maintenance cycles. Infrastructure in these areas may require enhanced subgrade preparation, moisture conditioning, lime or cement stabilization, geotextile reinforcement, or underdrain systems to mitigate long-term performance issues.

High LEP Areas (6-9%)

Areas containing high LEP soils are the most vulnerable to expansive soil impacts. These soils are highly sensitive to moisture variation and can undergo substantial volume changes. Potential impacts include significant pavement heaving or settlement, accelerated roadway deterioration and loss of ride quality, structural stress to bridges, culverts, and retaining walls, utility displacement or pipe joint separation, and increased lifecycle costs due to frequent repair or reconstruction. If not properly addressed during design and construction, expansive soils in high LEP areas can compromise

roadway service life, safety, and operational reliability. Climate variability, including more intense precipitation events followed by extended dry periods, can further exacerbate shrink-swell cycles.

Erosion Hazard

In addition to landslides, natural erosion can be a problem. For example, slumping along the Heart River in Belfield has damaged properties. The city has established the Heart River Fund to mitigate further damage.

Critical Facilities

Chapter 2 summarizes critical facilities in the study area. No buildings housing critical services are known to be at risk from landslides and critical facilities are located within the vicinity of abandoned mine lands. Landslides have impacted roads; the risk is greatest within the Badlands area. Impacts include the cost of reconstruction and economic impacts due to travel time delays, and potential disruption to freight or tourist activity. Additionally, landslides may damage pipelines, which can lead to hazardous materials release.

Future Conditions

Chapter 2 describes regional growth trends. Most growth is anticicpated in areas that are not susceptible to landslides. However, continued development is anticipated in Medora, which is located in the heart of the Badlands. Development that is located on or at the base of bluffs would be most susceptible to landslides. A future road is planned to provide secondary access to the Theodore Roosevelt Presidential Library and Medora Musical. Projects such as this require additional geotechnical work to ensure slope stability.

Through the end of this century in North Dakota, expect more frequent, larger, and more intense geologic hazards, such as landslides, riverbank collapse, and sinkholes. Both drought and heavy precipitation events are projected to occur more frequently, which is expected to contribute to an increased frequency of landslides where steep slopes are present, or to riverbank collapse where undercutting due to subsoil flow and/or antecedent flooding is possible. Both extremes also increase the potential for wind and water erosion. Increased development pressure and the impacts of future climate conditions may increase the risk to a variety of state infrastructure and assets if constructed or situated in areas prone to geologic hazards.

SEVERE SUMMER WEATHER

Overview

- **Overall Risk:** High
- **Probability:** Highly Likely
- **Primary Impacts:** Agricultural loss (crops/livestock); economic loss; increased stress on medical services; human loss and injuries; power loss; property damage; permanent loss of business; release of hazardous material
- **Related Hazards:** Flooding (flash floods)



Severe summer weather includes tornadoes, wind, hailstorms, heavy rains, lightning, and extreme heat. Severe summer storms occur frequently in the region and have the potential to cause widespread damage.

Tornadoes are violently rotating columns of air that extend from a storm cloud to the ground. A closely related event is a funnel cloud, which does not extend to the ground. Most tornadoes occur during the evening hours and travel from southwest to northeast, but they can move unpredictably in any direction. Tornado magnitude is measured by the Enhanced Fujita (EF) Scale, which replaced the Fujita Scale in 2007. Tornadoes can produce wind speeds ranging from 65 mph (EF0) to over 200 mph (EF5). Most tornadoes are EF0 or EF1; however, even an EF0 tornado has the potential to cause significant destruction, including widespread property damage, injuries, and fatalities. Most injuries are caused by flying debris.

Straight-line winds are a common element of severe summer storms. Strong winds often form on the leading edge of severe storms, and gusts of more than 100 miles per hour are possible. A **derecho** is a widespread, long-lived windstorm associated with a band of actively moving showers or thunderstorms. To be classified as a derecho, the wind damage swath of the storm must extend for more than 240 miles and the storm must include wind gusts of at least 58 miles per hour along most of its length. On June 19-22 of 2025, a significant tornado outbreak and associated derecho caused major damage across central and eastern North Dakota, northern Minnesota, and parts of southern Canada.

Hailstorms are a hazard to property, crops, livestock, and occasionally, human life. Hailstorms range in size from an of a few acres up to hundreds of square miles, although small events are most common. Hailstones can reach the surface at more than 100 miles per hour and may reach sizes of up to several inches in diameter; however, most hailstones do not exceed two inches in diameter.

Lighting strikes can electrocute humans and animals, vaporize materials, ignite fires, and cause electrical surges that can damage equipment. Lightning strikes are rarely fatal to humans, especially in North Dakota. Livestock deaths and property damage are more common threats.

Extreme heat is a prolonged period – at least two to three days – with temperatures exceeding 90 degrees Fahrenheit. The effect of high temperatures is exacerbated by humidity, which limits the human body's ability to cool itself through sweat evaporation. Extreme summer heat poses risks to humans, pets, and livestock. Prolonged exposure to extreme heat can cause heat exhaustion or



heat stroke, a life-threatening condition. Children and the elderly are especially vulnerable.

Location

Severe summer weather occurs at a regional level and is not a micro-climatic event. It general, a severe summer weather event occurs across the entire geographic area of a county. However, a severe summer weather event in one part of the study area may not impact the entire study area, because it is so large and there is significant variation in factors that influence the onset of severe weather. All parts of the four-county area are assumed to be at equal risk. Severe summer weather is dynamic; the formation and specific locations of high supercells, tornadoes, and related events can vary widely and are unpredictable as storms develop.

Probability and Extent

Historical weather event data was collected from the National Climatic Center Storm Events Database. From 1996 through 2024, severe summer weather events were recorded during 631 days within the four-county area. **Table 31** provides data for several event types. Based on this data, the annual probability of severe summer weather is very likely (100 percent) for all counties.

Tornadoes

The annual probability of tornadoes is likely (30 percent). The National Climatic Data Center recorded 25 tornadoes from 1996 to 2024, including one EF-3 tornado that occurred near Dickinson in 2009, two EF-2 tornadoes, and five EF-1 tornadoes. **Figure 27** illustrates tornado paths for events that occurred from 1950 to 2023. Most tornadoes resulted in minimal damage.

ENHANCED FUJITA SCALE

EF0: 65-85 MPH	**EF3:** 136-165 MPH
EF1: 86-110 MPH	**EF4:** 166-200 MPH
EF1: 111-135 MPH	**EF5:** Over 200 MPH

Table 31. Severe Summer Weather Events (1996-2024)

Summer Weather Events by Sub-Type	County Event Days (Over 29-Year Period)				Discrete Event Days (Region)	Days per Year (Region)	Annual Probabilities (Percent Years w/ an Occurrence)				
	Billings	Dunn	Golden Valley	Stark			Billings	Dunn	Golden Valley	Stark	Across Region
Lightning*	69	107	91	128	(279)*	(9.21 days)	89.7%	96.6%	100.0%	100.0%	100.0%
Large Hail**	58	77	62	93	202	6.97 days	89.7%	96.6%	86.2%	96.6%	100.0%
T-Storm Wind**	21	54	46	63	134	4.62 days	41.4%	79.3%	75.9%	82.8%	100.0%
Tornado	2	9	6	12	25	0.86 days	6.9%	20.7%	20.7%	27.6%	48.3%
Funnel Cloud	2	7	6	7	21	0.72 days	6.9%	17.2%	13.8%	24.1%	34.5%
High Wind (May-Sep)	17	13	16	23	25	0.86 days	34.5%	24.1%	31%	48.3%	51.7%
Heavy Rain***	8	13	4	9	21	0.72 days	20.7%	27.6%	17.2%	24.1%	44.8%
Excessive Heat****	4	4	4	4	4	0.14 days	3.4%	3.5%	3.4%	3.4%	3.4%
Total	**112**	**177**	**144**	**211**	**432**	**10.93 days *****	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

**Lightning days represent days with reported Large Hail or T-Storm Winds, as Lightning is present with all thunderstorms. Dangerous Cloud-to-Ground (CG) Lightning occurs with all thunderstorms and is the most prevalent summer hazard sub-type across ND. NCEI CG data, 1/1/1991 through 12/31/2022 (22 years), has annual average of 3.4 to 4.0 CG strikes per sq. mi. across the Region. **Large Hail and Damaging Thunderstorm Wind likely to occur from the same thunderstorm but are not always detected and/or reported concurrently. Regional T-storm Wind days represent those where large hail wasn't reported , while County days are all those reported. ***Heavy Rain days were composited from such reports within the Heavy Rain, Flash Flood, and Flood events in the NCEI Strom events Database (StormData). ****The Excessive Heat sub-type includes the equivalent Heat and Heat Index (Apparent Temp) categories as used in prior years. *****The average annual number of days with Severe Summer Weather reflects those days with one or more of the above sub-types.*

Source: National Climatic Data Center Storm Events Database

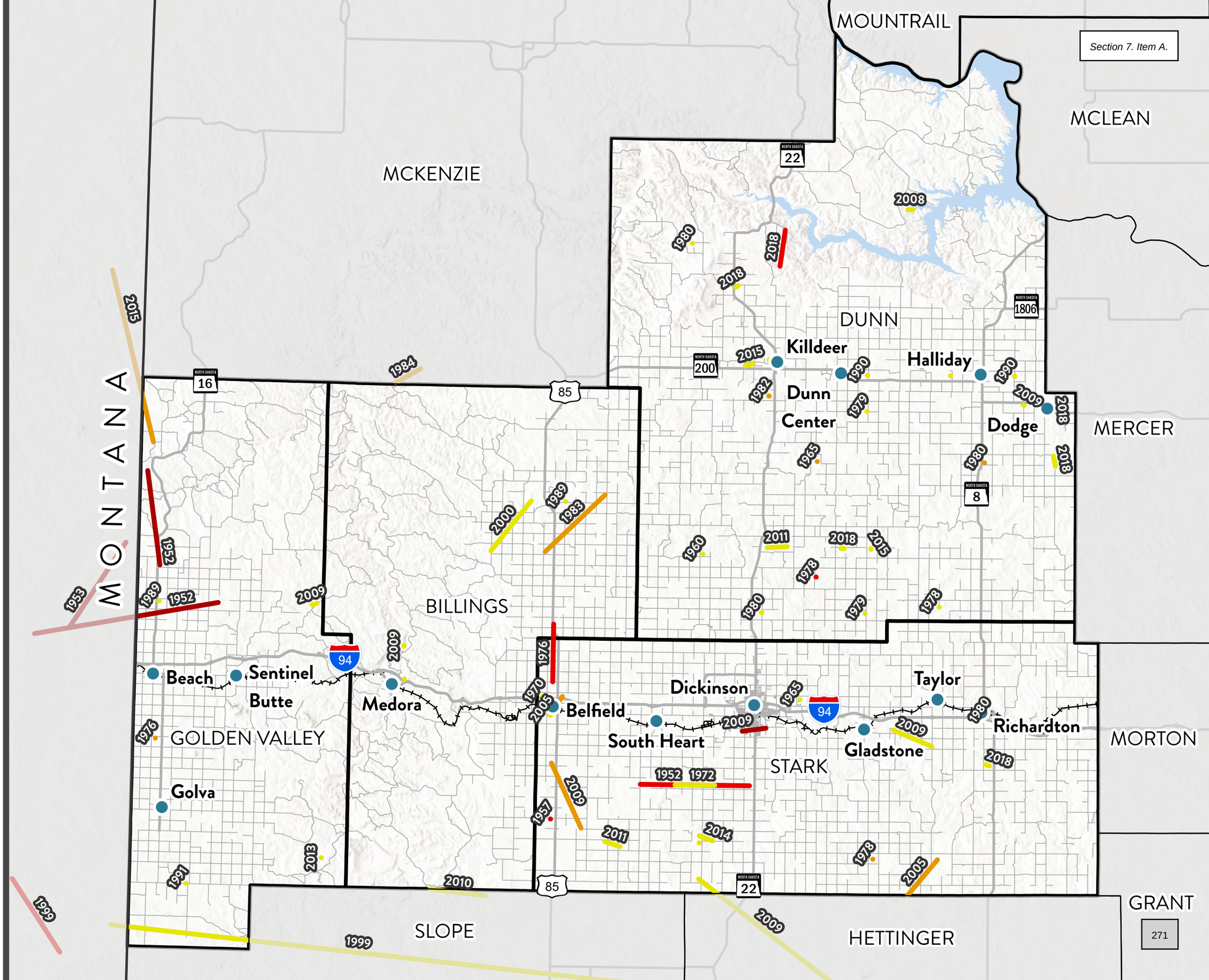
2025 Multi-Hazard Mitigation PLAN

Figure 27

Tornado Paths

Tornado Path and Magnitude

- EF-0
- EF-1
- EF-2
- Ef-3



Source: National Weather Service Storm Prediction Center. Includes events from 1950-2024.

0 5 10 Miles

N

High Wind (Summer)

High wind can occur separately from the presence of tornados or thunderstorms (although they most often occur concurrently with these weather events). These are non-convective winds which are estimated using the Beaufort Wind Scale (**Table 32**). **Sustained Winds** are those that are Greater-Than-or-Equal-to (GTE) 40 mph, while **Wind Gusts** are GTE 58 mph. The NWS issues a High Wind Warning when sustained winds of 40 mph or greater are occurring or are expected in the next 12-24 hours. The NWS procures a seven-day Graphical Hazardous Weather Outlook (GHWO) for High Winds across North Dakota, with a national outlook out to three days (WSSI). According to the NDCC's Storm Events Database, there were 84 days with high wind events in the region from 1996 to 2024. In addition, there were 134 days with thunderstorm winds. The highest measured gust was 89 miles per hour (77 knots), as recorded near Dickinson on June 6, 2013. An estimated gust of 104 knots (120 mph) was recorded near Fairfield in Billings County on July 10, 2022.

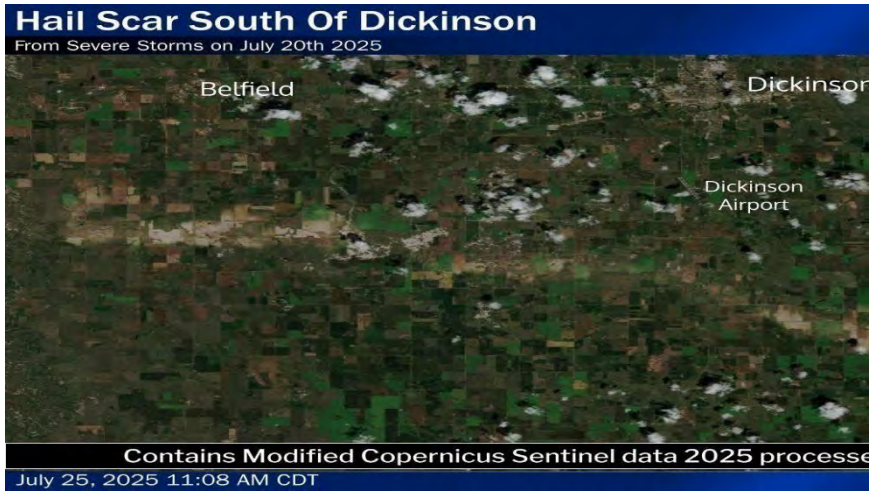
Table 32. Beaufort Wind Chart

Beaufort Number	Range (MPH)	Average (MPH)	Terminology	Description
0	0	0	Calm	Calm. Smoke rises vertically.
1	1-3	2	Light air	Wind motion visible in smoke.
2	4-7	6	Light breeze	Wind felt on exposed skin. Leaves rustle.
3	8-12	11	Gentle breeze	Leaves and smaller twigs in constant motion.
4	13-18	15	Moderate breeze	Small branches begin to move.
5	19-24	22	Fresh breeze	Smaller trees sway.
6	25-31	27	Strong breeze	Large branches in motion. Whistling heard.
7	32-38	35	Near gale	Whole trees in motion. Some difficulty walking into the wind.
8	39-46	42	Gale	Twigs broken from trees. Cars veer on road.
9	47-54	50	Severe gale	Light structure damage.
10	55-63	60	Storm	Trees uprooted. Considerable structure damage.
11	64-73	70	Violent storm	Widespread structural damage.
12	74-95	90	Hurricane	Considerable/widespread damage to structures.

Source: NWS Northern Indiana. Beaufort scale measures sustained winds (2-minute average).

Hail

The annual probability of hailstorms is very likely (100 percent) due to the number of severe summer weather events that take place in the state. A severe hail event is defined as a storm producing hailstones larger than 0.75 inches in diameter. All events recorded by the National Climatic Data Center are severe hail events. According to NDCC's Storm Events Database, **the largest hailstone recorded in the four-county area from 1996 to 2024 was 4.5 inches in diameter.** This hailstorm occurred on June 8, 2002, near Sentinel Butte. Hail size can be measured in both inches and millimeters but is commonly described using comparisons to other well-known items (**Table 33**).



A hail scar is visible south of Belfield and Dickinson in Stark County from the severe storms of July 20, 2025. (Source: National Weather Service)

Table 33. NWS Hail Size References

Diameter (Inches)	Diameter* (mm)	Description
1/4	6.4	Pea
1/2	12.8	Small marble, Mothball
3/4	19.1	Penny
7/8	22.4	Nickel
1	25.4	Quarter
1 ¼	31.8	Half Dollar
1 ½	38.1	Walnut, Ping Pong Ball
1 ¾	44.5	Golf Ball
2	50.8	Lime, Hen Egg
2 ½	63.5	Tennis Ball
2 ¾	69.9	Baseball
3	76.2	Large Apple, Teacup
4	101.6	Softball
4 ½	114.3	Grapefruit
> 4 ½	> 114.3	CD / DVD Discs

*Source: NWS, 2021a. *metric conversion of table added.*

Lightning

According the NDCC's Storm Events Database, there were 13 event days lightning events in the region from 1996 to 2024. Lighting-strike fatalities are rare. According to the National Weather Service and the National Lightning Safey Council, 13 fatalities occurred in North Dakota from 1959 to 2019, including one in the study area. **On August 4, 2019, a lightning strike killed a trail worker near Richardton in Stark County.** Lighting has also been documented as a cause of wildfires and property damage in rural areas.

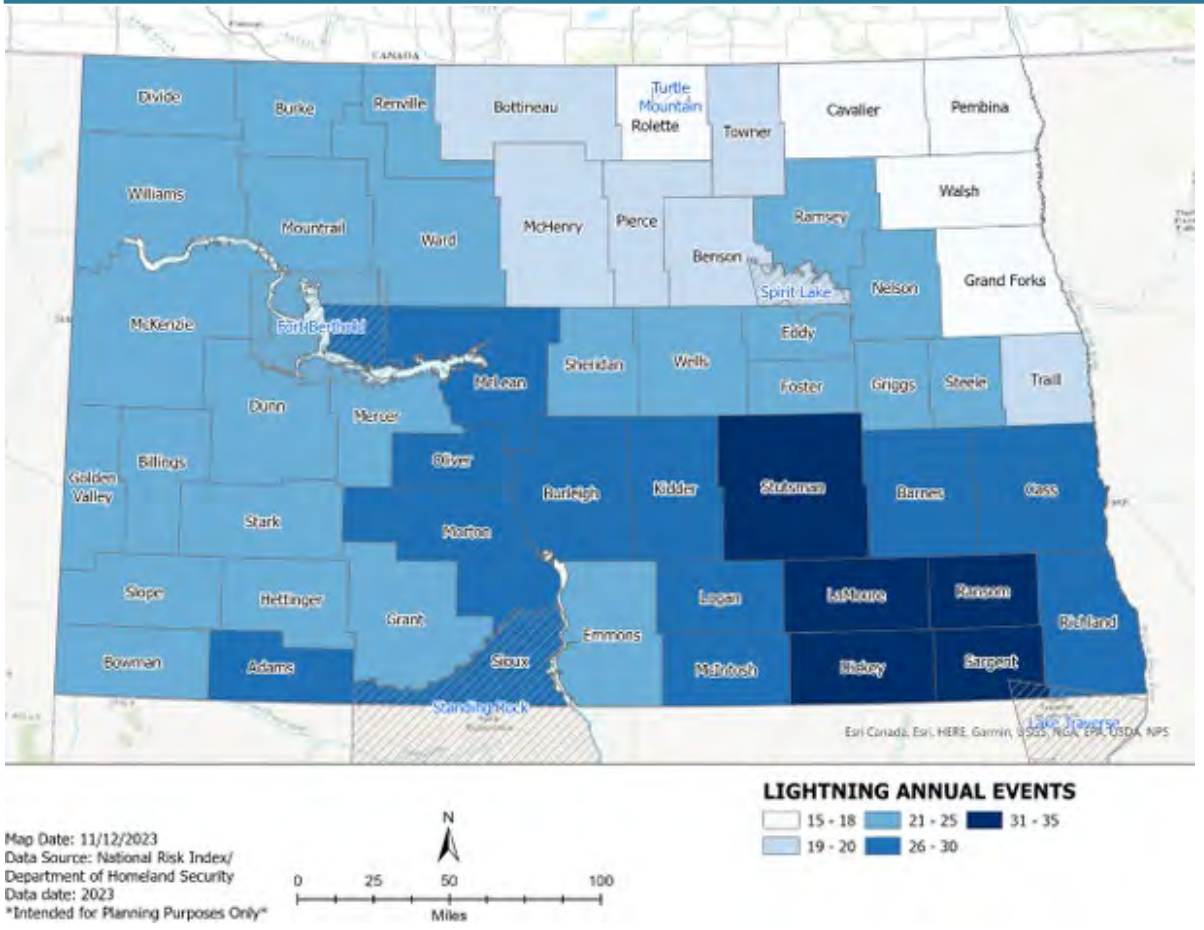
The extent and probability of lightning is based on Cloud-to-Ground Lighting forecast (potential LAL): Lightning Activity Level (**Table 34**). Annual Cloud-to-Ground Lightning Events in North Dakota are shown in **Figure 28**. For the four-county study area, there are on average 21 to 25 cloud-to-ground lightning strikes per 4x4 square km (about 3.4-4 strikes per square mile, per year).

Table 34. Thunderstorm Probability and Related Lightning Activity Level (LAL)

Thunderstorm Probability	Thunderstorm Category	Rain Intensity	LAL	Lightning Characteristics
None	None	Variable	1	None
10%	Isolated	Light rain occasionally reaching the ground	2	1 to 5 GC lightning strikes in 5-minute period.
20%	Widely Scattered	Light to moderate rain reaching ground	3	6 to 10 GC lightning strikes in a 5-minute period.
30-50%	Scattered	Moderate rain is common.	4	Frequent, 11 to 15 CG strikes in 5-minute period.
60-70%	Numerous	Moderate to heavy rainfall.	5	Frequent and intense, 15+ CG strikes in 5-minute period.
20% (Dry)	Dry Lightning	Little to no rain.	6	Like LAL 3 but w/o rain, w/higher wildland fire threat.

Source: FEMA NR/NOAA-NCEI Lightning Database, 2023

Figure 28. Annual Cloud-to-Ground Lightning Events in ND, 1991-2012



4x4 sq km	1 sq mi
12-18	2.5 - 3.0
19-20	3.1 - 3.3
21-25	3.4 - 4.0
26-30	4.1 - 4.9
31-35	5.0 - 5.7

Source: FEMA NRI/NOAA-NECI Lightning Database, 2023

Excessive Heat

The extent of excessive heat is based on a temperature and humidity heat index which is maintained by the National Weather Service (**Table 35**). For the study area, the heat index scale for extreme heat ranges from a minimum of GTE 75 degrees to GTE 105 degrees.

Table 35. NWS Heat Index

Relative Humidity	Temperature (°F)															
	80	**82**	**84**	**86**	**88**	**90**	**92**	**94**	**96**	**98**	**100**	**102**	**104**	**106**	**108**	**110**
40	80	81	83	85	88	91	94	97	101	105	109	114	119	124	130	136
45	80	82	84	87	89	93	96	100	104	109	114	119	124	130	137	
50	81	83	85	88	91	95	99	103	108	113	118	124	131	137		
55	81	84	86	89	93	97	101	106	112	117	124	130	137			
60	82	84	88	91	95	100	105	110	116	123	129	137				
65	82	85	89	93	98	103	108	114	121	128	136					
70	83	86	90	95	100	105	112	119	126	134						
75	84	88	92	97	103	109	116	124	132							
80	84	89	94	100	106	113	121	129								
85	85	90	96	102	110	117	126	135								
90	86	91	98	105	113	122	131									
95	86	93	100	108	117	127										
100	87	95	103	112	121	132										

Likelihood of Heat Disorders with Prolonged Exposure or Strenuous Activity*: Light Yellow – Caution; Light Orange – Extreme Caution; Dark Orange – Danger; Red – Extreme Danger.*

Source: ***https://www.weather.gov/safety/heat-tools***

Vulnerabilities and Impacts

Historical Event Summary

The National Climatic Data Center's Storm Events Database includes brief summaries of significant storm events. A selection of recent summer storm events within the four-county area is summarized below.

- **August 15, 1999.** Thunderstorm winds damaged a water tank at a cost of $80,000 in Dunn County.
- **August 15, 1999.** Hail with a diameter of 3 inches fell in and near Dickinson, causing $2 million in damages.
- **February 13, 2011.** High winds blew over a semi-trailer in Billings County and caused $20,000 in damages.
- **June 19, 2005.** A large thunderstorm accompanied by hail caused $3 million in damages in Stark County.
- **June 24, 2009.** An EF-1 tornado touched down near Belfield and caused $700,000 in damages.
- **July 8, 2009.** An EF-3 tornado passed through the south side of Dickinson, causing $20 million in property damages.
- **July 10, 2016.** 1.75-inch diameter hail fell in Billings County and caused $350,000 in damages.
- **July 10, 2016.** 3.25-inch diameter hail fell in Dunn County and caused $21 million in damages.
- **July 10, 2022.** Thunderstorms with high winds caused $3 million in damages in Fairfield in Billings County.
- **August 8, 2019.** A man died when he was struck by lightning while working on a trail at the Schnell Recreation Area in Stark County.

Population

The entire population of the four-county region is vulnerable to a severe summer storm event. Residents living in homes without a basement or permanent foundations are particularly vulnerable to tornado and wind events. There are approximately 1,847 mobile homes in the region according to the American Community Survey Estimates for 2023. Applying the county's average household size of 2.45 persons, **there are approximately 4,525 persons in the region with an enhanced vulnerability to severe summer weather.** See Table 22 in the Geologic Hazards section for a county breakdown.

Property

Table 36 on the following page summarizes the property damage impacts of severe summer weather from 1996 to 2024, as well as human costs. The majority of property damages were sustained during two events – the 2009 tornado that caused an estimated $20 million in damages in Dickinson and the 2016 hailstorm that caused an estimated $21 million in damages in Killdeer.

Table 36. Impacts of Severe Summer Weather (1996-2024)

Event Type	Damages	Fatalities	Injuries
Hail	$29,678,000	0	5
Tornadoes	$21,030,000	0	2
Thunderstorm Winds	$923,500	0	4
High Winds	$205,000	0	1
Lightning	403,500	1	0
Total	**$52,240,000**	**1**	**11**

Source: National Climatic Data Center Storm Events Database

Critical Facilities

Chapter 2 describes critical facilities in the study area. All critical buildings and structures are vulnerable to a severe summer storm event. Electrical facilities and communication systems are particularly vulnerable to severe summer weather. Damage can cause power outages or disrupt communication, which may hinder emergency response and essential services. Downed power lines, trees, or other debris could impede roadway travel and present safety concerns. Critical buildings such as hospitals and fire stations should have a backup power source in case of emergency.

Future Conditions

Chapter 2 describes regional growth trends. Given the unpredictable nature of severe summer storms, all future development is assumed to be at equal risk.

Through the end of this century in North Dakota, expect more frequent, larger, and longer duration storms with an increase in intense rain and flooding, and an increase in large hail. Potential impacts include an expected increase (high confidence) in heavy precipitation events overall, higher in north-central and northeast North Dakota, and somewhat lesser in lesser in southwest North Dakota, with a likely increase in areal and/or flash flooding but less certain impacts on summertime riverine flooding. Hail size, frequency of large hail, and length of the hail season should increase (medium confidence) with a commensurate increase in the frequency and intensity of lightning and damaging downburst winds which are tied to hail production. Expected increases in temperature are likely to lead to an increase in days with a high Heat Index and the potential for lost workhours during such periods.



Risk Perception

Workshop participants perceived that future severe summer weather is **likely (4.25)** and that future impacts would be **moderate to significant (3.64)**.

SEVERE WINTER WEATHER

Overview

Severe winter weather includes blizzards, heavy snow, ice storms, and extreme cold/wind chills. These hazards can produce life-threatening conditions and are a threat to property. Winter storms also disrupt economic activity. All areas of the region are at equal risk.

- **Overall Risk:** High
- **Probability:** Very Likely
- **Primary Impacts:** Road closures, agricultural loss (crops/livestock), economic loss, exposure risk (people, pets, and livestock), freezing pipes, power loss, property damage, school closure, vehicle crashes
- **Related Hazards:** Flooding, Transportation Incidents

Blizzards are defined by the National Weather Service as storms producing winds of 35 miles per hour or more, with snow or blowing snow reducing visibility to less than 0.25 miles for at least three hours. A surface blizzard is a related event that produces similar conditions when heavy winds blow snow that has already accumulated. Blizzards disrupt transportation and communication systems, can produce life-threatening conditions, and are common in all four counties.

Heavy snow is defined as six or more inches of snow in 12 hours, or eight or more inches of snow in 24 hours. Heavy snow can damage property and make roads impassable for extended periods.

Extreme cold is defined as "temperatures well below zero." Heavy winds amplify hazards by creating dangerous wind chills. Exposure to extreme cold/wind chills can induce frostbite or hypothermia for humans and livestock.

COLD SNAP

A polar vortex event occurs when the polar vortex, a large mass of cold air circling the Arctic, weakens and allows frigid air to plunge southward. A cold snap in late January and February 2025 brought record-breaking temperatures to North Dakota, with wind chills ranging from -30ºF to -60 ºF across the state.

Ice storms result from the combination of rain and below-freezing surface temperatures, which causes ice to accumulate on the ground. Ice storms create hazardous conditions for motorists, pedestrians, and livestock, and can bring down trees and power lines.

Location

Severe winter weather occurs at a regional level and is not a micro-climatic event. It general, a severe winter weather event occurs across the entire geographic area of a county. However, a severe winter weather event in one part of the study area may not impact the entire study area, because it is so large and there is significant variation in factors that influence the onset of severe weather. All parts of the four-county area are assumed to be at equal risk.

Probability and Extent

Table 37 identifies severe winter weather events that occurred from 1996 through 2024, per the National Climatic Data Center Storm Events Database. On average, a severe winter weather event occurs roughly five days per year. Blizzards occur with the greatest frequency, followed by heavy snow and winter storm events. **The annual probability of any single severe winter weather event is 100 percent.** Nine presidential disaster declarations were issued for severe winter weather between 1966 an 2023. Extent of extreme cold is based on a cooling rate table (**Table 38**) for people exposed to cold which is maintained by the National Weather Service. Extreme cold is common across North Dakota during the winter months. In North Dakota, -40 degrees is the trigger point for a wind chill warning while -23 or -30 degrees is the trigger point for a wind chill advisory for multiple counties for multiple hours in length.

Table 37. Severe Winter Weather Events (1996-2024)

Winter Weather Events by Sub-Type	County Event Days (Over 29-Year Period)				Discrete Event Days (Region)	Days per Year (Region)	Annual Probabilities (Percent Years w/ an Occurrence)				
	Billings	Dunn	Golden Valley	Stark			Billings	Dunn	Golden Valley	Stark	Across Region
Blizzard	60	55	60	58	63	2.17 days	62.1%	55.2%	58.6%	58.6%	62.1%
Heavy Snow	28	38	25	34	51	1.76 days	48.3%	48.3%	44.8%	44.8%	58.6%
Winter Storm*	30	34	27	26	41	2.28 days	66.7%	83.3%	61.1%	61.1%	83.3%
Ice Storm**	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
Extreme Cold***	41	50	40	44	50	1.72 days	41.4%	44.8%	41.8%	44.8%	44.8%
High Wind (Oct-Apr)	57	49	54	61	65	2.24 days	75.9%	72.4%	72.4%	75.9%	75.9%
Snow Squall ****	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
Total	**216**	**226**	**206**	**223**	**270**	**9.21 days *****	**100.0%**	**100.0%**	**96.7%**	**100.0%**	**100.0%**

**In this Region, Winter Storms were listed primarily from 1996-2013 (18 years), but decreased as the use of other, more specific sub-types increased.*

***In ND, if/when Ice Storms occur they often transition into other winter weather sub-types, such as Winter Storm or Blizzard, unless they stay primarily ice.*

****The Extreme Cold sub-type includes the equivalent Cold and Wind Chill (Apparent Temp) categories as used in prior years.*

*****Snow Squalls were a new category introduced in the 2020-2021 season for brief, small, convective-scale snowfall, blizzard-like conditions.*

******The average annual number of days with Severe Winter Weather reflects those days with one or more of the above sub-types.*

Source: National Climatic Data Center Storm Events Database

Table 38. Wind Chill Chart

Wind (mph)	Temperature (°F)																		
	Calm	**40**	**35**	**30**	**25**	**20**	**15**	**10**	**5**	**0**	**-5**	**-10**	**-15**	**-20**	**-25**	**-30**	**-35**	**-40**	**-45**
	5	36	31	25	19	13	7	1	-5	-11	-16	-22	-28	-34	-40	-46	-52	-57	-63
	10	34	27	21	15	9	3	-4	-10	-16	-22	-28	-35	-41	-47	-53	-59	-66	-72
	15	32	25	19	13	6	0	-7	-13	-19	-26	-32	-39	-45	-51	-58	-64	-71	-77
	20	30	24	17	11	4	-2	-9	-15	-22	-29	-35	-42	-48	-55	-61	-68	-74	-81
	25	29	23	16	9	3	-4	-11	-17	-24	-31	-37	-44	-51	-58	-64	-71	-78	-84
	30	28	22	15	8	1	-5	-12	-19	-26	-33	-39	-46	-53	-60	-67	-73	-80	-87
	35	28	21	14	7	0	-7	-14	-21	-27	-34	-41	-48	-55	-62	-69	-76	-82	-89
	40	27	20	13	6	-1	-8	-15	-22	-29	-36	-43	-50	-57	-64	-71	-78	-84	-91
	45	26	19	12	5	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-93
	50	26	19	12	4	-3	-10	-17	-24	-31	-38	-45	-52	-60	-67	-74	-81	-88	-95
	55	25	18	11	4	-3	-11	-18	-25	-32	-39	-46	-54	-61	-68	-75	-82	-89	-97
	60	25	17	10	3	-4	-11	-19	-26	-33	-40	-48	-55	-62	-69	-76	-84	-91	-98

Frostbite Times: *Medium Blue – 30 minutes; Dark Blue – 10 minutes; Purple – 5 minutes*

Wind Chill (°F) = 35.74 + 0.6215T – 35.75($V^{0.16}$) + 0.4275T($V^{0.16}$)

Where, T=Air Temperature (°F) V=Wind Speed (mph)

Source: *https://www.weather.gov/safety/cold-wind-chill-chart*

Vulnerabilities and Impacts

Severe winter weather can cause property damage, road closures, vehicle crashes, economic loss, power loss, and other impacts. Blizzard events from 1996 to 2024 caused an estimated $17.6 million in property damages, according to the National Climatic Data Center's Storm Events Database. Additional financial impacts accrue due to lost business and work hours.

Population

Vulnerable populations include the homeless and residents living in mobile homes, recreational vehicles, or poorly insulated homes. Such persons may find it difficult to find shelter or adequately heat their homes during period of extreme cold. There are approximately 1,850 mobile homes in the region with an estimated 4,525 residents. (See **Table 30** for a county breakdown.)

1997 BLIZZARDS

The most signficant blizzards occurred in January and April of 1997. These events caused an estimated $14 million in damages. Statewide, the blizzards of 1997 resulted in the deaths of over 100,000 cattle.

Blizzards, heavy snows, and extreme cold create hazardous conditions that can "trap" residents in their homes, potentially without power or heat. Elderly residents are particularly vulnerable to severe winter weather, as they are the most likely to have limited mobility, especially in the event of hazardous road/sidewalk conditions. Approximately 5,700 residents in the study area are age 65 or older. (See **Table 5** for a county breakdown.)

Property

It is difficult to estimate the impact of winter storms on property in the four-county area. **The most likely damages involve roof collapse due to heavy snow loads, and vehicle accidents**. Generally, metal roofing systems, steel decks, and boards on joists are most susceptible to collapse from snow or rain loads. Roof collapse is most likely for older structures that may not have been constructed to modern snow and wind load design codes. According to the 2000 Decennial Census estimates, there are approximately 5,703 housing units in the region that were built before 1940. A winter storm can also result in an increased risk of structure fire due to use of portable heaters and fireplaces during events that involve extremely cold temperatures.

Critical Facilities

Power outages can reduce or eliminate the functionality of critical facilities, unless they have an independent backup power supply. Winter storm events may limit the ability of fire and ambulance responders to respond to those needing service. Severe winter storm events often force school closures. In rural areas, students often travel long distances to schools, increasing the likelihood of lost time in the classroom and the risk of traffic accidents. Residents who require assistance for daily living, including those in special care facilities, are vulnerable during periods of power failure.

Severe winter weather impedes transportation systems, making travel difficult and potentially dangerous. Road or bridge closures disrupt freight shipments, causing supply chain issues. Communities with limited highway access, such as South Heart and Medora, could be especially vulnerable to highway closure. Dangerous travel conditions also impede emergency response.

Future Conditions

Chapter 2 describes regional development trends. Given the regional nature of severe winter weather, all future development is assumed to be at equal risk.

Through the end of this century in North Dakota, expect larger, more frequent, and more intense periods of heavy wet snow, mixed precipitation or ice storms, and freezing drizzle or mist, with somewhat warmer temperatures. Potential Impacts include a likely increase in winter season precipitation, overall, along with more periods of heavy snowfall and/or freezing rain/ice events. Warmer winter season temperatures will support a higher incidence of mixed precipitation (sleet), freezing rain, or ice storms, which will likely impact transportation, power transmission, roof loading, critical facilities, and infrastructure, along with general health and safety. Human health impacts include an increased incidence of heart, back, and/or muscle related injuries from shoveling snow or falling on ice.



Risk Perception

Workshop participants perceived that the future severe winter weather is **very likely (4.63)** and that future impacts would be **significant (3.92)**.

SPACE WEATHER

Overview

- **Overall Risk:** Low
- **Probability:** Unlikely
- **Primary Impacts:** Power outages, economic loss, property damage, pipeline damage, human costs.
- **Related Hazards:** Hazardous Materials Release

NASA describes space weather as any and all conditions and events on the sun, in the solar wind, in near-Earth space, and in Earth's upper atmosphere that can affect space-borne and ground-based technological systems. Generally, it takes the form of particles, electromagnetic energy, and magnetic fields. Space weather events include but are not limited to:

- **Geomagnetic storms**, which are major disturbances of Earth's magnetosphere caused by solar winds. Geomagnetic storms can disrupt satellites, radio communication, and GPS navigation systems. They can also damage the power grid and pipelines.
- **Solar radiation storms**, which are episodic and large-scale magnetic eruptions on the sun's surface that typcially result in a coronal mass ejection (CME) or solar flares. These events can send massive amounts of charged particles toward the Earth's magnetosphere and may last for minutes or hours. Solar radiation storms can expose impact high-frequency (HF) radio communications. The Solar Radiation Storm Scale (S-Scale) categorizes solar energetic particl (SEP) events from S1 (minor) to S5 (extreme) based on proton flux levels, with increasing risks to astronauts, aircraft, satellites, and HF radio communications at higher levels.
- **Radio blackouts,** which are solar-flare-induced high-frequency radio communication disruptions, are caused by X-ray bursts from solar flare ionizing the ionosphere, absorbing radio waves. The NOAA Radio Blackout (R-Scale) is a five-level (R1-R5) system which categorizes the phenomenon.

Geomagnetic storms, solar radiation storms, and radio blackouts pose a threat to communities because of the widespread reliance on technological systems.

Location

Space weather events from the sun or asteroids can impact any place on earth. A significant space weather event would be expected to impact the enitre four-county region.



Image Credit: North Dakota Office of Tourism

Probability and Extent

While the probability of a space weather event disrupting the four-county region is low, a large-scale event would potentially create catastrophic impacts. The magnitude of space weather events are categorized as follows:

- **Solar Radiation Storms.** NOAA tracks solar radiation storms on the S-Scale. Warnings are issued for all storms that are S1 through S5. New alerts are issued as the level increases.
- **Geomagnetic Storms.** Geomagnetic storms are tracked on the G-Scale and the planetary K-index (Kp scale) *(**Table 39**)*. This measures the intensity of geomagnetic activity on a scale of 0 to 9. Alerts are issued at all Kp levels. Warnings are issued for all geomagnetic storms with a Kp level of 4 or higher. There are no recorded catastrophic space weather effects in North Dakota.

Notable historical events from around the world include:

- **1859 Carrington Event.** This event disrupted global communcations and ignited fires in telegraph offices in a largely pre-electric world. Vivid auroras were seen around the globe in both Hemispheres. If a Carrington-level event occurred today, it could produce more $2.6 trillion in damages in the U.S. alone, as noted in the State of North Dakota 2024-2029 Enhanced Mitigation Mission Area Operations Plan.
- **1921 New York Railroad Storm.** This space weather event is considered to be the largest of the 20th Century. This geomagnetic storm sparked fires at a railroad control tower, disrupting trains and telegraph services. Telegraph service across the U.S., including in North Dakota, were delayed due to blown fuses and damaged equipment.
- **1989 Great Quebec Blackout.** The Great Quebec Blackout caused signficant power fluctuations and outages in North America and Northern Europe. Damages were most extreme in Quebec and New England, where outages lasting nine hours or more impacted an estimated six million people. Cascading impacts rippled throughout North America, including North Dakota.

NEAR MISS

On July 23, 2012, a potential Carrington-scale event missed Earth on its orbital path by one week.

Statewide Interoperable Radio Network

North Dakota has been expanding its Statewide Interoperable Radio Network (SIRN) to reduce interference and improve capacity. Improvements will replace tower-to-tower communications with trunk lines, which will mitigate interruptions to radio communications in the study area.

Table 39. Geomagnetic Storms Scale

G Scale	Description	Kp Measure	Impacts	Average Frequency*
G1	**Minor**	5	**Power systems:** Weak power fluctuations may occur.	1,700 per solar cycle (900 days per cycle)
G2	**Moderate**	6	**Power systems:** High-latitude power systems may experience voltage alarms. Long-duration storms may cause transformer damage. Other impacts: HF radio propagation may fade at high latitudes.	600 per solar cycle (360 days per cycle)
G3	**Strong**	7	**Power systems:** Voltage corrections may be required. False alarms may be triggered on some protection devices. **Other impacts:** Intermittent satellite navigation and LF radio navigation problems may occur, HF radio may be intermittent.	200 per solar cycle (130 days per cycle)
G4	**Severe**	8	**Power systems:** Possible widespread voltage control problems. Some protective systems will mistakenly trip out key assets from the grid. **Other impacts:** Induced pipeline currents affect preventative measures, HF radio propagation sporadic, satellite navigation degraded for hours, LF radio navigation disrupted.	100 per solar cycle (60 days per cycle)
G5	**Extreme**	9	**Power systems:** Widespread voltage control problems and protective system problems can occur. Some grid systems may experience complete collapse or blackouts. Transformers may experience damage. **Other impacts:** Pipeline currents can reach hundreds of amps, HF radio propagation may be impossible in many areas for 1-2 days, satellite navigation may be degraded for days, and LF radio navigation may be out for hours.	4 per solar cycle (4 days per cycle)

*Source: NOAA Space Weather Prediction Center (2023). *One solar cycle equals 11 years.*

Vulnerabilities and Impacts

Population

Except in the case of a high intensity solar radiation storm, the direct impacts of a space weather event on people is limited. However, nearly all of the region's population relies directly or indirectly on electricity for normal, essential functions such as heating and cooling, obtaining water, waste disposal, food refrigeration, communications, and transportation. If a space weather event caused the loss of power, the impact for a short time would be an inconvenience for most, but critical for a few. Loss of power for an extended period of time could result in significant challenges to sustain life in the region as we know it.

Property

The most likely space weather phenomena to impact the study area are geomagnetic storms and solar flares. While these events primarily impact communication, physical damage to property is possible. During a geomagnetic storm, the Earth's magnetic field fluctuates, which can induce a direct current (DC) in electrical transmission lines. This can cause permanent damage to transformers. Similarly, geomagnetic storms can accelerate corrosion of oil and gas pipelines, reducing their lifespan and potentially leading to leaks.

Critical Facilities

Chapter 2 describes critical facilities. All critical facilities in the region rely on electrical power to function properly. Most of these critical facilities do not have a backup power source. Therefore, short-term and long-term functionality of most critical facilities in the region could be reduced or destroyed. Electrical power to the four-county area is sourced from the Upper Missouri Power Cooperative and MDU, and distributed by McKenzie Electric Coop, Roughrider Electric Coop, and Goldenwest Electric Coop. Although local power cooperatives have plans to get local power infrastructure up and running after such disasters, the minimum timeframe to do so is a matter of weeks or months. A major space weather event could make fixing damaged substations moot in view of other electrical grid damage and system failure. Therefore, the time to get power back online could be much longer.

One of the most significant and immediate potential impacts of a space weather event would be disruption or destruction of electronic systems used for healthcare in the region. Mitigation measures to protect or replace these electronic systems are not in place. The electronic systems of the CHI St. Alexius Health in Dickinson, CHI St. Alexius Health clinic in Beach, Coal Country Community Health Center, Sanford Health Clinics, Richardton Health Center and Clinic, Evergreen, Dickinson Country House, Hilltop Home, Able Inc, St. Benedicts Health Center, St Luke's Home, and Golden Valley Manor are not hardened to withstand such an event.

Emergency communications systems and all other communications systems are critical to emergency notification and response functions in the region, and could be disrupted or destroyed by a major space weather event. Even minor geogmagnetic storms can disrupt radio communications, as noted by the Golden Valley County Sheriff's Office.

Future Conditions

Chapter 2 describes regional growth trends. All future growth areas will be similarly exposed to space weather risks. Exposure can be reduced by hardening electrical systems and utilities.

Through the end of this century in North Dakota, future climate conditions are not expected to directly impact the occurrence of space weather events, though indirectly the extent, intensity, and

frequency of hazard-related impacts could potentially be increased. Indirectly, if extreme climate variability begins to stress area power grids, satellite and terrestrial communications infrastructure, and other critical facilities, then there is a potential for increased (compounding) impacts from any concurrent space weather hazard phenomena in these and related areas.



Risk Perception

Workshop participants perceived that the future space weather is **unlikely (2.40)** and that future impacts would be **minor to moderate (2.68)**.

URBAN FIRE

Overview

Overall Risk: Moderate

- **Probability:** Very Likely
- **Primary Impacts:** Human loss and injuries, localized evacuation, property damage
- **Related Hazards:** Flooding, Geological Hazards (landslides)

In contrast to wildland fires, urban fires are unplanned fires that occur in developed areas. These are the fires that local fire departments respond to.

Location

Urban fires can occur anywhere in the built environment, including residential buildings, commercial businesses, industrial centers, recreational venues, and institutional buildings. Certain industrial land uses may have larger risks of fires – for example, battery energy storage systems (BESS), an emerging use in North Dakota, are a known fire hazard. Under the International Building Code (IBC), sprinkler systems are required for most commercial buildings and all Group R buildings, including hotels, apartments, condominiums, dormitories, and certain care facilities. With built-in fire suppression systems, these buildings have a reduced risk of fire outbreak. While urban fires occur frequently, the extent remains localized.

Probability and Extent

Structure fires will occur each year with high certainty. The risk increases with population. Stark County is the most urbanized county in the study area, with 83 percent of the total population. According to FEMA's National Fire Incident Reporting System (NFIRS), Stark County reported the sixth-highest number of structure fires from 2017-2021 with 244, or an average of nearly 50 per year. The probability and risk of urban/structure fires is lower in the other counties, simply because there are fewer structures.

The extent of structure fires can be limited by adopting a fire safety mindset and preparedness measures. Smoke detectors are the most effective tool to increase warning time, save lives, and enable efficient response. According to the NFIRS, in over 80 percent of the fires in which a detector is used, the occupant was alerted to the fire by the detector.

Vulnerabilities and Impacts

Population

According to the U.S. Fire Administration (USFA), residential structure fires in North Dakota cause 1.5 deaths and 21.4 injuries per 1,000 fires. Therefore, some fire-related injuries could be expected on an annual basis, but death would be a rarity.

Property

Vulnerability to structure fire is directly related to property condition. As fire codes, material quality, and technology have improved over the years, older buildings can be considered more vulnerable to structure fires, especially if they have not been brought up to the latest building/electrical codes.

In addition, mobile homes and manufactured homes have increased vulnerability to structure fires. Construction standards for mobile homes and manufactured homes progessed after 1974 with passage of the National Manufactured Housing Construction and Safety

Standards and again in 2000 with the Manufactured Housing Improvement Act. Mobile homes and manufactured homes that were produced prior to 2000, and especially prior to 1974, can be considered more vulnerable to structure fires.



In February 2024, a fire damaged a mobile home in Dickinson, resulting in the death of a family pet. (Image Credit: The Dickinson Press)

Critical Facilities

Chapter 2 describes critical facilities in the study area. Urban fires can directly damage schools, government facilities, and medical facilities. Fire damage to power lines, transmission towers, or substations could lead to power outages and disrupt essential services. A major fire could strain the capacity of firefighters/emergency responders. Certain industrial activities increase fire risk – for example, bulk fuel storage. In addition, a fire could result in the release of hazardous materials, which could create additional health and environmental concerns for the impact area.

Future Conditions

Chapter 2 describes regional growth trends. In general, modern building codes and zoning codes protect new development from fire risks by requiring sprinkler systems, fire-resistant walls, building setbacks, and other standards. Likewise, modern manufactured homes are less susceptible to fire than older mobile homes. That said, as growth occurs, cities and counties need to ensure adequate response times and water supply to new and existing neighborhoods. Dickinson is by far the largest city in the study area and is expected to experience the most growth in the future. Most future development is planned for its western growth area. A new fire station is planned for the west side of town, which will improve the city's overall fire coverage. GIS can be used to aid site selection by modeling response times and overall coverage from various locations.

WILDLAND FIRE

Overview

Overall Risk: High

- **Probability:** Very Likely
- **Primary Impacts:** Agricultural loss (crops/livestock), economic loss, human loss and injuries, localized evacuation, property damage or loss road closures
- **Related Hazards:** Flooding, Geological Hazards (landslides)

A wildland fire is an unplanned fire, a term which includes grass fires, forest fires and scrub fires either human-caused or natural in origin.



Many of the fires occur in or near urban/suburban areas. Wildland fires pose increasing threats to people and their property as communities develop in the wildland-urban interface. The wildland-urban interface refers to areas where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels. The threat exists anywhere that structures are located close to natural vegetation and where fire can spread from vegetation to structures, or from structures to vegetation.

The three major factors that affect the occurrence and severity of wildland fires are:

- Fuels supporting the fire
- Weather conditions
- Topography in which the fire is burning

These factors affect and increase the likelihood of a fire starting, the speed and direction in which a fire will travel, the intensity at which it burns, and the ability to control and extinguish it. At the landscape level, both topography and weather are beyond our control. Fuel is the only factor influencing fire behavior that humans have the ability to manage. **Figure 29** shows wildland fire potential based on the fuel sources. Because this map uses a national dataset, the fire risk potential in the Badlands is low relative to the heavily forested and/or drier areas of the Mountain West, Pacific Northwest, and California. From a state and regional perspective, the study area has a relatively high potential for wildfires. The State of North Dakota 2024-2029 Enhanced Mitigation Mission Area Operations Plan shows that all four counties are at high risk for fires.

Location

The entire non-urbanized part of the the four-county area is at some level of risk from wildland fire. Each city's wildland-urban interface is also at risk from wildland fire. Historically, the largest fires have occurred in Billings County and Dunn County. Large parts of these counties contain grasslands or shrub/scrub cover that provides fuel for wildland fires. The fire fuel model shows that the greatest risk is on the Fort Berthold Reservation in northern Dunn County, west of Lake Sakakewea.

Figure 30 shows wildland fire events from 1988 through 2020. Note that this dataset excludes several significant fires from the last five years.

2025 Multi-Hazard Mitigation PLAN

Figure 29

Wildland Fire Risk

- Low
- Moderate
- High
- Very High
- Water

Source: Rocky Mountain Research Station Wildfire Hazard Potential (WHP) dataaset

0 5 10 Miles

N

MOUNTRAIL
MCLEAN
MCKENZIE
MONTANA
BILLINGS
GOLDEN VALLEY
DUNN
STARK
MERCER
MORTON
GRANT
SLOPE
HETTINGER

Killdeer
Dunn Center
Halliday
Dodge
Beach
Sentinel Butte
Medora
Belfield
South Heart
Dickinson
Gladstone
Taylor
Richardton
Golva

ND 22
ND 1806
ND 200
ND 16
85
94
ND 8
ND 22
293

2025 Multi-Hazard Mitigation PLAN

Figure 30

Wildland Fire History

Wildfire

Prescribed Fire

MOUNTRAIL

MCLEAN

MCKENZIE

MONTANA

BILLINGS

GOLDEN VALLEY

DUNN

MERCER

STARK

MORTON

SLOPE

HETTINGER

GRANT

Killdeer

Dunn Center

Halliday

Dodge

Beach

Sentinel Butte

Golva

Medora

Belfield

South Heart

Dickinson

Gladstone

Taylor

Richardton

ND 22

ND 1806

ND 200

ND 16

85

94

ND 8

294

Source: USGS Federal Wildland Fire Occurrence Database. Includes events from 1988-2020.

0 5 10 Miles

N

Notable wildland fires in the last five years include (excluded from Figure 22):

- **Medora Fire.** In 2021, this fire burned an estimated 2,300 acres southwest of Medora. Medora residents were evacuated and the National Guard was activated to help suppress the fire. The fire affected the Buffalo Gap Trail and Maah Daah Hey Trail and came close to the Burning Hills Amphitheater.
- **Elkhorn Fire.** In 2024, this fire near Grassy Butte burned an estimated 10,000 acres in McKenzie County and Dunn County. Local, state, and federal resources responded to the fire.
- **Bear Den Fire.** In 2024, this fire burned an estimated 13,500 acres on the Fort Berthold Indian Reservation near Mandaree in McKenzie County.
- **Little Swallow Fire.** In 2021, this fire burned approximately 9,800 acres on Fort Berthold Reservation, about six miles south of Mandaree.
- **Roosevelt Creek Fire.** In 2021, this fire burned more than 4,600 acres in the Little Missouri National Grassland north of Medora.

Probability and Extent

According to USGS Federal Wildland Fire Occurrence Database, there were 382 wildfires from 1988 to 2020 – 12 per year, on average *(**Table 40**)*. These fires consumed over 207,000 acres, or approximately 540 acres on average. Wildfire extent is determined by acres burned. The most significant wildfires in the region are generally Class F (1,000 to 4,999 acres) or Class G fires (5,000 to 9,999 acres). Twenty-two fires in the USGS dataset were Class F or larger, as were the four fires listed above.

Table 40. Wildland Fire Events, 1988-2020

Fire Classification	Count	Acres	Average Acres
Wildfire	382	207,391	543
Prescribed Burn	27	25,954	961
Total	**466**	**233,345**	--

Source: USGS Federal Wildland Fire Occurrence Database



A growing wildfire engulfs part of the Badlands during the 2021 state of emergency, highlighting the potential severity of fires in dry, high-risk areas like the Medora Ranger District. ***(Image Credit: The Dickinson Press)***

The State's 2024-2029 Enhanced Mitigation Mission Area Operations Plan included information about crop indemnity payments from the USDA Risk Management Agency. There were two wildland fire-related crop indemnity payments in Golden Valley for wheat in 2008 for a payment of $16,529 for 156 acres.

In 2009 the North Dakota Forest Service developed a wildland fire risk assessment for every county in the state based on wildland fire occurrence, fire department response capabilities, and weather. The assessment ranked the four-county region as having a high risk for wildland fire. crop indemnity payments in Golden Valley for wheat in 2008 for a payment of $16,529 for 156 acres.

Vulnerabilities and Impacts

Population

Populations that are vulnerable to wildfire could include the young, the old, rural, or urban. They include people who can't or won't control the start of wildfire or the spread of wildfire and those who may not report or escape from wildfire due to any number of reasons, including their ability to communicate clearly in English, who lack mobility, and/or who lack modern and resilient communications systems. The State's 2024-2029 Enhanced Mitigation Mission Area Operations Plan notes that wildfire risk is negatively correlated with population density, so rural areas are more vulnerable. Using data from the 2020 Census, the rural population of the study area is estimated at 9,417 people. Assuming 10 percent of the urban population is distributed within the wildland-urban interface (WUI), another 3,100 residents could be at greater risk of wildland fires.

Property

Rural properties and remote infrastructure have a greater risk of exposure to wildfires. Rural farms, ranches, oil wells, agribusinesses, and residential uses other are scattered throughout the four-county area. Wildfires can result in extreme property loss for these isolated developments. FEMA's National Risk Index (NRI) estimates the value of buildings exposed to wildfire risk (**Table 41**). It also provides estimates for expected annual building loss, based on the historic loss ratio for exposed buildings. Using this model, the expected annual cost of wildfire to buildings is approximately $366,000 (2023 dollars).

Table 41. Wildfire Building Exposure and Expected Annual Losses

County	Wildfire Building Exposure Value	Expected Annual Building Loss
Billings	$169 million	40,967
Dunn	$788 million	268,989
Golden Valley	$92 million	7,624
Stark	$907 million	48,907
Total	**$1.955 billion**	**$366,487**

Source: National Risk Index (2023)

Risk Perception

Workshop participants perceived that future wildfires / urban fires are **very likely (4.45)** and that future impacts would be **significant (4.12)**.

Critical Facilities

Chapter 2 describes critical facilities in the study area. Wildfires that spread to developed areas may directly burn down buildings, including hospitals, schools, or public safety facilities. More broadly, wildfires can impact water supply, energy transmission, and transportation systems. Wildfires can damage power lines, transmission towers, or substations; this is a potential concern, as fires can be sparked by these facilities. A sustained power outage would impact critical facilities from hospitals to water treatment plants. Fires

can also directly damage water pipes, pumps, and treatment facilities, if intense heat causes pipes to burst. Further, wildfires or smoke could force the closure of roads or bridges. A large fire could overwhelm local fire departments and impact their ability to respond to other needs.

Future Conditions

Chapter 2 describes regional growth trends. Developing areas most susceptible to wildfire include Billings County/Medora and the northern portion of Dunn County. Medora is experiencing substantial investment in tourism attractions, lodging, and amenities. Development that occurs near areas with potential fuel sources (dense vegatation/brush) would increase fire risk. Dunn County has experienced considerable oil and gas development, especially in its northern area. Additional development would increase potential losses in the event of a fire; fire risk could also increase as larger quantities of combustible material are handled.

Looking ahead, droughts are projected to increase in size, frequency, and duration. The expected increases in temperatures and frequency of droughts translate into an increase in the size, frequency, and intensity of both wildland and urban fires, with an added risk due to increasing development in the Wildland-Urban Interface. Also, water supplies used for fire suppression may become compromised during drought conditions. Meanwhile, rural fire departments across North Dakota are largely staffed by volunteers. As the frequency and intensity of wildfires are projected to increase, volunteer fire departments are projected to lose personnel strength due to general rural population declines and/or staff retirements. These trends will likely stress unit resources and increase fire response times.

Technological & Human-Caused Hazards

Technological and human-caused hazards include hazardous materials release, transportation incidents, and dam failure. There is a considerable overlap between these hazards and several natural hazards described in the preceding section. For example, dam failure can be caused by geologic hazards or flooding. Similarly, severe winter increases the risk of transportation incidents.

DAM FAILURE

Overview

- **Billings**
    - Overall Risk: Low
    - Probability: Unlikely
    - Impact: None/Negligible
- **Dunn**
    - Overall Risk: Moderate
    - Probability: Unlikely
    - Impact: Moderate
- **Golden Valley**
    - Overall Risk: Low
    - Probability: Unlikely
    - Impact: None/Negligible
- **Stark**
    - Overall Risk: Moderate
    - Probability: Unlikely
    - Impact: Significant
- **Primary Impacts:** Agricultural loss (crops/livestock), blocked or washed-out roads, economic loss, human loss and injuries, localized evacuation, power loss, property damage
- **Related Hazards:** Flooding, Geologic Hazards

A dam is defined as an artificial barrier across a watercourse or



natural drainage area that may impound or divert water. The National Weather Service defines dam failure as catastrophic event characterized by the suden, rapid, and unctolled release of impounded water. The effects of dam failure can be devastating to people and property downstream.

The Association of State Dam Officials identifies five primary causes of dam failure, which are often interrelated:

- Overtopping of a dam occurs when water from the reservoir spills over the top of the dam, creating instability in the structure. This can occur during a major flood event if the spillways are not adequately designed or if there is blockage in the spillway. Approximately 34 percent of all dam failures in the United States are due to overtopping.
- Foundation defects, including settlement and slope instability. Approximtely 30 percent of dam faiures are caused by foundation defects.
- Seepage from piping that reduces the dam structure's stability. About 20 percent of all dam failures in the United States are caused by piping seepage.
- Structural failure of materials used to construct the dam.
- Inadequate maintenance.

The North Dakota Department of Water Resources (DWR) regulates dams through the Dam Safety Program. All non-federally owned high-hazard and medium-hazard dams are periodically inspected to identify any needs for maintenance or repairs. Mitigation planning, repairs, and maintenance are the responsibility of the dam owner, but DWR has a cost-schare program that provides assistance.

EMERGENCY ACTION PLAN

Under North Dakota Century Code 61-03-25, Emergency Action Plans (EAPs) are required for all high-hazard and medium-hazard dams in the state. An EAP identifies the risks and impacts of dam failure for the invidual dam and describes the course of action in the event of dam failure to minimuze the loss of life and damage to property.

Categorization and Location

The North Dakota Administrative Code establishes three categories for dam hazard potential:

- **High Hazard:** Dams where failure or misoperation will probably cause loss of human life. There is the potential for loss of more than a few lives if a dam in this category were to fail.
- **Medium (Significant) Hazard Dams:** Dams where failure or misoperation results in no probable loss of human life but can cause economic loss, disruption of lifeline facilities, or can impact other concerns.
- **Low Hazard:** Dams with low-hazard potential where failure or misoperation results in no probable loss of human life and low economic losses.

The North Dakota Department of Water Resources DWR maintains a database of dams. There are 84 dams in the study area **(Figure 31)**, including four high hazard dams and three medium (significant) hazard dams (**Table 42**):

- **High Hazard Dams**
  - **Beach Dam** is on the southwest side of the City of Beach. It impounds water from Beaver Creek and has a watershed area of approximately seven square miles. It is estimated that 23 structures would be impacted by dam failure.
  - **Dickinson Dam** (Patterson Lake Dam) is in southwest Dickinson. It impounds water from the Heart River. The dam's normal pool covers approximately 1,190 acres. The dam is located upstream of much of the city, so the potential impact of dam failure would be large.
  - **Lake Ilo Dam** is located approximately one mile west of the City of Dunn Center on the south side of Highway 200. It impounds water from Spring Creek. The dam's normal pool covers approximately 990 acres. It is estimated that a dam failure would inundate areas containing nearly 50 percent of the structures in Dunn Center, 80 percent of the structures in Halliday, and 10 percent of the structures in Dodge.
  - **Queen City Dam** (Dickinson Dike) is adjacent to Turtle Park in Dickinson. It outlets into the Heart River just south of Dickinson Dam. Its location and small size suggest that dam failure would have minor impacts to downstream property.

Table 42. High-Hazard & Significant-Hazard Dams in Study Area

Dam	County	EAP	Owner	Purpose	Year Built	Max Storage (ac ft)
High Hazard Dams						
Beach Dam	Golden Valley	No	City of Beach	Recreation	1932	93
Dickinson Dam	Stark	Yes	City of Dickinson	Water Supply	1950	38,770
Lake Ilo Dam	Dunn	Yes	USFWS	Recreation	1937	26,136
Queen City Dam	Stark	No	USBR	Irrigation	1900	360
Medium Hazard Dams						
Camel Butte Dam	Golden Valley	No	ND Game and Fish	Recreation	1968	1,640
Belfield Railroad Dam	Stark	No	City of Belfield	Recreation	1910	127
Gustafson Dam	Dunn	No	Private	Irrigation	1962	104

Source: North Dakota Department of Water Resources



Dam owners are responsible for repairs, maintenance, and mitigation planning. Repairs to Lake Ilo Dam in Dunn County were completed in 2024. (Image Credit: The Dickinson Press.)

In addition to the previously described high hazard and medium (significant) hazard dams, the study area also includes several low head dams in the communities of Manning and Dickinson with several others along the Knife, Heart, and Green Rivers.

Probability and Extent

According to the State's 2024-2029 Enhanced Mitigation Area Operations Plan, there have been no occurrences of dam failure for high-hazard or medium-hazard dams to date, although there have been failures of low-hazard dams and events that caused damage to dams. None of these events occurred in the study area. The most common form of damage to high-hazard and medium-hazard dams is damage to their auxiliary spillways.

Vulnerabilities and Impacts

People and Property

The EAP inundation map for Dickinson Dam suggests that dam failure could inundate up to 32 blocks of residential development, approximately ten industrial structures, and a mobile home park. In addition, failure of the Dickinson Dam would likely also inundate a campground and a recreational vehicle park. The EAP inundation map for Lake Ilo Dam suggests that dam failure could impact up to five homes and outbuildings. The Beach and Queen City Dams have very low storage capacities, and it is thought that their failure would have very limited direct impacts on residents and property in Beach or Dickinson.

Repetitive Loss / Severe Repetitive Loss Events

Properties which experience multiple flood-related damage events are a significant cost to the National Flood Insurance Program (NFIP) and should be prioritized for mitigation efforts. Billings County is the only county of the four-county study area that has a property which has experienced such an event. Billings County has one single-family residential NFIP Repetitive Loss Property in rural Billings County and zero severe repetitive loss properties. None of the four counties contain Severe Repetitive Lost properties.

Critical Facilities

Dunn Center's sewage treatment lagoons may be affected by failure of the Lake Ilo Dam. No other critical facilities are anticipated to be impacted by failure of a high-hazard dam.

Future Conditions

The expected increase in size, intensity, and frequency of both drought and heavy precipitation episodes, or an increased frequency in change between drought and flood intervals may put more dams at risk of scenarios that exceed the original design criteria of each respective dam. Aging dams are most at risk for this expected impact.

REHABILITATION OF HIGH HAZARD POTENTIAL DAMS

FEMA's Rehabilitation of High Hazard Potential Dams (HHPD) Grant Program provides technical, planning, design, and construction assistance for eligible rehabilitation activities that reduce dam risk and increase community preparedness. In order to qualify for assistance various HHPD qualifications must first be met, including inclusion of risks and vulnerabilities to and from HHPDs in a Multi-Hazard Mitigation Plan (MHMP). HHPD requirements are optional for MHMPs and have not been met for this document. The four-counties and their jurisdictions will seek to meet these HHPD requirements in future planning efforts.



Risk Perception

Workshop participants perceived that future dam failure is **unlikely (2.35)** and that future impacts would be **moderate (3.07)**.

2025 Multi-Hazard Mitigation PLAN

Figure 31

Dam Hazard Potential

- High
- Medium
- Low
- Undetermined

MOUNTRAIL
MCLEAN
MCKENZIE
MERCER
DUNN
BILLINGS
GOLDEN VALLEY
STARK
MORTON
SLOPE
HETTINGER
GRANT
MONTANA

Lake Ilo Dam
Dunn Center
Killdeer
Halliday
Dodge
Gustafson Dam; Alfred
Beach Dam
Camel Butte Dam
Beach
Sentinel Butte
Medora
Belfield
Belfield Railroad Dam
Queen City Dam
Dickinson Dam
South Heart
Dickinson
Taylor
Richardton
Gladstone
Golva
Little Missouri
Heart River

ND 22
ND 1806
ND 200
ND 8
ND 16
85
94
302

Source: National Inventory of Dams

0 5 10 Miles

N

HAZARDOUS MATERIAL RELEASE

Overview

- **Overall Risk:** Moderate
- **Probability:** Likely
- **Primary Impacts:** Agricultural loss, human loss and injuries, increased stress on medical services, localized evacuation, permanent loss of business
- **Related Hazards:** None



A hazardous material is any substance that has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors. The study area includes numerous facilities to producing, refining, storing, and transporting oil, natural gas, and anhydrous ammonia. More recently, the State has explored carbon capture and storage. These hazardous materials and others present potential risks.

Hazardous materials incidents can occur at a fixed facility or while material is transported. Hazardous materials incidents at fixed sites are commonly caused by the improper storage, treatment, and disposal of hazardous waste.

Crude oil poses a significant risk due to its high flammability. It may release flammable vapors that increase the risk of explosion.

Natural gas is commonly used in North Dakota, often in its refined form of propane or butane. Propane and butane are generally transported as a liquid but will vaporize in the event of an unintended release. In their gaseous forms, both propane and butane they heavier than air, and generally remain close to the ground. They are both highly flammable and present the risk of explosion.

Anhydrous ammonia is used in manufacturing, refrigeration, and fertilizer. It is often stored and transported as a pressurized liquid, but it will vaporize under normal pressure. Anhydrous ammonia has explosive potential, but it requires extremely high temperatures to ignite. It generally only produces a significant health hazard when released in poorly ventilated areas, but when exposed to moisture it can cause a low-lying ammonia fog.

Location

Transportation-related hazardous materials incidents generally occur along major transportation routes such as highways, interstates, pipelines, and railroads. The study area includes numerous hazardous liquid and natural gas pipelines. (See Figure 3 in Chapter 2).

Oil and gas extraction and distribution networks are heavily concentrated in Dunn County. Natural gas processing plants are located in Billings, Dunn, and Stark Counties. The railroad passes through each city in Billings, Golden Valley, and Stark Counties, with the exception of Golva.

There are approximately 22,600 address points in the study area. Of these, more than 9,700 addresses (43%) are within 1 mile of the railroad and more than 6,600 addresses (29%) within 1 mile of an oil or gas pipeline.



A workover rig near Killdeer. Industrial sites and transport facilities create a risk of hazardous material release. (Image Credit: The Fargo Forum)

Probability and Extent

The risk of hazardous materials release has increased substantially with the oil and gas development in western North Dakota. Hazardous Materials incidents are catalogued by the National Responses Center, an interagency effort that is managed by the U.S. Coast Guard. There were 66 reported incidents from 2015-2024, broken down as follows:

- Billings County: 20
- Golden Valley County: 4
- Dunn County: 24
- Stark County: 18

Incidents most commonly involved fixed locations (24), pipelines (21), or mobile transport (18).

Vulnerabilities and Impacts

People

Exposure to crude oil through direct contact, inhalation, or ingestion can cause direct health effects, such as skin irritation, breathing difficulty, headaches, and nausea. Acute exposure may also lead to long-term complications such as lung, liver, or kidney damage, and increased cancer risk.

Exposure to propane and butane can also be a health hazard. Acute exposure can cause asphyxiation, respiratory irritation, and physiological damage; however, these effects are most likely to occur in enclosed spaces or areas with poor ventilation.

Effects of acute anhydrous ammonia exposure include severe irritation to the eyes, respiratory tract, gastrointestinal tract, and skin; severe repetitive exposure can cause permanent damage to these tissues. Anhydrous ammonia is not known to be carcinogenic.

Property

A hazardous material release has the potential to cause significant damage to private property. Explosions, fires, or leaks from oil and gas infrastructure, pipelines, or transportation accidents can directly damage homes, businesses, vehicles, and agricultural equipment. Releases may also contaminate soil, surface water, and private wells, reducing the usability and value of property and, in severe cases, rendering land uninhabitable.

Beyond immediate physical impacts, hazardous materials can create long-term challenges for property owners. Contamination may require costly remediation, decrease property values, and restrict future land use or development. Evacuations and disruptions to transportation networks can displace residents and hinder access to

farms, ranches, and businesses, while agricultural producers face additional risks from loss of livestock, crops, and grazing land. Because nearly half of the region's address points are within one mile of a railroad or pipeline, the risk of private property being affected by a hazardous material release is widespread and substantial.

Critical Facilities

Emergency facilities such as hospitals, fire stations, and law enforcement centers may be directly exposed to hazardous releases due to their proximity to rail lines, pipelines, or fixed oil and gas infrastructure. Even if not physically damaged, these facilities may face restricted access, require evacuation, or be forced to operate at reduced capacity due to contamination, power outages, or communication disruptions. Such impacts can hinder disaster response and slow recovery efforts when demand for emergency services is greatest.

Utility and infrastructure systems are also highly vulnerable to hazardous material incidents. A release could damage or disable power distribution, water treatment, and transportation networks, creating cascading effects that impact thousands of residents and businesses. Institutional facilities such as schools, daycares, and retirement homes may face heightened evacuation and sheltering challenges due to at-risk populations. In addition, recreation areas, historic landmarks, and cultural sites could suffer long-term environmental damage or closures, affecting community well-being and local economies which are highly reliant on tourism.

Future Conditions

As described in Chapter 2, population growth for the four-county region will be dependent on both tourism as well as oil and gas extraction. Growth in oil and gas extraction, pipeline infrastructure, and rail transport through the region will expand the volume of hazardous materials being produced, stored, and transported. As existing infrastructure ages and transportation networks become more complex, the potential for equipment failures such as pipeline ruptures or transportation accidents will rise.

Future climate conditions could cause both direct and indirect impacts to the possibility of a hazardous materials release. Warmer temperatures may directly result in the expansion of gases, increases in biologic agents, or other such actions that could put hazardous material storage containers, transporters, applicators (i.e., anhydrous), or facilities at an increased risk. Increased summer and winter storms, wildfires, floods, transportation incidents, etc. could also indirectly put hazardous material containers, transport, applicators (i.e., anhydrous), or facilities at an increased risk.

Risk Perception

Workshop participants perceived future hazardous materials release is **very likely (4.23)** and that future impacts would be **significant (4.05)**.

TRANSPORTATION INCIDENTS

Overview

- **Overall Risk:** Low
- **Probability:** Possible
- **Primary Impacts:** Human loss and injuries; increased stress on emergency responders and medical services; localized evacuation
- **Related Hazards:** Hazardous Materials Release

Location

The probability of a crash leading to fatality or serious injury increases exponentially with travel speed. Therefore, fatal and serious injury crashes are most likely to occur on state and federal highways. These roads also carry the highest volumes of traffic and substantial truck volumes, increasing the likelihood of crash that is compounded by the risk of hazardous materials release. There are 537 miles of state and federal highways in the study area. These highways include:

- Interstate 94
- US Highway 85
- State Highways 8, 16, 22, 200, and 1806

The BNSF railroad runs east-west through the length of the study area, crossing through Golden Valley, Billings, and Stark Counties. There are 67 railroad crossings. There are two grade-separated crossings in Dickinson – the Highway 22 underpass and the State Avenue overpass. The other 65 crossings are at grade. In urban areas, crossings have active warning devices such as flashing lights and gates. Rural crossings generally consist of passive devices such as signs and pavement markings, which puts more responsibility on the driver. Many fatal crashes involve pedestrian trespass.

Probability and Extent

The most common transportation incident is a multi-vehicle crash involving injury or death. There were 4,369 vehicle crashes from 2020-2024. Of these, 28 crashes caused at least one fatality, and 112 additional crashes resulted in at least one incapacitating injury (**Table 43 and Figure 34)**. Based on these numbers, the study area averages 874 crashes per year, 5.6 of which are fatal.

Table 43. Five-Year Crash Summary

County	Total Crashes	Fatal Crashes	Serious Injury Crashes
Billings	136	2	8
Dunn	509	6	26
Golden Valley	96	3	5
Stark	3,628	17	73
Total	**4,369**	**28**	**112**

Source: North Dakota Department of Transportation

The State's 2024-2029 Enhanced Mitigation Area Operations Plan describes several notable transportation incidents that have occurred in North Dakota. None of these incidents occurred within the study area, but that does not mean that there is zero probability of a transportation incident. Throughout the state, there have been numerous transportation incidents involving buses, private aircraft, tractors, heavy commercial vehicles, trains, pedestrians, and other travel modes. In one of the most notable events in recent history, a train carrying crude oil collided with a derailed train west of Casselton

in rural Cass County, causing 476,000 gallons of crude oil to combust. Luckily, there were no injuries or fatalities, but 1,400 Casselton residents were evacuated, and damages were estimated at $6.1 million.



Transportation incidents involving freight trucks or train cars carrying oil, anhydrous ammonia, or other hazardous materials can lead to hazardous materials release. (Image Credit: The Dickinson Press)

Vulnerabilities and Impacts

People

A transportation incident can directly impact people through fatalities, injuries, or long-term health effects. Large-scale crashes, derailments, or rollovers may result in mass casualty events, overwhelming local medical and emergency response capabilities, particularly in rural parts of the four-county region. Even smaller incidents can disrupt daily life by delaying commutes, limiting access to essential services, and causing psychological trauma for those involved or living near the event. If hazardous materials are involved, residents may also face secondary health impacts from exposure, evacuation, or prolonged displacement.

Transportation incidents can also indirectly impact people by disrupting community lifelines. Extended highway or railroad closures can delay the delivery of food, fuel, and medical supplies, creating shortages that impact households and businesses. Collisions with livestock or wildlife may result in severe injuries for drivers and passengers, while also affecting agricultural producers who depend on livestock transport for their livelihoods. In all cases, the human impact of transportation incidents extends beyond immediate casualties to include lasting physical, emotional, and economic consequences for individuals and communities.

Property

A transportation incident can cause substantial damage to property, including vehicles, cargo, and nearby infrastructure. A major highway or interstate crash involving freight vehicles carrying hazardous materials or a single train derailment with such materials can destroy personal property, damage businesses, and result in costly repairs to roadways, bridges, and rail lines. If hazardous materials are released, property damage may extend to homes, farmland, and equipment due to fire, explosion, or contamination, requiring extensive remediation and cleanup.

Indirect property impacts can also be significant. Extended transportation disruptions may delay the shipment of agricultural goods, manufactured products, and critical supplies, as well as hinder travel to and from tourist attractions such as Theodore Roosevelt National Park. These delays and lack of travel time reliability can create economic losses for property owners and businesses.

Additionally, collisions involving livestock or farm equipment can not only damage vehicles but also affect the value of agricultural property and operations. In rural communities where economic activity often relies on reliable transportation networks, the long-term consequences of property damage from a transportation incident can be especially severe.

Critical Facilities

Access to hospitals, fire stations, schools, and utility systems can be severely impacted by transportation incidents. If a major highway or rail line is blocked, emergency responders may face delays reaching incident sites or providing care, reducing overall response effectiveness. Airports and rail yards, if affected, may also experience disruptions that ripple through the broader region. Indirect impacts can be just as significant with extended closures disrupting supply chains that hospitals, utilities, and schools depend on for fuel, medical supplies, and food. If hazardous materials are involved, critical facilities located nearby may face evacuation, contamination, or restricted access. Such disruptions limit the ability of these facilities to maintain essential services and can slow community recovery following a large-scale transportation incident.

Future Conditions

Future climate conditions and population growth are expected to increase the likelihood of transportation incidents in Billings, Dunn, Golden Valley, and Stark Counties. More frequent and severe weather events, including heavy snowfall, flooding, high winds, and extreme heat, will place added stress on transportation infrastructure and create hazardous driving conditions. These weather-related challenges will increase the risk of crashes, vehicle pileups, and derailments, particularly on rural highways and rail lines that already operate with limited redundancy.

Population growth and continued oil, gas, and agricultural development will also contribute to higher traffic volumes on regional highways, greater reliance on freight and hazardous materials transport, and more frequent interactions between passenger vehicles, freight trucks, farm equipment, and livestock. This growing demand raises the potential for accidents and mass casualty events while also increasing the strain on emergency response resources. Taken together, these factors suggest that without proactive mitigation, the likelihood and severity of transportation incidents in the region will continue to rise.

2025 Multi-Hazard Mitigation PLAN

Figure 32

Crash History

Crash Severity

- Fatal (28)
- Incapacitating Injury (112)
- Other (4,229)

Source: North Dakota Department of Transportation. Crashes for the years 2020-2024.

0 5 10 Miles

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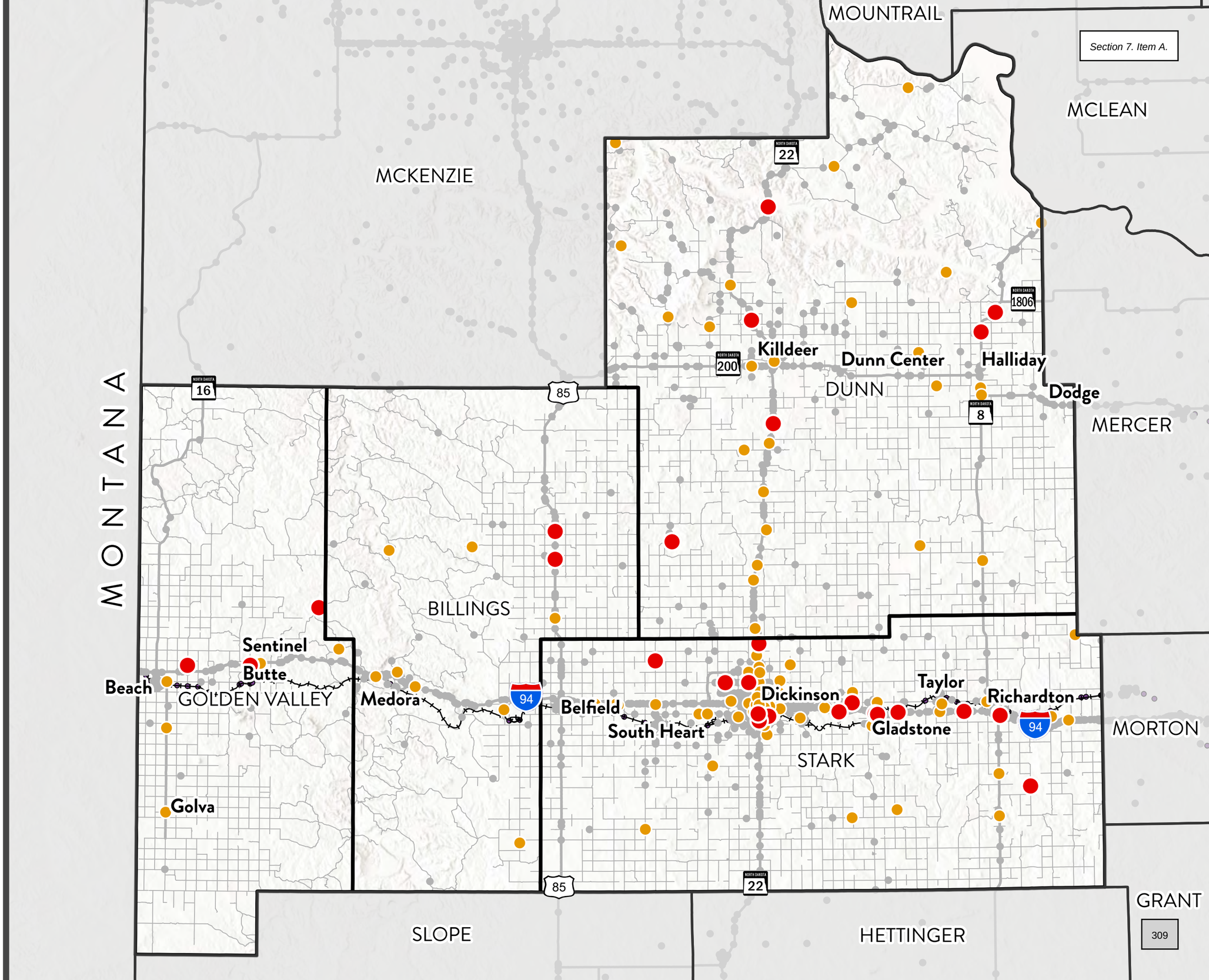


INFECTIOUS DISEASE & PEST INFESTATION

Overview

- **Overall Risk:** Low
- **Probability:** Possible
- **Primary Impacts:** Agricultural loss; economic disruption; human loss and injuries; increased stress on medical services; permanent loss of business
- **Related Hazards:** Terrorist / Nation-State Attack; Drought

Infectious Diseases

Infectious disease is an illness caused by an infectious agent such as bacteria, virus, fungi, parasites or toxin. Infectious diseases of particular concern are those that can lead to the loss of human life or widespread loss of crops and livestock. A severe Infectious disease incident has potential for catastrophic effects on human populations and the economy.

There are numerous ways for Infectious disease to spread among humans: physical contact with an infected person, contact with a contaminated object, bites from animals or insects carrying the disease, or through the air. A widespread occurrence of infection in a community is called an epidemic. Epidemics may lead to quarantines, school and business closures, and stress on medical facilities. A widespread epidemic (often countrywide or worldwide in scope) is referred to as a pandemic.

COVID-19 PANDEMIC

Following the previous MHMP update, Covid-19 emerged as a significant health threat. The global and local impacts of the pandemic were as catastrophic as any hazard discussed in this Plan, with enormous costs to public health, medical systems, education systems, and the global economy. **According to the North Dakota Department of Health and Human Services (NDDHS), 282,456 cases of Covid-19 were reported in 2020, resulting in 2,902 hospitalizations and 2,066 deaths in North Dakota.** NDDHS reports that vaccines reduced the rate of infection by 50 percent and reduced hospitaliztions by up to 66 percent.



Drive-thru Covid-19 testing in Dickinson. (Image Credit: The Dickinson Press)

According to the State's 2024-2029 MAOP, there are 75 infectious diseases among humans that can lead to death or serious illness. Vaccines have been developed for roughly 20 of these that can increase resistance to contracting the disease or reduce symptoms if the disease is contracted. In addition to Covid-19 and more common strains of the flu and pnemonia, other infectious diseases/events of note include:

- The recurrence of measles, which spread to Williston and the surrounding area in 2025;
- The resurgence of anthrax in cattle which spread to Stark County in 2025. Anthrax is caused by the bacteria *Bacillus anthracis*. The bacterial spores can lie dormant in the ground for decades and become active under ideal conditions, such as heavy rainfall, flooding and drought. Animals are exposed to the disease when they graze or consume forage or water contaminated with the spores.
- Malaria, which is increasingly transmissible due to foreign travel;
- Sexually-transmitted diseases;
- Food-borne illnesses, such as E. coli;
- Avian flus, swine flu, and other animal diseases that have leapt or may have the potential to mutate and leap to humans; and
- Various plant diseases, which can impact North Dakota's agricultural industry and are more common in drought conditions.

The watchlist of emerging threats includes Lyme disease, which is spread by deer tick bites, West Nile virus, which is spread by mosquitoes, and Mpox (monkey pox); these diseases have occurred in North Dakota but are not currently prevalent.

Pest Infestations

A pest infestation is a sudden increase in destructiveness or population numbers of a pest species in a given area, according to the European Environment Information and Observation Network.

Pests common to North Dakota wheat include aphids, armyworms, cutworms, moths, and grasshoppers. These pests are also common to corn, as are rootworms, spider mites, and the European corn borer.

Grasshoppers are a common menace to North Dakota farmers and recreationalists – so much so that they inspired an art installation, *Grasshoppers in the Field*, in Stark County. Across the state, the percentage of fields reporting grasshoppers increased from 28 percent in 2017 to 65 percent in 2021, according to NDSU Extension.

The emerald ash borer was found in LaMoure County in 2024 but has not made its way to the western part of the state. This insect is expanding its range at about one mile per year, but can travel hundred of miles if transported by humans.

Invasive Weeds

Noxious and invasive weeds are a concern due to their potential to limit the economic productivity of cropland and pasture land. The North Dakota Department of Agriculture designates 13 species for statewide control and additional four additional species of local concern.

The state-listed species are:

- Abisnth Wormwood
- Canada Thistle
- Dalmation Toadflax
- Diffuse Knapweed
- Houndstongue

- Leafy Spurge
- Must Thistle
- Parmer Amaranth
- Purple Loosestrife
- Russian Knapweed
- Saltcedar
- Spotted Knapweed
- Yellow Toadflax

Additional species of local county concern are:

- Black Henbane
- Common Burdock
- Hoary Cress
- Common Mullein

Location

The most likely locations for infectious disease, pest infestation, and invasive weed outbreaks in Billings, Dunn, Golden Valley, and Stark Counties are areas where people live, gather, or interact closely with the natural and agricultural environment. Long-term care facilities, nursing homes, assisted living centers, schools, childcare centers, correctional facilities, and healthcare centers are especially vulnerable to infectious diseases and pests due to close living quarters, high interaction rates, and the presence of at-risk populations. In rural areas, farms and ranches are also at heightened risk, where people may be exposed to both zoonotic diseases and pest-related health issues tied to rodents and insects.

Invasive weeds present a related challenge, particularly in agricultural fields, rangelands, and recreation areas. These weeds can reduce crop yields, degrade grazing land, and increase allergens in the environment, creating indirect health effects for farmers, ranchers, and outdoor recreation users. The combination of dense human activity in communal living facilities and agricultural exposure in rural landscapes makes these locations the most likely to experience outbreaks of infectious diseases, pest infestations, and invasive weeds across the four-county region.

Probability and Extent

The probability of infectious disease outbreaks in the four-county region is moderate to high, given the concentration of vulnerable populations in long-term care facilities, schools, and correctional institutions, as well as the mobility of residents for work, healthcare, and recreation. Seasonal illnesses such as influenza, RSV, and gastrointestinal infections occur annually, while more severe outbreaks, such as COVID-19, remain possible though less frequent. The extent of such outbreaks can range from localized impacts in a single facility to region-wide public health emergencies that strain medical capacity.

Pest infestations have a moderate probability of occurrence, with impacts typically localized to residential housing, schools, or communal living environments. Outbreaks may affect dozens to hundreds of individuals, depending on the setting and severity, and can cause both acute health issues (e.g., allergic reactions, asthma triggers, disease transmission) and long-term stress for affected populations.

Invasive weeds are an ongoing and highly probable hazard across agricultural and rangeland areas. While their impacts are less acute to human health than infectious disease or pests, they can affect large geographic areas over time. Their extent is typically countywide or regional, as infestations spread across farmland, pastures, and recreation areas, indirectly impacting people through reduced

agricultural productivity, economic losses, and heightened allergen exposure.

Vulnerabilities and Impacts

People

Populations most vulnerable to infectious diseases include children, the elderly, and individuals with preexisting health conditions. Residents in long-term care facilities, schools, childcare centers, and correctional institutions face elevated risk due to close living quarters and frequent interaction. Outbreaks can lead to widespread illness, hospitalization, and, in severe cases, fatalities. Indirect impacts include social disruption from quarantines, school closures, and workforce shortages, which place strain on households and essential services. The potential impact on people is high, with both localized outbreaks and region-wide health emergencies possible.

Pest infestations also affect vulnerable populations, particularly children, the elderly, and those with respiratory conditions such as asthma. Infestations in homes, schools, or communal living facilities may cause allergic reactions, skin irritation, and transmission of diseases carried by insects or rodents. The psychological effects of infestations, including stress and anxiety, can further reduce quality of life. The overall impact on people is moderate, typically localized but with the potential to affect dozens to hundreds depending on the severity and location of the outbreak.

While invasive weeds primarily impact agriculture and ecosystems, they also can affect people through indirect health and quality-of-life consequences. Certain weeds increase allergen exposure, worsening conditions such as hay fever or asthma. Widespread infestations may also reduce the productivity of farmland and grazing land, indirectly affecting people through economic hardship for farm families and higher food costs. While the direct health impact on people is low, the indirect and long-term impacts are moderate due to reduced well-being and livelihood security in agricultural communities.

Property

Infectious disease outbreaks generally have limited direct impacts on property, but indirect effects can be significant. Quarantine measures, closures of businesses, and reduced workforce availability can delay property maintenance and lead to disrepair. In agricultural areas, diseases affecting livestock may lower the value of farm property and related equipment if operations are scaled back or suspended.

Pest infestations, by contrast, can cause direct and visible property damage. Rodents, insects, and other pests may damage homes, schools, and commercial buildings by chewing wires, insulation, or structural materials, leading to costly repairs. Infestations can also reduce property values and make affected facilities uninhabitable or unsanitary until remedial measures are taken.

Invasive weeds affect property primarily through agricultural and rangeland degradation. Infestations can reduce crop yields, lower pasture quality, and diminish the overall productivity and value of farmland. Weeds that spread into residential areas or public spaces may also require costly eradication or control measures, placing a burden on both private property owners and local governments.

Critical Facilities

Infectious disease outbreaks can disrupt the operations of critical facilities by straining hospitals and public health systems, overwhelming staff capacity, and limiting available resources. Schools, government offices, and emergency services may face temporary closures or reduced staffing, affecting their ability to provide essential services. In extreme cases, absenteeism among staff could weaken

emergency response capabilities or delay essential facility maintenance and operations.

Pest infestations also present risks to critical facilities, particularly healthcare, educational, and food-related facilities where sanitary conditions are paramount. Rodents or insect infestations can compromise food storage, spread allergens, and create unsafe or unsanitary conditions, potentially requiring temporary closures for mitigation. Facilities that house vulnerable populations, such as nursing homes or schools, are particularly at risk if infestations are not addressed quickly.

Invasive weeds primarily affect facilities that manage large tracts of land, such as schools, parks, or government-owned properties. While less immediately disruptive than disease or pests, unmanaged weed growth can damage landscaping, increase fire risks, and create additional maintenance burdens. For facilities dependent on agriculture or rangeland such as university extension offices, fairgrounds, or county-managed lands, weed infestations can reduce usability and productivity, leading to long-term management costs.

Future Conditions

Future growth and development can be expected to increase risks for infectious disease and pest infestation. For example, increased economic activity and migration to the region could create more pathways for invasive species and vector-borne disease.

North Dakota should expect larger, more frequent, and more intense outbreaks of certain infectious diseases and pests, though some human and animal diseases may decrease in occurrence. As a result of slightly warmer and longer summers, more pests and invasive weeds will be able to thrive and spread, contributing to increases in insect populations and certain vector-borne diseases such as West Nile disease. Somewhat shorter and less cold winter seasons could also lead to decreased incidents of certain infectious diseases among both human and animal populations during this period, depending on how and where population growth (or withdrawal) and development occur.



Risk Perception

Workshop participants perceived future infectious disease or pest outbreak is **possible (2.92)** and that future impacts will be **moderate (2.98)**.

Adversarial Threats

Adversarial threats include civil disturbance, criminal attacks, cyber-attacks, terrorist / nation-state attacks, and infectious disease / pest infestation.

CIVIL DISTURBANCE

Overview

- **Overall Risk:** Low
- **Probability:** Possible
- **Primary Impacts:** Human loss and injuries; increased stress on emergency responders and medical facilities; property damage
- **Related Hazards:** Terrorist/Nation State Attack, Cyberattack



Civil disturbances can occur when large groups, organizations, or distraught individuals act with potentially disastrous or disruptive results. Many issues can cause civil disturbance, but most are due to political grievances, economic disputes or social discord, terrorism, or foreign agitators. Additionally, civil disturbance can result following a disaster that creates panic in the community. Civil disturbances are criminal actions that are not protected by the First Amendment. Forms of civil disturbances may range from groups blocking sidewalks, roadways, and buildings, to mobs rioting and looting, to gang activity. They can be either spontaneous or planned events.

The Standing Rock protests over the Dakota Access Pipeline are perhaps the most noteworthy example of civil disturbance in recent history. From August 2016 through March 2017, the protests escalated from peaceful civil disturbance to unlawful assembly, as participants engaged in violent acts including the deployment of improvised explosive devices, killing and taking cattle, throwing of incendiary devices, and the intentional ignition of wildfires and vehicle fires. According to the State's 2024-2029 MAOP, Morton County suffered $40 million in costs for law enforcement, infrastructure repair, cleanup, and prosecutions.

Location

While any location can become the scene of a civil disturbance, areas where large crowds gather could present a greater risk. Within the study area, such locations could include landmarks, critical infrastructure, or courthouses. Organized events could become sites for demonstrations that lead to civil disturbance. Historically, prisons have been the site of civil disturbances. The Dickinson Adult Detention Center (DADC) is the primary correctional facility in the region. As the largest city in the region, Dickinson is perhaps the most likely site of civil disturbance.

Probability and Extent

The State's 2024-2029 MAOP finds that civil disturbances will likely occur in the future, noting that civil disturbances have increased in recent years due to 2020 election results, reproductive rights, and human rights. Social media is an accelerant, given its enormous influence over tribal politics.

Vulnerabilities and Impacts

People

Those participating in or impacted by acts of civil disturbance can suffer injury or death. To date, however, North Dakota has not recorded a fatality due to civil disturbance.

Property

Civil disturbance frequently results in property damage, which could be in the form of graffiti, broken windows, or façade damage, as occurred in Fargo during the civil disturbance over the killing of George Floyd. Within the study area, the extent of damage would likely be greatest in an urban setting, such as downtown Dickinson.

Critical Facilities

Civil disturbances stress community lifelines, including law enforcement and EMS. When responders are focused on the disturbance, they have less ability to respond to other community needs. Small communities have fewer resources to respond to civil disturbances and other needs. While they can draw on mutual aid, this leads to a delayed response and still pulls resources from other focuses.

Future Conditions

Future development is not likely to impact the risk of civil disturbance. Civil disturbances are rooted in any number of causes, including economic hardship, social injustices, political grievances, or responses to criminal attacks. Given ongoing political divisions, the probability of protests may be expected to increase, increasing the potential for riotous behavior.

There is no known direct connection between future climate conditions and civil disturbance, though some research links the effects of climate change anxiety to an increasing intensity of civil disturbance in a variety of developing and developed countries. And research shows that increased heat stress, along with increased summer and winter storms, wildfires, floods, transportation incidents, etc. could increase social unrest, which could encourage general civil unrest. Likewise, there is an increased risk of civil disturbances targeted toward the oil and gas industry in North Dakota from growing public concern over potential impacts of climate change.



Risk Perception

Workshop participants perceived that risks from civil disturbance, criminal attacks, cyber-attacks, and terrorist/nation-state attacks are **possible (3.08)** and that future impacts would be **moderate (3.34)**.

CRIMINAL ATTACK

- **Overall Risk:** Low
- **Probability:** Possible
- **Primary Impacts:** Human loss and injuries; increased stress on emergency responders and medical facilities; property damage
- **Related Hazards:** Terrorist/Nation State Attack, Cyberattack

A criminal attack is act act of violence or attack by phyiscal force on a person or people for which the attacker is liable to criminal prosecution. Examples of criminal attack include include mass shootings, gang activity, drug activity, human trafficking, and hate crimes. Often, state and federal governments are involved in monitoring, reponse, and enforcement.

The State's Enhanced Mitigation Area Operations Plan describes several notable and recent events of criminal attacks in North Dakota. A few occurred in or related to the study area:

- Violent crimes and gang activity rose in western North Dakota during the oil boom. In July 2013, 10 to 20 members of Country Boy Crips street gang relocated from Bakersfield, California to Dickinson. A related revenge shooting in Minot and 22-arrest drug sting occurred in 2013 and 2015, respectively.
- In October of 2020, Anthony Raymond, a member of the Proud Boys, was arrested for threatening to bomb a polling location in Stark County.

Location

Broadly, criminal attacks can occur anywhere in the state and study area. However, they are more likely to occur in larger population centers. Additionally, there was a noted increase in crime in the Bakken during the oil boom. Based on statewide statistics, Dunn County and Stark County are relatively more susceptible to criminal attacks than Billings County and Golden Valley County.

Drug Cases

The State's 2024-2029 Enhanced Mitigation Area Operations Plan identifies the top-ten county jurisdictions with the most drug cases per 1,000 residents for the year 2022. Dunn County is seventh on the list with 7.15 cases and 3.45 arrests per 1,000 people. No other county in the study area is in the top ten.

Human Trafficking

Human trafficking includes sex trafficking, labor trafficking, and human smuggling. The North Dakota Human Trafficking Task Force (NDHTTF) monitors human trafficking throughout the state. Their 2020 report shows statewide locations where there are known human trafficking victims. There was one case near Dickinson, three cases in Golden Valley County, and two cases in eastern Stark County or western Morton County.

Hate Crimes

The United States Department of Justice (DOJ) defines hate crimes as crimes crommitted on the basis of the victim's perceived or actual race, color, religion, national origin, sexual orientation, gender, gener identity, or disability. The DOJ reports 78 crimes in North Dakota from 2021-2023. Fifty-seven (73 percent) targeted the person's race,

ethnicity, or ancestry. From 2020-2021, there were four hate crimes in the study area – three in Dickinson and one in Golden Valley County.

Probability and Extent

While criminal attacks can and do occur throughout the state, there are limited examples from the study area. However, statewide statistics provide helpful context for understanding broad trends.

Violent Crimes

The State Attorney General's Office and Bureau of Justice track crimes across the state. As described in the State's 2024-2029 Enhanced Mitigation Area Operations Plan, the rate of violent crimes increased from 2019-2022 compared to 2016-2021. Extortion/blackmail increasedy by 30.5 percent, homicides increased by 21.6 percent, and arson increased by 20.3 percent.

Drug Cases

According to the State Attorney General's Office, marijuana (47.6 percent) and methamphetamines (30.2 percent) make up the majority of drug seizures, althought seizures steadily decreased from 2018-2022. Meanwhile, opioid seizures are increasing. According to the Kaiser Family Foundation, about 124 North Dakotans die each year from opioid use/misuse, while 3-4 percent of North Dakotans acknowledge opioid misuse over the course of a year.

Vulnerabilities and Impacts

People

Criminal attacks can directly lead to human loss and injuries. In addition, traumatic events may produce lingering and compounding impacts, including PTSD, depression, anxiety, substance abuse, avoidance, or aggression, which can affect the victim's relationships, schooling, or work. This can also lead to suicidal behavior. North Dakota's number of alcohol-related deaths, suicides, and fatal drug overdoses have all increased in the past five years, as described in the State's 2024-2029 Enhanced Mitigation Area Operations Plan. Law enforcement officers and first responders who put their lives on the line may be killed, injured, or traumatized by criminal attacks.

Property

Property damage can occur during criminal attacks. In addition to physical damage, property can suffer reputational damage.

Critical Facilities

A criminal attack at a critical facility could produce immediate and longstanding effects. As noted above, schools targeted by mass shootings can suffer reputational damage, with victims forever associating traumatic memories with the place.

A mass casualty event could overwhelm hospitals or paramedics. There are limited responders and medical services in the four-county area, which may lead to response delays.

Increased crime or the threat of crime may lead to increased spending on law enforcement, correctional facilities, or security features at public buildings and venues. Criminal attacks have been launched for the purpose of impacting government operations, although that has not occurred in North Dakota.

Future Conditions

Crimes associated with urban areas will likely increase as cities grow. In addition, cities experiencing growth can expect a corresponding increase in the provision of law enforcement, fire protection, and other services. Dickinson is the largest city in the study area and has the most growth potential. Stark County is expected to grow by about

10,000 residents from 2025 through 2040. (See Table 3 for county population projections.)

There is no known direct connection between future climate conditions and the location, extent, intensity, or duration of specific criminal threats, though indirect connections are possible. For instance, future climate would not necessarily promote or prevent a specific threat, while a specific weather episode may help to delay or advance such actions. And Increased heat stress, along with increased summer and winter storms, wildfires, floods, transportation incidents, etc. could increase social unrest, which could encourage increased criminal threats.

CYBERATTACK

Overview

- **Overall Risk:** Moderate
- **Probability:** Likely
- **Primary Impacts:** Financial losses; impacts to businesses and institutions; impacts to critical facilities and response capabilities.
- **Related Hazards:** Criminal Attack

A cyberattack is any kind of malicious activity that attemps to collect, disrupt, deny, degrade, or destroy digital information or information networks. Computer security incidents are an ongoing threat and require due diligence to to mitigate any potential disruption to critical infrastructure. **Common methods include malware, ransomware, and phishing.**



According to the Department of Homeland Security's Cybsersecurity and Infrastructure Security Agency (CISA), malware is any software used to gain unauthorized access to information technology (IT) systems to conduct a cyberattack. Ransomware is malware that holds systems or data captive for payment. Phishing is an online scam enticing users to share private information through deceitful or misleading tactics, often via email or text message.

CISA also monitors advanced persistent threats (APTs). An APT is a well-resourced adversary engaged in sophisticated malicious cyber activity that is targeted and aimed at prolonged network/system intrusion. APT objectives could include espionage, data theft, and network/system disruption or destruction. These threats typically target multiple employees.

CYBERATTACK PREVENTION STRATEGIES

When cyberattacks occur, it is critical to communicate the threat before the attacker movers on to other victims. As technology evolves and cyberattacks become more sophisticated, upgrading software and hardware is crucial to enhance security. Multifactor authentication is one security tool that makes it much harder for unauthorized individuals to access information, even if one factor is compromised. Penetration testing (pen testing) is another security measure that uses simulated cyberattacks to detect vulnerabilities.

Location

Cyberattacks occur in digital space. Therefore, any computer or device connected to the internet is a potential target. However, certain industries and organizations are more likely to be targeted, including financial institutions, school systems, health care systems, and energy providers. According to the State's 2024-2029 Enhanced Mitigation Area Operations Plan (MAOP), several large-scale cyberattacks occurred in North Dakota over the previous decade, including:

- In October 2014, a malware breach in the North Dakota University System exposed information about 290,000 students (current and former) and 780 faculty and staff.
- In February 2018, there were malware attacks on one-third of the K-12 schools in the state. It took 45 days to completely clean the school system's network.
- In May 2020, the state's largest fiberoptic network, Dakota Carrier Network, was hit with a ransomware attack.

- In April 2022, North Dakota's Adaptive Health Integrations, which provides billing software for the medical industry, was attacked. Personal data for more than 500,000 people may have been accessed, including Social Security numbers.
- In October 2022, a ransomware attack on CommonSpirit Health forced rescheduled surgeries and appointments. CHI St. Alexius Health was one among the hospitals that was hit in the attack. It took five days to restore regular business.

Probability and Extent

The probability of cyberattacks is increasing as technology becomes more sophisticated and technological dependence increases. From 2021 to 2031, ransomware attacks are expected to increase five-fold, according to the State's 2024-2029 MAOP. The United States is the preferred target of cybercriminals, receiving 46 percent of all attacks in 2021. It is highly probable that North Dakota will be impacted by a cyberattack. Cyberattacks may directly target agencies or companies that are headquartered within the four-county region. However, as shown above, it is also probable, perhaps more so, that residents' data will be exposed through a large-scale, coordinated attack on statewide or national systems.



Image Source: Unsplash.com

Phishing is the most common cyberattack. In 2021, about 324,000 people worldwide fell victim to phishing attacks, with total damages exceeding $44 billion. In 2022, about three percent of North Dakota's residents were victimized (over 23,000 residents).

Ransomware demands are also increasing, averaging over $220,000 per attack in 2021, according to the State's 2024-2029 MAOP. In 2021, 37 percent of all businesses and organizations were targeted by ransomware.

ARTIFICIAL INTELLIGENCE

Artificial intelligence (AI) is evolving rapidly as nations and technology firms compete for prominence. AI efficiencies will heighten cyberattack risks but could also help companies and organizations improve their security systems.

Vulnerabilities and Impacts

Impacts can be measured in terms of financial cost or economic losses. According to the FBI Internet Crime Complaint Center, North Dakota leads all states with the largest average loss per cybercrime at $37,711 per scam.

People

Aging residents (e.g., 65-plus) are the most targeted group for cybercrime and are highly vulnerable, since individuals may not be as familiar with potential risks and may have more assets/wealth to exploit than younger demographics. Geographically, Stark County is most vulnerable, given its large population and high rate of internet access (above 90 percent).

Property

Past cyberattacks have targeted pipelines, electrical utilities, and water suppliers. The vital importance of these facilities makes them prime targets for cybercriminals. Older systems that utilize outdated or unsupported technologies would be at greatest risk. Southwest Water Authority (SWA), which provides rural water for much of the study area, has taken numerous steps to harden its infrastructure from cyberattack.

Critical Facilities

As noted previously, successful cyberattacks have impacted the delivery of health care in North Dakota. The state is particularly vulnerable given the small number of health care providers. The Sanford Hospitals and CHI-St. Alexius provide health care to much of the region through their branches in Dickinson, Watford City, and Williston. In the event of a successful cyberattack on one of these networks, there would be impacts throughout the region. Likewise, an attack on fire departments, police departments, or emergency medical services would increase response times and hinder the ability to provide emergency services.

Future Conditions

Our society is increasingly reliant on the internet. Most future developments will have internet access, putting future residents and businesses at risk of cyber-attacks, regardless of where they are located.

There is no known direct connection between cyber-attacks and future climate conditions, though attackers may take advantage of inclement weather periods and other social, infrastructure, or economic stressors to mask or otherwise facilitate their attacks.

TERRORIST OR NATION-STATE ATTACK

Overview

- **Overall Risk:** Low
- **Probability:** Unlikely
- **Primary Impacts:** Economic disruption; human loss and injuries; increased stress on medical services; localized evacuation.
- **Related Hazards:** Criminal Attack, Cyberattack

Terrorist or nation-state attacks are designed to harm a particular group of people or force political action. Such attacks may use chemical, biological, radiological, explosive, or nuclear weapons, in addition to armed assault. Terrorist attacks may be committed by a foreign or domestic group, or by a "lone wolf." A nation-state attack originates from a foreign government. This may include state-sponsored cyberattacks, which are discussed in the preceding section. In general, the goal of a terrorist or nation-state attack is to intimidate, coerce, or influence the civilian population or government into taking an action or choosing not to take an action.

Location

A nation-state attack would likely target American military targets, federal buildings, or targets that would impact the national economy. Within the study area, high-value energy production or agricultural sites could be targeted. North Dakota ranks second in the nation in total energy production and ranks third for oil production. Energy facilities or agricultural sites in the study area could be potential targets; however, given the state's central location and rural location, this seems like a remote possibility.

A foreign-based terrorist attack would most likely target a border port of entry, airport, airplane, or large population center. Within the study area, the Dickinson-Theodore Roosevelt Regional Airport is one possible target, but again, this seems unlikely, given that the wide availability of more accessible, higher-profile targets elsewhere in the country.

Probability and Extent

The North Dakota State Local and Intelligence Center (NDSLIC) monitors terrorism and suspicious activities in the state and serves as a resource to local law enforcement. From 2018-2022, the NDSLIC reported 10 Terrorism Screening Encounters, including one in Stark County, according to the State's 2024-2029 MAOP. Most of these screenings occurred at airports. In addition, the NDSLIC sent 27 reports of a possible nexus to terrorism to the FBI. Overall, these encounters decreased substantially from the prior reporting period (2014-2017).

Vulnerabilities and Impacts

Terrorists and nation-state attacks usually occur without warning, as the goal of the attack is to inflict as much damage as possible before governments and law enforcement can respond. This increases the extent of damage.

People

In many terror or nation-state attacks, the public has been the primary target. Often, the intent is to inflict as much violence as possible. Attacks also affect the physical, mental, and emotional health of survivors and the broader public, who may fear a repeat attack.

Socially vulnerable groups such as ethnic, racial, or religious minorities are the most likely targets of domestic terrorism, while a foreign-based attack, such as the September 11 attacks, might be more indiscriminate.

Immediately during an attack, children, the elderly, and disabled persons would be highly vulnerable. First responders are also highly vulnerable, particularly if they arrive on the scene while violence is still unfolding or are called in to negotiate.

Property

Property owned or catering to vulnerable groups may be targets for extremism, as can locations that serve as large gathering points. Extremist vandalism can leave a lasting impression on communities and may be an indicator of future attacks. Infrastructure in remote locations, including pipelines and substations, are potential targets. Additionally, the agricultural and oil/gas industries store combustible and hazardous materials in large volumes in isolated, lightly guarded facilities.

Critical Facilities

According to FEMA, one consequence of a terrorist or nation-state attack is the degree of debilitating impact that would be caused by the incapacity or destruction of critical infrastructure or a critical function. In rural locations, response to the scene of attack can be delayed, increasing the potential for damage. The closest hospitals in Dickinson and Watford City would likely be overwhelmed by a large-scale attack, necessitating life flights or long ambulance rides to other hospitals.

Future Conditions

Future development within the study area is not anticipated to impact the probability or extent of an attack.

There is no known direct connection between future climate conditions and the location, extent, intensity, or duration of specific adversarial threats, though indirect connections are possible. For instance, a specific weather episode may help to delay or advance an attack. And Increased heat stress, along with increased summer and winter storms, wildfires, floods, transportation incidents, etc. could increase social unrest, which could encourage increased adversarial threats.

Summary

Table 44 summarizes hazard risks and priorities for each County. These previously described hazards have been prioritized based on a combination of historical data, documented impacts, and extensive public and stakeholder feedback. Natural hazards are ranked with higher confidence because long-standing records, mapping, and past events provide a clearer basis for evaluation. In contrast, adversarial or human-caused hazards are more difficult to prioritize due to limited or inconsistent data, which reduces certainty in their relative risk. The resulting priorities reflect both the quantitative information available for natural hazards and the qualitative insights gathered through discussions with local officials, first responders, and other stakeholder groups.

Table 44. Hazard Ranking Summary

Hazard	Probability	Impact	Regional Risk	Billings Risk	Dunn Risk	Golden Valley Risk	Stark Risk
Severe Winter Weather	Very Likely	Significant	Very High	Very High	Very High	Very High	Very High
Drought	Likely	Significant	Very High	Very High	Very High	Very High	Very High
Severe Summer Weather	Highly Likely	Moderate	High	High	High	High	High
Hazardous Material Release	Very Likely	Moderate	High	Moderate	High	Moderate	High
Wildland Fire	Very Likely	Significant	High	High	Moderate	Moderate	Low
Urban Fire	Very Likely	Moderate	Moderate	Moderate	Low	Low	Moderate
Flood	Likely	Minor	Moderate	Moderate	Moderate	Low	Moderate
Cyber Attack	Possible	Moderate	Moderate	Moderate	Moderate	Low	Moderate
Geologic Hazards	Possible	Moderate	Low	Moderate	Moderate	Low	Low
Transportation Incident	Possible	Low	Low	Low	Moderate	Low	Moderate
Infectious Disease & Pest Infestation	Possible	Moderate	Low	Low	Low	Low	Low
Civil Disturbance	Possible	Low	Low	Low	Low	Low	Low
Criminal Attack	Possible	Low	Low	Low	Low	Low	Low
Terrorist or Nation-State Attack	Unlikely	Moderate	Low	Low	Low	Low	Low
Space Weather	Unlikely	Minor	Low	Low	Low	Low	Low



MITIGATION STRATEGIES

Introduction

This chapter presents mitigation strategies and action items for each of the four counties and municipalities therein. Actions are designed to reduce the impact of priority hazards discussed in Chapter 3. Each County's Emergency Manager is the local champion for the MHMP and is responsible for maintaining energy and enthusiasm for their county's overall mitigation strategy. Emergency Managers must also coordinate with and encourage follow-through from city partners and other responsible parties.

Implement and Follow-Through

Chapter 4 is where the rubber meets the road. Without ongoing efforts to implement the actions and strategies described in this chapter, the MHMP has limited utility.

GUIDING GOALS

Billings, Dunn, Golden Valley, and Stark Counties adopt the following goals for the 2025 MHMP. These goals reflect general aspirations for the Plan. While it may be difficult to measure success from year to year, when hazard impacts occur, it is natural to evaluate the general effectiveness of the community's preparedness and response. Each event is an opportunity to identify what went well, as well as critical gaps and areas for improvement.



Goals*

- Reduce the impacts of flooding to people and property.
- Enhance the public's awareness of hazards.
- Reduce impacts of severe summer and winter weather to people and property.
- Reduce impacts of drought and wildland fires to people and property.
- Reduce impacts of human-caused threats to people and property.

**These goals, which were previously listed in the 2020 four-county MHMP, are sustained for the 2025-2030 plan update.*

Strategy Framework

Implementation actions broadly fall into several categories:

- **Education and Outreach.** Ongoing engagement efforts are essential for increasing local awareness about hazard risks, building community trust, promoting local programs, encouraging desired behavior, and reminding people how to respond when a hazard occurs.
- **Planning and Regulatory.** Hazard mitigation strategies should be integrated into other local and regional planning efforts. For example, city and regional land use plans should consider how development siting impacts the community's exposure to hazards and emergency response capabilities. Likewise, smart transportation planning can reduce the risk of transportation incidents and hazardous materials release. Each jurisdiction regulates development through their zoning code and building code and is responsible for ensuring compliance. Historically, many policies and standards have been adopted to mitigate hazards (e.g., fire protection walls, setbacks, floodplain regulations, and specific standards for industrial uses).
- **Technical and Administrative.** Administrative actions are changes to government operations, policies, or procedures that reduce the impact of hazards. Examples include increased coordination between Emergency Managers and other departments, pursuit/administration of funding awards, or expanded training initiatives.
- **Capital Investments.** Building resilience requires capital investment in transportation facilities, stormwater management, electrical systems, communication systems, emergency equipment, and other facilities. Capital improvement programs (CIPs) should incorporate priority projects that reduce hazard risk.

Actions need to be practical and achievable for each jurisdiction. Therefore, it is important to assess the existing capabilities and potential gaps for each community with regards to planning and regulation, administration, technical capacity, and funding, etc. Existing capabilities are explored in Chapter 2 (with respect to emergency response programs), Chapter 3 (with respect to specific hazards), and this chapter.

Capability Assessment

PLANNING AND REGULATORY CAPACITY

All local jurisdictions can adopt and maintain a comprehensive plan, development regulations, and other policies. However, small jurisdictions have limited capacity to administer and enforce regulations. For example, some cities have adopted the North Dakota State Building Code and require building permits, but do not have a dedicated building inspector.

The North Dakota Legislative Assembly has mandated that the State Building Code consist of the International Building Code (IBC), International Residential Code (IRC), International Mechanical Code (IMC), and International Fuel Gas Code (IFGC). These are nationally recognized codes published by the International Code Council and updated nationally every three years. On Sept. 11, 2025, eligible cities and counties, along with eligible members of the Building Code Advisory Committee, adopted the 2024 updates to the IBC, IRC, IMC, and IFGC and the proposed amendments. The 2024 versions of the International Energy Conservation Code and the International Existing

Building Code and proposed amendments to these codes were also adopted. The new North Dakota State Building Code went into effect Jan. 1, 2026. All of the counties in the four-county study area have adopted the 2024 versions of the previously described codes.

TECHNICAL AND ADMINISTRATIVE CAPACITY

Another challenge across the region is administrative and technical capacity. Most local governments operate with a small staff, and many personnel carry multiple responsibilities. Stark County and Dunn County have dedicated emergency management departments and full-time emergency managers who support planning, training, and coordination activities. These departments have the authority to improve capabilities but rely on external training opportunities and grant funding to expand technical skills.

Billings County and Golden Valley County do not have dedicated emergency managers. Emergency management duties are typically assigned to a sheriff's office representative or other county staff member as a secondary responsibility. These jurisdictions do not currently have the staffing authority or resources to expand administrative capacity without additional funding support. Volunteer fire departments throughout the region face similar constraints. Departments often struggle to recruit and retain volunteers, which limits the ability to expand operational capabilities or add specialized training.

Several participating jurisdictions have identified steps they could take to improve future capacity. For example, the City of Dodge includes a mitigation action to complete a comprehensive plan. This planning effort would improve administrative capability, strengthen long-term decision making, and establish a more structured foundation for hazard mitigation. Other communities intend to update ordinances, pursue additional training through state and federal partners, or coordinate more closely with county emergency management where full-time support exists. These actions demonstrate pathways for capacity improvements when resources allow.

FISCAL CAPACITY

All local jurisdictions can issue bonds and levy taxes. However, most cities and counties in the study area have limited funding resources for implementing comprehensive mitigation actions. All cities and counties except for Dickinson have small population bases and rely on modest tax revenues, which means increasing the public tax burden which is typically undesirable. Dunn County is a partial exception because it receives significant revenue from oil and gas production. This provides opportunities to fund capital projects, equipment needs, or staff support when county leadership prioritizes mitigation. For most communities, fiscal limitations restrict the ability to expand staffing or technical capabilities. Many jurisdictions report that larger mitigation projects require external funding and that local budgets can only support smaller, staff-led actions. To improve fiscal capacity communities are working to identify cost-effective strategies such as multi-jurisdictional training, shared equipment, regional coordination, and low-cost policy updates. Where feasible, jurisdictions will continue to pursue grants that support capability building, although meeting local match requirements will remain a challenge for the smallest communities.

JURISDICTION-SPECIFIC CAPABILITIES

Stark County has a full-time emergency manager who oversees planning, training, coordination, and the pursuit of grant funding which provides a solid foundation for capability improvements. The

county can expand capabilities through additional staff development, technology upgrades, and regional parterships. However, limited staffing depth restricts the county's ability to support multiple new initiatives at once, and volunteer fire departments continue to face recruitment and retention challenges that limit operational growth.

Dunn County maintains a dedicated emergency management department and benefits from revenue generated by oil and gas production, which enables targeted investments in equipment, facilities, and training. These conditions give Dunn County greater flexibility to expand capabilities when prioritized by county leadership. Even so, the county's smaller communities (**Dunn Center, Halliday, and Killdeer**) still struggle with limited staffing and volunteer shortages, and capability expansion is dependent on sustained budget commitments.

Billings County does not have a full-time emergency manager, and emergency management responsibilities are assigned as secondary duties to existing staff. This structure limits the county's authority and capacity to expand or improve capabilities without outside support. With a small population and constrained tax base, Billings County is unable to independently fund additional staff or undertake large mitigation projects. Volunteer fire departments also lack the resources to obtain advanced equipment or training without grants.

Golden Valley County faces similar challenges, as it also lacks a dedicated emergency management position and operates with staff who manage multiple responsibilities. Fiscal constraints prevent the county from adding personnel or independently funding large-scale mitigation or resilience efforts. Volunteer agencies experience ongoing recruitment and retention issues that further limit operational capability. Improvements are most feasible through regional partnerships, state-supported training opportunities, and updates to local plans or policies that strengthen administrative capacity at low cost.

The **City of Dickinson** has a larger population and stronger tax base than surrounding jurisdictions, providing greater administrative and fiscal capacity to expand emergency management and mitigation capabilities. Dickinson can enhance capabilities through staff development, ordinance updates, equipment investments, and advanced training opportunities. The city's professional emergency services provide additional capability depth, and Dickinson is well positioned to support regional coordination that benefits smaller neighboring communities. However, major mitigation projects still rely on external grant funding.

Small cities and rural communities throughout the region, including **Belfield, Medora, South Heart, Taylor, Gladstone, Dodge, Richardton, Beach, Golva, and Sentinel Butte** generally operate with very limited staff and do not maintain dedicated emergency management positions. These communities rely heavily on volunteer fire and EMS services, and their ability to expand operational or administrative capabilities is constrained by volunteer availability and limited fiscal resources. Many lack the authority or financial capacity to add staff or undertake complex mitigation projects independently. Capability improvements are most achievable through participation in county-led training and planning efforts, updates to local plans and ordinances, and targeted initiatives such as Dodge's mitigation action to complete a comprehensive plan, which would strengthen long-term administrative and decision-making capacity.

Table 45 summarizes the planning and administrative capacity, fiscal capacity, and regulatory status for each jurisdiction.

Table 45. Local Government Capacities

Local Jurisdiction	Zoning Ordinance	Comprehensive Plan	Floodplain Ordinance	Building Code	Building Permits	Fiscal Capacity	Technical / Admin. Capacity
BILLINGS COUNTY	✓	✓		✓	✓	Low	Low
Medora	✓	✓	✓	✓	✓	Low	Low
DUNN COUNTY	✓	✓	✓	✓	✓	Moderate	Moderate
Dodge	✓		✓		✓	Low	Low
Dunn Center	✓	✓	✓		✓	Low	Low
Halliday	✓		✓		✓	Low	Low
Killdeer	✓	✓	✓	✓	✓	Moderate	Moderate
GOLDEN VALLEY COUNTY	✓	✓	✓	✓	✓	Low	Low
Beach	✓		✓	✓	✓	Low	Low
Golva	✓				✓	Low	Low
Sentinel Butte	✓		✓		✓	Low	Low
STARK COUNTY	✓	✓	✓	✓	✓	Moderate	Moderate
Belfield			✓			Low	Low
Dickinson	✓	✓	✓	✓	✓	High	High
Gladstone	✓					Low	Low
Richardton				✓	✓	Low	Low
South Heart	✓		✓	✓	✓	Low	Low
Taylor			✓		✓	Low	Low

FUNDING SOURCES

All counties and city governments will need to utilize local, state, and federal funding to implement the action items identified in this plan. Many state and federal funding programs can be utilized, including several that are designed specifically for hazard mitigation. FEMA's Hazard Mitigation Grant Program (HMGP) could provide funding for a wide variety of mitigation projects, and is only available following a North Dakota disaster declaration. An additional FEMA grant program that provide funds for mitigation is the Flood Mitigation Assistance (FMA) program.

Other programs with broad applications that are not specifically designed for hazard mitigation or disaster response should be considered. For example, the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG) and US Department of Agriculture (USDA) Community Facility Grants are available for a wide variety of uses.

Table 46 summarizes key federal programs.

Table 46. Federal Funding Opportunities

Program (Source)	Example Use	Eligibility Requirements	Local Match	Max Award / Available Funding
Natural Gas Distribution Infrastructure Safety and Modernization Grant (PHMSA)	Funds projects that repair, rehabilitate, or replace natural gas distribution pipeline systems	Municipality-owned utilities, community-owned utilities, or Federally recognized tribal governments	No match required	NA / ~$200 million per year
Pipeline Emergency Response Grant (PHMSA)	Funds training for first responders and others who respond to pipeline incidents in high consquence areas	State, county, and local governments	No match required	$250k / ~$3 million per year
Hazardous Materials Emergency Preparedness Grant (PHMSA)	Funds training and planning programs to increase local effectiveness in safely and efficiently handling hazardous materials in accidents and incidents	States and territories	No match required	NA / ~$32 million in FY 2025
Better Utilizing Investments to Leverage Development Grant Program (USDOT)	Provides grants for surface transportation infrastructure projects with significant local or regional impact	States, territories, local governments, Federally recognized Tribal Nations, port authorities, MPOs	20% local match	$1.5 biillion is available for FY 2026 / Maximum award size of $25 million, minimum award size of $1 million for rural areas and $5 million for urban areas

Program (Source)	Example Use	Eligibility Requirements	Local Match	Max Award / Available Funding
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (USDOT)* *This program was paused in 2025 by the Trump Administration but is expected to return under a different name with changed goals / objectives	Provides funding to ensure surface transportation resilience to natural hazards via projects focused on resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.	States, territories, local governments, Federally recognized Tribal Nations, port authorities, MPOs	20% local match	$876 million was available for FY 2025
Railroad Crossing Elimination Grant Program (FRA)	Funds projects that improve safety and mobility at rail crossings (installation of signals, grade separation, closure)	States, territories, local governments, Federally recognized Tribal Nations, port authorities, MPOs	20% local match	$1.14 billion was availabe in FY 2024
Environmental Quality Incentives Program (USDA)	Funds cover crops, regenerative practices, water conservation, drought-resilient grazing systems, and technical assistance	Farmers, ranchers, and forest landowners who own or rent agricultural land	Can provide up to 75% of the costs of certain conservation practices	Unknown
Regional Conservation Partnership Program (USDA)	Supports mult-agency partnerships which implement conservation efforts such as land management / land improvement / restoration practices	States, territories, local governments, Federally recognized Tribal Nations, an institution of higher education, a conservation district, an agricultural or silvicultural producer association	25% - 50% local match depending on the project	$1.2 billion was available in FY 2024

Program (Source)	Example Use	Eligibility Requirements	Local Match	Max Award / Available Funding
Community Facilities Direct Loan & Grant Program (USDA)	Funds the development of essential community facilities in rural areas (hospitals, town halls, fire departments, police stations etc.)	Public bodies, Federally recognized tribal governments, and community-based nonprofits. Must not have more than 20,000 residents	Match amount is dependent on population	Unknown
Water & Waste Disposal Loan and Grant Program (USDA)	Funds water distribution line replacements, storage tanks, system capacity improvements	Most state and local government entities, private nonprofits, federally recognized tribes	This is a loan with fixed interest rates and up to 40-year payback periods	This is a loan with fixed interest rates and up to 40-year payback periods
Emergency Community Water Assistance Grant (USDA)	Helps eligible communities prepare, or recover from, an emergency that threatens the availability of safe, reliable drinking water	Rurally located public bodies (population of 10,000 or less), nonprofits, and Federally recognized tribes. Must show major decline in quantity or quality of water	No match required	Up $150k for waterline extensions, rapair breaks or leaks and up to $1 million for new wells, transmission lines etc. / Unknown
Emergency Management Performance Grant (FEMA)	Provides the resources required for developing emergency management capabilities and for all-hazards prepareness activities (public alert and warning systems etc.)	States and territories, although units of local government can be a subapplicant/ subrecipient	No match required	NA / $319.5 million for FY 2025

Program (Source)	Example Use	Eligibility Requirements	Local Match	Max Award / Available Funding
Hazard Mitigation Grant Program (FEMA)	Funds hazard mitigation plans and projects (retrofitting buildings, implementing drainaged improvement projects, levees / floodwalls, and upgrading utilities etc.)	States, territories, and local governments, as well as Federally recognized Tribal Nations. Applicants must have developed and adopted a hazard mitigation plan. Can only be applied for after Presidential Disaster Declaration	25% local match	Amount available is calculated as 7.5% of the federal funds spent on Public and Individual Assistance after a declared disaster.
Flood Mitigation Assistance Grant Program (FEMA)	Provides funding for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program	States, territories, and local governments, as well as Federally recognized Tribal Nations	Unknown	Unknown
Assistance to Firefighters Grants Program (FEMA)	Funds equipment, protective gear, emergency vehicles, training and other resources necessary for protecting the public and emergency personnel from fire and related hazards	Fire departments and nonaffiliated EMS organizations	5% local match for jurisdictions with less than 20,000 residents; 10% local match for jurisdictions with more than 20,000 residents; 15% local match for jurisdictions with more than 1,000,000 residents	$291.6 million was available in FY 2024 with an award ceiling of $9 million per award

Program (Source)	Example Use	Eligibility Requirements	Local Match	Max Award / Available Funding
Staffing for Adequate Fire and Emergency Response (FEMA)	Funds the recruitment and retention of volunteer firefighters in rural and high-risk areas	Fire departments and national, regional, state, local, tribal, and nonprofit interest organizations representing the interests of volunteer fire departments	For hiring activity grants: - 25% of salary in first year - 25% of salary in second year - 65% of salary in third year	$324 million was available in FY 2024 with an estimate of about $1 million per award
Small Flood Control Projects – Section 205 (USACE)	Provides funding and technical assistance for construction and feasibility studies of small flood control projects such as levees.	States, local agencies, or Indian Tribes	35% local match of which at least 5% of the total cost must be contributed in cash (50% match for feasibility studies)	Maximum of $7 million, including studies, plans, and construction ($100,000 for studies)
Emergency Bank Protection Projects – Section 14 (USACE)	Provides funding for construction of bank protection works to protect endangered highways, bridges, and other essential public works such as municipal water supply systems and sewage disposal plants; churches, hospitals, schools, etc.	States, local agencies, or Indian Tribes	35% local match of which at least 5% of the total cost must be contributed in cash	Maximum of $1 million per project ($100,000 for studies)

Program (Source)	Example Use	Eligibility Requirements	Local Match	Max Award / Available Funding
Homeland Security Grant Program (DHS)	Supports state, local, amd tribal goverments in developing capabilities to prevent and respond to acts of terrorism (enhancing protection of soft targets, enhancing cybersecurity, etc.)	States and territories although units of local government and counties can be a subapplicant / subrecipient	No match required	$373.5 million for SHSP and $553.5 million was availablefor UASI in FY 2025
Cohesive Fire Strategy Grants (USFS)	Can fund the purchase of supplies, radios, and firefighting tools (allowable through the Wildfire Preparedness opportunity)	State and local governments, federally recognized tribes, nonprofit corporations, and public-and state-controleld institutions of higher education.	There is a 100% (dollar for dollar) local match requirement for the Wildfire Risk Reduction and Wildfire Preparedness opportunities	$4.8 million annually (applicants may request between $25,0000 and $300,000 per application)
Public Health Emergency Preparedness Program (CDC)	Funds public health emergency planning, disease outbreak response exercises, and health sector coordination	States, territories, and major cities	10% local match	$3.26 billion available for the FY 2024-FY 2028 funding cycle / Maximum award of $50 million and minimum award of $370,000

Program (Source)	Example Use	Eligibility Requirements	Local Match	Max Award / Available Funding
Grid Resilience and Innovation Partnerships Program (DOE)	Funds grid hardening and mordernization projects, undergrounding or partial undergrounding of distribution lines, enhancing resilience to storms and other hazards	States, units of local government, Indian Tribes, a public utility commission, electric grid operators, etc.	50% local match for Smart Grid Grants and Grid Innovation Program; 100% local match for Grid Resilience Grants	$3.9 billion was available for FY 2024-FY 2025 funding cycle
State and Tribal Indoor Radon Grant (EPA)	Funds projects which raise radon awarness, promotes adoption of radon-resistant building techniques, and encourages radon testing and mitigation.	States, units of local government, Tribal governments, instututes of higher education	For stand-alone state and Tribal grants: - 25% for first year - 40% for second year - 50% for third year	Unknown

Mitigation Actions

This section identifies mitigation actions for each jurisdiction that participated in the Multi-Hazard Mitigation Plan. These mitigation actions were developed through discussion with local officials and other stakeholders. The process for updating the actions for the 2025 MHMP consisted of:

- **Workshop Series 1 (April 2025).** Discussion and identification of preliminary actions and potential strategies with project stakeholders. At this time, potential action items were discussed without reference to the previous MHMP, which encouraged workshop participants to think critically and creatively.
- **Community Survey (April-June 2025).** Collection and incorporation of public feedback and suggestions received from the survey.
- **Dickinson Focus Group (June 4, 2025).** Discussion of actions and strategies for Dickinson and status update for previous MHMP.
- **Workshop Series 2 (August 2025).** Review of action items from the previous plan; development and prioritization of implementation tables.
- **Plan Review Process (September-November 2025)**. Incorporation of feedback and revisions from jurisdictional partners, the North Dakota Department of Emergency Services, and FEMA.

A broad range of potential mitigation activities were considered. Actions are prioritized based on what will have the greatest benefit and/or lowest cost for implementation. Several preparedness and response actions discussed during the planning process are also included in the plan. Prioritization levels are identified in terms of low, moderate, or high, with prioritization defined as follows:

- Low – actions offer smaller or more indirect risk reduction benefits, may address lower-probability hazards, or require substantial funding or long-term coordination before implementation becomes feasible.
- Moderate – actions provide meaningful risk reduction but may require additional planning, coordination, or funding before implementation.
- High – actions are those that provide significant risk reduction benefits, address hazards with the greatest potential impacts, protect critical facilities or vulnerable populations, and are considered highly feasible for implementation in the near future with available resources.

This section provides a roadmap for targeting and implementing mitigation projects over the next five years. Project costs are identified in terms of staff time, low, moderate or high cost, with costs defined as follows:

- Low – projects estimated to cost up to $1,000
- Moderate – projects estimated to cost up to $10,000
- High – projects estimated to cost more than $10,000
- Staff time – variable cost/incorporated into existing budgets

Many projects are eligible for grants or other outside funding. The implementation timeline for each project may be highly variable based on the availability of funds. The previous section describes potential funding sources.

BILLINGS COUNTY ACTION PLAN

The previous Multi-Hazard Mitigation Plan contained 42 mitigation actions for Billings County and Medora, including 27 unique actions. (Many actions were applicable to both jurisdictions). Several actions have been completed or remain ongoing. The 2025 MHMP builds on previous planning efforts by removing actions that have been completed or that communities deem to be no longer relevant, and by incorporating new or modified actions, as desired by the communities. ***Appendix D*** provides a status update for actions that were removed, retained, or completed.

Table 47 presents the updated lists of mitigation actions for Billings County and Medora. Actions identified for "all jurisdictions" apply to all cities and the county. Responsibility for implementation ultimately rests with each jurisdiction. The individual or agency responsible for overseeing implementation of mitigation projects for each jurisdiction is listed in the table. The actual person(s) performing the project may be different than the responsible party. Additional notes are included following the table.

Many actions are retained from the 2020 MHMP, although additional details have been added to clarify the action and the reasons for inclusion. Several actions are wholly new, as indicated in the table. These actions reflect changing conditions and priorities. Throughout the table, high-priority items are highlighted in red.

Table 47. Billings County Mitigation Actions

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
BILLINGS COUNTY							
A	**The county will maintain a communication system for all elements of the emergency response team and update it as needed to ensure compatibility with state systems and mutual aid partners.** Regular assessments and upgrades will address technological gaps, improve interoperability, and ensure reliable information sharing during emergencies. By strengthening communications, the county will enhance coordination and reduces response times to critical events.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, cyber-attack, geological hazards, infectious disease & pest infestation	High	Low	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA)	Billings County Emergency Manager	2030
B	**The county will ensure it has a reliable mass notification system capable of reaching all cell phones within the jurisdiction.** The system will include the development of pre-approved messaging templates for various hazard scenarios to ensure timely and clear communication. This action will enhance public awareness, enable faster protective actions, and increase overall community resilience during emergencies.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure	Moderate	Moderate	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS)	Billings County Emergency Manager	2030
C	**The county will conduct annual joint training exercises, including tabletop and scenario-based drills, to practice coordinated responses for priority hazards.** These exercises will involve emergency responders, public agencies, and community partners to improve decision-making and refine operational plans. Regular joint training will strengthen preparedness and enhance interagency coordination, resulting in long-term community resilience to a variety of hazards.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, cyber-attack, geological hazards, infectious disease & pest infestation	High	Staff time	Billings County General Budget Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Hazard Mitigation Grant Program (FEMA) Hazardous Materials Emergency Preparedness Grant (PHMSA)	Billings County Emergency Manager	Annually
D	**The county will conduct ongoing public outreach and education to increase awareness of local hazard risks and community mitigation and response efforts, with targeted messaging for residents and tourists.** Outreach may include signage at key destinations, informational materials at lodging facilities, and updates shared through county websites and social media platforms. As part of this effort, the county will incorporate dam failure–specific information into outreach materials. This will include maps of Medora Levee inundation areas and an explanation of local warning and alert systems as well as evacuation routes.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, geological hazards, infectious disease & pest infestation	High	Staff time	Billings County General Budget Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Community Facilities Direct Loan & Grant Program (USDA)	Billings County Emergency Manager	2030
E (new)	**The county will design and construct a secondary access route to the Chateau, Musical, and Presidential Library to maintain mobility when train crossings block the primary roadway.** Establishing an alternate access point will ensure that visitors, staff, and emergency responders can reach these facilities without delay during rail-related disruptions. This improvement will enhance safety and reduce congestion in the event of a transportation incident or evacuation.	Transportation incident	High	High	Better Utilizing Investments to Leverage Development Grant Program (USDOT) Hazard Mitigation Grant Program (FEMA)	Billings County Road Department	2028

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
F	**The county will encourage the use of snow fences and shelterbelts in areas prone to drifting and reduced visibility.** These measures will help keep roads clear, improve travel safety, and reduce maintenance demands during major winter storms. By expanding the use of snow-control practices, the county will be able to strengthen overall community resilience and minimize disruptions caused by severe winter conditions.	Severe winter weather	Low	Staff Time	Billings County General Budget Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (USDOT)	Billings County Road Department	2030
MEDORA							
G	**The city will maintain the Medora levee and seek opportunities to replace it with a certified dike that meets current engineering and FEMA standards.** A certified structure will provide more reliable flood protection, reduce insurance burdens, and improve long-term safety for residents and businesses. Strengthening this critical infrastructure enhances the city's resilience to future high-water events.	Flooding, dam failure	High	Moderate	Hazard Mitigation Grant Program (FEMA) Small Flood Control Projects – Section 205 (USACE) Emergency Bank Protection Projects – Section 14 (USACE)	City of Medora City Council	2030
H	**The city will acquire backup generators for critical facilities in Medora using a prioritized approach based on facility function, vulnerability, and community need.** Identifying and ranking essential sites such as emergency services, water systems, and public shelters will guide phased generator procurement. By ensuring reliable backup power the city will be able to enhance continuity of operations and strengthen community resilience during emergencies.	Severe summer weather, severe winter weather, flood, urban fire, wildland fire, hazardous materials release, transportation incident, civil disturbance	High	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	City of Medora City Council*, Critical facility owners	2030
I (new)	**The city will continue upgrading water pipelines and expanding water storage capacity to ensure adequate flow and pressure for firefighting.** Improving system reliability will reduce the risk of water shortages during fire response and enhance protection for homes, businesses, and critical facilities. Strengthening water infrastructure increases the city's long-term resilience to urban fire events.	Urban fire	High	High	Hazard Mitigation Grant Program (FEMA) Water & Waste Disposal Loan & Grant Program (USDA) Community Facilities Direct Loan & Grant Program (USDA)	City of Medora City Council	2030
ALL JURISDICTIONS (BILLINGS COUNTY AND MEDORA)							
J (new)	**The county and city will evaluate the need for outdoor warning sirens in Medora and install new or upgrade existing systems in large outdoor gathering areas as appropriate.** This effort will include expanding siren capabilities to incorporate distinct flash flood and dam failure warning tones so the public can clearly differentiate these hazards from other emergency alerts. The evaluation will review Medora Levee inundation mapping, identify populations located downstream of dam/levee structures, and assess coverage gaps in high-traffic areas, campgrounds, recreational sites, and tourism destinations. Siren placement and upgrades will be prioritized to ensure that residents and visitors within potential flash flood and dam/levee failure impact areas receive timely, hazard-specific alerts. Enhancing the siren system strengthens public warning capabilities and improves overall community preparedness.	Severe summer weather, hazardous materials release, wildland fire, flood, dam failure	Moderate	High	Hazard Mitigation Grant Program (FEMA)	Billings County Emergency Manager*, Medora City Engineer	2026
K (new)	**The county and the city will continue preparation, coordination, and contingency planning for the Theodore Roosevelt Presidential Library grand opening.** This includes developing weather response protocols, managing traffic flow, and coordinating with emergency services to ensure safe operations during large visitor influxes. Proactive planning will reduce the risk of disruption and strengthen the city's ability to manage major events under a range of hazard conditions.	Severe summer weather, transportation incident	High	Staff Time	Billings County General Budget City of Medora General Budget	Billings County Emergency Manager*, Medora Police Department	2026

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
L	**The county and the city will review existing emergency sheltering options and establish additional shelters where needed to ensure adequate capacity during extreme heat, storms, or other summer hazards.** This will include identifying accessible locations, ensuring necessary supplies, and coordinating staffing and communications. By expanding sheltering capacity the county and the city will be able to enhance community safety and reduce vulnerability during severe summer weather events.	Severe summer weather	High	Med	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	Billings County Emergency Manager*, City of Medora City Council, Medora Convention & Visitors Bureau	2027
M (new)	**The county and the city will identify locations to serve as community shelters or warming centers equipped with operable generators and sufficient emergency food and water supplies.** Plans for transporting residents will also be made if needed. Ensuring these facilities are fully functional during extreme cold or winter storms provides safe refuge for vulnerable populations. Establishing and maintaining these shelters strengthens community resilience and reduces risks to public health and safety during severe winter events.	Severe winter weather	Moderate	Staff time	Billings County General Budget City of Medora General Budget Hazard Mitigation Grant Program (FEMA) Water & Waste Disposal Loan & Grant Program (USDA) Community Facilities Direct Loan & Grant Program (USDA)	Billings County Emergency Manager*, City of Medora City Council, Medora Convention & Visitors Bureau	2026
N	**The county and the city will continue to administer and enforce burn restriction policies, especially during periods of elevated fire risk.** Regular enforcement, public outreach, and clear communication of restrictions will assist in the prevention of accidental ignitions and reduce the likelihood of uncontrolled fires. Maintaining this policy strengthens community safety and enhances long-term resilience to wildfire and urban fire events.	Wildland/urban fire	Moderate	Staff time	Billings County General Budget City of Medora General Budget	Medora City Council, Billings County Commission*	Annually
O	**The county and city will maintain and systematically upgrade firefighting, wildland suppression, and hazmat response equipment.** Regular assessments will guide replacement of outdated PPE, SCBAs, communications gear, and suppression tools, while prioritizing purchases for high-risk areas. These ongoing upgrades will reduce vulnerability by ensuring firefighter safety and strengthening the county's ability to contain fires or hazardous releases before they escalate.	Wildland/urban fire, hazardous materials release	High	High	Cohesive Fire Strategy Grants (USFS)	Medora Volunteer Fire Department, Billings County Emergency Manager*	Annually
P	**The county and city will annually review and revise staffing, training, and equipment plans for fire and ambulance services.** This review will identify gaps in response capability, guide targeted training, and prioritize recruitment and certification of additional First Responders, especially in high-risk or rural areas with longer response times. Strengthening personnel capacity and modernizing equipment will improve the county's ability to contain fires, respond to crashes, and prevent small incidents from escalating into major emergencies.	Wildland/urban fire, transportation incident	High	High	Assistance to Firefighters Grant (FEMA) Staffing for Adequate Fire and Emergency Response (FEMA) Emergency Management Performance Grant (FEMA)	Medora Volunteer Fire Department, Billings County Emergency Manager*	Annually
Q	**The county and city will follow Firewise program principles and promote best practices during wildfire season.** This includes encouraging residents to maintain defensible space, reduce vegetation hazards, and use fire-resistant materials around homes located in or near areas of concern. Implementing these practices will lower ignition potential and strengthen community-wide resilience to future wildfire events.	Wildland/urban fire	Moderate	Staff time	Billings County General Budget City of Medora General Budget	Medora City Council, Billings County Commission*	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
R	**The county and city will install and maintain surge protection on critical equipment to prevent damage from lightning and power fluctuations.** Prioritized facilities may include emergency operations centers, communications systems, and essential public safety infrastructure. Maintaining surge protection will reduce equipment failure and minimize service disruptions, strengthening the county's ability to remain operational during severe storms.	Severe summer weather	Low	Moderate	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Community Facilities Direct Loan & Grant Program (USDA)	Critical facility owners, Billings County Emergency Manager*, Medora City Engineer	2030
S	**The county and city will encourage utility providers to bury electric power lines in areas most vulnerable to outages from high winds, ice, and heavy snow.** Undergrounding lines will reduce the likelihood of weather-related damage and shorten restoration times after major storms. This effort will strengthen the reliability of critical utilities and improve community resilience during extreme weather events.	Severe summer and winter weather	Low	High	Hazard Mitigation Grant Program (FEMA) Grid Resilience and Innovation Partnerships Program (DOE)	Medora City Council, Billings County Emergency Manager*, critical facility owners	2030
T	**The county and city will complete physical improvements to culverts, roads, and bridges to reduce washouts, protect adjacent properties, and maintain access during high-water events.** Ongoing bridge and culvert inspections will identify structural deficiencies and prioritize upgrades in areas with recurring flooding or inadequate drainage capacity. These improvements will strengthen infrastructure resilience and reduce future flood-related damages and disruptions. Medora will coordinate with NDDOT to replace culverts along the I-94 eastern city entrance to improve drainage capacity and reduce roadway overtopping. Replacing undersized or aging culverts will help manage stormwater more effectively and mitigate recurring flood impacts in this area. These improvements will enhance infrastructure resilience and maintain safe access during high-water events.	Flooding	High	High	Billings County General Budget North Dakota Funding and Grants programs (various) Hazard Mitigation Grant Program (FEMA) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (USDOT) Better Utilizing Investments to Leverage Development Grant Program (USDOT)	Billings County Road Department, Medora City Engineer*	2030
U	**The county and city will continue participating in the National Flood Insurance Program to maintain access to flood insurance and federal mitigation resources.** Ongoing participation will encourage responsible development practices in flood-prone areas and improve public awareness of flood risks. This commitment will strengthen community resilience by reducing future flood losses and supporting informed decision-making.	Flooding	Moderate	Staff time	Billings County General Budget City of Medora General Budget	Billings County Floodplain Manager*, Medora City Engineer	2030
V	**The county and city will conduct NFIP workshops to educate the public on the benefits of flood insurance and how to assess individual property risk.** Workshops will provide guidance on policy options, mitigation strategies, and steps homeowners can take to reduce flood damage, such as elevating structures or improving drainage. Educating the community will increase awareness and encourage proactive risk reduction.	Flooding	Moderate	Staff time	Billings County General Budget City of Medora General Budget	Billings County Emergency Manager*, Medora City Auditor	2030
W	**The county and city will support Billings County NDSU Extension in the collection of condition monitoring observer reports (CMORE) reports that monitor drought conditions throughout the state.** This data collection provides the public, government, and non-governmental insights into drought conditions to take actions based on drought conditions. NDSU Extension also provides agricultural producers information on long-term resiliency building strategies such as regenerative agriculture, the importance of crop rotation, and cover crops which are all methods to reduce drought impact and build long-term resiliency to drought.	Drought, infectious disease and pest infestation	Moderate	Staff time	Billings County General Budget City of Medora General Budget Environmental Quality Incentives Program (USDA) Regional Conservation Partnership Program (USDA)	Medora City Council, Billings County Commission*	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
X	**The county and city will coordinate with Southwest Health to maintain up-to-date emergency operational plans and conduct annual training exercises.** These efforts will ensure that staff are familiar with procedures and can efficiently respond to incidents. Ongoing coordination and training will improve overall preparedness, reduce response times, and strengthen community resilience to a wide range of hazards.	Infectious disease, hazardous material release	High	Staff time	Billings County General Budget City of Medora General Budget, Public Health Emergency Preparedness Program (CDC) Emergency Management Performance Grant (FEMA)	Billings County Emergency Manager*, Medora City Auditor	2030
Y (new)	**The county and city will continue to encourage railroad crossing safety projects and maintain ongoing communication with BNSF.** This includes identifying high-risk crossings, implementing warning systems or safety improvements, and sharing information on hazardous materials transport with first responders and the public. These efforts will reduce the likelihood of accidents and improve emergency response coordination.	Transportation incident, hazardous materials release	Moderate	Staff time	Billings County General Budget, City of Medora General Budget Railroad Crossing Elimination Grant Program (FRA)	Medora City Council, Billings County Commission*	2030
AZ	**The county and city will develop backup systems and implement enhanced cybersecurity measures to protect critical data and infrastructure.** This includes routine data backups, network monitoring, employee training, and protocols to quickly recover systems in the event of a breach. This action will strengthen cyber defenses and reduce the likelihood of operational disruptions while also enhancing the community's resilience against evolving digital threats.	Cyber-attack	Moderate	Low	Homeland Security Grant Program (DHS)	Medora City Auditor, Billings County Administrator*	2030
AA (new)	**All jurisdictions will provide annual public education relating to radon risk and encourage households and business to perform radon testing and mitigation.** Outreach may include signage at key destinations, materials at community centers and/or city halls, and information shared through county and city websites and social media. Increasing awareness among residents will strengthen overall preparedness.	Geologic hazard	Moderate	Staff time	Billings County General Budget State and Tribal Indoor Radon Grant (EPA)	Billings County Emergency Manager*, Medora City Engineer	Annually
BB (new)	**All jurisdictions will collaborate with one another to develop and implement a comprehensive drought resilience and water conservation program.** This will include identifying vulnerable water supply systems, promoting water conservation practices, encouraging drought-resilient agricultural techniques, and supporting the development of local drought contingency plans. The jurisdictions will strive to expand education and outreach efforts to inform residents and farmers / ranchers about drought risks and water conservation strategies.	Drought	Moderate	Moderate	Environmental Quality Incentives Program (USDA) Regional Conservation Partnership Program (USDA) General Budgets of each Jurisdiction	Billings County Emergency Manager*, Medora City Auditor	Annually

**Lead for Mitigation Action*

Additional Notes for Billings County Mitigation Actions

Internal Communication System (A)

Interagency communication is essential during a hazardous event. Billings County will continue to update and enhance communication systems as technology improves.

Emergency Alert Systems (B)

Prompt alerts to significant emergencies are critical to saving lives and protecting property. The County emergency response operations should have a tool in place to issue such alerts to the appropriate geographic areas of the County.

Emergency Training Exercises (C)

Table top training has been demonstrated to be an effective low-cost way to train for many emergency events. Billings County currently conducts two trainings a year, including wildfire response training with the National Forest Service.

Public Outreach and Education (D)

Hazard-related public education should include a wide variety of topics. Potential topics include:

- Severe summer weather and severe winter safety/shelter in place
- Trail safety
- Fire weather notifications and fire prevention best practices
- Infectious disease and pest control
- ND Vision Zero programs
- Travel emergency preparedness
- Flood mitigation/NFIP

Funds are available for public awareness or education campaigns under the HMGP 5% Initiative.

Chateau Access (E)

A secondary access to the blufftop is necessary to support emergency access and evacuations in the event of a fire or transportation incident, in addition to reducing congestion as traffic volumes increase. In the short term (2026), TRMF is working with the U.S. Forest Service to upgrade the existing trail into a minimum maintenance road that can be used by emergency vehicles. In the long term, a permanent road should be designed and constructed to local standards.

Snow Fences and Shelterbelts (F)

As an ongoing policy, the Billings County Road Department encourages properly placed snow fences and shelterbelts to substantially reduce the location and frequency of snow blocked roads.

Medora Levee (G)

The Little Missouri River runs along the western edge of Medora. An uncertified levee prevents high river waters from flooding much of the city. Levee failure could result in damage to a large part of the city.

Backup Generators (H)

Blizzards, other severe winter weather, and severe summer weather can cause power outages that may last for days. Power loss has been a common occurrence in Billings County. It can result in equipment or building damage as well as loss of function of critical facilities. Funds are available for generators under the HMGP and PDM programs.

Water Supply Improvements (I)

It is essential to ensure adequate water supply and fire flows throughout the community. Most of the existing water pipes north of Pacific Avenue are at least 60 years old and include asbestos cement. Recently, the City utilized a development agreement with TRMF to upgrade the existing water tank in town to 50,000-gallon capacity and construct a new 50,000-gallon tank west of the Little Missouri River. A water tank is also being installed for the new event barn south of town.

Warning Sirens (J)

Medora and Billings County will assess the need for outdoor warning sirens, and work with Billings County Emergency Management to acquire and install siren system.

Presidential Library Preparations (K)

The Presidential Library will draw thousands of visitors when it opens in July 2026, with elevated levels of tourism expected throughout the year. EMS is coordinating with state agencies and surrounding counties to increase staffing for the grand opening. The biggest concerns are excessive heat and unprepared tourists, both in town and on the trails. There will also be an increased risk of transportation incidents, with up to 200 buses operating to transport visitors to the library from parking areas in the county.

Storm Shelters (L)

High winds, hailstorms and tornadoes are a threat to public safety, especially for individuals who lack secure shelter or who become stranded outdoors. Campgrounds and outdoor large outdoor gathering sites are especially at risk. Grant money is available to pay for the majority of the cost of installing a storm shelter. Existing community facilities with basements or reinforced construction may also be used as storm shelters.

Winter Shelters (M)

Most North Dakota residents are prepared for severe winter weather – a common occurrence – and have the mentality to ride out the storm on their own. However, some people may need assistance, and in the event of a large-scale power outage, there should be a plan to utilize a community sheltering location such as a school or the Medora Community Center for a day or more.

Burn Restriction (N)

Wildland fires and urban fires can be minimized by limiting open burning during seasons of high outdoor fire risk. Establishing and enforcing a burn ban can be an effective tool to reduce risk to life and property. Billings County's burn restriction policy is an effective tool to reduce risk to life and property. All local jurisdictions are responsible for enforcing the policy and educating the public about the purpose of the regulations.

Wildfire Response (O)

Wildland fires are a frequent event and major threat in Billings County. The historical wildland fire frequency and difficult terrain both highlight the need for upgraded firefighting capacity. Hazardous materials releases from oil and gas facilities pose a significant risk for the County as well.

First Responder Staffing and Training (P)

Emergency services are becoming harder to staff with volunteers as long-time volunteers grow older and work/life conflicts reduce the available supply of new volunteers. Volunteers have limited availability during tourist season, when they are needed most. Recently, TRMF has encouraged their full-time staff to support

volunteer efforts. Maintaining this effort and developing partnerships for mutual aid are critical.

The responders closest to the scene of a transportation incident (especially those involving hazardous materials), criminal attack, or terrorist/nation-state attack may not be those typically equipped to handle these incidents. Increasing training and equipment availability for them can potentially limit the level of property loss or injury from such incidents.

Firewise (Q)

Firewise is a nationwide program produced by the National Fire Protection Association. Within North Dakota the program is operated by the state Forest Service. Firewise focuses on education for individual homeowners to help prepare homes for wildfire resistance. Each jurisdiction's role within this program is to educate residents about wildfire risks and mitigation activities they can do to reduce their individual risk. In addition to public education, the county and each city should evaluate opportunities for fuel reduction activities during wildfire season. Additional resources may be required to implement fuel reduction activities. Wildfire fuels reduction is eligible for funding through the FEMA HMGP and PDM grant programs.

Surge Protection (R)

Lightning strikes and space weather can cause significant damage to essential equipment. Surge protection is beneficial for any facility where a loss of power or equipment failure would hinder critical functions or public safety. This could apply to healthcare facilities, emergency services, water and waste treatment plants, industrial facilities, government buildings, and other uses. The Billings County Courthouse was recently improved.

Electric Lines (S)

Power outages may cause some critical facilities and some residences to be without heat or electricity for essential functions for extended time periods. Burying power lines is a practical way to reduce the risk of power failure. However, burying underground lines is more expensive than constructing overhead lines and may not be a high priority for utilities, especially when repairing/replacing overhead lines. Undergrounding power lines is best achieved at the time of development and should be encouraged as development occurs.

Road and Bridge Improvements (T)

City and County officials have identified many locations where roads are at risk from flooding that disrupts transportation and could cause property damage. Potential improvements include replacing aging and undersized culverts, elevating commonly flood impacted roads and bridges, and making other physical improvements to minimize flooding impacts on the road network and nearby property. Medora's east side is subject to localized flooding in part because of sediment washing into the drainage systems along Business 94. The city is currently working with NDDOT on a box culvert improvement.

NFIP Participation (U)

Billings County has a floodplain manager and is a participant in the NFIP. There is no flood hazard map for the County, but the recently completed Risk MAP program for every county in North Dakota has provided additional information to help identify unmapped areas which may be at risk from flooding. Medora also has a floodplain manager and participates in the NFIP, but has an established FIRM.

NFIP Workshop (V)

Workshops would be targeted at educating residents not required to buy flood insurance but still at risk for flooding. Technical assistance for a workshop is available from the North Dakota State Water Commission. A joint jurisdiction workshop could be conducted in a central location. Funds are available for public awareness or education campaigns under the HMGP 5% Initiative.

Support NSDU Extension (W)

Agriculture is a key component of the county's economy. Significant droughts, pest infestations, winter storms, summer storms, and flooding all affect the industry and the economy of the entire county. Billings County provides annual funding assistance to help farmers and ranchers respond to drought and other hazards.

SW Health Coordination (X)

Southwest District Health has detailed emergency operational plans for health hazards including the outbreak of infectious disease. It is essential that each local governing body and relevant organizations coordinate in keeping these plans up to date and training for a potential health risk.

Railroad Crossing Safety (Y).

There are two at-grade railroad crossings in Medora, with a risk of transportation incident involving a train and passenger vehicles, buses, or pedestrians. BNSF is currently working to complete crossing improvements on Chateau Road.

Cybersecurity (Z)

Cyber-attacks can cause costly Impacts for local governments, schools, and other critical facilities. Strategies and solutions include multifactor authentication, security awareness training (e.g., fake phishing emails), and migrating to cloud-based storage. Agencies and organizations can also conduct simulated cyber-attacks to test the effectiveness of their cyber security system.

Radon Mitigation (AA)

Radon is a widespread hazard in North Dakota and can cause long-term health impacts, including lung cancer. The entire state is within the EPA's Zone 1, meaning there is a high probability of radon being found in the soil. There are several mitigation strategies for radon exposure in households. Prior to mitigation, however, the lower levels of structures must be tested with simple Radon Test kits that can be acquired at local hardware stores or a variety of suppliers.

Drought Resilience and Water Conservation Program (BB)

Drought poses a significant threat to rural jurisdictions due to their heavy reliance on agriculture and limited water supply infrastructure. Prolonged periods of below-average precipitation can reduce soil moisture, leading to crop losses, reduced livestock productivity, and financial hardship for agricultural producers, which in turn affects the broader local economy. Strengthening regional coordination and promoting proactive drought planning will reduce the severity of economic, environmental, and public health impacts associated with drought, particularly in communities currently lacking drought-specific mitigation actions.

DUNN COUNTY ACTION PLAN

The previous Multi-Hazard Mitigation Plan contained 80 mitigation actions for all local governments in Dunn County, including 36 unique actions. (Many actions are applicable to multiple jurisdictions.) Several actions have been completed or remain ongoing. The 2025 MHMP builds on previous planning efforts by removing actions that have been completed or that communities deem to be no longer relevant, and by incorporating new or modified actions, as desired by the communities. ***Appendix D*** provides a status update for actions that were removed, retained, or completed.

Table 48 presents the updated mitigation actions for Dunn County and the Cities of Dodge, Dunn Center, Halliday, and Killdeer. Actions identified for "all jurisdictions" apply to all cities and the county. Responsibility for implementation ultimately rests with each jurisdiction. The individual or agency responsible for overseeing implementation of mitigation projects for each jurisdiction is listed in the table. The actual person(s) performing the project may be different than the responsible party. Additional notes are included following the table.

Many actions are retained from the 2020 MHMP, although additional details have been added to clarify the action and the reasons for inclusion. Several actions are wholly new, as indicated in the table. These actions reflect changing conditions and priorities. Throughout the table, high-priority items are highlighted in red.

Table 48. Dunn County Mitigation Actions

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
	DUNN COUNTY						
A	**The county will maintain a communication system for all elements of the emergency response team and update it as needed to ensure compatibility with state systems and mutual aid partners.** Regular assessments and upgrades will address technological gaps, improve interoperability, and ensure reliable information sharing during emergencies. By strengthening communications, the county will enhance coordination and reduces response times to critical events.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, cyber-attack, geological hazards, infectious disease & pest infestation	High	Low	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA)	Dunn County Emergency Manager	Annually
B	**The county will ensure it has a reliable mass notification system capable of reaching all cell phones within the jurisdiction.** The system will include the development of pre-approved messaging templates for various hazard scenarios to ensure timely and clear communication. This action will enhance public awareness, enable faster protective actions, and increase overall community resilience during emergencies.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure	Med	Moderate	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS)	Dunn County Emergency Manager	2030
C	**The county will conduct annual joint training exercises, including tabletop and scenario-based drills, to practice coordinated responses for priority hazards.** These exercises will involve emergency responders, public agencies, and community partners to improve decision-making and refine operational plans. Regular joint training will strengthen preparedness and enhance interagency coordination, resulting in long-term community resilience to a variety of hazards.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, cyber-attack, geological hazards, infectious disease & pest infestation	High	Staff time	Dunn County General Budget Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Hazard Mitigation Grant Program (FEMA) Hazardous Materials Emergency Preparedness Grant (PHMSA)	Dunn County Emergency Manager	Annually
D	**The county will conduct ongoing public outreach and education to increase awareness of local hazard risks and community mitigation and response efforts, with targeted messaging for residents and visitors.** Outreach may include signage at key destinations, informational materials at lodging facilities, and updates shared through county websites and social media platforms. As part of this effort, the county will incorporate dam failure–specific information into outreach materials. This will include maps of Lake Ilo Dam and Gustafson Dam inundation areas and an explanation of local warning and alert systems as well as evacuation routes.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, geological hazards, infectious disease & pest infestation	High	Staff time	Dunn County General Budget Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Community Facilities Direct Loan & Grant Program (USDA)	Dunn County Emergency Manager	2030
E	**The county will annually review and revise staffing and training plans for fire and ambulance personnel.** This process will identify gaps, guide targeted training, and prioritize recruitment and certification of additional First Responders, particularly in areas with longer response times or higher hazard exposure. By strengthening personnel capacity, the county will ensure a more effective emergency response to a variety of hazards.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, cyber-attack, geological hazards, infectious disease & pest infestation	High	High	Assistance to Firefighters Grant (FEMA) Staffing for Adequate Fire and Emergency Response (FEMA) Emergency Management Performance Grant (FEMA)	Dunn County Emergency Manager	Annually

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
F	**The county will review the need for outdoor warning sirens and install or upgrade them in large outdoor gathering areas as appropriate.** This effort will include expanding siren capabilities to incorporate distinct flash flood and dam failure warning tones so the public can clearly differentiate these hazards from other emergency alerts. The evaluation will review Lake Llo Dam and Gustafson Dam inundation mapping, identify populations located downstream of dam/levee structures, and assess coverage gaps in high-traffic areas, campgrounds, recreational sites, and tourism destinations. Siren placement and upgrades will be prioritized to ensure that residents and visitors within potential flash flood and dam/levee failure impact areas receive timely, hazard-specific alerts. Enhancing the siren system strengthens public warning capabilities and improves overall community preparedness.	Severe summer weather, hazardous materials release, wildland fire, flood, dam failure	High	High	Hazard Mitigation Grant Program (FEMA)	Dunn County Emergency Manager	2026
G	**The county will encourage the use of snow fences and shelterbelts in areas prone to drifting and reduced visibility.** These measures will help keep roads clear, improve travel safety, and reduce maintenance demands during major winter storms. By expanding the use of snow-control practices, the county will be able strengthen overall community resilience and minimize disruptions caused by severe winter conditions.	Severe winter weather	Low	Staff time	Dunn County General Budget Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (USDOT)	Dunn County Road Department	2030
H	**The county will conduct an NFIP workshop to educate the public on the benefits of flood insurance and how to assess individual property risk.** This workshop will provide guidance on policy options, mitigation strategies, and steps homeowners can take to reduce flood damage, such as elevating structures or improving drainage. Educating the community will increase awareness and encourage proactive risk reduction.	Flooding	Low	Staff time	Hazard Mitigation Grant Program (FEMA) Dunn County General Budget	Dunn County Floodplain Administrator (P&Z Administrator), Dunn County Emergency Manager*	2026
I	**The county will coordinate with Southwest Health to maintain up-to-date emergency operational plans for infectious disease outbreaks and other critical incidents as well as conduct annual training exercises.** These efforts will ensure that staff are familiar with procedures and can efficiently respond to incidents. Ongoing coordination and training will improve overall preparedness, reduce response times, and strengthen community resilience to a wide range of hazards.	Infectious disease, hazardous materials release, transportation incident	High	Staff time	Dunn County General Budget, Public Health Emergency Preparedness Program (CDC) Emergency Management Performance Grant (FEMA)	Dunn County Emergency Manager	2030
	DUNN COUNTY AND KILLDEER						
J	**The county and the city will encourage the use of designated transport routes that bypass populated areas whenever possible.** This approach minimizes the likelihood of accidents occurring within city limits and reduces potential exposure to residents, businesses, and sensitive facilities. Coordinating with transportation agencies and industry partners strengthens safety along transport corridors and enhances community resilience to hazardous materials incidents.	Hazardous materials release	Low	Low	Hazardous Materials Emergency Preparedness Grant (PHMSA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS)	Dunn County Board of Commissioners*, Killdeer City Commission	2030
	KILLDEER						

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
K	**The city will update its comprehensive plan to address current conditions, needs, and opportunities.** The current plan was adopted in 2019 but will be due for an update within the next five years, given changing conditions in the community. The update should include a revised future land use map that accounts for the hazards identified in the MHMP, and priority public improvements leading to a capital improvement plan (CIP), including projects that will specifically mitigate hazard risks (e.g., community storm shelters).	Severe winter weather, severe summer weather, flood, urban fire, hazardous materials release, transportation incident	Moderate	High	Killdeer General Budget ND state planning grants (depending on program availability)	City of Killdeer Planning Commission	2030
	DODGE						
L	**The city will prepare a comprehensive plan that provides guidance for zoning and identifies priority infrastructure projects for completion.** This plan could include goals, strategies, and actions relating to emergency management and hazard mitigation. Developing this plan will strengthen the city's preparedness, improve interagency coordination, and enhance community resilience across a range of hazards.	Severe summer weather, severe winter weather, flood, urban fire	Moderate	Moderate	Dodge General Budget ND state planning grants (depending on program availability) North Dakota state	City of Dodge City Clerk*, Dunn County Emergency Manager	2028
	HALLIDAY						
M	**The city will upgrade snow removal equipment to ensure roads remain clear and safe during blizzards, ice storms, and heavy snowfall.** Improved equipment will enhance the efficiency and reliability of snow removal operations and maintain access to critical facilities. By strengthening snow management capabilities, the city will be able to increase public safety and community resilience during extreme winter events.	Severe winter weather	High	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	City of Halliday City Commission	2026
ALL JURISDICTIONS (DUNN COUNTY, DODGE, DUNN CENTER, HALLIDAY, AND KILLDEER)							
N	**All jurisdictions will acquire backup generators for critical facilities using a prioritized approach based on facility function, vulnerability, and community need.** Identifying and ranking essential sites such as emergency services, water systems, and public shelters will guide phased generator procurement. By ensuring reliable backup power jurisdictions will be able to enhance continuity of operations and strengthen community resilience during emergencies.	Severe winter weather, severe summer weather, flood, wildland fire, urban fire, hazardous materials release, transportation incident, civil disturbance, space weather hazards	High	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	Dunn County Emergency Manager*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	2030
O	**All jurisdictions will review existing emergency sheltering options and establish additional shelters where needed to ensure adequate capacity during extreme heat, storms, or other summer hazards.** This will include identifying accessible locations, ensuring necessary supplies, and coordinating staffing and communications. By expanding sheltering capacity, the jurisdictions will be able to enhance community safety and reduce vulnerability during severe summer weather events.	Severe summer weather	High	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	Dunn County Emergency Manager*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	2026

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
P (new)	**All jurisdictions will identify locations to serve as community shelters or warming centers equipped with operable generators and sufficient emergency food and water supplies.** Plans for transporting residents will also be made if needed. Ensuring these facilities are fully functional during extreme cold or winter storms provides safe refuge for vulnerable populations. Establishing and maintaining these shelters strengthens community resilience and reduces risks to public health and safety during severe winter events.	Severe winter weather	Moderate	Moderate	Hazard Mitigation Grant Program (FEMA) Water & Waste Disposal Loan & Grant Program (USDA) Community Facilities Direct Loan & Grant Program (USDA)	Dunn County Emergency Manager*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	2027
Q	**All jurisdictions will continue to administer and enforce burn restriction policies, especially during periods of elevated fire risk.** Regular enforcement, public outreach, and clear communication of restrictions will assist in the prevention of accidental ignitions and reduce the likelihood of uncontrolled fires. Maintaining this policy strengthens community safety and enhances long-term resilience to wildfire and urban fire events.	Wildland fire	Moderate	Staff time	General Budgets of each Jurisdiction	Dunn County Emergency Manager*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	Annually
R	**All jurisdictions will maintain and systematically upgrade firefighting, wildland suppression, and hazmat response equipment.** Regular assessments will guide replacement of outdated PPE, SCBAs, communications gear, and suppression tools, while prioritizing purchases for high-risk areas. These ongoing upgrades will reduce vulnerability by ensuring firefighter safety and strengthening the county's ability to contain fires or hazardous releases before they escalate.	Urban and wildland fire	High	High	Cohesive Fire Strategy Grants (USFS) Assistance to Firefighters Grant (FEMA)	Halliday Rural Fire Protection District*, West Dunn Fire District	Annually
S	**All jurisdictions will follow Firewise program principles and promote best practices during wildfire season.** This includes encouraging residents to maintain defensible space, reduce vegetation hazards, and use fire-resistant materials around homes located in or near areas of concern. Implementing these practices will lower ignition potential and strengthen community-wide resilience to future wildfire events.	Wildland fire	Moderate	Staff time	General Budgets of each Jurisdiction	Dunn County Emergency Manager*, Critical facility owners, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday Building Inspector, and City of Killdeer City Administrator	2030
T	**All jurisdictions will install and maintain surge protection on critical equipment to prevent damage from lightning and power fluctuations.** Prioritized facilities may include emergency operations centers, communications systems, and essential public safety infrastructure. Maintaining surge protection will reduce equipment failure and minimize service disruptions, strengthening the county's ability to remain operational during severe storms.	Severe summer weather, severe winter weather, space weather hazards	Moderate	Low	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Community Facilities Direct Loan & Grant Program (USDA)	Dunn County Emergency Manager*,Critical facility owners, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday Building Inspector, and City of Killdeer City Administrator	2030
U	**All Jurisdictions will encourage utility providers to bury electric power lines in areas most vulnerable to outages from high winds, ice, and heavy snow.** Undergrounding lines will reduce the likelihood of weather-related damage and shorten restoration times after major storms. This effort will strengthen the reliability of critical utilities and improve community resilience during extreme weather events.	Severe summer and severe winter weather	Low	Staff time	Hazard Mitigation Grant Program (FEMA) Grid Resilience and Innovation Partnerships Program (DOE)	Dunn County Road Supervisor*, Dodge City Engineer, Dunn Center City Engineer, Killdeer City Engineer, and Halliday City Engineer	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
V	**All jurisdictions will complete physical improvements to culverts, roads, and bridges to reduce washouts, protect adjacent properties, and maintain access during high-water events.** Ongoing bridge and culvert inspections will identify structural deficiencies and prioritize upgrades in areas with recurring flooding or inadequate drainage capacity. These improvements will strengthen infrastructure resilience and reduce future flood-related damages and disruptions.	Flooding, geologic hazards	Low	High	Hazard Mitigation Grant Program (FEMA) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (USDOT) Better Utilizing Investments to Leverage Development Grant Program (USDOT)	Dunn County Road Supervisor*, Dodge City Engineer, Dunn Center City Engineer, Killdeer City Engineer, and Halliday City Engineer	2030
W	**All jurisdictions will review floodplain management procedures and update information to incorporate findings from newly completed Flood Insurance Studies.** This ensures development regulations, permitting, and mitigation strategies reflect current flood risk and align with FEMA standards. By keeping floodplain management current the jurisdictions will be able to enhance public safety and reduce property damage during future flood events.	Flooding	Low	Staff time	General Budgets of each Jurisdiction	Dunn County Planning & Zoning Administrator*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday Building Inspector, and City of Killdeer City Administrator	2026
X	**All jurisdictions will incorporate and administer stormwater management requirements for subdivisions and new development.** This includes implementing best management practices and erosion control measures to reduce runoff and minimize flood impacts. By strengthening stormwater management practices the jurisdictions will be able to help protect properties, infrastructure, and public safety while enhancing long-term community resilience to flooding.	Flooding	Moderate	Staff time	General Budgets of each Jurisdiction	Dunn County Planning & Zoning Administrator*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday Building Inspector, and City of Killdeer City Administrator	2030
Y	**All jurisdictions will encourage adequate buffering between hazardous materials risk locations, such as storage or transport facilities, and incompatible uses, including residences, schools, and critical infrastructure.** This may involve zoning updates, land-use planning, and coordination with industry to maintain safe distances and protective setbacks. Establishing these buffers reduces potential exposure, protects public safety, and strengthens community resilience to hazardous materials incidents.	Hazardous materials release	Moderate	Staff time	General Budgets of each Jurisdiction	Dunn County Planning & Zoning Administrator*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	Annually
Z	**All jurisdictions will continue supporting the USDA Farm Service Agency and NDSU Extension.** This includes collaborating on data collection, monitoring programs, and outreach to provide farmers and residents with timely information on soil moisture, crop conditions, pest activity, and disease outbreaks. Supporting these agencies enhances long-term agricultural resilience and reduces the impact of drought and pest or disease events on the community.	Drought, infectious disease and pest infestation	Moderate	Staff time	General Budgets of each Jurisdiction Environmental Quality Incentives Program (USDA) Regional Conservation Partnership Program (USDA)	Dunn County Emergency Manager*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	2030
AA	**All jurisdictions will develop backup systems and implement enhanced cybersecurity measures to protect critical data and infrastructure.** This includes routine data backups, network monitoring, employee training, and protocols to quickly recover systems in the event of a breach. This action will strengthen cyber defenses and reduce the likelihood of operational disruptions while also enhancing the community's resilience against evolving digital threats.	Cyber-attack	Moderate	Med	Department of Homeland Security State Homeland Security Program and Urban Area Security Initiative Grants (DHS)	Dunn County Emergency Manager*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
BB	**All jurisdictions will harden electrical components and systems for critical facilities, particularly emergency response services, by implementing protective measures such as EMP shielding and surge protection.** These upgrades will reduce the likelihood of equipment failure and maintain operational continuity during solar storms or other space weather events. Strengthening infrastructure in this way enhances community resilience and ensures critical services remain functional under extreme conditions.	Space weather hazards	Low	Med	Hazard Mitigation Grant Program (FEMA) Grid Resilience and Innovation Partnerships Program (DOE)	Dunn County Emergency Manager*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	2030
CC (new)	**All jurisdictions will provide annual public education relating to radon risk and encourage households and business to perform radon testing and mitigation.** Outreach may include signage at key destinations, materials at community centers and/or city halls, and information shared through county and city websites and social media. Increasing awareness among residents will strengthen overall preparedness.	Geologic hazard	Moderate	Staff time	Dunn County General Budget, State and Tribal Indoor Radon Grant (EPA)	Dunn County Emergency Manager*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	Annually
DD (new)	**All jurisdictions will collaborate with one another to develop and implement a comprehensive drought resilience and water conservation program.** This will include identifying vulnerable water supply systems, promoting water conservation practices, encouraging drought-resilient agricultural techniques, and supporting the development of local drought contingency plans. The jurisdictions will strive to expand education and outreach efforts to inform residents and farmers / ranchers about drought risks and water conservation strategies.	Drought	Moderate	Moderate	Environmental Quality Incentives Program (USDA) Regional Conservation Partnership Program (USDA) General Budgets of each Jurisdiction	Dunn County Emergency Manager*, City of Dodge City Auditor, City of Dunn Center City Auditor, City of Halliday City Auditor, and City of Killdeer City Administrator	Annually

**Lead for Mitigation Action*

Additional Notes for Dunn County Mitigation Actions

Internal Communication System (A)

Interagency communication is essential during a hazardous event. Dunn County will continue to update and enhance communication systems as technology improves.

Emergency Alert Systems (B)

Prompt alerts to significant emergencies are critical to saving lives and protecting property. The County should build on existing emergency messaging systems to improve their utility and effectiveness.

Emergency Training Exercises (C)

Table top training has been demonstrated to be an effective low-cost way to train for many emergency events. Training exercises can be coordinated with other jurisdictions to balance responsibilities and create a broader impact. As an example, Dunn County recently participated in a plane crash simulation in Williston.

Public Outreach and Education (D)

Hazard-related public education should include a wide variety of topics. Potential topics include:

- Hazardous materials awareness/shelter-in-place for residents
- Summer and winter weather safety
- Weather resistant building best practices
- Flood safety and NFIP promotion
- Fire weather notifications and fire prevention best practices
- Water conservation techniques
- Security measures against cyber attacks
- Hardening electrical and electronic systems
- Infectious disease and pest control
- Dam/levee failures
- Use of all-hazard radios
- ND Vision Zero programs
- Travel emergency preparedness
- Drought

Funds are available for public awareness or education campaigns under the HMGP 5% Initiative.

Emergency Responder Staffing and Training (E)

The responders closest to the scene of a criminal terrorist nation attack or a transportation incident (especially those involving hazardous materials) may not be those typically equipped to handle these incidents. Increasing training and equipment availability for them can potentially limit the level of property loss or injury from such incidents.

Outdoor Warning Sirens (F)

This is a top priority for Dunn County. Each city and responsible entity for outdoor gathering and recreation areas should assess need for outdoor warning sirens, and work with Dunn County Emergency Management to address these needs. The Little Mo Campground is one possible location identified by stakeholders.

Snow Fences and Shelterbelts (G)

As an ongoing policy, the Dunn County Road Department encourages properly placed snow fences and shelterbelts to substantially reduce the location and frequency of snow blocked roads.

NFIP Workshop (H)

Workshops would be targeted at educating residents not required to buy flood insurance but still at risk for flooding. Technical assistance for a workshop is available from the North Dakota State Water Commission. A joint jurisdiction workshop could be conducted in a central location. Funds are available for public awareness or education campaigns under the HMGP 5% Initiative.

SW Health Coordination (I)

Southwest District Health has detailed emergency operational plans for health hazards including the outbreak of infectious disease. It is essential that each local governing body and relevant organizations coordinate in keeping these plans up to date and training for a potential health risk.

Hazarous Materials Transport Routes (J)

Hazardous materials transport happens regularly within and through Dunn County. Identifying and establishing routes and regulations to minimize risk through the population centers is a low cost way to mitigate this risk.

Killdeer Comprehesnive Plan (K)

Killdeer's comprehensive plan was adopted in 2019 and is due to an update to reflect changed conditions in the community. The comprehensive plan provides support for zoning and can identify infrastructure priorities that can be incorporated into future capital improvement plans. Mitigation projects can be prioritized in the plan.

Dodge Comprehensive Plan (L)

Dodge has a zoning ordinance and has made many recent infrastructure improvements. A comprehensive plan would provide needed legal support for zoning, a housing strategy, policies to ensure protection of community assets, and an action plan for community needs.

Halliday Snow Removal Equipment (M)

Current snow removal equipment for Halliday has nearly reached the end of its useful life. The existing equipment needs to be upgraded to meet the snow removal needs of the City, especially in the case of an emergency event.

N. Backup Generators (N)

Blizzards, other severe winter weather, and severe summer weather can cause power outages that may last for days. Power loss can result in equipment or building damage as well as loss of function of critical facilities. Funds are available for generators under the HMGP and PDM programs.

Critical facilities that could benefit from generator installation include the lift stations in Killdeer, the High Plains Community Center in Killdeer, the church in Dodge, and County Road Department buildings. Communities should also evaluate the power capacity of existing generators, which may need to be increased when buildings are expanded or to provide sufficient power for emergency sheltering purposes.

Storm Shelters (O)

This is a top priority for Dunn County. High winds, hailstorms and tornadoes are a threat to public safety, especially for individuals who lack secure shelter or who become stranded outdoors. Mobile home parks and campgrounds are sites especially at risk. Grant money is available to pay for the majority of the cost of installing a storm

shelter. Existing community facilities with basements or reinforced construction may also be used as storm shelters.

Specific locations to evaluate include:

- The large campground on the east side of Killdeer
- The mobile home park in Halliday
- The mobile home park in Dunn Center
- Lake Ilo Recreation Area
- Little Mo Campground

Winter Shelters (P)

Most North Dakota residents are prepared for severe winter weather – a common occurrence – and have the mentality to ride out the storm on their own. However, some people may need assistance, and in the event of a large-scale power outage, there should be a plan to utilize a community sheltering location such as a school or church for a day or more.

Burn Restriction (Q)

Wildland fires and urban fires can be minimized by limiting open burning during seasons of high outdoor fire risk. Dunn County's burn restriction policy is an effective tool to reduce risk to life and property. All local jurisdictions are responsible for enforcing the policy and educating the public about the purpose of the regulations.

Wildfire Response (R)

Wildland fires are a frequent event and major threat in Dunn County. The historical wildland fire frequency and difficult terrain both highlight the need for upgraded firefighting capacity. Urban and wildland fires and hazardous materials releases have the potential to impact a large share of Dunn County population.

Firewise (S)

Firewise is a nationwide program produced by the National Fire Protection Association. Within North Dakota the program is operated by the state Forest Service. Firewise focuses on education for individual homeowners to help prepare homes for wildfire resistance. Each jurisdiction's role within this program is to educate residents about wildfire risks and mitigation activities they can do to reduce their individual risk.

Surge Protection (T)

Lightning strikes and space weather hazards can cause significant damage to essential equipment. Surge protection is beneficial for any facility where a loss of power or equipment failure would hinder critical functions or public safety. This could apply to healthcare facilities, emergency services, water and waste treatment plants, industrial facilities, government buildings, and other uses.

Electric Lines (U)

Power outages may cause some critical facilities and some residences to be without heat or electricity for essential functions for extended time periods. Burying power lines is a practical way to reduce the risk of power failure. However, burying underground lines is more expensive than constructing overhead lines and may not be a high priority for utilities, especially when repairing/replacing overhead lines. Undergrounding power lines is best achieved at the time of development and should be encouraged as development occurs.

Road and Bridge Improvements (V)

Many roads could be at risk from flooding that disrupts transportation and damages infrastructure. Potential improvements include replacing aging and undersized culverts, elevating commonly

flood impacted roads and bridges, and making other physical improvements to minimize flooding impacts on the road network and nearby property. Routine inspection and maintenance are crucial for preventing washouts and structural failure. Taking these preventative measures can save money and eliminate transportation disruptions. Localized flood mitigation projects are eligible for FEMA funds through the HMGP, PDM and FMA grant programs.

Floodplain Management (W)

Recently completed Flood Insurance Studies and the Risk MAP project have new information on areas at risk of flooding. This information should be incorporated into local development review processes. It is also an optimum time to review existing floodplain management procedures to enhance flood risk reduction capabilities.

Stormwater Management (X)

Stormwater management requirements allow cities a systematic way to ensure development and infrastructure are adequately protected from localized flooding. Existing requirements may need to be updated in light of recently completed FIS and Risk MAP projects.

Y. Hazardous Material Buffers (Y)

Existing subdivisions and developed areas are susceptible to health and safety risks from hazardous materials releases. Local governments should use their zoning authority to ensure that future industrial development does not encroach on incompatible uses. Although local governments do not control the siting of oil and gas facilities in North Dakota, they can use zoning to discourage dwellings and other incompatible uses from encroaching on those sites.

Z. Farm Agency Support (Z)

Agriculture is a key component of the county's economy. Significant droughts, pest infestations, winter storms, summer storms, and flooding all affect the industry and the economy of the entire county.

Cybersecurity (AA)

Cyber-attacks can cause costly Impacts for local governments, schools, and other critical facilities. Strategies and solutions include multifactor authentication, security awareness training (e.g., fake phishing emails), and migrating to cloud-based storage. Agencies and organizations can also conduct simulated cyber-attacks to test the effectiveness of their cyber security system.

EMP Shields (BB)

Loss of critical facilities electrical systems and functionality from a space weather event could have catastrophic consequences. EMP shields are one way to mitigate against a geomagnetic storm.

Radon Mitigation (CC)

Radon is a widespread hazard in North Dakota and can cause long-term health impacts, including lung cancer. The entire state is within the EPA's Zone 1, meaning there is a high probability of radon being found in the soil. There are several mitigation strategies for radon exposure in households. Prior to mitigation, however, the lower levels of structures must be tested with simple Radon Test kits that can be acquired at local hardware stores or a variety of suppliers.

Drought Resilience and Water Conservation Program (DD)

Drought poses a significant threat to rural jurisdictions due to their heavy reliance on agriculture and limited water supply infrastructure. Prolonged periods of below-average precipitation can reduce soil

moisture, leading to crop losses, reduced livestock productivity, and financial hardship for agricultural producers, which in turn affects the broader local economy. Strengthening regional coordination and promoting proactive drought planning will reduce the severity of economic, environmental, and public health impacts associated with drought, particularly in communities currently lacking drought-specific mitigation actions.

GOLDEN VALLEY COUNTY ACTION PLAN

The previous Multi-Hazard Mitigation Plan contained 73 mitigation actions for all local governments in Golden Valley County, including 30 unique actions. (Many actions are applicable to multiple jurisdictions.) Several actions have been completed or remain ongoing. The 2025 MHMP builds on previous planning efforts by removing actions that have been completed or that communities deem to be no longer relevant, and by incorporating new or modified actions, as desired by the communities. ***Appendix D*** provides a status update for actions that were removed, retained, or completed.

Table 49 presents the updated mitigation actions for Golden Valley County and the Cities of Beach, Golva, and Sentinel Butte. Actions identified for "all jurisdictions" apply to all cities and the county. Responsibility for implementation ultimately rests with each jurisdiction. The individual or agency responsible for overseeing implementation of mitigation projects for each jurisdiction is listed in the table. The actual person(s) performing the project may be different than the responsible party. Additional notes are included following the table.

Many actions are retained from the 2020 MHMP, although additional details have been added to clarify the action the reasons for inclusion. Several actions are wholly new, as indicated in the table. These actions reflect changing conditions and priorities. Throughout the table, high-priority items are highlighted in red.

Table 49. Golden Valley County Mitigation Actions

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
GOLDEN VALLEY COUNTY							
A	**The county will maintain a communication system for all elements of the emergency response team and update it as needed to ensure compatibility with state systems and mutual aid partners.** Regular assessments and upgrades will address technological gaps, improve interoperability, and ensure reliable information sharing during emergencies. By strengthening communications, the county will enhance coordination and reduces response times to critical events.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, cyber-attack, geological hazards, infectious disease & pest infestation	High	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA)	Golden Valley County Emergency Manager	Annually
B	**The county will ensure it has a reliable mass notification system capable of reaching all cell phones within the jurisdiction.** The system will include the development of pre-approved messaging templates for various hazard scenarios to ensure timely and clear communication. This action will enhance public awareness, enable faster protective actions, and increase overall community resilience during emergencies.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure	Moderate	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS)	Golden Valley County Emergency Manager	2027
C	**The county will conduct annual joint training exercises, including tabletop and scenario-based drills, to practice coordinated responses for priority hazards.** These exercises will involve emergency responders, public agencies, and community partners to improve decision-making and refine operational plans. Regular joint training will strengthen preparedness and enhance interagency coordination, resulting in long-term community resilience to a variety of hazards.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, cyber-attack, geological hazards, infectious disease & pest infestation	High	Staff time	Golden Valley County General Budget, Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Hazard Mitigation Grant Program (FEMA) Hazardous Materials Emergency Preparedness Grant (PHMSA)	Golden Valley County Emergency Manager	Annually
D	**The county will acquire backup generators for critical facilities using a prioritized approach based on facility function, vulnerability, and community need**. Identifying and ranking essential sites such as emergency services, water systems, and public shelters will guide phased generator procurement. By ensuring reliable backup power jurisdictions will be able to enhance continuity of operations and strengthen community resilience during emergencies.	Severe summer weather, severe winter weather, flood, urban fire, wildland fire, hazardous materials release, transportation incident, civil disturbance, space weather hazards	High	Moderate	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	Golden Valley County Emergency Manager	2030
E	**The county will conduct public outreach and education to communicate hazard risks and community mitigation and response efforts, with targeted messaging for visitors and tourists.** Outreach may include signage at key destinations, informational materials at lodging facilities, and updates shared through county websites and social media platforms. As part of this effort, the county will incorporate dam failure–specific information into outreach materials. This will include maps of Beach Dam and Camel Butte Dam inundation areas and an explanation of local warning and alert systems as well as evacuation routes.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, geological hazards, infectious disease & pest infestation	High	Staff time	Golden Valley County General Budget Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Community Facilities Direct Loan & Grant Program (USDA)	Golden Valley County Emergency Manager	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
GOLDEN VALLEY COUNTY AND BEACH							
F	**The county and the city will encourage the use of snow fences and shelterbelts in areas prone to drifting and reduced visibility.** These measures will help keep roads clear, improve travel safety, and reduce maintenance demands during major winter storms. By expanding the use of snow-control practices, the county will be able strengthen overall community resilience and minimize disruptions caused by severe winter conditions.	Severe winter weather	Low	Staff Time	Golden Valley County General Budget City of Beach General Budget Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (USDOT)	Golden Valley Road Department*, City of Beach City Council, City of Beach City Auditor	2030
BEACH							
G	**The city will identify and pursue the preferred course of action to prevent failure of the Beach Dam, whether through structural improvement, full replacement, or reclamation.** This evaluation will consider engineering assessments, hazard potential, downstream impacts, and long-term maintenance needs. Implementing the selected solution will strengthen public safety and significantly reduce the risk of catastrophic dam-related flooding.	Dam failure	Moderate	Staff time	Hazard Mitigation Grant Program (FEMA) Small Flood Control Projects – Section 205 (USACE) Emergency Bank Protection Projects – Section 14 (USACE)	City of Beach City Council, City of Beach City Auditor*	2030
H	**The city will obtain and install a generator for Beach's community center to ensure the facility can operate during power outages.** Maintaining reliable backup power will allow the center to function as an emergency shelter or coordination point during disasters. This improvement enhances continuity of services and strengthens community resilience across a range of hazard events.	Severe winter weather, severe summer weather, flood, wildland fire, urban fire, hazardous materials release, transportation incident, civil disturbance, space weather hazards	High	Moderate	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	City of Beach City Council, City of Beach City Auditor*	2026
I (new)	**The city will install a digital, programmable sign to provide timely community updates on hazard risks and mitigation procedures.** The sign will share warnings, protective action guidance, and emergency announcements in highly visible locations. Improving real-time public communication will strengthen awareness, support quicker response, and enhance overall community resilience.	Severe winter weather, severe summer weather, flood, wildland fire, urban fire, hazardous materials release, transportation incident, civil disturbance, geological hazards	High	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Community Facilities Direct Loan & Grant Program (USDA)	City of Beach City Council, City of Beach City Auditor*	2026
J	**The city will continue upgrading waterlines and fire hydrants throughout the area to ensure adequate flow, pressure, and system reliability for firefighting.** These improvements will reduce the risk of water supply failures during fire response and help protect homes, businesses, and critical facilities. By strengthening water infrastructure the city will be able to enhance overall community safety and long-term resilience to urban fire events.	Urban fire	High	High	Hazard Mitigation Grant Program (FEMA) Water & Waste Disposal Loan & Grant Program (USDA) Community Facilities Direct Loan & Grant Program (USDA)	City of Beach City Council City of Beach City Auditor*	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
SENTINEL BUTTE							
K	**The city will acquire a backup generator for the Sentinel Butte fire hall and community center to ensure these facilities remain operational during power outages.** Reliable backup power will support emergency response, sheltering, and community coordination during disasters. This improvement enhances continuity of services and strengthens overall community resilience.	Severe winter weather, severe summer weather, flood, wildland fire, urban fire, hazardous materials release, transportation incident, civil disturbance, space weather hazards	High	Moderate	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	City of Sentinel Butte City Council	2027
ALL JURISDICTIONS (GOLDEN VALLEY COUNTY, BEACH, GOLVA, AND SENTINEL BUTTE)							
L	**All jurisdictions will review the need for outdoor warning sirens and install or upgrade them in large outdoor gathering areas as appropriate.** This effort will include expanding siren capabilities to incorporate distinct flash flood and dam failure warning tones so the public can clearly differentiate these hazards from other emergency alerts. The evaluation will review Beach Dam and Camel Butte Dam inundation mapping, identify populations located downstream of dam/levee structures, and assess coverage gaps in high-traffic areas, campgrounds, recreational sites, and tourism destinations. Siren placement and upgrades will be prioritized to ensure that residents and visitors within potential flash flood and dam/levee failure impact areas receive timely, hazard-specific alerts. Enhancing the siren system strengthens public warning capabilities and improves overall community preparedness.	Severe summer weather, dam failure	Moderate	Moderate	Hazard Mitigation Grant Program (FEMA)	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	2030
M	**All jurisdictions will review existing emergency sheltering options and establish additional shelters where needed to ensure adequate capacity during extreme heat, storms, or other summer hazards.** This will include identifying accessible locations, ensuring necessary supplies, and coordinating staffing and communications. By expanding sheltering capacity jurisdictions will be able to enhance community safety and reduce vulnerability during severe summer weather events.	Severe summer weather	High	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	2026
N (new)	**All jurisdictions will identify locations to serve as community shelters or warming centers equipped with operable generators and sufficient emergency food and water supplies.** Plans for transporting residents will also be made if needed. Ensuring these facilities are fully functional during extreme cold or winter storms provides safe refuge for vulnerable populations. Establishing and maintaining these shelters strengthens community resilience and reduces risks to public health and safety during severe winter events.	Severe winter weather	High	High	Hazard Mitigation Grant Program (FEMA) Water & Waste Disposal Loan & Grant Program (USDA) Community Facilities Direct Loan & Grant Program (USDA)	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	2026
O	**All jurisdictions will maintain and systematically upgrade firefighting, wildland suppression, and hazmat response equipment.** Regular assessments will guide replacement of outdated PPE, SCBAs, communications gear, and suppression tools, while prioritizing purchases for high-risk areas. These ongoing upgrades will reduce vulnerability by ensuring firefighter safety and strengthening the county's ability to contain fires or hazardous releases before they escalate.	Wildland/urban fire, hazardous materials release	High	High	Cohesive Fire Strategy Grants (USFS) Assistance to Firefighters Grant (FEMA)	Beach Central Fire Protection District*, Beach Volunteer Fire Department, Golva Fire Protection District, Golva Rural Fire Department, Sentinel Butte Volunteer Fire Department	Annually

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
P	**All jurisdictions will annually review and revise plans to enhance training and for First Responders.** This process will identify gaps in capabilities and guide targeted training programs. Strengthening personnel readiness and resources improves response efficiency, reduces the severity of incidents, and enhances overall community resilience.	Transportation incident	High	Staff time	Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Assistance to Firefighters Grant (FEMA) Staffing for Adequate Fire and Emergency Response Grant (FEMA) Hazardous Materials Emergency Preparedness Grant (PHMSA)	Beach Central Fire Protection District*, Beach Volunteer Fire Department, Golva Fire Protection District, Golva Rural Fire Department, Sentinel Butte Volunteer Fire Department	Annually
Q	**All jurisdictions will adopt and enforce burn restriction policies, especially during periods of elevated fire risk.** Regular enforcement, public outreach, and clear communication of restrictions will assist in the prevention of accidental ignitions and reduce the likelihood of uncontrolled fires. Creating and maintaining such a policy strengthens community safety and enhances long-term resilience to wildfire and urban fire events.	Wildland fire	Moderate	Staff time	General Budgets of each Jurisdiction	Beach Central Fire Protection District*, Beach Volunteer Fire Department, Golva Fire Protection District, Golva Rural Fire Department, Sentinel Butte Volunteer Fire Department	Annually
R	**All jurisdictions will follow Firewise program principles and promote best practices during wildfire season.** This includes encouraging residents to maintain defensible space, reduce vegetation hazards, and use fire-resistant materials around homes located in or near areas of concern. Implementing these practices will lower ignition potential and strengthen community-wide resilience to future wildfire events.	Wildland fire	Moderate	Staff time	General Budgets of each Jurisdiction	Beach Central Fire Protection District*, Beach Volunteer Fire Department, Golva Fire Protection District, Golva Rural Fire Department, Sentinel Butte Volunteer Fire Department, Golden Valley County Emergency Manager	2030
S	**All jurisdictions will install and maintain surge protection on critical equipment to prevent damage from lightning and power fluctuations.** Prioritized facilities may include emergency operations centers, communications systems, and essential public safety infrastructure. Maintaining surge protection will reduce equipment failure and minimize service disruptions, strengthening the county's ability to remain operational during severe storms.	Severe summer weather, severe winter weather, space weather hazards	Moderate	Moderate	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Community Facilities Direct Loan & Grant Program (USDA)	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	2030
T	**All jurisdictions will encourage utility providers to bury electric power lines in areas most vulnerable to outages from high winds, ice, and heavy snow.** Undergrounding lines will reduce the likelihood of weather-related damage and shorten restoration times after major storms. This effort will strengthen the reliability of critical utilities and improve community resilience during extreme weather events.	Severe winter weather and severe summer weather	Low	Staff Time	Hazard Mitigation Grant Program (FEMA) Grid Resilience and Innovation Partnerships Program (DOE)	Planning & Zoning Commissions for: Golden Valley County*, City of Beach, City of Golva, City of Sentinel Butte	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
U	**All jurisdictions will complete physical improvements to culverts, roads, and bridges to reduce washouts, protect adjacent properties, and maintain access during high-water events.** Ongoing bridge and culvert inspections will identify structural deficiencies and prioritize upgrades in areas with recurring flooding or inadequate drainage capacity. These improvements will strengthen infrastructure resilience and reduce future flood-related damages and disruptions.	Flooding, geologic hazards	Moderate	Staff time	Hazard Mitigation Grant Program (FEMA) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (USDOT) Better Utilizing Investments to Leverage Development Grant Program (USDOT)	Golden Valley County Road Supervisor*, Beach City Engineer, Golva City Engineer, Sentinel Butte City Engineer	2030
V	**All jurisdictions will conduct NFIP workshops to educate the public on the benefits of flood insurance and how to assess individual property risk.** These workshops will provide guidance on policy options, mitigation strategies, and steps homeowners can take to reduce flood damage, such as elevating structures or improving drainage. Educating the community will increase awareness and encourage proactive risk reduction.	Flooding	Low	Staff time	Hazard Mitigation Grant Program (FEMA) General Budgets of each Jurisdiction	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	2026
W	**All jurisdictions will encourage adequate buffering between hazardous materials risk locations, such as storage or transport facilities, and incompatible uses, including residences, schools, and critical infrastructure.** This may involve zoning updates, land-use planning, and coordination with industry to maintain safe distances and protective setbacks. Establishing these buffers reduces potential exposure, protects public safety, and strengthens community resilience to hazardous materials incidents.	Hazardous materials release	Moderate	Staff time	General Budgets of each Jurisdiction	Planning & Zoning Commissions for: Golden Valley County*, City of Beach, City of Golva, City of Sentinel Butte	Annually
X	**All jurisdictions will continue supporting the USDA Farm Service Agency and NDSU Extension.** This includes collaborating on data collection, monitoring programs, and outreach to provide farmers and residents with timely information on soil moisture, crop conditions, pest activity, and disease outbreaks. Supporting these agencies enhances long-term agricultural resilience and reduces the impact of drought and pest or disease events on the community.	Drought, infectious disease and pest infestation	Med	Staff time	General Budgets of each Jurisdiction Environmental Quality Incentives Program (USDA) Regional Conservation Partnership Program (USDA)	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	2030
Y	**All jurisdictions will coordinate with Southwest Health to maintain up-to-date emergency operational plans for infectious disease outbreaks and other critical incidents as well as conduct annual training exercises.** These efforts will ensure that staff are familiar with procedures and can efficiently respond to incidents. Ongoing coordination and training will improve overall preparedness, reduce response times, and strengthen community resilience to a wide range of hazards.	Infectious disease, hazardous material release	High	Staff time	General Budgets of each Jurisdiction Public Health Emergency Preparedness Program (CDC) Emergency Management Performance Grant (FEMA)	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	2030
Z	**All jurisdictions will develop backup systems and implement enhanced cybersecurity measures to protect critical data and infrastructure.** This includes routine data backups, network monitoring, employee training, and protocols to quickly recover systems in the event of a breach. This action will strengthen cyber defenses and reduce the likelihood of operational disruptions while also enhancing the community's resilience against evolving digital threats.	Cyber-attack	Moderate	Low	Homeland Security Grant Program (DHS)	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	2027

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
AA	**All jurisdictions will harden electrical components and systems for critical facilities, particularly emergency response services, by implementing protective measures such as EMP shielding and surge protection.** These upgrades will reduce the likelihood of equipment failure and maintain operational continuity during solar storms or other space weather events. Strengthening infrastructure in this way enhances community resilience and ensures critical services remain functional under extreme conditions.	Space weather hazards	High	Moderate	Hazard Mitigation Grant Program (FEMA) Grid Resilience and Innovation Partnerships Program (DOE)	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	2030
BB	**All jurisdictions will provide annual public education relating to radon risk and encourage households and business to perform radon testing and mitigation.** Outreach may include signage at key destinations, materials at community centers and/or city halls, and information shared through county and city websites and social media. Increasing awareness among residents will strengthen overall preparedness.	Geologic hazard	Moderate	Staff time	Golden Valley County General Budget State and Tribal Indoor Radon Grant (EPA)	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	Annually
CC (new)	**All jurisdictions will collaborate with one another to develop and implement a comprehensive drought resilience and water conservation program.** This will include identifying vulnerable water supply systems, promoting water conservation practices, encouraging drought-resilient agricultural techniques, and supporting the development of local drought contingency plans. The jurisdictions will strive to expand education and outreach efforts to inform residents and farmers / ranchers about drought risks and water conservation strategies.	Drought	Moderate	Moderate	Environmental Quality Incentives Program (USDA) Regional Conservation Partnership Program (USDA) General Budgets of each Jurisdiction	Golden Valley County Emergency Manager*, Beach City Council, Golva City Council, Sentinel Butte City Council	Annually

**Lead for Mitigation Action*

Additional Notes for Golden Valley Mitigation Actions

Internal Communication System (A)

It is vital that all emergency responders in the county maintain a robust system that allows high quality radio/cellular communications internally and with the statewide system. When the state upgrades its communication infrastructure, some elements of the county's communication system may become outdated or obsolete. For example, old sirens may not be compatible with system upgrades. Golden Valley has modernized its radio communications system while retaining VHF infrastructure to communicate with its mutual aid partners. Golden Valley County will continue to update and enhance communication systems as technology improves.

Emergency Alert Systems (B)

Prompt alerts to significant emergencies are critical to saving lives and protecting property. The County emergency response operations should have a tool in place to issue such alerts to the appropriate geographic areas of the County. Golden Valley County currently uses CodeRED, which sends alerts to subscribers. Other options are IPAWS and/or TextMyGov.

Emergency Training Exercises (C)

Table top training has been demonstrated to be an effective low-cost way to train for many emergency events. Training exercises can be coordinated with other jurisdictions to balance responsibilities and create a broader impact. Dunn County recently participated in a plane crash simulation in Williston.

Backup Generators (D).

Blizzards, other severe winter weather, and severe summer weather can cause power outages that may last for days. Power outages have been a common occurrence in the County and can result in equipment or building damage as well as loss of function of critical facilities. Funds are available for generators under the HMGP and PDM programs.

Within the last five years, backup generators have been acquired for the Beach Fire Hall, Beach Ambulance, and the Golva Fire Hall.

Public Outreach and Education (E)

Hazard-related public education campaigns should include a wide variety of topics. Potential topics include:

- Hazardous materials awareness/shelter-in-place for residents
- Summer and winter weather safety
- Weather resistant building best practices
- Flood safety and NFIP promotion
- Fire weather notifications and fire prevention best practices
- Water conservation techniques
- Security measures against cyber attacks
- Hardening electrical and electronic systems
- Infectious disease and pest control
- Dam/levee failures
- Use of all-hazard radios
- ND Vision Zero programs
- Travel emergency preparedness
- Drought

Funds are available for public awareness or education campaigns under the HMGP 5% Initiative.

Snow Fences and Shelterbelts (F)

As an ongoing policy, the Golden Valley County Road Department encourages properly placed snow fences and shelterbelts to substantially reduce the location and frequency of snow blocked roads. The City of Beach also has used snow fences effectively and would like to have more.

Beach Dam Mitigation (G)

A Beach Dam failure would result in flooding in parts of the city. An analysis of worst-case impacts on the city would allow it to identify areas where to limit development. Cost estimates provided by stakeholders were $1 million to improve the dam and $1.3 million to replace it. Beach is exploring various grant options to rebuild or reclaim the dam.

Community Center Generator (H)

Blizzards, other severe winter weather, and severe summer weather can cause power outages that may last for days. Beach's community center is one of the designated emergency shelters but does not have an emergency generator.

Dynamic Messaging Sign (I)

A digital sign on 1st Ave NW (CR 16) would help communicate messages to residents of Beach and Golva, and the county more broadly. Stakeholders mentioned that not everyone is signed up for CodeRED alerts and that people tend to get inoculated to emergency notifications after a while and may ignore/disable them. A digital sign would have widespread utility to communicate about hazards as well as general community events. A standard outdoor digital sign can be purchased for $20,000.

Beach Water Supply Improvements (J)

Old and undersized watermains limit fire firefighting capacity. In the past five years, Beach has completed improvements in the south-central area of town. The southwest corner will be improved within the next two years, to be followed by the north side.

Sentinel Butte Community Center Generator (K)

The community hall is a critical facility for the city. It is a well-built structure. Relatively minor changes could enhance its ability to serve as a shelter. A backup generator will ensure operational continuity in emergencies.

Warning Sirens (L)

Each city and responsible entity for outdoor gathering and recreation areas should assess the need for outdoor warning sirens, and work with Golden Valley County Emergency Management to address these needs. There are six sirens in Golden Valley County – three in Beach, two in Golva, and one in Sentinel Butte. All are old but in working order, with parts replaced as they become obsolete (e.g., new control boards). Sirens that are no longer working are eligible for funding/full replacement.

Storm Shelters (M)

High winds, hailstorms and tornadoes can overturn or damage mobile homes and RVs and cause personal injury. Properly designed structures on permanent foundations are preferred alternatives.

Mobile home parks and campgrounds are sites especially at risk. Potential shelters include community centers and fire halls with backup power supply. Community buildings with basements include churches and the bar in Beach.

Winter Shelters (N)

Most North Dakota residents are prepared for severe winter weather – a common occurrence – and have the mentality to ride out the storm on their own. However, some people may need assistance, and in the event of a large-scale power outage, there should be a plan to utilize a community sheltering location such as a school or church for a day or more.

Emergency Response Equipment Upgrades (O)

Urban and wildland fires and hazardous materials releases have the potential to impact a large share of the Golden Valley County population. It is important to upgrade and maintain equipment.

First Responder Training (P)

The responders closest to the scene of a criminal attack, transportation incident, or hazardous materials release may not be those typically equipped to handle these emergencies. Increasing training and equipment availability for them can potentially limit the level of property loss or injury from such incidents. Joint training between local Fire Departments and Emergency Medical Service providers is an effective way to improve preparedness and response for multiple hazards. While many rural communities struggle with staffing, this is a strength for Golden Valley. The Beach Fire District currently has about 30 volunteers and sends 12 people to State Fire School on an annual basis. Golva and Sentinel Butte have good crews as well.

Burn Restriction (Q)

Wildland fires and urban fires can be minimized by limiting open burning during seasons of high outdoor fire risk. Establishing and enforcing a burn ban can be an effective tool to reduce risk to life and property. Golden Valley County's burn restriction policy is an effective tool to reduce risk to life and property. All local jurisdictions are responsible for enforcing the policy and educating the public about the purpose of the regulations.

Firewise (R)

Firewise is a nationwide program produced by the National Fire Protection Association. Within North Dakota the program is operated by the state Forest Service. Firewise focuses on education for individual homeowners to help prepare homes for wildfire resistance. Each jurisdiction's role within this program is to educate residents about wildfire risks and mitigation activities they can do to reduce their individual risk, such as maintaining defensible space and using fire-resistant construction materials.

In addition to public education, the county and each city should evaluate opportunities for fuel reduction activities during wildfire season.

Surge Protection (S)

Lightning strikes can cause significant damage to essential equipment and data. Recently, severe summer weather damaged one of the base stations at the County Courthouse. The Dispatch Center has a backup battery and surge protection system.

Surge protection is beneficial for any facility where a loss of power or equipment failure would hinder critical functions or public safety. This could apply to healthcare facilities, emergency services, water and waste treatment plants, industrial facilities, government buildings, and other uses.

Electric Lines (T)

Power outages may cause some critical facilities and residences to be without heat or electricity for essential functions for extended time periods. Burying power lines is a practical way to reduce the risk of power failure. However, burying underground lines is more expensive than constructing overhead lines and may not be a high priority for utilities, especially when repairing/replacing overhead lines. Undergrounding power lines is best achieved at the time of development and should be encouraged as development occurs.

Road and Bridge Improvements (U)

Past flood events resulted in extensive damage to roads and bridges in rural Golden Valley County. Many roads could be at at risk from flooding that disrupts transportation and damages infrastructure. Potential improvements include replacing aging and undersized culverts, elevating commonly flood impacted roads and bridges, and making other physical improvements to minimize flooding impacts on the road network and nearby property. Routine inspection and maintenance are crucial for preventing washouts and structural failure. Taking these preventative measures can save money and eliminate transportation disruptions. Localized flood mitigation projects are eligible for FEMA funds through the HMGP, PDM and FMA grant programs.

NFIP Workshop (V)

Workshops would be targeted at educating residents not required to buy flood insurance but still at risk for flooding. Technical assistance for a workshop is available from the North Dakota State Water Commission. A workshop could be conducted by the County in a central location, or rotating workshops could be held in each participating NFIP community. Funds are available for public awareness or education campaigns under the HMGP 5% Initiative.

Hazardous Material Buffers (W)

While new development areas are not anticipated, existing subdivisions and developed areas are susceptible to health and safety risks from hazardous materials releases. Local governments should use their zoning authority to ensure that future industrial development does not encroach on incompatible uses. Although local governments do not control the siting of oil and gas facilities in North Dakota, they can use zoning to discourage dwellings and other incompatible uses from encroaching on those sites.

Farm Agency Support (X)

Agriculture is a key component of the county's economy. Significant droughts, pest infestations, winter storms, summer storms, and flooding all affect the industry and the economy of the entire county.

SW Health Coordination (Y)

Southwest District Health has detailed emergency operational plans for health hazards including the outbreak of infectious disease. It is essential that each local governing body and relevant organizations coordinate in keeping these plans up to date and training for a potential health risk.

Cybersecurity (Z)

Cyber-attacks can cause costly Impacts for local governments, schools, and other critical facilities. Strategies and solutions include multifactor authentication, security awareness training (e.g., fake phishing emails), and migrating to cloud-based storage. Agencies and organizations can also conduct simulated cyber-attacks to test the effectiveness of their cyber security system.

EMP Shields (AA)

Loss of critical power and communication systems from a space weather event could have catastrophic consequences. EMP shields are one way to protect against a geomagnetic storm.

Radon Mitigation (BB)

Radon is a widespread hazard in North Dakota and can cause long-term health impacts, including lung cancer. The entire state is within the EPA's Zone 1, meaning there is a high probability of radon being found in the soil. There are several mitigation strategies for radon exposure in households. Prior to mitigation, however, the lower levels of structures must be tested with simple Radon Test kits that can be acquired at local hardware stores or a variety of suppliers.

Drought Resilience and Water Conservation Program (CC)

Drought poses a significant threat to rural jurisdictions due to their heavy reliance on agriculture and limited water supply infrastructure. Prolonged periods of below-average precipitation can reduce soil moisture, leading to crop losses, reduced livestock productivity, and financial hardship for agricultural producers, which in turn affects the broader local economy. Strengthening regional coordination and promoting proactive drought planning will reduce the severity of economic, environmental, and public health impacts associated with drought, particularly in communities currently lacking drought-specific mitigation actions.

STARK COUNTY ACTION PLAN

The previous Multi-Hazard Mitigation Plan contained 126 mitigation actions for all local governments in Stark County, including 40 unique actions. (Many actions are applicable to multiple jurisdictions.) Several actions have been completed or remain ongoing. The 2025 MHMP builds on previous planning efforts by removing actions that have been completed or that communities deem to be no longer relevant, and by incorporating new or modified actions, as desired by the communities. ***Appendix D*** provides a status update for actions that were removed, retained, or completed.

Table 50 presents the updated mitigation actions for Stark County and the Cities of Belfield, Dickinson, Gladstone, Richardton, South Heart, and Taylor. Actions identified for "all jurisdictions" apply to all cities and the county. Responsibility for implementation ultimately rests with each jurisdiction. The individual or agency responsible for overseeing implementation of mitigation projects for each jurisdiction is listed in the table. The actual person(s) performing the project may be different than the responsible party. Actions that are new for the 2025 MHMP are indicated as such. Additional notes are included following the table.

Many actions are retained from the 2020 MHMP, although additional details have been added to clarify the action the reasons for inclusion. Several actions are wholly new, as indicated in the table. These actions reflect changing conditions and priorities.

Table 50. Stark County Mitigation Actions

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
STARK COUNTY							
A	**The county will maintain a communication system for all elements of the emergency response team and update it as needed to ensure compatibility with state systems and mutual aid partners.** Regular assessments and upgrades will address technological gaps, improve interoperability, and ensure reliable information sharing during emergencies. By strengthening communications, the county will enhance coordination and reduces response times to critical events.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, cyber-attack, geological hazards, infectious disease & pest infestation	High	Low	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA)	Stark County Emergency Manager	Annually
B	**The county will ensure it has a reliable mass notification system capable of reaching all cell phones within the jurisdiction.** The system will include the development of pre-approved messaging templates for various hazard scenarios to ensure timely and clear communication. This action will enhance public awareness, enable faster protective actions, and increase overall community resilience during emergencies.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure	Moderate	Staff time	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS)	Stark County Emergency Manager	2030
C	**The county will conduct annual joint training exercises, including tabletop and scenario-based drills, to practice coordinated responses for priority hazards.** These exercises will involve emergency responders, public agencies, and community partners to improve decision-making and refine operational plans. Regular joint training will strengthen preparedness and enhance interagency coordination, resulting in long-term community resilience to a variety of hazards.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, cyber-attack, geological hazards, infectious disease & pest infestation	High	Staff time	Stark County General Budget, Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Hazard Mitigation Grant Program (FEMA) Hazardous Materials Emergency Preparedness Grant (PHMSA)	Stark County Emergency Manager	Annually
D	**The county will conduct public outreach and education to communicate hazard risks and community mitigation and response efforts, with targeted messaging for visitors and tourists.** Outreach may include signage at key destinations, informational materials at lodging facilities, and updates shared through county websites and social media platforms. As part of this effort, the county will incorporate dam failure–specific information into outreach materials. This will include maps of Dickinson Dam, Queen City Dam, and Belfield Railroad Dam inundation areas and an explanation of local warning and alert systems as well as evacuation routes.	Wildland fire, urban fire, hazardous materials release, flood, severe winter weather, severe summer weather, transportation incident, civil disturbance, dam failure, geological hazards, infectious disease & pest infestation	High	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Community Facilities Direct Loan & Grant Program (USDA)	Stark County Emergency Manager	2030
E	**The county will coordinate with Southwest Health to maintain up-to-date emergency operational plans for infectious disease outbreaks and other critical incidents as well as conduct annual training exercises.** These efforts will ensure that staff are familiar with procedures and can efficiently respond to incidents. Ongoing coordination and training will improve overall preparedness, reduce response times, and strengthen community resilience to a wide range of hazards.	Infectious disease, hazardous material release	Varies	Staff time	Stark County General Budget Public Health Emergency Preparedness Program (CDC) Emergency Management Performance Grant (FEMA)	Stark County Emergency Manager	2026

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
F	**The county will establish joint training exercises involving all First Responder agencies and increase the availability of critical response equipment.** These exercises will improve coordination and ensure personnel are prepared to respond effectively to emergencies such as fires, hazardous materials incidents, floods, and severe weather events. Strengthening training and equipment readiness enhances overall emergency response capacity and builds long-term community resilience.	Urban fires, wildland fires, hazardous materials release, severe summer weather, severe winter weather	Moderate	High	Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Assistance to Firefighters Grant (FEMA) Staffing for Adequate Fire and Emergency Response Grant (FEMA) Hazardous Materials Emergency Preparedness Grant (PHMSA)	Stark County Emergency Manager	2030
G	**The county will encourage the use of snow fences and shelterbelts in areas prone to drifting and reduced visibility.** These measures will help keep roads clear, improve travel safety, and reduce maintenance demands during major winter storms. By expanding the use of snow-control practices, the county will be able strengthen overall community resilience and minimize disruptions caused by severe winter conditions.	Severe winter weather	Low	High	Stark County General Budget Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (USDOT)	Stark County Road Department	2030
H	**The county will continue encouraging the agricultural sector to implement water and soil conservation practices.** This includes promoting techniques such as crop rotation, cover crops, reduced tillage, and efficient irrigation methods to maintain soil health and optimize water use. Supporting these practices helps reduce the impact of drought on agricultural productivity and strengthens long-term community and ecosystem resilience.	Drought	Low	Staff time	Environmental Quality Incentives Program (USDA) Regional Conservation Partnership Program (USDA) Stark County General Budget	Stark County Farm Service Agency, Stark County Emergency Manager*	2030
I	**The county will continue encouraging the agricultural sector to participate in crop insurance programs.** These programs provide financial protection against losses from drought, pest outbreaks, or disease impacts, helping farmers recover and maintain operations. Promoting insurance participation enhances agricultural resilience and reduces the long-term economic and community impacts of these hazards.	Drought, infectious disease and pest infestation	Low	Staff time	Stark County General Budget	Stark County Farm Service Agency, Stark County Emergency Manager*	2030
BELFIELD							
J	**The city will continue efforts to mitigate property damage from slumping along the river.** This includes monitoring unstable areas, implementing erosion control measures, and reinforcing riverbanks to prevent further land movement. Strengthening these protections reduces the risk to structures and critical infrastructure.	Geological hazard	Moderate	Moderate	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (USDOT) Better Utilizing Investments to Leverage Development (USDOT) Hazard Mitigation Grant Program (FEMA) Emergency Bank Protection Projects – Section 14 (USACE)	City of Belfield City Council, City of Belfield Planning & Zoning Commission*	2030
DICKINSON							
K	**The city will complete downtown drainage improvements to reduce flooding at the South Main Avenue railroad underpass.** Upgrades may include enhanced stormwater conveyance, culvert improvements, and surface grading to manage runoff more effectively. By improving drainage in this area the city will be able to more effectively protect property and maintain roadway access during flood events.	Flooding	High	High	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (USDOT) Better Utilizing Investments to Leverage Development (USDOT), Hazard Mitigation Grant Program (FEMA)	City of Dickinson City Commission, City of Dickinson Planning & Zoning Commission, City of Dickinson Public Works Department*	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
L	**The city will complete an Emergency Action Plan for the Queen City Dam.** The plan will outline procedures for monitoring dam conditions, issuing warnings, evacuating affected areas, and coordinating emergency response among local agencies. By implementing this plan, the city will be able to enhance public safety and reduce potential property damage in the event of a dam-related emergency.	Dam failure	Moderate	Staff time	City of Dickinson General Budget Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA)	City of Dickinson City Commission, City of Dickinson Planning & Zoning Commission, City of Dickinson Public Works Department*	2027
M	**The city will evaluate opportunities for additional north-south access across transportation barriers and consider an additional east emergency access route.** Improved access will ensure emergency responders and residents / visitors can reach critical areas during hazardous events. By enhancing roadway connectivity, the city will be able to reduce emergency response times and maintain evacuation options during emergencies.	Transportation incident, flood, severe winter weather, severe summer weather, wildland fire, urban fire, hazardous materials release	Low	Staff time	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (USDOT) Better Utilizing Investments to Leverage Development (USDOT) Hazard Mitigation Grant Program (FEMA)	City of Dickinson City Commission, City of Dickinson Planning & Zoning Commission, City of Dickinson Public Works Department*	2030
RICHARDTON							
N	**The city will design and construct additional water storage to meet both municipal supply needs and firefighting demands.** Expanding storage capacity ensures adequate water flow and pressure for suppression efforts during fires, protecting homes, businesses, and critical infrastructure. By strengthening water resources, the city will be able to enhances fire response capabilities and build long-term community resilience to both urban and wildland fire hazards.	Urban and wildland fire	High	High	Hazard Mitigation Grant Program (FEMA) Water & Waste Disposal Loan & Grant Program (USDA) Community Facilities Direct Loan & Grant Program (USDA)	City of Richardton Public Works Department	2027
SOUTH HEART							
O	**The city will complete stormwater drainageway improvements to reduce the risk and impact of localized flooding.** These enhancements may include clearing and grading drainage channels, the installation of culverts or retention structures, and improving runoff management to prevent water from accumulating in vulnerable areas. Strengthening stormwater infrastructure protects property and maintains safe access during flood events.	Flooding	High	High	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (USDOT) Better Utilizing Investments to Leverage Development (USDOT) Hazard Mitigation Grant Program (FEMA)	City of South Heart City Commission	2027
STARK COUNTY, BELFIELD, AND DICKINSON							
P	**The county, as well as the cities of Belfield and Dickinson, will encourage the use of designated transport routes that bypass populated areas whenever possible.** This strategy minimizes the potential for accidents within vulnerable areas and reduces exposure risk for residents, businesses, and critical infrastructure. Coordinating with transportation agencies and industry partners will enhance overall safety and strengthen community resilience to hazardous materials incidents.	Hazardous materials release	Moderate	Staff time	Hazardous Materials Emergency Preparedness Grant (USDOT) Hazard Mitigation Grant Program	Stark County Emergency Manager*, City of Belfield City Council, City of Dickinson City Commission	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
Q	**The county, as well as the cities of Belfield and Dickinson, will obtain drones or similar technology along with certified staff to broaden disaster response capabilities.** Drones can provide real-time aerial imagery, as well as damage assessment and situational awareness for hazards such as wildland and urban fires, floods, hazardous materials releases, transportation incidents, geological hazards, severe summer and winter weather, and civil disturbances. By integrating this technology, the jurisdictions will be able to enhance response efficiency and improves decision-making across a wide range of hazard scenarios.	Wildland fire, urban fire, flood, hazardous materials release, transportation incident, geological hazards, severe summer weather, civil disturbance, severe winter weather	Moderate	Moderate	Homeland Security Grant Program (DHS) Emergency Preparedness Grant (FEMA) Assistance to Firefighters Grant (FEMA) Pipeline and Hazardous Materials Emergency Preparedness Grant (PHMSA)	Stark County Emergency Manager*, City of Belfield City Council, City of Dickinson City Commission	2026
ALL JURISDICTIONS (STARK COUNTY, BELFIELD, DICKINSON, GLADSTONE, RICHARDTON, SOUTH HEART, AND TAYLOR)							
R	**All jurisdictions will conduct NFIP workshops to educate the public on the benefits of flood insurance and how to assess individual property risk.** These workshops will provide guidance on policy options, mitigation strategies, and steps homeowners can take to reduce flood damage, such as elevating structures or improving drainage. Educating the community will increase awareness and encourage proactive risk reduction.	Flooding	Moderate	Staff time	General Budgets of each Jurisdiction Hazard Mitigation Grant Program (FEMA),	Stark County Emergency Manager*, Stark County Floodplain Administrator (P&Z Administrator), Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2026
S	**All jurisdictions will review floodplain management procedures and update information to incorporate findings from newly completed Flood Insurance Studies.** This ensures development regulations, permitting, and mitigation strategies reflect current flood risk and align with FEMA standards. By keeping floodplain management current the jurisdictions will be able to enhance public safety and reduce property damage during future flood events.	Flooding	High	Staff time	General Budgets of each Jurisdiction	Stark County Floodplain Administrator (P&Z Administrator)*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2026
T	**All jurisdictions will review the need for outdoor warning sirens and install or upgrade them in large outdoor gathering areas as appropriate.** This effort will include expanding siren capabilities to incorporate distinct flash flood and dam failure warning tones so the public can clearly differentiate these hazards from other emergency alerts. The evaluation will review Dickinson Dam, Queen City Dam, and Belfield Railroad Dam inundation mapping, identify populations located downstream of dam/levee structures, and assess coverage gaps in high-traffic areas, campgrounds, recreational sites, and tourism destinations. Siren placement and upgrades will be prioritized to ensure that residents and visitors within potential flash flood and dam/levee failure impact areas receive timely, hazard-specific alerts. Enhancing the siren system strengthens public warning capabilities and improves overall community preparedness.	Severe summer weather, hazardous materials release, wildland fire, flood, dam failure	Moderate	Moderate	Hazard Mitigation Grant Program (FEMA)	Stark County Emergency Manager*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
U	**All jurisdictions will review existing emergency sheltering options and establish additional shelters where needed to ensure adequate capacity during extreme heat, storms, or other summer hazards.** This will include identifying accessible locations, ensuring necessary supplies, and coordinating staffing and communications. By expanding sheltering capacity jurisdictions will be able to enhance community safety and reduce vulnerability during severe summer weather events.	Severe summer weather	High	High	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Community Facilities Direct Loan & Grant Program (USDA)	Stark County Emergency Manager*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2030
V	**All jurisdictions will identify locations to serve as community shelters or warming centers equipped with operable generators and sufficient emergency food and water supplies.** Plans for transporting residents will also be made if needed. Ensuring these facilities are fully functional during extreme cold or winter storms provides safe refuge for vulnerable populations. Establishing and maintaining these shelters strengthens community resilience and reduces risks to public health and safety during severe winter events.	Severe winter weather	High	High	Hazard Mitigation Grant Program (FEMA) Water & Waste Disposal Loan & Grant Program (USDA) Community Facilities Direct Loan & Grant Program (USDA)	Stark County Emergency Manager*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2030
W	**All jurisdictions will maintain and systematically upgrade firefighting, wildland suppression, and hazmat response equipment.** Regular assessments will guide replacement of outdated PPE, SCBAs, communications gear, and suppression tools, while prioritizing purchases for high-risk areas. These ongoing upgrades will reduce vulnerability by ensuring firefighter safety and strengthening the county's ability to contain fires or hazardous releases before they escalate.	Wildland fire, urban fire, hazardous materials release	High	High	Cohesive Fire Strategy Grants (USFS)	Belfield Volunteer Fire Department, Dickinson Fire Department*, Gladstone Consolidated Fire Department, Richardton Fire Department, South Heart Fire Protection District, Taylor Rural Fire Department	Annually
X	**All jurisdictions will continue to enforce burn restriction policies, especially during periods of elevated fire risk.** Regular enforcement, public outreach, and clear communication of restrictions will assist in the prevention of accidental ignitions and reduce the likelihood of uncontrolled fires. Maintaining such a policy strengthens community safety and enhances long-term resilience to wildfire and urban fire events.	Wildland fire	High	Staff time	General Budgets of Each Jurisdiction	Stark County Emergency Manager*, Belfield Police Department, Dickinson Police Department, South Heart Police Department, Stark County Sheriff's Department	Annually
Y	**All jurisdictions will follow Firewise program principles and promote best practices during wildfire season.** This includes encouraging residents to maintain defensible space, reduce vegetation hazards, and use fire-resistant materials around homes located in or near areas of concern. Implementing these practices will lower ignition potential and strengthen community-wide resilience to future wildfire events.	Wildland fire	Moderate	Staff time	General Budgets of Each Jurisdiction	Stark County Emergency Manager*, Belfield Volunteer Fire Department, Dickinson Fire Department, Gladstone Consolidated Fire Department, Richardton Fire Department, South Heart Fire Protection District, Taylor Rural Fire Department	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
Z	**All jurisdictions will install and maintain surge protection on critical equipment to prevent damage from lightning and power fluctuations.** Prioritized facilities may include emergency operations centers, communications systems, and essential public safety infrastructure. Maintaining surge protection will reduce equipment failure and minimize service disruptions, strengthening the county's ability to remain operational during severe storms.	Severe summer weather, severe winter weather, space weather hazards	Moderate	Moderate	Hazard Mitigation Grant Program (FEMA) Emergency Management Performance Grant (FEMA) Homeland Security Grant Program (DHS) Community Facilities Direct Loan & Grant Program (USDA)	Critical facility owners, Stark County Emergency Manager*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2030
AA	**All jurisdictions will complete physical improvements to culverts, roads, and bridges to reduce washouts, protect adjacent properties, and maintain access during high-water events**. Ongoing bridge and culvert inspections will identify structural deficiencies and prioritize upgrades in areas with recurring flooding or inadequate drainage capacity. These improvements will strengthen infrastructure resilience and reduce future flood-related damages and disruptions.	Geologic hazards, flooding	High	High	Hazard Mitigation Grant Program (FEMA) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (USDOT) Better Utilizing Investments to Leverage Development Grant Program (USDOT)	Stark County Road Supervisor*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2030
BB	**All jurisdictions will encourage adequate buffering between hazardous materials risk locations, such as storage or transport facilities, and incompatible uses, including residences, schools, and critical infrastructure.** This may involve zoning updates, land-use planning, and coordination with industry to maintain safe distances and protective setbacks. Establishing these buffers reduces potential exposure, protects public safety, and strengthens community resilience to hazardous materials incidents.	Hazardous materials release	Moderate	Staff time	General Budgets of All Jurisdictions	Stark County Board of Commissioners*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	Annually
CC	**All jurisdictions will increase regional training and coordination among emergency responders, public agencies, and industry partners.** This includes joint exercises, scenario-based drills, and shared protocols to improve preparedness, communication, and response efficiency during chemical spills or other hazardous incidents. Enhancing regional collaboration strengthens response capabilities and reduces potential impacts of a wide range of hazards.	Hazardous materials release	High	Staff time	General Budgets of each Jurisdiction	Stark County Emergency Manager*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2030
DD	**All jurisdictions will develop backup systems and implement enhanced cybersecurity measures to protect critical data and infrastructure.** This includes routine data backups, network monitoring, employee training, and protocols to quickly recover systems in the event of a breach. This action will strengthen cyber defenses and reduce the likelihood of operational disruptions while also enhancing the community's resilience against evolving digital threats.	Cyber-attacks	Moderate	Moderate	Homeland Security Grant Program (DHS)	Stark County Emergency Manager*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2030

ID	Action	Hazard(s)	Priority	Cost	Funding Mechanism	Lead Party	Time Frame
EE	**All jurisdictions will harden electrical components and systems for critical facilities, particularly emergency response services, by implementing protective measures such as EMP shielding and surge protection.** These upgrades will reduce the likelihood of equipment failure and maintain operational continuity during solar storms or other space weather events. Strengthening infrastructure in this way enhances community resilience and ensures critical services remain functional under extreme conditions.	Space weather hazards	Low	High	Hazard Mitigation Grant Program (FEMA) Grid Resilience and Innovation Partnerships Program (DOE)	Stark County Emergency Manager*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	2030
FF (new)	**All jurisdictions will contribute to the establishment and training of a regional crowd control unit equipped with appropriate tools, procedures, and de-escalation strategies.** Regular training will strengthen coordination among participating agencies and ensure readiness for large events or potential unrest. Building this capability enhances public safety and improves the region's ability to manage civil disturbances effectively.	Civil disturbance	High	Staff time	Homeland Security Grant Program (DHS) Emergency Management Performance Grant (FEMA) General Budgets of each Jurisdiction	Belfield Police Department, Dickinson Police Department, North Dakota State Highway Patrol, South Heart Police Department, Stark County Sheriff's Department*	2027
GG (new)	**All jurisdictions will provide annual public education relating to radon risk and encourage households and business to perform radon testing and mitigation.** Outreach may include signage at key destinations, materials at community centers and/or city halls, and information shared through county and city websites and social media. Increasing awareness among residents will strengthen overall preparedness and help ensure proactive	Geologic hazard	Moderate	Staff time	Stark County General Budget State and Tribal Indoor Radon Grant (EPA)	Stark County Emergency Manager*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	Annually
HH (new)	**All jurisdictions will collaborate with one another to develop and implement a comprehensive drought resilience and water conservation program.** This will include identifying vulnerable water supply systems, promoting water conservation practices, encouraging drought-resilient agricultural techniques, and supporting the development of local drought contingency plans. The jurisdictions will strive to expand education and outreach efforts to inform residents and farmers / ranchers about drought risks and water conservation strategies.	Drought	Moderate	Moderate	Environmental Quality Incentives Program (USDA) Regional Conservation Partnership Program (USDA) General Budgets of each Jurisdiction	Stark County Emergency Manager*, Belfield City Auditor, Dickinson City Administrator, Gladstone City Auditor, Richardton City Commission, South Heart City Council, and Taylor City Auditor	Annually

**Lead for Mitigation Action*

Internal Communication System (A)

Interagency communication is essential during a hazardous event. Stark County will continue to update and enhance communication systems as technology improves.

Emergency Alert Systems (B)

Prompt alerts to significant emergencies are critical to saving lives and protecting property. The County should build on existing emergency messaging systems to improve their utility and effectiveness.

Emergency Training Exercises (C)

Table top training has been demonstrated to be an effective low-cost way to train for many emergency events. Training exercises can be coordinated with other jurisdictions to balance responsibilities and create a broader impact.

Public Outreach and Education (D)

Hazard-related public education campaigns should include a wide variety of topics. Potential topics include:

- Hazardous materials awareness/shelter-in-place for residents
- Summer and winter weather safety
- Weather resistant building best practices
- Flood safety and NFIP promotion
- Fire weather notifications and fire prevention best practices
- Water conservation techniques
- Security measures against cyber attacks
- Hardening electrical and electronic systems
- Infectious disease and pest control
- Dam/levee failures
- Use of all-hazard radios
- ND Vision Zero programs
- Travel emergency preparedness
- Drought

SW Health Coordination (E)

Southwest District Health has detailed emergency operational plans for health hazards including the outbreak of infectious disease. It is essential that each local governing body and relevant organizations coordinate in keeping these plans up to date and training for a potential health risk.

First Responder Training and Equipment (F)

The responders closest to the scene of a criminal terrorist nation attack or a transportation incident (especially those involving hazardous materials) may not be those typically equipped to handle these incidents. Joint training exercises can increase the level of readiness that allows a more effective and timely response. Together with increased equipment availability this can potentially limit the level of property loss or injury or loss of life from such incidents.

Snow Fences and Shelterbelts (G)

As an ongoing policy, the Stark County Road Department encourages properly placed snow fences and shelterbelts to substantially reduce the location and frequency of snow blocked roads.

Agricultural BMPs (H)

Because farmers and ranchers are “only two weeks away from a drought” they commonly do implement water and soil conservation practices to manage risk from drought. The County Extension and Farm Service Agencies provide close support to best practices relevant to each county.

Crop Insurance Programs (I)

Risk management in the current farming and ranching industry has many facets. Crop insurance is one of the tools to address risk from significant droughts, pest infestations, hail, and flooding. Some federal agricultural support programs require crop insurance of participants.

Heart River Erosion Mitigation (J)

Erosion along the Heart River has caused property damage in Belfield. The City should continue working to stabilize slopes to prevent further damage. A dedicated fund is available for these efforts.

Dickinson Railroad Underpass (K)

The railroad underpass at South Main in downtown Dickinson is frequently impassible during major rain events. This significantly limits emergency response access to the other side of the railroad. Previous studies have indicated the solution is to make major changes to the existing downtown drainage system.

Dickinson Dam EAP (L)

A Dickinson Dam failure may cause property damage or even loss of life in the impact area. The Action Plan is needed to identify potential impacts. This will allow more responsive mitigation efforts to be completed.

Dickinson Emergency Access Routes (M)

There are a very limited number of points where traffic and emergency responders can travel north and south across the railroad tracks and I-94. Response times are already affected during peak hour traffic. If a major incident closes one of these access points, the impact increases significantly. Additional access points should be identified and plans established to construct these crossings.

Richardton Water Supply (N)

A need has been identified for an upgraded water reservoir for the City of Richardton. Funding is a current constraint to the design and construction of this critical facility improvement.

South Heart Drainageway Improvements (O)

An area in the vicinity of 4th Avenue and the railroad tracks does not drain well due to an undersized culvert and an obstructed channel. Viable improvements should be identified and completed as feasible.

Hazardous Materials Transport Routes (P)

Hazardous materials transport happens regularly within and through Stark County. Identifying and establishing routes and regulations to minimize risk through the population centers is a low cost way to mitigate this risk.

Drone Capabilities (Q)

Drones are proving their value to safely provide critical information in a timely manner. This requires both equipment and trained staff.

NFIP Workshop (R)

Working with the Department of Water Resources, workshops would be targeted at educating residents not required to buy flood insurance but still at risk for flooding. Technical assistance for a workshop is available from the North Dakota State Water Commission. A workshop could be conducted by the County in a central location, or rotating workshops could be held in each participating NFIP community. Funds are available for public awareness or education campaigns under the HMGP 5% Initiative.

Floodplain Management (S)

The Stark County Flood Insurance Study has information on areas at risk of flooding. This information should be incorporated into local development review processes. It is also an optimum time to review existing floodplain management procedures to enhance flood risk reduction capabilities. Additionally, the Risk MAP project has identified certain areas that may be at risk while not being within the FIRM study area.

Warning Sirens (T)

Each city and responsible entity for outdoor gathering and recreation areas should assess need for outdoor warning sirens, and work with Stark County Emergency Management to address these needs. Additional study is needed to identify and prioritize locations for siren installation or upgrades. Sound mapping techniques can be used to visualize the audio footprint of each siren.

Storm Shelters (U)

High winds, hailstorms and tornadoes can overturn or damage mobile homes and RVs and cause personal injury. Properly designed structures on permanent foundations are preferred alternatives. Mobile home parks and campgrounds are sites especially at risk. Further study is needed to identify and prioritize preferred locations for prefabricated shelters and existing structures that could serve as shelters. Additional efforts are needed to inform the public about shelter locations.

Winter Shelters (V)

Most North Dakota residents are prepared for severe winter weather – a common occurrence – and have the mentality to ride out the storm on their own. However, some people may need assistance, and in the event of a large-scale power outage, there should be a plan to utilize a community sheltering location such as a school or church for a day or more.

Urban and Wildfire Response (W)

Urban and wildland fires and hazardous materials releases have the potential to impact a large share of Stark County population. It is essential to maintain equipment, staffing levels, and mutual aid programs.

Burn Restriction (X)

Wildland fires and urban fires can be minimized by limiting open burning during seasons of high outdoor fire risk. Establishing and enforcing a burn ban can be an effective tool to reduce risk to life and property.

Firewise (Y)

Firewise is a nationwide program produced by the National Fire Protection Association. Within North Dakota the program is operated by the state Forest Service. Firewise focuses on education for individual homeowners to help prepare homes for wildfire resistance.

Each jurisdiction's role within this program is to educate residents about wildfire risks and mitigation activities they can do to reduce their individual risk.

In addition to public education, the county and each city should evaluate opportunities for fuel reduction activities during wildfire season. Additional resources may be required to implement fuel reduction activities. Wildfire fuels reduction is eligible for funding through the FEMA HMGP and PDM grant programs.

Surge Protection (Z)

Lightning strikes can cause significant damage to essential equipment and data. Surge protection is beneficial for any facility where a loss of power or equipment failure would hinder critical functions or public safety. This could apply to healthcare facilities, emergency services, water and waste treatment plants, industrial facilities, government buildings, and other uses.

Road and Bridge Improvements (AA)

Past flood events resulted in extensive damage to roads and bridges in rural Stark County. Many roads could be at risk from flooding that disrupts transportation and damages infrastructure. Potential improvements include replacing aging and undersized culverts, elevating commonly flood impacted roads and bridges, and making other physical improvements to minimize flooding impacts on the road network and nearby property. Routine inspection and maintenance are crucial for preventing washouts and structural failure. Taking these preventative measures can save money and eliminate transportation disruptions. Localized flood mitigation projects are eligible for FEMA funds through the HMGP, PDM and FMA grant programs.

Hazardous Material Buffers (BB)

While new development areas are not anticipated, existing subdivisions and developed areas are susceptible to health and safety risks from hazardous materials releases. Local governments should use their zoning authority to ensure that future industrial development does not encroach on incompatible uses. Although local governments do not control the siting of oil and gas facilities in North Dakota, they can use zoning to discourage dwellings and other incompatible uses from encroaching on those sites. This action item does not apply to Taylor, which does have a zoning ordinance.

Hazardous Materials Response (CC)

There are several major hazardous materials sites and routes throughout Stark County, particularly within and around Dickinson and Belfield. of Dickinson including refineries, a water plant with chlorine gas usage, oil pipelines, anhydrous ammonia storage facilities, rail transshipment facilities, and multiple manufacturing or other industrial businesses that use hazardous materials. Collectively, these locations present a risk of hazardous materials release, which threaten public health and safety. During a hazardous materials incident, the First Responders may not be familiar with how to handle the hazardous material. Increasing training and resources for regional response teams would help mitigate risks.

Cybersecurity (DD)

Cyber-attacks can cause costly Impacts for local governments, schools, and other critical facilities. Strategies and solutions include multifactor authentication, security awareness training (e.g., fake phishing emails), and migrating to cloud-based storage. Agencies and organizations can also conduct simulated cyber-attacks to test the effectiveness of their cyber security system.

EMP Shields (EE)

Loss of critical facilities electrical systems and functionality from a space weather event could have catastrophic consequences.

Crowd Control (FF)

Crowd control units work to prevent civil disturbances and restore peace and order in the event of a disturbance. Officers should be

properly trained in de-escalation tactics, crowd dynamics, and the appropriate use of force.

Radon Mitigation (GG)

Radon is a widespread hazard in North Dakota and can cause long-term health impacts, including lung cancer. The entire state is within the EPA's Zone 1, meaning there is a high probability of radon being found in the soil. There are several mitigation strategies for radon exposure in households. Prior to mitigation, however, the lower levels of structures must be tested with simple Radon Test kits that can be acquired at local hardware stores or a variety of suppliers.

Drought Resilience and Water Conservation Program (HH)

Drought poses a significant threat to rural jurisdictions due to their heavy reliance on agriculture and limited water supply infrastructure. Prolonged periods of below-average precipitation can reduce soil moisture, leading to crop losses, reduced livestock productivity, and financial hardship for agricultural producers, which in turn affects the broader local economy. Strengthening regional coordination and promoting proactive drought planning will reduce the severity of economic, environmental, and public health impacts associated with drought, particularly in communities currently lacking drought-specific mitigation actions.



PLAN MAINTENANCE

Introduction

This chapter details the plan maintenance process to make sure the Multi-Hazard Mitigation Plan for Billings, Dunn, Golden Valley, and Stark Counties will remain an active and relevant document. The MHMP maintenance process includes monitoring the implementation of mitigation projects, evaluating the effectiveness of the plan at achieving its goals, and updating the Plan.

Plan Monitoring and Evaluation

Appendix E includes mitigation action progress report forms to aid in Plan monitoring and evaluation. Each county's Emergency Manager will alert the Local Emergency Planning Committee (LEPC) for each county and issue and collect progress forms to/from the Local Emergency Planning Committee (LEPC) and review the forms at an LEPC meeting once per year. A basic agenda for each LEPC meeting should include:

- Discussion of project progress for the current period (and uncompleted projects from previous periods)
- Local champion reports on project status
- Discussion of upcoming projects and grant/funding opportunities
- Develop action list for upcoming reporting period

The party responsible should provide the following basic information about projects in the reporting period:

- What was accomplished for the project since the last meeting
- What obstacles, problems or delays did the project encounter
- If the project needs to be changed or revised
- Evaluation of project effectiveness (did the project meet its goal)

A progress report form should be completed for each project during the reporting period (and projects from previous reporting periods that have not been completed). If time constraints are an issue, the LEPC may decide to only complete the form for high priority projects; lower-priority projects may be generally discussed without completing the form.

Each County's Emergency Manager should maintain a folder with all Mitigation Action Progress Report Forms and meeting notes. The risk and vulnerability assessment should be evaluated during an LEPC meeting approximately two years after plan adoption. Any changes to risks since plan adoption, such as a major flood event that damaged areas thought to be safe from flooding, should be noted. If there are new additions or changes to critical facilities in each County, a report detailing these changes should be made. If significant changes are required, the Emergency Manager should schedule a meeting to discuss amending the current plan. If no significant changes are required, the Emergency Manager should save the report of changes for reference during the next five-year plan update.

LEPC meetings that are reserved for discussion of the plan should be open to the public and advertised. Since weather and infectious disease impacts have been so significant in the area in recent years, there may be public interest in ongoing efforts to reduce hazard impacts. A simple Annual Emergency Management Status Report may be a reasonable product of the LEPC monitoring and evaluation process. The report could be posted on each county's website and relevant social media platforms. A copy of the Report could be sent to each local newspaper serving the area.

Although Emergency Management staff time is already stretched meeting existing workload requirements, a part of the ongoing outreach effort could include distribution of infographic style posters that would remind and educate county citizens about key hazards and mitigation opportunities.

ADDITIONAL EVALUATION METHODS

The LEPC meetings and progress report forms are the primary mechanisms for monitoring implementation. However, other tools will be considered to gauge this Plan's effectiveness. Surveys/polls are one example. The MHMP update included a community survey and mini-polls that were conducted at the public workshops. These tools provide a baseline for understanding how the public perceives hazard risks and vulnerabilities. Within three to four years of adoption, the County emergency managers will distribute follow-up surveys/polls to provide a point of comparison. This will help each county understand if public perceptions or priorities are changing in response to changing hazard risks or completed mitigation actions. Survey feedback will also provide a starting point for the next MHMP update.

When a hazard event occurs, this provides another opportunity to evaluate plan effectiveness. As part of the damage assessment, the impacted county(ies) will complete a loss avoidance study. Loss avoidance studies are a great way to promote the value of mitigation planning to the community and can provide powerful justification for future mitigation projects. The loss avoidance study will examine the losses that occurred following the implementation of a mitigation action versus what would have occurred if the implementation action had not been implemented. Counties can partner with DES to complete a technical evaluation using FEMA's Hazus software or a similar tool.

Integration into Existing Planning Mechanisms

PRIOR INTEGRATION

The 2020 MHMP was integrated into each county's Local Emergency Operations Plan (LEOP). Hazard risks and mitigation priorities were integrated in Stark County's Comprehensive Plan, which includes an element for Emergency Management. This plan also integrated the county's updated FIRMs and Flood Insurance Study, which were adopted in 2024. The Medora Area Plan, which includes Billings County, also identifies hazard risks and mitigation strategies. The future land use map that guides development in Medora and the surrounding region accounts for flood risks. Direction 2050, the comprehensive plan for the City of Dickinson, is currently being drafted, and is exploring the development of a flood protection plan for the lowest-lying areas of the city near the Heart River to ensure residents and the City understand potential risks. The 2020 MHMP was not integrated into any planning mechanisms for smaller communities such as Dodge, Dunn Center, Halliday, Killdeer, Beach, Golva, Sentinel Butte, Belfield, Gladstone, Richardton, South Heart, or Taylor.

FUTURE INTEGRATION

The limited resources of each jurisdiction do not allow for many activities beyond the standard course of business, and mitigation can get overlooked. It is the role of each responsible party identified in Chapter 4 to be present at annual budget meetings and advocate for consideration of mitigation projects. As noted in Chapter 4, some jurisdictions lack zoning controls and comprehensive plans.

Establishing zoning and completing a comprehensive plan could help ensure that some of the mitigation action items are more effectively implemented. For jurisdictions that have adopted a comprehensive plan, the MHMP can be integrated during plan review/future updates. Like the MHMP, each comprehensive plan is a living document and should be reviewed on an annual basis. When each city or county reviews/updates their comprehensive plan, they will consider how to integrate the mitigation strategies from the MHMP.

Some specific integration mechanisms that will aid implementation of the MHMP are the following:

- Each county will incorporate their mitigation strategies into their Local Emergency Operations Plan (LEOP).
- Cities without zoning ordinances (Belfield, Richardton, Taylor) could establish a specific policy discouraging development in areas identified as susceptible to flooding. In addition, Belfield will discourage development in areas susceptible to erosion.
- Cities and counties with zoning (Beach, Dickinson, Dodge, Dunn Center, Gladstone, Golva, Halliday, Killdeer, Medora, Sentinel Butte, South Heart, and all four counties) could develop an overlay zone to address areas with special building limitations or concerns such as areas susceptible to flooding dam failure inundation landslides, wildfire risk, or hazardous materials release. The risk assessment includes several maps that show locations with higher risks of flooding, fire, landslides, and other hazards. These maps can be incorporated by reference into each jurisdiction's zoning standards. For example, jurisdictions could require a higher level of review for development in high-risk areas.
- Cities and counties with zoning (see above) could adopt or increase setbacks from hazardous materials transport routes, pipelines, or other sites at a higher risk of hazardous materials release. In addition, they could adopt or amend special use standards for industrial sites that present hazard risks.
- All cities and counties could incorporate pipeline operators in the development review process. This would help planning staff understand precautionary needs, such as evacuation procedures for specific materials. In addition, jurisdictions could implement a "consultation zone" for areas with high pipeline density. This recommendation from Stark County's Comprehensive Plan would require property owners or developers to consult with pipeline operators when submitting applications for building permits or development approval (i.e., zone change or subdivision plat).
- Cities and counties without comprehensive plans (Beach, Belfield, Dodge, Golva, Gladstone, Halliday, Richardton, Sentinel Butte, South Heart, and Taylor) could adopt comprehensive plans. North Dakota Century Code requires a comprehensive plan to provide legal support for zoning. While these communities have limited resources to complete a plan, they are encouraged to adopt a future land use map and identify their short- and long-term infrastructure needs. The mitigation strategy for Dodge includes adoption of a comprehensive plan.
- Cities and counties with comprehensive plans (Dickinson, Dunn Center, Killdeer, Medora, and all four counties) will review their comprehensive plans on an annual basis and determine if updates are needed to align the plans with the MHMP. Dunn Center's Comprehensive Plan was adopted in 2011 and Killdeer's Plan was adopted in 2019. These plans may be due for updates. Dickinson, Stark County, and Billings

County adopted their comprehensive plans within the past three years. A comprehensive plan update is included in the mitigation strategy for Killdeer.

- Cities without an adopted building code (Belfield, Dodge, Dunn Center, Golva, Gladstone, Halliday, Sentinel Butte, Taylor) could consider adopting the state building code and specifically adding snow load standards to reduce risk of structural collapse.
- Cities and counties will incorporate mitigation projects into their Capital Improvement Plans (CIP). In addition to projects that are funded locally, this might include projects utilizing discretionary funding that require a local match. Example infrastructure projects identified in the MHMP include roadway improvements in Medora (Chateau access), a dynamic messaging sign in Beach, snow fences, and storm shelters.

The MHMP provides a foundation for community engagement. It is important to continue to engage the community to maintain interest in mitigation. Two ways to help maintain interest are:

- Develop a kiosk or small display with posters and materials for distribution to inform county residents about opportunities and methods to increase resilience. Situate the kiosk at periodic public events such as fairs, community days, etc.
- Periodically provide a news release, blog, or short article for local newspapers on some aspect of emergency management such as tips for keeping your home safe from wildland fires. Actively promote mitigation efforts on city and county websites and social media platforms.

Updating the Plan

Each County Emergency Manager is responsible for overseeing the five-year update process. Twelve to fourteen months should be allowed for completion of the plan – nine to eleven months to develop a draft and three months to collect DES and FEMA comments/revisions and formally adopt the plan. Emergency managers should begin the plan update process approximately fifteen months prior to the expiration of the current plan. The first step is to develop the project scope by utilizing the Plan Update Evaluation Worksheet in ***Appendix E***. Funding opportunities from DES/FEMA may also be evaluated when determining project scope.

Emergency managers should maintain any documentation gathered during the five-year period that will be useful when developing the update. This will help to greatly reduce the research collection phase of the plan update, which will reduce the time and cost of the plan update. It will also ensure that any priority items identified during LEPC monitoring meetings will be included in the plan.

Food Truck License Text Amendment Staff Report

To: City of Dickinson Planning and Zoning Commissioners
From: City of Dickinson Community Development Services
Date: March 4, 2026
Re: ZTA-006-2026 Section 50 – Food Truck License

APPLICANT
Name: City of Dickinson Community Development
Address: 38 1st Street West
City: Dickinson North Dakota 58601

Public Hearing	March 11, 2026	Planning and Zoning Commission
Public Hearing	March 24, 2026	City Commission
Final Consideration	April 7, 2026	City Commission

Community Development staff is requesting approval of text amendments to Section 50-75 – Commercial use of sidewalks, streets and public grounds restricted, and to Section 50-76 – Permitted uses of sidewalks, streets, or other public grounds, in Chapter 50-Streets, Sidewalks and Other Public Places, of the Dickinson Municipal Code, to update the definitions and licensing procedures relating to mobile vendors and mobile food units.

Staff recommendation: Staff recommends approval of these text amendments.

The proposed ordinance amending Chapter 50 addressing licensing mobile food units is included with this staff report.

STAFF ANALYSIS

BACKGROUND

In March of 2025, at the request of the City Commission, Community Development staff reviewed the existing process for licensing food trucks in Dickinson. Community Development staff established a small task force including representatives from the Code Enforcement, Planning, Public Works, Fire, and Police Departments to review the existing ordinance, research how other communities permit or license food trucks, and address potential changes to the regulations and licensing process.

COMPATIBILITY, COMPLIANCE, AND RECOMMENDATIONS

Compatibility with the Municipal Code

The Dickinson Municipal Code defines a mobile vendor vehicle as "*a trailer which may be moved by towing with a vehicle or a self-contained mobile food truck which is designed and used for displaying, cooking, keeping or storing any food, beverages, merchandise or other articles for sale by a vendor. To the extent a mobile vendor vehicle is used for preparing, displaying, cooking, keeping or storing food or beverages, the mobile vendor vehicle must be inspected and approved by the Public Health Department/Environmental Health Division*". The North Dakota Department of Health refers to mobile vendor vehicles as 'mobile food units', so City staff is proposing to update the mobile vendor vehicle definition to reflect that change. Additionally, City staff is looking to establish definitions for approved areas, ice cream trucks, and the mobile food truck corridor.

The proposed ordinance establishes approved areas and a mobile food unit corridor that allow for mobile food units to operate. A license will be required for any mobile food units operating in an approved area or within the mobile food unit corridor, but no prior notice to or approval by the City regarding operations will be required. The ordinance also licenses the continued operation of ice cream trucks along rights-of-way with a speed limit of 25mph, and allows for operations of mobile vendors that do not meet the definition of a mobile food unit or ice cream trucks without a license on private property within the Limited Commercial (LC), Community Commercial (CC), General Commercial (GC) and Public (P) zoning districts with the approval of the property owner.

Enforcement of the proposed ordinance would be handled cooperatively by code enforcement and the Dickinson Police Department. Code enforcement handles any infractions taking place on private property while the police department handles any unlicensed operations in the right-of-way.

PUBLIC INPUT AND STAFF RECOMMENDATION

Public Input: Community Development staff held a public engagement meeting on Monday, February 2nd, 2026, and reached out the current food truck operators in town for feedback. During this meeting, there were discussions over whether to allow overnight parking for food trucks involved in special events, and it was decided that a food truck can operate within 50 feet of the entrance to a business provided they have the written permission of the business owner.

Staff Recommendation: The City Development Team staff recommends **approval** of ZTA-006-2026.

MOTIONS:

*****Approval*****

"I move the City of Dickinson Planning and Zoning Commission recommend approval of **ZTA-006-2026: The Food Truck License Text Amendment** *as being consistent with the City of Dickinson Comprehensive Plan, as being compliant with the City of Dickinson Zoning Ordinance, and as being in the interest of the public health, safety and welfare "*

(AND) the following additional requirements **(IF THE PLANNING AND ZONING COMMISSION RECOMMENDS ANY ADDITIONS AND/OR DELETIONS TO THE PROPOSED MOTION LANGUAGE):**

1. _____;
2. _____.

*****Denial*****

"I move the Dickinson Planning and Zoning Commission recommend denial of **ZTA-006-2026: The Food Truck License Text Amendment** *as NOT being consistent with the City of Dickinson Comprehensive Plan, as not being compliant with the City of Dickinson Zoning Ordinance, and as being contrary to the interest of the public health, safety and welfare."*

Section 50-75(b). – Commercial use of sidewalks, streets and public grounds restricted. (Relevant excerpts)

~~*Designated*~~*Approved Area:* means an area of public right-of-way or public property specifically set aside or approved by the City for use by mobile vendors and mobile ~~vendor vehicles~~food units. Information on approved areas shall be available from City Code Enforcement.

Ice Cream Truck means a motor vehicle utilized as the point of retail sales of pre-wrapped or prepackaged ice cream or similar frozen dessert products

Mobile Food Unit: means a trailer which may be moved by towing with a vehicle or a self-contained mobile food truck which is designed and used for displaying, cooking, keeping or storing any food or beverages for sale by a vendor. The mobile food unit must be inspected and approved by the Public Health Department/Environmental Health Division

Mobile Vendor Corridor: public streets where mobile vendors and mobile ~~vendor vehicles~~ food units are permitted to operate without special permission

CITY OF Dickinson North Dakota

Section 50-76(2): Mobile Vendor Regulations:

2) *Mobile vendors*. This section is only applicable to mobile vendors that do not meet the definition of a mobile food unit or ice cream truck. Mobile food units and ice cream trucks are subject to the regulations listed in Section 50-76(3).

   a. Mobile vendors that do not meet the definition of a mobile food unit or an ice cream truck may not display or sell food or merchandise on any public street, public alley or sidewalk or other public grounds outside of a permitted community event or festival.

CITY OF Dickinson North Dakota

Mobile Vendor Regulations (Continued):

b. Mobile vendors that do not meet the definition of a mobile food unit or ice cream truck may operate on private property within the following zoning districts without obtaining a license with the City, provided they have the permission of the property owner:
   i. Limited Commercial
   ii. Community Commercial
   iii. General Commercial
   iv. Limited Industrial
   v. Public
      2) If property is owned by the Park District, the applicant shall supply the Parks & Recreation division with all documentation as required by this section & acquire written approval proving they have permission to operate at the property
      3) If property is owned by the City of Dickinson, the applicant shall acquire written approval proving they have permission to operate the mobile food unit at the property. This does not apply to community events or festivals where the applicant has received a special event permit

c. Mobile vendors must comply with all other applicable federal, state, county, and city regulations and requirements.

CITY OF Dickinson North Dakota

Section 50-76(3): Mobile Food Unit Regulations:

3) *Mobile food units.* No person may set up or operate a mobile food unit without first obtaining a license from the City of Dickinson and must meet the requirements and conditions laid out in this section.

   a. This license may only be obtained if the Public Health Department has licensed the mobile food unit. A license shall be acquired even if the mobile food unit is only participating in a special event or festival

   b. Each license required by this section shall expire on January 31 of each year, regardless of the date of issuance. Licenses are non-transferable. There shall be a license fee as provided in the City Fee Schedule.

CITY OF Dickinson North Dakota

Mobile Food Unit Regulations (Continued):

c. At minimum, the information in the license application must contain:

1. Annual Fire & Safety inspection
2. Mobile Food Unit License from the public health department
3. Waste Management Plan
4. A certificate of insurance from a company licensed to do business in North Dakota evidencing that the applicant has general liability insurance policies in effect with limits of at least $250,000 per individual and $1,000,000 per occurrence
5. North Dakota Sales & Use Tax permit

d. Each application and license required by this Chapter shall clearly state that the applicant agrees to indemnify and hold the city harmless from any and all claims, demands or causes of action which may result from placement of outdoor patio areas, mobile vendors, sale of merchandise or sign on public property. The applicant shall, at the time of making application for the license, provide proof of insurance to cover the risk of injury to person or property, including but not limited to public street, alley, sidewalk, public right-of-way or other public grounds or property owned or controlled by the City, caused by the presence of items on public property. Said insurance shall provide minimum coverage for bodily injury of $1,000,000 per occurrence and in the aggregate. Such insurance shall be issued by an insurance company authorized to conduct business in the State of North Dakota, and the City of Dickinson shall be listed as a Certificate Holder on each such policy of insurance. Any license issued under this Chapter shall immediately and automatically expire upon lapse or termination of said policy.

CITY OF Dickinson North Dakota

Mobile Food Unit Regulations (Continued):

e. A mobile food unit may operate in the following zoning districts, off of the public street, subject to all regulations in this section:
   1. Limited Commercial
   2. Community Commercial
   3. General Commercial
   4. Limited Industrial
   5. Public
      i. If property is owned by the Park District, the applicant shall supply the Parks & Recreation division with all documentation as required by this section & acquire written approval proving they have permission to operate the mobile food unit at the property
      ii. If property is owned by the City of Dickinson, the applicant shall acquire written approval proving they have permission to operate the mobile food unit at the property. This does not apply to community events or festivals where the applicant has received a special event permit or approved areas

f. Mobile food units looking to operate in public right-of-way adjacent to the Downtown Commercial (DC) zoning district must obtain a temporary use permit prior to operating.

CITY OF Dickinson North Dakota

Mobile Food Unit Regulations (Continued):

g. For each license issued in compliance with this Section, Code Enforcement will issue two license decals. License decals shall be affixed to the vehicle in a way that they are visible from both the sidewalk and street when parked. Failure to display the decal shall be a violation of this Section.

h. A mobile vendor may not grill, barbeque or smoke food within 50 feet from any entrance of any building without first obtaining the written permission of the building owner and tenant(s) served by those entrances

i. A mobile food unit shall not be parked closer than 50 feet from a restaurant without first obtaining the written permission of the building owner

j. Exhaust from equipment shall be a minimum of 10 feet from structures

k. The license holder shall be responsible for the maintenance, upkeep and security of the mobile food unit. ~~Skirting of the mobile food unit is not allowed~~

l. The license holder shall comply with all noise regulations set forth in the City of Dickinson Municipal Code

m. A mobile vendor may not set up chairs, tables or other temporary seating in the public right-of-way. Chairs, tables, or other temporary seating may be set up on private property with written permission from the property owner

n. A mobile vendor shall be responsible to remove any garbage, spills or stains or repair any damage resulting from its operations.

CITY OF Dickinson North Dakota

Mobile Food Unit Regulations (Continued):

o. A mobile vendor may not leave a mobile food unit or pushcart unattended at approved areas of operation unless otherwise designated in the multi-day Special Event Permit

p. A mobile vendor may not operate within 500 feet of a special event licensed through the City. This does not apply to mobile vendors listed on the Special Event Permit that are taking part in the permitted event

q. A mobile food unit may not interfere with the required off-street parking for the approved area as required by the City of Dickinson Municipal Code

r. Parking on streets is permitted within the Mobile Vendor Corridor provided it is in compliance with all ordinances, regulations, parking zones and posted signage and shall not hinder the lawful parking or operation of other vehicles

    1. A mobile food unit must locate the vending window open to the public sidewalk and as close as possible to the curb

s. Mobile food units must be mobile and must be removed from approved areas when not open for business. Mobile food units may remain overnight on private property provided written permission has been obtained form the property owner. The mobile food unit shall not function as a permanent structure

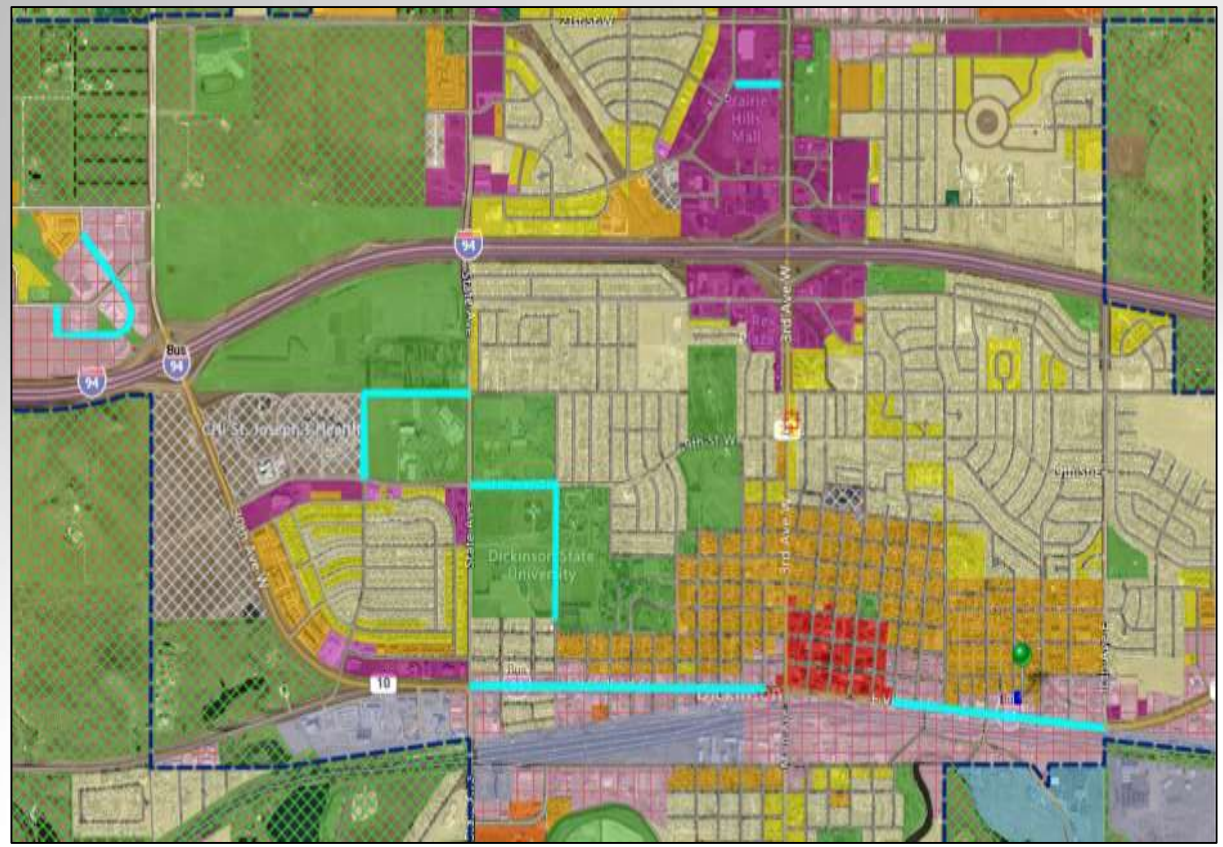
t. Ice cream trucks shall be permitted to operate on streets with a speed limit of 25 mph or less outside of the Downtown District

CITY OF Dickinson North Dakota

Mobile Food Unit Penalties:

u. Penalty for ordinance violations. Any license issued pursuant to this section may be suspended or revoked by the Building Official or their designee for violating any of the provisions of this chapter. Any licensee or agent or employee of a licensee who has violated any provisions of this chapter shall be subject to the following penalties:
    u. First offense: $250 administrative fine
    v. Second Offense: $500 administrative fine
    w. Third Offense: $750 administrative fine & license revocation
        u. If an applicant wishes to contest a revocation, they shall submit a written request to the Building Official or their designee to be brought forward for a public hearing in front of City Commission regarding overturning the revocation or denial. The City Commission may overturn a license denial or revocation with a simple majority vote and resolution.
        v. In the event that a license is revoked due to the applicant violating one of the rules outlined above, the applicant may not apply for a new license until at least six (6) months have passed. An applicant having had multiple license revocations in the past may serve as justification to deny a new license application.
v. The Police Department may remove or cause to be removed any mobile food unit in violation of this section within the public right-of way after having notified in writing the owner of the mobile food unit of the intention to do so at least 48 hours prior to such removal.

Food Truck Corridor & Approved Areas Maps:



Food Truck Corridor (highlighted in teal)



Additional Approved Areas

CITY OF Dickinson North Dakota

Comments? Questions?

CITY OF Dickinson North Dakota

ORDINANCE NO. 2026

AN ORDINANCE AMENDING AND RE-ENACTING CHAPTER 50, RELATING TO MOBILE FOOD UNIT REGULATIONS AND LICENSING PROCEDURE

BE IT ORDAINED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF DICKINSON, NORTH DAKOTA, AS FOLLOWS:

SECTION 1: Section 50-75. – Commercial use of sidewalks, streets and public grounds restricted. of Chapter 50 of the Municipal Code of the City of Dickinson is hereby amended and re-enacted as follows:

Sec. 50-75. – Commercial use of sidewalks, streets and public grounds restricted.

a) *Prohibition*. Except as authorized by this article for locations within the DC District and the Mobile Food Unit Corridor, no person, firm, or entity shall sell, offer, or expose for sale any food, goods, wares, or merchandise, upon any public street, alley, sidewalk, public right-of-way or other public grounds owned or controlled by the City.
b) *Definitions*. The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Approved area means an area of public right-of-way or public property specifically set aside or approved by the City for use by mobile vendors and mobile food units. Information on approved areas shall be available from City Code Enforcement.

Adjacent to, as it relates to patio areas, means an area on the public sidewalk defined as the space between two lines, each drawn from the ends of a building or portion of a building housing a business, perpendicular to the right-of-way.

Cooking means the preparation of food through the use of heat by boiling, baking, roasting, microwaving, frying, grilling, smoking or any other method using heat.

~~*Designated area* means an area of public right-of-way or public property specifically set aside or designated by the City for use by mobile vendors. The boundaries and rules for use of each designated area shall be as shown by maps or diagrams produced by the City and available from City Engineering or City Administration.~~

Downtown Commercial District means the area of the zoning district entitled, "Downtown Commercial District," pursuant to Chapter 62, Article IV.

Food includes any food item meant for human consumption and any beverage meant for human consumption.

Grilling means the cooking of raw animal products such as meat, poultry or fish or vegetables on a flat top or charbroil style high-heat surface designed for such purpose, but

does not include smoking, deep-fat frying, wok or skillet-style cooking, rotisserie-style cooking or any other type of cooking.

Ice cream truck means a motor vehicle utilized as the point of retail sales of pre-wrapped or prepackaged ice cream or similar frozen dessert products

Merchandise includes, but is not limited to, plants, flowers, wearing apparel, jewelry, ornaments, artwork, household or office supplies or other goods or wares, and excepting food or beverages of any kind.

Mobile food unit means a trailer which may be moved by towing with a vehicle or a self-contained mobile food truck which is designed and used for displaying, cooking, keeping or storing any food or beverages for sale by a vendor. The mobile food unit must be inspected and approved by the Public Health Department/Environmental Health Division.

Mobile vendor means any person or entity engaged in the business of preparing or serving food or merchandise from a pushcart or a mobile ~~vendor vehicle~~food unit.

Mobile Food Unit Corridor includes public streets where mobile food units are permitted to operate without special permission.

~~*Mobile vendor vehicle* means a trailer which may be moved by towing with a vehicle or a self-contained mobile food truck which is designed and used for displaying, cooking, keeping or storing any food, beverages, merchandise or other articles for sale by a vendor. To the extent a mobile vendor vehicle is used for preparing, displaying, cooking, keeping or storing food or beverages, the mobile vendor vehicle must be inspected and approved by the Public Health Department/Environmental Health Division.~~

Outdoor merchandise area means an area in front of or adjacent to a retail business where merchandise is located on a public sidewalk for the purpose of displaying, exhibiting, selling or offering merchandise for sale.

Outdoor patio area means an area in front of or adjacent to a business maintaining a liquor license, a restaurant license or limited restaurant license issued by the City and located on a public sidewalk whereon tables, chairs or benches are placed for the purposes of serving food and/or alcoholic beverages.

Pushcart means a wheeled cart which may be moved by hand by one person without the assistance of a motor and which is designed and used for displaying, cooking, keeping or storing any food, beverages or other articles for sale by a vendor. To the extent a pushcart is used for displaying, keeping or storing food or beverages, the pushcart must be inspected and approved by the Public Health Department/Environmental Health Division.

c) Term and fee. Each permit required by this chapter unless otherwise stated shall expire on December 31 of each year, unless revoked by the City, regardless of the date of issuance. There shall be an application fee for permits issued under this chapter as provided in the City fee schedule.

d) Indemnity. Each application and permit required by this chapter shall clearly state that the applicant agrees to indemnify and hold the City harmless from any and all claims, demands or causes of action which may result from placement of outdoor patio areas, mobile vendors, sale of merchandise or sign on public property. The applicant shall, at the time of making application for the permit, provide proof of insurance to cover the risk of injury to person or property, including, but not limited to, public streets, alleys, sidewalks, public rights-of-way or other public grounds or property owned or controlled by the City, caused by the presence of items on public property. Said insurance shall provide minimum coverage for bodily injury of $1,000,000.00 per occurrence and in the aggregate. Such insurance shall be issued by an insurance company authorized to conduct business in the State, and the City shall be listed as a certificate holder on each such policy of insurance. Any license issued under this chapter shall immediately and automatically expire upon lapse or termination of said policy.

SECTION 2: Section 50-76. – Permitted uses of sidewalks, streets, or other public grounds. of Chapter 50 of the Municipal Code of the City of Dickinson is hereby amended and re-enacted as follows:

Sec. 50-76. – Permitted uses of sidewalks, streets, or other public grounds.

Except as allowed under the provisions of this chapter or as part of a permitted community event or festival within the DC District, it shall be unlawful for any person to sell, offer for sale or order, any food, goods, wares, merchandise, mechanical devices, animals or any other article of any kind whatsoever, by whatever name called, upon any public street, alley, sidewalk, public right-of-way or other City-owned or -controlled public grounds without a permit issued by the City.

1) *Outdoor patio areas*. No person may own, set up or operate an outdoor patio area on any public sidewalk without first obtaining a permit from the City. An application for an outdoor patio area and minimum rules for sidewalk clearances and border heights is available from the Building and Codes Department. Food and beverages may be sold in outdoor patio areas on the public sidewalks only pursuant to a permit issued by the City. An outdoor patio area must be adjacent to the business that has received the permit to operate the outdoor patio area. This section shall not apply to an outdoor patio area that is part of a permitted community event or festival. Permit holders for outdoor patio areas and their employees shall meet the following:
    a. The permit holder shall set up the outdoor patio area, including, but not limited to, the furniture, canopies, fencing and/or other accessories used for the outdoor patio area, only in the area designated by the City in the permit. An outdoor patio area may not include a roadway or alley. The outdoor patio area shall not impede, endanger or interfere with pedestrian or vehicular traffic. The City shall set minimum sidewalk standards with regard to obstructions located in the clear space required by this section.
    b. Furniture, canopies, fencing and/or other accessories used for the outdoor patio area shall be located so that a minimum of 48 consecutive inches of unobstructed

clear space for pedestrian travel within the pedestrian way, or the minimum required by the Americans with Disabilities Act, if greater, is maintained at all times.

c. The permit holder shall provide proper containers or some other means for the collection of waste and trash within the outdoor dining area permitted. The permit holder shall keep the immediate area around the outdoor dining area and the outdoor patio area clean of garbage, trash, paper, cups, cans, litter, or other spillage associated with the operation of the outdoor dining area. All waste and trash shall be properly disposed of by the permit holder.
d. The permit holder shall comply with all City health and other applicable regulatory agency requirements, including, but not limited to, the requirements for food service. The permit holder shall display in a conspicuous location all such required permits and/or licenses and shall provide copies of those permits and/or licenses to the City prior to issuance of a permit for an outdoor patio area by the City. The permit holder shall renew the permit annually. The permit holder shall continuously maintain the required approvals, permits and/or licenses and provide evidence to the City upon request.
e. The permit holder shall be responsible for the maintenance, upkeep, security, and safe condition of the furniture and accessories of the outdoor patio area and the City shall not be responsible for the same.
f. The permit holder shall not have on the premises any bell, siren, horn, loudspeaker or any similar device to attract the attention of possible customers nor shall the permit holder use any such device to attract attention.
g. Employees of the permit holder for the outdoor dining area shall not consume alcoholic beverages while working in the outdoor patio area.
h. For any outdoor patio area where alcoholic beverages are served, the permit holder shall comply with all State and local regulations for the sale, possession and/or consumption of alcoholic beverages and shall provide the City with a diagram and/or plans showing the location of the outdoor patio area where alcoholic beverages will be served. In addition, the area where alcoholic beverages are sold, possessed and/or consumed must be effectively bordered by a partition, temporary fence or other rigid device designed and intended to separate the outdoor patio area from passersby.
i. The permit holder shall not post any signs or other advertisements on any partitions, fences or other device designed and intended to separate the outdoor patio area from passersby.
j. The permit holder shall comply with the prohibitions on disturbing, annoying and unnecessary noises set forth in Chapter 38, Article IV.
k. The design of the furniture, canopies, fencing and/or other accessories, including a border required for an outdoor patio area by Subsection (1)h of this section, must be approved by the City prior to a permit being issued. The applicant must provide a scaled site plan including dimensions of the design of the furniture and

accessories to be used for the outdoor patio area as part of the application for a permit.

l. Tables, chairs, fences or dividers and any other structure or item placed on the sidewalk must be removed by November 1 each year and may not be set out until April 1 each year unless different dates are specifically allowed by the City Administrator.

m. Cooking or food preparation shall not be allowed in outdoor dining areas. Self-service food outdoors is allowed if approved by the Public Health Department/Environmental Health Division.

n. No outdoor patio area equipment or furniture may be placed in such a manner as to obstruct a building exit.

~~2) *Mobile vendors.* A mobile vendor may not cook, prepare, display, or sell food or merchandise on any public street, public alley or sidewalk or other public grounds except as allowed by this section. Upon application and receipt of a permit to do so issued by the City, a mobile vendor may, cook, prepare, display, or sell food or merchandise in or on any designated area that has been specifically identified by the City for that use. No mobile vendor shall locate or operate in an area of the City not zoned for the sale of prepared food or merchandise. This section shall not apply to a mobile vendor that is part of a permitted community event or festival. Permit holders for mobile vendors and their employees shall meet the following:~~

~~a. A mobile vendor may locate a mobile vendor vehicle or pushcart and operate in any designated area between the hours designated by the City for each designated area. Designated areas may be used from May 1 through October 31 each year. Designated areas are available to any permitted mobile vendor on a first-come, first-served basis. A mobile vendor may not reserve, occupy or otherwise attempt to hold a designated area prior to the time requirements set forth above.~~

~~b. A mobile vendor may not grill, barbeque or smoke food within 50 feet from any entrance of any building without first obtaining the written permission of the building owner and tenants served by those entrances.~~

~~c. A mobile vendor must provide and deploy portable lighting adequate to illuminate the vicinity of the mobile vendor vehicle or pushcart.~~

~~d. A mobile vendor may not set up chairs, tables or other temporary seating in a designated area.~~

~~e. A mobile vendor shall be responsible to remove any garbage, spills or stains or to repair any damage to the designated area resulting from its operations, and shall be prohibited from any dumping into the storm sewers.~~

~~f. A mobile vendor may not leave a mobile vendor vehicle or pushcart in a designated area unattended or overnight.~~

~~g. A mobile vendor wishing to utilize the City's designated areas to sell food or merchandise shall make application for a mobile vendor license on an application which is available from the Building and Codes Department. At a minimum, the information in the application must contain:~~

~~1. For the sale of food, a letter from the Public Health Department/Environmental Health Division stating that the mobile vendor vehicle or pushcart has been inspected and approved.~~
~~2. A certificate of insurance from a company licensed to do business in the State evidencing that the applicant has general liability insurance policies in effect with limits of at least $250,000.00 per individual and $1,000,000.00 per occurrence.~~
~~3. A mobile vendor failing to comply with any State law, City ordinance or policy adopted by the City is subject to permit suspension or revocation upon the order of the Board of City Commissioners.~~

2) *Mobile vendors*. This section is only applicable to mobile vendors that do not meet the definition of a mobile food unit or ice cream truck. Mobile food units and ice cream trucks are subject to the regulations listed in Section 50-76(3).
    a. Mobile vendors that do not meet the definition of a mobile food unit or an ice cream truck may not display or sell food or merchandise on any public street, public alley or sidewalk or other public grounds outside of a permitted community event or festival.
    b. Mobile vendors that do not meet the definition of a mobile food unit or ice cream truck may operate on private property within the following zoning districts without obtaining a license with the City, provided they have the permission of the property owner:
        i. Limited Commercial
        ii. Community Commercial
        iii. General Commercial
        iv. Limited Industrial
        v. Public
            1. If property is owned by the Park District, the applicant shall supply the Parks & Recreation division with all documentation as required by this section & acquire written approval proving they have permission to operate at the property
            2. If property is owned by the City of Dickinson, the applicant shall acquire written approval proving they have permission to operate the mobile food unit at the property. This does not apply to community events or festivals where the applicant has received a special event permit
    c. Mobile vendors must comply with all other applicable federal, state, county, and city regulations and requirements.
3) *Mobile food units.* No person may set up or operate a mobile food unit without first obtaining a license from the City of Dickinson and must meet the requirements and conditions laid out in this section.
    a. This license may only be obtained if the Public Health Department has licensed the mobile food unit. A license shall be acquired even if the mobile food unit is only participating in a special event or festival

b. Each license required by this section shall expire on January 31 of each year, regardless of the date of issuance. Licenses are non-transferable. There shall be a license fee as provided in the City Fee Schedule.
c. At minimum, the information in the license application must contain:
    1. Annual Fire & Safety inspection
    2. Mobile Food Unit License from the public health department
    3. Waste Management Plan
    4. A certificate of insurance from a company licensed to do business in North Dakota evidencing that the applicant has general liability insurance policies in effect with limits of at least $250,000 per individual and $1,000,000 per occurrence
    5. North Dakota Sales & Use Tax permit
d. Each application and license required by this Chapter shall clearly state that the applicant agrees to indemnify and hold the city harmless from any and all claims, demands or causes of action which may result from placement of outdoor patio areas, mobile vendors, sale of merchandise or sign on public property. The applicant shall, at the time of making application for the license, provide proof of insurance to cover the risk of injury to person or property, including but not limited to public street, alley, sidewalk, public right-of-way or other public grounds or property owned or controlled by the City, caused by the presence of items on public property. Said insurance shall provide minimum coverage for bodily injury of $1,000,000 per occurrence and in the aggregate. Such insurance shall be issued by an insurance company authorized to conduct business in the State of North Dakota, and the City of Dickinson shall be listed as a Certificate Holder on each such policy of insurance. Any license issued under this Chapter shall immediately and automatically expire upon lapse or termination of said policy.
e. A mobile food unit may operate in the following zoning districts, off of the public street, subject to all regulations in this section:
    1. Limited Commercial
    2. Community Commercial
    3. General Commercial
    4. Limited Industrial
    5. Public
        i. If property is owned by the Park District, the applicant shall supply the Parks & Recreation division with all documentation as required by this section & acquire written approval proving they have permission to operate the mobile food unit at the property
        ii. If property is owned by the City of Dickinson, the applicant shall acquire written approval proving they have permission to operate the mobile food unit at the property. This does not apply to community events or festivals where the applicant has received a special event permit or approved areas

f. Mobile food units looking to operate in public right-of-way adjacent to the Downtown Commercial (DC) zoning district must obtain a temporary use permit prior to operating.
g. For each license issued in compliance with this Section, Code Enforcement will issue two license decals. License decals shall be affixed to the vehicle in a way that they are visible from both the sidewalk and street when parked. Failure to display the decal shall be a violation of this Section.
h. A mobile food unit may not grill, barbeque or smoke food within 50 feet from any entrance of any building without first obtaining the written permission of the building owner and tenant(s) served by those entrances
i. A mobile food unit shall not be parked closer than 50 feet from a restaurant without first obtaining the written permission of the building owner
j. Exhaust from equipment shall be a minimum of 10 feet from structures
k. The license holder shall be responsible for the maintenance, upkeep and security of the mobile food unit.
l. The license holder shall comply with all noise regulations set forth in the City of Dickinson Municipal Code
m. A mobile food unit may not set up chairs, tables or other temporary seating in the public right-of-way. Chairs, tables, or other temporary seating may be set up on private property with written permission from the property owner
n. A mobile food unit shall be responsible to remove any garbage, spills or stains or repair any damage resulting from its operations.
o. A mobile food unit may not leave a mobile food unit or pushcart unattended at approved areas of operation
p. A mobile food unit may not operate within 500 feet of a special event licensed through the City. This does not apply to mobile vendors listed on the Special Event Permit that are taking part in the permitted event
q. A mobile food unit may not interfere with the required off-street parking for the approved area as required by the City of Dickinson Municipal Code
r. Parking on streets is permitted within the Mobile Food Unit Corridor provided it is in compliance with all ordinances, regulations, parking zones and posted signage and shall not hinder the lawful parking or operation of other vehicle
    1. A mobile food unit must locate the vending window open to the public sidewalk and as close as possible to the curb
s. Mobile food units must be mobile and must be removed from approved areas when not open for business. in the public right-of-way. Chairs, tables, or other temporary seating may be set up on private property with written permission from the property owner. The mobile food unit shall not function as a permanent structure
t. Ice cream trucks shall be permitted to operate on streets with a speed limit of 25 mph or less outside of the Downtown District
u. *Penalty for ordinance violations*. Any license issued pursuant to this section may be suspended or revoked by the Building Official or their designee for violating

any of the provisions of this chapter. Any licensee or agent or employee of a licensee who has violated any provisions of this chapter shall be subject to the following penalties:

1. First offense: $250 administrative fine
2. Second Offense: $500 administrative fine
3. Third Offense: $750 administrative fine & license revocation
    i. If an applicant wishes to contest a revocation, they shall submit a written request to the Building Official or their designee to be brought forward for a public hearing in front of City Commission regarding overturning the revocation or denial. The City Commission may overturn a license denial or revocation with a simple majority vote and resolution.
    ii. In the event that a license is revoked due to the applicant violating one of the rules outlined above, the applicant may not apply for a new license until at least six (6) months have passed. An applicant having had multiple license revocations in the past may serve as justification to deny a new license application.

v. The Police Department may remove or cause to be removed any mobile food unit in violation of this section within the public right-of way after having notified in writing the owner of the mobile food unit of the intention to do so at least 48 hours prior to such removal.

4) *Use of the sidewalk by an adjacent business for sale of merchandise*. Merchandise may not be sold on any public street, alley, sidewalk, public right-of-way or other public grounds in the City except as part of a permitted community event or festival or except pursuant to a permit for the temporary use of the sidewalk within the DC District issued by the City. An application for a permit to use the sidewalk to sell merchandise shall be available from the Building and Codes Department.

a. A permit to sell merchandise shall not be issued unless the proposed location is adjacent to the applicant's business and shall be located so that they do not impede, endanger or interfere with pedestrian or vehicular traffic.
b. A minimum of 48 consecutive inches of unobstructed clearance within the pedestrian way, or the minimum required by the Americans with Disabilities Act, if greater, must be maintained at all times.
c. Merchandise and the fixtures or devices on which the merchandise is displayed must not block regulatory signs, crosswalks or intersections and shall be sufficiently lit during times of low light in order to provide for safe pedestrian passage alongside the outdoor merchandise area.
d. All merchandise located within an outdoor merchandise area shall be placed so that the outdoor merchandise and the fixtures or devices on which the merchandise is displayed are stable and not easily tipped and do not include sharp edges, protrusions, or other features which may be hazardous to the public.
e. All displays of merchandise within the outdoor merchandise area must meet a minimum height of 28 inches tall or of sufficient size or height so that safe

pedestrian traffic is not impeded or must comply with the requirements of the Americans with Disabilities Act, whichever requirement is more restrictive.

f. All merchandise and the fixtures or devices on which the merchandise is displayed shall be moved inside the building or structure wherein the retail business is located during inclement weather, including, but not limited to, heavy rain, wind, ice or snow.
g. All merchandise and the fixtures or devises on which the merchandise is displayed must be secured so that it may not be dislodged during windy or stormy weather prior to being moved inside the building or structure wherein the retail business is located.
h. Outdoor merchandise areas shall not include merchandising of any live animals.
i. Alcoholic beverages may not be displayed or sold from outdoor merchandise areas.

5) *Pedestrian signs*. Pedestrian signs may be on a public sidewalk that is at least six feet in width, provided the dimensions and proposed location of the sign meet the following standards and provided a permit is obtained pursuant to Chapter 62, Article II, Division 1:
   a. A sign permit shall not be issued unless the proposed location is adjacent to the applicant's business and shall be located so that it does not impede, endanger or interfere with pedestrian or vehicular traffic.
   b. A minimum of 48 consecutive inches of unobstructed clearance within the pedestrian way, or the minimum required by the Americans with Disabilities Act, if greater, must be maintained at all times.
   c. The height of the sign shall not exceed four feet (48 inches) above the surface of the sidewalk. A height of five feet (60 inches) above the surface of the sidewalk is permitted if the sign is mounted on an easel.
   d. The width of the sign shall not exceed 30 inches, or a width that ensures that at least four feet (48 inches) of unobstructed clearance will exist on the sidewalk after sign placement, whichever results in the lesser sign width.
   e. No sign shall extend past one foot (12 inches) back from the curb or into any portion of the street surface or parking lane.
   f. Pedestrian signs shall be self-supporting and freestanding. Sign supports or features shall not protrude into the pedestrian area adjacent to the sign.
   g. Signs requiring electrical connections shall be prohibited.
   h. Permitted pedestrian signs may be displayed or located on the sidewalk only during hours the business is open.

SECTION 3: Repeal of Ordinances in Conflict. All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

SECTION 4: Severability. In the event any section of this Ordinance is held invalid by court of competent jurisdiction, the invalidity shall extend only to the section affected, and other sections of this Chapter shall continue in full force and effect.

SECTION 5: Effective Date: This Ordinance shall be in full force and effect from and after final passage.

Scott Decker, President
Board of City Commissioners

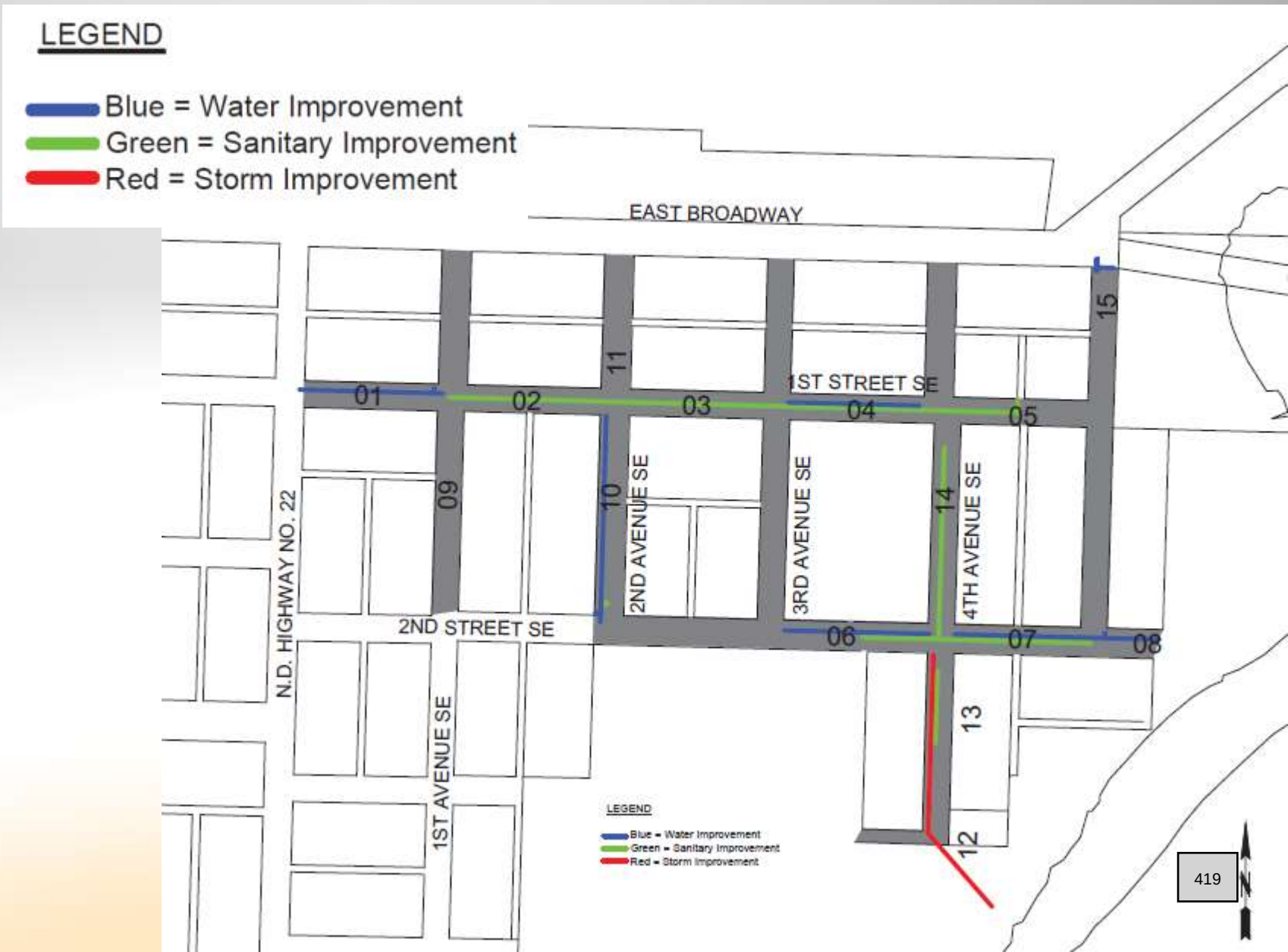
ATTEST

Dustin Dassinger, City Administrator

First Reading: _____, 2026
Second Reading: _____, 2026
Final Passage: _____, 2026

202605 - 2026 Utility & Street Improvement Project





CITY OF Dickinson North Dakota

Engineering Memorandum

April 15, 2026

RE: April 21st, 2026 Commission Meeting

202605 – 2026 UTILITY AND STREET IMPROVEMENT - GRANT CONTRACT WITH NORTH DAKOTA STATE WATER COMMISSION

For your consideration is a grant contract with the North Dakota State Water Commission (State) to fund a portion of the construction engineering and construction services of eligible bid items at a cost-share of 60-percent not to exceed **$2,031,151.00** as specified in State contract. The project was approved with the 2026 capital improvement project budget utilizing a number of revenue sources.

The city engineering staff recommends approval.

DWR Project No. 2050DIK
Planning and Education Division
April 2026

Agreement for Cost-Share Reimbursement
City of Dickinson
2026 Utility and Street Improvement

1. PARTIES. This agreement is between the State of North Dakota (State), by and through the State Water Commission (Commission), and the City of Dickinson (Sponsor).

2. PROJECT DESCRIPTION AND LOCATION. Sponsor is seeking funding for the replacement of water main along 3rd Avenue E, 2nd Avenue SE, 1st Street SE, 2nd Street SE, and 4th Street E. The Project is located in Stark County, North Dakota.

3. COMMISSION'S RESPONSIBILITY AND INTENT. Commission will provide Sponsor with cost-share, not to exceed $2,031,151, as approved by Commission on April 8, 2026, to reimburse 60 percent of the actual eligible costs incurred in Project, contingent on availability of funds and conditions of this agreement. Commission's intent in providing this funding to Sponsor is to assist Sponsor financially with Project costs. Sponsor retains sole and absolute discretion in the manner and means of carrying out Project, except to the extent specified in this agreement.

4. SPONSOR'S RESPONSIBILITIES. Sponsor must:

a. Complete Project.
b. Provide continued maintenance for Project.
c. Ensure all applicable permits (federal, state, and local) are obtained.
d. Acquire all title to land and easements for Project.
e. Comply with all North Dakota laws applicable to Project.
f. Maintain a Project file containing relevant documents and correspondence generated during the course of Project. Commission is not responsible for maintaining a Project file.
g. Provide a progress report to Commission at least every four years if the term of Project exceeds four years.
h. Notify Commission of any changes to Project funding, including additional funding or funding sources. Cost-share may be modified based on the revised local share.
i. Prior to signature, inform Commission and any other relevant party regarding Project of any errors, misinterpretations, changes, modifications, miscalculations, incorrect Project descriptions, or any other information stated herein that is inaccurate.
j. Notify Commission of litigation related to Project. If Project becomes the subject of litigation before all funds have been disbursed, the Secretary may withhold funds until litigation is concluded.
k. Provide Commission with access to inspect Project.

5. **ELIGIBLE COSTS.** Commission has sole discretion to determine eligible costs and availability of Commission funds. Additional information is outlined in Commission's cost-share policy. Commission will not cost-share in litigation costs unless there has been a separate authorization.

6. PAYMENT. Commission will make partial payments upon receipt and approval of Sponsor's written request. Sponsor must provide Commission verification of actual costs and a Project status report with each payment request. A Commission representative may inspect Project to determine whether the work satisfies Commission's cost share requirements before Commission makes payment(s) to Sponsor. Request for final payment must include verification of Project completion as requested by Commission.

7. INDEMNIFICATION. Sponsor must require all subcontractors, other than state employed subcontractors, before commencement of an agreement between Sponsor and the subcontractor, to defend, indemnify, and hold harmless State, from and against claims based on the vicarious liability of State or its agents, but not against claims based on State's negligence or intentional misconduct. This obligation to defend, indemnify, and hold harmless does not extend to professional liability claims arising from professional errors and omissions. The legal defense provided by subcontractor to State under this provision must be free of any conflicts of interest, even if retention of separate legal counsel for State is necessary. Subcontractor also agrees to reimburse State for all costs, expenses, and attorneys' fees incurred if State prevails in an action against subcontractor in establishing and litigating the indemnification coverage required herein. This obligation continues after the termination of this agreement.

8. INSURANCE. Sponsor must secure and keep in force during the term of this agreement, from an insurance company, government self-insurance pool, or government self-retention fund authorized to do business in North Dakota, commercial general liability with minimum limits of liability of $500,000 per person and $2,000,000 per occurrence.

In addition, Sponsor must require all subcontractors, other than state employed subcontractors, before commencement of an agreement between Sponsor and the subcontractor, to secure and keep in force during the term of this agreement, from insurance companies authorized to do business in North Dakota, the following insurance coverages:

a. Commercial general liability, including premises or operations, contractual, and products or completed operations coverages (if applicable), with minimum liability limits of $2,000,000 per occurrence.
b. Automobile liability, including Owned (if any), Hired, and Non-owned automobiles, with minimum liability limits of $500,000 per person and $2,000,000 per occurrence.
c. Workers' compensation coverage meeting all statutory requirements. The policy must provide coverage for all states of operation that apply to the performance of this agreement.
d. If subcontractor is domiciled outside State, employer's liability or "stop gap" insurance of not less than $2,000,000 as an endorsement

on the workers' compensation or commercial general liability insurance.

The insurance coverages listed above must meet the following additional requirements:

e. Any deductible or other similar obligation under the policies is the sole responsibility of the subcontractor. The amount of any deductible is subject to approval by State.

f. This insurance may be in policy or policies of insurance, primary and excess, including the so-called umbrella or catastrophe form, and must be placed with insurers rated "A-" or better by A.M. Best Company, Inc., provided any excess policy follows form for coverage. Less than an "A-" rating must be approved by the State. The policies must be in form and terms approved by the State.

g. State will be defended, indemnified, and held harmless to the full extent of any coverage actually secured by the subcontractor in excess of the minimum requirements set forth above. The duty to defend, indemnify, and hold harmless State under this agreement is not limited by the insurance required in this agreement.

h. State must be endorsed on the commercial general liability policy, including any excess policies, as additional insured. State must have all the benefits, rights, and coverages of an additional insured under these policies that are not limited to the minimum limits of insurance required by this agreement or by the contractual indemnity obligations of Sponsor.

i. The insurance required in this agreement, through a policy or endorsement, must include:

(1) A "Waiver of Subrogation" waiving any right to recovery the insurance company may have against State;

(2) A provision that subcontractor's insurance coverage is primary (i.e., pay first) as respects any insurance, self-insurance, or self-retention maintained by State and that any insurance, self-insurance, or self-retention maintained by State must be in excess of the subcontractor's insurance and must not contribute with it;

(3) Cross liability/severability of interest for all policies and endorsements;

(4) The legal defense provided to State under the policy and any endorsements must be free of any conflicts of interest, even if retention of separate legal counsel for State is necessary;

(5) The insolvency or bankruptcy of the insured subcontractor must not release the insurer from payment under the policy, even when such insolvency or bankruptcy prevents the insured subcontractor from meeting the retention limit under the policy.

j. Failure to provide insurance as required in this agreement is a material breach of contract entitling State to terminate this agreement immediately.

9. BREACH. Violation of any provision of this agreement by Sponsor constitutes breach of this agreement. A breach obligates Sponsor to reimburse Commission for all funds paid to Sponsor and relieves Commission of all obligations under this agreement.

10. AGREEMENT BECOMES VOID. This agreement is void if not signed and returned by Sponsor within 60 days of Commission's signature.

11. TERMINATION.

a. Commission may terminate this agreement effective upon delivery of written notice to Sponsor, or a later date as may be stated in the notice, under any of the following conditions:
   (1) If Commission determines an emergency exists.
   (2) If funding from federal, state, or other sources is not obtained and continued at levels sufficient to provide the funds necessary to comply with this agreement. The parties may modify this agreement to accommodate a reduction in funds.
   (3) If federal or state laws or rules are modified or interpreted in a way that the services are no longer allowable or appropriate for purchase under this agreement or are no longer eligible for the funding proposed for payments authorized by this agreement.
   (4) If any license, permit, or certificate required by law, rule, or this agreement is denied, revoked, suspended, or not renewed.
   (5) If Sponsor does not submit a timely progress report under 4.(g.), or the Commission determines after reviewing a progress report that Project has not made sufficient progress.
   (6) If Commission determines that continuing the agreement is no longer necessary or would not produce beneficial results commensurate with the further expenditure of public funds.

b. Any termination of this agreement is without prejudice to any obligations or liabilities of either party already accrued prior to termination.

c. The rights and remedies of any party provided in this agreement are not exclusive.

12. APPLICABLE LAW AND VENUE. This agreement is governed by and construed under the laws of State. Any action to enforce this agreement must be adjudicated exclusively in the District Court of Burleigh County, North Dakota.

13. SEVERABILITY. If any term of this agreement is declared by a court having jurisdiction to be illegal or unenforceable, the validity of the remaining terms is unaffected, and if possible, the rights and obligations of the parties are to be construed and enforced as if the agreement did not contain that term.

14. SPOLIATION – PRESERVATION OF EVIDENCE. Sponsor agrees to promptly notify Commission of all potential claims that arise or result from this agreement. Sponsor must also take all reasonable steps to preserve all physical evidence and information that may

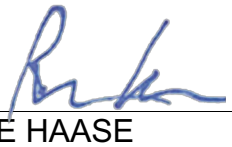
be relevant to the circumstances surrounding a potential claim, while maintaining public safety, and grants to Commission the opportunity to review and inspect the evidence, including the scene of an accident.

15. NONDISCRIMINATION. Sponsor agrees to comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), N.D.C.C. title 34, and all applicable federal and state laws, rules, and policies relating to nondiscrimination, accessibility, and civil rights.

16. MERGER AND MODIFICATION. This agreement constitutes the entire agreement between the parties. There are no understandings, agreements, or representations, oral or written, not specified within this agreement. This agreement may not be modified, supplemented, or amended in any manner, except by written agreement signed by both parties.

17. AUTHORITY TO SIGN. Each of the undersigned warrants that they have explained this Agreement to the party they represent and are authorized to execute this Agreement on the party's behalf.

NORTH DAKOTA STATE WATER COMMISSION

By: 

REICE HAASE
Secretary

Date: 04/20/2026

CITY OF DICKINSON

By: _____

SCOTT DECKER
Mayor

Date: _____

_____
Countersignature and Date (if required)

_____
Print Name and Title

NORTH Dakota | Water Resources
Be Legendary.

Commission Date : 4/8/26
Commission Action : Approved (slbrost)

Approved for state cost-share at 60% for construction in the amount of $2,031,151.

MEMORANDUM

TO: Lt. Governor, Michelle Strinden
Members of the State Water Commission
FROM: Reice Haase, Secretary
SUBJECT: State Water Supply – City of Dickinson
2026 Utility and Street Improvement
DATE: March 26, 2025

Background & Description

The City of Dickinson is requesting construction cost-share for their 2026 Utility and Street Improvement (Project). The Project is replacement of approximately 4,265 feet of aging cast iron and asbestos cement water main along 3rd Avenue E, 2nd Avenue SE, 1st Street SE, 2nd Street SE, and 4th Street E, and is part of combined street, sanitary sewer, storm sewer, and water supply improvements planned for Dickinson. The Project is located in Stark County.

Supplemental Information

Water Development Plan/Priority	2025 / Low
New/Future/Current Service Users	0 / 0 / 81
Present Value Cost / User (Preferred Alternative)	$3,111
Rate / 5,000-Gallons	$50
Comparable Rate / 5,000-Gallons	$61
Water Source – Upper Heart Basin	

Schedule

Task	Dates
Study	--
Design	Feb. 2026
Bid	Mar. 12, 2026
Construction	May 2026
Completion	Oct. 2026

Cost-Share Funding Summary

	Preconstruction	**Construction**	Total	Approved	**Recommend**
Noneligible Cost	$753,000	$6,944,593	$7,697,593		
Eligible Cost	$0	$3,385,252	$3,385,252		
Total	$753,000	$10,329,845	$11,082,845		
Cost-Share 60%	$0	**$2,031,151**	$2,031,151		**$2,031,151**

This project, as presented, meets the guidelines of the Water Commission's cost-share policy. Therefore, this request by the City of Dickinson for state cost-share participation in the 2026 Utility and Street Improvement project at 60 percent of eligible costs, not to exceed $2,031,151, is eligible for consideration, contingent on available funding.

RH:jsp:ln/2050DIK

1200 Memorial Highway | Bismarck, ND 58504 | 701.328.2750 | DWR.nd.gov

CITY OF Dickinson North Dakota

Engineering Memorandum

April 16, 2026

RE: April 21st Commission Meeting

202607 – 2026 SIDEWALK PROGRAM – BID AWARD TO WINN CONSTRUCTION

For your consideration is a bid award for the project number 202607 – 2026 Sidewalk Program project. The bid opening took place at City Hall on Thursday April 16, 2026 where two bids were received. The engineer's opinion of probable cost was $101,078.12, and the lowest total bid was ***$100,704.43***.

The 2026 Sidewalk Program Special Improvement District Resolution which was approved at the March 24, 2026 City Commission meeting created the sidewalk special improvement district of the City of Dickinson. This authorized the improvements and assessments as a voluntary funding option for all citizens. The SID is payable over a 10-year period at an interest rate of 4.1%. Special assessments paid in full by October 1, 2026, will not be charged interest and no penalty will be levied for paying the special assessments early.

This mechanism will allow citizens to make improvements to sidewalks, curbs, gutters and driveways which are within the street right of way through a voluntary special assessment process and have the cost thereof assessed as special assessments against the improved parcel, upon compliance with certain requirements of the City. This resolution will create the legal authority for the City of Dickinson to assess costs for sidewalks and curb and gutter improvements to properties within the City of Dickinson

The construction is planned to be completed during the 2026 construction season. The project was budget in the 2026 capital improvement project plan.

The city engineering staff recommends approval.

CITY OF Dickinson North Dakota | ENGINEERING & COMMUNITY DEVELOPMENT

Bid Opening

2026 Sidewalk Program

City of Dickinson Project No. 202607

April 16, 2026 | 8:00 AM MT | Dickinson City Hall

Prime Plan Holders	No Addendum Acknowledgement	Separate Bid Security Envelope		Bid Envelope		Bid Amount
		5% Bid Bond	ND Contractor License	Subcontractor/ supplier list (00410)	Qualification Statement (00420)	
Winn Construction	Y	Y	Y	Y	Y	$100,704.43
Tooz Construction	N	Y	Y	Y	Y	$102,159.10
Engineer's Estimate						$101,078.12

Certification:

I certify that these bids were received and opened on Thursday, *April 16th, 2026, at 8:00 AM MT* at *Dickinson City Hall, 38 1st Street West, Dickinson, ND*.

Joshua M. Skluzacek — 4-17-2026

Joshua M. Skluzacek — Date

CITY OF Dickinson North Dakota | ENGINEERING & COMMUNITY DEVELOPMENT

Bid Tabulation

2026 Sidewalk Program

City of Dickinson Project No. 202607

April 16, 2026 | 8:00 AM MT | Dickinson City Hall

				Engineer's Estimate		Winn Construction		Tooz Construction	
Item	Unit Description	Quantities	Unit	Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost
1	4" Concrete Sidewalk	4,000	SF	$9.67	$38,688.00	$9.63	$38,520.00	$9.89	$39,560.00
2	6" Concrete Driveway/Sidewalk	1,000	SF	$12.38	$12,376.00	$12.48	$12,480.00	$12.77	$12,770.00
3	Concrete Removal	5,000	SF	$2.29	$11,440.00	$2.25	$11,250.00	$2.27	$11,350.00
4	Concrete Pavement Removal	300	SF	$2.86	$858.00	$2.89	$867.00	$2.85	$855.00
5	Mobilization	8	EA	$754.00	$6,032.00	$875.00	$7,000.00	$740.00	$5,920.00
6	Reinforced Concrete Removal	150	SF	$4.42	$663.00	$4.40	$660.00	$4.30	$645.00
7	Asphalt Removal	30	SF	$2.86	$85.80	$2.70	$81.00	$2.75	$82.50
8	Asphalt Replacement	30	SF	$10.92	$327.60	$11.37	$341.10	$10.50	$315.00
9	Saw Cutting - Concrete	30	LF	$12.06	$361.92	$11.93	$357.90	$11.60	$348.00
10	Saw Cutting - Asphalt	30	LF	$10.66	$319.80	$10.85	$325.50	$10.55	$316.50
11	Aggregate Base Course CL 5	30	Cu Yd	$91.52	$2,745.60	$88.38	$2,651.40	$88.00	$2,640.00
12	Reinforced Steel	300	LF	$1.14	$343.20	$1.02	$306.00	$1.12	$336.00
13	Standard Curb and Gutter	400	LF	$38.48	$15,392.00	$37.98	$15,192.00	$39.25	$15,700.00
14	Curb and Gutter Removal	400	LF	$8.32	$3,328.00	$7.23	$2,892.00	$7.95	$3,180.00
15	Dowels	10	EA	$3.12	$31.20	$2.66	$26.60	$2.95	$29.50
16	Concrete Grinding	60	LF	$28.08	$1,684.80	$23.61	$1,416.60	$28.25	$1,695.00
17	8" Concrete Valley Gutter	30	SF	$13.26	$397.80	$13.08	$392.40	$13.95	$418.50
18	Joint Sealant	60	LF	$2.86	$171.60	$3.01	$180.60	$2.85	$171.00
19	New Sidewalk Surface Prep	400	SF	$1.56	$624.00	$1.53	$612.00	$1.60	$640.00
20	Concrete Collar Manhole	1	EA	$717.60	$717.60	$720.65	$720.65	$710.00	$710.00
21	Valve Box	1	EA	$598.00	$598.00	$595.04	$595.04	$650.00	$650.00
22	ADA Ramp	3	EA	$1,222.00	$3,666.00	$1,200.18	$3,600.54	$1,200.00	$3,600.00

24	Grass Seed	150	SF	$1.35	$202.80	$1.36	$204.00	$1.35	$202.50
23	.5" x 4" Expansion	30	LF	$0.78	$23.40	$1.07	$32.10	$0.82	$24.60
				Total Estimate	$101.078.12	Total Bid	$100,704.43	Total Bid	$102,159.10

Certification:

I certify that these bids were received and opened on Thursday, *April 16th, 2026, at 8:00 AM MT* at *Dickinson City Hall, 38 1st Street West, Dickinson, ND*.

4-17-2026

Joshua M. Skluzacek Date

This document has important legal consequences; consultation with an attorney is encouraged with respect to its use or modification. This document should be adapted to the particular circumstances of the specific Agreement between Owner and Engineer, and the controlling Laws and Regulations.

EJCDC® E-505, Agreement between Owner and Engineer for Professional Services—Task Order Edition, is published in four parts: (1) the Main Agreement (general provisions governing all Task Orders)(see below); (2) the Exhibits to Main Agreement; (3) the Task Order Form; and (4) the Exhibits to Task Order. The Main Agreement contains a Guidelines for Use section that pertains to all four parts of E-505.

AGREEMENT BETWEEN OWNER AND ENGINEER FOR PROFESSIONAL SERVICES— TASK ORDER EDITION

PART 1 OF 4: MAIN AGREEMENT

Prepared by









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AGREEMENT BETWEEN OWNER AND ENGINEER FOR PROFESSIONAL SERVICES—TASK ORDER EDITION

MAIN AGREEMENT

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AGREEMENT BETWEEN OWNER AND ENGINEER FOR PROFESSIONAL SERVICES—TASK ORDER EDITION

MAIN AGREEMENT

This Main Agreement effective as of **April 13, 2026** is a part of the Agreement between **The City of Dickinson, North Dakota** (Owner) and **Northern Plains Engineering** (Engineer). Other terms used in the Agreement are defined in Article 7.

From time to time Owner may request that Engineer provide professional services for Specific Projects. Each engagement will be documented by a Task Order. This Main Agreement sets forth the general terms and conditions that apply to all duly executed Task Orders.

Owner and Engineer further agree as follows:

ARTICLE 1—SERVICES OF ENGINEER

1.01 General

A. Engineer's services will be detailed in a duly executed Task Order for each Specific Project, or for a portion of a Specific Project.

B. The Main Agreement is not a commitment by Owner to issue any Task Orders.

C. Engineer will not be obligated to perform any prospective Task Order unless and until (1) Owner and Engineer agree to the particulars of the assignment, including the scope of Engineer's services, time for performance, Engineer's compensation, and all other appropriate matters, and include such particulars in the Task Order, and (2) Owner and Engineer both sign the Task Order.

D. Each duly executed Task Order will be subject to the terms and conditions of (a) this Main Agreement; (b) the Main Agreement's exhibits; (c) any executed written amendments of the Main Agreement (see Exhibit C); (d) the specific Task Order itself; (e) the specific Task Order's exhibits; and (f) any amendments or modifications of the specific Task Order.

1.02 Task Order Procedure

A. The general recommended format of a Task Order is presented in the accompanying Task Order Form. Commonly-used Task Order exhibits are presented in the accompanying Exhibits to Task Order document.

B. Each specific Task Order will indicate:

1. Project Background Data;

2. Specific services to be performed by Engineer ("Scope"), including key deliverables;

3. Additions or Modifications to Owner's Responsibilities;

4. Task Order Schedule;

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5. Engineer's Compensation for Task Order; and

6. Primary Subconsultants, if any.

C. With respect to the Engineer's scope of services under a specific Task Order, each specific Task Order will either (1) be accompanied by and incorporate an Exhibit A, "Engineer's Services Under Task Order," and Exhibit B, "Deliverables Schedule," prepared for the specific Task Order, or (2) state a customized scope of services and deliverables schedule in the Task Order document itself or in an attachment.

D. Upon signature of the Task Order by both parties (but no earlier than the Effective Date of the specific Task Order), Engineer will commence performance and furnish, or cause to be furnished, the services authorized by the Task Order.

E. Task Orders may be amended as set forth in Paragraph 8.05.B of this Main Agreement.

1.03 Management of Engineering Services

A. All phases of Engineer's services under each Task Order will include management of Engineer's Specific Project responsibilities, including but not limited to the following management tasks, whether separately tracked and itemized or included as being incidental to other phase and scope task items.

1. Develop and submit an Engineering Services Schedule. The Engineering Services Schedule will:

a. be consistent with and serve as a supplement to the Schedule of Deliverables set forth in Exhibit B to Task Order.

b. be updated on a regular basis, and as required to reflect any programmatic decisions by Owner.

c. include, but not be limited to, an anticipated sequence of tasks; estimates of task duration; interrelationships among tasks; milestone meetings and submittals; anticipated schedule of construction; and other pertinent Project events.

2. Develop and submit detailed work plans from Exhibit A to Task Order tasks.

3. Coordinate services within Engineer's internal team, and with Subconsultants and Engineer's Subcontractors.

4. Prepare for and participate in meetings with consultants and contractors working on other parts of the Specific Project that may affect, or be affected by, Engineer's services or resulting construction.

5. Prepare and submit **periodic** engineering services progress reports to the Owner. Include a summary of services performed in period, expected progress in next period, percent completion of current tasks, and a description of major issues or concerns.

6. Special Invoicing: In addition to, or as a substitute for, Engineer's standard invoicing, for each invoice provide the specified additional information or documentation, following the invoicing procedures indicated: **Not Applicable**.

7. Conduct ongoing management tasks, including:

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a. Maintaining communications records and files pertaining to or arising from Engineer's services;

b. With respect to Engineer's services and other directly relevant parts of the Specific Project, prepare for and participate in periodic progress meetings with Owner to discuss progress, schedule, budget, issues, potential problems and their resolution; and

c. Preparing agendas prior to and minutes following all Engineer-led meetings.

B. Unless a different standard is expressly set forth in a specific Task Order, in all phases of Engineer's services, Engineer shall prepare draft and final Drawings in accordance with **Engineer's CAD standards**, using **AutoCad Civil 3D** software.

C. The source documents for the draft and final Specifications in all phases of Engineer's services will be **Owner's standard specifications**, unless a different source document is expressly identified in the specific Task Order.

1.04 Sequencing and Coordination

A. For each Task Order, the Work to be designed or specified by Engineer, upon which the Engineer's scope has been established, will be performed or furnished under one prime Construction Contract, unless specified otherwise in the Task Order.

B. If the Work designed or specified by Engineer under a specific Task Order is to be performed or furnished under more than one prime Construction Contract, or if Engineer's services are to be separately sequenced with the work of one or more of Owner's consultants or contractors (such as in the case of fast-tracking), then:

1. the Task Order's Deliverables Schedule will account for the need to sequence and properly coordinate Engineer's services as applicable to the Work under the Construction Contracts; or

2. If the Task Order does not address such sequencing and coordination, then Owner and Engineer will jointly develop a schedule for sequencing and coordination of services prior to commencement of final design services; this schedule is to be prepared and included in or become an amendment to the authorizing Task Order, whether the work under such contracts is to proceed concurrently or sequentially.

ARTICLE 2—OWNER'S RESPONSIBILITIES

2.01 Application of Owner's Responsibilities

A. The responsibilities of Owner set forth in Article 2 apply to each Specific Project and each specific Task Order. Supplemental responsibilities of Owner applicable only to a specific Task Order may be stated in the specific Task Order.

2.02 Project Information

A. To the extent Owner has not already provided the following, or has new, additional, or revised information from that previously provided, Owner shall provide Engineer with information and data needed by Engineer in the performance of the Specific Project, including Owner's:

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1. design objectives and constraints;
2. space, capacity, and performance requirements;
3. flexibility and expandability needs;
4. design and construction standards;
5. budgetary limitations; and
6. any other available information pertinent to the Specific Project including reports and data relative to previous designs, construction, or investigation at or adjacent to the Site.

B. Following Engineer's assessment of initially-available information and data and upon Engineer's request, Owner shall obtain, furnish, or otherwise make available (if necessary through retention of specialists or consultants) such additional information and data as is reasonably required to enable Engineer to complete its Basic and Additional Services under the Task Order; or, with consent of Engineer, Owner may authorize the Engineer to obtain or provide all or part of such additional information as Additional Services. Such additional information or data may include the following:

1. Property descriptions.
2. Zoning, deed, and other land use restrictions.
3. Surveys, Mapping, and Utility Documentation.
4. Property, boundary, easement, right-of-way, and other special surveys or data, including establishing relevant reference points.
5. Explorations and tests of subsurface conditions at or adjacent to the Site; geotechnical reports and investigations; drawings of physical conditions relating to existing surface or subsurface structures at the Site; hydrographic surveys, laboratory tests and inspections of samples, materials, and equipment; with appropriate professional interpretation of such information or data.
6. Environmental assessments, audits, investigations, and impact statements, and other relevant environmental, historical, or cultural studies relevant to the Specific Project, the Site, and adjacent areas.
7. Data or consultations as required for the specific Task Order but not otherwise identified in this Agreement.

C. Owner shall examine all alternative solutions, studies, reports, sketches, Drawings, Specifications, proposals, and other documents presented by Engineer (including obtaining advice of an attorney, risk manager, insurance counselor, financial/municipal advisor, and other advisors or consultants as Owner deems appropriate with respect to such examination) and render in writing timely decisions pertaining thereto.

D. If a specific Task Order requires Engineer to assist Owner in collating the various cost categories that comprise Total Project Costs, Owner shall furnish to Engineer data as to Owner's anticipated costs for services to be provided to Owner by others (including, but not limited to, accounting, bond and financial, independent cost estimating, insurance counseling, and legal advice).

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E. Owner shall advise Engineer if any invention, design, process, product, or device that Owner has requested, required, or recommended for inclusion in the Drawings or Specifications prepared or furnished under a Task Order will be subject to payment (whether by Owner or Contractor) of any license fee or royalty to others, as required by patent rights or copyrights.

F. Owner shall inform Engineer as to whether Engineer's assistance is requested with respect to Owner's evaluation of the possible use of Project Strategies, Technologies, and Techniques, as defined in Exhibit A to Task Order.

G. Owner shall inform Engineer as to whether Engineer's assistance is requested in identifying opportunities for enhancing the sustainability of the Specific Project.

2.03 Owner's Instructions Regarding Bidding and Construction Contract Documents

A. Owner shall give instructions to Engineer regarding Owner's procurement of construction services (including instructions regarding advertisements for bids, instructions to bidders, and requests for proposals, as applicable) and Owner's construction contract practices and requirements, and furnish to Engineer (or give specific directions requesting Engineer to use copies already in Engineer's possession) the following:

1. Owner's standard contract forms, general conditions (if other than the current edition of EJCDC® C-700, Standard General Conditions of the Construction Contract), supplementary conditions, text, and related documents and content for Engineer to include in the draft bidding-related documents (or requests for proposals or other construction procurement documents), and in draft Construction Contract Documents;

2. insurance and bonding requirements;

3. protocols for electronic transmittals during bidding and construction;

4. Owner's safety and security programs applicable to Contractor and other Constructors;

5. diversity and other social responsibility requirements;

6. bidding and contract requirements of funding, financing, or regulatory entities;

7. other specific conditions applicable to the procurement of construction or contract documents;

8. any other information necessary for Engineer to assist Owner in preparing, for each Specific Project, bidding-related documents (or requests for proposals or other construction procurement documents) and Construction Contract Documents.

B. Owner shall have responsibility for the final content of (1) such bidding-related documents (or requests for proposals or other construction procurement documents), and (2) those portions of any Construction Contract other than the design (as set forth in the Drawings, Specifications, or otherwise) and other engineering or technical matters.

1. Owner shall seek the advice of Owner's legal counsel, risk managers, and insurance advisors with respect to the drafting and content of such documents.

C. Owner shall place and pay for advertisements for Bids in appropriate publications.

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2.04 Owner-Furnished Services

A. Recognizing and acknowledging that Engineer's services and expertise do not include the following services, Owner shall obtain, as required for each Specific Project:

1. Accounting, bond and financial advisory services (including, if applicable, "municipal advisor" services as described in Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (2010) and the municipal advisor registration rules issued by the Securities and Exchange Commission), independent cost estimating, and insurance counseling services.

2. Legal services, including attorney review of proposed Construction Contract Documents, legal services required by Owner, legal services needed as a result of issues raised by Contractor, and Project-related legal services reasonably requested by Engineer.

3. Auditing services, including those needed by Owner to ascertain how or for what purpose Contractor has used money paid to it.

B. Owner shall provide the services of an independent testing laboratory to perform all inspections, tests, and approvals of samples, materials, and equipment required by the Construction Contract Documents (other than those required to be furnished or arranged by Contractor), or to evaluate the performance of materials, equipment, and facilities of Owner, prior to their incorporation into the Work with appropriate professional interpretation thereof. Owner shall provide Engineer with the findings and reports generated by testing laboratories, including findings and reports obtained from or through Contractor.

C. Owner shall acquire or arrange for acquisition of the Site(s) and any temporary or permanent rights of access, easements, or property rights needed for each Specific Project.

D. With respect to the portions or phases of each Specific Project designed or specified by Engineer, Owner shall provide, obtain, or arrange for:

1. all required reviews, approvals, consents, and permits from governmental authorities having jurisdiction, and

2. such reviews, approvals, and consents from others as may be necessary for completion of each portion or phase of the Specific Project.

E. Owner may delegate to a Contractor or others the responsibilities set forth in Paragraphs 2.04.C and D.

2.05 Owner's General Responsibilities

A. Owner shall inform Engineer of the policies, procedures, and requirements of Owner that are applicable to Engineer's performance of services under this Agreement and under each Task Order.

B. Owner will provide Engineer with Owner's budget for each Specific Project, including type and source of funding to be used and will promptly inform Engineer if the budget or funding sources change.

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C. Owner shall inform Engineer in writing of any safety or security programs that are applicable to the personnel of Engineer, its Subconsultants, and Engineer's Subcontractors, as they visit the Site or otherwise perform services under this Agreement and under each Task Order.

D. Owner shall arrange for safe access to and make all provisions for Engineer to enter upon public and private property as required for Engineer to perform services under this Agreement and under each Task Order.

E. Owner shall provide necessary direction and make decisions, including prompt review of Engineer's submittals, and carry out its other responsibilities in a timely manner so as not to delay Engineer's performance of its services.

F. Owner shall be responsible for all requirements and instructions that it furnishes to Engineer pursuant to this Agreement, and for the accuracy and completeness of all programs, reports, data, and other information furnished by Owner to Engineer pursuant to this Agreement or any Task Order. Engineer may use and rely upon such requirements, programs, instructions, reports, data, and information in performing or furnishing services under this Agreement or any Task Order, subject to any express limitations or reservations applicable to the furnished items.

G. Owner shall give prompt written notice to Engineer whenever Owner observes or otherwise becomes aware of:

1. any development that affects the scope or time of performance of Engineer's services;

2. the presence at the Site of any Constituent of Concern; or

3. any relevant, material defect or nonconformance in: (a) Engineer's services, (b) the Work, (c) the performance of any Constructor, or (d) Owner's performance of its responsibilities under this Agreement.

H. Owner shall advise Engineer of the identity and scope of services of any independent consultants employed by Owner to perform or furnish services in regard to a Specific Project, including, but not limited to, cost estimating, project peer review, value engineering, and constructability review.

I. If Owner designates a construction manager, site representative, or any individual or entity other than, or in addition to, Engineer to represent Owner at the Site, then Owner shall define and set forth, in an exhibit to the governing Task Order, the duties, responsibilities, and limitations of authority of such other party and the relation thereof to the duties, responsibilities, and authority of Engineer.

J. Owner shall:

1. Attend and participate in the pre-bid conference, bid opening, pre-construction conferences, construction progress and other job-related meetings, and Site visits to determine Substantial Completion and readiness of the completed Work for final payment.

2. Primarily communicate with Engineer's Subcontractors and Subconsultants through the Engineer.

a. Promptly inform Engineer of the substance of any communications between Owner and Engineer's Subcontractors or Subconsultants.

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b. Refrain from directing the services of Engineer's Subcontractors or Subconsultants.

3. Authorize Engineer to provide Additional Services as set forth in Part 2 of Exhibit A of each Task Order, as required.

4. Perform or provide the following:

a. All other Owner responsibilities expressly identified in any Task Order, not otherwise set forth in this Agreement.

2.06 Payment

A. Owner shall pay Engineer as set forth in each Task Order, pursuant to the applicable terms of Article 4.

ARTICLE 3—TERM AND TIMES FOR RENDERING SERVICES

3.01 Term

A. This Agreement will be effective and applicable to Task Orders issued hereunder for **5** years from the Effective Date of the Agreement.

B. The parties may extend or renew this Agreement, with or without changes, by written instrument establishing a new term.

3.02 Commencement

A. Engineer is authorized to begin rendering services under a Task Order as of the Effective Date of the Task Order.

3.03 Time for Completion

A. The Effective Date of the Task Order and the times for completing services or providing deliverables will be stated in each Task Order.

B. If, through no fault of Engineer, such periods of time or dates are changed, or the orderly and continuous progress of Engineer's services is impaired, or Engineer's services are delayed or suspended, then the time for completion of Engineer's services, and the rates and amounts of Engineer's compensation, will be adjusted equitably.

C. If Owner authorizes changes in the scope, extent, or character of a Specific Project, or of Engineer's services, then the time for completion of Engineer's services, and the rates and amounts of Engineer's compensation, will be adjusted equitably.

D. If the Contract Times to complete the Work under a Construction Contract are extended beyond the period stated in the governing Task Order, Owner will pay Engineer for the additional services during the extension based on the Standard Hourly Rates Method of Payment.

E. If Engineer fails, for reasons within the control of Engineer, to complete the performance required in a Task Order within the time set forth, as duly adjusted, then Owner shall be entitled, as its sole remedy, to the recovery of direct damages to the extent, if any, resulting from such failure by Engineer.

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ARTICLE 4—INVOICES AND PAYMENTS

4.01 Invoices

A. Preparation and Submittal of Invoices: Engineer shall prepare invoices in accordance with its standard invoicing practices; the terms of any progress reporting and special invoicing requirements in Paragraph 1.03, or as otherwise required in Exhibit A to the Task Order; and with the applicable terms of Appendix 1 to Main Agreement, Reimbursable Expenses Schedule, and Appendix 2 to Main Agreement, Standard Hourly Rates Schedule. Engineer shall submit its invoices to Owner on a monthly basis. Invoices are due and payable within 30 days of receipt.

4.02 Payments

A. Application to Interest and Principal: Payment will be credited first to any interest owed to Engineer and then to principal.

B. Disputed Invoices: If Owner disputes an invoice, either as to amount or entitlement, then Owner shall promptly advise Engineer in writing of the specific basis for doing so, may withhold only that portion so disputed, and must pay the undisputed portion, subject to the terms of Article 4. After a disputed item has been resolved, Engineer shall include the agreed-upon amount on a new invoice.

C. Failure to Pay: If Owner fails to make any undisputed payment due Engineer within 30 days after receipt of Engineer's invoice, then:

1. amounts due Engineer will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day, and

2. Engineer may, after giving 7 days' written notice to Owner, suspend services under this Agreement until Owner has paid in full amounts due. Owner waives any and all claims against Engineer for any such suspension.

D. Sales or Use Taxes: If after the Effective Date of a Task Order any governmental entity takes an action that imposes additional sales or use taxes on Engineer's services or compensation under the Task Order, then Engineer may invoice such additional sales or use taxes for reimbursement by Owner. Owner shall reimburse Engineer for the cost of such invoiced additional sales or use taxes; such reimbursement will be in addition to the compensation to which Engineer is entitled under the terms of this Main Agreement and the specific Task Order.

4.03 Basis of Compensation

A. The bases of compensation (compensation methods) for Basic Services (including if applicable the bases of compensation for individual phases of Basic Services) and for Additional Services must be identified in each specific Task Order (Task Order Form, Paragraph 6). Owner shall pay Engineer for services in accordance with the applicable basis of compensation.

B. The three following bases of compensation are used for services under Task Orders, as identified in each specific Task Order:

1. Lump Sum (plus any expenses expressly eligible for reimbursement)

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2. Standard Hourly Rates (plus any expenses expressly eligible for reimbursement)

3. Direct Labor Costs Times a Factor (plus any expenses expressly eligible for reimbursement)

C. The terms and conditions applicable to each of the three compensation methods are set forth in Paragraph 4.04.

4.04 Explanation of Compensation Methods

A. Lump Sum

1. Owner shall pay Engineer a Lump Sum amount for the specified category of services.

2. The Lump Sum will include compensation for Engineer's services and services of Engineer's Subcontractors and Subconsultants, if any. The Lump Sum constitutes full and complete compensation for Engineer's services in the specified category, including labor costs, overhead, profit, expenses (other than those expenses expressly eligible for reimbursement, if any), and Engineer's Subcontractor and Subconsultant charges.

3. In addition to the Lump Sum, Engineer is also entitled to reimbursement from Owner for the following expenses reasonably and necessarily incurred by Engineer in connection with the performing or furnishing of the services in the specified category (see Appendix 1 for rates or charges):

a. **To be identified in each specific Task Order, as applicable.**

4. The portion of the Lump Sum amount billed for Engineer's services will be based upon Engineer's estimate of the proportion of the total services completed during the billing period to the Lump Sum.

B. Standard Hourly Rates

1. For the specified category of services, the Owner shall pay Engineer an amount equal to the cumulative hours charged to the Specific Project by each class of Engineer's employees times Standard Hourly Rates for each applicable billing class. Under this method, Engineer shall also be entitled to reimbursement from Owner for the expenses identified in Paragraph 4.05 below, and Appendix 1.

2. Standard Hourly Rates include salaries and wages paid to personnel in each billing class plus the cost of customary and statutory benefits, general and administrative overhead, non-project operating costs, and operating margin or profit.

3. Engineer's Reimbursable Expenses Schedule and Standard Hourly Rates are attached to this Agreement as Appendices 1 and 2.

4. The total estimated compensation for the specified category of services will be stated in the Task Order. This total estimated compensation will incorporate all labor at Standard Hourly Rates, and reimbursable expenses (including Engineer's Subcontractor and Subconsultant charges, if any).

5. The amounts billed will be based on the cumulative hours charged to the specified category of services on the Specific Project during the billing period by each class of Engineer's employees times Standard Hourly Rates for each applicable billing class, plus

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reimbursable expenses (including Engineer's Subcontractor and Subconsultant charges, if any).

6. The Standard Hourly Rates and Reimbursable Expenses Schedule will be adjusted annually (as of **January 1**) to reflect equitable changes in the compensation payable to Engineer.

C. Direct Labor Costs Times a Factor

1. For the specified category of services, the Owner shall pay Engineer an amount equal to Engineer's Direct Labor Costs times a factor (TBD with each specific Task Order, as applicable) for the services of Engineer's employees engaged on the Specific Project. Direct Labor Costs means salaries and wages paid to employees but does not include payroll-related costs or benefits. Under this method, Engineer shall also be entitled to reimbursement from Owner for the expenses identified in Paragraph 4.05 below, and Appendix 1.

2. Engineer's Reimbursable Expenses Schedule is attached to this Exhibit as Appendix 1.

3. The total estimated compensation for the specified category of services must be stated in the Task Order. This total estimated compensation incorporates all labor, overhead, profit, and reimbursable expenses (including Consultant's charges, if any).

4. The amounts billed will be based on the applicable Direct Labor Costs for the cumulative hours charged to the specified category of services on the Specific Project during the billing period times the above-designated Factor, plus reimbursable expenses (including Engineer's Subcontractor and Subconsultant charges, if any).

5. The Reimbursable Expenses Schedule, Direct Labor Costs, and the factor applied to Direct Labor Costs will be adjusted annually (as of **January 1**) to reflect equitable changes in the compensation payable to Engineer.

4.05 Reimbursable Expenses

A. Under the Lump Sum method basis of compensation to Engineer, unless expressly indicated otherwise the Lump Sum amount includes the following categories of expenses: transportation (including mileage), lodging, and subsistence incidental thereto; providing and maintaining field office facilities including furnishings and utilities; toll telephone calls, mobile phone services, and courier charges; reproduction of reports, Drawings, Specifications, bidding-related or other procurement documents, Construction Contract Documents, and similar Specific Project-related items; and Engineer's Subcontractor and Subconsultant charges. These expenses are not reimbursable under the Lump Sum method, unless expressly indicated otherwise in Paragraph 4.04.A.3 above.

B. Expenses eligible for reimbursement under the Direct Labor Costs Times a Factor and Standard Hourly Rate methods of compensation include the following expenses reasonably and necessarily incurred by Engineer in connection with the performing or furnishing of Basic and Additional Services for the Task Order:

1. Transportation (including mileage), lodging, and subsistence incidental thereto;

2. Providing and maintaining field office facilities including furnishings and utilities;

3. Consultant charges; and

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4. Other expenses identified in Appendix 1.

C. Reimbursable expenses reasonably and necessarily incurred in connection with services provided under the Direct Labor Costs Times a Factor and Standard Hourly Rate methods must be paid at the rates set forth in Appendix 1, Reimbursable Expenses Schedule, subject to the factors set forth below.

D. The amounts payable to Engineer for reimbursable expenses will be the Project-specific internal expenses actually incurred or allocated by Engineer, plus all invoiced external reimbursable expenses allocable to the Specific Project, the latter multiplied by a factor of **1.0**.

E. Whenever Engineer is entitled to compensation for the charges of its Consultants, those charges will be the amount billed by such Consultants to Engineer times a factor of **1.15**.

F. The external reimbursable expenses and Consultants' factors include Engineer's overhead and profit associated with Engineer's responsibility for the administration of such services and costs.

4.06 Other Provisions Concerning Payment

A. Estimated Compensation Amounts

1. Engineer's estimate of the amounts that will become payable for services are only estimates for planning purposes, are not binding on the parties, and are not the minimum or maximum amounts payable to Engineer under the Agreement.

2. When estimated compensation amounts have been stated in a Task Order and it subsequently becomes apparent to Engineer that a compensation amount thus estimated will be exceeded, Engineer shall give Owner written notice thereof, allowing Owner to consider its options, including suspension or termination for Owner's convenience of Engineer's services under the Task Order. Upon notice, Owner and Engineer will promptly review the matter of services remaining to be performed and compensation for such services. Owner shall either exercise its right to suspend or terminate Engineer's services under the Task Order for Owner's convenience, agree to such compensation exceeding said estimated amount, or agree to a reduction in the remaining services to be rendered by Engineer, so that total compensation for such services will not exceed said estimated amount when such services are completed. If Owner decides not to suspend the Engineer's services during the negotiations and Engineer exceeds the estimated amount before Owner and Engineer have agreed to an increase in the compensation due Engineer or a reduction in the remaining services, then Engineer will be paid for all services rendered.

ARTICLE 5—OPINIONS OF COST

5.01 Opinions of Probable Construction Cost

A. Engineer's opinions of probable Construction Cost (if any) are to be made on the basis of Engineer's experience, qualifications, and general familiarity with the construction industry. However, because Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that

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proposals, bids, or actual Construction Cost will not vary from opinions of probable Construction Cost prepared by Engineer. If Owner requires greater assurance as to probable Construction Cost, then Owner agrees to obtain an independent cost estimate.

5.02 Opinions of Total Project Costs

A. The services, if any, of Engineer with respect to Total Project Costs will be limited to assisting the Owner in tabulating the various categories that comprise Total Project Costs. Engineer assumes no responsibility for the accuracy of any opinions of Total Project Costs.

ARTICLE 6—GENERAL CONSIDERATIONS

6.01 Standards of Performance

A. Standard of Care: The standard of care for all professional engineering and related services performed or furnished by Engineer under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Engineer makes no warranties, express or implied, under this Agreement or otherwise, in connection with any services performed or furnished by Engineer.

B. Technical Accuracy: Owner shall not be responsible for discovering deficiencies in the technical accuracy of Engineer's services. Engineer shall correct deficiencies in technical accuracy without additional compensation, unless such corrective action is directly attributable to deficiencies in Owner-furnished information.

C. Engineer's Subcontractors and Subconsultants: Engineer may retain such Engineer's Subcontractors and Subconsultants as Engineer deems necessary to assist in the performance or furnishing of the services, subject to reasonable, timely, and substantive objections by Owner.

D. Reliance on Others: Subject to the standard of care set forth in Paragraph 6.01.A, Engineer may use or rely upon design elements and information ordinarily or customarily furnished by others, including, but not limited to, specialty contractors, manufacturers, suppliers, and the publishers of technical standards.

E. Compliance with Laws and Regulations, and Policies and Procedures

1. Engineer and Owner shall comply with applicable Laws and Regulations.

2. Engineer shall comply with the policies, procedures, and instructions of Owner that are applicable to Engineer's performance of services under this Agreement and that Owner provides to Engineer in writing, subject to the standard of care set forth in Paragraph 6.01.A, and to the extent compliance is not inconsistent with professional practice requirements.

3. This Agreement is based on Laws and Regulations and Owner-provided written policies and procedures as of the Effective Date. The following may be the basis for modifications to Owner's responsibilities or to Engineer's scope of services, times of performance, or compensation:

a. changes after the Effective Date of the Task Order to Laws and Regulations,

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b. the receipt by Engineer after the Effective Date of the Task Order of Owner-provided written policies and procedures, and

c. changes after the Effective Date of the Task Order to Owner-provided written policies or procedures.

F. General Conditions of Construction Contract: The general conditions for any construction contract documents prepared hereunder are to be the current edition of EJCDC® C-700, Standard General Conditions of the Construction Contract, prepared by the Engineers Joint Contract Documents Committee, unless expressly indicated otherwise in this Agreement.

G. Copies of Drawings and Specifications: If Engineer is required to prepare or furnish Drawings or Specifications under a specific Task Order, Engineer shall deliver to Owner at least one complete electronic copy of such Drawings and Specifications, signed and sealed according to applicable Laws and Regulations, and one complete printed copy, duly signed and sealed.

H. Engineer shall not be required to sign any document, no matter by whom requested, that would result in Engineer having to certify, guarantee, or warrant conditions whose existence the Engineer cannot ascertain within the authorized scope of Engineer's services. Owner agrees not to make resolution of any dispute with Engineer or payment of any amount due to Engineer in any way contingent upon Engineer signing any such document.

I. Engineer shall not at any time supervise, direct, control, or have authority over any Constructor's work, nor will Engineer have authority over or be responsible for the means, methods, techniques, sequences, or procedures of construction selected or used by any Constructor, or the safety precautions and programs incident thereto, for security or safety at the Site, nor for any failure of a Constructor to comply with Laws and Regulations applicable to that Constructor's furnishing and performing of its work. Engineer shall not be responsible for the acts or omissions of any Constructor.

J. Engineer neither guarantees the performance of any Constructor nor assumes responsibility for any Constructor's failure to furnish and perform the Work in accordance with the Construction Contract Documents.

K. Engineer shall not be responsible for any decision made regarding the Construction Contract Documents, or any application, interpretation, clarification, or modification of the Construction Contract Documents, other than those made by Engineer.

L. Engineer is not required to provide and does not have any responsibility for surety bonding or insurance-related advice, recommendations, counseling, or research, or enforcement of construction insurance or surety bonding requirements.

M. Engineer's services do not include providing legal advice or representation.

N. Engineer's services do not include (1) serving as a "municipal advisor" for purposes of the registration requirements of Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (2010) or the municipal advisor registration rules issued by the Securities and Exchange Commission, or (2) advising Owner, or any municipal entity or other person or entity, regarding municipal financial products or the issuance of municipal securities, including advice with respect to the structure, timing, terms, or other similar matters concerning such products or issuances.

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O. While at the Site, Engineer, its Subconsultants, and Engineer's Subcontractors, and their employees and representatives will comply with the applicable requirements of Contractor's and Owner's safety programs of which Engineer has been informed in writing.

6.02 Ownership and Use of Documents

A. All Documents are instruments of service, and Engineer owns the Documents, including all associated copyrights and the right of reuse at the discretion of the Engineer. Engineer shall continue to own the Documents and all associated rights whether or not the Specific Project is completed.

1. Owner may make and retain copies of Documents for information and reference in connection with the use of the Documents on the Specific Project.

2. Engineer grants Owner a limited license to use the Documents on the Specific Project, extensions of the Specific Project, and for related uses of the Owner, subject to receipt by Engineer of full payment due and owing for all services relating to preparation of the Documents, and subject to the following limitations:

a. Owner acknowledges that such Documents are not intended or represented to be suitable for use on the Specific Project unless completed by Engineer, or for use or reuse by Owner or others on extensions of the Specific Project, on any other project, or for any other use or purpose, without written verification or adaptation by Engineer;

b. any such use or reuse, or any modification of the Documents, without written verification, completion, or adaptation by Engineer, as appropriate for the specific purpose intended, will be at Owner's sole risk and without liability or legal exposure to Engineer or to its officers, directors, members, partners, agents, employees, and Subconsultants;

c. such limited license to Owner shall not create any rights in third parties.

6.03 Electronic Transmittals

A. To the fullest extent practical, Owner and Engineer agree to transmit, and accept, all correspondence, Documents, text, data, drawings, information, and graphics related to each Specific Project, in electronic media or digital format, either directly, or through access to a secure Project website, in accordance with Exhibit F, Electronic Documents Protocol (EDP).

1. Compliance with the EDP by Engineer shall be considered a Basic Service and no direct or separate compensation will be paid to Engineer for such compliance, unless provisions for separate compensation are expressly set forth in the EDP or in a specific Task Order.

2. Engineer's costs directly attributable to changes in Engineer's Electronic Documents obligations, after the effective date of this Agreement, necessitated by revisions to Exhibit F, delayed adoption of Exhibit F, or implementation of other Electronic Documents protocols, will be compensated as Additional Services.

B. If this Agreement does not include Exhibit F, or a specific Task Order expressly excludes the application of Exhibit F or otherwise does not establish or include protocols for transmittal

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of Electronic Documents by Electronic Means, then Owner and Engineer may operate without specific protocols or may jointly develop such protocols at a later date.

C. Except as stated otherwise in Exhibit F (if included in this Agreement), when transmitting Electronic Documents by Electronic Means, the transmitting party makes no representations as to long term compatibility, usability, or readability of the Electronic Documents resulting from the recipient's use of software application packages, operating systems, or computer hardware differing from those used in the drafting or transmittal of the Electronic Documents, or from those established in applicable protocols.

D. This Agreement (including the EDP) is not intended to create obligations for Owner or Engineer with respect to transmittals to or from third parties, except as expressly stated in the EDP.

6.04 Insurance

A. Engineer shall procure and maintain insurance as set forth in Exhibit G.

B. Additional Insureds: The Engineer's commercial general liability, automobile liability, and umbrella or excess liability policies, must:

1. include and list as additional insureds Owner, and any individuals or entities identified as additional insureds in Exhibit G;

2. include coverage for the respective officers, directors, members, partners, and employees of all such additional insureds;

3. afford primary coverage to these additional insureds for all claims covered thereby (including as applicable those arising from both ongoing and completed operations); and

4. not seek contribution from insurance maintained by the additional insured.

C. Owner shall procure and maintain insurance as set forth in Exhibit G.

D. Owner shall require Contractor to purchase and maintain policies of insurance covering workers' compensation, general liability, motor vehicle damage and injuries, and other insurance necessary to protect Owner's and Engineer's interests in the Project. Owner shall require Contractor to cause Engineer, its Subconsultants, and Engineer's Subcontractors to be listed as additional insureds with respect to such liability insurance purchased and maintained by Contractor for the Project. Owner shall give Engineer access to any certificates of insurance and copies of endorsements and policies obtained by Owner from Contractor.

E. Owner and Engineer shall each deliver to the other certificates of insurance evidencing the coverages indicated in Exhibit G. Such certificates must be furnished prior to commencement of Engineer's services and at renewals thereafter during the life of the Agreement.

1. Upon request by Owner or any other insured, Engineer shall also furnish other evidence of such required insurance, including but not limited to copies of policies, documentation of applicable self-insured retentions (if allowed) and deductibles, full disclosure of all relevant exclusions, and evidence of insurance required to be purchased and maintained by Subconsultants and Engineer's Subcontractors. In any documentation made available for review under this provision, Engineer may redact (a)

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any confidential premium or pricing information and (b) any wording specific to projects or jurisdictions other than those applicable to this Agreement.

F. All construction contracts entered into by Owner with respect to a Specific Project must require builder's risk or similar property insurance.

G. All policies of property insurance relating to a Specific Project, including but not limited to any builder's risk or similar policy, must allow for waiver of subrogation rights and contain provisions to the effect that in the event of payment of any loss or damage the insurers will have no rights of recovery against any insured thereunder or against Engineer, its Subconsultants, or Engineer's Subcontractors. Owner and Engineer waive all rights against each other, Contractor, Engineer's Subcontractors and Subconsultants, and the respective officers, directors, members, partners, employees, agents, consultants, and subcontractors of each and any of them, for all losses and damages caused by, arising out of, or resulting from any of the perils or causes of loss covered by any such builder's risk or similar policy and any other property insurance relating to the Specific Project. Owner and Engineer shall take appropriate measures in other Specific Project-related contracts to secure waivers of rights consistent with those set forth in this paragraph.

H. All policies of insurance must contain a provision or endorsement that the coverage afforded will not be canceled, and that renewal will not be refused, until at least 10 days prior written notice has been given to the primary insured. Upon receipt of such notice, the primary insured must promptly forward a copy of the notice to the other party to this Agreement and replace the coverage being cancelled or reduced to conform to the requirements of this Agreement.

I. At any time, Owner may request that Engineer, or Engineer's Subcontractors or Subconsultants, at Owner's sole expense, provide additional insurance coverage, increased limits, or revised deductibles that are more protective than those specified in Exhibit G. If so, requested by Owner, and if commercially available, Engineer shall obtain and shall require Engineer's Subcontractors or Subconsultants to obtain such additional insurance coverage, different limits, or revised deductibles for such periods of time as requested by Owner, and Exhibit G will be supplemented to incorporate these requirements.

6.05 Suspension and Termination

A. Suspension

1. By Owner: Owner may suspend Engineer's services under a specific Task Order for up to 90 days upon 7 days' written notice to Engineer.

2. By Engineer: Engineer may, after giving 7 days' written notice to Owner, suspend services under a Task Order:

a. if Owner has failed to pay Engineer for invoiced services and expenses under that Task Order, as set forth in Paragraphs 4.02.B and 4.02.C;

b. in response to the presence of Constituents of Concern at the Site, as set forth in Paragraph 6.09.D; or

c. if persistent circumstances beyond the control of Engineer have prevented it from performing its obligations under the Task Order.

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3. A suspension under a specific Task Order, whether by Owner or Engineer, does not affect the duty of the two parties to proceed with their obligations under other Task Orders.

B. Termination for Cause—Task Order

1. Either party may terminate a Task Order for cause upon 30 days' written notice in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement and the specific Task Order, through no fault of the terminating party.

a. Notwithstanding the foregoing, the Task Order will not terminate under Paragraph 6.05.B.1 if the party receiving such notice begins, within 7 days of receipt of such notice, to correct its substantial failure to perform and proceeds diligently to cure such failure within no more than 30 days of receipt thereof; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30 day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein will extend up to, but in no case more than, 60 days after the date of receipt of the notice.

2. In addition to its termination rights in Paragraph 6.05.B.1, Engineer may terminate a Task Order for cause upon 7 days' written notice:

a. if Owner demands that Engineer furnish or perform services contrary to Engineer's responsibilities as a licensed professional;

b. if the Engineer's services under the Task Order are delayed or suspended for more than 90 days for reasons beyond Engineer's control; or

c. as the result of the presence at or adjacent to the Site of undisclosed Constituents of Concern, as set forth in Paragraph 6.09.E.

3. Engineer will have no liability to Owner on account of any termination by Engineer for cause.

C. Termination for Cause—Main Agreement: In the case of a default by Owner in its obligation to pay Engineer for its services under more than one specific Task Order, Engineer may request immediate payment of all amounts invoiced on other Task Orders, and may invoice Owner for continued services on such Task Orders on a two-week billing cycle, with payment due within one week of an invoice. If Owner fails to make such payments, then upon 7 days' notice Engineer may terminate this Main Agreement and all Task Orders.

D. Termination for Convenience by Owner: Owner may terminate a Task Order or this Main Agreement for Owner's convenience, effective upon Engineer's receipt of notice from Owner.

E. Effective Date of Termination: If Owner terminates the Main Agreement for cause or convenience, Owner may set the effective date of termination at a time up to 30 days later than otherwise provided to allow Engineer to demobilize personnel and equipment from the Site, to complete tasks whose value would otherwise be lost, to prepare notes as to the status of completed and uncompleted tasks, and to assemble project materials in orderly files. Engineer shall be entitled to compensation for such tasks.

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F. Payments Upon Termination: In the event of any termination under Paragraph 6.05, Engineer will be entitled to invoice Owner and to receive full payment for all services that have been performed or furnished in accordance with this Main Agreement and the specific Task Order, and all reimbursable expenses incurred through the effective date of termination. Upon making such payment, Owner will have the limited right to the use of Documents, at Owner's sole risk, subject to the provisions of Paragraph 6.02.A.

1. If Owner has terminated a Task Order for cause and disputes Engineer's entitlement to compensation for services and reimbursement of expenses, then Engineer's entitlement to payment and Owner's rights to the use of the Documents will be resolved in accordance with the dispute resolution provisions of this Main Agreement or as otherwise agreed in writing.

2. If Owner has terminated the Main Agreement for convenience, or if Engineer has terminated a Task Order for cause, then Engineer will be entitled, in addition to the payments identified above, to invoice Owner and receive payment of a reasonable amount for services and expenses directly attributable to termination, both before and after the effective date of termination, such as reassignment of personnel, costs of terminating contracts with Engineer's Subcontractors or Subconsultants, and other related close-out costs, using methods and rates for Additional Services as set forth in this Main Agreement.

6.06 Successors, Assigns, and Beneficiaries

A. Owner and Engineer are hereby bound and the successors, executors, administrators, and legal representatives of Owner and Engineer (and to the extent permitted by Paragraph 6.06.B the assigns of Owner and Engineer) are hereby bound to the other party to this Agreement and to the successors, executors, administrators and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements, and obligations of this Main Agreement and any Task Order issued under this Main Agreement.

B. Neither Owner nor Engineer may assign, sublet, or transfer any rights under or interest (including, but without limitation, claims arising out of this Agreement or money that is due or may become due) in this Main Agreement, or in any Task Order, without the written consent of the other party, except to the extent that any assignment, subletting, or transfer is mandated by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Main Agreement or any Task Order.

C. Unless expressly provided otherwise in this Main Agreement:

1. All duties and responsibilities undertaken pursuant to this Main Agreement or any Task Order will be for the sole and exclusive benefit of Owner and Engineer and not for the benefit of any other party.

2. Nothing in this Main Agreement or in any Task Order will be construed to create, impose, or give rise to any duty owed by Owner or Engineer to any Constructor, other third-party individual or entity, or to any surety for or employee of any of them.

3. Owner agrees that the substance of the provisions of this Paragraph 6.06.C will appear in all Construction Contracts associated with this Main Agreement and its Task Orders.

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6.07 Dispute Resolution

A. Should any disputes arise regarding the Main Agreement or any Task Order, the parties shall be entitled to pursue any remedies available to them under North Dakota Law.

6.08 Controlling Law; Venue

A. This Main Agreement and all Task Orders (unless expressly stated otherwise) are to be governed by the Laws and Regulations of the state in which the principal office of the Owner is located: **North Dakota**

B. Venue for any exercise of rights at law will be the state court having jurisdiction at the location of Owner's principal office; or at the choice of either party, and if federal jurisdictional requirements can be met, in federal court in the district in which Owner's principal office is located.

6.09 Environmental Condition of Site

A. With respect to each specific Task Order, Specific Project, and Site (unless indicated otherwise in a specific Task Order), Owner represents to Engineer that, as of the Effective Date of the Task Order, to the best of Owner's knowledge, no Constituents of Concern, other than those disclosed in writing to Engineer, exist at or adjacent to the Site.

B. Undisclosed Constituents of Concern. For purposes of this Paragraph 6.09, the presence at or adjacent to the Site of Constituents of Concern that were not disclosed to Engineer pursuant to Paragraph 6.09.A, in such quantities or circumstances that such Constituents of Concern may present a danger to persons or property exposed to them, will be referred to as "undisclosed" Constituents of Concern.

1. The presence at the Site of materials that are necessary for the execution of the Work, or that are to be incorporated in the Work, and that are controlled and contained pursuant to industry practices, Laws and Regulations, and the requirements of this Agreement or the Construction Contract, are not undisclosed Constituents of Concern.

2. Constituents of Concern that are to be located, identified, studied, removed, or remediated as part of the services under a Task Order are not undisclosed Constituents of Concern.

3. Constituents of Concern that are to be located, identified, studied, removed, or remediated as part of the services under another professional services contract for Owner, or as part of the work under a construction or remediation contract, are not undisclosed Constituents of Concern if Engineer has been informed of the general scope of such contract.

C. If Engineer encounters or learns of an undisclosed Constituent of Concern at the Site, then Engineer shall notify (1) Owner and (2) appropriate authorities having jurisdiction if Engineer reasonably concludes that doing so is required by applicable Laws or Regulations.

D. It is acknowledged by both parties that for all Task Orders the Engineer's scope of services does not include any services related to undisclosed Constituents of Concern. If Engineer or any other party encounters, uncovers, or reveals an undisclosed Constituent of Concern, or if encountered, uncovered, or revealed Constituents of Concern are present in substantially greater quantities or substantially different locations than disclosed or anticipated, or if

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investigative or remedial action, or other professional services, are necessary or required by applicable Laws and Regulations with respect to such Constituents of Concern, then Engineer may, at its option and without liability for direct, consequential, or any other damages, suspend performance of services on the portion of the Specific Project adversely affected thereby until such portion of the Specific Project is no longer so affected; and Owner shall promptly determine whether to retain a qualified expert to evaluate such condition or take any necessary corrective action.

E. If the presence at a Site of undisclosed Constituents of Concern, or of Constituents of Concern in substantially greater quantities or in substantially different locations than disclosed or anticipated, adversely affects the performance of Engineer's services under a specific Task Order, then:

1. if the adverse effects do not preclude Engineer from completing its Specific Project services in general accordance with the Task Order on unaffected or marginally affected portions of the Specific Project, Engineer may accept an equitable adjustment in its compensation or in the time of completion, or both; and the Task Order will be amended to reflect changes necessitated by the presence of such Constituents of Concern; or

2. if the adverse effects are of such materiality to the overall performance of Engineer that it cannot complete its Specific Project services without significant changes to the scope of services, time of completion, and compensation, then Engineer may terminate the Task Order for cause on 7 days' written notice.

F. Owner acknowledges that Engineer is performing professional services for Owner and that Engineer is not and will not be required to become an "owner," "arranger," "operator," "generator," or "transporter" of hazardous substances, as defined in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended, which are or may be encountered at or near the Site in connection with Engineer's activities under this Agreement.

6.10 Indemnification and Mutual Waiver

A. Indemnification by Engineer: To the fullest extent permitted by Laws and Regulations, Engineer shall indemnify and hold harmless Owner, and Owner's officers, directors, members, partners, agents, and employees, from losses, damages, and judgments (including reasonable consultants' and attorneys' fees and expenses) arising from third-party claims or actions relating to a Specific Project, provided that any such claim, action, loss, damages, or judgment is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than the Work itself), including the loss of use resulting therefrom, but only to the extent caused by any negligent act or omission of Engineer or Engineer's officers, directors, members, partners, agents, employees, Subconsultants, or Engineer's Subcontractors. This indemnification provision is subject to and limited by the provisions, if any, agreed to by Owner and Engineer in Exhibit I, "Limitations of Liability."

B. Environmental Indemnification: Only to the extent Permitted under North Dakota Law, Owner shall indemnify and hold harmless Engineer and its officers, directors, members, partners, agents, employees, Subconsultants, and Engineer's Subcontractors from all claims, costs, losses, damages, actions, and judgments (including reasonable consultants' and

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attorney's fees and expenses) caused by, arising out of, relating to, or resulting from a Constituent of Concern at, on, or under a Site, provided that:

1. any such claim, cost, loss, damages, action, or judgment is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than the Work itself), including the loss of use resulting therefrom, and

2. nothing in this paragraph obligates Owner to indemnify any individual or entity from and against the consequences of that individual's or entity's own negligence or willful misconduct.

C. Percentage Share of Negligence: To the fullest extent permitted by Laws and Regulations, a party's total liability to the other party and anyone claiming by, through, or under the other party for any cost, loss, or damages caused in part by the negligence of the party and in part by the negligence of the other party or any other negligent entity or individual, will not exceed the percentage share that the party's negligence bears to the total negligence of Owner, Engineer, and all other negligent entities and individuals.

D. Mutual Waiver: To the fullest extent permitted by Laws and Regulations, Owner and Engineer waive against each other, and the other's employees, officers, directors, members, agents, insurers, partners, and consultants, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to this Agreement, any Task Order, or a Specific Project, from any cause or causes. Such excluded damages include but are not limited to loss of profits or revenue; loss of use or opportunity; loss of good will; cost of substitute facilities, goods, or services; and cost of capital.

6.11 Records Retention

A. Engineer shall maintain on file in legible form, for a period of five years following completion or termination of its services under a specific Task Order, or such other period as required by Laws and Regulations, all Documents, records (including cost records), and design calculations related to Engineer's services or pertinent to Engineer's performance under the Task Order. Upon Owner's request, Engineer shall provide a copy of any such item to Owner at cost.

6.12 Miscellaneous Provisions

A. Notices: Any notice required under this Main Agreement or a Task Order will be in writing, and delivered: in person (by commercial courier or otherwise); by registered or certified mail; or by e-mail to the recipient, with the words "Formal Notice" or similar in the e-mail's subject line. All notices must be effective upon the date of receipt.

B. Survival: Subject to applicable Laws and Regulations, all express representations, waivers, indemnifications, and limitations of liability included in this Main Agreement or in a Task Order will survive completion or termination for any reason.

C. Severability: Any provision or part of the Main Agreement or any Task Order held to be void or unenforceable under any Laws or Regulations will be deemed stricken, and all remaining provisions will continue to be valid and binding upon Owner and Engineer.

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D. No Waiver: A party's non-enforcement of any provision will not constitute a waiver of that provision, nor will it affect the enforceability of that provision or of the remainder of this Agreement.

E. Accrual of Claims: To the fullest extent permitted by Laws and Regulations, all causes of action arising under this Main Agreement and any Task Order will be deemed to have accrued, and all statutory periods of limitation will commence, no later than the date of Substantial Completion; or, if Engineer's services do not include Construction Phase services, or the Specific Project is not completed, then no later than the date of Owner's last payment to Engineer under the applicable Task Order.

ARTICLE 7—DEFINITIONS

7.01 Defined Terms

A. Wherever used in this Agreement (as defined herein), terms (including the singular and plural forms) printed with initial capital letters have the meanings indicated in the text above, in the exhibits, or in the following definitions:

1. Addenda—Written or graphic instruments issued prior to the opening of bids which clarify, correct, or change the bidding requirements or the proposed Construction Contract Documents.

2. Additional Services—The services to be performed for or furnished to Owner by Engineer in accordance with Article 2 of Exhibit A of a specific Task Order.

3. Agreement—This written contract for professional services between Owner and Engineer, including the Main Agreement, all exhibits and appendices to the Main Agreement identified in Paragraphs 8.01 and 8.02, all duly executed amendments, and all Task Orders, including all exhibits and duly executed amendments to such Task Orders.

   a. Main Agreement—See definition at Paragraph 7.01.A.28 below.

4. Application for Payment—The form acceptable to Engineer which is to be used by Contractor during the course of the Work in requesting progress or final payments and which is to be accompanied by such supporting documentation as is required by the Construction Contract.

5. Basic Services—The services to be performed for or furnished to Owner by Engineer in accordance with Part 1 of Exhibit A of a specific Task Order.

6. Bidding/Proposal Documents—Documents related to the selection of the Contractor, including advertisements or invitations to bid; requests for proposals; instructions to bidders or proposers, including any attachments such as lists of available Site-related documents; bid forms; bids; proposal forms; proposals; bidding requirements; and qualifications documents.

7. Change Order—A document which is signed by Contractor and Owner and authorizes an addition, deletion, or revision in the Work or an adjustment in the Construction Contract Price or the Construction Contract Times, or other revision to the Construction Contract, issued on or after the effective date of the Construction Contract.

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8. Change Proposal—A written request by Contractor, duly submitted in compliance with the procedural requirements set forth in the Construction Contract, seeking an adjustment in Construction Contract Price or Construction Contract Times, or both; contesting an initial decision by Engineer concerning the requirements of the Construction Contract Documents or the acceptability of Work under the Construction Contract Documents; challenging a set-off against payments due; or seeking other relief with respect to the terms of the Construction Contract.

9. Constituents of Concern—Asbestos, petroleum, radioactive materials, polychlorinated biphenyls (PCBs), lead-based paint (as defined by the HUD/EPA standard), hazardous waste, and any substance, product, waste, or other material of any nature whatsoever that is or becomes listed, regulated, or addressed pursuant to Laws and Regulations regulating, relating to, or imposing liability or standards of conduct concerning, any hazardous, toxic, or dangerous waste, substance, or material.

10. Construction Contract—The entire and integrated written contract between the Owner and Contractor concerning the Work.

11. Construction Contract Documents—Those items designated as "Contract Documents" in the Construction Contract, and which together comprise the Construction Contract. See also definition of "Front-End Construction Contract Documents" below.

12. Construction Contract Price—The money that Owner has agreed to pay Contractor for completion of the Work in accordance with the Construction Contract Documents.

13. Construction Contract Times—The number of days or the dates by which Contractor must: (a) achieve milestones, if any, in the Construction Contract; (b) achieve Substantial Completion; and (c) complete the Work.

14. Construction Cost—The cost to Owner of the construction of those portions of a Specific Project designed or specified by or for Engineer under a Task Order, including construction labor, services, materials, equipment, insurance, and bonding costs, and allowances for contingencies. Construction Cost does not include costs of services of Engineer or other design professionals and consultants; cost of land or rights-of-way, or compensation for damages to property; Owner's costs for legal, accounting, insurance counseling, or auditing services; interest or financing charges incurred in connection with the Project; or the cost of other services to be provided by others to Owner. Construction Cost is one of the items comprising Total Project Costs.

15. Constructor—Any person or entity (not including the Engineer, its employees, agents, representatives, or Subconsultants, or Engineer's Subcontractors), performing or supporting construction activities relating to a Specific Project, including but not limited to Contractors, Subcontractors, Suppliers, Owner's work forces, utility companies, other contractors, construction managers, design-builders, testing firms, shippers, and truckers, and the employees, agents, and representatives of any or all of them.

16. Contractor—The entity or individual with which Owner enters into a Construction Contract.

17. Documents—All documents expressly identified as deliverables in this Main Agreement or in any Task Order, whether in printed or Electronic Document form, required to be provided or furnished by Engineer to Owner. Such specifically required deliverables may

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include, by way of example, Drawings, Specifications, data, reports, building information models, and civil integrated management models.

18. Drawings—That part of the Construction Contract Documents that graphically shows the scope, extent, and character of the Work to be performed by Contractor.

19. Effective Date of the Main Agreement—The date indicated in this Main Agreement on which it becomes effective, but if no such date is indicated, it means the date on which the Main Agreement is signed and delivered by the last of the two parties to sign and deliver.

20. Effective Date of the Task Order—The date indicated in a specific Task Order on which the Task Order becomes effective, but if no such date is indicated, it means the date on which the Task Order is signed and delivered by the last of the two parties to sign and deliver.

21. Electronic Document—Any Specific Project-related correspondence, attachments to correspondence, data, documents, drawings, information, or graphics, including but not limited to Shop Drawings and other Submittals, that are in an electronic or digital format.

22. Electronic Means—Electronic mail (email), upload/download from a secure Specific Project website, or other communications methods that allow: (a) the transmission or communication of Electronic Documents; (b) the documentation of transmissions, including sending and receipt; (c) printing of the transmitted Electronic Document by the recipient; (d) the storage and archiving of the Electronic Document by sender and recipient; and (e) the use by recipient of the Electronic Document for purposes permitted by this Agreement. Electronic Means does not include the use of text messaging, or of Facebook, Twitter, Instagram, or similar social media services for transmission of Electronic Documents.

23. Engineer—The individual or entity named as such in this Main Agreement.

24. Engineer's Subcontractor—An individual, firm, vendor, or other entity having a contract with Engineer to furnish general services, equipment, or materials with respect to a Specific Project as an independent contractor.

25. Field Order—A written order issued by Engineer which requires minor changes in the Work but does not change the Construction Contract Price or the Construction Contract Times.

26. Front-End Construction Contract Documents—Those Construction Contract Documents whose primary purpose is to establish legal and contractual terms and conditions, typically including the Owner-Contractor agreement, bonds, general conditions, and supplementary conditions. The term excludes the Drawings and Specifications, and any Construction Contract Documents delivered or issued after the effective date of the Construction Contract.

27. Laws and Regulations; Laws or Regulations—Any and all applicable laws, statutes, rules, regulations, ordinances, codes, and orders of any and all governmental bodies, agencies, authorities, and courts having jurisdiction.

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28. Main Agreement—The portion of the Agreement containing the general terms and conditions of the contract between Owner and Engineer, applicable to all Task Orders, including but not limited to provisions regarding task order procedures, Owner responsibilities, invoice and payment procedures, standard of care, ownership of documents, suspension and termination, and definitions.

29. Owner—The individual or entity named as such in this Main Agreement and for which Engineer's services are to be performed. Unless indicated otherwise, this is the same individual or entity that will enter into any Construction Contracts concerning Specific Projects.

30. Record Drawings—Drawings depicting the completed Specific Project, or a specific portion of the completed Specific Project, prepared by Engineer and based on Contractor's record copy of all Drawings, Specifications, Addenda, Change Orders, Work Change Directives, Field Orders, and written interpretations and clarifications, as delivered to Engineer and annotated by Contractor to show changes made during construction.

31. Resident Project Representative—As authorized by a specific Task Order, the representative of Engineer assigned to assist Engineer at the Site during the Construction Phase. As used herein, the term Resident Project Representative (RPR) includes any assistants or field staff of the RPR. The duties and responsibilities of the RPR (if any) will be as set forth in each Task Order.

32. Samples—Physical examples of materials, equipment, or workmanship that are representative of some portion of the Work and that establish the standards by which such portion of the Work will be judged.

33. Shop Drawings—All drawings, diagrams, illustrations, schedules, and other data or information that are specifically prepared or assembled by or for Contractor and submitted by Contractor to illustrate some portion of the Work. Shop Drawings, whether approved or not, are not Drawings and are not Construction Contract Documents.

34. Site—Lands or areas to be indicated in the Construction Contract Documents for a Specific Project as being furnished by Owner upon which the Work is to be performed, including rights-of-way and easements, and such other lands furnished by Owner which are designated for the use of Contractor.

35. Specifications—The part of the Construction Contract Documents that consists of written requirements for materials, equipment, systems, standards, and workmanship as applied to the Work, and certain administrative requirements and procedural matters applicable to the Work.

36. Specific Project—A specifically identified and defined total undertaking to be accomplished for Owner by engineers, contractors, and others, including planning, study, design, construction, testing, commissioning, and start-up, and of which the services to be performed or furnished by Engineer under a specific Task Order are a part.

37. Subconsultant—An individual, design firm, consultant, or other entity having a contract with Engineer to furnish professional services with respect to a Specific Project as an independent contractor.

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38. Subcontractor—An individual or entity having a direct contract with Contractor or with any other Subcontractor for the performance of a part of the Work.

39. Submittal—A written or graphic document, prepared by or for Contractor, which the Construction Contract Documents require Contractor to submit to Engineer, or that is indicated as a Submittal in the Schedule of Submittals accepted by Engineer. Submittals may include Shop Drawings and Samples; schedules; product data; Owner-delegated designs; sustainable design information; information on special procedures; testing plans; results of tests and evaluations, source quality-control testing and inspections, and field or Site quality-control testing and inspections; warranties and certifications; Suppliers' instructions and reports; records of delivery of spare parts and tools; operations and maintenance data; Project photographic documentation; record documents; and other such documents required by the Contract Documents. Submittals, whether or not approved or accepted by Engineer, are not Construction Contract Documents. Change Proposals, Change Orders, Claims, notices, Applications for Payment, and requests for interpretation or clarification are not Submittals.

40. Substantial Completion—The time at which the Work (or a specified part thereof) has progressed to the point where, in the opinion of Engineer, the Work (or a specified part thereof) is sufficiently complete, in accordance with the Construction Contract Documents, so that the Work (or a specified part thereof) can be utilized for the purposes for which it is intended. The terms "substantially complete" and "substantially completed" as applied to all or part of the Work refer to Substantial Completion thereof.

41. Supplier—A manufacturer, fabricator, supplier, distributor, materialman, or vendor having a direct contract with Contractor or with any Subcontractor to furnish materials or equipment to be incorporated in the Work by Contractor or a Subcontractor.

42. Task Order—A document executed under this Main Agreement by Owner and Engineer (including incorporated exhibits and amendments if any), stating the scope of services, Engineer's compensation, times for performance of services, and other relevant information.

43. Total Project Costs—The total cost of planning, studying, designing, constructing, testing, commissioning, and start-up of the Specific Project, including Construction Cost and all other Specific Project labor, services, materials, equipment, insurance, and bonding costs, allowances for contingencies, and the total costs of services of Engineer or other design professionals and consultants, together with such other project-related costs that Owner furnishes for inclusion, including but not limited to cost of land, rights-of-way, compensation for damages to properties and private utilities (including relocation if not part of Construction Cost), Owner's costs for legal, accounting, insurance counseling, and auditing services, interest and financing charges incurred in connection with the Specific Project, and the cost of other services to be provided by others to Owner.

44. Underground Facilities—All active or not-in-service underground lines, pipelines, conduits, ducts, encasements, cables, wires, manholes, vaults, tanks, tunnels, or other such facilities or systems at the Site, including but not limited to those facilities or systems that produce, transmit, distribute, or convey telephone or other communications, cable television, fiber optic transmissions, power, electricity, light,

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heat, gases, oil, crude oil products, liquid petroleum products, water, steam, waste, wastewater, storm water, other liquids or chemicals, or traffic or other control systems. An abandoned facility or system is not an Underground Facility.

45. Work—The entire construction or the various separately identifiable parts thereof required to be provided under the Construction Contract Documents. Work includes and is the result of performing or providing all labor, services, and documentation necessary to produce such construction; furnishing, installing, and incorporating all materials and equipment into such construction; and may include related services such as testing, start-up, and commissioning, all as required by the Construction Contract Documents.

46. Work Change Directive—A written directive to Contractor issued on or after the effective date of the Construction Contract, signed by Owner and recommended by Engineer, ordering an addition, deletion, or revision in the Work.

B. Terminology

1. The word "day" means a calendar day of 24 hours measured from midnight to the next midnight.

ARTICLE 8—EXHIBITS AND APPENDICES TO MAIN AGREEMENT; TASK ORDER FORM; EXHIBITS TO TASK ORDER; SPECIAL PROVISIONS

8.01 Exhibits to Main Agreement

The following exhibits are incorporated by reference and included as part of this Main Agreement, and as such are applicable to all Task Orders:

A. Reserved.

B. Reserved.

C. Exhibit C, Amendment to Main Agreement (form).

D. Reserved.

E. Reserved.

F. Exhibit F, Electronic Documents Protocol (EDP).

G. Exhibit G, Insurance.

H. Exhibit H, Dispute Resolution.

I. Exhibit I, Limitations of Liability.

8.02 Appendices to Main Agreement

A. The following appendices are incorporated by reference and made a part of this Main Agreement:

1. Appendix 1—Reimbursable Expenses Schedule

2. Appendix 2—Standard Hourly Rates Schedule

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8.03 Resource Documents: Task Order Form and Exhibits to Task Order

A. The parties acknowledge the accompanying documents, “Part 3 of 4: Task Order Form” and “Part 4 of 4: Exhibits to Task Order.” These documents are a resource for the parties’ use when a specific Task Order is issued. To the extent practical and applicable to a Specific Project, the parties will use the Task Order Form and Exhibits to Task Order as the basis for preparing the specific Task Order and its exhibits. The Task Order Form and Exhibits to Task Order are not a part of this Main Agreement or binding on the parties except to the extent they serve as the basis for a duly executed Task Order and its exhibits.

8.04 Executed Task Orders and Their Exhibits

A. When a specific Task Order is duly executed by Owner and Engineer, the Task Order and its exhibits become an integral part of the Agreement, governed by the Main Agreement and its exhibits.

8.05 Total Agreement; Amendments to Main Agreement and Task Orders

A. This Agreement (as defined herein) constitutes the entire contractual agreement between Owner and Engineer and supersedes all prior written or oral understandings.

B. Amendments:

1. This Main Agreement may only be amended, supplemented, modified, or canceled by a written instrument duly executed by both parties. Such written instruments should be based whenever possible on the format of Exhibit C to this Main Agreement.

2. Amendments and modifications to a Task Order may be made by execution of a new, expressly related Task Order, or by execution of a written amendment to the Task Order.

3. Nothing in any Task Order will be construed as revising or modifying the terms and conditions of the Main Agreement or its exhibits, except as expressly stated in such Task Order.

8.06 Designated Representatives

A. With the execution of this Main Agreement, Engineer and Owner shall each designate a specific individual to act as representative under the Main Agreement. Such an individual must have authority to execute Task Orders, transmit instructions, receive information, and render decisions with respect to this Main Agreement, on behalf of the party that the individual represents.

B. With the execution of each Task Order, Engineer and Owner shall each designate a specific individual to act as representative with respect to the Task Order. Such individual must have authority to transmit instructions, receive information, and render decisions with respect to the specific Task Order, on behalf of the party that the individual represents.

8.07 Engineer's Certifications

A. Engineer certifies that it has not engaged in corrupt, fraudulent, or coercive practices in competing for or in executing the Agreement. For the purposes of this Paragraph 8.07:

1. "corrupt practice" means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the selection process or in the Agreement execution;

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2. "fraudulent practice" means an intentional misrepresentation of facts made (a) to influence the selection process or the execution of the Agreement to the detriment of Owner, or (b) to deprive Owner of the benefits of free and open competition;

3. "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the selection process or affect the execution of the Agreement.

8.08 Conflict of Interest

A. Nothing in this Agreement will be construed to create or impose any duty on the part of Engineer that would be in conflict with Engineer's paramount obligations to the public health, safety, and welfare under the professional practice requirements governing Engineer, its Subconsultants, and all licensed professionals employed by Engineer or its Subconsultants.

B. If during the term of this Agreement a potential or actual conflict of interest arises or is identified:

1. Engineer and Owner together will make reasonable, good faith efforts to avoid or eliminate the conflict of interest; to mitigate any adverse consequences of the conflict of interest; and, if necessary and feasible, to modify this Agreement to address the conflict of interest and its consequences, such that progress under the Agreement may continue.

2. Such efforts will be governed by applicable Laws and Regulations and by any pertinent Owner's policies, procedures, and requirements (including any conflict of interest resolution methodologies) provided to Engineer under Paragraph 2.04.A of this Agreement.

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This Main Agreement's Effective Date is **[date to be inserted at the time of execution]**.

Owner:	Engineer:
City of Dickinson, ND (name of organization)	Northern Plains Engineering (name of organization)
By: _____ (individual's signature)	By: _____ (individual's signature)
Date: _____ (date signed)	Date: _____ (date signed)
Name: _____ (typed or printed)	Name: Jeremy Wood, PE/PLS (typed or printed)
Title: _____ (typed or printed)	Title: Principal (typed or printed)
Attach evidence of authority to sign.	Attach evidence of authority to sign.
Attest: _____ (individual's signature)	Attest: _____ (individual's signature)
Title: _____ (typed or printed)	Title: _____ (typed or printed)
Address for giving notices:	Address for giving notices:
38 1st Street W	441 23rd Street West
Dickinson, ND 58601	Dickinson, ND 58601
Designated Representative:	Designated Representative:
Name: _____ (typed or printed)	Name: _____ (typed or printed)
Title: _____ (typed or printed)	Title: _____ (typed or printed)
Address:	Phone:_____
	Email:_____
	Name:
	Title:
Phone: _____	Phone: _____
Email: _____	Email:

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This document has important legal consequences; consultation with an attorney is encouraged with respect to its use or modification. This document should be adapted to the particular circumstances of the specific Agreement between Owner and Engineer, and the controlling Laws and Regulations.

EJCDC® E-505, Agreement between Owner and Engineer for Professional Services—Task Order Edition, is published in four parts: (1) the Main Agreement (general provisions governing all Task Orders); (2) the Exhibits to Main Agreement (see below); (3) the Task Order Form; and (4) the Exhibits to Task Order. The Main Agreement contains a Guidelines for Use section that pertains to all four parts of E-505.

AGREEMENT BETWEEN OWNER AND ENGINEER FOR PROFESSIONAL SERVICES— TASK ORDER EDITION

PART 2 OF 4: EXHIBITS TO MAIN AGREEMENT

Prepared by

EJCDC®
ENGINEERS JOINT CONTRACT DOCUMENTS COMMITTEE

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AMERICAN COUNCIL OF ENGINEERING COMPANIES

ASCE
AMERICAN SOCIETY OF CIVIL ENGINEERS

NSPE® NATIONAL SOCIETY OF PROFESSIONAL ENGINEERS

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EXHIBIT A—RESERVED

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EXHIBIT B—RESERVED

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EXHIBIT C—AMENDMENT TO MAIN AGREEMENT

AMENDMENT TO MAIN AGREEMENT

Amendment No. **[Enter Amendment Number]**

Owner: **[Name of Owner]**
Engineer: **[Name of Engineer]**
Effective Date of Agreement: **[Effective Date of Main Agreement]**
Nature of Amendment: (Check those that apply)

☐ Modifications to responsibilities of Owner
☐ Modifications of payment to Engineer
☐ Modifications to term of Main Agreement
☐ Modifications to other terms and conditions of the Main Agreement

Description of Modifications:

[Here describe the modifications, in as much specificity and detail as needed. Use an attachment if necessary.]

Owner and Engineer hereby agree to modify the above-referenced Main Agreement as set forth in this Amendment. The Effective Date of the Amendment is **[Enter Effective Date of Amendment]**.

Owner	Engineer
City of Dickinson, ND	Northern Plains Engineering
(typed or printed name of organization)	(typed or printed name of organization)
By: _____	By: _____
(individual's signature)	(individual's signature)
(Attach evidence of authority to sign.)	(Attach evidence of authority to sign.)
Date: _____	Date: _____
(date signed)	(date signed)
Name: _____	Name: _____
(typed or printed)	(typed or printed)
Title: _____	Title: _____
(typed or printed)	(typed or printed)

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EXHIBIT E—RESERVED

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EXHIBIT F—ELECTRONIC DOCUMENTS PROTOCOL (EDP)

ARTICLE 1—ELECTRONIC DOCUMENTS PROTOCOL (EDP)

Paragraph 6.03 of the Main Agreement is supplemented by the following Exhibit F Paragraph 1.01 and Exhibit F—Attachment 1: Software Requirements for Electronic Document Exchange:

1.01 Electronic Documents Protocol

A. Electronic Transmittals: The parties shall conform to the following provisions together referred to as the Electronic Documents Protocol ("EDP" or "Protocol") for exchange of electronic transmittals. References to “Project” will mean the Specific Project, or the facilities program or other combination of projects undertaken with Engineer’s involvement, as the case may be.

1. Basic Requirements

a. To the fullest extent practical, the parties agree to and will transmit and accept Electronic Documents by Electronic Means using the procedures described in this Protocol. Use of the Electronic Documents and any information contained therein is subject to the requirements of this Protocol and other provisions of the Agreement.

b. The contents of the information in any Electronic Document will be the responsibility of the transmitting party.

c. Electronic Documents as exchanged by this Protocol may be used in the same manner as the printed versions of the same documents that are exchanged using non-electronic format and methods, subject to the same governing requirements, limitations, and restrictions, set forth in the Agreement.

d. Except as otherwise explicitly stated herein, the terms of this Protocol will be incorporated into any other agreement or subcontract between the Owner and Engineer and any third party for any portion of the Project, or any Project-related services, where that third party is, either directly or indirectly, required to exchange Electronic Documents with Owner, Engineer, or any Contractor or other entity directly contracted with the Owner to furnish Project-related services. Nothing herein will modify the requirements of the Agreement and applicable Construction Contract Documents regarding communications between and among the individual third parties and their respective subcontractors and consultants, except to the extent that any respective subcontractor or consultant exchanges Electronic Documents with the Owner or Engineer.

e. When transmitting Electronic Documents, the transmitting Party makes no representations as to long term compatibility, usability, or readability of the items resulting from the receiving Party's use of software application packages, operating systems, or computer hardware differing from those established in this Protocol.

f. Nothing herein negates any obligation (1) in the Agreement to create, provide, or maintain an original printed record version of Drawings and Specifications, signed and sealed according to applicable Laws and Regulations; (2) to comply with any

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applicable Law or Regulation governing the signing and sealing of design documents or the signing and electronic transmission of any other documents; or (3) to comply with any notice requirements limiting or otherwise modifying the acceptance of Electronic Documents for such notice.

2. System Infrastructure for Electronic Document Exchange

   a. Each party will provide hardware, operating system(s) software, internet, e-mail, and large file transfer functions ("System Infrastructure") at its own cost and sufficient for complying with the EDP requirements. With the exception of minimum standards set forth in this EDP and any explicit system requirements specified by attachment to this EDP, it will be the obligation of each party to determine, for itself, its own System Infrastructure.

      1) The maximum size of an e-mail attachment for exchange of Electronic Documents under this EDP is **20** MB. Attachments larger than that may be exchanged using large file transfer functions or physical media.

      2) Each Party assumes full and complete responsibility for any and all of its own costs, delays, deficiencies, and errors associated with converting, translating, updating, verifying, licensing, or otherwise enabling its System Infrastructure, including operating systems and software, for use with respect to this EDP.

   b. Each party is responsible for its own system operations, security, back-up, archiving, audits, printing resources, and other Information Technology ("IT") for maintaining operations of its System Infrastructure during the Project, including coordination with the party's individual(s) or entity responsible for managing its System Infrastructure and capable of addressing routine communications and other IT issues affecting the exchange of Electronic Documents.

   c. Each party will operate and maintain industry-standard, industry-accepted, ISO-standard, commercial-grade security software and systems that are intended to protect the other party from: software viruses and other malicious software like worms, trojans, adware; data breaches; loss of confidentiality; and other threats in the transmission to or storage of information from the other parties, including transmission of Electronic Documents by physical media such as CD/DVD/flash drive/hard drive. To the extent that a party maintains and operates such security software and systems, it will not be liable to the other party for any breach of system security.

   d. In the case of disputes, conflicts, or modifications to the EDP required to address issues affecting System Infrastructure, the parties will cooperatively resolve the issues; but, failing resolution, the Owner is authorized to make and require reasonable and necessary changes to the EDP to effectuate its original intent. If the changes cause additional cost or time to Engineer, not reasonably anticipated under the original EDP, Engineer shall be entitled to compensation as Additional Services for its costs associated with the revisions to the EDP, delayed adoption of this exhibit, or implementation of other Electronic Documents protocols.

   e. Each party is responsible for its own back-up and archive of documents sent and received during the term of any Project contract/agreement under this EDP, unless

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this EDP establishes a Project document archive, either as part of a mandatory Project website or other communications protocol, upon which the Parties may rely for document archiving during the specified term of operation of such project document archive. Further, each party remains solely responsible for its own post-Project back-up and archive of project documents, as each party deems necessary for its own purposes, after the term of contract, or termination of the project document archive, if one is established.

f. If a receiving party receives an obviously corrupted, damaged, or unreadable Electronic Document, the receiving party will advise the sending party of the incomplete transmission.

g. The parties will bring any non-conforming Electronic Documents into compliance with the EDP. The parties will attempt to complete a successful transmission of the Electronic Document or use an alternative delivery method to complete the communication.

B. Software Requirements for Electronic Document Exchange; Limitations

1. Each party will acquire the software and software licenses necessary to create and transmit Electronic Documents and to read and to use any Electronic Documents received from the other party (and if relevant from third parties), using the software formats required in this section of the EDP.

a. Prior to using any updated version of the software required in this section for sending Electronic Documents to the other party, the originating party will first notify and receive concurrence from the other party for use of the updated version or adjust its transmission to comply with this EDP.

2. The parties agree not to intentionally edit, reverse engineer, decrypt, remove security or encryption features, or convert to another format for modification purposes any Electronic Document or information contained therein that was transmitted in a software data format, including Portable Document Format (PDF), intended by sender not to be modified, unless the receiving party obtains the permission of the sending party or is citing or quoting excerpts of the Electronic Document for Project purposes.

3. Software and data formats for exchange of Electronic Documents will conform to the requirements set forth in the following Attachment 1 to this EDP, including software version, if listed.

C. Format and Distribution of Deliverables

1. By definition, "Documents" as used in this Agreement are documents expressly identified as deliverables from Engineer to Owner. Exhibit A of each specific Task Order identifies various Documents that Engineer is required to deliver to Owner as part of Engineer's services; Exhibit B of each specific Task Order is a schedule of such Documents. Engineer will transmit such Documents to Owner in the formats identified in Attachment 1 to this Protocol. If no specific format is identified for a deliverable Document, the format will be Portable Document Format (PDF).

2. If a Document will be distributed to third parties, such as prospective bidders and contractors, reviewing agencies, or lenders, the transmittal format for distribution will

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be as identified in Attachment 1 to this Protocol; provided, however, that if a format for distribution of a specific Document is expressly stated in a specific Exhibit A, then the Exhibit A format will take precedence. If no specific format is identified for distribution of a deliverable Document to third parties, the format will be Portable Document Format (PDF).

a. If a format for Document distribution other than Portable Document Format (PDF) is specified, Owner shall first obtain a written, signed release from each third party to which the deliverable Document is distributed, establishing agreement to the following conditions:

    1) The content included in the Electronic Documents prepared by or for Engineer and covered by the request was prepared as an internal working document for Engineer's purposes solely, and is being provided to the third party on an "AS IS" basis without any warranties of any kind, including, but not limited to any implied warranties of fitness for any purpose. As such, the third party is advised and acknowledges that the content may not be suitable for the third party's application, or may require substantial modification and independent verification by the third party. The content may include limited resolution of models; not-to-scale schematic representations and symbols; use of notes to convey design concepts in lieu of accurate graphics; approximations; graphical simplifications; undocumented intermediate revisions; and other devices that may affect subsequent reuse.

    2) Electronic Documents containing text, graphics, metadata, or other types of data that are provided to the Requesting Party are only for the convenience of the third party. Any conclusion or information obtained or derived from such data will be at the third party's sole risk and the third party waives any and all claims against Engineer or Owner arising from the use of the Electronic Documents covered by the request, or of any data contained in such Electronic Documents.

    3) The third party shall indemnify and hold harmless Owner, Engineer, and Engineer's Subcontractors and Subconsultants, from all claims, damages, losses, and expenses, including attorneys' fees and defense costs arising out of or resulting from the third party's use, adaptation, or distribution of any Electronic Documents provided under the request.

    4) The third party agrees not to sell, copy, transfer, forward, give away or otherwise distribute this information (in source or modified file format) to any third party without the direct written authorization of Engineer, unless such distribution is specifically identified in the request and is limited to the third party's subcontractors and consultants. The third party warrants that subsequent use by the third party's subcontractors and subconsultants will comply with all terms of the Construction Contract Documents and any specific instructions or conditions established by Owner.

b. If Engineer is required to assist or participate in obtaining such releases from third parties, such services will be categorized as Additional Services.

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D. Requests by Project-Related Parties for Electronic Documents in Other Formats

1. Owner may release (or direct Engineer to release) an Electronic Document version of a Document prepared by or for Engineer, including but not limited to a deliverable Document as set forth in Exhibit F Paragraph 1.01.C, in a format other than those identified in Exhibit F Paragraph 1.01.B or 1.01.C of the Electronic Documents Protocol, or elsewhere in the Agreement, only if (a) a Contractor or other Project-related party (Requesting Party) makes a good faith request for such release, (b) Owner determines in its sole discretion that such release is prudent and will be beneficial to the Project, and (c) Owner obtains Requesting Party's written consent to the four conditions set forth in Exhibit F Paragraph 1.01.C.2.a.1-4 above.

2. Any services by Engineer in connection with Owner or Engineer providing a Document to a Requesting Party under this Exhibit F Paragraph 1.01.D are Additional Services. Such services may include but are not limited to preparing the data in a manner deemed appropriate by Engineer. Owner may require reimbursement from the Requesting Party for the cost of such Additional Services, but compensation by Owner to Engineer for the Additional Services is not contingent upon Owner obtaining reimbursement from the Requesting Party.

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EXHIBIT F—ATTACHMENT 1: SOFTWARE REQUIREMENTS FOR ELECTRONIC DOCUMENT EXCHANGE

Not Applicable

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EXHIBIT G—INSURANCE

ARTICLE 1—INSURANCE

Paragraph 6.04 of the Main Agreement, Insurance, is supplemented to include the following Exhibit G Paragraphs 1.01 and 1.02:

1.01 Insurance Policies and Limits

A. In accordance with Paragraph 6.04.A of the Main Agreement, the insurance that Engineer must procure and maintain, and the policy limits of such insurance, are as follows:

Coverage	Policy limits of not less than:
Workers' Compensation	
State	Statutory
Employer's Liability	
Each accident	$500,000
Each employee	$500,000
Policy limit	$ 500,000
Commercial General Liability	
General Aggregate	$2,000,000
Personal and Advertising Injury	$1,000,000
Bodily Injury and Property Damage—Each Occurrence	$1,000,000
Automobile Liability	
Bodily Injury	
Each Person	$
Each Accident	$
Property Damage	
Each Accident	$
Or	
Combined Single Limit	
Combined Single Limit (Bodily Injury and Property Damage)	$1,000,000
Excess or Umbrella Liability	
Each Occurrence	$1,000,000
General Aggregate	$1,000,000
Professional Liability	
Each Claim	$3,000,000
Annual Aggregate	$3,000,000
Unmanned Aerial Vehicle Liability Insurance	
Each Claim	$
General Aggregate	$
Other Insurance [Specify]	
Each Claim	$
General Aggregate	$

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B. In accordance with Paragraph 6.04.C of the Main Agreement, the insurance that Owner must procure and maintain, and the policy limits of such insurance, are as follows:

Coverage	Policy limits of not less than:
Workers' Compensation	
State	Statutory
Employer's Liability	
Each accident	$ 500,000
Each employee$	$ 500,000
Policy limit	$ 500,000
Commercial General Liability	
General Aggregate	$ 2,000,000
Personal and Advertising Injury	$ 1,000,000
Bodily Injury and Property Damage—Each Occurrence	$ 1,000,000
Automobile Liability	
Bodily Injury	
Each Person	$
Each Accident	$
Property Damage	
Each Accident	$
Or	
Combined Single Limit	
Combined Single Limit (Bodily Injury and Property Damage)	$ 1,000,000
Excess or Umbrella Liability	
Each Occurrence	$ 1,000,000
General Aggregate	$ 1,000,000
Professional Liability	
Each Claim	$ 2,000,000
General Aggregate	$ 2,000,000
Other Insurance [Specify]	
Each Claim	$
General Aggregate	$

1.02 Additional Insureds

A. Owner shall cause Engineer, its Subconsultants, and its Engineer's Subcontractors to be listed as additional insureds on any of Owner's general liability policies that are applicable to the Project. The following individuals or entities are to be listed on Owner's general liability policies of insurance (and on Contractor's policies required under Paragraph 6.04.D of the Main Agreement) as additional insureds:

Name of Additional Insured	Address
Northern Plains Engineering	**441 23rd Street West, Dickinson, ND 58601**
[Engineer's Subconsultant]	**[Subconsultant's Corporate Address]**
[Engineer's Subconsultant]	**[Subconsultant's Corporate Address]**
[Other Additional Insured]	**[Other Additional Insured's Corporate Address]**

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B. During the term of this Main Agreement the Engineer shall notify Owner of any other Subconsultant or Engineer's Subcontractor to be listed as an additional insured on Owner's and applicable Contractor's general liability policies of insurance.

C. The Owner must be listed on Engineer's general liability policy as provided in Paragraph 6.04.B.

D. For applicable Contractor's general liability policies of insurance, the additional insured endorsements will include both ongoing operations and products and completed operations coverage through ISO Endorsements CG 20 10 10 01 and CG 20 37 10 01 (together). If Contractor demonstrates to Owner that the specified ISO endorsements are not commercially available, then Contractor may satisfy this requirement by providing equivalent endorsements.

E. For applicable Contractor's general liability policies of insurance, Contractor shall provide ISO Endorsement CG 20 32 07 04, "Additional Insured—Engineers, Architects or Surveyors Not Engaged by the Named Insured" or its equivalent for Engineer, Subconsultants, and other design professional additional insureds.

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EXHIBIT H—~~DISPUTE RESOLUTION~~ - RESERVED

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EXHIBIT I—LIMITATIONS OF LIABILITY

ARTICLE 1—LIMITATIONS OF LIABILITY

Paragraph 6.10 of the Agreement is supplemented to include Exhibit I Paragraph(s) **1.01, Mutual Indemnification; 1.02, Limitation of Engineer's Liability:**

1.01 Mutual Indemnification

A. Indemnification by Owner: Only to the extent permitted by Laws and Regulations, Owner shall indemnify and hold harmless Engineer and its officers, directors, members, partners, agents, employees, and Subconsultants, and Engineer's Subcontractors, from and against any and all claims, costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court, arbitration, or other dispute resolution costs) arising out of or relating to the Project, provided that any such claim, cost, loss, or damage is attributable to bodily injury, sickness, disease, or death or to injury to or destruction of tangible property (other than the Work itself), including the loss of use resulting therefrom, but only to the extent caused by any negligent act or omission of Owner or Owner's officers, directors, members, partners, agents, employees, or others retained by or under contract to the Owner with respect to this Agreement or to the Project.

1.02 Limitation of Engineer's Liability

A. Engineer's Liability Limited to Amount of Insurance Proceeds: Engineer shall procure and maintain insurance as required by and set forth in Exhibit G to this Agreement. Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by Laws and Regulations, the total liability, in the aggregate, of Engineer and Engineer's officers, directors, members, partners, agents, employees, Subconsultants, and Engineer's Subcontractors to Owner and anyone claiming by, through, or under Owner for any and all claims, losses, costs, or damages whatsoever (including but not limited to direct, indirect, special, incidental, punitive, exemplary, or consequential damages) arising out of, resulting from, or in any way related to the Project or the Agreement from any cause or causes, including but not limited to the negligence, professional errors or omissions, strict liability, breach of contract, indemnity obligations, or warranty express or implied, of Engineer or Engineer's officers, directors, members, partners, agents, employees, Subconsultants, or Engineer's Subcontractors (hereafter "Owner's Claims"), will be limited to (1) responsibility for payment of all or the applicable portion of any deductibles, either directly to the Engineer's insurers or in settlement or satisfaction, in whole or in part, of Owner's Claims, and (2) total insurance proceeds paid on behalf of or to Engineer by Engineer's insurers in settlement or satisfaction of Owner's Claims under the terms and conditions of Engineer's applicable insurance policies up to the amount of insurance required under this Agreement.
   1. Such limitation will not be reduced, increased, or adjusted on account of legal fees paid, or costs and expenses of investigation, claims adjustment, defense, or appeal.
   2. If no such insurance coverage is provided with respect to Owner's Claims, then the total liability, in the aggregate, of Engineer and Engineer's officers, directors, members, partners, agents, employees, Subconsultants, and Engineer's Subcontractors, to Owner and anyone claiming by, through, or under Owner, for any and all such uninsured Owner's Claims will not exceed $**500,000.**

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APPENDIX 1: REIMBURSABLE EXPENSES SCHEDULE

Reimbursable Expenses are subject to review and adjustment on an annual basis. Rates and charges for Reimbursable Expenses as of the Effective Date of the Main Agreement are:

II.	**EARTHWORK OBSERVATIONS AND TESTING**			
A.	**Field Engineering Services**		**See Section I**	
B.	**Equipment Rental may apply**			
	1.	Nuclear Moisture Density Guage, ASTM D8167 & 8153	Day	$ 50.00
	2.	Dynamic Cone Penetrometer (DCP)	Day	$ 30.00
	3.	Balloon Voluvessel ND D 2167	Day	$ 30.00
	4.	Hand Cone Penetrometer (HCP)	Day	$ 30.00
C.	**Moisture Density Relations (Proctor)**			
	1.	Proctor, ASTM D698 or 1557 & AASHTO T99 or 180	Each	$ 375.00
	2.	One Point Proctor Check	Each	$ 100.00
D.	**Soil/Cement Mix Design**			
	1.	Laboratory Testing & Reporting at 3 Portland Cement and Moisture Contents.	Each	Per Quote
	2.	Unconfined Compression Tests, AASHTO T208	Each	$ 100.00
III.	**SOIL AND AGGREGATE TESTING**			
A.	**Grain Size Distribution, AASHTO T27 & 11, ASTM C136 & 117**			
	1.	Sieve Analysis Coarse & Fine	Each	$ 175.00
	2.	#200 Wash Sieve Only	Each	$ 100.00
	3.	Coarse Aggregate Unwashed	Each	$ 100.00
	4.	Hydrometer Analysis, ASTM D422	Each	$ 400.00
B.	**Physical Properties**			
	1.	% of Fractured Particles in Coarse Agg, NDDOT 4	Each	$ 110.00
	2.	Lightweight Pieces in Aggregate, ND T113	Each	$ 150.00
	3.	Atterberg Limits ASTM D4318, AASHTO T90	Each	$ 150.00
	3.	California Bearing Ratio	Each	$ 500.00
	4.	Soundness of Aggregates ASTM C88	Each	$ 500.00
IV.	**CONCRETE TESTING**			
A.	**Field Engineering, Sampling & Testing Services**		**See Section I**	
B.	**Compressive Strength of Test Cylinders, ASTM C39**			
	1.	4" x 8" Cylinders	Each	$ 40.00
	2.	6" x 12" Cylinders	Each	$ 45.00

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APPENDIX 2: STANDARD HOURLY RATES SCHEDULE

A. Standard Hourly Rates

1. Standard Hourly Rates are set forth in this Appendix 2 and include salaries and wages paid to personnel in each billing class plus the cost of customary and statutory benefits, general and administrative overhead, non-project operating costs, and operating margin or profit.
2. The Standard Hourly Rates apply only as specified in the Agreement and the governing Task Order.
3. The Standard Hourly Rates are subject to annual adjustment.

B. Schedule: Hourly rates for services performed on or after the date of the Agreement are:

I. ENGINEERING - TECHNICAL - ADMIN PERSONNEL- VEHICLE RATES		
Service	**Unit**	**Rate**
Principal Engineer	Hour	$ 190.00
Senior Engineer	Hour	$ 180.00
Project Engineer	Hour	$ 160.00
Design Engineer	Hour	$ 150.00
Senior Project Manager	Hour	$ 160.00
Project Manager	Hour	$ 150.00
Survey Crew Chief	Hour	$ 150.00
2 Person Survey Crew	Hour	$ 250.00
Senior Engineering Technician	Hour	$ 140.00
Engineering Technician	Hour	$ 130.00
Administrative Assistant	Hour	$ 95.00

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AGREEMENT BETWEEN OWNER AND ENGINEER FOR PROFESSIONAL SERVICES— TASK ORDER EDITION

PART 3 OF 4: TASK ORDER FORM

Prepared by

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ENGINEERS JOINT CONTRACT DOCUMENTS COMMITTEE

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TASK ORDER NO. [___]

This is Task Order No. **[_____]**, consisting of 5 pages.

In accordance with Paragraph 1.01, Main Agreement, of the Agreement Between Owner and Engineer for Professional Services—Task Order Edition dated **[date]**, Owner and Engineer agree as follows:

1. TASK ORDER DATA

a.	Effective Date of Task Order:	
b.	Owner:	
c.	Engineer:	
d.	Specific Project (title)	
e.	Specific Project (description):	
f.	Related Task Orders Supplemented by this Task Order: Superseded by this Task Order:	

2. BASELINE INFORMATION

Baseline Information. Owner has furnished the following Specific Project information to Engineer as of the Effective Date of the Task Order. Engineer's scope of services has been developed based on this information. As the Specific Project moves forward, some of the information may change or be refined, and additional information will become known, resulting in the possible need to change, refine, or supplement the scope of services.

Specific Project Title: _____

Type and Size of Facility: _____

Description of Improvements: _____

Expected Construction Start: _____

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Prior Studies, Reports, Plans: _____

Facility Location(s): _____

Current Specific Project Budget: _____

Funding Sources: _____

Known Design Standards: _____

Known Specific Project Limitations: _____

Specific Project Assumptions: _____

Other Pertinent Information: _____

3. SERVICES OF ENGINEER ("SCOPE")

A. The specific Basic Services to be provided or furnished by Engineer under this Task Order are:

[Select one of the following options and delete the others.]

☐ Exhibit A to Task Order, "Engineer's Services for Task Order," as attached to this specific Task Order. **[Attach a scope of services exhibit labeled "Exhibit A." This exhibit will often be based on E-505's published Exhibit A to Task Order, as modified for the specific Task Order; or at the user's option the exhibit may consist of an attached custom-drafted scope of services, or a scope of services set out in a separate document such as a letter or proposal.]**

[or]

☐ as follows: **[Directly insert customized scope of services here.]**

All of the services included above comprise Basic Services for purposes of Engineer's compensation under this Task Order, with the exception of Resident Project Representative Services, if any, which are compensated separately.

B. Resident Project Representative (RPR) Services:

1. If the Scope established in Paragraph 2.A above includes RPR services, then Exhibit D to Task Order is expressly incorporated in this Task Order by reference.

C. Additional Services: Services not expressly set forth as Basic Services in Paragraph 3.A above, and necessary services listed as not requiring Owner's written authorization, or requiring additional effort in an immediate, expeditious, or accelerated manner as a result of unanticipated construction events or Specific Project conditions, **[if more clarity is needed, identify specific situations qualifying as additional effort, such as those described in Exhibit A to Task Order, Paragraph 2.01]** are Additional Services, and will be compensated by the method indicated for Additional Services in this Task Order. All other Additional

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Services require mutual agreement and may be authorized by amending the Task Order as set forth in Paragraph 8.05.B.2 of the Main Agreement, with compensation for such other Additional Services as set forth in the amending instrument.

4. DELIVERABLES SCHEDULE

A. In submitting required Documents and taking other related actions, Engineer and Owner will comply with Exhibit B to Task Order, attached to this specific Task Order.

5. ADDITIONS TO OWNER'S RESPONSIBILITIES

A. Owner shall have those responsibilities set forth in Article 2 of the Main Agreement, and the following supplemental responsibilities that are specific to this Task Order: **[State any supplementary Owner responsibilities applicable to this Task Order here.]**

6. TASK ORDER SCHEDULE

A. In addition to any schedule provisions provided in Exhibit B or elsewhere, the parties shall meet the following schedule: **[Indicate "Not Applicable" if the schedule in Exhibit B, as modified for the specific Task Order, is sufficient.]**

Date	Action / Milestone	Comment

7. ENGINEER'S COMPENSATION

A. The terms of payment are set forth in Article 4 of the Main Agreement.

Owner shall pay Engineer for services rendered under this Task Order as follows:

Description of Service	Amount	Basis of Compensation
1. Basic Services	$[ ]	[ ]
a. Phase or Subtask 1	$[ ]	[ ]
b. Phase or Subtask 2	$[ ]	[ ]
c. Phase or Subtask 3	$[ ]	[ ]
d. Phase or Subtask 4*	$[ ]	[ ]
2. Resident Project Representative Services*	$[ ]	[ ]

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TOTAL COMPENSATION (items 1 and 2)	$**[ ]**	
3. Additional Services under Section 2.D above	(N/A)	**[ ]**

*Based on a **[TBD]**-month continuous construction period.

B. Compensation items and totals based in whole or in part on Hourly Rates or Direct Labor are estimates only. Lump sum amounts and estimated totals included in the breakdown by phases incorporate Engineer's labor, overhead, profit, reimbursable expenses (if any), and Subconsultants' charges, if any. For lump sum items, Engineer may alter the distribution of compensation between individual phases (line items) to be consistent with services actually rendered, but shall not exceed the total lump sum compensation amount unless approved in writing by the Owner.

8. ENGINEER'S PRIMARY SUBCONSULTANTS FOR TASK ORDER, AS OF THE EFFECTIVE DATE OF THE TASK ORDER:

A. **[Identify primary Subconsultants]**

9. EXHIBITS AND ATTACHMENTS:

A. Exhibit A to Task Order—Engineer's Services Under Task Order

B. Exhibit B to Task Order—Task Order Deliverables Schedule

C. Exhibit D to Task Order—Duties, Responsibilities, and Limitations of Authority of Resident Project Representative Under Task Order

D. Exhibit E to Task Order-EJCDC® C-626, Notice of Acceptability of Work (Form)

E. Other:

Execution of this Task Order by Owner and Engineer makes it subject to the terms and conditions of the Main Agreement and its exhibits and appendices, which Main Agreement, exhibits, and appendices are incorporated by this reference.

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OWNER: City of Dickinson, ND	ENGINEER: Northern Plains Engineering
By: _____	By: _____
Print Name: _____	Print Name: _____
Title: _____	Title: _____
	Engineer's License or Firm's Certificate No. (if required): _____
	State of: North Dakota
DESIGNATED REPRESENTATIVE FOR TASK ORDER:	DESIGNATED REPRESENTATIVE FOR TASK ORDER:
Name: _____	Name: _____
Title: _____	Title: _____
Address: _____	Address: _____
E-Mail Address: _____	E-Mail Address: _____
Phone: _____	Phone: _____
Date: _____	Date: _____

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AGREEMENT BETWEEN OWNER AND ENGINEER FOR PROFESSIONAL SERVICES— TASK ORDER EDITION

PART 4 OF 4: EXHIBITS TO TASK ORDER

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Article 1 of the Main Agreement, Services of Engineer, is supplemented to include the following provisions:

Engineer shall provide Basic and Additional Services as set forth below.

ARTICLE 1—BASIC SERVICES

1.01 Management of Engineering Services

A. See Main Agreement, Paragraph 1.03.

1.02 Study and Report Phase

A. Engineer shall:

1. Consult with Owner to define and clarify Owner's requirements for the Specific Project, including design objectives and constraints, space, capacity and performance requirements, flexibility, and expandability, and any budgetary limitations, and identify available data, information, reports, facilities plans, and site evaluations.

a. If Owner has already identified one or more potential solutions to meet its Specific Project requirements, then proceed with the study and evaluation of the Owner-identified potential solutions listed here:

1) **[List the specific potential solutions to be studied and evaluated here]**.

b. If Owner has not identified specific potential solutions for study and evaluation, then assist Owner in determining whether Owner's requirements, and available data, reports, plans, and evaluations, point to a single potential solution for Engineer's study and evaluation, or are such that it will be necessary for Engineer to identify, study, and evaluate multiple potential solutions.

c. If it is necessary for Engineer to identify, study, and evaluate multiple potential solutions, then identify **[insert specific number]** alternative solutions potentially available to Owner, unless Owner and Engineer mutually agree that some other specific number of alternatives should be identified, studied, and evaluated.

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2. Identify potential solution(s) to meet Owner's Specific Project requirements, as needed.
3. Study and evaluate the potential solution(s) to meet Owner's Specific Project requirements.
4. Visit the Site, or potential Specific Project sites, to review existing conditions and facilities, unless such visits are not necessary or applicable to meeting the objectives of the Study and Report Phase.
5. Assess initially available Specific Project information and data, including the Baseline Information set forth at the beginning of this Exhibit A.
6. Advise Owner of any need for Owner to obtain, furnish, or otherwise make available to Engineer additional Specific Project-related information and data, for Engineer's use in the study and evaluation of potential solution(s) to Owner's Specific Project requirements, and preparation of a related report.
7. After consultation with Owner, recommend the solution(s) which in Engineer's judgment meet Owner's requirements for the Specific Project.
8. Identify, consult with, and analyze requirements of authorities having jurisdiction to permit or approve construction or operation of the portions of the Specific Project to be designed or specified by Engineer, including but not limited to impacts and mitigating measures identified in previously prepared environmental assessments for the Specific Project provided to the Engineer or being concurrently prepared for Owner by others.
9. Advise the Owner of any need for Owner to provide data or services of the types described in Article 2 of the Agreement, for use in Specific Project design, or in preparation for Contractor selection and construction.
10. Assist Owner in evaluating the possible use of building information modeling; civil integrated management; geotechnical baselining of subsurface conditions at the Site; innovative design, contracting, or procurement strategies; project delivery method; or other strategies, technologies, or techniques for assisting in the design, construction, and operation of Owner's facilities. The subject matter of this paragraph will be referred to in Exhibit A as "Specific Project Strategies, Technologies, and Techniques."
11. Assist Owner in identifying opportunities for enhancing the sustainability of the Specific Project, and pursuant to Owner's instructions, plan for the inclusion of sustainable features in the design.
12. Review with Owner the thresholds established in applicable codes, standards, and design criteria specifically governing the ability of the proposed facilities or improvements to perform, and to absorb or avoid damage without suffering complete or substantial failure. As part of the review, identify additional risk assessment studies or tools that are available to evaluate the susceptibility of the facilities or improvements to natural and man-made events beyond the applicable established thresholds. Upon Owner request, as an additional service, perform additional risk assessment studies or tools to further evaluate system resiliency beyond the applicable established thresholds.

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13. Utilities, including Underground Facilities

    a. Review any utility mapping and surveys and other utilities documentation made available by Owner. Take note of observable utilities during Site visit.

    b. Identify, in a preliminary manner and to the extent determinable by such mapping or other information provided by Owner, and by observations at the Site, those utilities (whether above-ground utilities of any type, or Underground Facilities) likely to be affected by the Specific Project construction and additional utility facilities or extensions that will be needed to serve the Specific Project.

    c. If the impact on existing utilities or the need for additional utility facilities or extensions cannot reasonably be determined in a preliminary manner from mapping or other information provided by Owner, or such information was not available from Owner, then assist Owner in evaluating the need to either obtain additional utility mapping and utility documentation during the Study and Report Phase, or undertake other alternative approaches and contingencies to account for utility uncertainties in this phase.

    d. Advise Owner of additional utility documentation and coordination needed during the design and construction phases to adequately assess, mitigate, and manage the impact of the Specific Project (including any additional utility facilities or extensions needed to serve the Specific Project) on existing utilities.

    e. Use ASCE 38, "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data" as a means to advise the Owner regarding the extent and identification and mapping of existing Underground Facilities during the design and construction phases.

        1) If Owner has retained a land surveyor, utility engineer, or utility consultant, collaborate with such individuals or entities regarding the application of ASCE 38.

14. Inquire regarding survey methodologies and technologies that would aid in addressing Owner's Specific Project requirements. Develop a scope of work and survey limits for any topographic and other surveys necessary for design. For recommended survey deliverables, specify a) required technical specifications; b) pertinent datum; c) survey limits, and d) formats of deliverables. Collaborate with land surveyor, when separately retained by Owner or third party, to develop such scope of work.

15. Prepare a report (the "Report") which will, as appropriate, contain schematic layouts, sketches, and conceptual design criteria with appropriate exhibits to indicate the agreed-to requirements, considerations involved, and Engineer's recommended solution(s).

    a. For each recommended solution, Engineer will separately tabulate Total Project Cost, itemizing those items and services included within the definition of Total Project Costs.

    b. Engineer will meet with Owner to discuss the draft Report and receive Owner's comments.

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16. Perform or provide the following other Study and Report Phase tasks or deliverables:

    a. **[List any such tasks or deliverables here]**.

17. Furnish the Report and any other Study and Report Phase deliverables to Owner pursuant to the requirements of the Deliverables Schedule in Exhibit B, and review the deliverables with Owner.

18. Revise the Report and any other Study and Report Phase deliverables in response to Owner's comments, as appropriate, and submit revised deliverables pursuant to the Deliverables Schedule.

B. Engineer's services under the Study and Report Phase will be considered complete on the date when Engineer has delivered to Owner the final Report (as revised) and any other Study and Report Phase deliverables.

1.03 Preliminary Design Phase

A. After acceptance by Owner of the Report and any other Study and Report Phase deliverables (if Engineer's services under this Agreement included Study and Report Phase services); selection by Owner of a recommended solution; issuance by Owner of any instructions for use of Specific Project Strategies, Technologies, and Techniques, or for inclusion of sustainable features in the design, or enhanced resiliency of the design; indication by Owner of any specific modifications or changes in the scope, extent, character, or design requirements of the Specific Project desired by Owner; and any necessary changes, refinements, and supplementation of the Baseline Information set forth at the beginning of this Exhibit A, Engineer and Owner shall discuss, resolve, and document in writing any necessary revisions to Engineer's scope of services, compensation (through application of the provisions regarding Additional Services, or otherwise), and the time for completion of Engineer's services, resulting from the selected solution, related Specific Project Strategies, Technologies, or Techniques, sustainable design and resiliency instructions, specific modifications to the Specific Project, or changes, refinements, or supplementation of the Baseline Information.

B. Upon written authorization from Owner, Engineer shall:

1. Review and assess all available Specific Project information and data, including any pertinent reports or studies (whether prepared by Engineer or others) and any related instructions from Owner.

2. Based on the threshold review and assessment of available information and data, advise Owner of any need for Owner to obtain, furnish, or otherwise make available to Engineer any additional information and data, for Engineer's use in the preparation of a Preliminary Design Phase Report.

3. Prepare a Preliminary Design Phase Report in the following format: **[specify the format that is appropriate to the scope of the design and sufficient for Owner's purposes—ranging from a consolidated and comprehensive narrative report to an assemblage of required documents]**.

4. The Preliminary Design Phase Report will consist of final design criteria, preliminary drawings, a preliminary list of expected specifications, and written descriptions of the Specific Project. The Preliminary Design Phase Report will consider the following

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matters to the extent applicable to the Specific Project and as necessary to establish the basis of design for proceeding to final design and construction:

a. The Specific Project concept, intent, performance criteria, desired outcomes, Owner's standards and Owner directed improvements and facility elements as established in the Study and Report Phase and as expressly set forth in the Baseline Information section of this Exhibit A (collectively the "Specific Project Goals").

b. Recommended appropriate design criteria for each primary portion and significant discipline of the design necessary to address the Specific Project Goals.

c. Site conditions and characterization as known at the time of, or to be determined during, the Preliminary Design Phase, including topography; subsurface information; Constituents of Concern; cultural, historical, and archaeological resources at the Site; wetlands information; and evaluations of flora and fauna that may be affected by the Specific Project.

d. The time schedule for completion of the Specific Project in accordance with Specific Project Goals, including any recommended changes to the time required to complete the Final Design Phase (as set forth in Exhibit B, Deliverables Schedule) and estimated schedule(s) for construction.

e. Identification of major items of materials and equipment, rationale for selection with consideration of quality, suitability, pricing, sourcing, regulatory, and bidding issues affecting recommended selection.

f. Revised opinions of probable Construction Cost.

g. The impact of Specific Project Strategies, Technologies, and Techniques, sustainable features, and enhanced resiliency selected by Owner for inclusion in the Specific Project on the Specific Project Goals, schedule and probable Construction Cost, including impact of multiple prime construction contracts, separate procurement of materials or equipment, and other alternate project delivery methods when the Specific Project Goals necessitate and Owner authorizes;

h. Construction Phase quality assurance and quality control needs affecting development of Drawings and Specifications and other Final Design and Bidding Phase documents.

i. The effect of permits and authorizations by other entities and utility coordination needs on the Specific Project.

j. Other matters and information pertinent to addressing the Specific Project Goals.

5. In preparing the Preliminary Design Phase Report, use any specific applicable Specific Project Strategies, Technologies, and Techniques authorized by Owner during or following the Study and Report Phase, and include sustainable features and enhanced resiliency, as appropriate, pursuant to Owner's instructions.

6. Visit the Site as needed to prepare the Preliminary Design Phase Report.

7. If at any point in the Preliminary Design Phase it becomes apparent to Engineer that additional reports, data, information, or services of the types described in Article 2 are

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necessary, then so advise Owner, and assist Owner in obtaining such reports, data, information, or services.

8. Above-Ground Utilities

    a. Review above-ground utilities information obtained from Owner and from observations at the Site.

    b. Make recommendations regarding any further identification, investigation, and mapping of above-ground utilities at or adjacent to the Site, for Engineer's design purposes or otherwise.

    c. Account for above-ground utilities, based on available information, when advancing design during the Preliminary Design Phase.

9. Underground Facilities

    a. Review Underground Facilities data furnished by Owner. Assist Owner in reducing and managing risks associated with Underground Facilities by working together with Owner to jointly establish a procedure ("Underground Facilities Procedure") for the further identification, investigation, and mapping of Underground Facilities at or adjacent to the Site, using ASCE 38, "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data," as a basis for establishing such Underground Facilities Procedure.

    b. Such Underground Facilities Procedure must take into account the Site and the nature of the Specific Project.

    c. Use the Underground Facilities Procedure to aid in the performance of design services:

        1) Account for Underground Facilities, based on available information, when advancing the design during the Preliminary Design Phase.

        2) The Underground Facilities Procedure will include a plan to keep Underground Facilities information current as Engineer proceeds with the provision of design services, and to add new or relocated Underground Facilities information to the base utility or Site drawings.

        3) To manage the potential impact of design changes on Underground Facilities, Engineer shall work together with Owner to modify or reapply the Underground Facilities Procedure as the design progresses and changes.

10. Mitigation of Utilities Conflicts

    a. Identify potential conflicts between the Specific Project (including existing and new facilities and structures) and above-ground utilities and Underground Facilities as reviewed in Exhibit A Paragraphs 1.03.B.8 and 9 above, and advise Owner regarding the need for resolution of such conflicts with utility and Underground Facilities owners and permit agencies. Identify the potential need for the relocation of existing above-ground utilities and Underground Facilities.

    b. Update the Underground Facilities Procedure as necessary for any Underground Utilities conflicts and relocations.

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c. Working together with Owner, jointly identify which specific parties or other entities will be responsible for implementation of the various specific parts of the Underground Facilities Procedure (including those parts that address resolution of Underground Facilities conflicts), and for resolution of above-ground utilities conflicts. Such identification will take into account Owner's authority and standing, as owner of the Site, with respect to Underground Facilities and above-ground utilities.

1) To the extent that Owner and Engineer agree that in addition to performing the design-related obligations set forth in Exhibit A Paragraphs 1.03.B.8 and 9, Engineer will also implement any non-design part of the Underground Facilities Procedure (including resolution of Underground Facilities conflicts), or undertake resolution of above-ground utilities conflicts, such additional duties will be Additional Services under Article 2 of this Exhibit A.

11. Surveys, Topographic Mapping, and Utility Documentation

a. Coordinate with Owner's utility engineer, utility consultant, or land surveyor for the necessary field surveys, topographic mapping, and utility documentation required for Engineer's design purposes, or by the Underground Facilities Procedure.

b. If no scope of work and procedure for utility documentation has been established, selected, or authorized, then at a minimum Engineer will contact utility owners and obtain available information. Except as otherwise provided in this Agreement, Owner acknowledges that the information gathered from utility owners may be incorrect, incomplete, outdated, or otherwise flawed, and as to Engineer, bidders, and Contractor, the Owner accepts all associated risks. Owner reserves all associated rights as to recourse against the sources of such flawed information and against third parties.

12. Prepare initial draft of a comprehensive permit document that identifies Owner's permit duties, Engineer's permit duties, and Contractor's permit duties, and the schedule for permitting activities.

13. Continue to assist Owner with Specific Project Strategies, Technologies, and Techniques that Owner has chosen to implement in Exhibit A Paragraph 1.03.A.

14. Obtain Owner's instructions regarding Owner's procurement of construction services (including instructions regarding advertisements for bids, instructions to bidders, and requests for proposals, as applicable), Owner's construction contract practices and requirements, insurance and bonding requirements, electronic transmittals during construction, and other information necessary for the finalization of Owner's Bidding/Proposal Documents and Front-End Construction Contract Documents.

a. Also obtain copies of Owner's standard Bidding/Proposal Documents and Front-End Construction Contract Documents (if other than the EJCDC 2018 Construction Series documents), and any other related documents or content for Engineer to include in drafts of the Specific Project-specific Bidding/Proposal Documents and Front-End Construction Contract Documents, when applicable.

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b. Review Owner's instructions regarding procurement, bidding and contracting of construction services with respect to effects on the Specific Project design, schedule and construction and address as needed in the Preliminary Design Phase deliverables.

15. Prepare the Preliminary Design Phase Report. This Report will consist of, as appropriate, separate or combined submittals in whole or summary, the Preliminary Design Phase documents listed in Exhibit A Paragraph 1.03.B.4, and Engineer's findings and recommendations for advancing the Specific Project to the Final Design Phase (including Engineer's findings and recommendations, if any, regarding permitting, utilities, and Underground Facilities). The submittal will be in the format of a report, or otherwise organized and assembled for ease and practicality of use.

    a. Based on the information contained in the Preliminary Design Phase documents, prepare a revised opinion of probable Construction Cost, and on the basis of information furnished by Owner, assist Owner in tabulating the various cost categories which comprise Total Project Costs.

    b. Engineer will meet with Owner to discuss the draft Preliminary Design Phase submittal and receive Owner's comments.

16. Perform or provide the following other Preliminary Design Phase tasks or deliverables:

    a. **[List any such tasks or deliverables here]**.

17. Furnish the Preliminary Design Phase Report, opinion of probable Construction Cost, and any other Preliminary Design Phase deliverables to Owner pursuant to the requirements of the Deliverables Schedule in Exhibit B, and review the deliverables with Owner.

18. Revise the Report and any other deliverables in response to Owner's comments, as appropriate, and submit revised deliverables pursuant to the Deliverables Schedule.

C. Engineer's services under the Preliminary Design Phase will be considered complete on the date when Engineer has delivered to Owner the final Preliminary Design Phase Report (as revised) and associated documents, revised opinion of probable Construction Cost, and any other Preliminary Design Phase deliverables.

1.04 Final Design Phase

A. After acceptance by Owner of the Preliminary Design Phase Report and any other Preliminary Design Phase deliverables; issuance by Owner of any instructions for specific modifications or changes in the scope, extent, character, or design requirements of the Specific Project desired by Owner; and any necessary changes, refinements, and supplementation of the Baseline Information set forth at the beginning of this Exhibit A, Engineer and Owner shall discuss, resolve, and document any necessary revisions to Engineer's scope of services, compensation (through application of the provisions regarding Additional Services, or otherwise), and the time for completion of Engineer's services, resulting from specific modifications to the Specific Project, or changes, refinements, or supplementation of the Baseline Information.

1. The number of prime contracts for Work designed or specified by Engineer upon which the Engineer's compensation has been established under this Agreement is **[Enter**

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number of contracts]. If more prime contracts are awarded, Engineer shall be entitled to an equitable increase in its compensation under this Agreement.

2. If more than one prime construction contract is to be awarded for the Work designed or specified by Engineer, then Owner shall define and set forth (in an exhibit to this Agreement, or in a subsequent document) the duties, responsibilities, and limitations of authority of a person or entity that will have authority and responsibility for coordinating the activities among the various prime Contractors, and any resulting changes in the duties, responsibilities, and authority of Engineer.

3. In the event that the Work designed or specified by Engineer is to be performed or furnished under more than one prime construction contract, or if Engineer's services are to be separately sequenced with the work of one or more separate design professional consultants or prime Contractors (such as in the case of fast-tracking), Owner and Engineer shall, prior to commencement of the Final Design Phase, develop a schedule for performance of Engineer's services during the Final Design, Bidding/Proposal, Construction, and Post-Construction Phases in order to sequence and coordinate properly such services as are applicable under such separate prime construction contracts. This schedule is to be prepared and included in or become an amendment to Exhibit A whether or not the work under such construction contracts is to proceed concurrently.

B. Upon written authorization from Owner, Engineer shall prepare final Drawings and Specifications indicating the scope, extent, and character of the Work to be performed and furnished by Contractor, in accordance with the Preliminary Design Phase Report (as revised) and other Preliminary Design Phase deliverables. As part of the preparation of the Drawings and Specifications, Engineer shall prepare interim drafts and final Drawings and Specifications as follows, pursuant to the Deliverables Schedule in Exhibit B:

1. First Final Design Phase draft of all Drawings and Specifications.

2. Second Final Design Phase draft of all Drawings and Specifications, addressing Owner comments and including appropriate design advancement.

3. Final Drawings and Specifications that address Owner comments; complete the design; are suitable for estimating and pricing by prospective Contractors; and are complete and ready for construction.

C. In preparing the Specifications (and any bidding, contract, or other documents that are part of Engineer's scope of services), Engineer shall obtain from Owner or Owner's legal counsel any relevant constraints such as requirements for use of domestic steel and iron, other domestic purchasing requirements, statutory restrictions on utilizing proprietary specifying methods, and the like, and comply with or account for such constraints in drafting Specifications, Bidding/Proposal Documents, and other Specific Project documents.

D. Engineer shall prepare or assemble draft Bidding/Proposal Documents and Front-End Construction Contract Documents as follows:

1. Such documents will be based on the 2018 EJCDC Construction Documents, and on the specific bidding or Contractor selection-related instructions and forms, contract forms, text, or other content received from Owner.

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2. When Engineer is required to use other than the 2018 EJCDC Construction Documents, then as required in the Preliminary Design Phase Owner will furnish to Engineer a copy of the required documents to be used for the Specific Project's Bidding/Proposal Documents and Front-End Construction Contract Documents. Prior to the first Final Design Phase submittal, Engineer will review the bidding and contracting documents furnished by Owner and provide comments to Owner. Engineer will meet with Owner to discuss Engineer's comments. Owner will consider Engineer's recommendations to revise Owner's documents for the Specific Project.

3. Engineer will furnish to Owner, for review by Owner's legal counsel, the draft Bidding/Proposal Documents and Front-End Construction Contract Documents. Owner and Owner's legal counsel must transmit to Engineer, in a timely manner, one coordinated set of comments and revisions to the draft documents.

E. During the Final Design Phase the Engineer shall continue to account for above-ground utilities and Underground Facilities as the design advances and is finalized. This may include:

1. performing the services assigned to Engineer under the Underground Facilities Procedure described in Exhibit A Paragraph 1.03 above, including but not limited to the design-related tasks in Exhibit A Paragraph 1.03.B.9.

2. addressing required and proposed activities or mitigations identified in the analysis of utilities and by the Underground Facilities Procedure as having an impact on the final design, and considering such in preparing the Drawings and Specifications.

F. Engineer shall perform or furnish the following other Final Design Phase services:

1. Visit the Site as needed to assist in preparing the final Drawings and Specifications.

2. Assist with or prepare applications for permits and approvals, as follows:

a. Update comprehensive permit document created in Preliminary Design Phase for Final Design detail.

b. Prepare the following applications for Owner's submittal to authorities having jurisdiction over the construction or operation of the Specific Project:

1) **[identify specific permit or approval applications]**.

c. Confer with Owner regarding revisions, if any, to the application(s), and make appropriate revisions to the application(s) for Owner's resubmittal to the authority having jurisdiction.

d. Provide technical criteria, written descriptions, and design data for Owner's use in filing applications for permits from or approvals of the authorities having jurisdiction listed above, including applications for review or approval of the final design.

e. Identify and indicate in the Construction Contract Documents the permits and approvals for which Contractor will be responsible, including work permits, building permits, and other permits and approvals that will be Contractor's responsibility; and, in addition, indicate those permits initially obtained by Owner for which Contractor will be a co-permittee, together with associated requirements.

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f. Unless expressly indicated otherwise, Engineer's scope and budget includes attending one meeting or conference call with each permit and approval-issuing agency to discuss the Specific Project and receive the agency's comments on the application.

g. Engineer does not guarantee issuance of any required permit or approval.

h. Fees charged by authorities having jurisdiction for such permits or approvals are the responsibility of Owner.

3. Advise Owner of any recommended adjustments to the opinion of probable Construction Cost. Furnish to Owner an updated opinion of probable Construction Cost with the interim and final deliverables of the Drawings and Specifications.

4. After consultation with Owner, include in the Front-End Construction Contract Documents any Electronic Document Protocol addressing specific protocols for the transmittal of Specific Project-related correspondence, documents, text, data, drawings, information, and graphics, in electronic media or digital format, either directly, or through access to a secure Specific Project website.

5. Assist Owner in assembling known reports and drawings of Site conditions, and in identifying the technical data contained in such reports and drawings upon which bidders or other prospective contractors may rely.

6. Review the preliminary schedule for the Construction Phase and advise Owner when initial understanding of the Construction Contract Times must or should be revised, and furnish Owner with recommendations on revisions to the proposed Construction Contract Times.

7. Engineer's project manager and other appropriate staff will participate in the following meetings and conference calls:

a. First draft design review meeting at Owner's office.

b. Second draft design review meeting at Owner's office.

c. **[Indicate others as appropriate for the Specific Project]**.

d. Engineer will prepare and distribute minutes of each such meeting and conference call, indicating attendees, topics discussed, decisions made, and action items for follow-up.

8. Perform or provide the following other Final Design Phase activities or deliverables:

a. **[List any such tasks or deliverables here]**.

G. Engineer shall complete the Final Design Phase as follows:

1. Pursuant to the requirements of the Deliverables Schedule in Exhibit B, furnish for review by Owner, its legal counsel, and other advisors, the final Drawings and Specifications (as set forth in Exhibit A Paragraph 1.04.B.3 above); assembled drafts of other Construction Contract Documents including the draft Front-End Construction Contract Documents; the draft Bidding/Proposal Documents; the most recent opinion of probable Construction Cost; and any other Final Design Phase deliverables, and review the deliverables with Owner.

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2. Revise the final Design Phase deliverables in response to Owner's comments, as appropriate, and submit revised deliverables pursuant to the Deliverables Schedule.

3. Engineer's services under the Final Design Phase will be considered complete on the date when Engineer has delivered to Owner the final Drawings and Specifications; assembled drafts of the Front-End Construction Contract Documents; the draft Bidding/Proposal Documents; and any other Final Design Phase deliverables, as revised.

1.05 Bidding/Proposal Phase

A. After acceptance by Owner of the final Drawings and Specifications; assembled drafts of other Construction Contract Documents, including the draft Front-End Construction Contract Documents; the draft Bidding/Proposal Documents; the most recent opinion of probable Construction Cost as determined in the Final Design Phase, and any other Final Design Phase deliverables, and upon written authorization by Owner to proceed, Engineer shall:

1. Assist Owner in advertising for and obtaining bids or proposals for the Work; assist Owner in issuing assembled Bidding/Proposal Documents and proposed Construction Contract Documents to prospective contractors; if applicable, maintain a record of prospective contractors to which documents have been issued; attend pre-bid conferences, if any; and receive and process contractor deposits or charges, if any, for the issued documents.

a. **[List method (such as Owner's procurement website, commercial plan room or web service, distribution by Engineer, etc.) that Owner will use for distributing Bidding Documents here]**

2. Prepare and issue addenda as appropriate to clarify, correct, or change the issued documents.

3. If the issued documents require, the Engineer shall evaluate and determine the acceptability of "or equals" and substitute materials and equipment proposed by prospective contractors, provided that such proposals are allowed by the bidding-related documents (or requests for proposals or other construction procurement documents) prior to award of contracts for the Work. Services under this paragraph are subject to the provisions of Exhibit A Paragraph 2.01.A.2.

4. Attend the bid opening; prepare bid tabulation sheets; and assist Owner in evaluating bids or proposals, assembling final Construction Contracts for the Work for execution by Owner and Contractor, and in preparing notices of award to be issued by Owner for such contracts.

5. Provide information or assistance needed by Owner in the course of any review of bids, proposals, or negotiations with prospective contractors.

6. Consult with Owner as to the qualifications of prospective contractors.

7. Consult with Owner as to the qualifications of subcontractors, suppliers, and other individuals and entities proposed by prospective contractors, for those portions of the Work as to which review of qualifications is required by the issued documents.

8. If Owner engages in negotiations with bidders or proposers, assist Owner with respect to technical and engineering issues that arise during the negotiations.

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9. Perform or provide the following other Bidding/Proposal Phase tasks or deliverables:

    a. **[List any such tasks or deliverables here]**.

10. The Bidding/Proposal Phase will be considered complete upon award of Construction Contracts for the Work and commencement of the Construction Phase, or upon cessation of negotiations with prospective contractors.

1.06 Construction Phase

A. After completion of the Final Design Phase and concurrent with the Bidding/Proposal Phase, and after issuance by Owner of any instructions for specific modifications or changes in the scope, extent, character, design, schedule, number of prime construction contracts, and other construction requirements of the Specific Project during the Construction Phase desired by Owner, the Engineer and Owner shall discuss, resolve, and document any necessary revisions to Engineer's scope of services or compensation (through application of the provisions regarding Additional Services, or otherwise), or the time for completion of Engineer's services, resulting from specific modifications to the Specific Project.

    1. Engineer shall be responsible only for those Construction Phase services expressly required of Engineer in Exhibit A Paragraph 1.06, as duly modified. With the exception of such expressly required services, Engineer shall have no design, Submittal (including Shop Drawing) review, or other obligations during construction, and Owner assumes all responsibility for providing or arranging for all other necessary Construction Phase administrative, engineering, and professional services.

    2. Owner waives all claims against Engineer and its officers, directors, members, partners, agents, employees, and Subconsultants, and Engineer's Subcontractors, that may be connected in any way to Construction Phase administrative, engineering, or professional services except for those services that are expressly required of Engineer in Exhibit A. Notwithstanding the foregoing waiver, Engineer shall be responsible for any professional opinions and interpretations provided by Engineer to Owner during the Construction Phase or Post-Construction Phase, including interpretations or clarifications of the Construction Contract Documents.

B. Upon successful completion of the Bidding/Proposal Phase, and upon written authorization from Owner, Engineer shall provide the following services:

    1. General Administration of Construction Contract: Consult with Owner and act as Owner's representative as provided in this Agreement and the Construction Contract. Unless otherwise set forth in the scope of Basic Services (as duly modified), the extent and limitations of the duties, responsibilities, and authority of Engineer shall be as assigned in EJCDC® C-700, Standard General Conditions of the Construction Contract (2018) or other construction general conditions specified in this Agreement. Except as otherwise provided in the Construction Contract, Owner's communications to Contractor will be issued through Engineer.

        a. If the responsibilities of Engineer as set forth in the Construction Contract are greater than those Construction Phase services expressly required of Engineer in Exhibit A Paragraph 1.06, as duly modified, then Owner shall either (1) expand the scope of the Construction Phase services to match those of the Construction Contract, and compensate Engineer for any related increases in the cost to provide

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Construction Phase services, pursuant to the provisions for compensating Additional Services, or (2) identify a qualified individual or entity (other than Engineer) responsible for the additional responsibilities in the Construction Contract.

b. If Owner, or Owner and Contractor, modify the duties, responsibilities, and authority of Engineer in the Construction Contract, or modify other terms of the Construction Contract having a direct bearing on Engineer, or if Owner requires Engineer's services for construction that extends longer than the anticipated Construction Contract Times, then Owner shall compensate Engineer for any related increases in the cost to provide Construction Phase services, pursuant to the provisions for compensating Additional Services.

c. Engineer shall not be required to furnish or perform services contrary to Engineer's responsibilities as a licensed professional.

2. Field Office: **[Delete or edit as applicable to the Specific Project]** Engineer and Resident Project Representative (if any) will be based in a field office at the Site. The field office will be furnished and maintained at Owner's expense, and will include reasonable furnishings, all required temporary utilities (including internet service) and facilities, and be secured for Engineer's (and RPR's) exclusive use.

3. Resident Project Representative (RPR): Provide the services of an RPR at the Site to assist Engineer and to provide more extensive observation of Contractor's Work. Duties, responsibilities, and authority of the RPR are as set forth in Exhibit D. The furnishing of such RPR's services will not limit, extend, or modify Engineer's responsibilities or authority except as expressly set forth in Exhibit D. **[If Engineer will not be providing RPR services under the specific Task Order, then delete this Paragraph 3 by inserting the word "DELETED" after the paragraph title; do not include Exhibit D as an exhibit to the specific Task Order; and do not include RPR compensation in Paragraph 7 of the Exhibit specific Task Order.]**

4. Selection of Independent Testing Laboratory: Assist Owner in the selection of an independent testing laboratory to perform required testing services.

5. Pre-Construction Conference: Participate in a pre-construction conference prior to commencement of Work at the Site; prepare and distribute agenda for the conference and prepare and distribute minutes of such conference.

6. Electronic Transmittal Protocols: If the Construction Contract does not establish protocols for transmittal of Electronic Documents by Electronic Means, then Owner, Engineer, and Contractor shall jointly develop such protocols.

7. Original Documents: If requested by Owner to do so, maintain and safeguard during the Construction Phase at least one original printed record version of the Construction Contract Documents, including Drawings and Specifications signed and sealed by Engineer and other design professionals in accordance with applicable Laws and Regulations. Throughout the Construction Phase, make such original printed record version of the Construction Contract Documents available to Contractor and Owner for review.

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8. Schedules: Receive, review, and, and, subject to the criteria of the Construction Contract, determine the acceptability of any and all schedules that Contractor is required to submit to Engineer, including the progress schedule, schedule of submittals, and schedule of values. Advise Contractor in writing of Engineer's comments or acceptance of schedules.

    a. Schedules will be acceptable to Engineer as to form and substance:

        1) Progress Schedule: if it provides an orderly progression of the Work to completion within the Contract Times. Such acceptance will not impose on Engineer responsibility for the Progress Schedule, for sequencing, scheduling, or progress of the Work, nor interfere with or relieve Contractor from Contractor's full responsibility therefor.

        2) Contractor's Schedule of Submittals: if it provides a workable arrangement for reviewing and processing the required Submittals.

        3) Contractor's Schedule of Values: if it provides a reasonable allocation of the Contract Price to the component parts of the Work.

9. Baselines and Benchmarks: As appropriate, establish baselines and benchmarks for locating the Work which in Engineer's judgment are necessary to enable Contractor to proceed.

10. Permits: Provide Owner with copies of technical information and supporting data previously obtained or developed by Engineer for Owner's use, or for Owner to provide to Contractor, in obtaining required permits and licenses delegated to Contractor by Owner.

11. Visits to Site and Observation of Construction: In connection with observations of Contractor's Work while it is in progress:

    a. Make visits to the Site at intervals appropriate to the various stages of the Work, as Engineer deems necessary, to observe as an experienced and qualified design professional, the progress of Contractor's executed Work. Such visits and observations by Engineer, including its RPR, if any, are not intended to be exhaustive or to extend to every aspect of the Work or to involve detailed inspections of the Work beyond the responsibilities specifically assigned to Engineer in this Agreement and the Construction Contract Documents, but rather are to be limited to spot checking, selective sampling, and similar methods of general observation of the Work based on Engineer's exercise of professional judgment, as assisted by its RPR, if any. Based on information obtained during such visits and observations, Engineer will determine in general if the Work is proceeding in accordance with the Construction Contract Documents, and Engineer shall keep Owner informed of the progress of the Work. Engineer will make a report of Engineer's visit, summarizing Engineer's general observations and any significant findings.

    b. The purpose of Engineer's visits to the Site, and representation by the Resident Project Representative, if any, at the Site, will be to enable Engineer to better carry out the duties and responsibilities assigned to by this Agreement and undertaken by Engineer during the Construction Phase, and, in addition, by the exercise of

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Engineer's efforts as an experienced and qualified design professional, to provide for Owner a greater degree of confidence that the completed Work will conform in general to the Construction Contract Documents and that Contractor has implemented and maintained the integrity of the design concept of the completed Specific Project as a functioning whole as indicated in the Construction Contract Documents. Engineer will not, during such visits or as a result of such observations of the Work, supervise, direct, or have control over the Work, nor will Engineer have authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction selected or used by any Constructor, for security or safety at the Site, for safety precautions and programs incident to any Constructor's work in progress, for the coordination of the Constructors' work or schedules, nor for any failure of any Constructor to comply with Laws and Regulations applicable to furnishing and performing of its work. Accordingly, Engineer neither guarantees the performance of any Constructor nor assumes responsibility for any Constructor's failure to furnish or perform the Work, or any portion of the Work, in accordance with the Construction Contract Documents.

12. Defective Work: If, on the basis of Engineer's observations or as indicated in documentation available to Engineer, Engineer believes that any part of the Work is defective under the terms and standards set forth in the Construction Contract Documents, Engineer will promptly issue written notice to Contractor (with copy to Owner) of such defective Work. Such notice will communicate the scope, extent (to Engineer's understanding) of defect, and associated provisions of the Construction Contract Documents.

    a. Provide recommendations to Owner regarding whether Contractor should correct such Work or remove and replace such Work, or whether Owner should consider accepting the defective Work in accordance with the provisions of the Construction Contract Documents. Engineer shall give notice to Contractor regarding whether the defective Work should be repaired, replaced, or will be accepted by Owner.

    b. However, Engineer's authority to provide this information to Owner or Engineer's decision to exercise or not exercise such authority will not give rise to a duty or responsibility of the Engineer to Contractors, Subcontractors, material and equipment suppliers, their agents or employees, or any other person(s) or entities performing any of the Work, including but not limited to any duty or responsibility for Contractors' or Subcontractors' safety precautions and programs incident to the Work.

13. Compatibility with Design Concept: If Engineer has express knowledge that a specific part of the Work that is not defective under the terms and standards set forth in the Construction Contract Documents is nonetheless not compatible with the design concept of the completed Specific Project as a functioning whole, then inform Owner of such incompatibility, and provide recommendations for addressing such Work.

14. Clarifications and Interpretations: Accept from Contractor and Owner submittal of all matters in question concerning the requirements of the Construction Contract Documents (sometimes referred to as requests for information or interpretation—RFIs), or relating to the acceptability of the Work under the Construction Contract Documents.

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With reasonable promptness, render a written clarification, interpretation, or decision on the issue submitted, or initiate an amendment or supplement to the Construction Contract Documents.

15. Non-reviewable Matters: If a submitted matter in question concerns the Engineer's performance of its duties and obligations, or terms and conditions of the Construction Contract Documents that do not involve (a) the performance or acceptability of the Work under the Construction Contract Documents, (b) the design (as set forth in the Drawings, Specifications, or otherwise), or (c) other engineering or technical matters, then Engineer will promptly give written notice to Owner and Contractor that Engineer will not provide a decision or interpretation.

16. Field Orders: Subject to any limitations in the Construction Contract Documents, Engineer may prepare and issue Field Orders requiring minor changes in the Work.

17. Change Orders and Work Change Directives: Recommend Change Orders and Work Change Directives to Owner, as appropriate, and prepare Change Orders and Work Change Directives as required.

18. Change Proposals and Claims

    a. Review and respond to Change Proposals. Review each duly submitted Change Proposal from Contractor and, within 30 days after receipt of the Contractor's supporting data, either deny the Change Proposal in whole, approve it in whole, or deny it in part and approve it in part. Such actions must be in writing, with a copy provided to Owner and Contractor. If the Change Proposal does not involve the design (as set forth in the Drawings, Specifications, or otherwise), the acceptability of the Work, or other engineering or technical matters, then Engineer will notify the parties that the Engineer will not resolve the Change Proposal.

    b. Provide information or data to Owner regarding engineering or technical matters pertaining to Claims.

19. Differing Site Conditions: Respond to any notice from Contractor of differing site conditions, including conditions relating to Underground Facilities such as utilities, and hazardous environmental conditions. Promptly conduct reviews and prepare findings, conclusions, and recommendations for Owner's use subject to limitations of Engineer's obligations under this Agreement.

20. Contractor's Submittals: Review and approve or take other appropriate action with respect to required Contractor Submittals, but only to determine if the items covered by the Submittals will, after installation or incorporation in the Work, comply with the requirements of the Construction Contract Documents, and for compatibility with the design concept of the completed Specific Project as a functioning whole as indicated by the Construction Contract Documents. Such reviews and approvals or other action will not extend to means, methods, techniques, sequences, or procedures of construction or to safety precautions and programs incident thereto. Engineer shall meet any Contractor's Submittal schedule that Engineer has accepted.

21. Substitutes and "Or-equals": Evaluate and determine the acceptability of substitute or "or-equal" materials and equipment proposed by Contractor, but subject to the provisions of Exhibit A Paragraph 2.01.A.2.

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22. Inspections and Tests

    a. Receive and review all certificates of inspections, tests, and approvals required by Laws and Regulations or the Construction Contract Documents. Engineer's review of such certificates will be for the purpose of determining whether the results certified indicate compliance with the Construction Contract Documents and will not constitute an independent evaluation that the content or procedures of such inspections, tests, or approvals comply with the requirements of the Construction Contract Documents. Engineer shall be entitled to rely on the results of such inspections and tests.

    b. Reply to Contractor requests for written concurrence that specific portions of the Work that are to be inspected, tested, or approved may be covered.

    c. Issue written requests to Contractor that specific portions of the Work remain uncovered.

    d. As deemed reasonably necessary, request that Contractor uncover Work that is to be inspected, tested, or approved.

    e. Pursuant to the terms of the Construction Contract, require additional inspections or testing of the Work, whether or not the Work is fabricated, installed, or completed.

23. Contractor's Applications for Payment: Based on Engineer's observations as an experienced and qualified design professional and on review of Applications for Payment and accompanying supporting documentation:

    a. Determine the amounts that Engineer recommends Contractor be paid. Recommend reductions in payment (set offs) based on the provisions for set offs stated in the Construction Contract. Such recommendations of payment will be in writing and will constitute Engineer's representation to Owner, based on such observations and review, that, within the limits of Engineer's knowledge, information and belief, Contractor's Work has progressed to the point indicated, the Work is generally in accordance with the Construction Contract Documents (subject to an evaluation of the Work as a functioning whole prior to or upon Substantial Completion, to the results of any subsequent tests called for in the Construction Contract Documents, and to any other qualifications stated in the recommendation), and the conditions precedent to Contractor's being entitled to such payment appear to have been fulfilled in so far as it is Engineer's responsibility to observe the Work. In the case of unit price Work, Engineer's recommendations of payment will include final determinations of quantities and classifications of the Work (subject to any subsequent adjustments allowed by the Construction Contract Documents).

    b. By recommending payment, Engineer shall not thereby be deemed to have represented that observations made by Engineer to check the quality or quantity of Contractor's Work as it is performed and furnished have been exhaustive, extended to every aspect of Contractor's Work in progress, or involved detailed inspections of the Work beyond the responsibilities specifically assigned to Engineer in this Agreement. Neither Engineer's review of Contractor's Work for the

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purposes of recommending payments nor Engineer's recommendation of any payment including final payment will impose on Engineer responsibility to supervise, direct, or control the Work, or for the means, methods, techniques, sequences, or procedures of construction or safety precautions or programs incident thereto, or Contractor's compliance with Laws and Regulations applicable to Contractor's furnishing and performing the Work. It will also not impose responsibility on Engineer to make any examination to ascertain how or for what purposes Contractor has used the money paid to Contractor by Owner; to determine that title to any portion of the Work, including materials or equipment, has passed to Owner free and clear of any liens, claims, security interests, or encumbrances; or that there may not be other matters at issue between Owner and Contractor that might affect the amount that should be paid.

24. Contractor's Completion Documents: Receive from Contractor, review, and transmit to Owner maintenance and operating instructions, schedules, guarantees, bonds, certificates or other evidence of insurance required by the Construction Contract Documents, certificates of inspection, tests and approvals, and Shop Drawings, Samples, and other data approved as provided under Exhibit A Paragraph 1.06.B.20. Receive from Contractor, review, and transmit to Owner the annotated record documents which are to be assembled by Contractor in accordance with the Construction Contract Documents to obtain final payment. The extent of Engineer's review of record documents will be to check that Contractor has submitted a complete set of those documents that Contractor is required to submit.

25. Substantial Completion: Promptly after notice from Contractor that Contractor considers the entire Work ready for its intended use, visit the Site in company with Owner and Contractor to review the Work and determine the status of completion. Follow the procedures in the Construction Contract regarding the preliminary certificate of Substantial Completion, punch list of items to be completed, Owner's objections, notice to Contractor, and issuance of a final certificate of Substantial Completion. Assist Owner regarding any remaining engineering or technical matters affecting Owner's use or occupancy of the Work following Substantial Completion.

26. Other Tasks: Perform or provide the following other Construction Phase tasks or deliverables:

    a. **[List any such tasks or deliverables here]**.

27. Completion and Acceptability of the Work: After notice from Contractor that the Work is complete:

    a. visit the Site with Owner and Contractor to determine if the Work is in fact complete and acceptable;

    b. notify Contractor of any part of the Work that is found during the visit to be incomplete or defective, and subsequently confirm that Contractor has corrected any such deficiencies;

    c. follow the procedures in the Construction Contract regarding review and response to Contractor's application for final payment and accompanying documentation; and

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d. if Engineer is satisfied that the Work is complete and acceptable, provide a notice to Owner and Contractor using EJCDC® C-626, Notice of Acceptability of Work (attached as Exhibit E), stating that the Work is acceptable (subject to the provisions of the Notice and this Exhibit A) within the limits of Engineer's knowledge, information, and belief, and based on the extent of the services provided by Engineer under this Agreement.

28. Standards for Certain Construction-Phase Decisions: Engineer will render decisions regarding the requirements of the Construction Contract Documents, and judge the acceptability of the Work, pursuant to the specific procedures set forth in the Construction Contract for initial interpretations, Change Proposals, and acceptance of the Work. In rendering such decisions and judgments, Engineer will not show partiality to Owner or Contractor, and will not be liable to Owner, Contractor, or others in connection with any proceedings, interpretations, decisions, or judgments conducted or rendered in good faith.

C. Duration of Construction Phase: The Construction Phase will commence with the execution of the first Construction Contract for the Specific Project or any part thereof and will terminate upon written recommendation by Engineer for final payment to Contractor. If the Specific Project involves more than one prime contract as indicated in Exhibit A Paragraph 1.04.A.1, then Construction Phase services may be rendered at different times in respect to the separate contracts. Subject to the provisions of Article 3, Engineer shall be entitled to an equitable increase in compensation if Construction Phase services (including Resident Project Representative services, if any) are required after the original date for completion and readiness for final payment of Contractor as set forth in the Construction Contract.

1.07 Post-Construction Phase

A. Upon written authorization from Owner during the Post-Construction Phase, Engineer shall:

1. Together with Owner, visit the Specific Project to observe any apparent defects in the Work, make recommendations as to replacement or correction of defective Work, if any, or the need to repair of any damage to the Site or adjacent areas, and assist Owner in consultations and discussions with Contractor concerning correction of any such defective Work and any needed repairs.

2. Together with Owner, visit the Specific Project within one month before the end of the Construction Contract's correction period to ascertain whether any portion of the Work or the repair of any damage to the Site or adjacent areas is defective and therefore subject to correction by Contractor.

3. Perform or provide the following other Post-Construction Phase tasks or deliverables:

a. **[List any such tasks or deliverables here]**.

B. The Post-Construction Phase services may commence during the Construction Phase and, if not otherwise modified in this Exhibit A, will terminate 12 months after the commencement of the Construction Contract's correction period.

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ARTICLE 2—ADDITIONAL SERVICES

2.01 Additional Services Not Requiring Owner's Written Authorization

A. Engineer shall advise Owner that Engineer is commencing to perform or furnish the Additional Services of the types listed below. For such Additional Services, Engineer need not request or obtain specific advance written authorization from Owner. Engineer shall cease performing or furnishing such Additional Services upon receipt of written notice to cease from Owner. These services are not included as part of Basic Services and will be paid for by Owner as indicated in Paragraph 7 of the governing Task Order.

1. Substantive design and other technical services in connection with Work Change Directives, Change Proposals, and Change Orders to reflect changes requested by Owner.

2. Services essential to the orderly progress of the Bidding/Proposal and Construction Phases and not wholly quantifiable prior to those Phases or otherwise dependent on the actions of prospective individual bidders or contractors and including:

   a. making revisions to Drawings and Specifications occasioned by the acceptance of substitute materials or equipment other than "or equal" items;

   b. services after the award of the Construction Contract in evaluating and determining the acceptability of a proposed "or equal" or substitution which is found to be inappropriate for the Specific Project;

   c. evaluation and determination of an excessive number of proposed "or equals" or substitutions, whether proposed before or after award of the Construction Contract; and

   d. providing to the Contractor or Owner additional or new information not previously prepared or developed by the Engineer for their use in applying for or obtaining required permits and licenses, in responding to agency comments on such applications, or in the administration of any such permits or licenses.

3. Services resulting from significant delays, changes, or price increases occurring as a direct or indirect result of materials, equipment, or energy shortages.

4. Additional or extended services arising from (a) the presence at the Site of any Constituent of Concern or items of historical or cultural significance, (b) emergencies or acts of God endangering the Work, (c) damage to the Work by fire or other causes during construction, (d) a significant amount of defective, neglected, or delayed Work, (e) acceleration of the progress schedule involving services beyond normal working hours, or (f) default by Contractor.

5. Implement coordination of Engineer's services with other parts of the Specific Project that are not planned or designed by Engineer or its Subconsultants, unless Owner furnished to Engineer substantive information about such other parts of the Specific Project prior to the parties' entry into this Agreement, in the Baseline Information section of this Exhibit A, or otherwise in Exhibit A; if such substantive information has been so provided, coordination of Engineer's services will be part of Basic Services.

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6. Implement the specific parts of an Underground Facilities Procedure that are assigned to Engineer, or above-ground utilities tasks that are assigned to Engineer as the Specific Project progresses (but not including the design-related services already assigned to Engineer as a Basic Service).

7. Services (other than Basic Services during the Post-Construction Phase) in connection with any partial utilization of the Work by Owner prior to Substantial Completion.

8. Evaluating unreasonable or frivolous requests for interpretation or information (RFIs), Change Proposals, or other demands from Contractor or others in connection with the Work, or an excessive number of RFIs, Change Proposals, or demands.

9. Reviewing a Shop Drawing or other Contractor submittal more than three times, as a result of repeated inadequate submissions by Contractor.

10. While at the Site, compliance by Engineer and its staff with those terms of Owner's or Contractor's safety program provided to Engineer subsequent to the Effective Date that exceed those normally required of engineering personnel by federal, State, or local safety authorities for similar construction sites.

11. To the extent the Specific Project is subject to Laws and Regulations governing public or government records disclosure or non-disclosure, Engineer will comply with provisions applicable to Engineer, and Owner will compensate Engineer as Additional Services for Engineer's costs to comply with any disclosure or non-disclosure obligations beyond those identified in the Basic Services.

12. Services directly attributable to changes in Engineer's Electronic Documents obligations after the effective date of the Agreement.

2.02 Additional Services Requiring Owner's Written Authorization

A. If authorized in writing by Owner, Engineer shall provide Additional Services of the types listed below. These services are not included as part of Basic Services and will be paid for by Owner as indicated in Paragraph 7 of the governing Task Order.

1. Obtain or provide specified additional Specific Project-related information and data to enable Engineer to complete its Basic and Additional Services.

2. Preparation of special and customized reporting, invoicing, and related support documentation in addition to that identified to be provided under Basic Services.

3. Preparation of applications and supporting documents (in addition to those furnished under Basic Services) for private or governmental grants, loans, or advances in connection with the Specific Project; preparation or review of environmental assessments and impact statements; review and evaluation of the effects on the design requirements for the Specific Project of any such statements and documents prepared by others; and assistance in obtaining approvals of authorities having jurisdiction over the anticipated environmental impact of the Specific Project.

4. Services to make measured drawings of existing conditions or facilities, to conduct tests or investigations of existing conditions or facilities, or to verify the accuracy of drawings or other information furnished by Owner or others.

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5. Services resulting from significant changes in the scope, extent, or character of the portions of the Specific Project designed or specified by Engineer, or the Specific Project's design requirements, including, but not limited to, changes in size, complexity, Owner's schedule, character of construction, or method of financing; and revising previously accepted studies, reports, Drawings, Specifications, or Construction Contract Documents when such revisions are required by changes in Laws and Regulations enacted subsequent to the Effective Date or are due to any other causes beyond Engineer's control.
6. Services resulting from Owner's request to evaluate additional Study and Report Phase alternative solutions beyond those agreed to in Exhibit A Paragraph 1.02.A.1.
7. Services required as a result of Owner's providing incomplete or incorrect Specific Project information to Engineer.
8. Providing renderings or models for Owner's use, including development, management, and other services in support of building information modeling or civil integrated management.
9. Undertaking investigations and studies including, but not limited to:
    a. All-hazards risk assessments and other studies to evaluate the feasibility of enhancing the resiliency of the design;
    b. detailed consideration of operations, maintenance, and overhead expenses;
    c. the preparation of feasibility studies (such as those that include projections of output capacity, utility project rates, project market demand, or project revenues) and cash flow analyses, provided that such services are based on the engineering and technical aspects of the Specific Project, and do not include rendering advice regarding municipal financial products or the issuance of municipal securities;
    d. preparation of appraisals;
    e. with respect to proprietary systems or processes requiring licensing, providing services necessary to assist Owner in obtaining such licensing.
    f. detailed quantity surveys of materials, equipment, and labor; and
    g. audits or inventories required in connection with construction performed or furnished by Owner.
10. Furnishing services of Subconsultants or Engineer's Subcontractors for other than Basic Services.
11. Providing data or services of the types described in Article 2, when Owner retains Engineer to provide such data or services instead of Owner furnishing the same.
12. Providing the following services:
    a. Services attributable to more prime construction contracts than specified in Exhibit A Paragraph 1.04.A.1.
    b. Services to arrange for performance of construction services for Owner by contractors other than the principal prime Contractor, and administering Owner's contract for such services.

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13. Services during out-of-town travel required of Engineer, other than for visits to the Site or Owner's office as required in Basic Services (Article 1 of Exhibit A).

14. Preparing for, coordinating with, participating in and responding to structured independent review processes, including, but not limited to, construction management, cost estimating, project peer review, value engineering, and constructability review requested by Owner; and performing or furnishing services required to revise studies, reports, Drawings, Specifications, or other documents as a result of such review processes.

15. Preparing additional bidding-related documents (or requests for proposals or other construction procurement documents); preparing pre-qualification procedures and documents, and participating in pre-qualifying prospective Bidders; and preparing Construction Contract Documents for alternate bids.

16. Assistance in connection with bid protests, rebidding, or renegotiating contracts for construction, materials, equipment, or services.

17. Preparing conformed Construction Contract Documents that incorporate and integrate the content of all addenda and any amendments negotiated by Owner and Contractor.

18. Services to assist Owner in developing or modifying protocols for transmittal of Electronic Documents by Electronic Means after the effective date of this Agreement, either by revising or adapting Exhibit F to the Specific Project or implementing other Electronic Documents protocols among Specific Project participants.

19. Any services by Engineer in connection with Owner or Engineer providing a Document to a Requesting Party under Exhibit F Paragraph 1.01.D (see Exhibit F, Electronic Documents Protocol), or any other distribution of a Document to a third party. Such services may include but are not limited to preparing the data contained in the requested Document in a manner deemed appropriate by Engineer; creating or otherwise preparing and distributing the Document in a format necessary to respond to Owner's direction or decision to provide the Document to a requesting party, including Contractor, in a format other than that required for deliverables from Engineer to Owner; and services in connection with obtaining required releases from the third parties to which the Documents will be distributed. Compensation for these Additional Services is not contingent upon Owner's reimbursement from the requesting party.

20. Providing Construction Phase services beyond the original date for completion and readiness for final payment of Contractor, but only if such services increase the total quantity of services to be performed in the Construction Phase, rather than merely shifting performance of such services to a later date.

21. Preparing Record Drawings, and furnishing such Record Drawings to Owner.

22. Supplementing Record Drawings with information regarding the completed Specific Project, Site, and immediately adjacent areas obtained from field observations, Owner, utility companies, and other reliable sources.

23. Conducting surveys, investigations, and field measurements to verify the accuracy of Record Drawing content obtained from Contractor, Owner, utility companies, and other sources; revise and supplement Record Drawings as needed.

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24. Preparation of operation, maintenance, and staffing manuals.
25. Protracted or extensive assistance in refining and adjusting of Specific Project equipment and systems (such as initial startup, testing, and balancing).
26. Assistance to Owner in training Owner's staff to operate and maintain Specific Project equipment and systems.
27. Assistance to Owner in developing systems and procedures for (a) control of the operation and maintenance of Specific Project equipment and systems, and (b) related recordkeeping.
28. Preparing to serve or serving as a consultant or witness for, or producing documents for or on behalf of, Owner in any litigation, arbitration, mediation, lien or bond claim, or other legal or administrative proceeding involving the Specific Project (but not including disputes between Owner and Engineer).
29. Overtime work requiring higher than regular rates.
30. Providing construction surveys and staking to enable Contractor to perform its work other than as required under Exhibit A Paragraph 1.06.B.9; any type of property surveys or related engineering services needed for the transfer of interests in real property; providing construction and property surveys to replace reference points or property monuments lost or destroyed during construction; and providing other special field surveys.
31. Providing more extensive services required to enable Engineer to issue notices or certifications requested by Owner.
32. Extensive services required during any correction period, or with respect to monitoring Contractor's compliance with warranties and guarantees called for in the Construction Contract (except as agreed to under Basic Services).
33. Other additional services performed or furnished by Engineer not otherwise provided for in this Agreement.

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EXHIBIT B—TASK ORDER DELIVERABLES SCHEDULE

Paragraphs 2.04.E, 3.02.A, and Exhibit A of the Main Agreement are supplemented by the following paragraph and table.

Under the governing Task Order the Engineer shall furnish Documents to Owner as required in Column 2 of the following table (and as further described in Exhibit A), according to the schedule in Column 4. Owner shall comment or take other identified actions with respect to the Documents as indicated in Column 2 (and as further described in Exhibit A), according to the schedule in Column 4.

Party	Action	Exhibit A Reference	Schedule
Engineer	Submit **[number]** review copies of the Report and other Study and Report Phase deliverables to Owner.	1.02.A.17	Within **[number]** days of the Effective Date.
Owner	Submit comments regarding the Report and other Study and Report Phase deliverables to Engineer.	1.02.A.18	Within **[number]** days of the receipt from Engineer of the Report and other Study and Report Phase deliverables.
Engineer	Submit **[number]** copies of the revised Report and other Study and Report Phase deliverables to Owner.	1.02.A.18	Within **[number]** days of the receipt of Owner's comments regarding the Report and other Study and Report Phase deliverables.
Engineer	Submit **[number]** review copies of the Preliminary Design Report, opinion of probable Construction Cost, and other Preliminary Design Phase deliverables to Owner.	1.03.B.17	Within **[number]** days of Owner's authorization to proceed with Preliminary Design Phase services.
Owner	Submit comments regarding Preliminary Design Report, opinion of probable Construction Cost, and other Preliminary Design Phase deliverables to Engineer.	1.03.B.18	Within **[number]** days of the receipt from Engineer of Preliminary Design Report, opinion of probable Construction Cost, and other Preliminary Design Phase deliverables.
Engineer	Submit **[number]** copies of the revised Preliminary Design Report, opinion of probable Construction Cost, and other Preliminary Design Phase deliverables to Owner.	1.03.B.18	Within **[number]** days of the receipt of Owner's comments regarding the Preliminary Design Report, opinion of probable Construction Cost, and other Preliminary Design Phase deliverables.
Engineer	Submit **[number]** copies of the first Final Design Phase draft of Drawings and Specifications to Owner.	1.04.B.1	Within **[number]** days of Owner's authorization to proceed with Final Design Phase services.
Owner	Submit comments and instructions regarding the first Final Design Phase draft of Drawings and Specifications to Engineer.	1.04.B.1	Within **[number]** days of the receipt of the first final Design Phase drafts of Drawings and Specifications from Engineer.
Engineer	Submit **[number]** copies of the second Final Design Phase drafts of Drawings and Specifications to Owner.	1.04.B.2	Within **[number]** days of the receipt of Owner's comments and instructions regarding the first Final Design Phase drafts of Drawings and Specifications.

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Party	Action	Exhibit A Reference	Schedule
Engineer	Submit **[number]** of copies of draft Bidding/Proposal and Front-End Construction Contract Documents, as required, and any other Final Design Phase deliverables (other than Drawings and Specifications) to Owner.	1.04.D.3; 1.04.F.8	Concurrent with submittal to Owner of the second Final Design Phase drafts of Drawings and Specifications.
Owner	Submit comments and instructions regarding the second Final Design Phase drafts of Drawings and Specifications to Engineer.	1.04.B.2	Within **[number]** days of the receipt from Engineer of the second Final Design Phase drafts of Drawings and Specifications.
Engineer	Submit **[number]** copies of the final, completed, pricing-ready and construction-ready Drawings and Specifications to Owner.	1.04.B.3 and 1.04.G.1	Within **[number]** days of the receipt of Owner's comments and instructions regarding the second Final Design Phase drafts of Drawings and Specifications.
Owner	Submit comments and instructions regarding the final, completed, pricing-ready and construction-ready Drawings and Specifications to Engineer.	1.04.G.2	Within **[number]** days of the receipt from Engineer of the final, completed, pricing-ready and construction-ready Drawings and Specifications.
Owner	Submit comments and instructions regarding drafts of Bidding/Proposal and Front-End Construction Contract Documents, and any other Final Design Phase deliverables (other than Drawings and Specifications) to Engineer.	1.04.D.3; 1.04.F.8	Concurrent with Owner's submittal of comments and instructions regarding the final, completed, pricing-ready and construction-ready Drawings and Specifications.
Engineer	Submit to Owner: **[number]** copies of the revised final, completed, pricing-ready and construction-ready Drawings and Specifications; and **[number]** of copies of assembled Bidding/Proposal and Front-End Construction Contract Documents, and any other Final Design Phase deliverables.	1.04.G.2; 1.04.G.3	Within **[number]** days of receipt of Owner's final comments and instructions regarding the regarding the final, completed, pricing-ready and construction-ready Drawings and Specifications, the Bidding/Proposal and Front-End Construction Contract Documents, and any other Final Design Phase deliverables.
Engineer	Submit **[number]** copies of Bidding/Proposal Phase deliverables (if any) identified in Exhibit A Paragraph 1.05.A.9.a to Owner.	1.05.A.9.a	Within **[number]** days of written authorization by Owner to proceed with Bidding/Proposal Phase services.
Engineer	Submit **[number]** copies of Construction Phase deliverables (if any) identified in Exhibit A Paragraph 1.06.B.26.a to Owner.	1.06.B.26.a	Within **[number]** days of **[applicable benchmark event such as commencement of the Construction Contract Times]**

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Party	Action	Exhibit A Reference	Schedule
Engineer	Submit **[number]** copies of Post-Construction Phase deliverables (if any) identified in Exhibit A Paragraph 1.07.A.3.a to Owner.	1.07.A.3.a	Within **[number]** days of Substantial Completion.

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EXHIBIT C—RESERVED

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EXHIBIT D—DUTIES, RESPONSIBILITIES, AND LIMITATIONS OF AUTHORITY OF RESIDENT PROJECT REPRESENTATIVE UNDER TASK ORDER

ARTICLE 1—RESIDENT PROJECT REPRESENTATIVE SERVICES

Article 1 of the Main Agreement, Services of Engineer, and Exhibit A, Engineer's Services Under Task Order, are supplemented to include Exhibit D Paragraphs 1.01, 1.02, and 1.03, as follows:

1.01 Resident Project Representative

A. Engineer shall furnish a Resident Project Representative ("RPR") to observe progress and quality of the Work. RPR is Engineer's representative at the Site, will act as directed by and under the supervision of Engineer, and will confer with Engineer regarding RPR's actions.

B. The RPR will provide full-time representation **[revise if representation will be less than full time]**.

C. Subject to the scope of RPR's observations of the Work, which may include field checks of materials and installed equipment, Engineer shall endeavor to identify defects and deficiencies in the Work. However, Engineer shall not, as a result of such RPR observations of the Work, supervise, direct, inspect, or have control over the Work, nor shall Engineer (including the RPR) have authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction selected or used by any Constructor, for security or safety at the Site, for safety precautions and programs incident to the Work or any Constructor's work in progress, for the coordination of the Constructors' work or schedules, or for any failure of any Constructor to comply with Laws and Regulations applicable to the performing and furnishing of its work. The Engineer (including RPR) neither guarantees the performance of any Constructor nor assumes responsibility for any Constructor's failure to furnish and perform the Work, or any portion of the Work, in accordance with the Construction Contract Documents. In addition, the specific terms set forth in Exhibit A Paragraph 1.06 are applicable.

1.02 Duties and Responsibilities of RPR

A. The duties and responsibilities of the RPR are as follows:

1. General: RPR's dealings in matters pertaining to the Work in general will be with Contractor. RPR's dealings with Subcontractors shall only be through or with the full knowledge and approval of Contractor. RPR shall generally communicate with Owner only with the knowledge of and under the direction of Engineer.

2. Schedules: Review the progress schedule, schedule of Shop Drawing and Sample submittals, schedule of values, and other schedules prepared by Contractor and consult with Engineer concerning acceptability of such schedules.

3. Conferences and Meetings: Attend meetings with Contractor, such as preconstruction conferences, progress meetings, job conferences, and other Project-related meetings (but not including Contractor's safety meetings), and as appropriate prepare and circulate copies of minutes thereof.

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4. Safety Compliance: Comply with Site safety programs, as they apply to RPR, and if required to do so by such safety programs, receive safety training specifically related to RPR's own personal safety while at the Site.

5. Liaison

    a. Serve as Engineer's liaison with Contractor. Working principally through Contractor's authorized representative or designee, assist in providing information regarding the provisions and intent of the Construction Contract Documents.

    b. Assist Engineer in serving as Owner's liaison with Contractor when Contractor's operations affect Owner's on-Site operations.

    c. Assist in obtaining from Owner additional details or information, when required for proper execution of the Work.

6. Clarifications and Interpretations: Receive from Contractor submittal of any matters in question concerning the requirements of the Construction Contract Documents (sometimes referred to as requests for information or interpretation—RFIs), or relating to the acceptability of the Work under the Construction Contract Documents. Report to Engineer regarding such RFIs. Report to Engineer when clarifications and interpretations of the Construction Contract Documents are needed, whether as the result of a Contractor RFI or otherwise. Transmit Engineer's clarifications, interpretations, and decisions to Contractor.

7. Shop Drawings, Samples, and other Submittals

    a. Receive Samples that are furnished at the Site by Contractor.

    b. Receive Contractor-approved Shop Drawings.

    c. Receive other Submittals from Contractor.

    d. Record date of receipt of Samples, Contractor-approved Shop Drawings, and other Submittals.

    e. Notify Engineer of availability of Samples for examination, and forward Contractor-approved Shop Drawings and other Submittals to Engineer. When appropriate recommend distribution of Submittal to specified Subconsultants.

    f. Advise Engineer and Contractor of the commencement of any portion of the Work requiring a Shop Drawing or Sample submittal, if RPR believes that the submittal has not been received from Contractor, or has not been approved by Contractor or Engineer.

8. Proposed Modifications: Consider and evaluate Contractor's suggestions for modifications to the Drawings or Specifications, and report such suggestions, together with RPR's recommendations, if any, to Engineer. Transmit Engineer's response (if any) to such suggestions to Contractor.

9. Review of Work; Defective Work

    a. Report to Engineer whenever RPR believes that any part of the Work is defective under the terms and standards set forth in the Construction Contract Documents, and provide recommendations as to whether such Work should be corrected,

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removed and replaced, or accepted as provided in the Construction Contract Documents.

b. Inform Engineer of any Work that RPR believes is not defective under the terms and standards set forth in the Construction Contract Documents, but is nonetheless not compatible with the design concept of the completed Project as a functioning whole, and provide recommendations to Engineer for addressing such Work.

c. Advise Engineer of that part of the Work that RPR believes should be uncovered for observation, or requires special testing, inspection, or approval.

10. Inspections, Tests, and System Start-ups

a. Consult with Engineer in advance of scheduled inspections, tests, and systems start-ups.

b. Verify that tests, equipment, and systems start-ups and operating and maintenance training are conducted in the presence of appropriate Owner's personnel, and that Contractor maintains adequate records thereof.

c. Observe, record, and report to Engineer appropriate details relative to the test procedures and systems start-ups.

d. Observe whether Contractor has arranged for inspections required by Laws and Regulations, including but not limited to those to be performed by public or other agencies having jurisdiction over the Work.

e. Accompany visiting inspectors representing public or other agencies having jurisdiction over the Work, record the results of these inspections, and report to Engineer.

f. Nothing in this Agreement will be construed to require RPR to conduct inspections.

11. Records

a. Maintain at the Site orderly files for correspondence, reports of job conferences, copies of Construction Contract Documents including all Change Proposals, Change Orders, Field Orders, Work Change Directives, Addenda, additional Drawings issued subsequent to the execution of the Construction Contract, RFIs, Engineer's clarifications and interpretations of the Construction Contract Documents, progress reports, approved Shop Drawing and Sample submittals, and other Project-related documents.

b. Prepare a daily report or keep a diary or log book, recording Contractor's hours on the Site, Subcontractors present at the Site, weather conditions, data relative to questions of Change Proposals, Change Orders, Field Orders, Work Change Directives, or changed conditions, Site visitors, deliveries of equipment or materials, daily activities, decisions, observations in general, and specific observations in more detail as in the case of observing test procedures; and send copies to Engineer.

c. Upon request from Owner to Engineer, photograph or video Work in progress or Site conditions.

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d. Record and maintain accurate, up-to-date lists of the company names and points of contact for Contractors, Subcontractors, and major Suppliers of materials and equipment.

e. Maintain records for use in preparing Project documentation.

f. Upon completion of the Work, furnish original set of all RPR Project documentation to designated recipients.

12. Reports

a. Furnish periodic reports as required of progress of the Work and of Contractor's compliance with the progress schedule and schedule of Shop Drawing and Sample submittals.

b. Draft responses to or make recommends on Change Proposals, Change Orders, Work Change Directives, and Field Orders. Obtain backup material from Contractor.

c. Furnish to Engineer and Owner copies of all inspection, test, and system start-up reports.

d. Immediately inform appropriate parties of the occurrence of any Site accidents, emergencies, natural catastrophes endangering the Work, possible force majeure or delay events, damage to property by fire or other causes, or the discovery of any potential differing site condition or Constituent of Concern.

13. Payment Requests: Review applications for payment with Contractor for compliance with the established procedure for their submission and forward with recommendations to Engineer, noting particularly the relationship of the payment requested to the schedule of values, Work completed, and materials and equipment delivered at the Site but not incorporated in the Work.

14. Certificates, Operation and Maintenance Manuals: During the course of the Work, verify that materials and equipment certificates, operation and maintenance manuals and other data required by the Contract Documents to be assembled and furnished by Contractor are applicable to the items actually installed and in accordance with the Contract Documents, and have these documents delivered to Engineer for review and forwarding to Owner prior to payment for that part of the Work.

15. Completion

a. Participate in Engineer's visits to the Site regarding Substantial Completion, assist in the determination of Substantial Completion, and prior to the issuance of a Certificate of Substantial Completion submit a punch list of observed items requiring completion or correction.

b. Participate in Engineer's visit to the Site in the company of Owner and Contractor, to determine completion of the Work, and prepare a final punch list of items to be completed or corrected by Contractor.

c. Observe whether all items on the final punch list have been completed or corrected, and make recommendations to Engineer concerning acceptance and issuance of the Notice of Acceptability of the Work (Exhibit E).

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1.03 Limitations of Authority

A. Resident Project Representative shall not:

1. Authorize any deviation from the Construction Contract Documents or substitution of materials or equipment (including "or-equal" items).
2. Exceed limitations of Engineer's authority as set forth in this Agreement.
3. Undertake any of the responsibilities of Contractor, Subcontractors, or Suppliers, or any Constructor.
4. Advise on, issue directions relative to, or assume control over any aspect of the means, methods, techniques, sequences or procedures of the Work, by Contractor or any other Constructor.
5. Advise on, issue directions regarding, or assume control over security or safety practices, precautions, and programs in connection with the activities or operations of Owner or Contractor.
6. Participate in specialized field or laboratory tests or inspections conducted off-site by others except as specifically authorized by Engineer.
7. Accept Shop Drawing or Sample submittals from anyone other than Contractor.
8. Authorize Owner to occupy the Project in whole or in part.

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EXHIBIT E—EJCDC® C-626, NOTICE OF ACCEPTABILITY OF WORK (FORM)

NOTICE OF ACCEPTABILITY OF WORK (EJCDC® C-626 2018)

Owner:	Owner's Project No.:
Engineer:	Engineer's Project No.:
Contractor:	Contractor's Project No.:
Project:	
Contract Name:	
Notice Date:	Effective Date of the Construction Contract:

The Engineer hereby gives notice to the Owner and Contractor that Engineer recommends final payment to Contractor, and that the Work furnished and performed by Contractor under the Construction Contract is acceptable, expressly subject to the provisions of the Construction Contract's Contract Documents ("Contract Documents") and of the Agreement between Owner and Engineer for Professional Services dated **[date of professional services agreement]** ("Owner-Engineer Agreement"). This Notice of Acceptability of Work (Notice) is made expressly subject to the following terms and conditions to which all who receive and rely on said Notice agree:

1. This Notice has been prepared with the skill and care ordinarily used by members of the engineering profession practicing under similar conditions at the same time and in the same locality.
2. This Notice reflects and is an expression of the Engineer's professional opinion.
3. This Notice has been prepared to the best of Engineer's knowledge, information, and belief as of the Notice Date.
4. This Notice is based entirely on and expressly limited by the scope of services Engineer has been employed by Owner to perform or furnish during construction of the Project (including observation of the Contractor's Work) under the Owner-Engineer Agreement, and applies only to facts that are within Engineer's knowledge or could reasonably have been ascertained by Engineer as a result of carrying out the responsibilities specifically assigned to Engineer under such Owner-Engineer Agreement.
5. This Notice is not a guarantee or warranty of Contractor's performance under the Construction Contract, an acceptance of Work that is not in accordance with the Contract Documents, including but not limited to defective Work discovered after final inspection, nor an assumption of responsibility for any failure of Contractor to furnish and perform the Work thereunder in accordance with the Contract Documents, or to otherwise comply with the Contract Documents or the terms of any special guarantees specified therein.
6. This Notice does not relieve Contractor of any surviving obligations under the Construction Contract, and is subject to Owner's reservations of rights with respect to completion and final payment.

Engineer

By (signature): _____

Name (printed): _____

Title: _____

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EXHIBIT F—RESERVED

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EXHIBIT I—RESERVED

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CITY OF Dickinson North Dakota

Engineering Memorandum

April 15, 2026

RE: April 21st, 2026 Commission Meeting

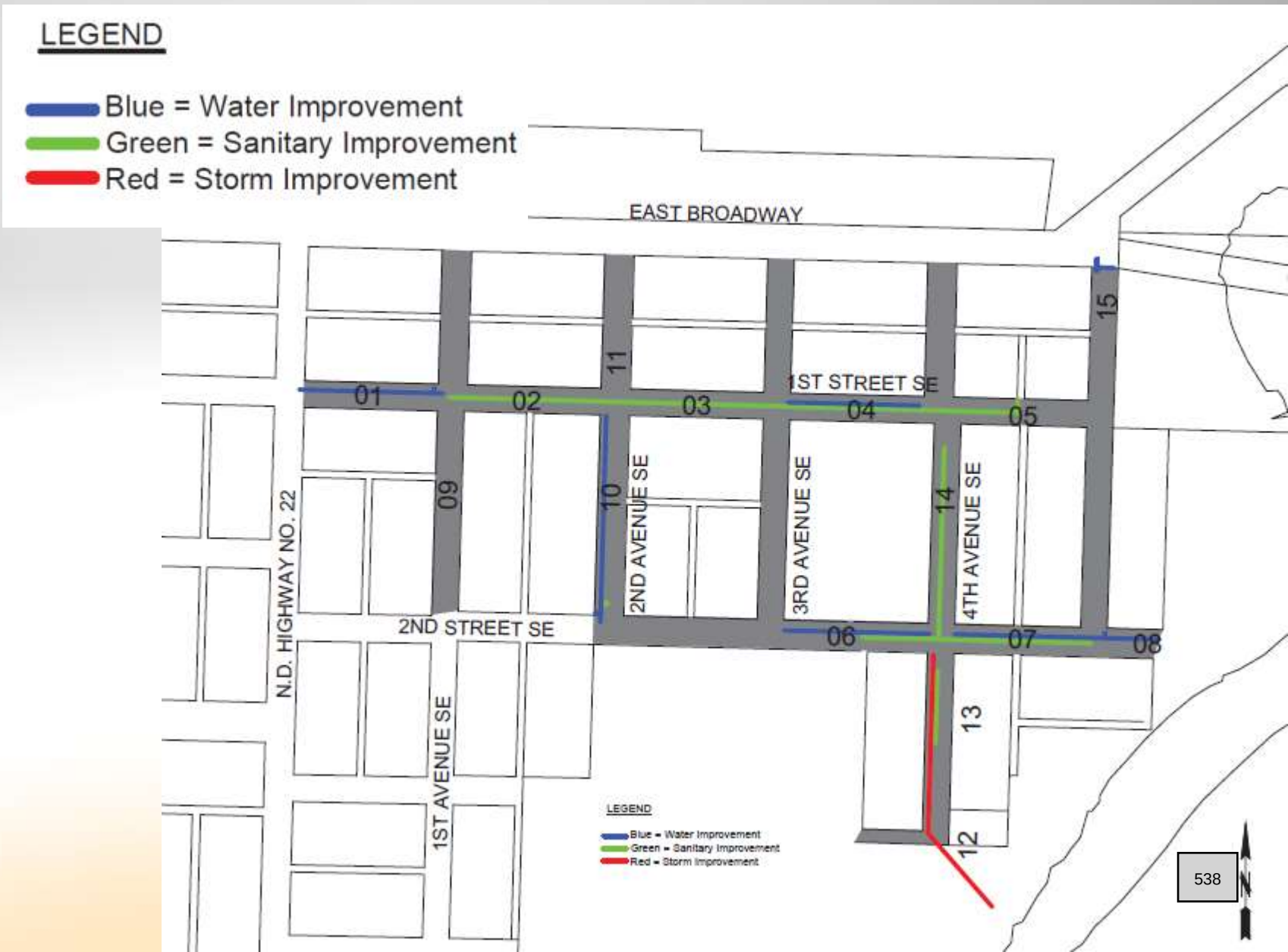
MASTER SERVICE AGREEMENT WITH NORTHERN PLAINS ENGINEERING

For your consideration is a master service agreement (MSA) with Northern Plains Engineering. The benefits of having a MSA versus providing individual project contracts are; consistent terms and conditions regardless of the project, clarity to the obligations and rights of both parties which reduces potential conflicts, and reduced review time by staff for future project contracts.

The City Engineering staff recommends approval.

202605 - 2026 Utility & Street Improvement Project





CITY OF Dickinson North Dakota

Engineering Memorandum

April 15, 2026

RE: April 21st City Commission Meeting

202605 - UTILITY AND STREET IMPROVEMENT – TASK ORDER TO NORTHERN PLAINS ENGINEERING

For your consideration is a task order with the Northern Plains Engineering for City of Dickinson project number 202605 – 2026 Utility and Street Improvement project. This includes construction material testing services for the project. The total estimated cost for construction material testing as specified in the agreement is **$50,075.00.** The City Attorney has reviewed the task order with no comments.

This task order is in reference to the proposal received through a request for proposal where three proposals were received. Northern Plains Engineering highest score for their proposal.

The city engineering staff recommends approval.

TASK ORDER NO. [2026-1]

This is Task Order No. **[2026-1]**, consisting of 6 pages.

In accordance with Paragraph 1.01, Main Agreement, of the Agreement Between Owner and Engineer for Professional Services—Task Order Edition dated **April 21, 2026**, Owner and Engineer agree as follows:

1. TASK ORDER DATA

a.	Effective Date of Task Order:	**April 21, 2026**
b.	Owner:	**City of Dickinson**
c.	Engineer:	**Northern Plains Engineering**
d.	Specific Project (title)	**202605 - 2026 Utility and Street Improvements (NPE No. 2607109)**
e.	Specific Project (description):	**Construction Material Testing**
f.	Related Task Orders Supplemented by this Task Order: Superseded by this Task Order:	**None**

2. BASELINE INFORMATION

Baseline Information. Owner has furnished the following Specific Project information to Engineer as of the Effective Date of the Task Order. Engineer's scope of services has been developed based on this information. As the Specific Project moves forward, some of the information may change or be refined, and additional information will become known, resulting in the possible need to change, refine, or supplement the scope of services.

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Specific Project Title:	2026 Utility and Street Improvements
Type and Size of Facility:	Reserved
Description of Improvements:	Construction Material Testing Services associated with the 202605 – 2026 Utilities and Street Improvement Project
Expected Construction Start:	2026 Construction Season
Prior Studies, Reports, Plans:	202605 – 2026 Utilities and Street Improvements Plans
Facility Location(s):	Various Streets within the City of Dickinson
Current Specific Project Budget:	$9,400,000 Construction
Funding Sources:	DWSRF Watermain Loan, DWR Lead Service Loan, DWR Grant, Various City Funds, SID
Known Design Standards:	City of Dickinson
Known Specific Project Limitations:	Reserved
Specific Project Assumptions:	Reserved
Other Pertinent Information:	RPR – Apex Engineering

3. SERVICES OF ENGINEER ("SCOPE")

A. The specific Basic Services to be provided or furnished by Engineer under this Task Order are:

☐ Exhibit A to Task Order, "Engineer's Services for Task Order," as attached to this specific Task Order.

B. All of the services included above comprise Basic Services for purposes of Engineer's compensation under this Task Order, with the exception of Resident Project Representative Services, if any, which are compensated separately.

C. Resident Project Representative (RPR) Services:

1. If the Scope established in Paragraph 2.A above includes RPR services, then Exhibit D to Task Order is expressly incorporated in this Task Order by reference.

D. Additional Services: Services not expressly set forth as Basic Services in Paragraph 3.A above, and necessary services listed as not requiring Owner's written authorization, or requiring additional effort in an immediate, expeditious, or accelerated manner as a result of unanticipated construction events or Specific Project conditions, are Additional Services, and will be compensated by the method indicated for Additional Services in this Task Order. All other Additional Services require mutual agreement and may be authorized by amending the

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Task Order as set forth in Paragraph 8.05.B.2 of the Main Agreement, with compensation for such other Additional Services as set forth in the amending instrument.

4. DELIVERABLES SCHEDULE

A. In submitting required Documents and taking other related actions, Engineer and Owner will comply with Exhibit B to Task Order, attached to this specific Task Order.

5. ADDITIONS TO OWNER'S RESPONSIBILITIES

A. Owner shall have those responsibilities set forth in Article 2 of the Main Agreement, and the following supplemental responsibilities that are specific to this Task Order:

6. TASK ORDER SCHEDULE

A. In addition to any schedule provisions provided in Exhibit B or elsewhere, the parties shall meet the following schedule: **[Indicate "Not Applicable" if the schedule in Exhibit B, as modified for the specific Task Order, is sufficient.]**

Date	Action / Milestone	Comment

7. ENGINEER'S COMPENSATION

A. The terms of payment are set forth in Article 4 of the Main Agreement.

B. Owner shall pay Engineer for services rendered under this Task Order as follows:

Description of Service	Amount	Basis of Compensation
1. Basic Services	**$50,075.00**	**[ ]**
a. Phase or Subtask 1	$**[ ]**	**[ ]**
b. Phase or Subtask 2	$**[ ]**	**[ ]**
c. Phase or Subtask 3	$**[ ]**	**[ ]**
d. Phase or Subtask 4*	$**[ ]**	**[ ]**
2. Resident Project Representative Services*	$**[ ]**	**[ ]**
TOTAL COMPENSATION (items 1 and 2)	**$50,075.00**	

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3. Additional Services under Section 2.D above	(N/A)	**[ ]**

*Based on a **[number]**-month continuous construction period.

C. Compensation items and totals based in whole or in part on Hourly Rates or Direct Labor are estimates only. Lump sum amounts and estimated totals included in the breakdown by phases incorporate Engineer's labor, overhead, profit, reimbursable expenses (if any), and Subconsultants' charges, if any. For lump sum items, Engineer may alter the distribution of compensation between individual phases (line items) to be consistent with services actually rendered, but shall not exceed the total lump sum compensation amount unless approved in writing by the Owner.

8. ENGINEER'S PRIMARY SUBCONSULTANTS FOR TASK ORDER, AS OF THE EFFECTIVE DATE OF THE TASK ORDER:

A. **[Identify primary Subconsultants]**

9. EXHIBITS AND ATTACHMENTS:

A. Exhibit A to Task Order—Engineer's Services Under Task Order

B. Exhibit B to Task Order—Task Order Deliverables Schedule

C. Exhibit D to Task Order—Duties, Responsibilities, and Limitations of Authority of Resident Project Representative Under Task Order

D. Exhibit E to Task Order-EJCDC® C-626, Notice of Acceptability of Work (Form)

E. Other:

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Execution of this Task Order by Owner and Engineer makes it subject to the terms and conditions of the Main Agreement and its exhibits and appendices, which Main Agreement, exhibits, and appendices are incorporated by this reference.

OWNER:	ENGINEER:
By:	By: Jeremy Wood
Print Name:	Print Name: Jeremy Wood
Title:	Title: Principal
	Engineer's License or Firm's Certificate No. (if required): 1055C
	State of: North Dakota
DESIGNATED REPRESENTATIVE FOR TASK ORDER:	DESIGNATED REPRESENTATIVE FOR TASK ORDER:
Name: Joshua Skluzacek	Name: Alec Hovick
Title: Engineering & Community Development Director	Title: Senior Project Manager
Address: 38 1st St West, Dickinson, ND 58601	Address: 441 23rd Street West, Dickinson, ND
E-Mail Address: Joshua.skluzacek@dickinsongov.com	E-Mail Address: ahovick@nplainseng.com
Phone: 701-456-7744	Phone: 507-269-3271
Date:	Date: 4/15/26

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EXHIBIT A—ENGINEER'S SERVICES FOR TASK ORDER

Exhibit A - ESTIMATE

Project No. 1 - 2026 Utility and Street Improvements

Service		Rate			
Water Main Backfill Moisture Compaction Testing 4,100 LF (15 Trips)		**Hours/Tests/Mi**		**Unit Rate**	**Total**
Engineering Technician	Compaction Testing ASTM D8167 & 8153	20	hrs	$150.00	$3,000.00
Gradation	ASTM C136/C117	3	Ea.	$175.00	$525.00
Standard Proctor	ASTM D698	3	Ea.	$375.00	$1,125.00
Water Main Backfill Moisture Compaction Testing 80 Services (20 Trips)		**Hours/Tests/Mi**		**Unit Rate**	**Total**
Engineering Technician	Compaction Testing ASTM D8167 & 8153	30	hrs	$150.00	$4,500.00
Standard Proctor	ASTM D698	1	Ea.	$350.00	$350.00
Sanitary Sewer Backfill Moisture Compaction Testing 2350 LF (8 Trips)		**Hours/Tests/Mi**		**Unit Rate**	**Total**
Engineering Technician	Compaction Testing ASTM D8167 & 8153	10	hrs	$150.00	$1,500.00
Standard Proctor	ASTM D698	1	Ea.	$350.00	$350.00
Storm Sewer Backfill Moisture Compaction Testing 720 LF (3 Trips)		**Hours/Tests/Mi**		**Unit Rate**	**Total**
Engineering Technician	Compaction Testing ASTM D8167 & 8153	5	hrs	$150.00	$750.00
Standard Proctor	ASTM D698	1	Ea.	$350.00	$350.00
Roadway Subgrade/CL-5 Moisture Compaction Testing 38,100 SY (10 Trips)		**Hours/Tests/Trip**		**Unit Rate**	**Total**
Engineering Technician	Compaction Testing ASTM D8167 & 8153	15	hrs	$150.00	$2,250.00
Gradation	ASTM C136/C117	3	Ea.	$175.00	$525.00
Standard Proctor	ASTM D698	2	Ea.	$350.00	$700.00
Sidewalk/Driveway Subgrade/CL-5 Moisture Compaction Testing 8500 SY (15 Trips)		**Hours/Tests/Trip**		**Unit Rate**	**Total**
Engineering Technician	Compaction Testing ASTM D8167 & 8153	20	hrs	$150.00	$3,000.00
Gradation	ASTM C136/C117	2	Ea.	$175.00	$350.00
Standard Proctor	ASTM D698	1	Ea.	$350.00	$350.00
Curb and Gutter Concrete Testing 14,100 LF (17 Trips)		**Hours/Tests/Trip**		**Unit Rate**	**Total**
Engineering Technician	Plastic Concrete Testing	25	hrs	$130.00	$3,250.00
Cylinder Compression	ASTM C39 4"x8" Cylinders	85	Ea.	$40.00	$3,400.00
Sidewalk Concrete Testing 5500 SY (15 Trips)		**Hours/Tests/Trip**		**Unit Rate**	**Total**
Engineering Technician	Plastic Concrete Testing	20	hrs	$130.00	$2,600.00
Cylinder Compression	ASTM C39 4"x8" Cylinders	75	Ea.	$40.00	$3,000.00
Driveway Concrete Testing 3000 SY (10 Trips)		**Hours/Tests/Trip**		**Unit Rate**	**Total**
Engineering Technician	Plastic Concrete Testing	15	hrs	$130.00	$1,950.00
Cylinder Compression	ASTM C39 4"x8" Cylinders	50	Ea.	$40.00	$2,000.00
HMA Paving 6800 Tons (10 Days)		**Hours/Tests/Mi**		**Unit Rate**	**Total**
Engineering Technician	Compaction Testing & Plant Monitoring	50	hrs	$150.00	$7,500.00
Project Management/Review/Administration		**Hours/Tests/Mi**		**Unit Rate**	**Total**
Project Manager	Report Review	30	hrs	$160.00	$4,800.00
Administration	Project Setup, Invoicing	15	hrs	$130.00	$1,950.00
				Project Estimate	**$50,075.00**

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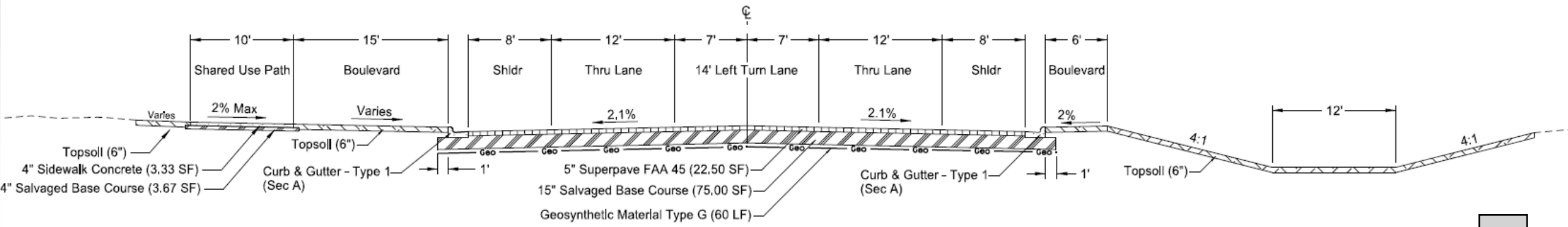
20223 PCN23691, PCN23692, PCN23695



CITY OF Dickinson North Dakota

20223 PCN23691, PCN23692, PCN23695





Proposed Typical Section 1 - West Business Loop
Sta 186+75 to Sta 232+40
Sta 241+16 to Sta 255+50

20223 PCN23691, PCN23692, PCN23695





CITY OF Dickinson North Dakota

Engineering Memorandum

April 16, 2026

RE: April 21st City Commission Meeting

202233 I-94 WEST BUSINESS LOOP AND ROUNDABOUTS – TASK ORDER TO KLJ ENGINEERING, LLC

For your consideration is a task order with the KLJ Engineering, LLC for City of Dickinson project number 202233 – I-94 WBL NHU-5-094(160)903 PCN 23695_ RAB at Hwy 10 and Hwy228th St W HEN-0-022(144)069 PCN 23691_ 23692 project. This task order includes construction engineering services for watermain replacement and watermain extensions associated with the project which are 100% funded by the City of Dickinson. The total estimated hourly rate cost for construction engineering as specified in the agreement is **$69,799.00.** The City Attorney has reviewed the task order with no comments.

The key scopes of work included in this task order amendment are:

- Construction administration
- Construction staking
- Material testing
- Project final records and documents

The city engineering staff recommends approval.

This is Task Order No.2602-10114-04-1 , consisting of 3 pages.

Task Order

In accordance with Paragraph 1.01 of the Agreement Between Owner and Engineer for Professional Services – Task Order Edition, dated December 31, 2025 ("Agreement"), Owner and Engineer agree as follows:

1. Background Data

a. Effective Date of Task Order: April 7, 2026

b. Owner: City of Dickinson

c. Engineer: KLJ Engineering LLC

d. Specific Project (title): City of Dickinson Project Number 202233

e. Specific Project (description):
- 202233 - I-94 WBL NHU-5-094(160)903 PCN 23695
- RAB at Hwy 10 and Hwy22_8th St W
- HEN-0-022(144)069 PCN 23691_ 23692

2. Services of Engineer

A. Are as follows: See attached scope

B. All of the services included above comprise Basic Services for purposes of Engineer's compensation under this Task Order.

3. Additional Services

A. Additional Services that may be authorized or necessary under this Task Order are:

Those services (and related terms and conditions) set forth in Paragraph A2.01 of Exhibit A, as attached to the Agreement referred to above, such paragraph being hereby incorporated by reference.

4. Owner's Responsibilities

Owner shall have those responsibilities set forth in Article 2 of the Agreement and in Exhibit B, subject to the following: ***None***

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5. Payments to Engineer

A. Owner shall pay Engineer for services rendered under this Task Order as follows:

Description of Service	Amount	Basis of Compensation
1. Basic Services (Part 1 of Exhibit A)		
a. Construction Phase	$69,799.00	Standard Hourly Rates (KLJ Rate Sheet 3454)
TOTAL COMPENSATION	$69,799.00	
2. Additional Services (Part 2 of Exhibit A)	(N/A)	

*Based on a 12-month continuous construction period.

Compensation items and totals based in whole or in part on Hourly Rates or Direct Labor are estimates only. Lump sum amounts and estimated totals included in the breakdown by phases incorporate Engineer's labor, overhead, profit, reimbursable expenses (if any), and Consultants' charges, if any. For lump sum items, Engineer may alter the distribution of compensation between individual phases (line items) to be consistent with services actually rendered, but shall not exceed the total lump sum compensation amount unless approved in writing by the Owner.

B. The terms of payment are set forth in Article 4 of the Agreement and in the applicable governing provisions of Exhibit C.

6. Consultants retained as of the Effective Date of the Task Order: Braun Inertec

7. Other Modifications to Agreement and Exhibits: None

8. Attachments: KLJ and Braun Scope & Fee

9. Other Documents Incorporated by Reference: None

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10. Terms and Conditions

Execution of this Task Order by Owner and Engineer shall make it subject to the terms and conditions of the Agreement (as modified above), which Agreement is incorporated by this reference. Engineer is authorized to begin performance upon its receipt of a copy of this Task Order signed by Owner.

OWNER: CITY OF DICKINSON	ENGINEER: KLJ Engineering LLC
By: _____	By: 
Print Name: _____	Print Name: Ben Dzioba
Title: _____	Title: Vice President, Construction
	Firm's Certificate No. (if required): _____
	State of: _____
DESIGNATED REPRESENTATIVE FOR TASK ORDER:	DESIGNATED REPRESENTATIVE FOR TASK ORDER:
Name: _____	Name: Miles Bullock
Title: _____	Title: Project Engineer
Address: _____	Address: 400 E Broadway Ave Bismarck ND 58801-6126
E-Mail Address: _____	E-Mail Address: Miles.Bullock@kljeng.com
Phone: _____	Phone: 701-570-2114

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This is **EXHIBIT C**, consisting of [ ] pages, referred to in and part of the **Agreement between Owner and Engineer for Professional Services – Task Order Edition** dated December 31, 2025.

Payments to Engineer for Services and Reimbursable Expenses

Article 2 of the Agreement is amended and supplemented to include the following agreement of the parties:

ARTICLE 2 – OWNER'S RESPONSIBILITIES

C2.01 *Basis of Compensation*

A. The following base of compensation are used for services under the Task Orders, as identified in each specific Task Order:

1. Standard Hourly Rates (plus any expenses expressly eligible for reimbursement)

C2.02 *Explanation of Compensation Methods*

A. *Standard Hourly Rates*

1. For the specified category of services, the Owner shall pay Engineer an amount equal to the cumulative hours charged to the Specific Project by each class of Engineer's employees times Standard Hourly Rates for each applicable billing class. Under this method, Engineer shall also be entitled to reimbursement from Owner for the expenses identified in Paragraph C2.03 below, and Appendix 1.

2. Standard Hourly Rates include salaries and wages paid to personnel in each billing class plus the cost of customary and statutory benefits, general and administrative overhead, non-project operating costs, and operating margin or profit.

3. Engineer's Reimbursable Expenses Schedule and Standard Hourly Rates are attached to this Exhibit as Appendices 1 and 2.

4. The total estimated compensation for the specified category of services shall be stated in the Task Order. This total estimated compensation will incorporate all labor at Standard Hourly Rates, and reimbursable expenses (including Consultants' charges, if any).

5. The amounts billed will be based on the cumulative hours charged to the specified category of services on the Specific Project during the billing period by each class of Engineer's employees times Standard Hourly Rates for each applicable billing class, plus reimbursable expenses (including Consultant's charges, if any).

6. The Standard Hourly Rates and Reimbursable Expenses Schedule shall be adjusted annually (as of January 1) to reflect equitable changes in the compensation payable to Engineer.

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C2.03 *Reimbursable Expenses*

A. Reimbursable expenses reasonably and necessarily incurred in connection with services provided under the Direct Labor Costs Times a Factor and Standard Hourly Rate methods shall be paid at the rates set forth in Appendix 1, Reimbursable Expenses Schedule, subject to the factors set forth below.

B. The amounts payable to Engineer for reimbursable expenses will be the Project-specific internal expenses actually incurred or allocated by Engineer, plus all invoiced external reimbursable expenses allocable to the Specific Project, the latter multiplied by a factor of one.

C. Whenever Engineer is entitled to compensation for the charges of its Consultants, those charges shall be the amount billed by such Consultants to Engineer times a factor of one.

D. The external reimbursable expenses and Consultants' factors include Engineer's overhead and profit associated with Engineer's responsibility for the administration of such services and costs.

~~C2.04 *Serving as a Witness*~~

A. ~~For services performed by Engineer's employees as witnesses giving testimony in any litigation, arbitration or other legal or administrative proceeding under Paragraph A2.01.A.20, at a rate of [ ] times the witness's standard hourly rate. Compensation for Consultants for such services will be by reimbursement of Consultants' reasonable charges to Engineer for such services.~~

C2.05 *Other Provisions Concerning Payment*

A. *Extended Contract Times:* Should the Contract Times to complete the Work be extended beyond the period stated in the Task Order, payment for Engineer's services shall be continued based on the Standard Hourly Rates Method of Payment.

B. *Estimated Compensation Amounts*

1. Engineer's estimate of the amounts that will become payable for services are only estimates for planning purposes, are not binding on the parties, and are not the minimum or maximum amounts payable to Engineer under the Agreement.

2. When estimated compensation amounts have been stated in a Task Order and it subsequently becomes apparent to Engineer that a compensation amount thus estimated will be exceeded, Engineer shall give Owner written notice thereof. Promptly thereafter Owner and Engineer shall review the matter of services remaining to be performed and compensation for such services. Owner shall either agree to such compensation exceeding said estimated amount or Owner and Engineer shall agree to a reduction in the remaining services to be rendered by Engineer so that total compensation for such services will not exceed said estimated amount when such services are completed. If Engineer exceeds the estimated amount before Owner and Engineer have agreed to an increase in the compensation due Engineer or a reduction in the remaining services, the Engineer shall give written notice thereof to Owner and shall be paid for all services rendered thereafter.

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This is **Appendix 1 to EXHIBIT C**, referred to in and part of the **Agreement between Owner and Engineer for Professional Services – Task Order Edition**, dated December 31, 2025.

Reimbursable Expenses Schedule

Expenses eligible for reimbursement are subject to review and adjustment per Exhibit C. Rates and charges for reimbursable expenses as of the date of the Agreement are:

Lodging	at cost
Meals	$45/day per diem ($10 breakfast, $15 lunch, $20 dinner)

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This is **Appendix 2 to EXHIBIT C**, referred to in and part of the **Agreement between Owner and Engineer for Professional Services – Task Order Edition** dated December 31, 2025.

Standard Hourly Rates Schedule

The following standard hourly rates are subject to review and adjustment per Exhibit C. Hourly rates for services as of the Effective Date of the Task Order are:

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This is **EXHIBIT K**, consisting of [ ] pages, referred to in and part of the **Agreement between Owner and Engineer for Professional Services – Task Order Edition** dated December 31, 2025.

Amendment ___To Task Order No.2602-10114-04-1

1. Background Data:

a. Effective Date of Task Order: April 7, 2026

b. Owner: City of Dickinson

c. Engineer: KLJ Engineering LLC

d. Specific Project: City of Dickinson Project Number 202233

2. Description of Modifications

a. Engineer shall perform the following Additional Services: [ ]

b. The Scope of Services currently authorized to be performed by Engineer in accordance with the Task Order and previous amendments, if any, is modified as follows: [ ]

c. The responsibilities of Owner with respect to the Task Order are modified as follows: [ ]

d. For the Additional Services or the modifications to services set forth above, Owner shall pay Engineer the following additional or modified compensation: [ ]

e. The schedule for rendering services under this Task Order is modified as follows: [ ]

f. Other portions of the Task Order (including previous amendments, if any) are modified as follows: [ ]

[List other Attachments, if any]

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3. Task Order Summary (Reference only)

a.	Original Task Order amount:	$69,799.00
b.	Net change for prior amendments:	$_____
c.	This amendment amount:	$_____
d.	Adjusted Task Order amount:	$_____

The foregoing Task Order Summary is for reference only and does not alter the terms of the Task Order, including those set forth in Exhibit C.

Owner and Engineer hereby agree to modify the above-referenced Task Order as set forth in this Amendment. All provisions of the Agreement and Task Order not modified by this or previous Amendments remain in effect. The Effective Date of this Amendment is _____.

OWNER: CITY OF DICKINSON		ENGINEER: KLJ Engineering LLC	
By:	_____	By:	_____
Title:	_____	Title:	_____
Date Signed:	_____	Date Signed:	_____

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APPENDIX A

KLJ Engineering, LLC.
Scope of Services
Construction Engineering Services
202233 - I-94 WBL NHU-5-094(160)903 PCN 23695
RAB at Hwy 10 and Hwy22_8th St W
HEN-0-022(144)069 PCN 23691_ 23692

PURPOSE

The purpose of this Appendix is to describe the scope of services and responsibilities required for construction engineering (CE) services for City of Dickinson project 202233. KLJ Engineering, LLC (KLJ) is the prime or lead consultant for construction engineering services. KLJ will oversee and manage all services provided by our subconsultant under agreement with KLJ. Bruan Intertec will provide material testing services.

KLJ was selected by NDDOT for the construction administration for the referenced projects and will enter into three (3) separate agreements with NDDOT. One for each PCN. NDDOT and the City of Dickinson agreed, KLJ would contract with the city for the construction administration associated with the three portions funded 100% by the City of Dickinson. These include

- **5-022(144)069, PCN 23691 - 8TH, LRS_IS L720_089M FR MEASURE 0.4919 TO MEASURE 0.6048 Watermain**
- **5-094(159)904 PCN 23692 – LRS_ID S94E000B59.485_01 RP 904.553 (1.0376) TO RP 904.7 (1.1861) Storm NP**
- **5-094(160)903, PCN 23695 - LOCAL SIDE STREETS**

OBJECTIVE

The objective of this agreement is to provide construction administration project, construction inspection, survey, and material testing. KLJ and our subconsultants will use the following documents in the administration of the project:

- February 27, 2026 Project Plans and Proposal
- 2024 Standard Specifications for Road and Bridge Construction
- 2025 Materials Sampling and Testing Manual
- 2025 Construction Records Manual
- 2022 External Civil Rights Manual

Construction inspection shall include the observation of the Contractor's means and methods, verification the Contractor's work conforms with the contract, the project plans and specifications. KLJ will provide contract administration to include project documentation, record keeping, and responding to requests for information.

EXCLUSIONS

KLJ and our subconsultants are not responsible for the Contractor's safety procedures or operations. This scope of service does not include any safety inspections of the Contractor's equipment, procedures, or operations.

In addition, KLJ and our subconsultants are not responsible for the safety of NDDOT personnel, site visitors, Contractor's personnel, subcontractor's personnel, or any other personnel.

KLJ and our subconsultants will not proceed with their duties in areas or situations deemed unsafe or hazardous to KLJ or our subconsultants staff due to the Contractor's non-conformance with OSHA or other agency safety regulations.

KLJ and our subconsultants will not assume the duties and responsibilities of the Contractor, or its Subcontractors, including but not limited to, determining or performing construction procedures, techniques and means and methods.

SERVICES TO BE PERFORMED BY KLJ

Construction Engineering Services

100 GENERAL

101 Construction Records

Task includes time to manage the project and provide overall coordination of the work completed by the construction engineering team. The work shall consist of managing work assignments, internal team and safety meetings, client coordination, subconsultant coordination, plan and specification interpretation, administering requests for information from the Contractor, and monitoring KLJ's project budget and schedule.

Contract administration and project documentation will be according to established NDDOT construction procedures, as outlined in the Construction Records Manual and External Civil Rights Manual. Major tasks will include CARS diary entries, weekly progress reports, progressive payment for work complete, pay quantity reports, haul sheets, subcontract tracking, and certification tracking. If required, the adding of change orders, including force accounts that are beyond the scope of the original contract, will be by written supplemental agreements.

KLJ will document and record the contractor operations, activities, and quantities using NDDOT's Construction Automated Record System (CARS). KLJ does not anticipate keeping additional construction records, pay estimates, or quantities outside the NDDOT's CARS system.

KLJ will track tasks related to this agreement with a single project number and two tasks. One task for PCN 23691 and PCN 23692 and a second task for PCN 23695. KLJ will submit a single invoice monthly to the City.

200 EARTHWORK

202 Removal of Pavement and Pipe all Types and Sizes

Provide field inspection and quantity documentation of the removals.

250 Seeding Class II, Temporary Cover Crop, Hydraulic Mulch

Provide field inspection and quantity documentation. Materials will be accepted by

certification.

300 BASES

302 Salvaged Base Course

Provide field inspection, field sampling, and perform gradations. Review and verify quantity documentation provided for aggregates delivered to the project. Material testing to be completed by Braun.

400 Bid Items Bituminous Pavements

401 Tack Coat, Prime Coat, and Blotter Material CL 44

Provide field review and quantity documentation for tack. Oil samples will be submitted to NDDOT for testing.

430 Superpave FAA 45, Commercial Grade Hot Mix Asphalt, Cored Sample, PG 58H-34 Asphalt Cement

Provide field inspection, field sampling and testing. Review and verify quantity documentation provided for material delivered to the project. PG Asphalt Cement samples will be submitted to NDDOT for testing.

700 MISCELLANEOUS CONSTRUCTION

708 Inlet Protection Special and Remove Inlet Protection Special

Provide field inspection and quantity documentation. Materials are accepted by certification.

709 Geotextile Material Type G

Provide field inspection and quantity documentation. Materials are accepted by certification. If Contractor methods require, material samples will be submitted to NDDOT for testing.

714 Plug Pipe all Types and Sizes

Provide field inspection and quantity documentation.

722 Adjust Manhole

Provide field inspection and quantity documentation.

724 Fittings Ductile Iron, Remove Gate Value & Box, Gate Value & Box 8IN, Gate Value & Box 12IN, Sleeve 12IN, Watermain 8IN, Watermain 8IN PVC, Watermain 12IN PVC, Connection to Existing Main, Insulation Board

Provide field inspection and quantity documentation. Provide construction staking for valves, boxes, and water main. Materials are accepted by certification and/or shop drawings. Material testing to be completed by Braun.

748 Curb & Gutter Type I

Provide field observation and quantity documentation. Material testing to be completed

by Braun.

750 Sidewalk Concrete 4IN
Provide field observation and quantity documentation. Material testing to be completed by Braun.

770 2IN Diameter Rigid Conduit
Provide field inspection and quantity documentation. Materials are accepted by certification.

SUBCONSULTANTS

- Braun Intertec

March 31, 2026

Justin Hyndman, PE
KLJ Engineering
985 Technology Blvd Ste. 201
Bozeman, MT 59718

Re: Scope for Construction Materials Testing
Dickinson Roundabouts- City Funding
Dickinson, North Dakota

Dear Mr. Hyndman:

Braun Intertec respectfully submits this scope letter for the referenced project. The attached cost estimate also constitutes part of our proposal for this project.

Our Understanding of Project

This project consists of the city funded portion of 3 separate NDDOT projects in the City of Dickinson. The construction consists of mill and overlay, roadway reconstruction, roundabouts, lighting, storm sewer, and a shared use path. In preparation of this estimate, we reviewed the project plans developed by Apex Engineering Group. The project will start in June 2026 and be completed in October 2026. Further assumptions are presented below.

Scope of Services

Braun Intertec qualified technicians will provide the required observation and testing services under the direction of a registered professional engineer, either on a full-time or periodic basis depending on the construction schedule and when requested by KLJ's resident project engineer. For this project we will have two main tasks: Engineering and Project Management and Field Testing.

A summary of the anticipated hours required to perform the described tasks for the project is attached to this scope.

Engineering and Project Management

The Braun Intertec project manager will oversee the testing results and verify that information is properly transmitted. The project manager will be reviewing test results, supervising technicians, scheduling, approving, and submitting monthly invoices. During the project, the project manager may visit the project site and attend project progress meetings as needed. Once the project is completed, the project manager will compile any testing information not previously submitted, if any, for the project records for final submission to KLJ.

A project assistant will assist in transmitting records, and an operations manager will assist with assignment of technicians. The principal will assist with contract review and oversight of the project.

Laboratory and Field Testing

We will furnish the following for the Project:

- Certified technicians who will conduct the requested testing on the project.
- Any equipment needed to perform tasks necessary to provide engineer's acceptance of project materials related to soils, aggregates, asphalt, and concrete.

We will pass all test results along to KLJ's resident project engineer on site as they become available. The Braun Intertec project manager will review and compile test results.

Assumptions

In preparing our estimate we have made several assumptions based on our work on similar projects. Our assumptions are outlined below:

- We assume our technician will work on PCN 23691 and PCN 23692 for 30 hours over the course of the project.
- We have assumed our technician will work on PCN 23695 for 245 hours over the course of the project.
- Any testing beyond the hours estimated will be considered additional hours not covered by the attached fee schedule.
- There may be times when our technician will not be onsite. When this occurs, we request 24-hour notice be given prior to any testing needed.
- Our project assistant will spend 2 hours over the course of the project transmitting records.
- The project manager will spend 22 hours over the course of the project reviewing the previous day's test reports and submitting them to the construction team.
- Additional assumptions can be found in our cost estimate.

Fees

A tabulation showing the basis for our cost estimate for the project is included in the attached cost estimate. Our work will extend over several invoice periods. As such, for work that is performed during each invoice period, we will submit partial progress invoices.

General Remarks

We will be happy to meet with you to discuss our proposed scope of services further and clarify the various scope components. To have questions answered or schedule a time to meet and discuss our approach to this project further, please call Kurt Kuechle at 701.566.4551 or Ezra Ballinger at 701.205.2515.

Sincerely,

Braun Intertec Corporation

Kurt Kuechle
Senior Manager

Ezra Ballinger, PE
Principal Engineer

BRAUN INTERTEC
the science you build on

Fee Estimate
10009858_001
Dickinson Roundabouts- City Funding

Client:
KLJ Engineering LLC
Justin Hyndman
PO Box 4130
Dickinson, ND 58601
(701) 483-1284

Work Site Address:
2480 30th Avenue West
Dickinson, North Dakota 58601

	Qty/Hours	Rate	Amount
Task 1: PCN 23691 and PCN 23692			
Subtask 1.1: Construction Materials Testing			**$4,118.00**
Field Service Technician I	30.00	116.00	$3,480.00
Project Manager	2.00	236.00	$472.00
Project Assistant I	1.00	93.00	$93.00
Vehicle, per mile	100.00	0.73	$73.00
Task 1 Total:			**$4,118.00**
Task 2: PCN 23695			
Subtask 2.1: Construction Materials Testing			**$33,525.00**
Field Service Technician I	245.00	116.00	$28,420.00
Project Manager	20.00	236.00	$4,720.00
Project Assistant I	1.00	93.00	$93.00
Vehicle, per mile	400.00	0.73	$292.00
Task 2 Total:			**$33,525.00**
Project Total			**$37,643.00**

2026 KLJ Rate Sheet

KLJ Staff Type	Standard Rate	KLJ Staff Type	Standard Rate
Archaeologist I	$85	CAD Technician I	$104
Archaeologist II	$117	CAD Technician II	$110
Archaeologist III	$155	CAD Technician III	$125
Archaeologist IV	$204	CAD Technician IV	$154
Archaeologist V	$217	GIS Specialist I	$114
Paleontologist	$155	GIS Specialist II	$127
Environmental Specialist I	$116	GIS Specialist III	$135
Environmental Specialist II	$135	GIS Specialist IV	$156
Environmental Specialist III	$171	Intern	$84
Environmental Specialist IV	$191	Associate Planner	$117
Environmental Specialist V	$218	Planner	$185
Environmental Specialist VI	$288	Senior Planner	$241
Government Relations Specialist I	$108	Sr Public Engagement Strategist	$162
Government Relations Specialist II	$148	ROW Associate	$126
Government Relations Specialist III	$167	ROW Agent	$154
Graphic Design Specialist	$142	Project Controls Specialist I	$106
Engineering Technician I	$106	Project Controls Specialist II	$124
Engineering Technician II	$117	Survey Technician	$95
Engineering Technician III	$149	Crew Chief	$113
Engineering Technician IV	$163	Senior Crew Chief	$159
Engineering Technician V	$185	Professional Land Surveyor	$185
Designer Technician	$130	Principal Land Surveyor	$223
Associate Designer	$133	1 Person Survey Crew	$189
Designer	$145	2 Person Survey Crew	$263
Senior Designer	$204	Project Manager	$220
Engineer in Training I	$124	Senior Project Manager	$284
Engineer in Training II	$135		
Associate Engineer	$157		
Engineer	$184		
Senior Engineer	$236		
Project Assistant I	$94		
Project Assistant II	$107		
Project Assistant III	$143		

Reimbursable Expenses (if applicable)		
ATV, UTV, Snowmobile	Included in Hourly Rate	
Survey Equipment	Included in Hourly Rate	
CAD and GIS Work Station	Included in Hourly Rate	
Postage and Routing Printing Cost	Included in Hourly Rate	
Mileage	Included in Hourly Rate	
Special Equipment/Software	Per Project Basis	
Subsistence (Per Diem) - Lodging	Actual Cost	
Subsistence (Per Diem) - Meals	$45 / Day per Person	
Misc. Project Related Expenses	Actual Cost + 10%	
Sub-Contracts	Actual Cost + 10%	

Fee = $69,799.00 -

KLJ Project Name:	**202233**
KLJ Project Number:	2602-10114-04

Project Budget

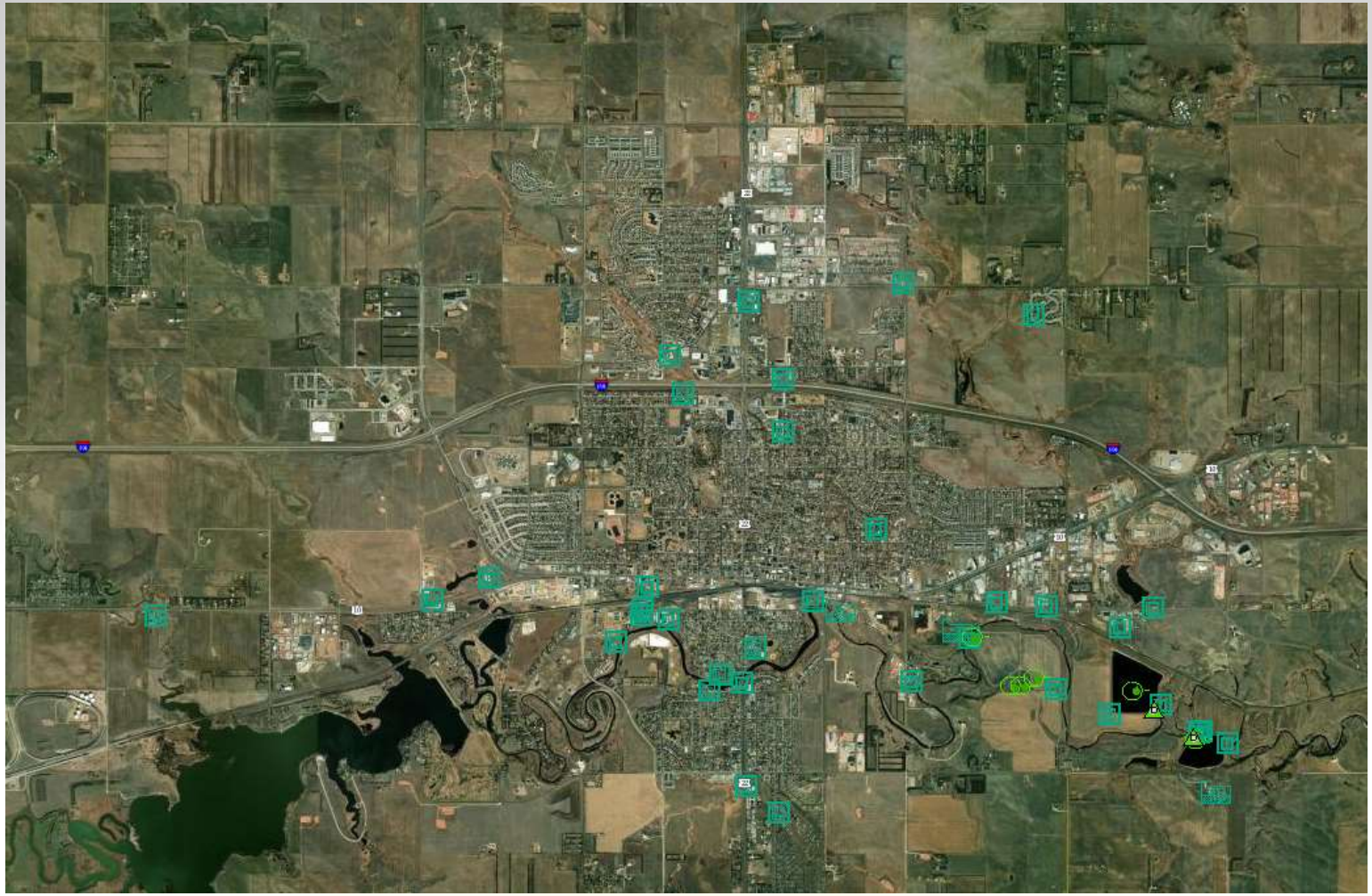
Job Classification:				Senior Project Manager	Engineer	Project Controls Specialist II	Engineer	Engineer in Training I	Professional Land Surveyor	Crew Chief							
Task Code	**Description**	**Start Date**	**End Date**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**DIRECT LABOR Subtotal**	**Subconsultant Bill**	**KLJ's % Markup Subconsultant's Name**	**Subconsultant Fee**	**DIRECT EXPENSE[2]**	**Bal to: Lump Sum or Agreed Fee**	**TASK TOTAL**
3	**Construction Engineering PCN 23691 & 23692**	4/6/2026	10/31/2026	**$ 284.00**	**$ 184.00**	**$ 124.00**	**$ 184.00**	**$ 124.00**	**$ 185.00**	**$ 113.00**							
	Project Management	4/6/2026	10/31/2026	2	2	2					$ 1,184.00			$ -			$ 1,184.00
	Inspection	5/4/2026	10/31/2026				20	20			$ 6,160.00			$ -			$ 6,160.00
	Survey	5/4/2026	10/31/2026						10	10	$ 2,980.00			$ -			$ 2,980.00
		4/6/2026	10/31/2026	**2**	**2**	**2**	**20**	**20**	**10**	**10**	$ 10,324.00	$ -		$ -	$ -	$ -	**$ 10,324.00**
3	**Construction Engineering PCN 23695**	4/6/2026	10/31/2026	**$ 284.00**	**$ 184.00**	**$ 124.00**	**$ 184.00**	**$ 124.00**	**$ 185.00**	**$ 113.00**							
	Project Management	4/6/2026	10/31/2026	6	6	6					$ 3,552.00			$ -			$ 3,552.00
	Inspection	5/4/2026	10/31/2026				40	40			$ 12,320.00			$ -			$ 12,320.00
	Survey	5/4/2026	10/31/2026						20	20	$ 5,960.00			$ -			$ 5,960.00
		4/6/2026	10/31/2026	**6**	**6**	**6**	**40**	**40**	**20**	**20**	$ 21,832.00	$ -		$ -	$ -	$ -	**$ 21,832.00**
SUB	**Braun**	4/6/2026	10/31/2026	**$ 284.00**	**$ 184.00**	**$ 124.00**	**$ 184.00**	**$ 124.00**	**$ 185.00**	**$ 113.00**							
	PCN 23691 & 23692	4/6/2026	10/31/2026								$ -	$ 4,118.00		$ 4,118.00			$ 4,118.00
	PCN 23695	5/4/2026	10/31/2026								$ -	$ 33,525.00		$ 33,525.00			$ 33,525.00
		5/4/2026	10/31/2026								$ -			$ -			$ -
		4/6/2026	10/31/2026								$ -	$ 37,643.00		$ 37,643.00	$ -	$ -	**$ 37,643.00**
				8	**8**	**8**	**60**	**60**	**30**	**30**	**204**						
											$ 32,156.00			**$ 37,643.00**	**$ -**	**$ -**	**$ 69,799.00**

H2S Mitigation
Webster Environmental Contract

Presented by: Kris Keller, Senior Engineer

CITY OF Dickinson North Dakota

H2S Mitigation – Vicinity Map



CITY OF Dickinson North Dakota

CITY OF Dickinson North Dakota

Engineering Memorandum

April 17, 2026

RE: April 21, 2026 Commission Meeting

H2S MITIGATION – TASK ORDER – H2S STUDY (202515)

For your consideration is a Engineering Service Agreement with Webster Environmental Associates (Webster). Webster will work in conjunction with Apex Engineering (task order approved in the 4/7/2026 commission meeting), and the City to identify sources of & mitigation strategies for Hydrogen Sulfide (H2S). Webster's specific responsibilities are to direct overall investigation, system evaluation, and provide recommended solutions to the City.

H2S is a dangerous gas that develops in sanitary systems. The gas poses a safety risk to employees working on the waste water system and at the Water Reclamation Facility. Additionally, H2S creates corrosive conditions that damages the city's wastewater infrastructure (see project 202423 – Sanitary Manhole Repair).

The Webster portion of this engineering study is $139,800 on a lump sum basis and estimated equipment rental fees of $19,200 on a time & materials basis.

This service agreement was reviewed by the City Attorney.

The project will be funded by cash on hand.

The City Engineering staff recommends approval.

"Defining Odor Control Engineering"

WEBSTER ENVIRONMENTAL ASSOCIATES, INC.
13121 Eastpoint Park Blvd., Su
Louisville, KY 40223-

Tel: (502) 253-3443
Fax: (502) 253-3442
Web Site: http://www.odor.net

AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES

This Agreement made and entered into this _____ day of _____, 2026, by and between the City of Dickinson, ND (City) and Webster Environmental Associates, Inc. (WEA) is for the services described in Exhibit A (Scope of Work) of this Agreement.

Purpose

The purpose of this Agreement is for WEA to provide odor control services to the City, as described in the attached Exhibit A (Scope of Work).

Compensation

Compensation for engineering services performed will be a lump sum fee of $139,800, that will be billed monthly based on percentage completion of each task. There will also be a not-to-exceed value of $19,200 for monitoring equipment. WEA shall submit monthly invoices describing the work performed during the billing period.

Payment shall be made by the City within 30 days from receipt of the WEA invoice.

Legal Relations

WEA is for all purposes an independent contractor. In no event shall WEA be deemed to be an agent or employee of the City. Full control of means and methods of work including provisions for required safety precautions shall be the responsibility of WEA.

Insurance

WEA shall always maintain in effect during performance of the services described in this Agreement at least the coverage and limits of insurance with insurers in the following amounts and coverage:

1. Worker's Compensation, with Employer's Liability limits not less than $2,000,000 each accident.
2. Comprehensive General Liability Insurance with limits not less than $2,000,000 each occurrence Combined Single Limit for Bodily Injury and Property Damage.
3. Comprehensive Automobile Liability Insurance with not less than $2,000,000 each occurrence Combined Single Limit for Bodily Injury and Property Damage.
4. Professional Liability Insurance with not less than $2,000,000 aggregate.

Required Provisions

WEA shall in the performance of this Agreement comply with all federal, state and local laws; and all regulations and orders issued under any applicable law.

This Agreement is to be governed and construed in accordance with the laws of the State of North Dakota.

IN WITNESS HEREOF, duly authorized representatives of the parties have signed in confirmation of this Agreement, with effective date the day and year first above written.

City of Dickinson, ND
38 1st St. W
Dickinson, ND 58601

By: _____

Title: _____

Date: _____

Webster Environmental Associates, Inc.
13121 Eastpoint Park Blvd., Suite E
Louisville, KY 40223

By: _____

Title: _____

Date: _____

SECTION 1 – PROJECT UNDERSTANDING AND APPROACH

Project Understanding

Treating wastewater is a service that communities cannot go without; and while treating wastewater to meet the requirements of discharge permits can be difficult, mitigating odors and corrosion from wastewater treatment processes can be just as, or more difficult. Wastewater treatment plant operators generally strive to be "good neighbors" but controlling odor and corrosion can be a challenge for many reasons including the subjectivity of odor, capital and operating costs, lack of understanding, proximity to sensitive neighbors and unpredictable/inconsistent process conditions.

The City of Dickinson, ND has found elevated hydrogen sulfide (H_2S) concentrations in various locations throughout the collection system, resulting in nuisance odors, accelerated infrastructure corrosion, and potential health and safety risks to personnel and the public.

This study will involve an investigation of the collection system to determine where and under what conditions H_2S is being generated. The selected consultant will conduct field monitoring, including gas and liquid-phase sampling at key points such as manholes, lift stations, and force mains. Data on dissolved oxygen, temperature, pH, flow rates, retention times, and other parameters will be collected to assess the physical and chemical conditions that promote H_2S formation.

The scope of work requires the successful team to evaluate the collection system, including pump station configurations, force main discharge points, measure H_2S levels, reduced sulfur compound (RSC) levels, research odor and corrosion mitigation methods, and recommend the most cost-effective odor control technologies for the collection system (pump stations and force mains). Webster Environmental Associates (WEA) prides itself on staying current with the latest odor control technologies and manufacturers. With over 800 odor control studies and designs completed, WEA knows which technologies work best in each application, how to select the most appropriate design criteria, and which manufacturers can be relied upon to provide reliable, cost-effective, low maintenance odor control.

Plan and Method of Approach

Overview – Our team's project approach for the collection system study and evaluation will be centered around our project management plan followed by our technical approach, which will consist of the following steps:

1. Project Management Plan: Establish clear communication with the City, schedule regular meetings, and maintain documentation through agendas and minutes.
2. Technical Approach: Review existing information and develop a sampling and testing protocol for the collection system, including the pump stations and force main discharge points.
    - Pump Stations: Sample for RSCs and monitor H_2S at the pump stations; evaluate all viable mitigation alternatives based on results
        - Conduct spring and summer sampling and testing programs for the odor sources at the pump stations, discharge points, or other potential odor sources within the collection system
        - Evaluate different odor control technologies based on testing results. Technologies could include vapor phase odor control system to capture and treat odors, chemical dosing to prevent odor formation and corrosion within the collection system, or a combination of the two.
    - Force Mains: Continuously monitor H_2S at pump stations and discharge points, collect liquid samples for sulfides, pH, temperature, oxidation reduction potential (ORP), and dissolved

oxygen (DO); meet with odor control vendors to review chemical dosage and adjustment methods. Develop tracking graphs for force mains to optimize monitoring locations and dosing strategies.

- Prioritization: Use WEA's prioritization system, considering sensitivity, corrosion potential, and H_2S data, to guide resource allocation and optimize liquid phase odor control based on new and existing data.

3. Reporting: Compile findings, conclusions, and recommendations in a comprehensive odor and corrosion control report for the City.

Collection System Evaluation – Gathering as much data as possible will be very important to fully understand the odors within the collection system and to recommend the right solutions. ***Data driven decisions allow the most efficient use of resources.*** Without it, you are at great risk of installing a system and feeding chemicals that are inappropriate for the application, and ultimately wasting money and not achieving the desired results.

Our project team will have a very complete and thorough approach to collecting data within the collection system. Data collection for this evaluation will include:

- Continuous monitoring of H_2S at the pump stations
- Identifying appropriate control points for each force main and monitoring of H_2S
- Collect information regarding materials of construction of force mains and apparatus and regarding odor sensitivities
- Air sample collection at the pump stations and discharge locations to evaluate which odorous compounds are present and what their concentrations are
- Performance testing of the existing vapor phase odor control system to determine their effectiveness and fit for the application
- Collection of liquid samples to test sulfides, pH, temperature, ORP, and DO
- Analysis of existing chemical feed systems, including locations, dosage rates and how dosage rates are adjusted
- Discussions with the City Engineering, Operations, and Maintenance staff to understand their preferences and observations
- Evaluation of viable odor control solutions

Recommended Solutions – Our project team will compile and summarize all the data that was gathered during the collection system study and evaluation and will prepare draft and final versions of the Dickinson Hydrogen Sulfide Mitigation report. The report will include the following:

- Summary of the sampling and testing completed as part of the evaluation
- Summary of all new and existing testing results
- Summary of all communication with odor control vendors
- Development and evaluation of odor control alternatives
- Listing of advantages and disadvantages of each alternative
- Capital and operating cost estimates for each alternative including vendor quotations
- Conclusions and recommendations

SECTION 2 – PROJECT SCOPE

Phase 0 – Study Design & Technical Work Flow

WEA will review any existing data that the City may have related to the collection system, including pipe diameters, flow rates, H_2S data, current chemical dosage rates & locations, and current vapor phase odor control systems. Based on this, WEA will develop a study methodology, which will include:

- Sampling and monitoring plan for Spring and Late Summer to capture data in differing conditions
- Define sampling methods, monitoring equipment, locations for sampling & monitoring and duration of sampling & monitoring
- Define sampling and monitoring frequency
- Define laboratory analysis methods

In addition to the study methodology, WEA will prepare QA/QC procedures and establish a prioritization system. As part of the QA/QC procedures and workflow, WEA will establish regular meetings with the project team once the work has begun.

WEA will develop a technical work plan document to outline study methodology, objectives, requirements and workflow.

Phase 1 – Technical Oversight of Monitoring

WEA will attend a kickoff meeting with the City of Dickinson and Apex Engineering to discuss the sampling & testing plan that was developed as part of Phase 0. As part of the kickoff meeting held in Dickinson, WEA will spend time with the City and Apex going to each of the collection system locations to assist and oversee the following:

- Installation of monitoring equipment. WEA will provide the Acrulog H_2S monitors for Apex to install. The monitors will need to be retrieved and shipped back to specified address for downloading.
- Collection of air samples for RSC concentrations
- Collection of air samples for existing odor control performance evaluations
- Collection of liquid samples for pH, temperature, ORP, and total sulfides
- Collection of liquid samples to be analyzed for DO

While at each site, WEA will take pictures and collect information that may be important to the success of the study.

As part of the technical oversight and monitoring, WEA will schedule progress meetings after specific project milestones, will develop meeting minutes for each of the project meetings, and will develop progress reports after specific project milestones. Project milestones may include spring sampling & testing, summer sampling & testing, and odor control alternatives evaluations.

Phase 2 – Data Analysis and Source Identification

Apex Engineering will collect all the data outlined in Phase 0 and Phase 1 of this scope and send the results to WEA. WEA will organize the data based on location, section of the collection system, data type (i.e. pump station, discharge point, liquid sample, air sample, etc.), and by season. WEA will analyze all the data collected. Based on the data, WEA will complete the following tasks:

- Model sulfide generation and kinetics
- Conduct corrosion risk evaluation
- Evaluate detention times and hydraulic drivers
- Identify force main/lift stations susceptible to H_2S formation along with commercial & industrial loading impacts
- Rank system segments by H_2S Severity
- Distinguish persistent sources from seasonal sources

WEA will prepare a Preliminary Findings Report to summarize the data, collection types, what it all means, and identify H_2S, or odor, sources.

Phase 3 –Mitigation Alternatives Development

WEA will develop odor mitigation alternatives based on the steps taken in Phase 2. In Phase 2, WEA will identify locations within the collection system that will be a priority for H_2S mitigation. For each location, WEA will develop the following:

- Develop technically appropriate mitigation strategies
- Prepare conceptual process design criteria
- Develop capital and O&M costs for each alternative
- Provide technical recommendations

WEA will prepare a draft report and provide alternatives evaluation matrix & recommendation. WEA will then hold a virtual meeting with the City and Apex to review the draft report.

Task 4 – Final Reporting & Presentation

A final report will be prepared for the City. The final report will include comments from the meeting held in Phase 3, along with any discussions had with the City and Apex. The final report will include the following:

- Incorporate Apex's constructability review
- An executive summary suitable for City leadership

WEA will then prepare a presentation to present the findings of the project to City staff and/or Commission. WEA will travel to Dickinson to present the final report & presentation.

SECTION 3 – PROPOSED SCHEDULE AND COST OF SERVICES

WEA proposes a total **Lump Sum Fee of $139,800**, which includes all professional time and expenses as detailed in the table below. The table below also includes a proposed, tentative schedule, but it can be modified depending on the City's requirements.

Task Description	Schedule	Cost
Phase 0 – Study Design & Technical Framework	April 2026	$13,600
Phase 1 – Technical Oversight of Monitoring	April/May 2026	$21,600
Phase 2 – Data Analysis and Source Identification	June – September 2026	$28,800
Phase 3 – Mitigation Alternatives Development	September – October 2026	$31,900
Phase 4 – Final Reporting & Presentation	November 2026	$43,900
	Total	**$139,800**

WEA will provide up to twenty (20) Acrulog H_2S monitors for this study. The monitors will be used to continuously monitor H_2S within the collection system for two 2-week periods. One 2-week monitoring period will take place in the spring and the other 2-week period will take place in late summer or early fall. The estimated Not-To-Exceed budget for the monitoring equipment, including rental fees, coordination, and shipping is **$19,200**.

CITY OF Dickinson North Dakota

ENGINEERING & COMMUNITY DEVELOPMENT

April 21, 2026

North Dakota Department of Water Resources
1200 Memorial Highway
Bismarck, ND 58504-5262

RE: Mann's Dam Project – City Commission Letter of Support

On behalf of the City Commission of Dickinson, I am pleased to express our full support for the North Dakota Department of Water Resources (DWR) grant application for the Mann's Dam Project, City of Dickinson Project Number 202508.

The requested funding will facilitate the design and permitting to eliminate existing deficiencies and safety risks associated with the current low-head dam. The existing Mann's Dam structure will be removed and replaced with a rock arch, a.k.a. rock riffle, structure to maintain the pool elevation upstream. The project would also eliminate the structure bordering private land and the Dickinson Dam's (Lake Patterson) axillary spillway.

The City of Dickinson greatly values the opportunity to apply for General Water Management cost-sharing assistance through the DWR. This program plays a vital role in enabling the City to proactively identify and mitigate risks that could impact our citizens and vital infrastructure.

Sincerely,

Scott Decker
Mayor

ORDINANCE NO. _____

AN ORDINANCE REPEALING THE DICKINSON 2035: ROADMAP TO THE FUTURE TRANSPORTION MASTER PLAN AS ADOPTED IN 2013 AND ADOPTING A REVISED TRANSPORTION MASTER PLAN FOR THE CITY OF DICKINSON, NORTH DAKOTA.

BE IT ORDAINED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF DICKINSON, NORTH DAKOTA, AS FOLLOWS:

Section 1: That the City of Dickinson completed a review of the Dickinson 2035: Roadmap to the Future Transportation Master Plan, as adopted in 2013, and desires to update the Transportation Master Plan to address the continued growth of the City of Dickinson and surrounding areas and based upon the findings in the Direction 2050 Transportation Master Plan and Comprehensive Plan Update completed in 2025.

Section 2: That the City of Dickinson desires to adopt the revised Transportation Master Plan, which is attached hereto.

Section 3: **Repeal of Ordinances in Conflict.** All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

Section 4: **Severability.** In the event any section of this Ordinance is held invalid by court of competent jurisdiction, the invalidity shall extend only to the section affected, and other sections of this Chapter shall continue in full force and effect.

Section 5: **Effective Date:** This Ordinance shall be in full force and effect form and after final passage.

_____
Scott Decker, President
Board of City Commissioners

ATTEST

_____
Dustin Dassinger, City Administrator

First Reading: _____ 2026
Second Reading: _____ 2026
Final Passage: _____ 2026

Transportation Master Plan Adoption Staff Report

To: City of Dickinson Planning and Zoning Commissioners
From: City of Dickinson Community Development Services
Date: April 1, 2026
Re: CPU-001-2026 Section 62 – Transportation Master Plan Adoption

APPLICANT
Name: City of Dickinson Community Development
Address: 38 1st Street West
City: Dickinson North Dakota 58601

Public Hearing	April 8, 2026	Planning and Zoning Commission
Public Hearing	April 21, 2026	City Commission
Final Consideration	May 5, 2026	City Commission

Community Development staff is requesting adoption of an updated Transportation Master Plan and Comprehensive Plan Update. This update updates numerous policies from the 2013 Transportation Master Plan, including reducing the required right-of-way dedication width, altering the required spacing between driveway approaches, and adding additional housing and land use policies.

Staff recommendation: Staff recommends approval of this comprehensive plan update.

The proposed Transportation Master Plan and Comprehensive Plan Update is included with this staff report.

DRAFT

STAFF ANALYSIS

BACKGROUND

City staff has been working alongside KLJ Engineering to develop the Direction 2050 Transportation Master Plan and Comprehensive Plan Update. This plan was officially accepted by the City Commission at the October 21st, 2025 City Commission meeting.

COMPATIBILITY, COMPLIANCE, AND RECOMMENDATIONS

Compatibility with the Municipal Code

City staff is recommending the City repeal the existing 2013 Transportation Master Plan and adopt the proposed Transportation Master Plan and Comprehensive Plan Update. The proposed plan reduces the required right-of-way dedication and road sections for all classifications of streets to encourage reduced infrastructure costs for developers. Additionally, multiple options for both urban local and urban collector roads are being proposed, to allow for flexibility on how streets are designed for residential, commercial, and industrial areas. Last, the proposed plan reduces the distance required between intersections and driveways.

PUBLIC INPUT AND STAFF RECOMMENDATION

Public Input: Numerous public engagement meetings were held by KLJ Engineering during the process to gather feedback from residents about different aspects of the updated plan.

Staff Recommendation: The City Development Team staff recommends **approval** of CPU-001-2026.

MOTIONS:

*****Approval*****

"I move the City of Dickinson Planning and Zoning Commission recommend approval of **CPU-001-2026: The Transportation Master Plan Update** *as being consistent with the City of Dickinson Comprehensive Plan, as being compliant with the City of Dickinson Zoning Ordinance, and as being in the interest of the public health, safety and welfare "*

(AND) the following additional requirements **(IF THE PLANNING AND ZONING COMMISSION RECOMMENDS ANY ADDITIONS AND/OR DELETIONS TO THE PROPOSED MOTION LANGUAGE):**

1. _____;
2. _____.

*****Denial*****

"I move the Dickinson Planning and Zoning Commission recommend denial of **CPU-001-2026: The Transportation Master Plan Update** *as NOT being consistent with the City of Dickinson Comprehensive Plan, as not being compliant with the City of Dickinson Zoning Ordinance, and as being contrary to the interest of the public health, safety and welfare."*

Transportation Master Plan Update Adoption

Presented by: City Planner, Natalie Birchak

CITY OF Dickinson North Dakota

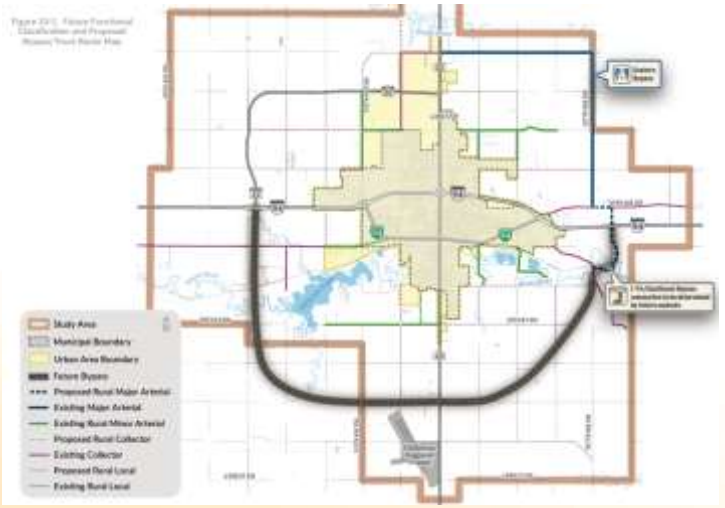
Overview:

- The Transportation Master Plan & Comprehensive Plan Update was accepted by resolution at the October 21st, 2025 City Commission meeting.
- There are policies in the existing Comprehensive Plan that were not included in the updated plan. These policies must be included in the plan prior to adoption by ordinance to ensure they are still enforceable.

CITY OF Dickinson North Dakota

Major Policy Changes:

- Reduces the minimum setbacks from intersections for properties along collector and minor arterial streets
- Reduces the required right-of-way dedications for all streets through allowing more narrow road sections. This extends to both urban and rural roads
- Alters the future road classification map, which previously designated all section line streets in the ETZ as future minor arterials, requiring significant right-of-way dedication for any potential developments.



CITY OF Dickinson North Dakota

Transportation Policy Updates:

Table 10-1. City of Dickinson/Stark County Urban Access Management Guidelines 1

CLASSIFICATION	MINIMUM INTERSECTION SPACING		MINIMUM INTERSECTION SETBACK
	SIGNALIZED	UN-SIGNALIZED	
Principal Arterial	1,000'	1,000'	300'*
Minor Arterial	990'	650'	150'
Collector	660'	300'	60'
Local	N/A	100'	25'

* Can be approved through submittal of a traffic impact study

Table 10-2. City of Dickinson/Stark County Access Management Guidelines

INTERSECTION CROSSROADS*	ACCESS POINT*	MINIMUM DISTANCE FROM INTERSECTION*		
		LOW DENSITY RESIDENTIAL	COMMERCIAL/ HIGH DENSITY	RURAL RESIDENTIAL
Local/Local	Local	25'	100'	75'
Local/Collector	Local	25'	100'	75'
Local/Collector	Collector	60'	100'	100'
Collector/Collector	Collector	60'	100'	100'
Local/Minor Arterial	Local	75'	150'	N/A
Local/Minor Arterial	Minor Arterial	300' *	650' *	N/A
Collector/Minor Arterial	Collector	75'	150'	N/A
Collector/Minor Arterial	Minor Arterial	300' *	650' *	N/A
Minor Arterial/Minor Arterial	Minor Arterial	300' *	650' *	N/A
Minor Arterial/Principal Arterial	Minor Arterial	300' *	1,000'	N/A
Minor Arterial/Principal Arterial	Principle Arterial	650' *	1,000' *	N/A
Local/Principal Arterial	Local	100'	150'**	100' **
Local/Principal Arterial	Principle Arterial	650'	1000' *	1000' *
Collector/Principal Arterial	Collector	100'	300' **	150'**
Collector/Principal Arterial	Principle Arterial	650'	1,000' **	1,000' **
Principal Arterial/Principal Arterial	Principle Arterial	650'	1,000' **	1,000' **

*Roadway classification is based on the functional classification map
**Minimum distance is based on measurement from property corner pins near the intersection
Note: Access alternative to be approved by city/county engineer; on Principal Arterials
Access will be considered at ¼-mile spacing or 5 accesses per mile per side including crossing arterial routes
Principal arterial streets shall not allow driveway access points if possible, minor arterial streets shall limit access points as needed, and collector and local streets shall permit one access point per lot unless more are required by fire code.

Table 10-3. City of Dickinson/Stark County Rural Access Management Guidelines

FUNCTIONAL CLASSIFICATION	MINIMUM INTERSECTION SPACING	
	SIGNALIZED (OR FUTURE SIGNAL)	UNSIGNALIZED
Interstate	1,320'	750' - Off ramp to unsignalized stop control
Principal Arterial	1 mile	1 mile
Minor Arterial	1/2 mile	1/4 mile
Collector	1/2 mile	650'
Local	NA	300'

Note: in the event rural guidelines differ between dickinson and stark county, the more stringent guideline shall be met
Source: NDDOT Traffic Operations Manual (2025)

CITY OF Dickinson North Dakota

Updated Road Sections:

Figure 10-6. Urban Local Option 1

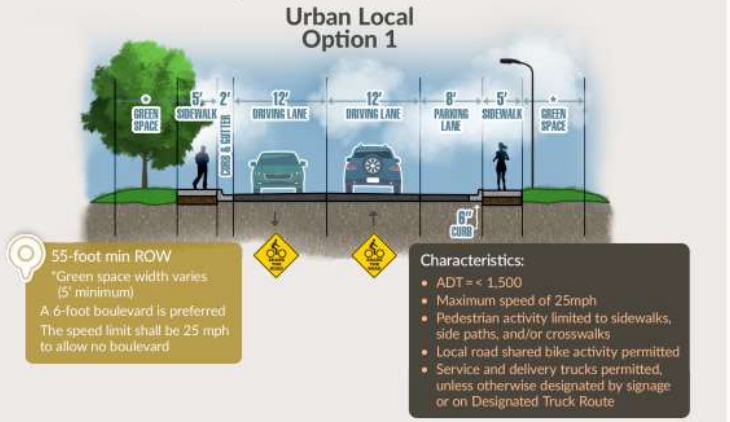
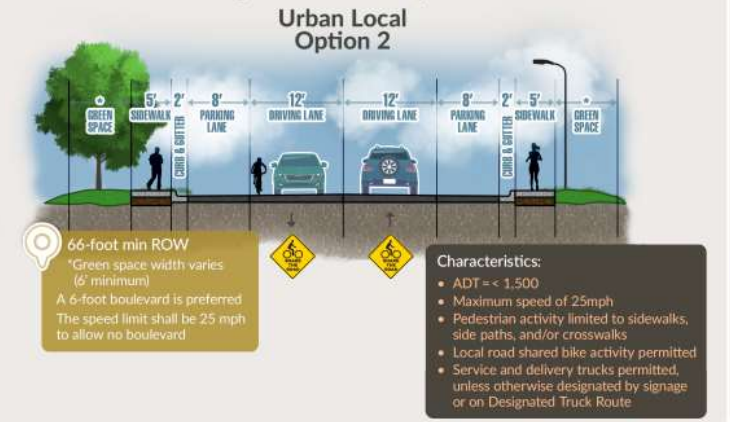


Figure 10-7. Urban Local Option 2

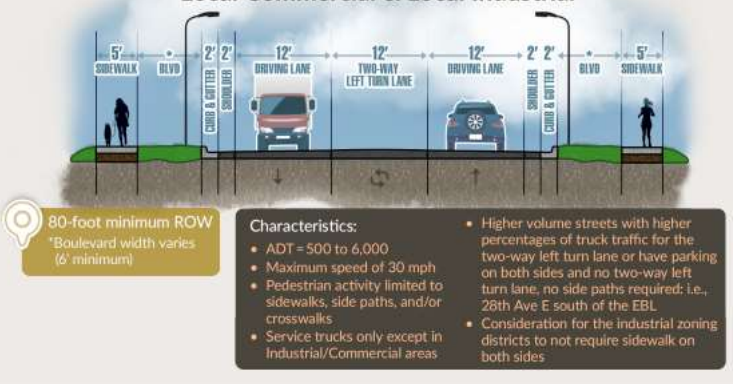


Collector Option 1
Local Commercial & Local Industrial



Figure 10-5. Urban Collector Option 2

Collector Option 2
Local Commercial & Local Industrial



Urban
Principal Arterial

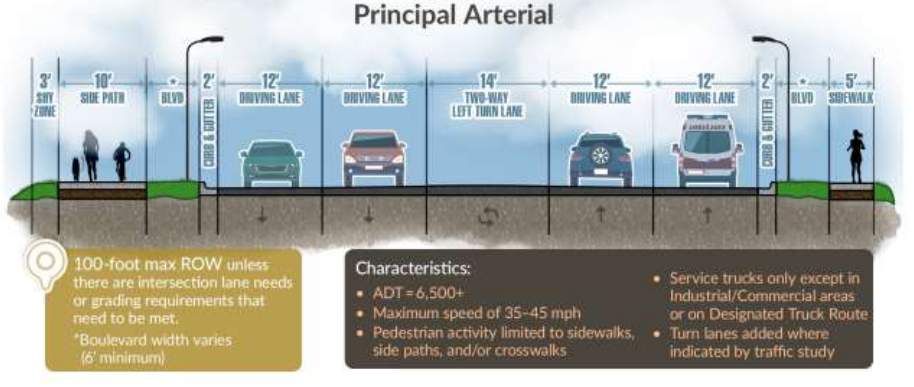
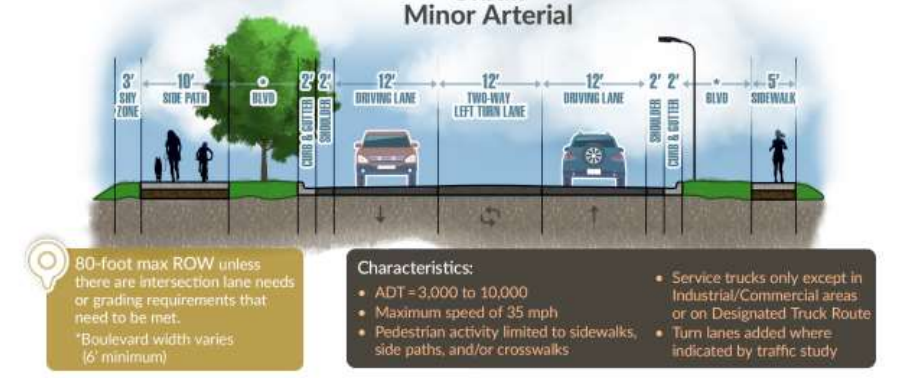


Figure 10-3. Urban Minor Arterial

Urban
Minor Arterial



Dickinson
North Dakota

Comments? Questions?

CITY OF Dickinson North Dakota

OCTOBER 2025

Direction 2050

CITY OF Dickinson North Dakota

FINAL

Comprehensive Plan & Transportation Master Plan

NORTH Dakota | Transportation
Be Legendary.

KLJ

Apex Engineering Group

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AASHTO – American Association of State Highway and Transportation Officials 159
ACS – American Community Survey 4
ADU – Accessory Dwelling Unit 95
ADUs – Accessory Dwelling Units 186
AMI – Area Median Income 95
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Direction 2050

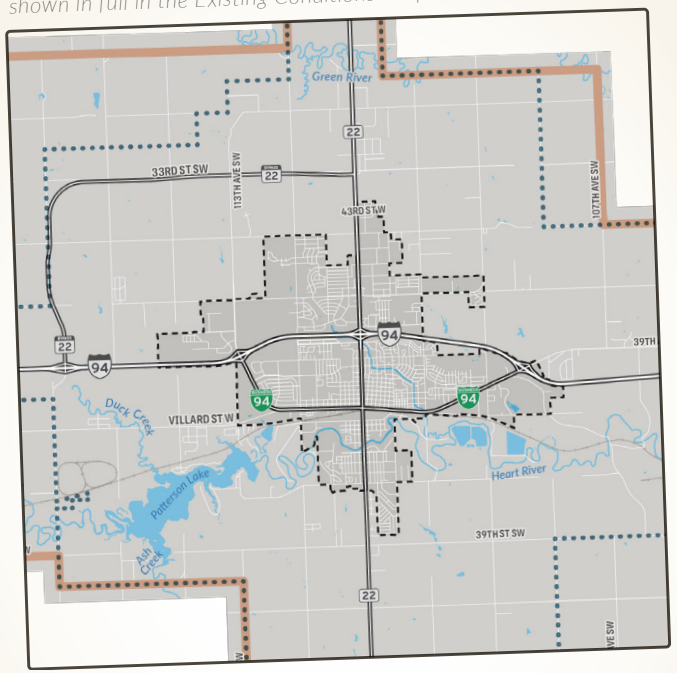
CITY OF Dickinson North Dakota

Prepared for the City of Dickinson and the North Dakota Department of Transportation by KLJ and Apex Engineering Group

EXECUTIVE SUMMARY

The Direction 2050 project team reviewed existing conditions which provides the baseline foundation for data review and subsequent analyses to support short- and long-term planning efforts. This analysis, along with public and stakeholder engagement, revealed several area-wide issues and needs facing the Direction 2050 study area.

shown in full in the Existing Conditions chapter



Snapshot of the Study Area

Further analysis of growth and pinpointing future land use and housing provided a unified view of community development and allowed for transportation and traffic forecasting, project identification and prioritization, and the development of transportation guidelines.

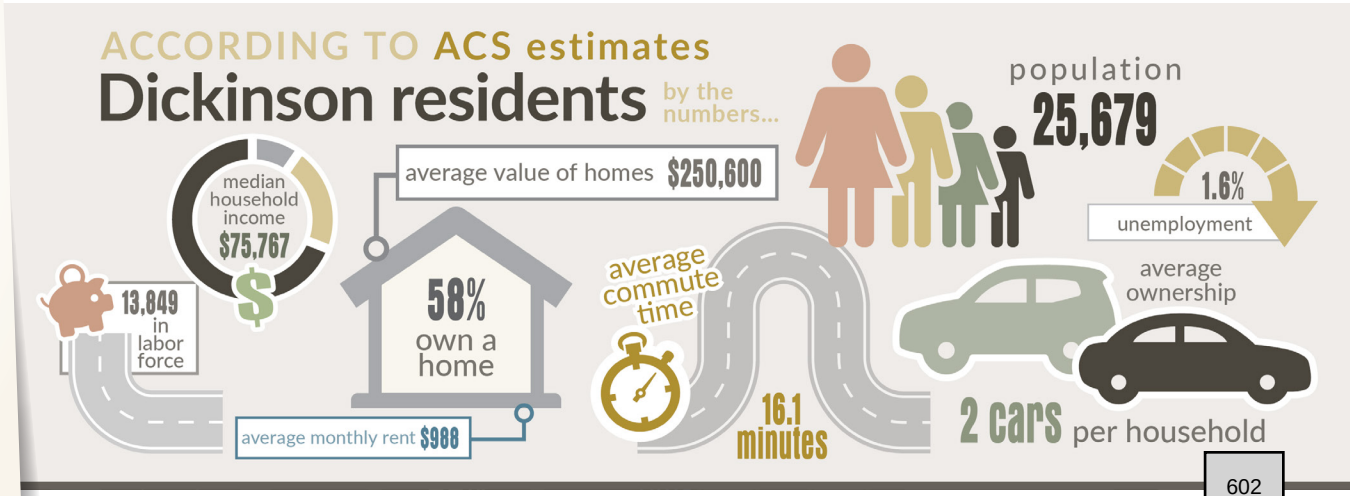
These steps are highlighted in the following sections and details are found in the subsequent **Direction 2050** chapters.

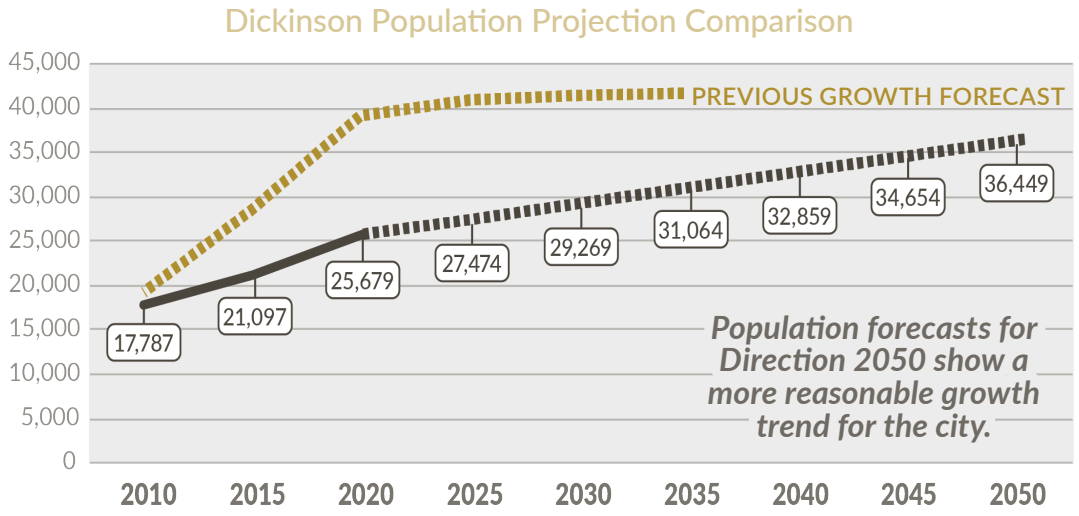
EXISTING CONDITIONS

A 126-square mile Study Area for Direction 2050 was developed to allow for future growth by including the Municipal Boundary (MB) and Extraterritorial Zone (ETZ), which was expanded to 4 miles from the MB and allows the city to plan for growth within its extraterritorial jurisdiction.

Key areas of analysis and results included:

- **Parcel development**
  - The project team inventoried all parcels in the study area and analyzed existing land use and zoning to identify areas for potential growth inside and outside of the city
- **Demographics**
  - Rapid growth during Bakken energy boom of 2010s, but has since evened out
  - Major changes in employment statistics can be correlated to the most significant economic factors of the last 20 years





- Just over 92% of resident workers 16 years and over drove to work, of which over 82% drove alone
- Community survey responses indicated 3.2% of residents walked or cycled to work
- Average travel time to work was reported to be 16.1 minutes
- 3.6% of workers aged 16 and over indicated they did not have a vehicle

Existing housing profile as of 2020

- 10,544 occupied housing units in Dickinson
- 58% home ownership rate
- Average home value of $250,600
- Average monthly rent of $988

Key community facilities

- 1,763 acres of parks including a network of pedestrian trails and paths
- Dickinson Public Schools, which operates nine schools and is the city's largest employer
- Public institutions such as City Hall, fire stations, police department, and library
- Community attractions such as Prairie Hills Mall, Ukrainian Cultural Institute, Theodore Roosevelt Center, and Dickinson Museum Center

Existing municipal infrastructure system

Pavement conditions

- 157.8 centerline miles of paved roads
- 71.3% of City roads are in good to excellent condition
- 10.3% of City roads are in poor or very poor condition

Multi-modal transportation systems

- 19.4 miles of pedestrian and bicycle trails
- On-demand transit service
- Transloading facility for freight trains at Patterson Rail Terminal
- Existing traffic and crash data

Only 19% of respondents to the Community Survey ranked the availability of safe bicycle/pedestrian facilities as excellent or good, while 45% of respondents ranked the facilities as poor or bad. These results indicated residents want safe and enhanced trail or bicycle/pedestrian facilities. The overall goal of the Master Trails Plan is to expand the existing trail system. Specific objectives include eliminating gaps in the existing trail system with new connecting trails, providing an interconnected trail system that provides access to parks and extends the trail system to all areas of the city, and locating city trails within the rights-of way.

The most recent available safety and crash data was collected for the five (5) year period from 2019 to 2023. There were a total of three (3) fatalities, 20 severe/incapacitating injuries, 55 possible injuries, 95 non-

incapacitating injuries, and 645 property damage only crashes being the majority of vehicular crash incidents.

Top 10 High Frequency Crash Locations:
Table E-1 provides the locations for the top 10 highest frequency crash intersections.

Table E-1. Top 10 High Frequency Crash Locations

INTERSECTION		TOTAL CRASHES
ND 22	15TH ST W	34
ND 22	9TH ST W	31
ND 22	Villard	31
ND 22	21ST ST W	29
ND 22	MUSEUM DR W	23
ND 22	8TH ST SE	20
ND 22	2ND ST W	18
ND 22	94 Ramps	17
EMPIRE RD	STATE AVE	15
ND 22	40TH ST W	14
ND 22	3RD ST W	14
Villard	STATE AVE	12

ENGAGEMENT SUMMARY

Public engagement provided valuable insight during the planning process. There was a good mix of participation from the public with just under half of the respondents having children in the home and just over half of the respondents being in adult-only households.

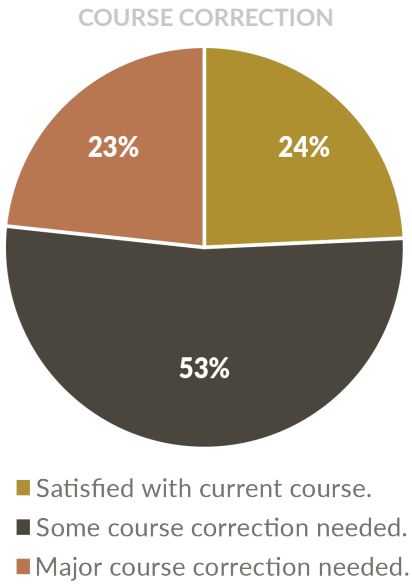
In-person Meetings

- Stakeholder roundtable discussion
- PMT/City Staff roundtable discussion
- Public input meetings

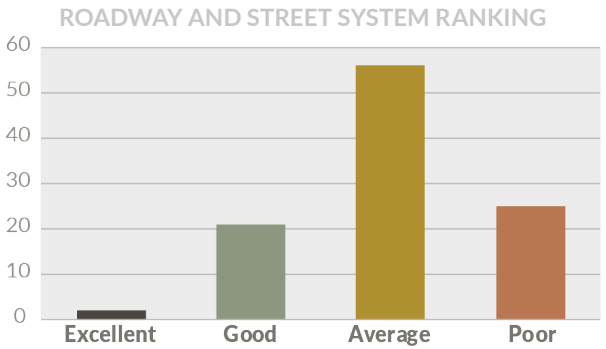
Virtual Engagment

- 1,528 website views
- 328 contributions from the public
- 190 comments on an interactive map

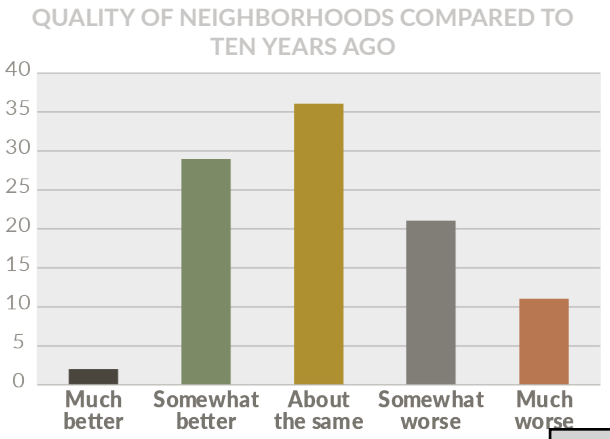
Of the respondents, over three-quarters agreed that course correction was needed within the city, including one-quarter who characterized a need for "major" course correction.



Dickinson residents were about as likely to rate the roadway system as "poor" as they were "good" or "excellent," and expressed the desire for improved maintenance of existing roadways, congestion management, and bicycle and pedestrian facilities.



While many survey respondents agreed Dickinson's quality of life had improved in the past ten years, many expressed that it had gotten worse as well. Residents expressed a desire for increased housing supply, enhanced shopping and service opportunities, and improved utilities.



AREA-WIDE ISSUES & NEEDS

An initial list of issues and needs provided a framework of focus areas to be evaluated with the development of Direction 2050.

- Regional transportation issues/corridor analysis
- Traffic safety/operations analysis
- Trails and bike/pedestrian systems
- Neighborhoods
- Transportation system management and preservation
- Standards and policy development

A series of regionally focused transportation issues were developed as needing further evaluation as part of Direction 2050.

- Stark County Eastern Bypass
- Southeast Bypass
- Southwest Bypass

Additionally, the following areas were pinpointed for corridor level analysis:

- North South Mobility
- State Avenue
- 10th Avenue
- ND 22
- Downtown core
- West and East Villard (specifically through downtown core)

Priority areas were also identified for neighborhood connectivity issues such as implementing revised typical section standards, trail connectivity, more specific needs analysis adjacent to school areas, and neighborhood cohesiveness.

GROWTH & DEVELOPMENT ANALYSIS

Population growth is a significant factor for comprehensive planning as Dickinson's population has historically been most influenced by the baby boom, and two oil and gas booms. The most recent oil and gas boom resulted in a 44% population growth from 2010 to 2020.

Without another economic event to trigger a major change in employment, the future growth is likely to be more consistent, which allows for measured maintenance of existing infrastructure and facilities.

Several scenarios ranging from 1.1% to 1.8% average annual population growth were forecasted using different assumptions about timing and level of net migration. An overall average annual growth rate of 1.4% was determined to be appropriate for Dickinson, which would mean the population will have grown to 36,449 by 2050.

Development Stoplight Criteria

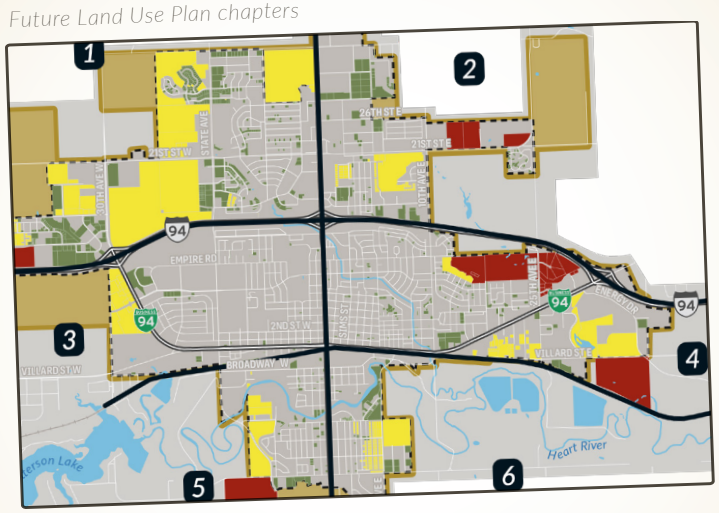
Land designated as vacant in the Existing Land Use Map has differing levels of capacity for immediate development. Apex Engineering staff reviewed all the vacant parcels and assigned the parcels into one of three categories:

Green if the property is ready to develop with minimal improvements.

Yellow if the property requires minor improvements such as short utility extensions.

Red if the property requires major improvements such as major roadway expansions or new utility mains.

shown in full in the Growth & Development Analysis and Future Land Use Plan chapters



Snapshot of Vacant Land Availability

Of the more than 2,200 acres of vacant land in the city, about a quarter is ready to develop, half requires minor improvements, and a quarter requires major improvements.

FUTURE LAND USE PLAN

The following strategies fulfill the Land Use Vision statement:

> Utilize available space in the community that promotes increasingly vibrant communities to live, work, learn, and visit.

This vision is supplemented by the overall goal to **effectively manage the location, timing and fiscal impacts of future development.**

Dickinson's Direction 2050 updates previous Land Use efforts by promoting modest and measurable development in a number of key locations within Dickinson. Direction 2050 directs future growth and development to areas inside the Urban Service Area, to utilize existing and planned municipal infrastructure. This approach allows Dickinson to establish a state of good repair for its vast system of municipal infrastructure.

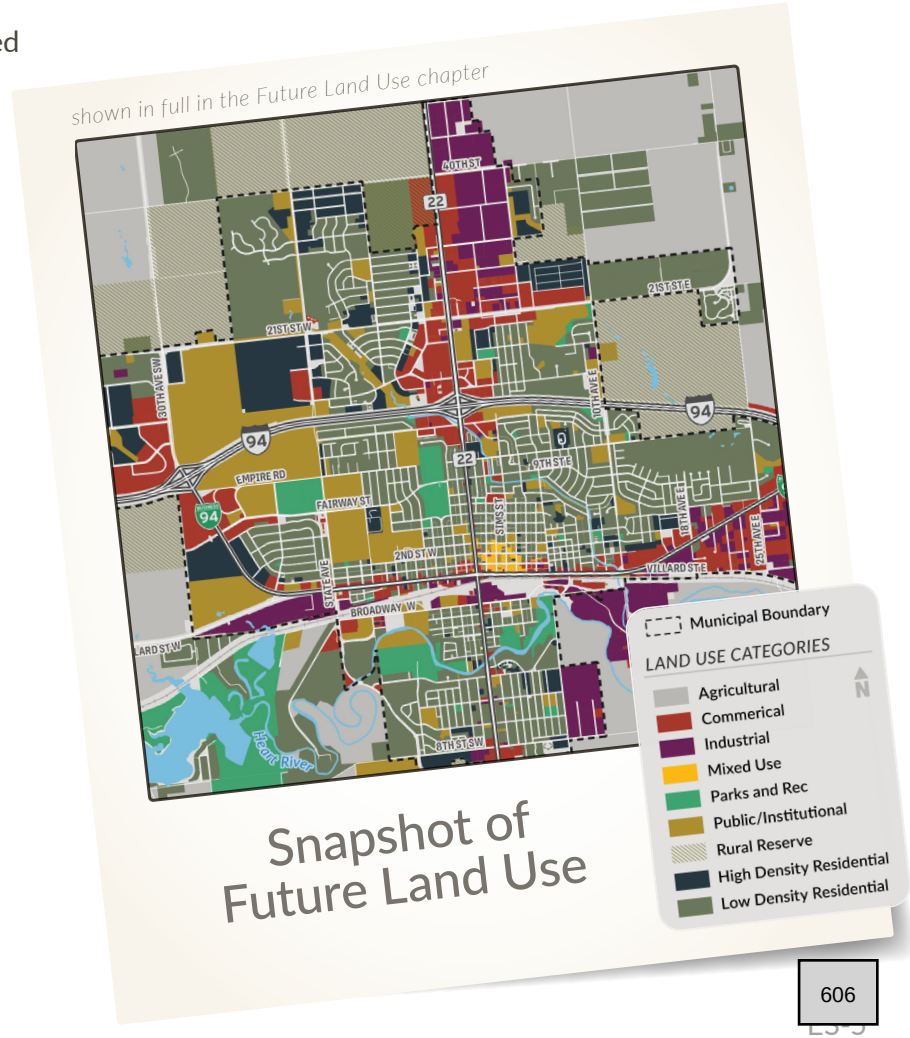
After presenting and obtaining feedback from the Community Stakeholder Group and community leaders via multiple channels, an approach was identified for future land use development in Dickinson which will balance higher-density infill development in central neighborhoods with lower-density outward development on the edges of the city.

Land Use Categories

The land use categories utilized for the Future Land Use Map include six of the land use categories from the prior Comprehensive Plan, but divides residential land use into two categories and adds one additional category. These nine resulting categories are:

- Low-Density Residential
- High-Density Residential
- Commercial
- Mixed Use
- Industrial
- Public/Institutional
- Parks and Recreation
- Agricultural
- Rural Reserve

The Future Land Use Plan focuses on fulfilling the cumulative land demand by 2050 of 2,609 acres—additional to the footprint of Dickinson today (**Table E-2**). The **Future Land Use Map** section in the Future Land Use Plan chapter also discusses how the City can meet the interim additional land demand on a five-year basis.



Snapshot of Future Land Use

Table E-2. Forecast Acreage Needs for Future Community Expansion

YEAR	HOUSEHOLDS	RES ACRES	EMPLOYEES	EMP ACRES	TOTAL ACRES	NEW ACRES
2025	11,544	3,649	14,885	2,293	5,942	388
2030	12,298	3,887	15,858	2,443	6,330	388
2035	13,506	4,269	16,830	2,593	6,861	532
2040	14,604	4,616	17,803	2,743	7,358	497
2045	15,402	4,868	18,776	2,893	7,761	403
2050	16,200	5,120	19,748	3,042	8,162	401
TOTAL						2,609

Overall, because there is surplus land available within Dickinson, the Future Land Use Plan can deliver the needed acreage without pushing development into the Extraterritorial Zone. Some areas of the Extraterritorial Zone may be considered as opportunity sites for Dickinson's long-term growth beyond 2050; otherwise, they should remain primarily the agricultural uses existing today.

Dickinson is on track to have the available land to house all of its desired Future Land Uses and the mix therein by 2050. Specific considerations for Dickinson's downtown and its Extraterritorial Zone point new development toward other areas, chiefly taking advantage of vacant sites within the City limit or directly adjacent and easily serviceable by existing city services.

Recommendations: Using the Future Land Use Map

LU1.1 Select Scenario B as the City's preferred vision for future land use across Dickinson and the study area boundary.

The Future Land Use Map (FLUM) will serve as a reliable reference point for City staff and the Planning & Zoning Commission (and, to a more limited extent, the City Commission) in determining high-level land use policy. The detailed land use category definitions in the Future Land Use Plan chapter and the table in Appendix B indicate how the FLUM can be used. The parcel-level granularity of the FLUM allows Dickinson to consult the map during a variety of processes. The remaining elements of Dickinson Direction 2050, including the traffic forecasting and other elements of the Transportation Plan, utilize the same assumptions of land use mix and development intensity by location reflected in the map to facilitate its use.

LU1.2 Continue to consult the Future Land Use Map during preliminary and final platting processes, and with administrative reviews of other plan types as development applications and property owner inquiries are received over time.

LU1.3 Continue to consult the Future Land Use Map during long-term planning efforts including Capital Improvement Plan and annual budgeting processes, to align future public investments with the areas most likely to harness future development.

LU1.4 Consider vacant and not-yet developed parts of Dickinson in relation to their designation(s) on the Future Land Use Map.

LU1.5 Periodically evaluate changes in existing conditions and consider potential future land use map changes as warranted.

LU1.6 Periodically consult with Park District staff on future park siting and other innovative approaches to meet outdoor recreational space needs.

Land Use Goals:

- Increase the availability of locations for neighborhood-serving retail commercial development.
- Improve community appearance along major roadways, including I-94, that are gateways to the community.
- Highlight downtown Dickinson as a vibrant center of the community.
- Enhance downtown Dickinson's quality of place through promoting its role as the primary center for regionally serving professional business services, civic services, and entertainment.

Downtown

As a singular asset within Dickinson, the project team developed a series of recommendations particular to Downtown and its unique zoning designations. Community members expressed hope for a revitalized downtown with additional support for businesses and improved community amenities.

RECOMMENDATIONS



LU2.1

Reconfigure the Downtown Overlay District to better deliver the types of mixed-use developments that make efficient use of the dense environment and to cement downtown Dickinson's role as the civic and entertainment center of the region.

- Promote existing programs and establish new incentives for property owners to improve their buildings, return vacant properties to use, or sell to an owner more likely to do so.
- Establish incentives within the Downtown Overlay zoning guidelines to promote dense, mixed-use development.
- Promote developments that are designed in a style and manner that is suitable for a downtown setting and which enhance vibrancy and walkability.



LU2.2

Continue to implement the City's Renaissance Zone (RZ) Plan, with focus on promoting benefits of the RZ for the longest-vacant properties or parcels.

- Continue to market and promote the benefits of the Renaissance Zone program.
- Continue to provide technical assistance to potential Renaissance Zone applicants, thereby facilitating the application process.
- Utilize the Renaissance Zone program in conjunction with existing incentives to maximize investment into downtown.



LU2.3

In conjunction with Stark Development Corporation, promote the establishment of the downtown Dickinson marketing campaign and/or similar efforts with a primary focus on supporting downtown redevelopment.

- Expand support for businesses and nonprofits seeking to promote and maintain a comfortable, welcoming environment in downtown Dickinson, including through marketing and event programming.
- Improve communications with downtown business owners about the availability of resources for business development and storefront rehabilitation, such as Stark Development Corporation's Facade Improvement Program and Bank of North Dakota's interest buy-down programs.



LU2.4

Establish new financial incentives for downtown redevelopment.

- Survey business owners and building owners to find out their needs.
- Establish a Revolving Loan Fund for downtown commercial businesses, with eligible uses to include façade improvements and other exterior cosmetic changes to storefronts.
- Establish a tax increment financing (TIF) district within downtown Dickinson to promote redevelopment of vacant and blighted properties, improve housing and retail options, and facilitate the development process.



LU2.5

Promote the establishment of a business incubator program in downtown Dickinson for use by local artisans, entrepreneurs, and remote workers.

- Vacant storefronts and/or industrial properties can provide inexpensive space for local residents to grow their businesses.
- Complete inventories of vacant storefronts and existing businesses by type in the downtown and West Villard areas to support this opportunity.
- Partner with Dickinson State University to provide additional opportunities for technical assistance, community learning, and practical education for DSU students outside of the classroom.



LU2.6

Re-examine the predominantly General Commercial (GC) and Downtown Commercial (DC) zoning in and around the downtown and West Villard areas for applicability to existing and desired land uses. While the GC zone protects existing residences, the selective application of one or more residential zone designations may better preserve residential blocks in and around downtown Dickinson.

- Complete a detailed study of residential properties in the downtown and West Villard areas to determine if each property's long-term future land use is more appropriately residential or commercial.
- Consider adopting a downtown fringe zoning district adjacent to the existing DC zoned properties.



LU2.7

Deepen involvement in the North Dakota Main Street Initiative.

- Continue to promote Dickinson Legacy Square as a hub for activity, encouraging residents and visitors to experience downtown through events, concert series, and art/cultural offerings.
- Encourage niching and specialization that will allow downtown businesses to thrive in the competitive retail and services environment.

Neighborhood Infill

Moreover, the project team made recommendations related to targeted areas of development, such as the entrances to the city, the West Villard Overlay District, and a new Rural Reserve designation which includes areas that may be candidates for annexation in the future.

RECOMMENDATIONS



LU3.1

Consider under limited circumstances applications to vacate limited rights-of-way to facilitate redevelopment that proposes different land uses and/or of adjacent vacant parcels separated only by right-of-way.



LU3.2

Establish a consistent rezoning process for non-downtown neighborhoods that will promote infill where existing development demand has not yielded results.



LU3.3

Identify one or a handful of strategic blocks with vacant parcels to implement the rezoning action in LU 3.2 to promote infill as a pilot project. This may be folded into Housing Recommendation **HS2.2** in the ***Future Housing*** chapter, if solely residential, or as a separate effort if commercial or a mix of uses are desired.

Consider also utilizing parcels near the gateways to Dickinson to promote visible redevelopment, and encourage the addition of tree buffers and other screening to increase the visual appeal of private properties in these areas.



LU3.4

Consider opportunities to enhance the gateways to Dickinson by supporting visual screening or upgrades to buildings to increase their visual appeal.



LU3.5

City staff should consider creating Highway Commercial, Business/ Office, and High Tech Industrial/ Industrial Park zoning districts to more effectively support the future land use plan and meet the city's development opportunities.



LU3.6

City staff should review the Limited Commercial zoning district and potentially recommend changes to enhance its function in the city's zoning code.

Ultimate Land Use Recommendations

The ultimate goal of consistent strategy to consider land use changes in the ETZ will be achieved through the following recommendations.

LU4.1	Continue to conduct thorough fiscal impact analysis for areas proposed or considered for annexation
LU4.2	Amend the Urban Service Area by eliminating two areas that are not anticipated to be developed to urban standards (see **Figure 5-7 on page 92**). Continue to incentivize new development to remain inside of the municipal boundary where feasible, and within the Urban Service Area otherwise, reserving area outside for open space, agriculture, and preserved for future expansion beyond 2050.
LU4.3	Establish a rural reserve overlay district for all land designated in the rural reserve land use category. This district should allow existing uses as permitted uses and require that all future development be rezoned to an appropriate zoning district, be constructed to urban standards, and be a part of an orderly annexation agreement.
LU4.4	Maintain the rural agricultural and open space character within the Extraterritorial Zone by continuing agricultural designations for all land not actively in another land use. Non-agricultural or recreational land uses considered appropriate within the ETZ should be designated as special uses, with requisite conditions for development established by the City.
LU4.5	Continue to notify Stark County of proposed developments within the ETZ.

FUTURE HOUSING

The Future Housing chapter provides detailed analyses and recommendations on how to tackle housing challenges. Stark County and statewide projections were incorporated to compare regional trends with those in Dickinson and the City's growth projections are supplemented with information to explain *how and where* expected growth could be accommodated.

An analysis of housing stock and population growth in Dickinson indicated that the city will have a deficit of almost 1,000 homes just in the next five years. By 2050, Dickinson will face an anticipated deficit of 1,065 overall rental units. This deficit is expected to have a more profound impact on low- and moderate-income renter households in Dickinson.

To maintain existing housing and promote new housing, Direction 2050 outlines a number of recommendations such as encouraging new unit types like modular homes and townhomes, supporting the rehabilitation of vacant and abandoned homes, and exploring new partnerships with developers, lenders, and nonprofits.

Maintain and Improve Existing Housing

This section details how Dickinson can meet the following identified Housing Goals:

- Preserve neighborhood character and establish a sense of place.
- Provide residents a safe, well-connected, and vibrant place to raise a family.

Meeting the Housing Vision means that Dickinson's housing stock will meet growing demand by 2050 while positioning the City for a successful future. The following recommendations indicate how the City can promote a local housing ecosystem that meets both the vision and the underlying goals. Certain recommendations showcase how Dickinson can utilize its housing to meet generative goals.

RECOMMENDATIONS


HS1.1 Explore the development of a flood protection plan for the lowest-lying areas near the Heart River to ensure residents and the City understand the potential risks, and have plans in place for how to react and recover in the event of future flooding.


HS1.2 Preserve open spaces within the floodway along the Heart River and in other hazard-prone areas, and discourage development in areas where it is not appropriate that could cause property damage, injury, or loss of life.


HS1.3 Adapt the zoning code to relax setback and roof height requirements for residential zones near the Heart River and in otherwise flood-prone parts of Dickinson. These adaptations will promote the placement of critical building system components above the base flood elevation.


HS1.4 Provide guidance on building codes—through development code updates if required—to promote "dry" or "wet" floodproofing of new structures, to include location of critical building system components above BFE and/or waterproof enclosures for electrical equipment. This may be applied only to flood-prone areas, or citywide.


HS1.5 Promote improved accessibility of homes in Dickinson as renovations occur, in tandem with a homeowner rehabilitation program and/or partnerships with financial institutions that are active lenders in the residential market.


HS1.6 Encourage or require neighborhood-oriented design attributes on new and renovated residences, such as front doors which face the primary street and other design features which fit the neighborhood's physical character.

Promote New Housing and New Development Types

This section details how Dickinson can meet the following identified Housing Goals:

- Create additional and improved affordable housing opportunities for residents.
- Support the exploration of new approaches to meeting current and anticipated housing demand including workforce housing, empty nesters, and aging in place.
- Provide appropriate housing choices and locations for temporary and transient workers.

RECOMMENDATIONS

Recommendations for promoting new housing and development types are as follows:


HS2.1 Support the rehabilitation of existing vacant or abandoned homes by the development community in two steps: first, identification and acquisition of properties suitable for redevelopment that can be conveyed later to another private owner at a low cost; second, securing partnerships with private or non-profit developers to rehabilitate vacant and abandoned housing at scale.


HS2.2 Identify specific vacant parcels to promote infill housing development through a publicly available list or map, especially on visible corner lots and parcels near downtown.


HS2.3 Identify specific vacant parcels as pilot sites for new multifamily housing opportunities, especially those that are already owned by the City.


HS2.4 Evaluate potential barriers in details of the Development Code to building modular or industrialized homes, ADUs, and "tiny homes". The City should ensure that proposed modular homes fit with the existing character of Dickinson.

Financing and Affordability. In addition to the promotion of modular homes as noted in the section above, the City may be able to assume a role in promoting for-sale and rental homes that are within reach for the majority of Dickinson households; these may take the form of advisory building recommendations, or of partnerships with the private sector and other units of government. These recommendations may also have limited applicability to renovations or rehabilitations of existing homes.


HS2.5 Promote the use of resilient building materials for new homes, to cut down on long-term maintenance and replacement costs to homeowners over the long term. Because these are not regulated in Dickinson's current Development Code, recommended materials are advisory and can be promoted for their potential cost savings and longevity.

HS2.6	Continue to support the Dickinson Revitalization Program in partnership with Gate City Bank. Where practicable, focus the program on referring first-time Dickinson homebuyers to subsidized lending products offered by the Bank to increase the City's homeownership rate.
HS2.7	Explore a partnership with interested developers and owners of vacant property on workforce housing-specific lending products designed solely to support new multifamily developments.
HS2.8	Identify potential housing development(s) for target AMI groups that will require significant gap financing to pencil, and encourage would-be developers to apply to utilize a portion of the State of North Dakota's Section 108 loan authority from HUD or another subsidized line of credit or subsidy source to fill the gap.

COMMUNITY DEVELOPMENT

The Community Development chapter examines Dickinson goals that are not strictly transportation, infrastructure, housing, or land use solutions, especially those that are not addressed elsewhere in the Plan. The assessments in this chapter utilized tools including the Trust for Public Land's ParkScore® and the AARP's Livability Index, as well as conversations with stakeholders from around Dickinson to form a cultural asset inventory. Recommendations were tailored to solve the challenges and gaps related to community development that were identified during the Plan development process.



The Plan includes recommendations surrounding all aspects of community development which will enhance quality of life, aesthetic qualities, and civic pride within the city.

Parks and Recreation

This section details how Dickinson can meet the Recreational and Cultural Amenities Vision statement:

> "Collaborate with the Park District to maintain and expand access to City parks, trails, and recreational and cultural facilities.

This section also tackles these specific goals:

- Provide high quality parks and diverse recreational facilities to meet the needs of existing and future residents.
- Create a connected network of trails, accessible sidewalks, and other pedestrian and bicycle facilities to link parks, neighborhoods, and activity centers.
- Support the development and maintenance of athletic venues, destination parks, and Patterson Lake in an effort to be a premier tourist destination in western North Dakota.

ParkScore® indicates that 43% of Dickinson residents live within a ten-minute walk of a park or other open space. Most of these residents live south of I-94 or east of ND-22. Residents in other areas of the City may still be able to reliably reach parks in their everyday lives, for example if they are able to

conveniently drive to one. Still, fulfilling the Recreational and Cultural Amenities vision statement would mean improving access to recreation opportunities and to park facilities themselves wherever feasible.

The two populations to target for improvements are, in priority order, the remaining 57% of existing households, and newly developed residences and neighborhoods that come online by 2050.

RECOMMENDATIONS

CD1.1	Utilize the Future Land Use Map and collaborate with the Park District to identify appropriate vacant land for permanent parks in under-served areas.
CD1.2	In partnership with the Park District, evaluate a location of two acres or less to pilot a temporary pop-up park in a currently underserved portion of Dickinson. The pop-up park could be installed in a variety of locations: within excess right-of-way that is adjacent to a street in a grassy area, or on unused surplus land on a publicly owned lot. The pilot site can be open only during warm-weather months, and minimally decorated with local art, shade, natural features in lieu of formal benches or playground equipment, and other low-cost elements that provide a safe facility and visually activate the space.
CD1.3	Advertise any new pilot park(s) created to the surrounding neighborhoods and measure visitation and usage for at least six months. If demand justifies it, consider funding and operational options to turn one or more pop-ups into a permanent mini-park.

Natural, Historic, and Cultural Resources

This section details how Dickinson can meet the following identified **Recreation and Cultural Amenities goals:**

- Maintain a high quality of life by preserving existing historical and cultural resources in the city and encouraging public art.
- Encourage the availability of leisure services to all community demographics.

Natural Resources goals:

- Designate, preserve, and protect natural resource corridors for open space and recreational uses.
- Prevent waste and hazardous materials from entering the ecosystem.
- Minimize the environmental impacts associated with energy-related extraction activities.

RECOMMENDATIONS

CD2.1	Promote low- and no-cost learning opportunities to engage with Dickinson's history. Specific opportunities include the placement of historic site markers throughout the City and especially in Downtown Dickinson, as well as at the Dickinson Museum Center. Recommend to the HPC discounting or waiving user fees to visit the Museum Center or other City-owned historic sites for subcategories of residents, including seniors, children under 18, and veterans.
CD2.2	Consider strategic opportunities to redevelop vacant properties in downtown Dickinson to support new civic, retail, and light commercial uses in context with the clusters of historic properties located there. Take into account historical, cultural, and natural character when performing development reviews in the area, and prioritize developments which preserve or augment this character.
CD2.3	Consider implications that may result in reduced protection of natural features. Continue to coordinate with Stark County for any future industrial land uses in the County's designated Priority Growth Areas that neighbor the Dickinson Extraterritorial Jurisdiction, with an eye toward encouraging continued protection of the City's environment and natural features.
CD2.4	Encourage and support the private sector to support the protection of natural features in Dickinson as future development applications are considered.

City Services

The City Services Vision strives to:

> Meet the current and future needs of Dickinson's residents, businesses, and other organizations.

To achieve the vision, this section details how Dickinson will meet these identified City Services goals:

- Assure city public safety services protect life, safety and general welfare of all city residents and businesses.
- Enhance the quality of place by properly maintaining all public facilities.
- Promote intra-governmental and inter-governmental coordination to increase the cost effectiveness of providing city services.

This subchapter also covers a Housing goal:

- Support the exploration of new approaches to meet current and anticipated housing demand, including workforce housing, empty nesters, and aging in place.

RECOMMENDATIONS

CD3.1

Start a pilot initiative to promote residential curb appeal improvements such as contests for yard, landscape, or garden improvements, offering public recognition for one winning residence each quarter. Even with no monetary incentive offered, these contests can incentivize homeowners to improve their properties' exterior appearance and condition. These benefits then remain in place for the whole block or neighborhood to enjoy.

CD3.2

In addition to carrying out Housing recommendations HS2.7 and HS2.8, consult the North Dakota Statewide Housing Needs Assessment for an understanding of the area's unmet housing needs for seniors and subsets of the area workforce. While promoting workforce and temporary housing options, consider how city services may be tailored to their needs where practicable.

CD3.3

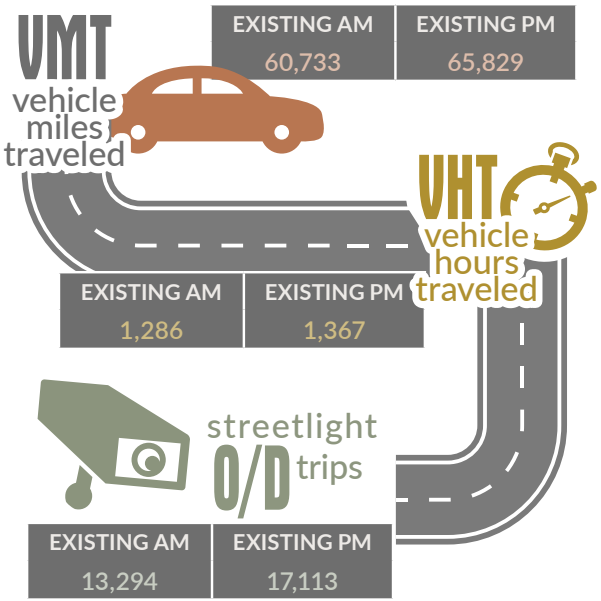
Continue to coordinate with the Dickinson Schools, the Park District, and Dickinson State University to maintain their parks, athletic venues, and other public facilities in the City to a high standard, including snow removal and year-round activities and programming for parks and recreation.

TRANSPORTATION & TRAFFIC FORECASTING

Direction 2050 developed a forecast for transportation projects and traffic through the year 2050, focusing on intersections which are forecasted to have a significant level of traffic congestion.

With more residents and jobs within city limits, traffic will naturally increase, and even corridors and intersections that currently have little congestion may present operational issues for the city's road network in the future.

PEAK TRAFFIC VOLUMES



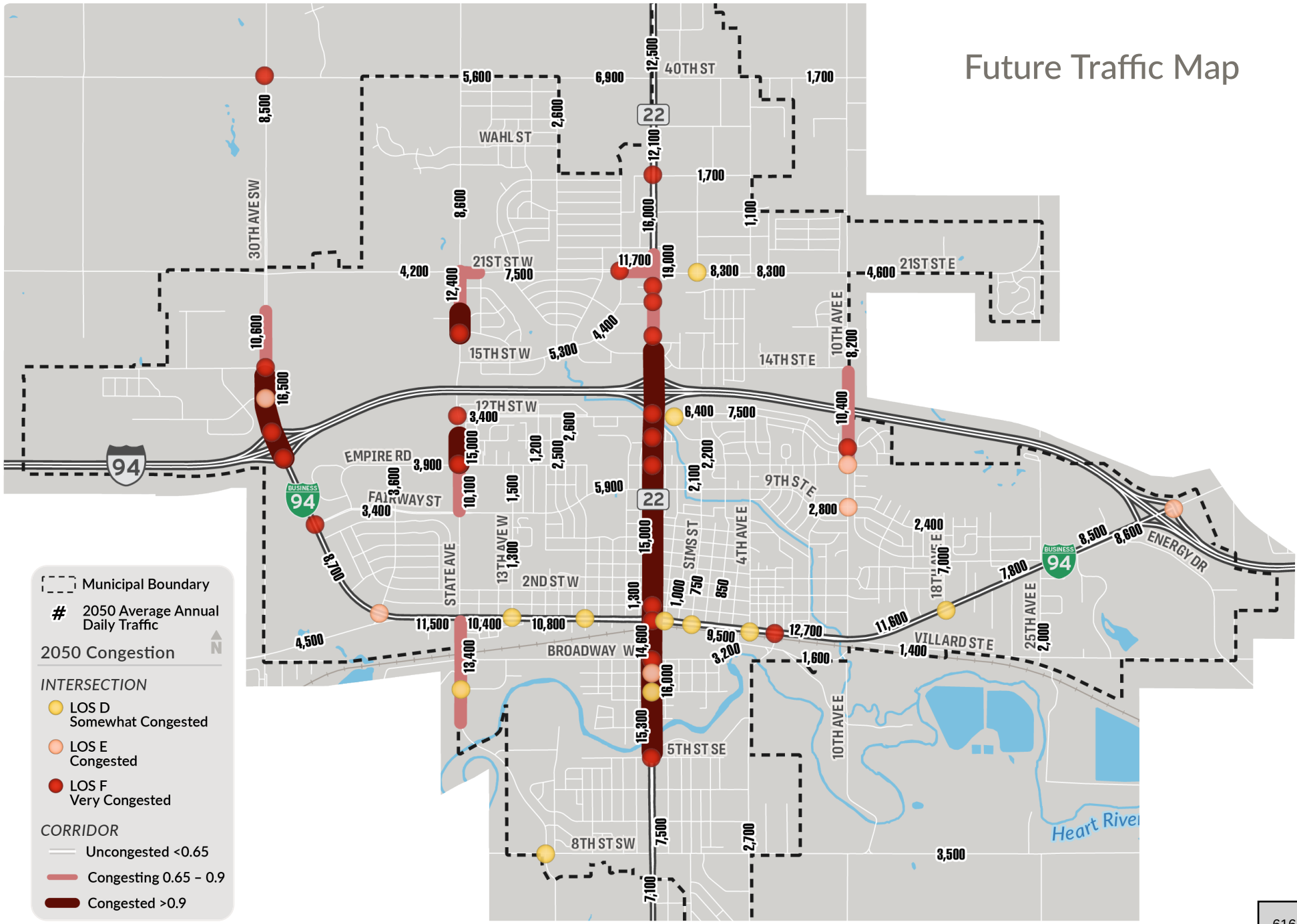
However, this new traffic will not be evenly distributed across the city. Importantly, different land uses tend to generate varying numbers of trips and at different times of day. Therefore, the city's Future Land Use map was analyzed at the Transportation Analysis Zone (TAZ) level to determine where within Dickinson this new traffic is likely to occur. The heaviest development is projected to occur in the northern and western portions of the city, and these new developments will serve as new origins and destinations (O/D) for trips that will contribute to traffic in Dickinson. Accordingly, while certain intersections and corridors are expected to become congested throughout the city, traffic is expected to worsen the most in northern and western Dickinson.

The traffic forecast accounts for transportation projects that have been already planned through 2028 at the local, state, and/or federal level. Many of these projects are expected to reduce traffic congestion and improve safety based on 2025 levels.

Table E-3. Intersections with Congested LOS in 2050

INTERSECTION NAME	AM EXISTING LOS	AM FORECAST LOS	PM EXISTING LOS	PM FORECAST LOS
19th St W & Highway 22	C	D	F	F
18th St W & Highway 22	C	E	F	F
16th St W & Highway 22	D	F	F	F
11th St W & Highway 22	E	F	F	F
10th St W & Highway 22	E	F	F	F
12th St W & State Ave	F	F	F	F
15th St W & State Ave	E	F	F	F
30th Ave E & 15th St E	C	F	B	F
I-94 N Ramps & I-94 Business Loop	C	F	D	F
I-94 S Ramps & I-94 Business Loop	C	F	C	F
I-94 Business Loop & Fairway St	C	F	C	F
I-94 Business Loop & 6th Ave E	D	F	E	F
29th St W & Highway 22	C	E	C	F
1st St W & Highway 22	D	D	E	F
Highway 22 & Frontage Rds	B	B	E	F
Empire Rd & State Ave	B	C	D	F
40th St W & 30th Ave W	B	F	B	F
30th Ave W & West Ridge Dr	B	C	C	E
I-94 Business Loop & I-94 (East Side)	B	C	C	E
Broadway & Highway 22	B	D	B	F
5th St S & Highway 22	C	D	D	E
9th St E & 10th Ave E	C	C	D	E
10th St E & 10th Ave E	C	C	C	E
12th St E & 10th Ave E	C	E	D	F
21st St W & 6th Ave W	C	E	C	F

Future Traffic Map





PROJECT IDENTIFICATION & PRIORITIZATION

A project prioritization analysis was performed, based on transportation needs related to safety, traffic, and future growth. Improvements to the transportation system were identified which could either be incorporated into currently planned projects, or planned as entirely new projects. These improvements were then grouped into corridor segments or spot improvements. The prioritization of these projects was further developed based on the key north-south and east-west corridors identified during the existing conditions analysis, as well as public input related to safety, efficiency, and connectivity.

Safety-Related Variables

All vehicular crashes recorded in Stark County were inventoried between 2019 and 2023 and then disaggregated by several factors:

- Severe Crashes
- Bike/Ped Crashes
- Non-Severe Crashes
- Top Ten Crash Intersections

Operations-Related Variables

These variables serve to identify corridors and intersections that are forecasted to have a greater-than-desired level of traffic congestion by 2050, according to the results of the traffic modeling.

- Intersection Level of Service (LOS)
- Corridor Volume/Capacity Ratio (V/C)

Infrastructure-Related Variables

Finally, variables were examined related to the state of existing transportation facilities within the county.

- Pavement Needs
- Trail Gaps

Project Concept Refinement and Prioritization

Based on the needs assessment, future transportation projects were identified. A key consideration in this regard is the transportation projects that are already being planned throughout the city.

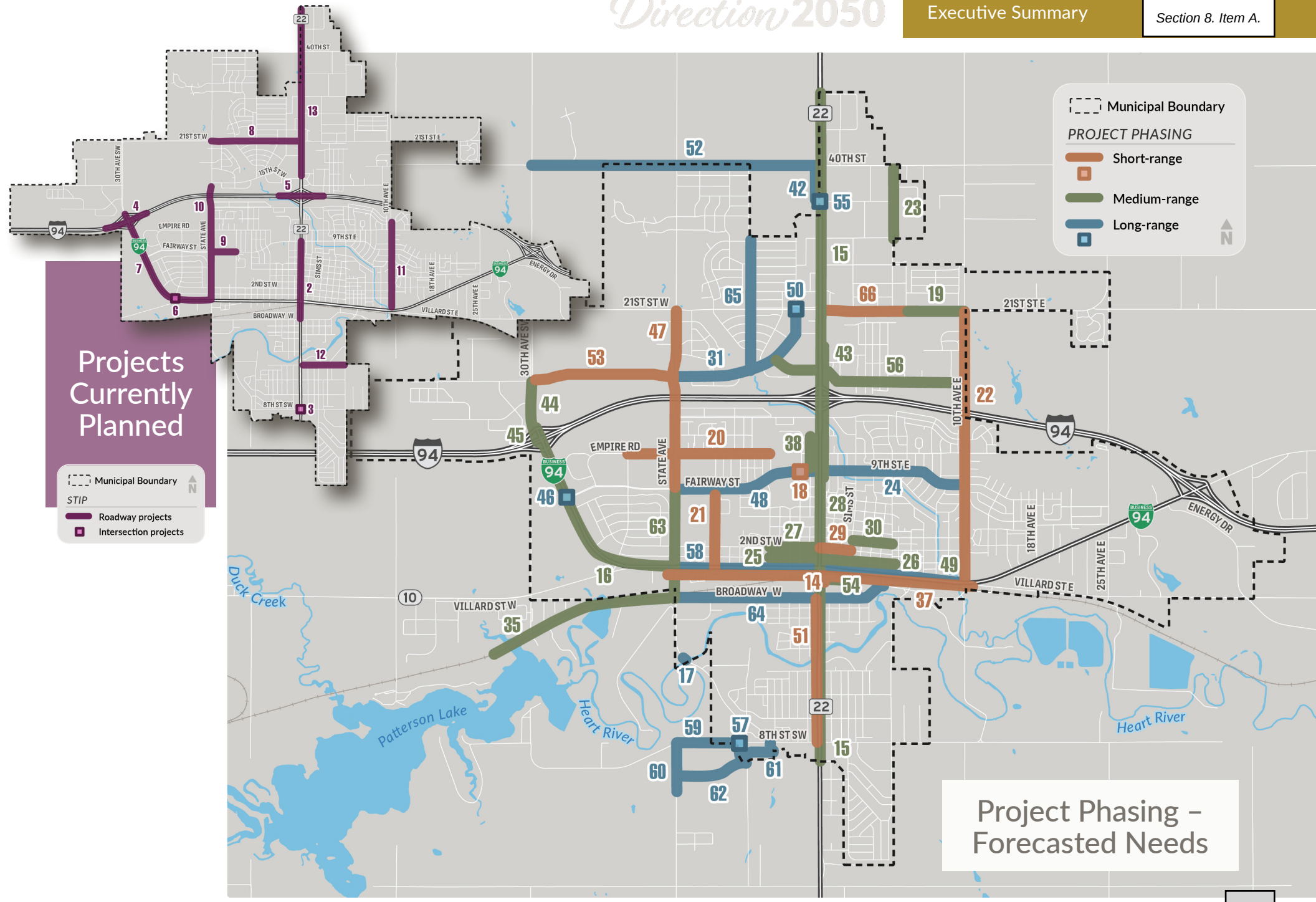

Projects Currently Planned
Municipal Boundary
STIP
Roadway projects
Intersection projects
Municipal Boundary
PROJECT PHASING
Short-range
Medium-range
Long-range
Project Phasing – Forecasted Needs
40TH ST
21ST ST W
21ST ST E
15TH ST W
9TH ST E
2ND ST W
BROADWAY W
VILLARD ST W
VILLARD ST E
8TH ST SW
EMPIRE RD
FAIRWAY ST
STATE AVE
30TH AVE SW
30TH AVE S
10TH AVE E
18TH AVE E
25TH AVE E
ENERGY DR
Duck Creek
Patterson Lake
Heart River

Table E-4. All Planned Projects and Prioritization

MTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
PLANNED PROJECTS						
1	Planned	Highway 22	45th St W	21st St W	Chip Seal (follows overlay)	$1,000,000
2	Planned	Highway 22	Broadway	9th St SW	Signals	$2,000,000
3	Planned	Highway 22	8th St S		Roundabout	
4	Planned	I-94	Exit 59 - 30th		Lighting	
5	Planned	I-94	Exit 61 - Highway 22		Lighting	
6	Planned	I-94B	23rd St / CR 10		Roundabout/Intersection	$13,600,000
7	Planned	I-94B	I-94	State Ave	Reconstruction	
8	Planned	21st W	State Ave	Highway 22	Mill and Overlay	$3,200,000
9	Planned	Fairway	State Ave	13th Ave W	Mill and Overlay	$1,100,000
10	Planned	State Ave	15th St	Villard	Microsurfacing	$500,000
11	Planned	10th Ave E	Museum	Villard	Mill and Overlay	$3,000,000
12	Planned	5th St SE	Highway 22	6th Ave SE	Reconstruction	$2,000,000
13	Planned	Highway 22	North City Limits	15th St W	Microsurfacing / Chip and Fog Seal	$1,000,000
CIP PROJECTS						
14	Short Range	Highway 22	BNSF Underpass		Structural Repairs, Widening South Approach	$14,600,000
15	Medium Range	Highway 22	City Limits		Street Lights	$4,150,000
16	Medium Range	I-94B	I-94 (Exit 59)	State Ave	Mirco Surfacing	$1,150,000
17	Long Range	State Ave	Bridge over Heart River		Deck Repairs	$1,100,000
18	Short Range	9th St	5th Ave W		Intersection Improvements	$1,750,000
19	Medium Range	21st E	5th Ave E	10th Ave E	Reconstruction	$9,600,000
20	Short Range	Empire Road	23rd Ave W	7th Ave W	Mill and Overlay	$4,200,000
21	Short Range	13th Ave W	Fairway St	Villard	Mill and Overlay	$1,650,000
22	Short Range	10th Ave E	21st St E	Museum	Reconstruction	$7,250,000
23	Medium Range	4th Ave E	40th St E	29th St E	Reconstruction	$13,750,000
24	Long Range	9th St E	Highway 22	10th Ave E	Mill and Overlay	$6,050,000
25	Medium Range	1st St W	8th Ave W	Highway 22	Mill and Overlay	$1,350,000

MTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
26	Medium Range	1st St E	Sims	4th Ave E	Mill and Overlay	$300,000
27	Medium Range	2nd St W	Highway 22	8th Ave W	Reconstruction	$9,400,000
28	Medium Range	1st St W	Highway 22	Sims	Reconstruction	$1,400,000
29	Short Range	2nd St W	Highway 22	Sims	Reconstruction	$5,950,000
30	Medium Range	2nd St E	Sims St	4th Ave E	Reconstruction	$8,550,000
31	Long Range	15th St W / 6th Ave W	State Ave	21st St W	Reconstruction	$9,750,000
32	Medium Range	Downtown St Lighting			Lighting Updates	$4,150,000
33	Short Range	Annual Road Maintenance	City Wide		Operations and Maintenance	$11,250,000
34	Short Range	Annual Sidewalk Program	City Wide		Operations and Maintenance	$100,000
35	Medium Range	Crooked Crane Trail			New Trail	$500,000
36	Short Range	Entrance Signs/Wayfinding	City Wide		Signage	$600,000
37	Short Range	Villard St	State Ave	10th Ave E	Mill and Overlay and Pedestrian Bumpouts	$11,700,000
38	Medium Range	Highway 22 Frontage Rd	12th St W	10th St W	Mill and Overlay	$1,000,000
			NEW PROJECTS			
39	Medium Range	Signal Upgrades	City Wide		Signals	
40	Long Range	Southwest Truck Route			Corridor Preservation	$0
41	Long Range	Southeast Truck Route			Corridor Preservation	$0
42	Long Range	West Side Trail (Highway 22)	40th St W	29th St W	Trail Extension	$1,050,000
43	Medium Range	Highway 22	23rd St W	9th St W	Access and Safety Improvements	$1,400,000
44	Medium Range	30th Ave W	15th St W	I-94 (Exit 59)	Access and intersection improvements	$850,000
45	Medium Range	I-94B	I-94 (Exit 59)		Interchange Expansion	$5,700,000
46	Long Range	I-94B	Fairway St		Future Signal or Roundabout	$1,150,000
47	Short Range	State Ave	21st St W	Fairway St	Signal/Safety/Access	$2,050,000
48	Long Range	Fairway St	State Ave	Highway 22	Road Narrowing / Bike Lanes	$50,000
49	Medium Range	10th Ave E	Museum	Villard	Multimodal and Mini RABs	$1,400,000
50	Long Range	21st St W	6th Ave W		AWS or Future Roundabout	$3,900,000
51	Short Range	Highway 22	Broadway	8th St S	Pedestrian Improvements	$350,000

MTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
52	Long Range	40th St W	113th Ave SW/ 30th Ave W	Highway 22	Safety study, Roundabout at 113th	$8,800,000
53	Short Range	15th St	30th Ave	State Ave	Construct 2-lane collector	$11,700,000
54	Medium Range	W Museum Dr	Highway 22	Sims St	3-Lane and Ped Safety	$50,000
55	Long Range	Highway 22	29th St W		Signalization	$800,000
56	Medium Range	15th St W / 14th St E/W	6th Ave W	10th Ave E	Restriping/bike lanes/ lane narrowing	$200,000
57	Long Range	8th St S	State Ave		Roundabout	$3,900,000
58	Long Range	Villard St	State Ave	10th Ave E	Reconstruction as 3-lane Arterial	$15,650,000
59	Long Range	8th St SW	20th Ave SW	State Ave	Roadway Urbanization with Utilities	$7,600,000
60	Long Range	20th Ave SW	8th St SW	Dickinson South Cemetery	Roadway Urbanization with Utilities	$8,750,000
61	Long Range	State Ave	8th St SW	Drainageway	New Roadway with Utilities	$3,900,000
62	Long Range	Unnamed	State Ave	20th Ave SW	East/West Roadway	$7,000,000
63	Medium Range	State Ave	Fairway St	2nd St SW	Restriping/bike lanes/ lane narrowing	$50,000
64	Long Range	Broadway / 4th Ave SE	State Ave	Villard	Restriping/bike lanes/lane narrowing	$200,000
65	Long Range	10th Ave W	29th St W	15th St W	Shared Use Path	$1,900,000
66	Short Range	21st St	Highway 22	5th Ave E	Mill & Overlay	$1,400,000

Table E-5. Project Phasing and Total Costs

RANGE	STIP PLANNED	CIP	NEW PROJECT	TOTAL	COST (ADJUSTED FOR INFLATION)
Planned	13			13	$27,400,000
Short		10	4	14	$74,550,000
Medium		12	8	20	$64,950,000
Long		3	16	19	$81,550,000

TRANSPORTATION GUIDELINES

Standards and policy recommendations were developed to guide future growth through 2050 and beyond for the City of Dickinson. A consistency review of existing transportation standards and policies and related planning studies and documentation was completed during the existing conditions analysis phase of the Direction 2050 plan and served as a basis for the guideline and policy recommendations.

The project team issued specific recommendations related to the following transportation-related policy areas:

Corridor Preservation and Right-of-Way

By preserving future roadway alignments early on in the planning process, the City of Dickinson can prevent incompatible development that could hinder future roadway expansion.

Future Bypasses and Truck Routes

It is recommended that future bypasses (truck routes) for the southwest and southeast quadrants of the study area be further studied following the completion of Direction 2050. Preservation for a future potential bypass in this location would serve to compliment recent investments in the ND 22 Bypass and the Stark County Eastern Bypass.

The long-term potential completion of these three additional bypasses would create a bypass and alternative/truck route loop around the City of Dickinson, helping to both alleviate congestion in town and provide access to potential future development via dedicated arterial/collector routes following these section line road alignments.

Roadway Cross Section Standards

Roadway Cross Sections (or typical sections) are necessary to establish the appropriate requirements for new roadways.

The cross sections recommended for Dickinson are defined in **four categories** by street functional classification:

1. Principal (major) arterial
2. Minor arterial
3. Collector
4. Local

Access Management

Effective access management encompasses regulating entry and exit points on roadways, including the spacing of intersections and placement of driveways.

A primary goal of these access guidelines is to ensure that Dickinson's roadways contribute to a transportation system that minimizes safety hazards while optimizing overall efficiency.

Level of Service Standards

Level of Service (LOS) standards are a valuable tool for transportation professionals to evaluate and manage traffic operations. By assessing and improving LOS, cities and transportation agencies can enhance traffic flow, reduce congestion, and improve the overall quality of transportation networks while ensuring safety for all road users.

Specific recommendations are made for LOS Standards for roadways, signalized and unsignalized intersections, and bicycles and pedestrians.

Passenger Rail

The city should work with the Big Sky Passenger Rail Authority (BSPRA) to promote the establishment of this line with a station in Dickinson.

Given the region's growing population, the City in conjunction with Dickinson Public Transit should consider establishing one or more fixed transit routes serving key facilities and employers within the city.

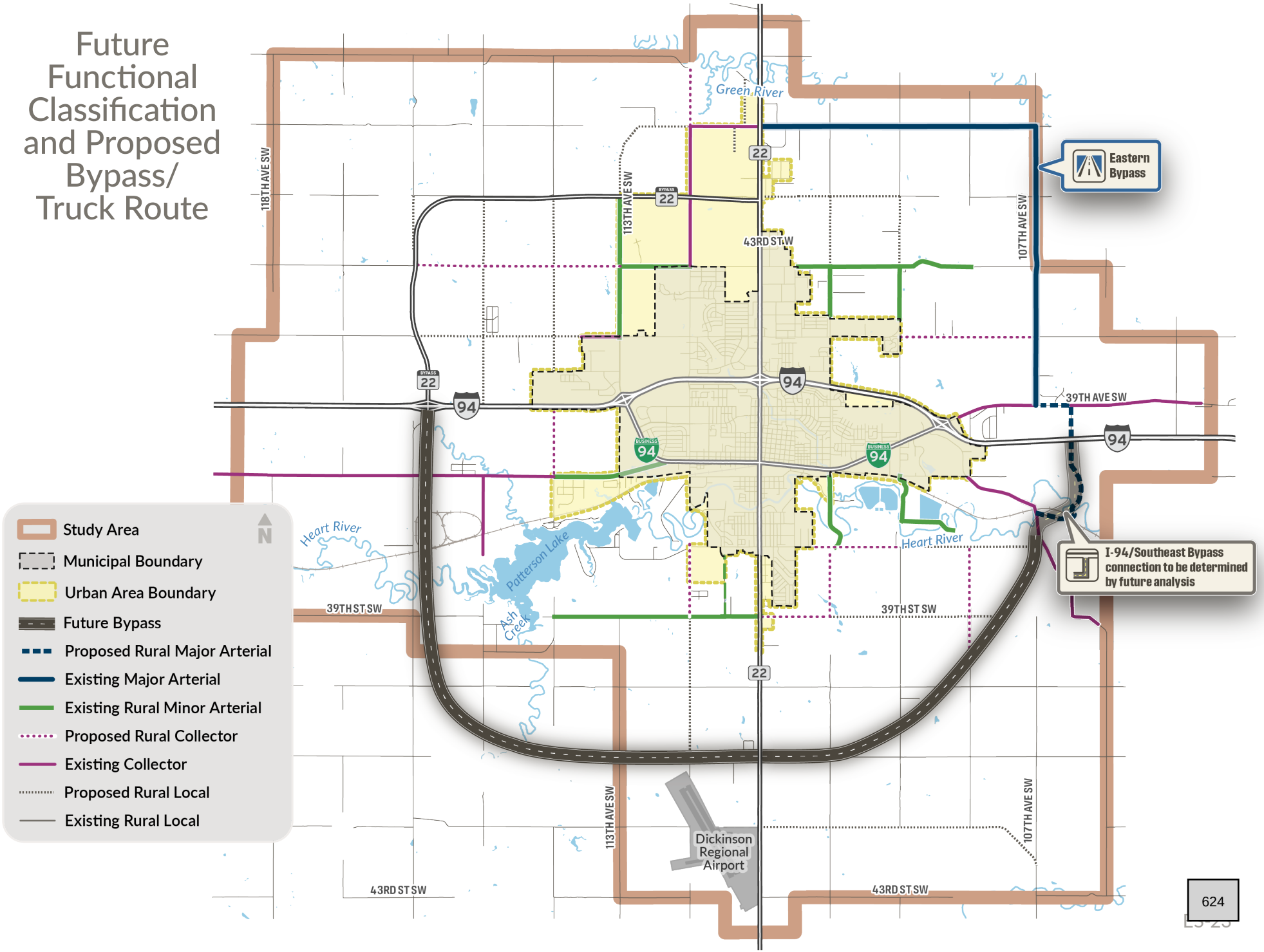
Transportation Recommendations

- The proposed Functional Classification Map provides general alignment of future roads. Significant deviations from the road alignment shown on the **Future Functional Classification and Proposed Bypass/Truck Route Map** shall require

a Comprehensive Plan amendment approved by the City Commission.

- Traffic impact studies shall be required for any proposed development estimated to generate more than 100 directional trips during the peak hour of the traffic generator or peak hour on the adjacent streets or more than 750 trips in an average day.
- The land development applicant shall be responsible for providing improvements to the transportation system that are generated by the proposed development.
- All land development applications shall comply with access management standards contained in the Transportation Plan.
- Streets in new development shall be aligned to connect to existing or planned streets beyond a development.
- A minimum of two accesses shall be provided for residential subdivisions unless otherwise allowed by Fire Department requirements or standards.
- When a proposed land development abuts vacant or undeveloped land with the same future land use classification, through streets shall be constructed to the abutting property line.
- When a proposed land development fronts an existing or planned street where a trail is planned in accordance with the Master Trail Plan, subject to the Dickinson Park Board's recommendation, the applicant shall dedicate sufficient right-of-way to accommodate construction of the trail.
- When practicable, proposed developments shall construct off-site sidewalk extensions when the termination of an existing sidewalk is within 700 feet of the project boundary, provided there is sufficient right-of-way along the adjacent properties and the adjacent proposed are developed with an urban use.
- All new roads shall be designed consistent with the roadway cross sections contained in the Transportation Plan.
- All new streets shall require sidewalks designed with a grass boulevard separating the curb or edge of pavement and the sidewalk.
- All non-residential development and multifamily residential development shall provide adequate bicycle parking and access to encourage bicycle travel.
- Integrate the character and identity of streetscape into the City's Street Manual standards.

Future Functional Classification and Proposed Bypass/ Truck Route

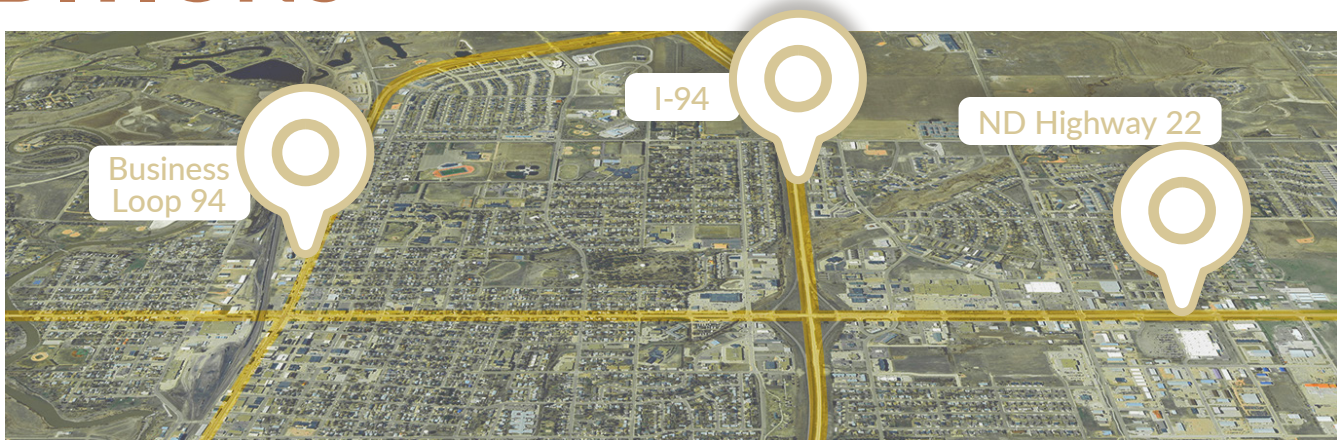


EXISTING CONDITIONS

DATA AND DOCUMENT COLLECTION

Direction 2050's planning process began with a comprehensive data gathering period. The project team collected all pertinent project background data and planning documents from the City, County, State, and other relevant agencies, such as the US Census. This included, but was not limited to, GIS data, plans, and maps, as well as relevant planning and policy documents such as the existing Comprehensive and Transportation Master Plan, ordinance updates, building and development documentation, previous projects completed, and current city, county, and state identified projects and existing recommendations.

The project team worked with the City of Dickinson, Stark County, and the North Dakota Department of Transportation (NDDOT) to define the study area for **Direction 2050**. As part of establishing a foundation for which to conduct analysis, Direction 2050 is developed from available relevant demographic and economic data sources for the purpose of developing current population demographic estimates. Baseline tables and maps were developed, which include population and demographic statistics and trendlines, parcel and housing data visualizations, and utility infrastructure and transportation systems inventories. This inventory of the existing comprehensive planning and transportation system attributes provides the foundation for data review and subsequent analyses to support Direction 2050 short- and long-term planning efforts.



BACKGROUND

Originally known as Pleasant Valley Siding, Dickinson changed its name in 1881 after Wells Stoughton Dickinson, a land agent and politician from Malone, New York.[1] Dickinson is located in Stark County, North Dakota in the southwest region of the state and encompasses approximately 13 square miles.

The City of Dickinson is served by one major Federal jurisdiction transportation route and two State jurisdictional highways:

- Interstate 94 (I-94) runs east-west.
- ND Highway 22 (3rd Avenue W/South Main Street) runs north-south through Stark County.
- Business Loop 94 (Villard Street) runs east-west approximately 5.2 miles from I-94 Exit 59 to I-94 Exit 64.

Dickinson is also bisected by the Burlington Northern Santa Fe (BNSF) Railroad, which runs south of and parallel to I-94. The Heart River, a major water feature within the city, flows through Dickinson from the Badlands in the west, joining the Missouri River to the east. Dickinson is the largest city in Stark County and is home to the largest airport within the county, Dickinson Theodore Roosevelt Regional Airport.

Study Area

The approximately 126-square mile study area includes the Municipal Boundary (MB), Extraterritorial Zone (ETZ), and allows the city to plan for growth within its extraterritorial jurisdiction.

Extraterritorial Zone

Dickinson expanded its ETZ jurisdiction in April 2022 from a negotiated boundary of up to two (2) miles to a negotiated boundary of up to four (4) miles, with a longer distance to the south to also include the airport.[2] The ETZ is currently approximately 94 square miles The ETZ occupies an area roughly 80 square miles outside of the MB.

Municipal Boundary

Dickinson's current MB encompasses approximately 13 square miles.

The Study Area, ETZ, and MB are shown in **Figure 1-1**.

Figure 1-1. Direction 2050 Study Area, ETZ, Municipal Boundary

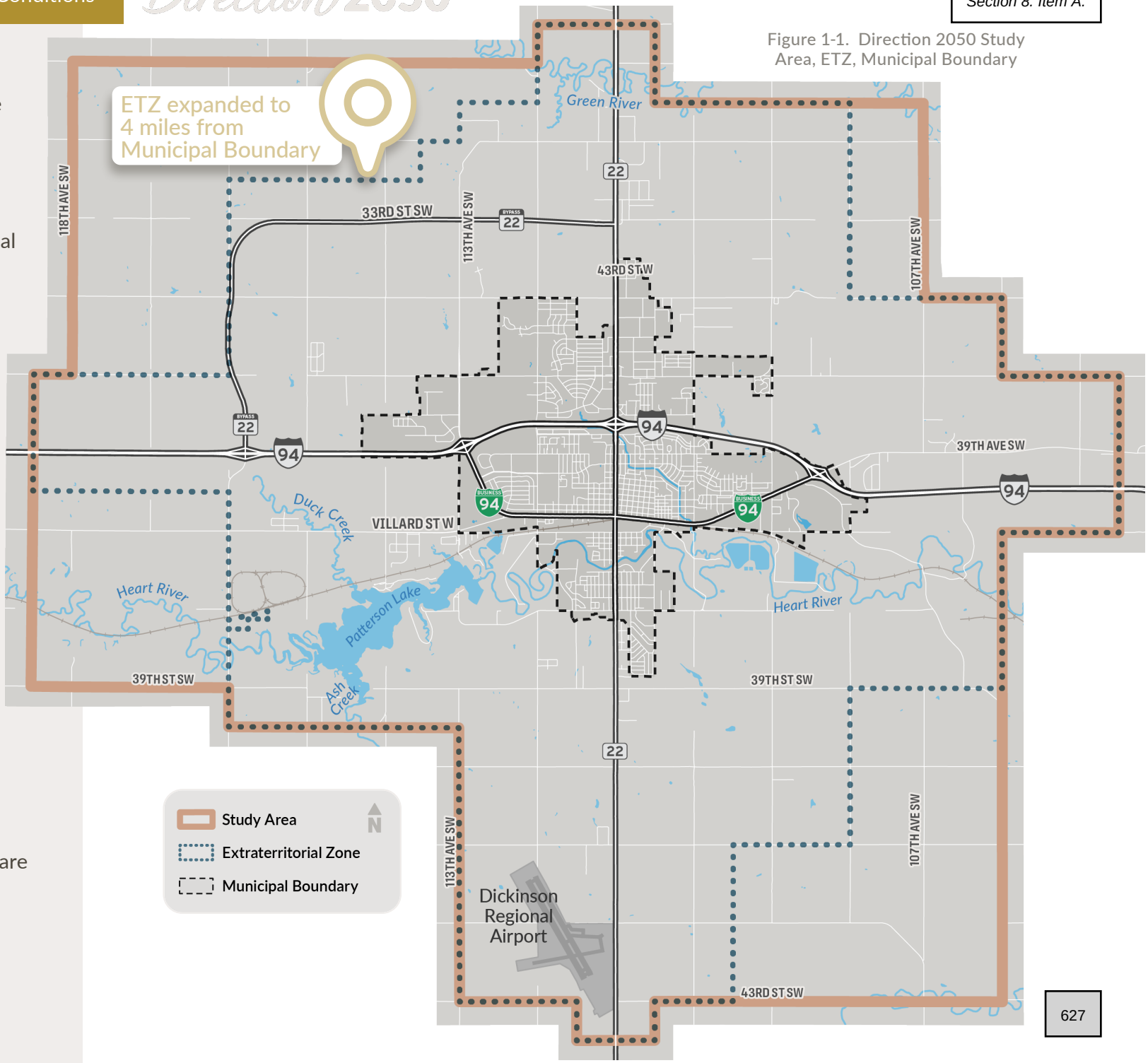
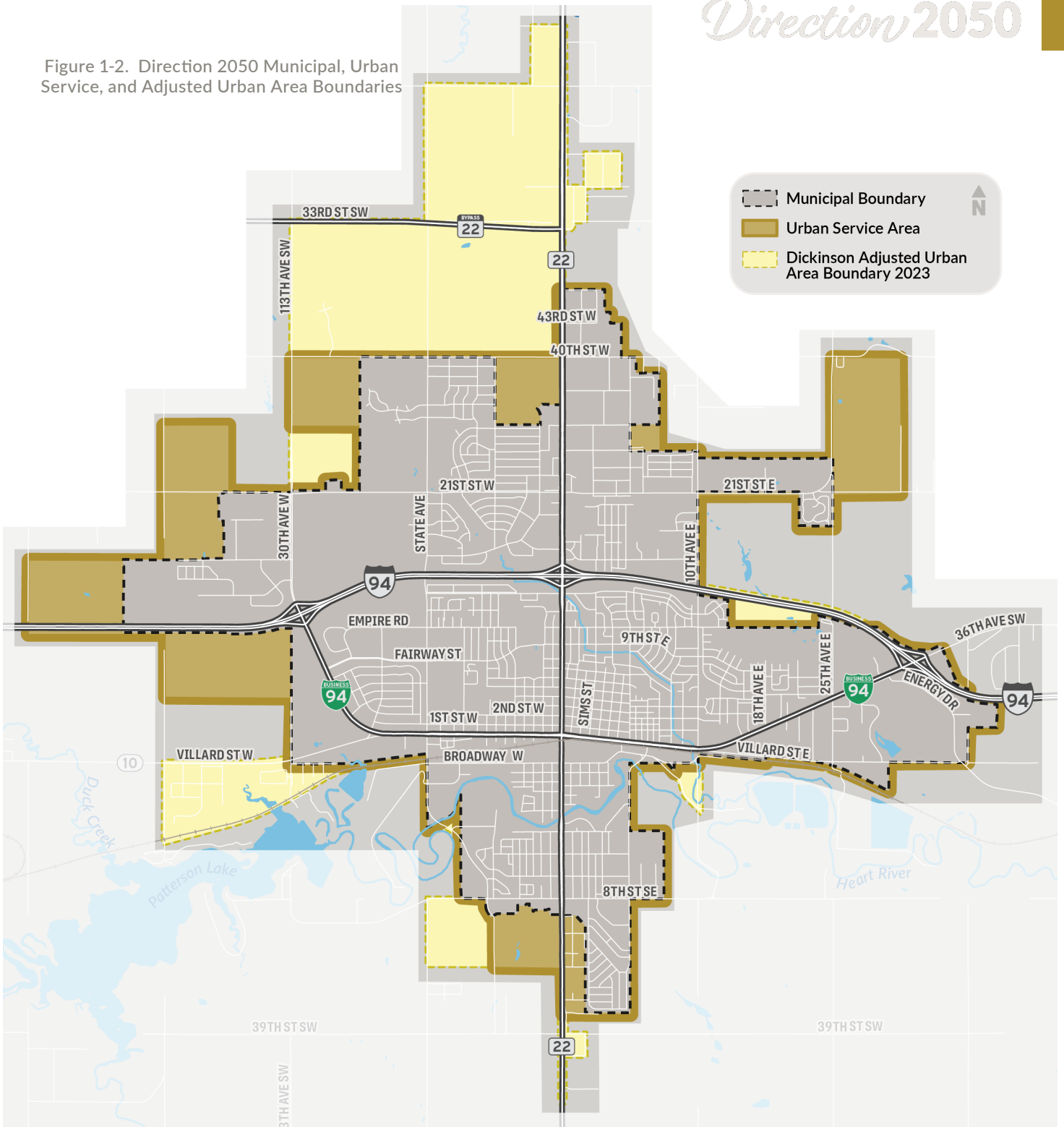


Figure 1-2. Direction 2050 Municipal, Urban Service, and Adjusted Urban Area Boundaries



Adjusted Urban Area Boundary 2023

Dickinson's adjusted Urban Area Boundary (UAB) 2023 is a total of approximately 18.7 square miles. The UAB differs from the MB in that it encompasses the urbanized areas and urban road Functional Classifications beyond the MB.

Urban Service Area

Since the adoption of the current comprehensive plan in 2013, the Urban Service Area (USA) has been expanded by two city ordinances. Ordinance 1554 (2014) added 282.58 acres with Ordinance 1622 (2016) adding 5.67 acres for a total of 288.25 acres. The approximate size of the USA is currently 16 square miles. Precise area comparisons in milage are:

1. Municipal Boundary: 13.3 square miles
2. Urban Service Area: 15.9 square miles
3. Urban Area Boundary: 18.7 square miles
4. ETZ: 93.7 square miles
5. Study Area: 125.9 square miles

The UAB and USA are shown in **Figure 1-2**.



DEMOGRAPHICS

Demographic information for Dickinson is sourced from a combination of the 2020 Decennial Census data (the most recent complete census data set) and additional demographic estimates provided by the 2023 American Community Survey (ACS).[3] The 2020 Census population for Dickinson was 25,679. This reveals a significant growth trend from the previous 2010 Census (17,787 population). Dickinson's population grew 44.4% from 2010–2020 despite the mid-decade slowdown of the oil boom in the western part of North Dakota. This is an average of 789 people per year. After a decrease in population between 2020 and 2021, the population of Dickinson has continued to increase slightly through 2023, albeit at a slower rate than 2010–2020.

The following subsections provide demographic details for Dickinson's population; residents' age, race, gender, education level and primary spoken language; household composition; and economics, as pertaining to income levels and labor force.

Major changes in employment statistics can be correlated to the most significant economic factors of the last 20 years:

- 2008–2009 housing market crash
- 2009–2014 Bakken oil and gas boom
- 2020–2021 COVID-19 pandemic
- 2022–present Federal Reserve prime interest rate raises

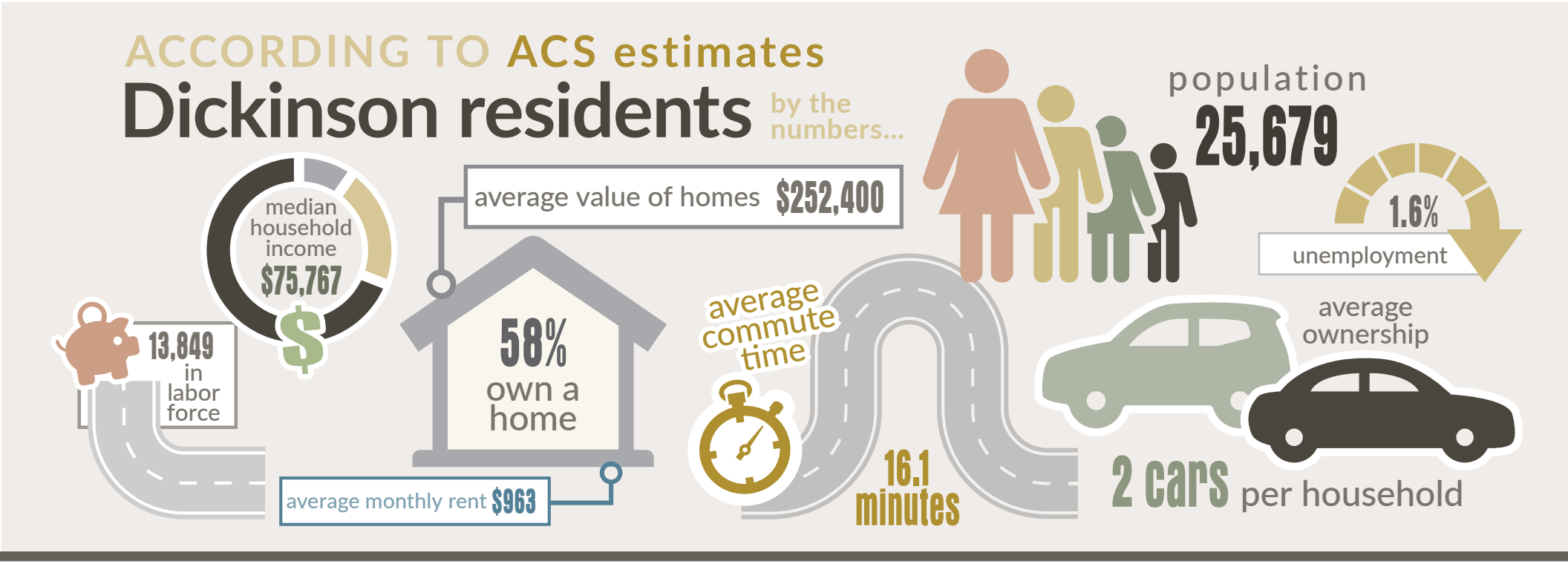
Population and Household Characteristics

2020 Decennial Census Results:

TOTAL POPULATION	25,679
POPULATION IN HOUSEHOLDS	25,017
POPULATION IN GROUP QUARTERS	662
HOUSEHOLDS	10,544
PERSONS PER HOUSEHOLD	2.37

Recent Population Estimates (ACS):

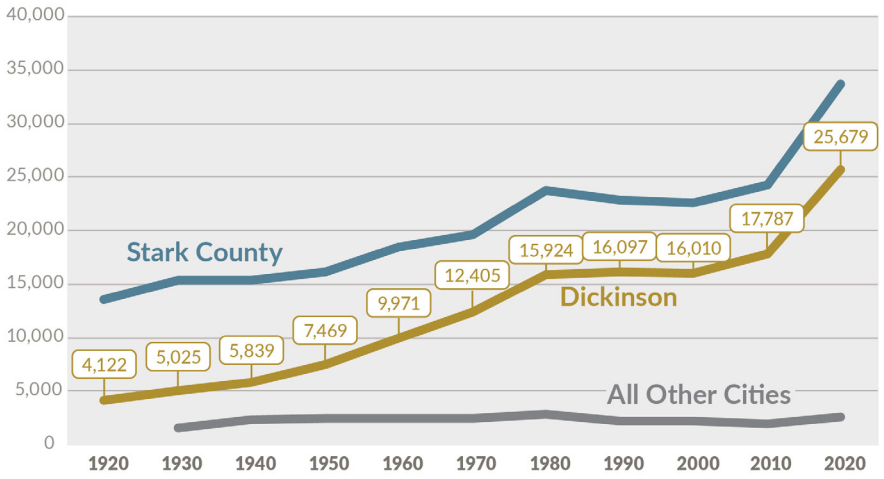
2021	24,851
2022	25,116
2023	25,130



Historical Population Change 1920 – 2020

As shown in **Figure 1-3**, Dickinson's population has grown modestly over most of the last 100 years. The major exception was from 2010 to 2020 when it grew by 44%.

Figure 1-3. Historical Population Trends, 1920–2020



Age, Race, and Gender Composition in 2020

Figure 1-4. Male and Female Population Comparison by Age Group for year 2020

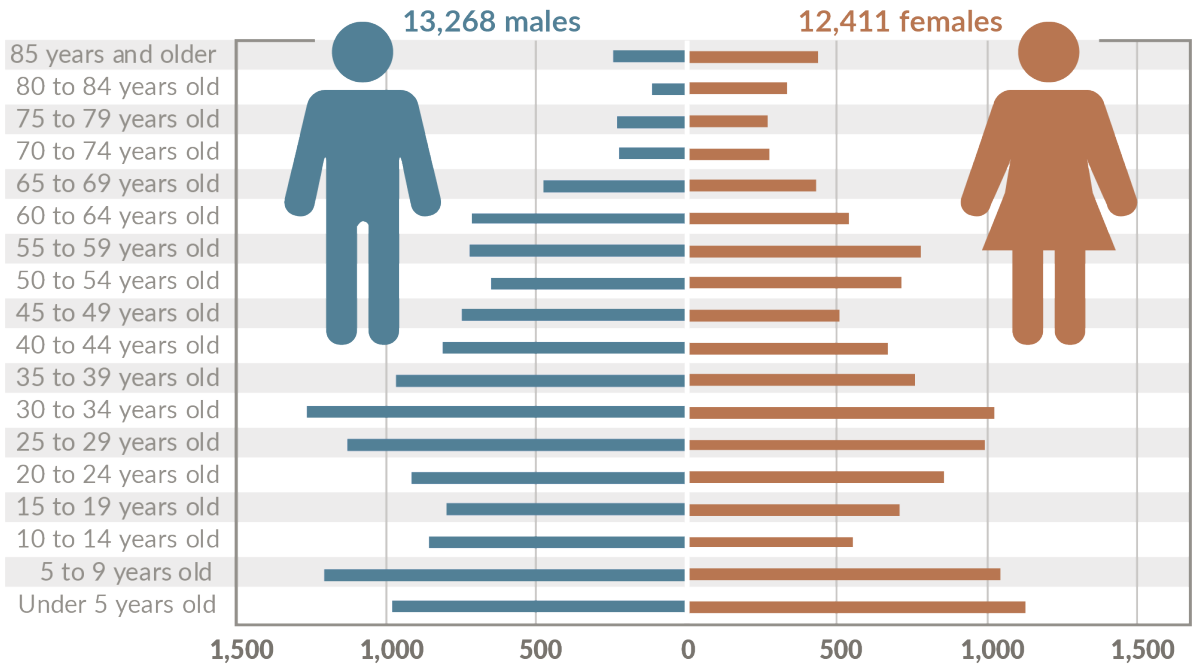
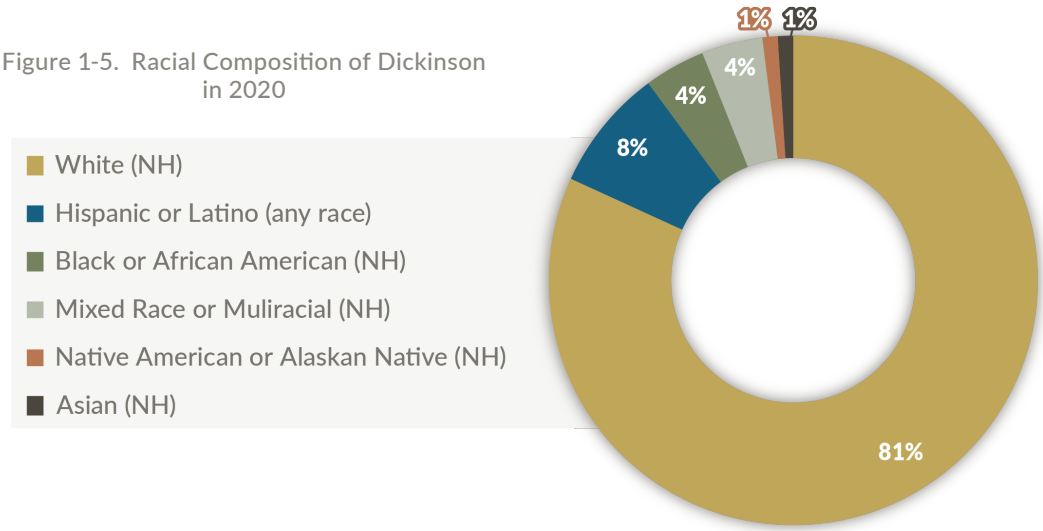


Figure 1-5. Racial Composition of Dickinson in 2020



Educational Attainment

According to the American Community Survey (ACS)[4] for the years 2018 through 2022, the percentage of Dickinson adults age 25 or older have attained:

High school graduate or higher	91.2%
Bachelor's degree or higher	25.5%

Household Composition

Table 1-1. Household by Type in 2020

TOTAL HOUSEHOLDS	10,544
MARRIED COUPLE HOUSEHOLD	*4,610*
With own children under 18	2,114
No own children under 18	2,496
COHABITATING COUPLE HOUSEHOLD	*939*
With own children under 18	336
No own children under 18	603
MALE HOUSEHOLDER, NO SPOUSE OR PARTNER PRESENT	*2,603*
Living alone	1,931
65 years and over	294
With own children under 18	230
With relatives, no own children under 18	233
No relatives present	209
FEMALE HOUSEHOLDER, NO SPOUSE OR PARTNER PRESENT	*2,392*
Living alone	1,548
65 years and over	638
With own children under 18	467
With relatives, no own children under 18	290
No relatives present	87

Economic Characteristics

Table 1-2. Household Income Profile in 2022

HOUSEHOLD INCOME 2022 ACS	HOUSEHOLD ESTIMATE	FAMILIES ESTIMATE	MARRIED-COUPLE FAMILIES ESTIMATE	NONFAMILY HOUSEHOLD ESTIMATE
Less than $10,000	6.3%	1.5%	1.2%	12.8%
$10,000 to $14,999	3.2%	1.2%	0.7%	6.5%
$15,000 to $24,999	8.1%	3.8%	3.5%	14.0%
$25,000 to $34,999	4.3%	3.1%	1.8%	6.5%
$35,000 to $49,999	8.7%	5.9%	3.6%	14.3%
$50,000 to $74,999	18.7%	17.4%	14.6%	20.8%
$75,000 to $99,999	14.5%	15.8%	15.7%	13.4%
$100,000 to $149,999	20.5%	27.8%	31.5%	7.8%
$150,000 to $199,999	8.3%	12.3%	14.3%	2.1%
$200,000 or more	7.5%	11.2%	13.0%	1.8%
Number of Households	10,247	5,911	4,664	4,336
Median Income	$75,767	$103,794	$117,000	$46,222
Mean Income	$94,179	$121,032	N/A	$53,881

Labor Force Trends

Labor force is defined as an estimate of all persons in the civilian noninstitutional population ages 16 and older classified as either employed or unemployed but actively seeking work.

The historical labor force and unemployment rates for Stark County and Dickinson are illustrated in **Figure 1-6** and **Figure 1-7.** For both data sets, the trend in Stark County is shown from 2003 through 2023; the trend for Dickinson was only available beginning in 2020. Unemployment has consistently hovered below 4% in Stark County. After a brief spike in 2020 coinciding with the COVID-19 pandemic, in 2023, unemployment in the city and county reached its lowest level of the last 20 years, at under 2%.

Figure 1-6. Labor Force in Stark County and Dickinson

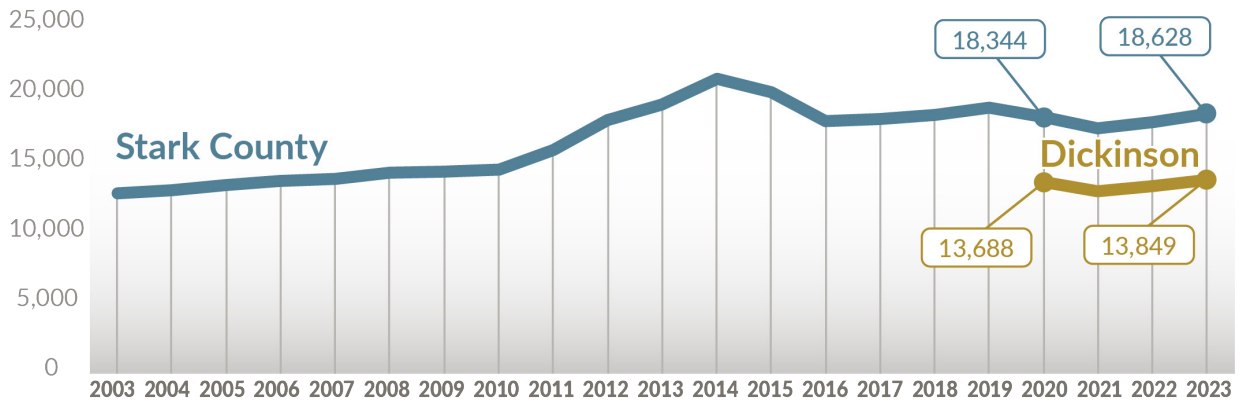
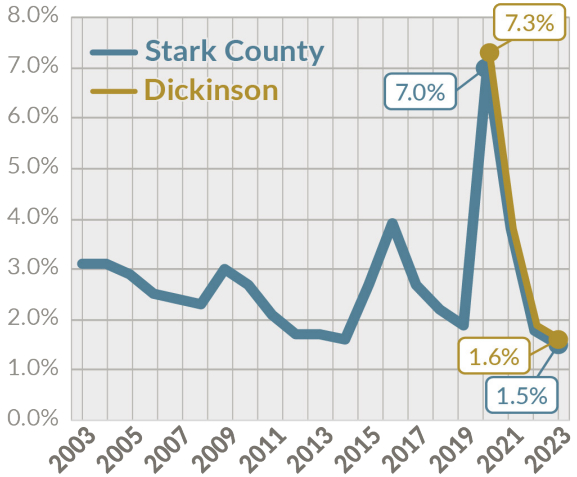


Figure 1-7. Unemployment Rate in Stark County and Dickinson



Persons in Poverty

Table 1-3. Poverty Status by Age and Gender in 2022

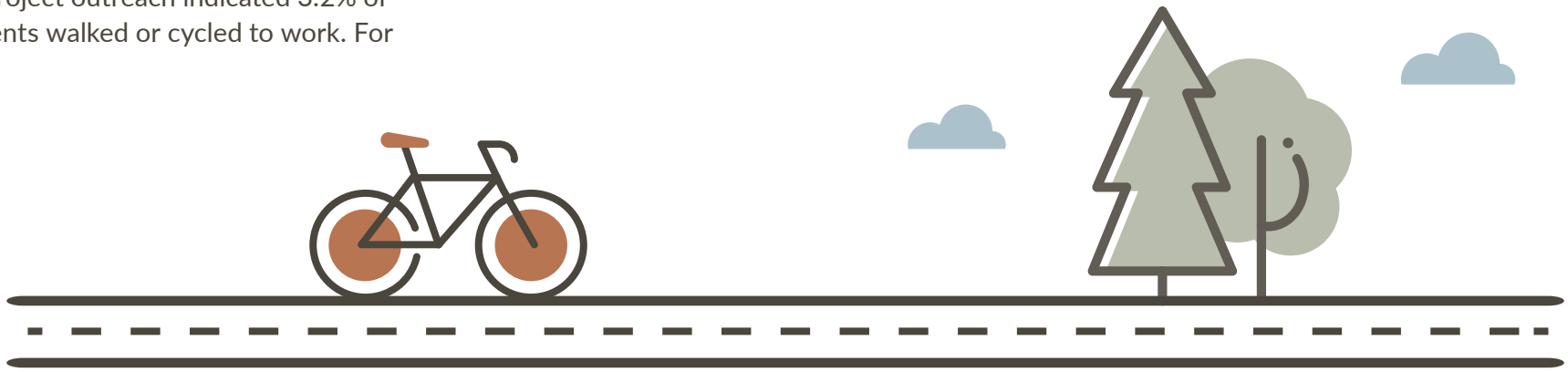
POPULATION SEGMENT	TOTAL ESTIMATED POPULATION	ESTIMATED POVERTY LEVEL	BELOW POVERTY LEVEL % ESTIMATE
Under 18 years old	6,427	396	6.2%
18 to 64 years old	15,050	1,801	12.0%
65 years old and older	2,781	393	14.1%
Entire Population	24,258	2,590	10.7%
Males	12,601	1,324	10.5%
Females	11,657	1,266	10.9%

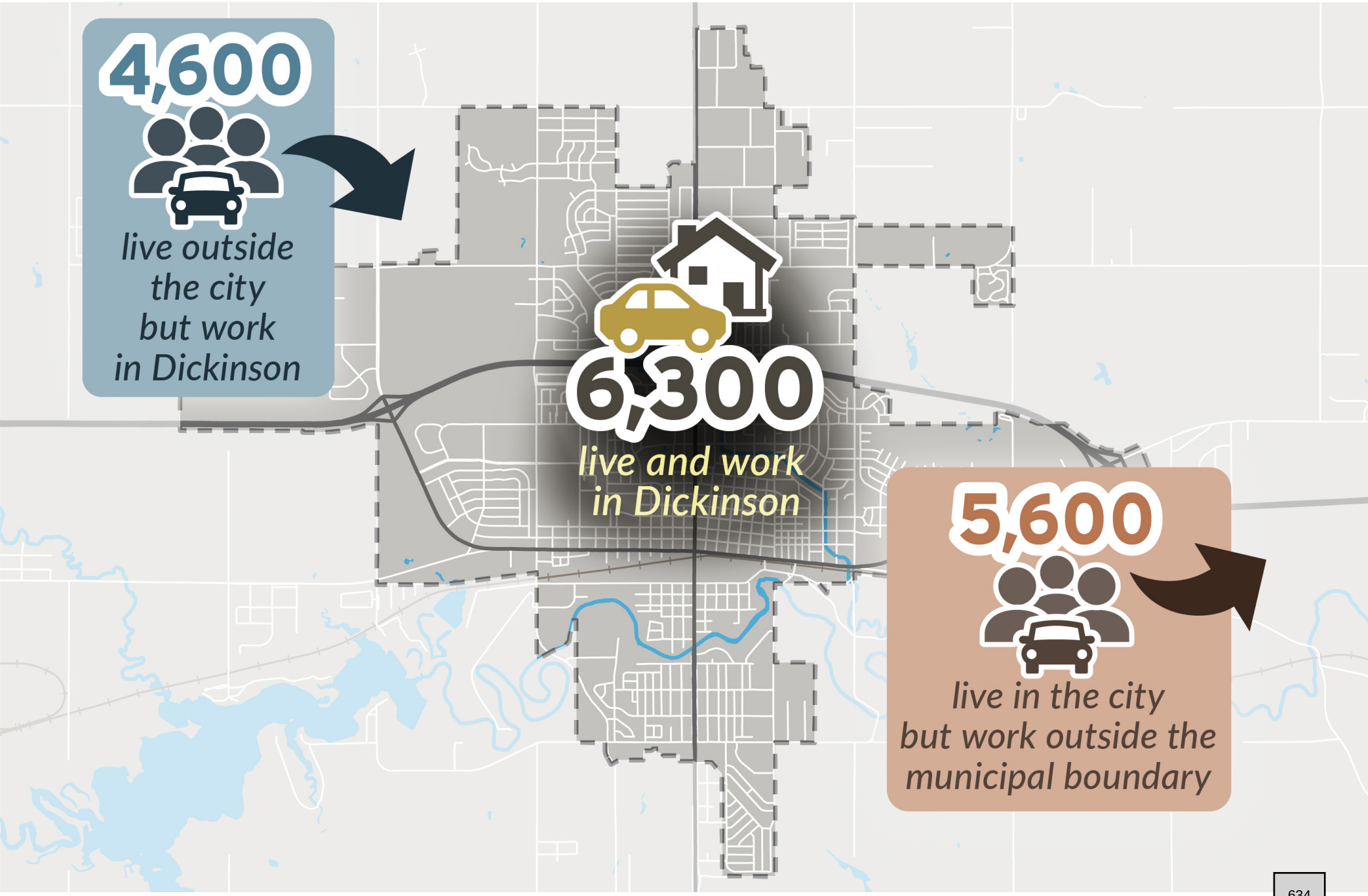
Work-Commute-Live Profile

According to the 2022 American Community Survey (ACS) estimates, just over 92% of resident workers 16 years and over drove to work, of which over 82% drove alone. Although the ACS recorded 1.4% of workers walk to work and that no residents bike to work, community survey responses during this project outreach indicated 3.2% of residents walked or cycled to work. For those having no commute, 4.1% of residents reported working from home. The average (mean) travel time to work was reported to be 16.1 minutes. Of the 12,566 workers 16 years and over, 3.6% indicated they did not have a vehicle. **Table 1-4** provides insight on travel time to work for workers aged 16 years and older.

Table 1-4. Travel Time to Work

TRAVEL TIME	% OF POPULATION
Less than 10 minutes	37.2%
10 to 14 minutes	28.9%
15 to 19 minutes	13.3%
20 to 24 minutes	6.0%
25 to 29 minutes	1.0%
30 to 34 minutes	5.3%
35 to 44 minutes	0.9%
45 to 59 minutes	2.3%
60 or more minutes	5.1%
Total 2022 Labor Force	12,685
Mean travel time to work (minutes)	16.1%




4,600
live outside the city but work in Dickinson
6,300
live and work in Dickinson
5,600
live in the city but work outside the municipal boundary

PARCEL DEVELOPMENT STATUS

Parcel Inventory

The Direction 2050 team worked with the City of Dickinson and Stark County to create a parcel database to document the development status of each parcel. This allowed for the creation of existing land use, housing, and urban service area/ utilities maps. The parcel inventory will help facilitate analysis of growth and development patterns, future needs, and project identification for both the comprehensive and transportation system plans.

Existing Land Use

The Dickinson existing land use map is based on current available parcel data and for the purposes of this report, land use categories have been simplified to the following:

- Commercial
- Parks, Recreation, Open Space
- Public/Institutional
- Vacant
- Industrial
- Agricultural
- Low–Medium Density Residential
- High Density Residential

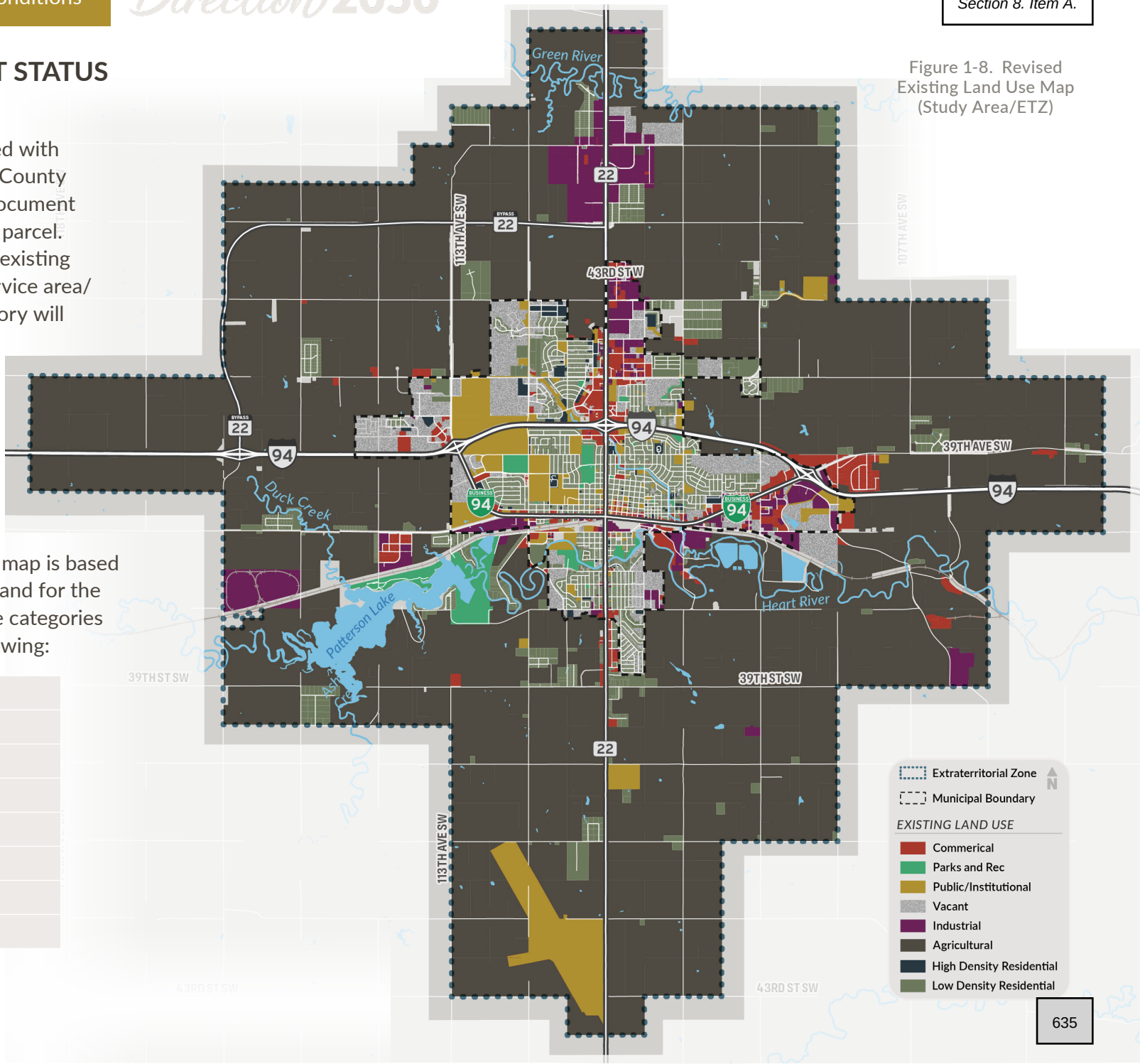
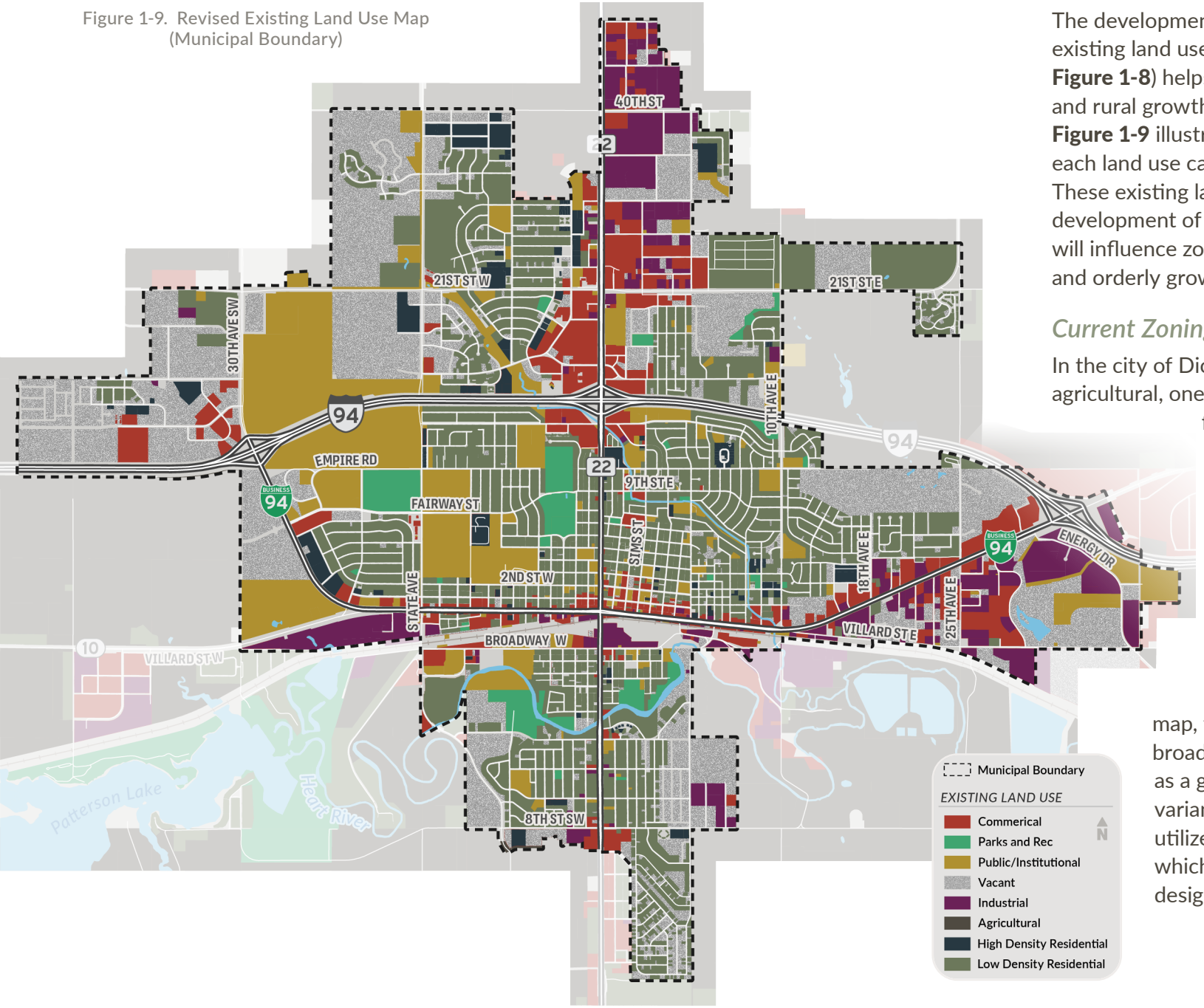


Figure 1-8. Revised Existing Land Use Map (Study Area/ETZ)

635

Figure 1-9. Revised Existing Land Use Map (Municipal Boundary)



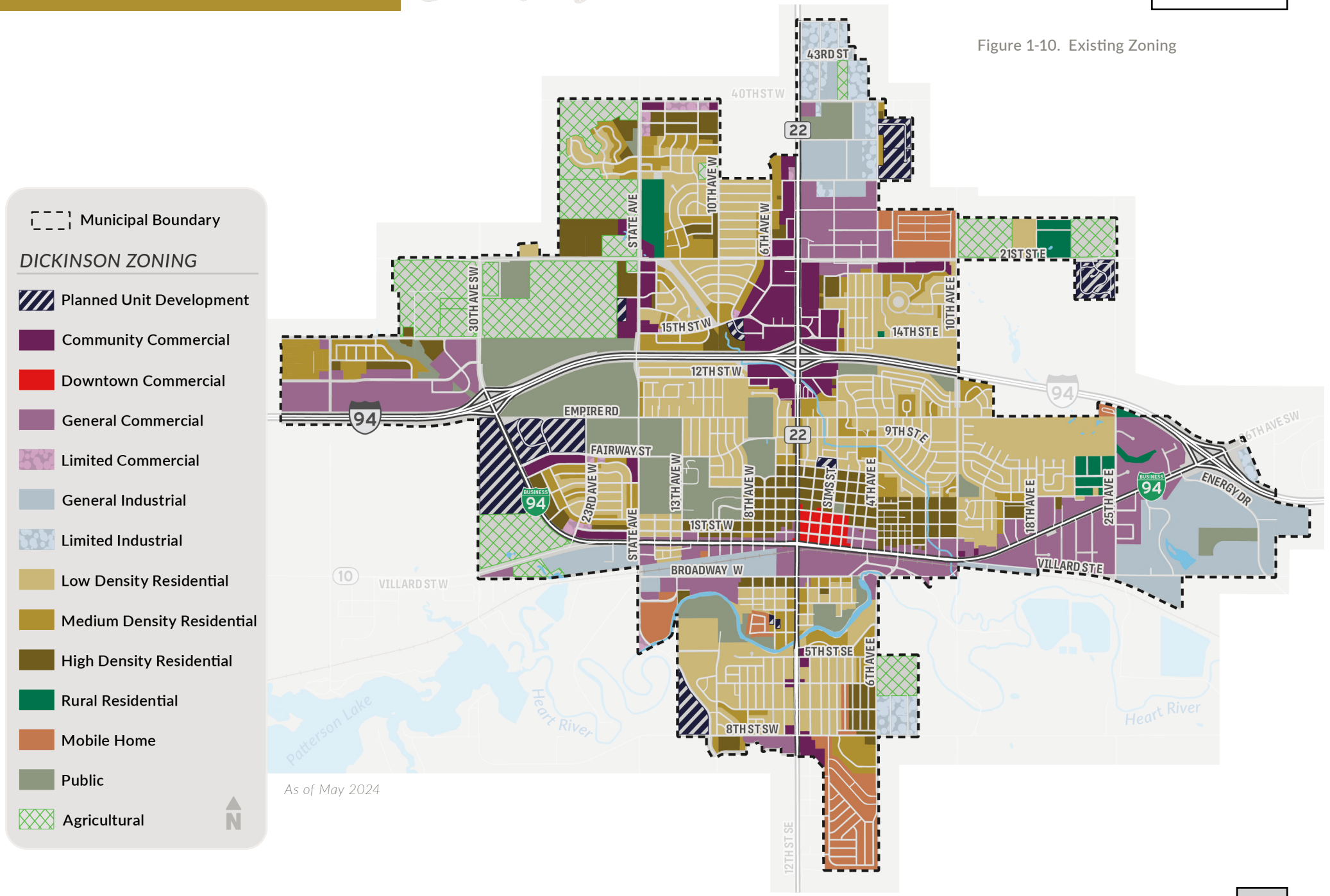
The development of a revised and simplified existing land use plan map (shown in **Figure 1-8**) helps identify areas of municipal and rural growth within the study area. **Figure 1-9** illustrates the proportion of each land use category within city limits. These existing land use maps guide the development of a future land use map, which will influence zoning designation decisions and orderly growth moving forward.

Current Zoning

In the city of Dickinson, there are one (1) agricultural, one (1) public, five (5) residential, four (4) commercial, and two (2) industrial zoning districts, as well as nine (9) planned unit developments, within the Municipal Boundary. Dickinson's existing zoning map is presented in **Figure 1-10 on page 12**.

Compared to the zoning map, the future land use map is broader in its prescriptions, serving as a guidepost for rezoning and variance requests. Accordingly, it utilizes fewer categories, each of which may include multiple zoning designations.

Figure 1-10. Existing Zoning



EXISTING HOUSING PROFILE

Our team examined the tax database and additional city sources to create a GIS data-based existing Housing Profile. Consultation with City staff helped the project team document housing characteristics and residential development patterns and factors. Housing areas and number of units were mapped according to census figures and tax parcels, as shown in **Figure 1-11** and **Figure 1-12**, respectively.

Housing Values

According to ACS statistics for 2023, there were 10,270 occupied housing units in Dickinson, with 58% of Dickinson residents as homeowners. The average home value is $252,400. For rental properties, monthly rent had an average of $963.

Figure 1-11. Housing Inventory by 2020 Census Blocks

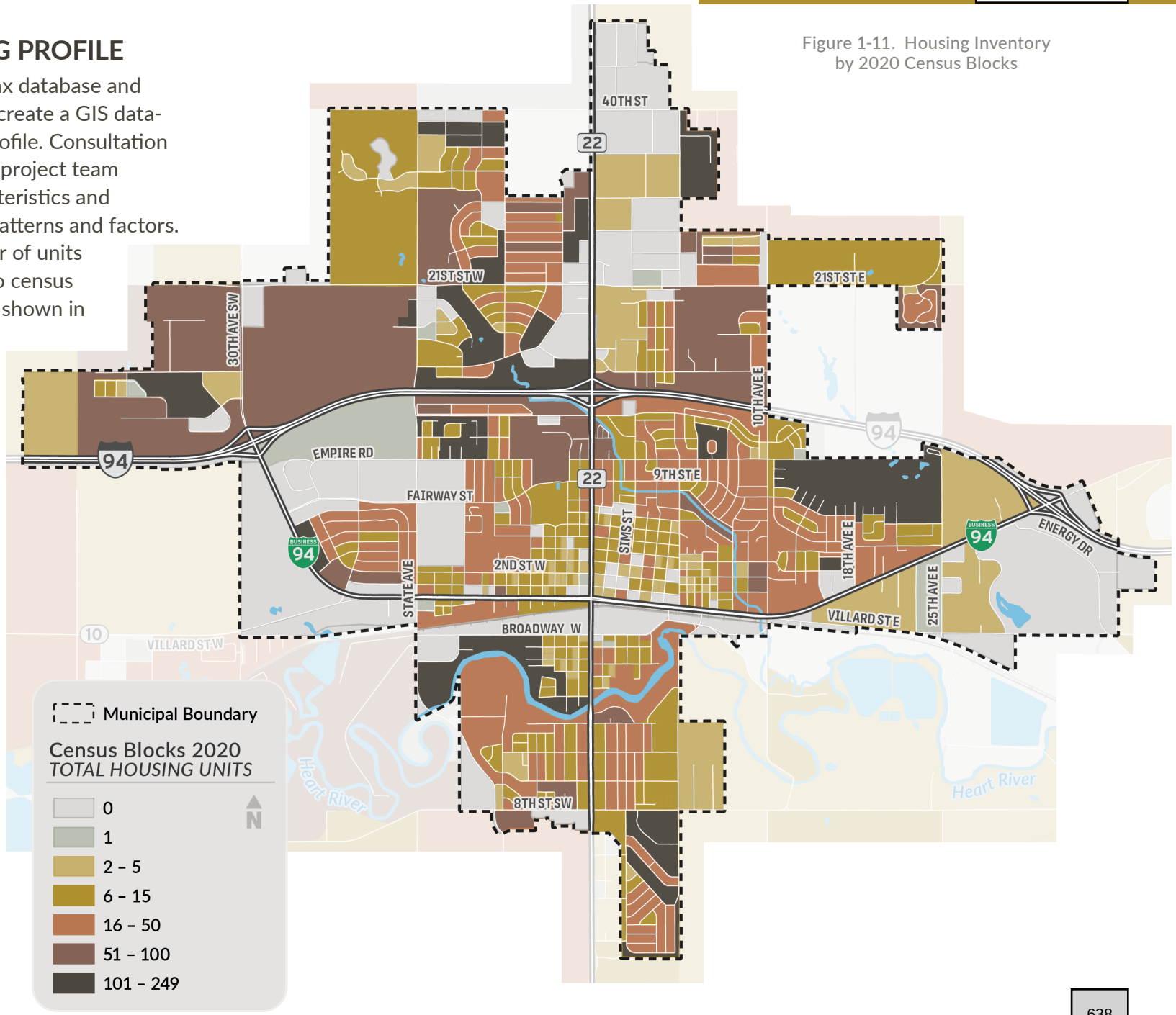
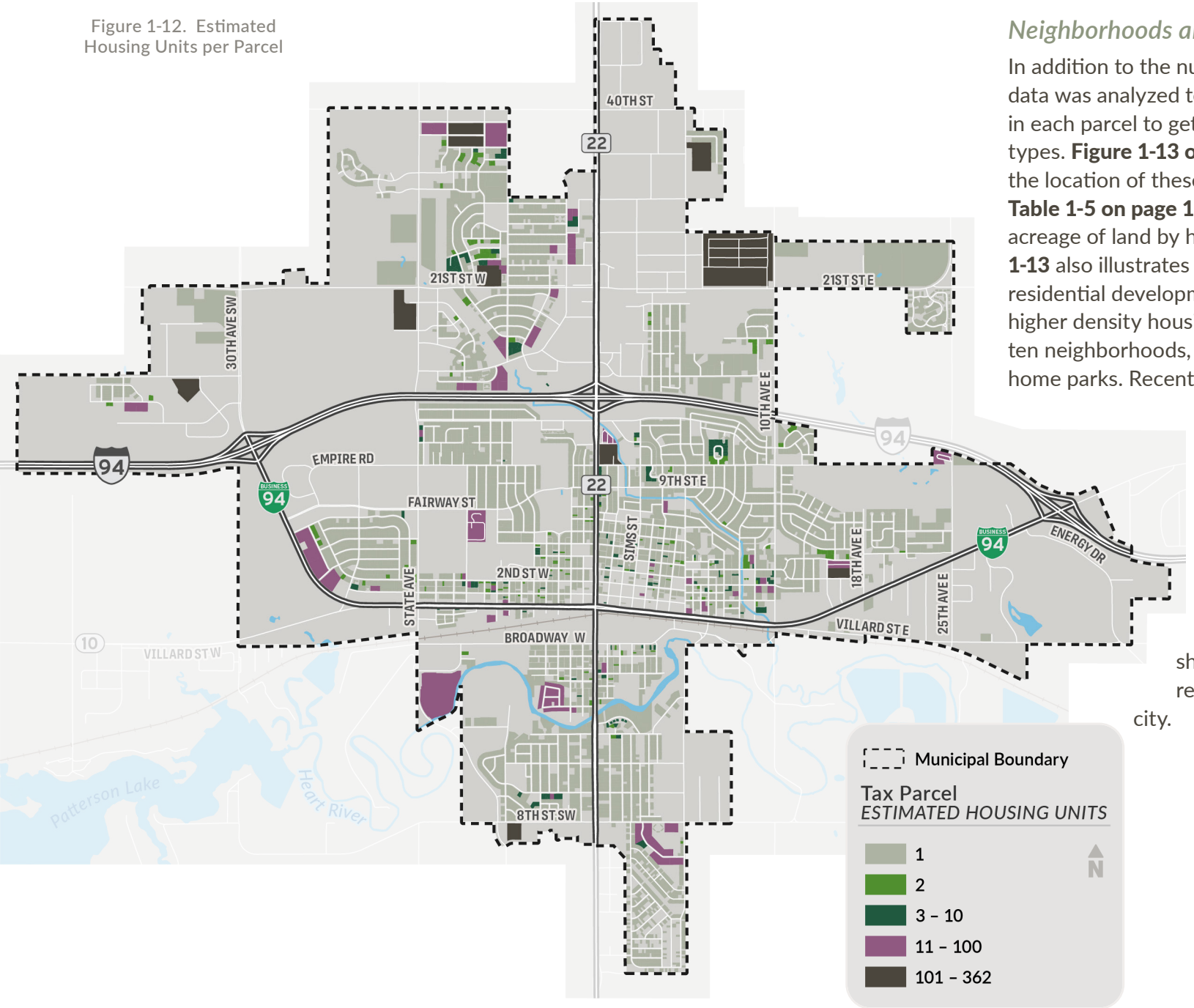


Figure 1-12. Estimated Housing Units per Parcel



Neighborhoods and Growth Patterns

In addition to the number of housing units, data was analyzed to show the housing types in each parcel to get a sense of neighborhood types. **Figure 1-13 on page 15** illustrates the location of these housing types and **Table 1-5 on page 15** summarizes the acreage of land by housing type. **Figure 1-13** also illustrates the overall pattern of residential development in Dickinson. The higher density housing is found primarily in ten neighborhoods, including four mobile home parks. Recent development activity has also resulted in some pockets of moderate density housing due primarily to townhome development. **Figure 1-14 on page 16** illustrates the distribution of housing structures by age, showing the pattern of residential growth in the city.

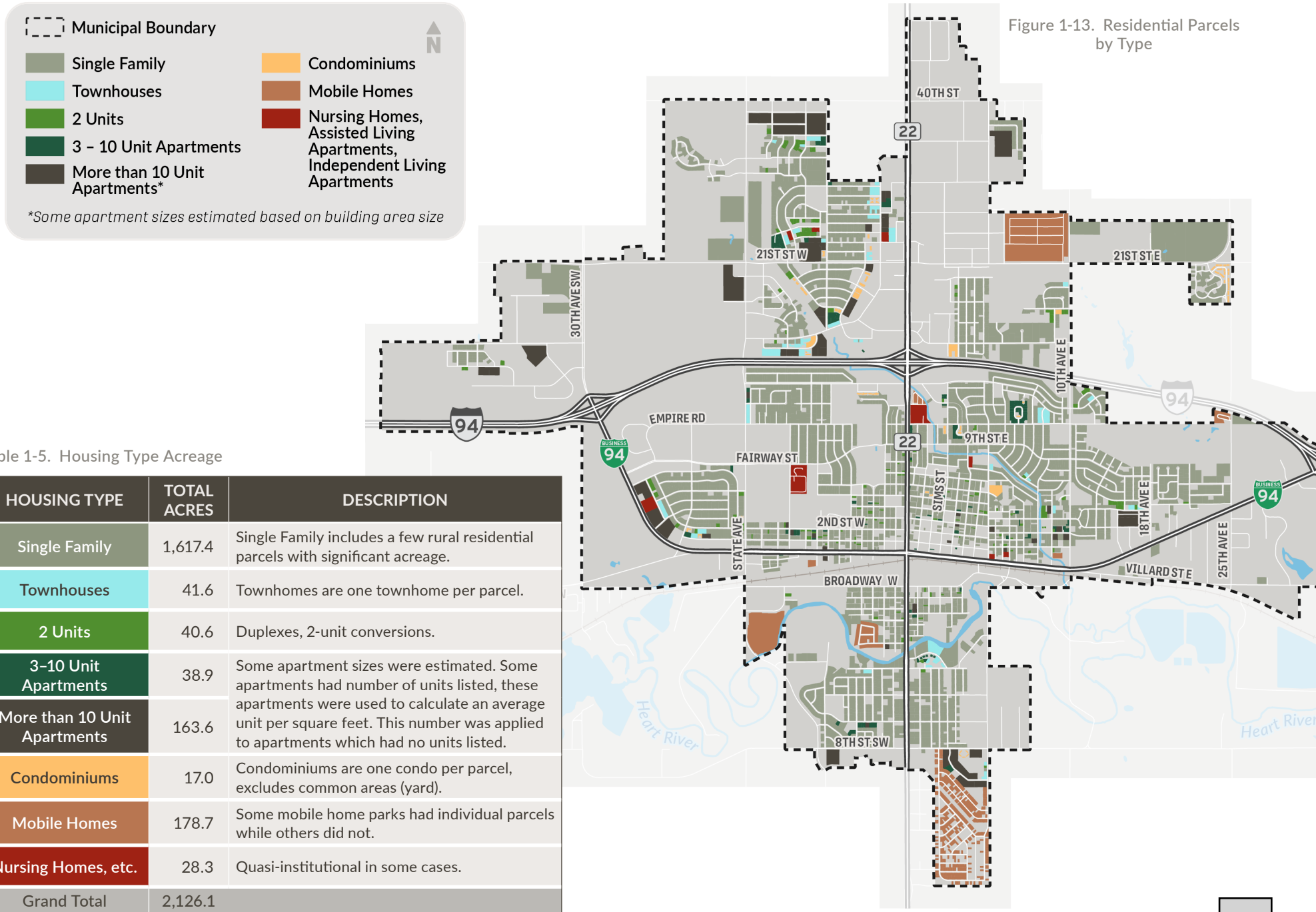
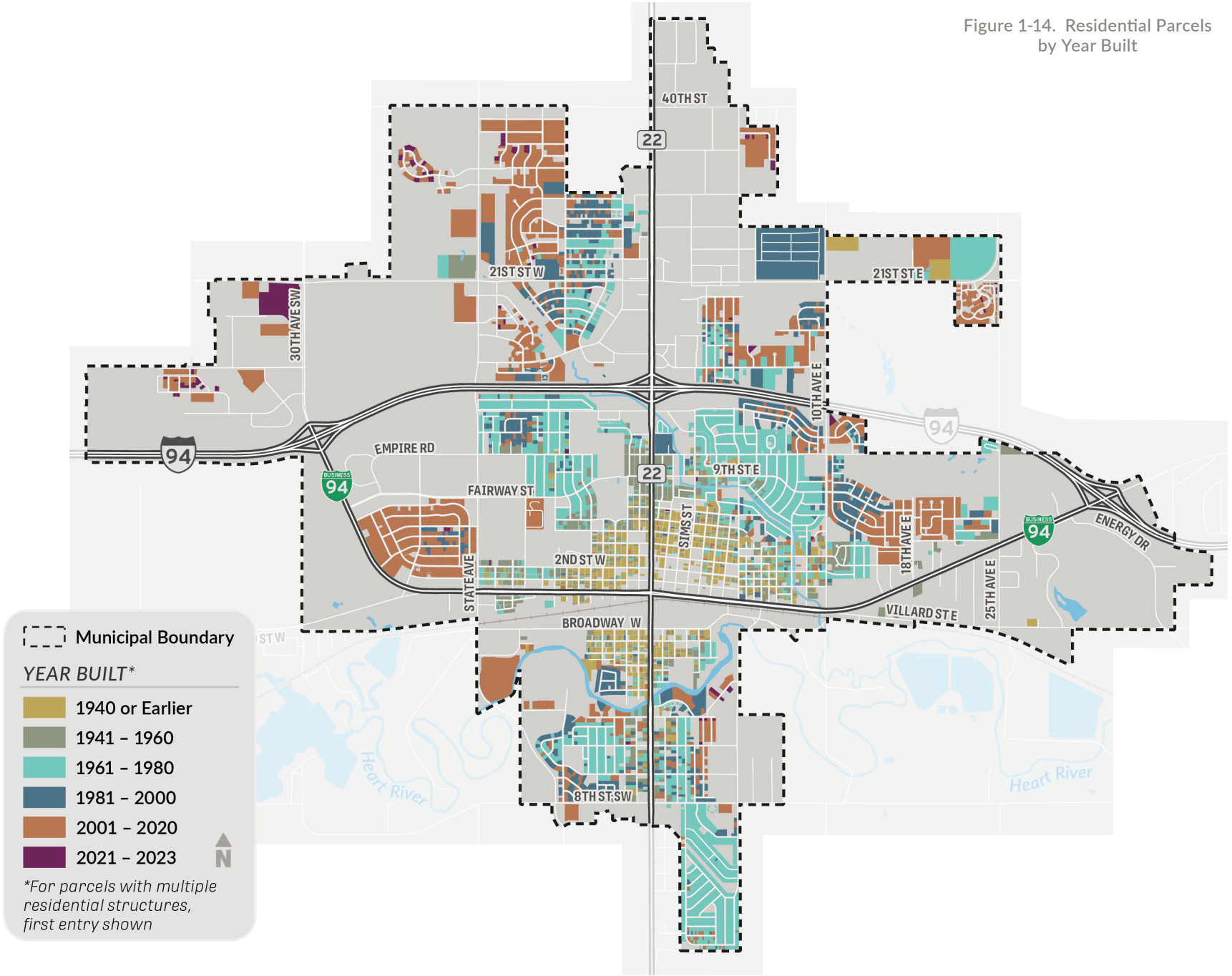


Figure 1-13. Residential Parcels by Type

Table 1-5. Housing Type Acreage

HOUSING TYPE	TOTAL ACRES	DESCRIPTION
Single Family	1,617.4	Single Family includes a few rural residential parcels with significant acreage.
Townhouses	41.6	Townhomes are one townhome per parcel.
2 Units	40.6	Duplexes, 2-unit conversions.
3–10 Unit Apartments	38.9	Some apartment sizes were estimated. Some apartments had number of units listed, these apartments were used to calculate an average unit per square feet. This number was applied to apartments which had no units listed.
More than 10 Unit Apartments	163.6	
Condominiums	17.0	Condominiums are one condo per parcel, excludes common areas (yard).
Mobile Homes	178.7	Some mobile home parks had individual parcels while others did not.
Nursing Homes, etc.	28.3	Quasi-institutional in some cases.
Grand Total	2,126.1	

Figure 1-14. Residential Parcels by Year Built



KEY COMMUNITY FACILITIES

Parks

The Dickinson Park District currently owns and operates 1,763 acres of parks, recreation, and open space. There are a total of 31 developed community parks, nine designated future park areas, and a network of pedestrian trails and paths (approximately 19.4 total miles). There are over 20 parks available to residents and the public.

Popular amenities of the park district include **Crooked Crane Trail** and **Patterson Lake Recreation Area.**



Schools

Dickinson Public Schools consist of six (6) Elementary, one (1) Middle, and two (2) High Schools. In addition, to these schools, Dickinson Public Schools provides virtual learning opportunities via the Roughrider K-8 and 9–12 Academies.

One of two High Schools is an alternative public school—Southwest Community High School, which offers a GED program for students ages 16–21 who have withdrawn from the traditional high school. Two private school systems exist: Hope Christian Academy (grades Preschool–12), and Trinity (grades K–12).

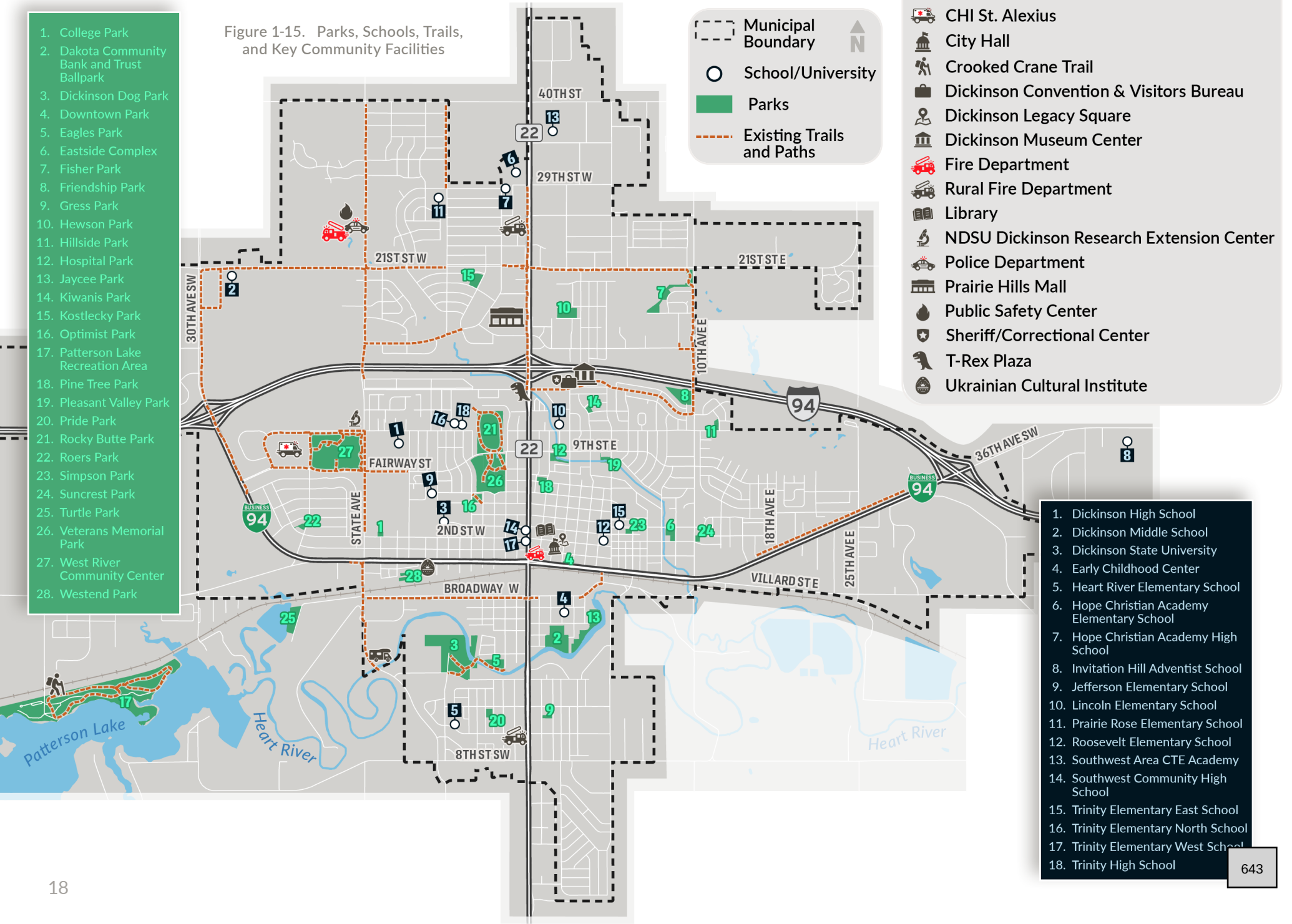
Dickinson public schools is the largest employer in the city of Dickinson with almost 700 staff members providing services to 4,100 students. DPS also oversees the Adult Learning Center, Athletic Booster Club, DPS Foundation, Early Childhood Center, Regional After School Program (RASP), SW Career & Technical Education Academy, and the West Dakota Parent and Family Resource Center.

Public & Community Facilities

Notable institutions and public facilities within the study area include Dickinson State University, CHI St. Alexius Health Dickinson, City Hall, Fire Stations (City and County), Public Safety Center and Police Department, Public Library, Legacy Square, Dickinson Museum Center/Badlands Dinosaur Museum, NDSU Dickinson Research Extension Center, and the Dickinson Convention and Visitors Bureau. Other notable community attractions include the Stark County Veterans Memorial, Ukrainian Cultural Institute, Theodore Roosevelt Center at Dickinson State University, Prairie Hills Mall, and T-Rex Plaza (NDDOT).

Figure 1-15 shows the location of existing and future parklands and open spaces, schools, trails, and other key facilities.

Figure 1-15. Parks, Schools, Trails, and Key Community Facilities



EXISTING MUNICIPAL INFRASTRUCTURE SYSTEM

Urban Service Area

Since the last comprehensive plan adoption in 2013, the USA has been expanded by two city Ordinances. Ordinance 1554 (2014) added 282.58 acres and Ordinance 1622 (2016) added 5.67 acres, for a total of 288.25 acres. The approximate size of the USA is currently 15.9 square miles. The USA, in relationship to the Municipal Boundary, is previously shown in **Figure 1-2 on page 3**.

Water and Sewer Infrastructure

KLJ/Apex inventoried the existing water and sewer infrastructure to determine existing demands based on average day, peak month, and peak day usage as well as assess the remaining planning level capacities. Existing water infrastructure is depicted in **Figure 1-16**.

WATER TREATMENT PLANT

Water is not treated directly by the City of Dickinson but rather the City purchases finished water from Southwest Water Authority (SWA) operating under direction of the North Dakota State Water Commission. SWA operates a 12 million gallons per day (MGD) water treatment plant located in southwest Dickinson and a 6 MGD supplemental water treatment plant located adjacent to the larger plant, which serves SWA customers. These treatment plants use Ozone for a primary disinfection, quicklime for hardness, and aluminum flocculant for coagulation. The water is stabilized, and fluoride is added for tooth decay resistance. Filtration then removes suspended particles. Finally, chloramines are used as a secondary disinfectant to protect the drinking water during distribution to customers.

The City of Dickinson contract allocation from SWA provides up to six million gallons per day (6 MGD) per the 2014 Dickinson Water Utility Master Plan.

WATER DISTRIBUTION SYSTEM

The Dickinson water distribution system consists of all indirect pumping systems. In indirect systems, pumping stations lift water to reservoirs or elevated tanks to make use of gravity to distribute the water. The distribution network consists of 156 miles of water distribution and transmission main ranging in size from 4" to 30", the majority of which is 6" and 8" diameter pipe. The Dickinson water distribution system delivers an average of 2.2 million gallons of drinking water per day across four different pressure zones. Please refer to **Figure 1-16** for a map of the pressure zones.

The water distribution system delivers an average of **2.2 MILLION GALLONS** of drinking water per day to residents

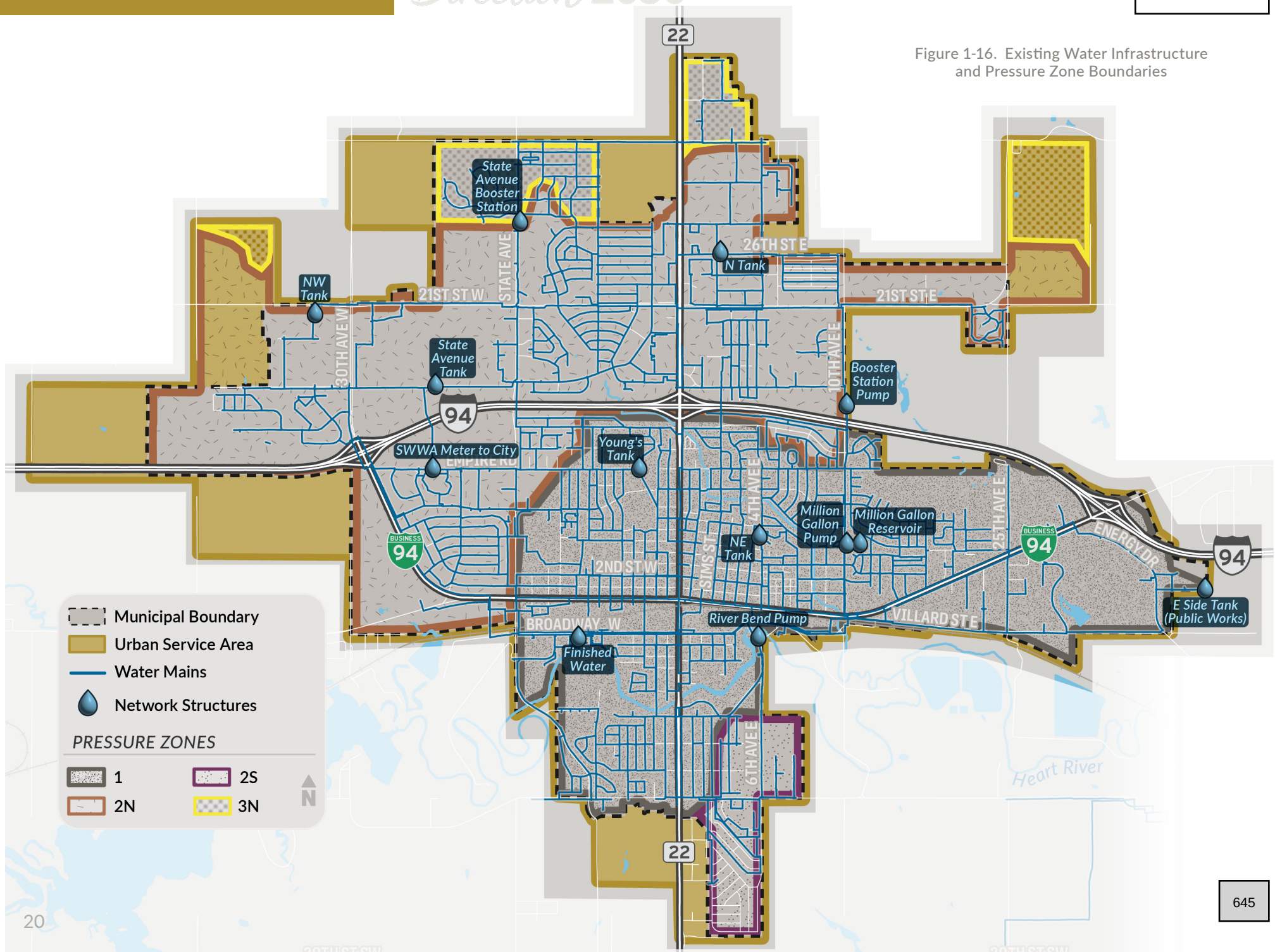


Pressure Zones. The City of Dickinson operates 4 pressure zones; 1, 2N, 2S, and 3N, which vary the hydraulic grade of the service area in order to provide adequate pressure and flow to customers. These pressure zone boundaries were developed to provide between 35 and 90 pounds per square inch (psi) to customers based on the ground elevations within the zones. The varying topography throughout the service area require the variation of tower elevations and pumping facilities to raise the hydraulic grade between pressure zones. Pressure zones 1 and 2N operate off of elevated storage fed from pumping facilities in the pressure zone to fill the tanks. The overflow weir of the elevated tanks in pressure zones 1 and 2N maintain the hydraulic grade level (HGL). Pressure zones 2S and 3N operate as closed pressure zones without storage and are maintained with pressure set points at the booster pump station facilities serving them. The HGL of these pressure zones is maintained by those pressure setpoints. The HGL of each pressure zone can be seen in **Table 1-6**.

Table 1-6. Pressure Zone HGL Elevations

PRESSURE ZONE	HGL
1	2,575 feet
2N	2,653 feet
2S	2,625 feet
3N	2,710 feet

Figure 1-16. Existing Water Infrastructure and Pressure Zone Boundaries



Storage Facilities. The City of Dickinson currently has 7 storage facilities located throughout the distribution system. The total storage across all storage facilities is 4.863 million gallons (MG). This does not include the 6 MG raw water storage at the SWA water treatment plant. Storage within the water distribution system is used to provide consistent service to customers while providing storage for emergencies, fires, and supplementing pumping during peak flow demand.

Pumping Facilities. Multiple pumping stations are situated throughout the distribution system. These pumping facilities serve the 4 pressure zones in the Dickinson water distribution system. Location of the pumping facilities can also be found in previously-shown **Figure 1-16 on page 20**.

Existing Service. The goal of the City's water distribution is to deliver safe and reliable water to its customers. Acceptable pressure in a water distribution system is typically between 40 and 80 psi, where lower pressures may not deliver adequate service to properly use plumbing fixtures and higher pressures may cause plumbing fixtures to leak. The water distribution system generally meets the acceptable pressure criteria, with the major exception being near the State Avenue Tank which is located on a hill and does not serve any customers in this area.

Fire protection is also an important service provided by the water distribution system. The City's goal is to provide 1,500 gallons per minute (gpm) of fire flow to R1 zoning, 2,500 gpm to R2 zoning, 3,500 gpm to R3 zoning, and 3,500 gpm to industrial and commercial zoning. These goals are taken into consideration when planning for watermain replacement and extending service to new customers in order to properly size water mains to achieve these goals.

SANITARY SEWER COLLECTION SYSTEM

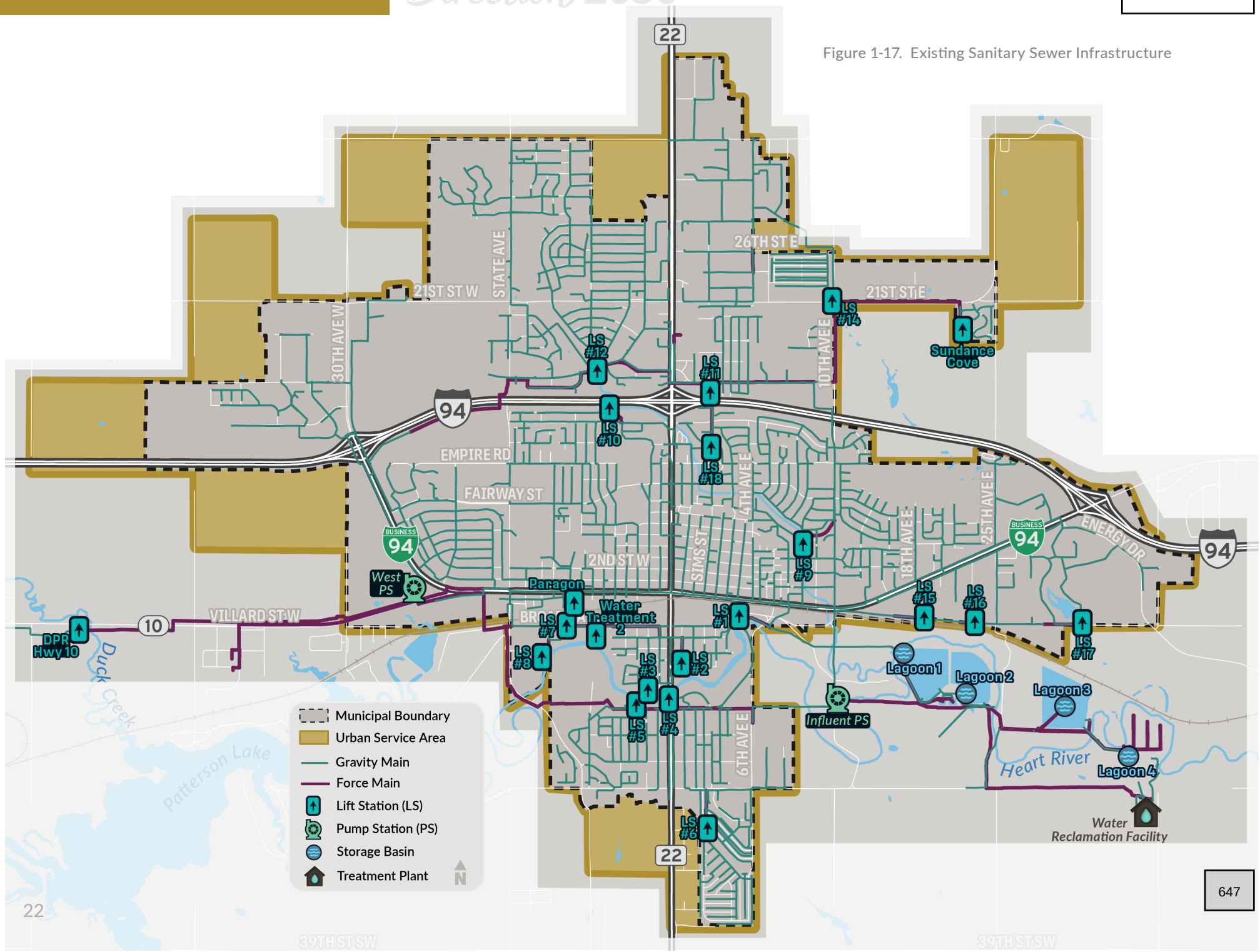
The City of Dickinson's sanitary sewer collection system consists of 22 sewershed basins. Wastewater within each basin flows by gravity to a single collection point. In 19 of the basins, the wastewater is pumped from the collection point via a wastewater lift station out of the basin. Wastewater in three of the basins flows by gravity out of the basin to a trunk sewer.

Collection system components are defined as follows:

- Basin/Sewershed. A service area where all wastewater flows are transported by gravity to a single location.
- Lateral. A pipeline that transports wastewater by gravity from an individual property to a main.
- Mains/Collectors. Pipelines that collect wastewater and transport it by gravity within a basin. Most public-sector sewer pipelines are described as mains or alternatively collectors.
- Force Main. A force main is a pipeline that conveys pressurized wastewater from a pump station.
- Lift Station / Pump Station. A lift station is a pumping facility where the predominant work being done is to lift the wastewater from a source and discharge it by gravity to a nearby location. A pump station is pumping facility where the work being done includes lifting the water and pumping it under pressure through a force main to a remote location. For purposes of this report, all wastewater pumping facilities will be referred to as lift stations.
- Trunk Sewers. This is a term often used for large sewer pipelines that convey flow across basin boundaries or collect flow from several individual basins.
- Interceptor. An interceptor is a gravity sewer that is installed to intercept wastewater flows in one or more established collection basin and transport that wastewater along a new route.

Existing sanitary sewer infrastructure is shown in **Figure 1-17.**

Figure 1-17. Existing Sanitary Sewer Infrastructure





EXISTING TRANSPORTATION SYSTEM

A transportation master plan (TMP) is a long-range plan for transportation and mobility. The existing conditions report is a key first step in the planning process. It provides a snapshot in time of the existing system and assists in identifying network issues and gaps, facilitating the path to project identification and prioritization, and implementable short- and long-term solutions.

Transportation System GIS Database

The project team compiled a GIS database of the existing transportation network (all modes) and developed transportation system profile summaries of the existing transportation network and related features which include:

- Jurisdiction and Functional Classification of Study Area Urban and Rural Roadways
- Traffic Data
  - Volumes (intersections and road segments)
  - Level of Service (LOS)
  - Crash Statistics: Five Year Analysis; Top 10 High Frequency Crash locations
- Pavement Conditions
- Bridge Conditions
- Multi-Modal Systems
  - Freight (Truck, Rail, Transload), and Air
  - Pedestrian/Bicycle
  - Transit

Existing Road Jurisdiction and Functional Classification

JURISDICTION

Within the Dickinson study area, there are a several categories of highway and road systems that fall under various jurisdictions. The North Dakota Department of Transportation (NDDOT) is responsible for maintaining the Interstate and State Highway systems, which move people and freight efficiently across the region, state, and country. County and Township roadways distribute traffic to home, work, and businesses (collectors), and provide rural roads to private land, farms, and rural residencies. Within Stark County, a system of streets composes the traditional grid systems typically found across the Midwest. Dependent on jurisdiction, roadways draw from different funding sources for maintenance and improvements. The Dickinson roadway system is shown by jurisdiction at the Study Area level of detail in **Figure 1-18 on page 24** and at the Municipal level in **Figure 1-19 on page 25**.







Figure 1-18. Existing Road Jurisdiction (Study Area)

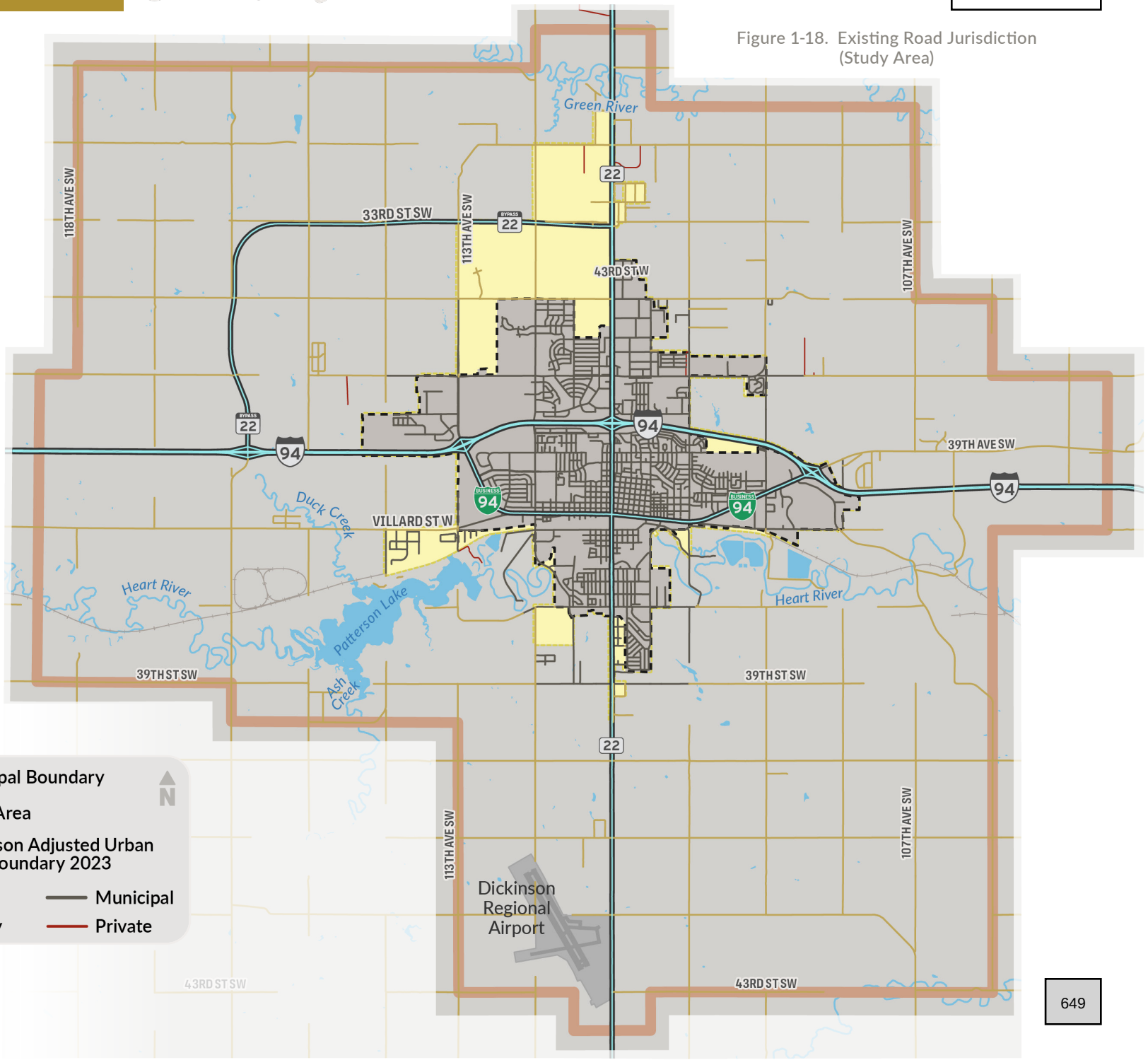
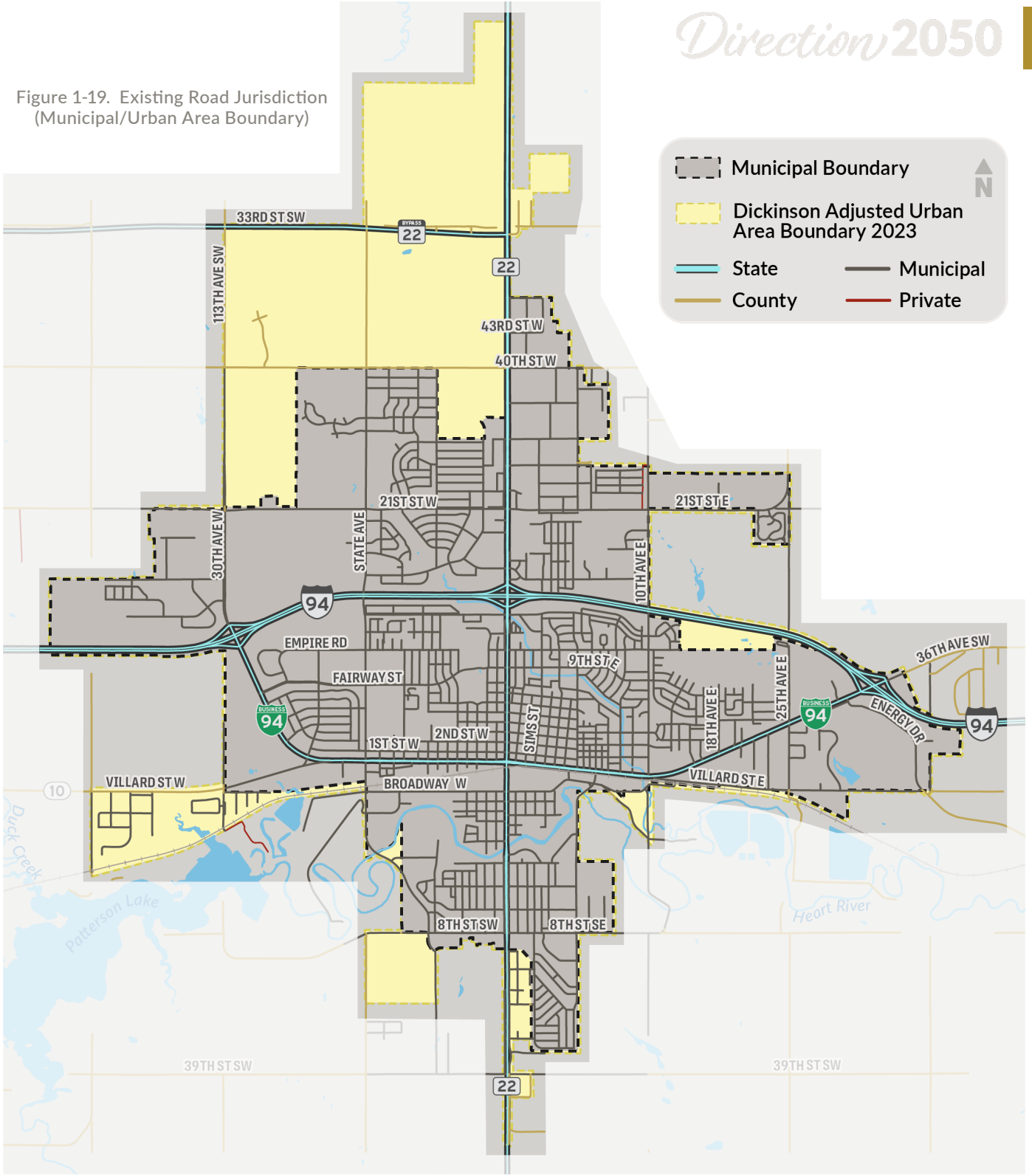


Figure 1-19. Existing Road Jurisdiction (Municipal/Urban Area Boundary)

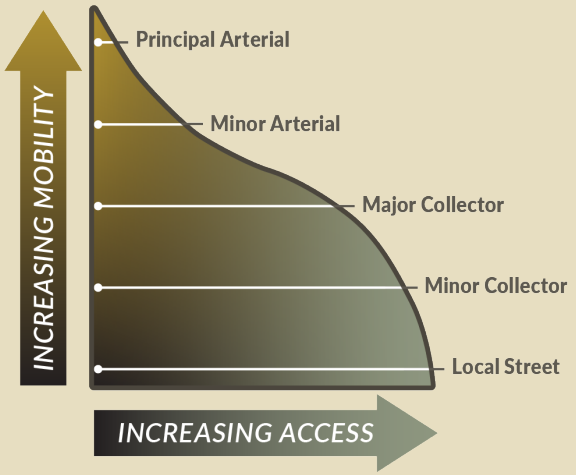


Functional Classification

The operation of Dickinson's transportation network is supported by the functional classification of its roadway system (shown in maps on **page 26 and page 27)**. The functional classification defines the role each road segment is intended to provide in serving traffic flow throughout the study area and also by what funding sources are available to a roadway based on its functional classification. Having a well-defined functional classification system provides for both efficient operation of traffic and short- and long-term system maintenance and project funding sources.

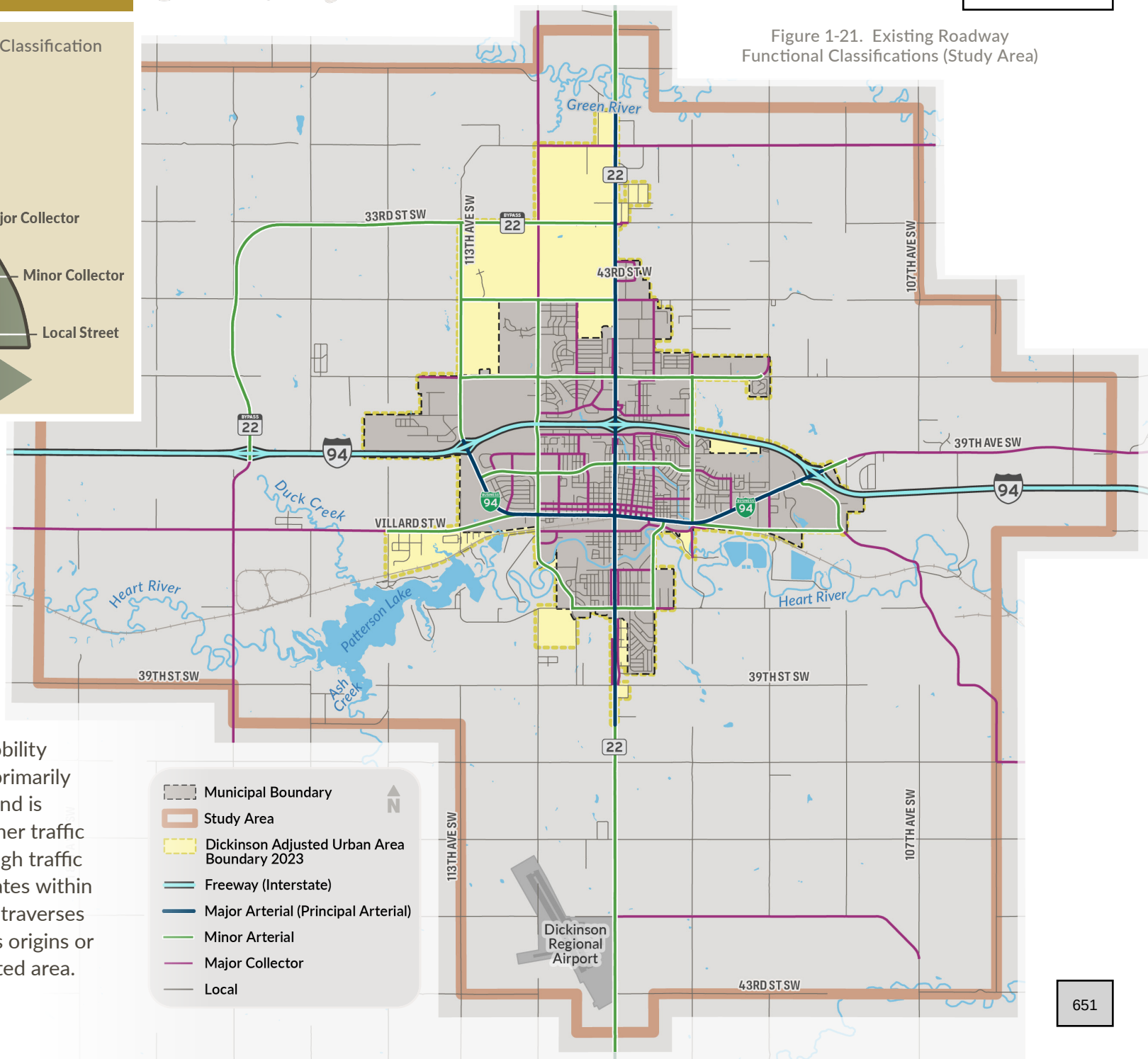
Dickinson's recently approved 2023 UAB sets the urban geographic boundary, which is tied to FHWA functional classification guidelines and subsequently, federal aid funding. Therefore, any potential corridor expansion or project development evolving from Direction 2050 planning efforts should consider the opportunity to incorporate the project into the next revision of the UAB, as well as updating the USB, and any pending or identified County or State projects to ensure maximization of potential federal funding for roads that could be functionally classified as urban.

Figure 1-20. FHWA Functional Classification



The Federal Highway Administration (FHWA) organizes roadways into a hierarchy of five general Functional Classifications as shown in **Figure 1-20**. Most streets and highways have one of two predominant functions: either they provide the motorist with access to abutting land, or they promote optimum mobility through an area. Traffic that primarily provides access to abutting land is considered 'local', while all other traffic is considered 'through'. Through traffic neither originates nor terminates within a designated area, but simply traverses it. Conversely, local traffic has origins or destinations within a designated area.

Figure 1-21. Existing Roadway Functional Classifications (Study Area)



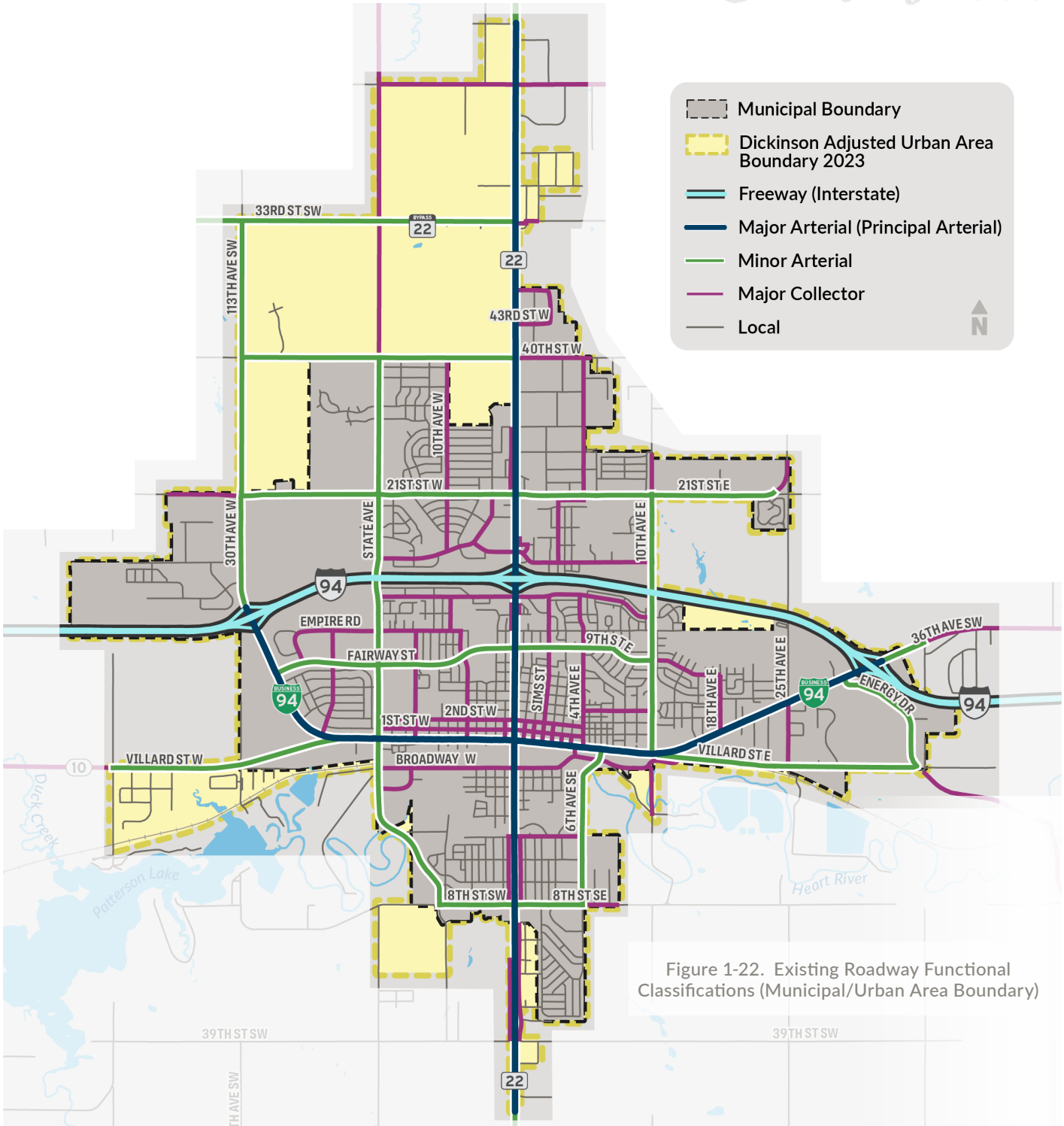


Figure 1-22. Existing Roadway Functional Classifications (Municipal/Urban Area Boundary)

Access control is key, as roadways with full or partial control of access are typically classified as major or minor arterials. With growth, delineating road facilities early in the land use planning process is essential in defining a preliminary system of arterials and subsequently, developing effective access management plans.

Each of the FHWA functional classifications are defined in the following subsections. For the purposes of this plan, rural functional classifications are roads outside the UAB, whereas urban functional classifications are within the USA as well as inside the municipal boundary.

PRINCIPAL (MAJOR) ARTERIALS

Principal Arterials provide for regional and interstate transportation of people and goods. This is done by designing facilities to accommodate high speeds and long, uninterrupted trips. In urbanized areas, principal arterials constitute high-volume corridors with a large portion of regional trips.

The FHWA specifies three subcategories within the Principal Arterial classification:

Interstates are the highest classification of Arterials, designed for high-speed and long-distance travel. I-94 is Dickinson's

only interstate, running east-west through the city and North Dakota.

Other Freeways & Expressways, while not included in the Interstate system, operate similarly to Interstate roadways. Roads in this classification generally have directional travel lanes that are separated by a physical barrier, with access points limited to on- and off-ramp locations or a limited number of at-grade intersections.

Other Principal (Major) Arterials serve major metropolitan areas and can also provide mobility through rural areas. Unlike their access-controlled counterparts, Other Principal Arterials occasionally directly serve abutting land uses.

MINOR ARTERIALS

The FHWA continues to use functional classification in determining eligibility for funding under the Federal-aid program. At present, roads functionally classified as a 'rural major' or 'urban minor' collector or higher are eligible for Federal assistance—these are referred to as ***Federal-aid Highways***. Minor Arterial routes within the street system provide connections and support the Principal Arterial system. Trips using these facilities are generally shorter and spread out over a smaller geographic area. Minor Arterials allow more access than their Principal Arterial counterparts. Minor arterials can be further classified into rural and urban minor arterials.

Urban Minor Arterials interconnect with the principal arterials to provide trips of moderate length with less travel mobility than principal arterials. The spacings of urban minor arterials are generally not more than one mile in fully developed areas.

Rural Minor Arterials form a rural network having the following characteristics:

- Link cities, towns, and other major traffic generators to form an integrated network to interstates and freeways. Rural minor arterials' primary function is to provide access to adjacent land and for travel over relatively short distances as compared to collectors or other roads higher in the hierarchy.
- Spaced at intervals to allow a reasonable distance for all developed areas within an arterial highway.
- Provide for relatively high overall travel speeds, with minimal interference to through movements.

COLLECTORS

Collectors gather traffic from Local Roads and funnel to the Arterial network. This may include high density developed areas where high-volume roads function as collectors, providing access between local streets and arterials, or providing a high degree of direct access to abutting property. Within the context of the Dickinson study area, Collector roads are broken down into two categories: Urban Collectors and Rural Collectors.

Urban Collectors serve both land access and traffic circulations in residential and commercial/industrial areas. They distribute and channelize trips between Local Roads and Arterials, usually over greater than three-quarters of a mile. Typical operating characteristics of can include lower speeds and/or fewer signalized intersections depending on urban density and Level of Service (LOS) requirements.

Rural Collectors provide connectivity to key rural commercial/industrial, recreational, and agricultural locations, which are not otherwise served by minor or major rural arterial roadways, as well as make connections to existing urban collectors or urban minor arterials in transition to municipal/urban area boundary functionally classed roads. They are spaced at intervals, consistent with population density. Rural Collector facilities provide service to the remaining smaller communities and link local traffic generators with their rural hinterland.

OTHER LOCAL ROADS AND STREETS

Local roads and streets provide direct access to residential, commercial, and industrial properties, have slower speeds, can include traffic calming measures, and

are not intended for long distance travel. Local streets typically account for the largest mileage in the public road network and can be classified by rural or urban.

Rural Local Roads provide access to adjacent land and service to travel over relatively short distances.

Urban Local Streets comprise all roadway facilities that are not on any of the higher systems. They offer the lowest mobility but provide direct access to abutting land and the higher order functional classification systems.

FUNCTIONAL CLASSIFICATION WITHIN THE CITY OF DICKINSON STUDY AREA

The City of Dickinson is served by one federal/state jurisdiction Interstate (I-94) and two state jurisdictional Principal (Major) Arterials:

- I-94 runs east-west through the state of ND, bisecting the City of Dickinson
- ND Highway 22 (3rd Avenue W/South Main Street) runs north-south through Stark County, bisecting Dickinson.
- Business Loop 94 (Villard Street) runs east-west approximately 5.2 miles from I-94 Exit 59 to I-94 Exit 64.

Across jurisdictions, there are approximately 372.6 miles of roadway within the Dickinson Study Area.

The current functional classification system for Dickinson was analyzed following the 2020 census to determine how closely the percentages of roadways for each classification falls within the percentages recommended by the FHWA. A summary of the system was earlier discussed in the Existing Conditions element of the plan. Some urban system roads needed to be reclassified to suit future growth within the UAB and better align with FHWA recommended system percentage guidelines. These changes were made concurrently to this planning process. Dickinson functional classification percentages approximate the federal recommendations. **Table 1-7** reflects the comparisons.

Table 1-7. Functional Classification

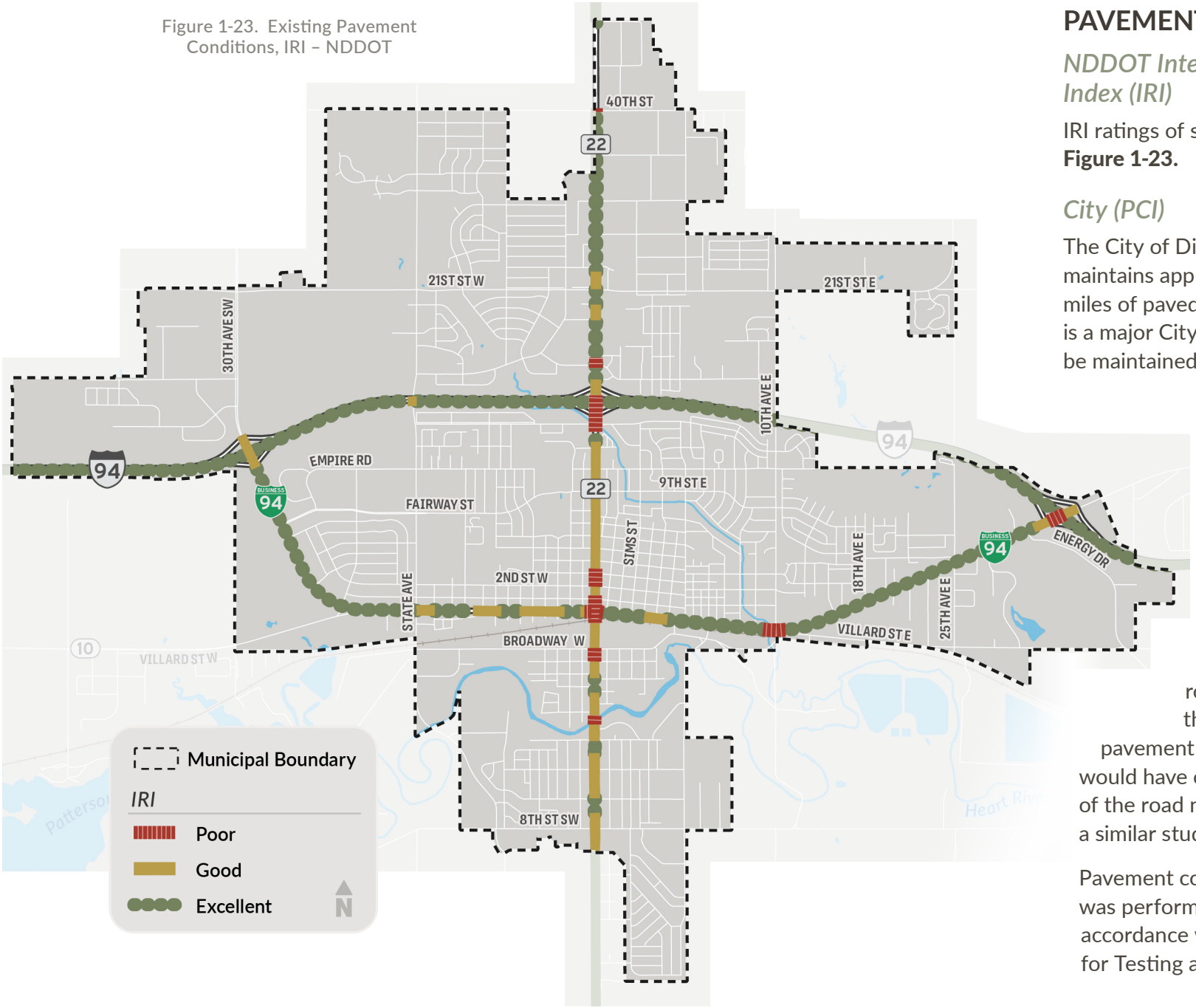
FHWA FUNCTIONAL CLASSIFICATION	CURRENT SYSTEM %	FHWA RECOMMENDATION %
Interstate	3.36%	1% to 3%
Principal (Major) Arterial	6.86%	4% to 9%
Minor Arterial	13.82%	7% to 14%
Collector	17.40%	6% to 32%
Local Streets	58.56%	62% to 74%

STARK COUNTY FUNCTIONAL CLASSIFICATION SYSTEM

Within Stark County's jurisdiction, NDDOT classifies US Highway 85, ND Highway 22, and ND Highway 8 as rural minor arterials. Stark County also classifies Highway 10 as a minor arterial, since it functions more similar to state/federal highways as compared to other County maintained roads. The remaining County roads are classified as rural minor arterials (i.e., ND 22 Bypass), rural collectors or rural local roadways. Many of the county rural collector roads provide direct access to property with local county roads serving short, local trips.

When growth and development necessitate change (e.g., an expansion of the UAB), the City of Dickinson should work with Stark County (and/or Dunn County) as needed on functional classification changes to ensure congruity of functional classifications between the two jurisdictions. Changes to the urban or rural functional class list must be submitted to and coordinated through NDDOT. All changes to the functional class of any road must be approved by FHWA.

Figure 1-23. Existing Pavement Conditions, IRI – NDDOT



PAVEMENT CONDITIONS

NDDOT International Roughness Index (IRI)

IRI ratings of state roads are shown in **Figure 1-23.**

City (PCI)

The City of Dickinson owns and maintains approximately 157.8 centerline miles of paved roads. This road network is a major City asset that needs to be maintained to preserve the City's massive investment in this infrastructure and provide a desirable level of service to the traveling public.

In August 2023, the City commissioned MDS Technologies, Inc. (MDST) to evaluate the condition of the City's road network and estimate the effect that various pavement rehabilitation budgets would have on the long-term condition of the road network. MDST performed a similar study for the City in 2020.

Pavement condition evaluation was performed on all City roads in accordance with the American Society for Testing and Materials (ASTM)

method described in ASTM Standard D6433. This method results in a numeric Pavement Condition Index (PCI) score for each road segment that varies from 100 (no distress) to zero (very heavily distressed).

At the time of testing in September 2023, the average PCI for the City's road network was 78.9. This figure was 76.7 in 2020, so the PCI of the road network has increased by 2.2 points since the previous evaluation was performed.

Various potential budget streams were analyzed to determine their impact on the condition of the road network over the upcoming ten years. This analysis shows that a budget of $7.55 million per year is needed to maintain the City's road network in its current condition.

Pavements continually degrade over time. The City should continue to re-evaluate the condition of its road network on a three-year cycle to update the snapshot of the condition of the road network, identify roads that are deteriorating at an accelerated rate, and reassess the budget needed to achieve the City's goals.

It is important to note that the PCI score of each segment represents its condition at the time that the condition data was collected (September 2023). Also, since the road segments vary in size, simple arithmetic averages do not accurately represent the overall road conditions. The summary data presented in this report is weighted by segment area to address this issue.

The condition of the City's roads is summarized in **Figure 1-24 on page 32**. This figure includes a chart that details the percentage of the City's roads that fall into various PCI ranges or categories.

2.4% of the City's roads have a PCI score of 40 or less. A PCI score of 40 or less indicates that a road segment falls into the Very Poor, Serious, or Failed category. Pavements in the high end of this range (PCI above 25) may be candidates for mill, base repair, and overlay. Reconstruction or Full Depth Reclamation may be an appropriate strategy for pavements at the low end of this range (PCI of 25 or less) since these pavements are experiencing significant structural deficiencies.

7.9% of the City's roads had a PCI score in the 41 to 55 range. Pavements with PCI scores in this range are considered to be in Poor condition. These pavements are typically candidates for some form of major rehabilitation such as mill and overlay. Base repair may or may not be necessary in these cases.

18.4% is in Fair condition with PCI score in the range of 56 to 70. Roads in this condition may be candidates for major rehabilitation if a functional or structural deficiency exists, or they may be candidates for a preventative maintenance treatment that temporarily halts or slows deterioration. These pavements are at a critical point in their service lives. The cost to administer an effective maintenance/rehabilitation strategy to these pavements is still relatively low. However, if continued deterioration is allowed, the cost to properly rehabilitate these pavements can be expected to increase significantly.

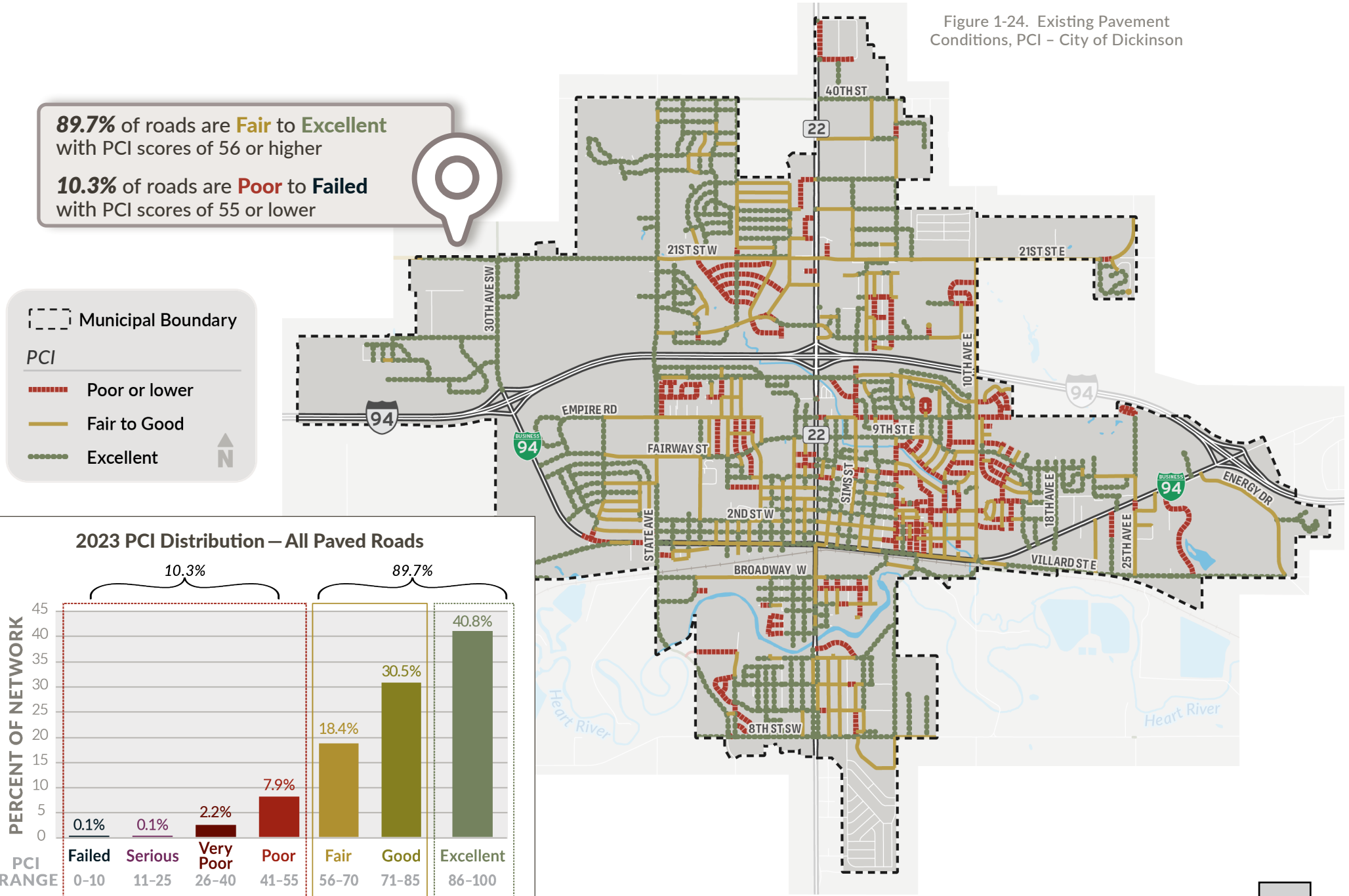
71.3% of the City's roads have a PCI score above 70 and are in Good to Excellent condition. Pavements that fall into these categories generally do not require rehabilitation. However, pavements in the low end of this range may be candidates for preventative maintenance such as chip seal or other form of surface treatment.

Overall, the City's road network had an average PCI score of 78.9 as of September 2023.

Figure 1-24. Existing Pavement Conditions, PCI – City of Dickinson

89.7% of roads are **Fair** to **Excellent** with PCI scores of 56 or higher

10.3% of roads are **Poor** to **Failed** with PCI scores of 55 or lower





$2.8 million NDDOT I-94 West Dickinson Bridge and shared-use path project

©NDDOT, 2022

Bridges/Structures

BRIDGE INVENTORY

According to the National Bridge Inventory (NBI) and Stark County Bridge databases, there are a total of 38 bridge or culvert structures within the study area; 25 of those structures are within the municipal boundary. Refer to **Table 1-8** for a breakdown of bridges by type, jurisdiction, and condition. Within the Study Area/Municipal Boundary, city of Dickinson jurisdiction, there are two bridges in good condition, five in fair condition, and zero bridges in poor condition.

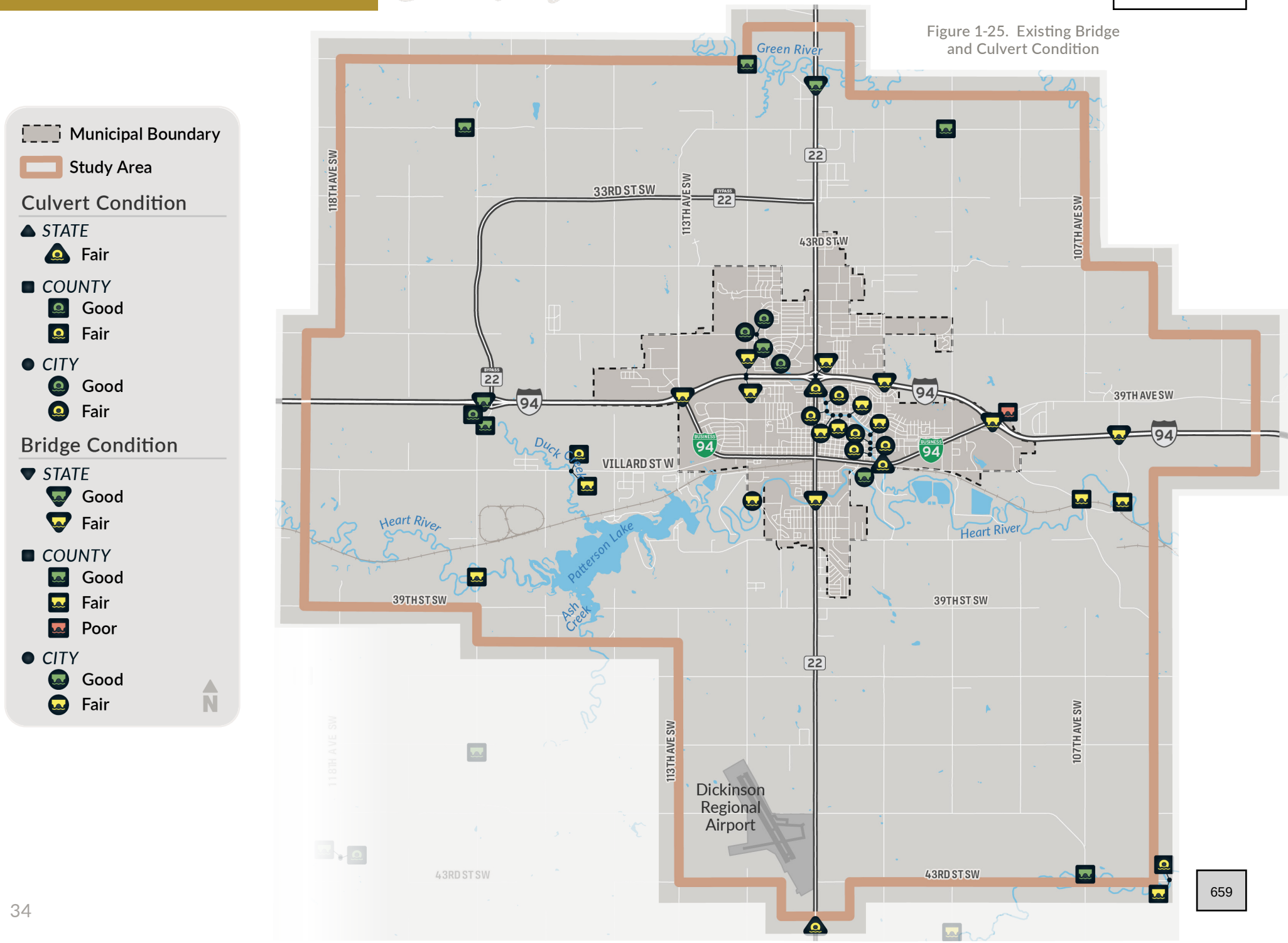
BRIDGE CONDITION RATINGS

The condition of bridge superstructures, substructures, decks, and culverts are rated on a scale of 0 to 9. The overall condition of the bridge or culvert is determined based on the lowest of these ratings. A rating of 4 or below is considered poor, 5 or 6 is considered fair, and 7 or above is considered good. Existing bridge and culvert conditions are shown in **Figure 1-25 on page 34**.

Table 1-8. Study Area Bridge and Culvert Structure Inventory

JURISDICTION	BRIDGE			CULVERT			TOTAL
	POOR	FAIR	GOOD	POOR	FAIR	GOOD	
NDDOT	–	7	2	–	2	–	11
Stark County	1	3	5	–	2	1	12
City of Dickinson	–	5	2	–	5	3	15
TOTAL	*1*	*15*	*9*	*–*	*9*	*4*	*38*

Figure 1-25. Existing Bridge and Culvert Condition



659

MULTI-MODAL TRANSPORTATION SYSTEMS

Pedestrian & Bicycle Systems

The Dickinson Parks District maintains an approximate total of 19.4 miles (102,287.5 linear feet [LF]) of existing pedestrian & bicycle trails and pathways system facilities (**Figure 1-26 on page 36**).

The shared-use paths and pedestrian sidewalks in Dickinson accommodate individuals who bicycle or walk. Results of Community Survey 1 indicate 3.2% of residents walked or cycled to work, which is consistent with the US-wide census travel-to-work data. Most walking and cycling that occurs in Dickinson is for recreational purposes. One of the questions in Community Survey 1 asked to rate their satisfaction with different aspects of Dickinson's transportation system. One aspect included the availability of safe bicycle/pedestrian facilities. Only 19% of respondents ranked the availability of safe bicycle/pedestrian facilities as excellent or good, while 45% of respondents ranked the facilities as poor or bad. Based on community survey results, it appears residents want safe and enhanced trail or bicycle/pedestrian facilities. The overall goal of the Master Trails Plan is to expand the existing trail system. Specific objectives include:

- Eliminate gaps in the existing trail system by providing new connecting trails
- Provide an interconnected trail system for access to parks and other city amenities
- Extend the trail system to all areas of the city
- Construct trails along existing or expanded city street rights-of-way

Existing Trail System

The existing transportation system in the city for pedestrians and bicyclists is a combination of shared-use paths or trails, sidewalks, striped bike lanes and use of roads by bicyclists. The District Park Board and the City have been successful in developing sections of shared-use trails frequently used by residents. The District Board's goal is to expand the existing trail system and specifically provide a greater level of interconnections in the trail network.

The Master Trail Plan

Prior to 2012, KLJ worked with the Dickinson District Park Board and its staff in developing the Master Trail Plan. An existing trails plan was reviewed and enhanced to the meet above cited objectives for the Master Trail Plan. The draft Master Trail Plan was presented to the District Park Board at its Annual Workshop Meeting during which comments were received. On October 8, 2012, the District Park Board adopted the Master Trail Plan. The Master Trail Plan consists of a master trail system map, a map and phasing schedule for the development of trails, and a design standard for trails and policies to facilitate implementation of the Master Trail Plan.

Dickinson Public Transit

To improve the quality of transportation service for special needs individuals within the city of Dickinson, a City of Dickinson Transportation Board was formed. As a result of this board's efforts, transportation for this specialized group was consolidated under the umbrella of Elder Care in September 1991.

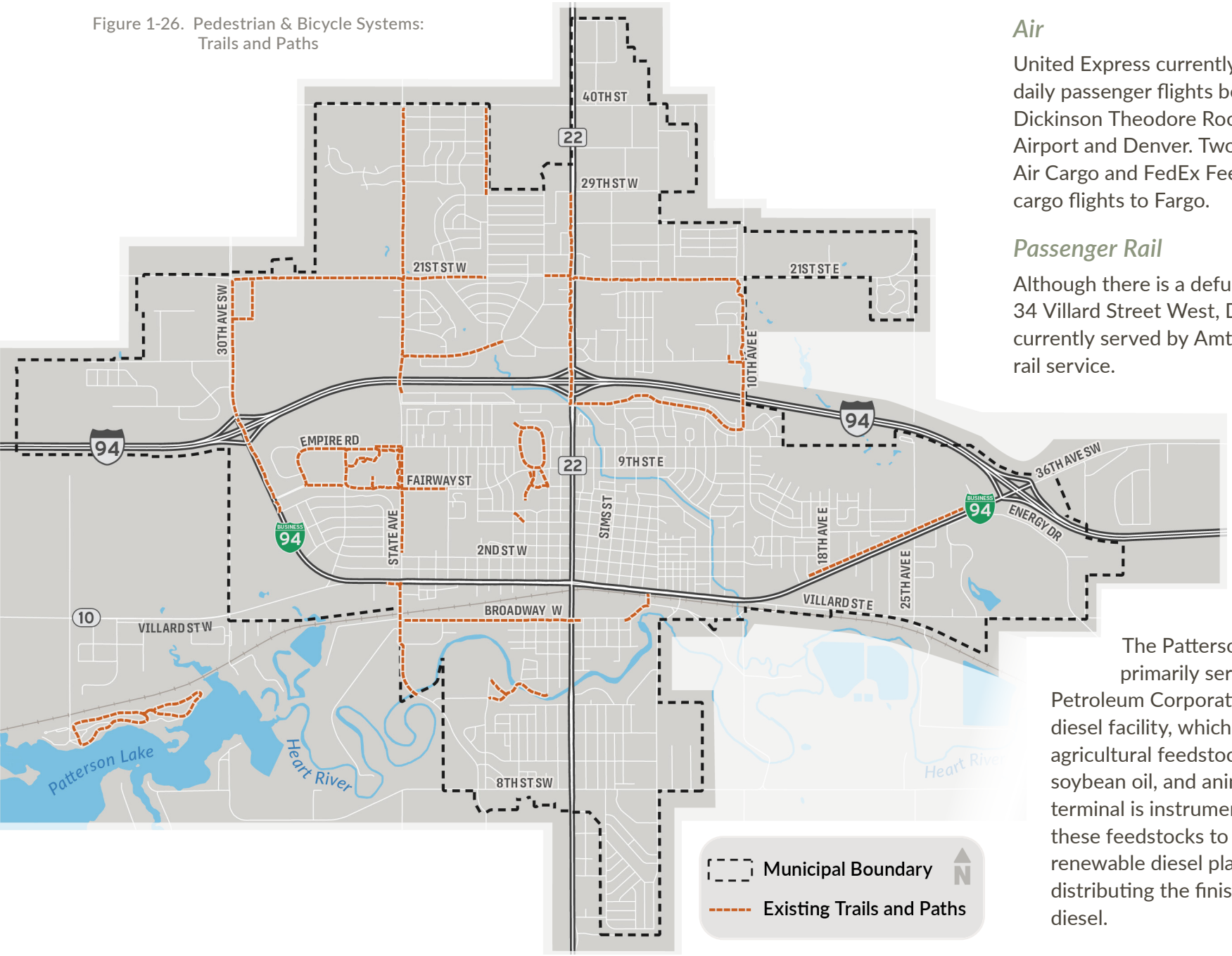
ON DEMAND

As a part of these consolidation efforts, what was known as the special needs rides would be provided during daytime hours by means of the Elder Care buses and by the local taxi service during evenings and weekend hours. As of May 2017, Elder Care operates with 10 vehicles (four buses and six vans). Transit services are offered to the Dickinson community, with trips to Bismarck weekly and trips to surrounding towns pending driver and vehicle availability.

FIXED ROUTE

The City of Dickinson currently does not operate a fixed route public transit system.

Figure 1-26. Pedestrian & Bicycle Systems: Trails and Paths



Air

United Express currently offers twice-daily passenger flights between Dickinson Theodore Roosevelt Regional Airport and Denver. Two airlines—Encore Air Cargo and FedEx Feeder—operate cargo flights to Fargo.

Passenger Rail

Although there is a defunct station at 34 Villard Street West, Dickinson is not currently served by Amtrak passenger rail service.

Freight

RAIL

- Burlington Northern Santa Fe (BNSF)

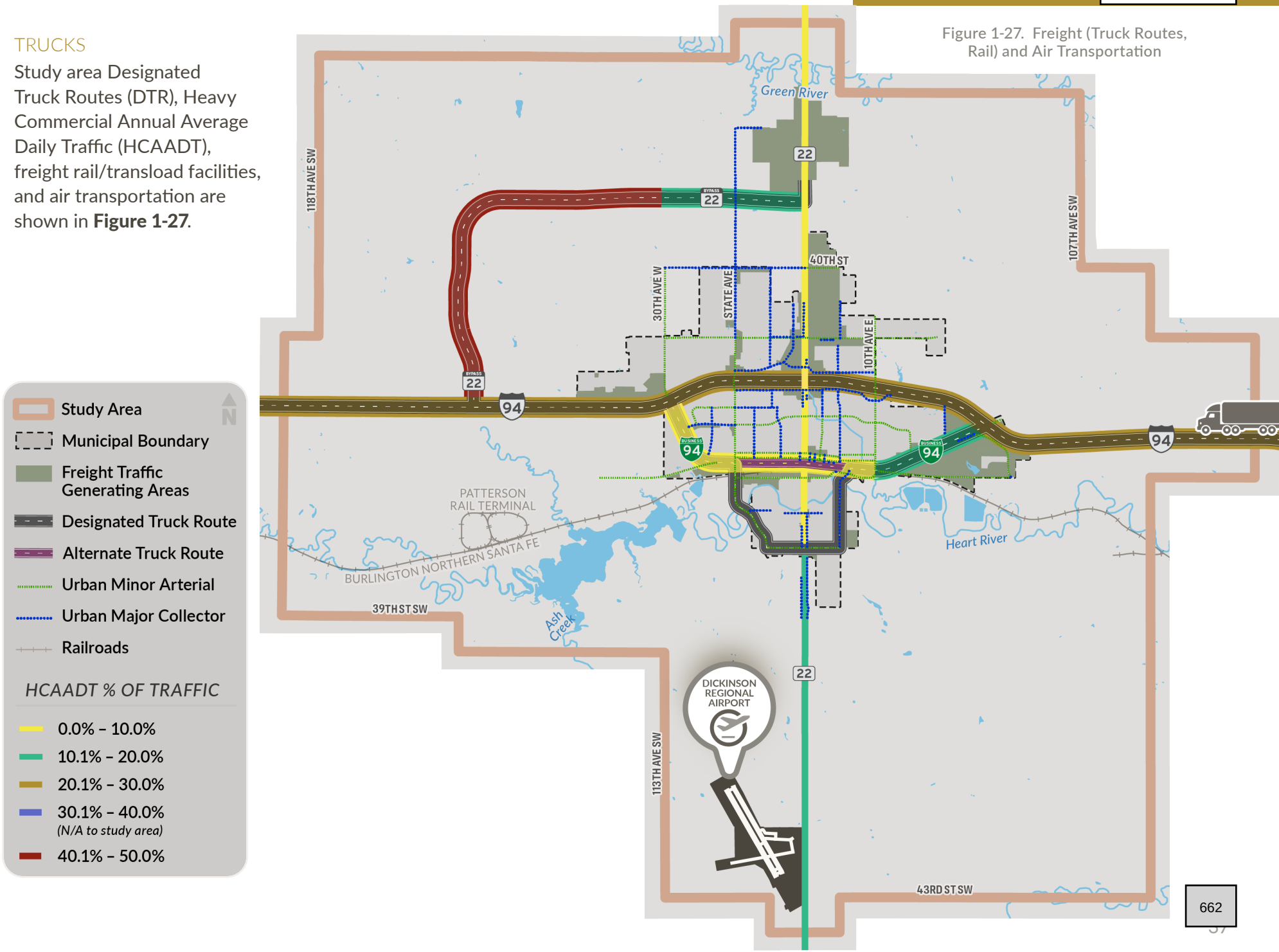
TRANSLOAD

The Patterson Rail Terminal primarily serves Marathon Petroleum Corporation's renewable diesel facility, which sources agricultural feedstocks like corn and soybean oil, and animal fats. The terminal is instrumental in bringing these feedstocks to the Dickinson renewable diesel plant and distributing the finished renewable diesel.

TRUCKS

Study area Designated Truck Routes (DTR), Heavy Commercial Annual Average Daily Traffic (HCAADT), freight rail/transload facilities, and air transportation are shown in **Figure 1-27**.

Figure 1-27. Freight (Truck Routes, Rail) and Air Transportation



Existing Traffic Operations

The most recent available safety and crash data was collected for the five (5) year period from 2019 to 2023.

CRASH DENSITY

An analysis of crash density (**Figure 1-28**) reveals that, as much to be expected, a higher frequency of crashes occurs along Hwy 22, with outliers at Empire Rd, Villard/94 Business, and State Avenue within the urban service area at principle/major and minor (urban) arterial intersections.

CRASH SEVERITY

Within the study area in the time period analyzed, there were 2,118 total crashes. There were a total of seven (7) fatalities, 36 severe/incapacitating injuries, 101 possible injuries, 190 non-incapacitating injuries, and 1,784 property damage only crashes being the majority of vehicular crash incidents. **Figure 1-29 on page 40** and **Figure 1-30 on page 41** provide details for crash severity.

Top 10 High Frequency Crash Locations. **Table 1-9** provides details for the top 10 highest frequency crash intersections and their respective crash severity, ranging from property damage only to fatalities (of which there were none recorded at the top 10 crash intersections). **Figure 1-31 on page 42** shows the locations of the top 10 crash locations.

Pedestrian/Bicycle Crashes. Utilizing the same crash data set (2019 to 2023), there were a total of 21 pedestrian or bicycle related crashes. Of these total crashes, four (4) resulted in serious injury, and two (2) fatalities. **Figure 1-32 on page 43** provides details on crash type and location.

Intelligent Transportation Systems (ITS)

ITS can cover a wide range of devices, from semi-actuated signals, vehicle detection cameras, or road signs that update weather conditions or updates for congestion management.

The City has installed an ITS warning sign on Hwy 22/Villard Ave, which detects water over the roadway, triggering flashing LED lights in real-time to alert drivers.

Table 1-9. Top 10 High Frequency Crash Locations

INTERSECTION		TOTAL CRASHES	PROPERTY DAMAGE ONLY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	INCAPACITATING INJURY	FATAL	RANK (TOTAL)
ND 22	15TH ST W	34	2	0	0	0	0	**1**
ND 22	9TH ST W	31	1	0	0	0	0	**2**
ND 22	Villard	31	2	0	0	0	0	**2**
ND 22	21ST ST W	29	1	0	0	0	0	**3**
ND 22	MUSEUM DR W	23	1	0	0	0	0	**4**
ND 22	8TH ST SE	20	2	1	0	0	0	**5**
ND 22	2ND ST W	18	0	3	1	0	0	**6**
ND 22	94 Ramps	17	9	1	0	0	0	**7**
EMPIRE RD	STATE AVE	15	3	0	1	0	0	**8**
ND 22	40TH ST W	14	1	0	0	0	0	**9**
ND 22	3RD ST W	14	1	1	0	0	0	**9**
Villard	STATE AVE	12	0	0	0	1	0	**10**

Figure 1-28. Crash Density (Municipal)

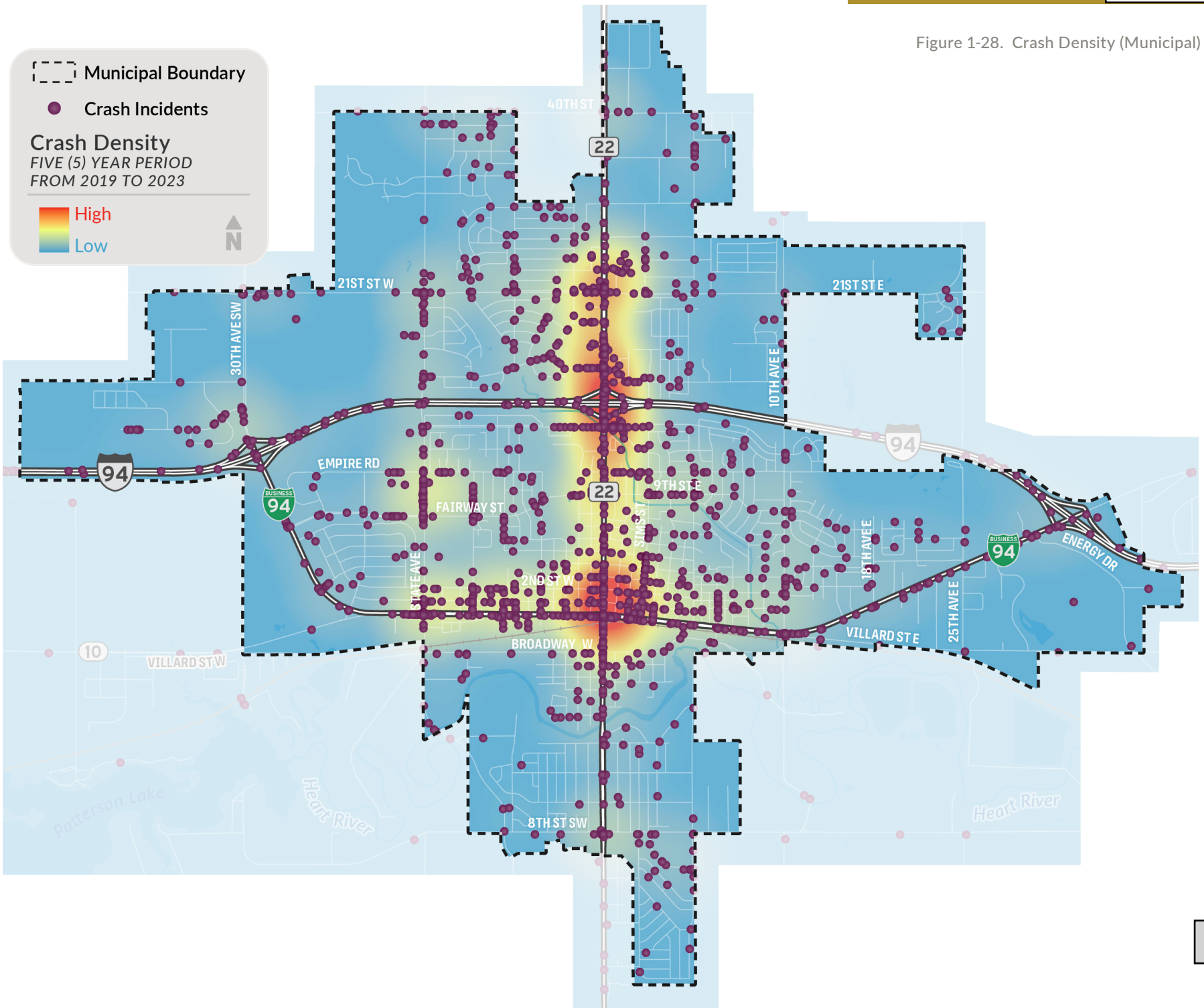


Figure 1-29. Crash Severity (Study Area)

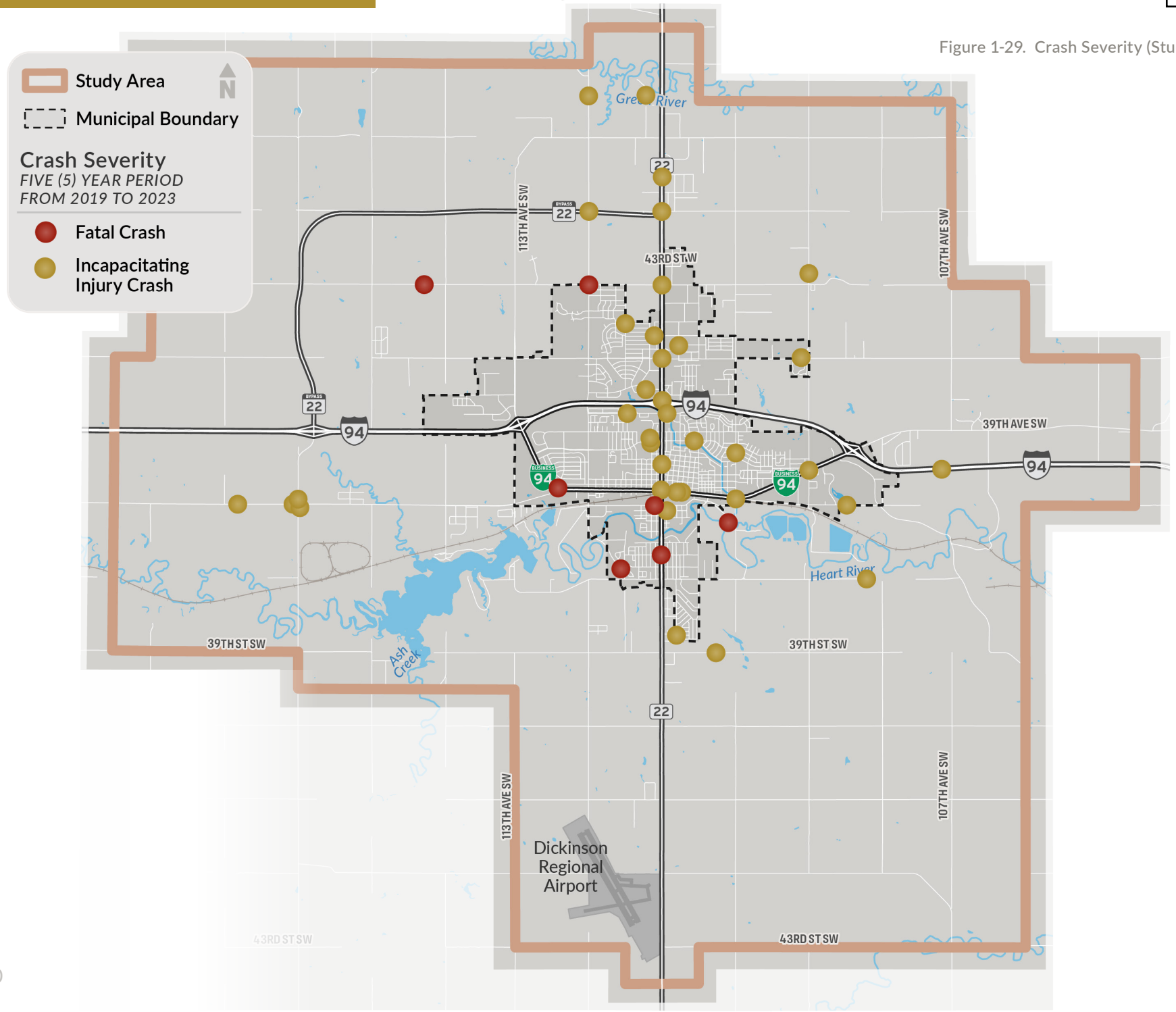


Figure 1-30. Crash Severity (Municipal Area)

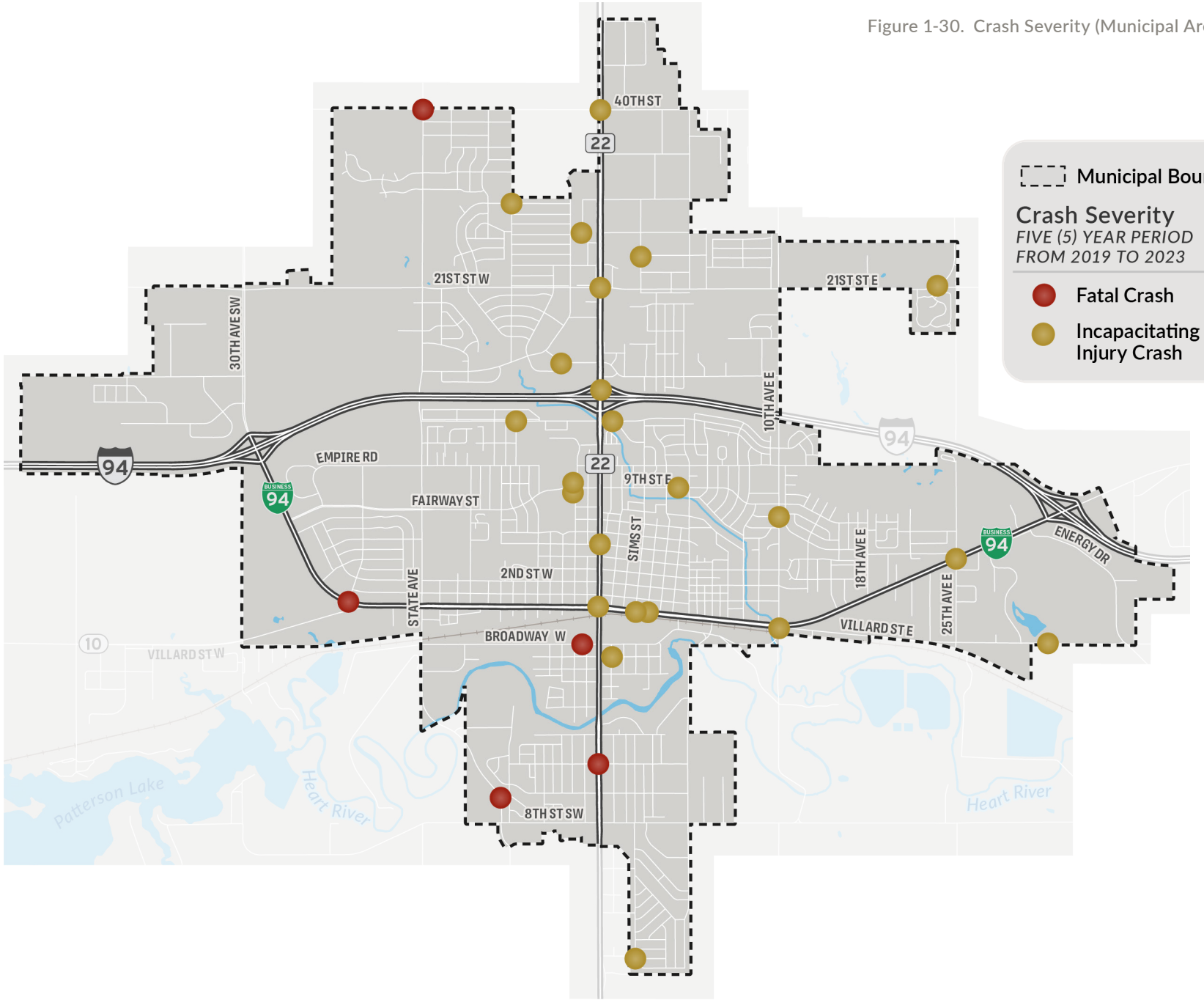


Figure 1-31. Top 10 Crash Intersections

STREET 1	STREET 2	TOTAL CRASHES	RANK
ND 22	15th St W	34	1
ND 22	Villard	31	2
ND 22	9th St W	31	2
ND 22	21st St W	29	3
ND 22	Museum Dr W	23	4
ND 22	8th St SE	20	5
ND 22	2nd St W	18	6
ND 22	94 Ramps	17	7
Empire Rd	State Ave	15	8
ND 22	3rd St W	14	9
ND 22	40th St W	14	9
Villard	State Ave	12	10

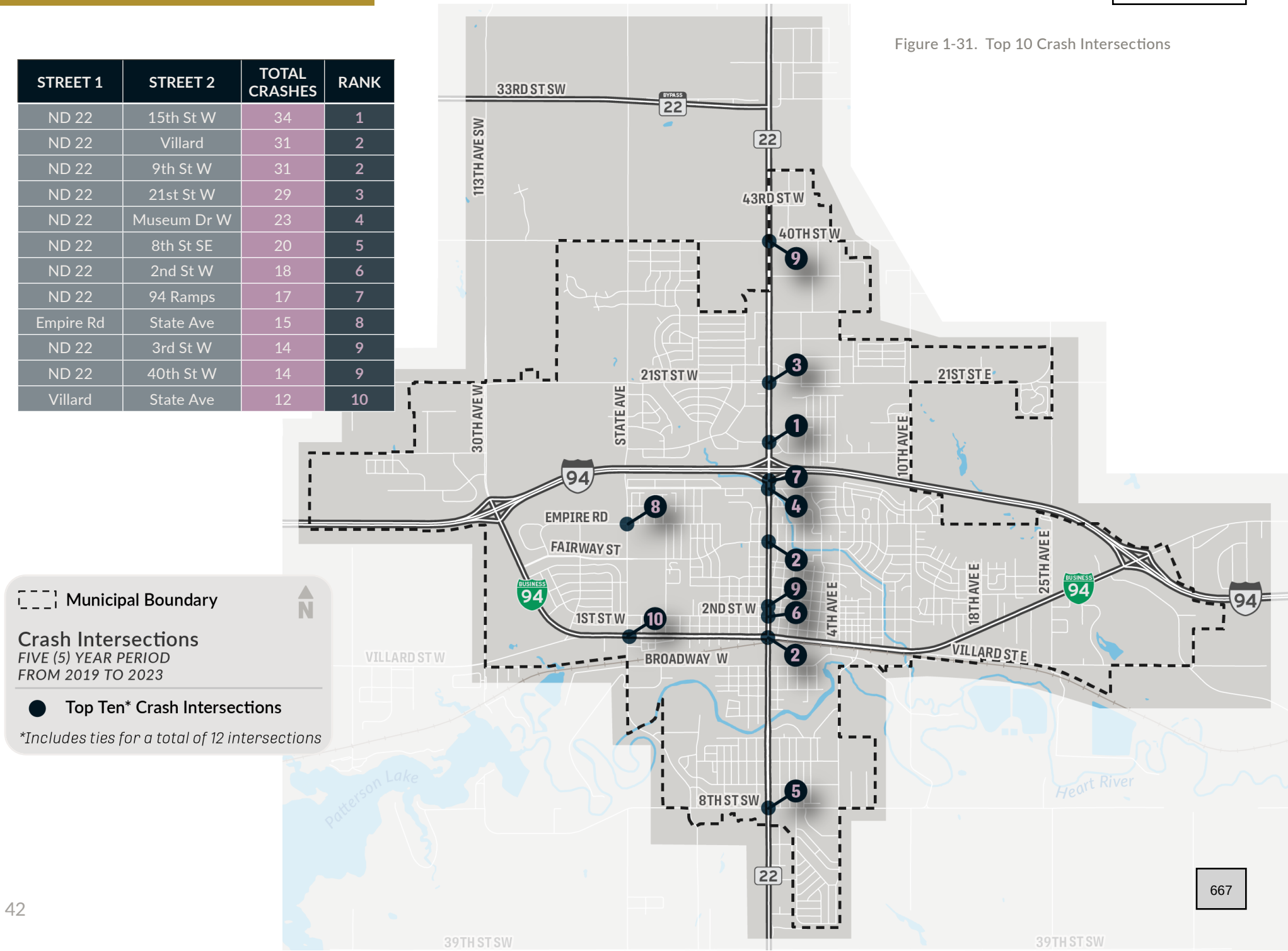
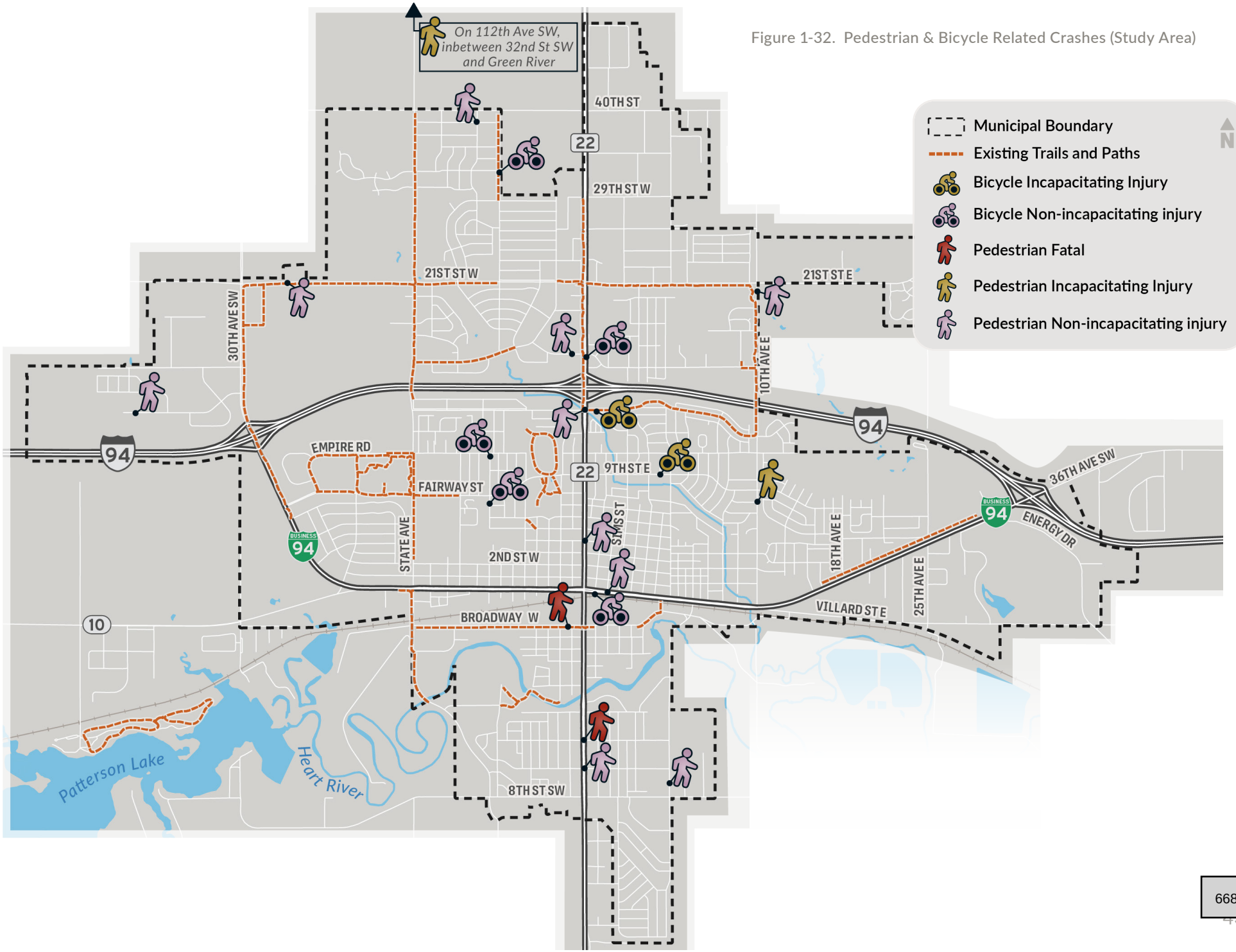


Figure 1-32. Pedestrian & Bicycle Related Crashes (Study Area)



Endnotes

1 www.webfamilytree.com

2 "Planning and Zoning Meeting Minutes, April 20, 2022." City of Dickinson Planning & Zoning Commission. Accessed from https://www.dickinsongov.com/media/12531

3 2023 American Community Survey for Dickinson, North Dakota profile

4 https://www.census.gov/quickfacts/fact/table/dickinsoncitynorthdakota,starkcountynorthdakota,ND/PST045222

ENGAGEMENT SUMMARY

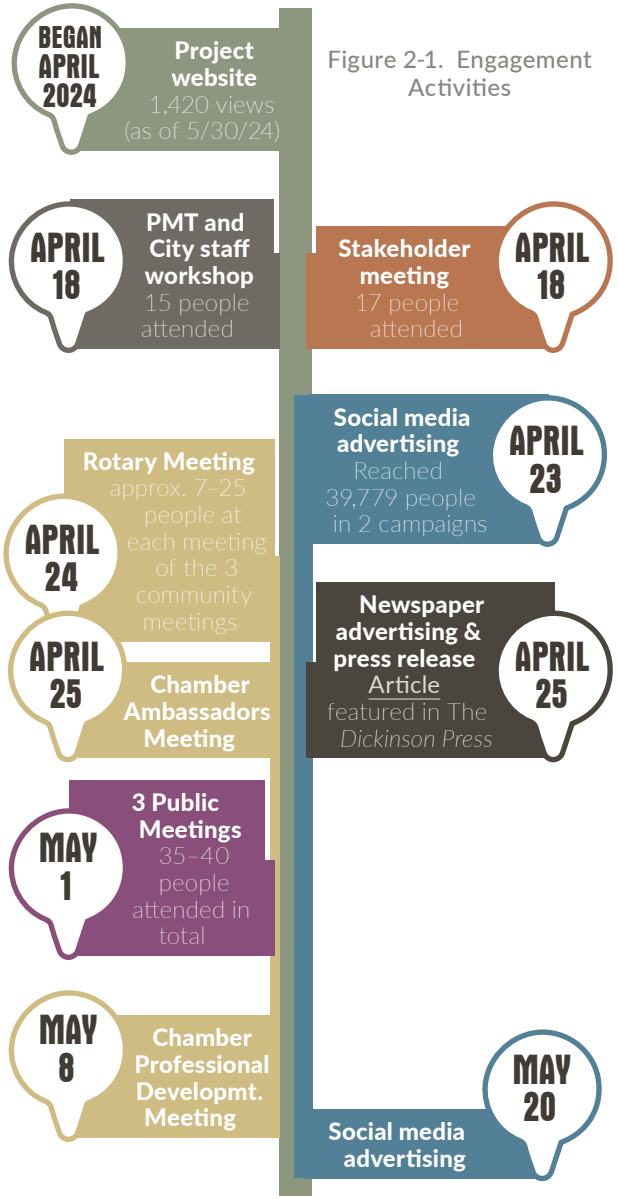


Figure 2-1. Engagement Activities

PHASE 1 ENGAGEMENT ACTIVITIES

The City of Dickinson kicked off planning efforts for the Direction 2050 plan in February 2024. A stakeholder and public engagement plan was developed identifying Community Stakeholders and engagement tactics to be utilized.

This summary includes feedback collected during Phase 1 of engagement which took place from approximately April 1 – May 20, 2024.

Figure 2-1 details the media outreach and meetings for the Phase 1 engagement process.

Stakeholder Outreach

A Community Stakeholder Group was identified to serve as a resource during the plan development. A stakeholder meeting was held in April 2024 to gain feedback and insights from key stakeholder groups on issues and challenges they face.

COMMUNITY STAKEHOLDER GROUP MEMBERS:

- City of Dickinson
- NDDOT
- Stark County
- Dickinson School District
- Park District
- Public Works
- Stark Development Corporation
- Dickinson Public Transit
- Theodore Roosevelt Regional Airport
- Dickinson State University
- Dickinson Convention and Visitors Bureau
- Emergency responders
- Dickinson Builders Association
- Vision West ND

Stakeholder Vision and Goals Survey: What did we learn?

- Updates should reflect **needs of today** rather than needs from 10 years ago during "boom" days. This includes goals identified in land use, housing, and transportation.
- Diversification of work force and **economic development** is needed. This will help to attract families and young professionals.
- Build a strategic approach to growth with considerations for **affordability** (housing), **walkability/multi-modal** (transportation), and **development** (infrastructure).

A short presentation was delivered at the meeting with time spent considering updates to the vision and goals of the current Comprehensive Plan to reflect needs of today.

Project Management Team and City Staff Workshop

City staff along with the project management team were invited to attend a workshop in April 2024 aimed at gathering insights from this core team. A short presentation was delivered with a majority of the time aimed at roundabout table discussions. Members present included:

- Bob Furhrman, Museum Director
- John Odermann, City Commissioner
- Joel Walters, Marketing & Events
- Dustin Dassinger, City Administrator
- Jeremy Presnell, Fire Chief
- Josh Skluzacek, City Engineer
- Matt Hanson, Deputy Police Chief
- Joe Cianni, Police Chief
- Wayne Zacher, NDDOT
- Rob Rayhorn, NDDOT
- Steve Josephson, Stark County
- Aaron Praus, Public Works Director

Stakeholder Roundtable Discussion: What did we hear?

- Schools continue to see steady growth and with that the need to **expand facilities** for youth activities.
- Infrastructure needs exist on the south side of the city. Considerations for a **south bypass** for trucking/cargo to provide connectivity from south side of city to the north side.
- Development continues, but at a slower rate than 10 years ago. Consider incentives or plans to **promote housing and business development** in areas previously platted.

PMT/City Staff Roundtable Discussion: What did we hear?

- Traffic safety issues were discussed including **traffic flow** at intersections and schools, along with general morning/afternoon **congestion.** It was noted that many issues discussed are already being addressed in other projects.
- Limited **rail crossings** opportunities can create problems for traffic and emergency response.
- Need and desire for **multi-modal connectivity** throughout city.
- Downtown development, revitalization, incentives for developers. Creating a defined and attractive ***downtown.***

Public Input Meetings

Three in-person meeting opportunities were provided to the public on May 1, 2024.

- 10 am – 12 pm
- 2 – 4 pm
- 5 – 7 pm

The format included a short presentation with table-top discussions.

Public Input Meetings: What did we hear?

- Discussions surround **traffic safety,** particularly near schools for pedestrians crossing the street.
- Trail, **bike/ped connectivity** issues.
- Need for efficient **north/south route.**
- Create more ***neighborhoods*** with various housing looks.
- Find ways to create the **sense of community** throughout Dickinson.
- Additional **overpass/underpass** considerations at railroad crossings.
- General discussions around **pavement conditions, intersections, traffic signals, traffic flow.**

BRAND IDENTITY AND OUTREACH

The plan was branded Direction 2050 and utilized colors and themes from the City of Dickinson's brand standards. Outreach material was developed with the Direction 2050 branding and included information distributed via the project website, flyers, social media, and the newspaper. **Figure 2-2** through **Figure 2-5 on page 49** show examples of these outreach materials.

Figure 2-2. Project website

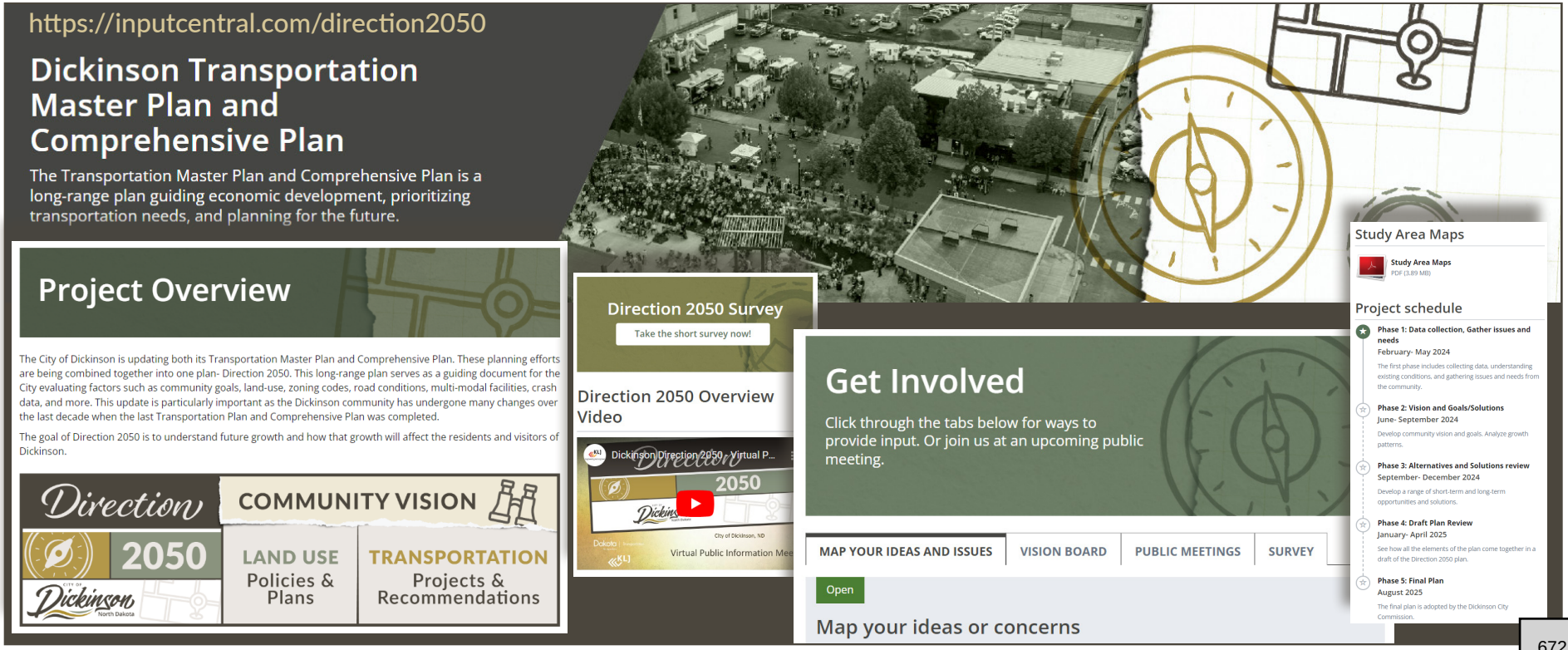


Figure 2-3. Project flyer

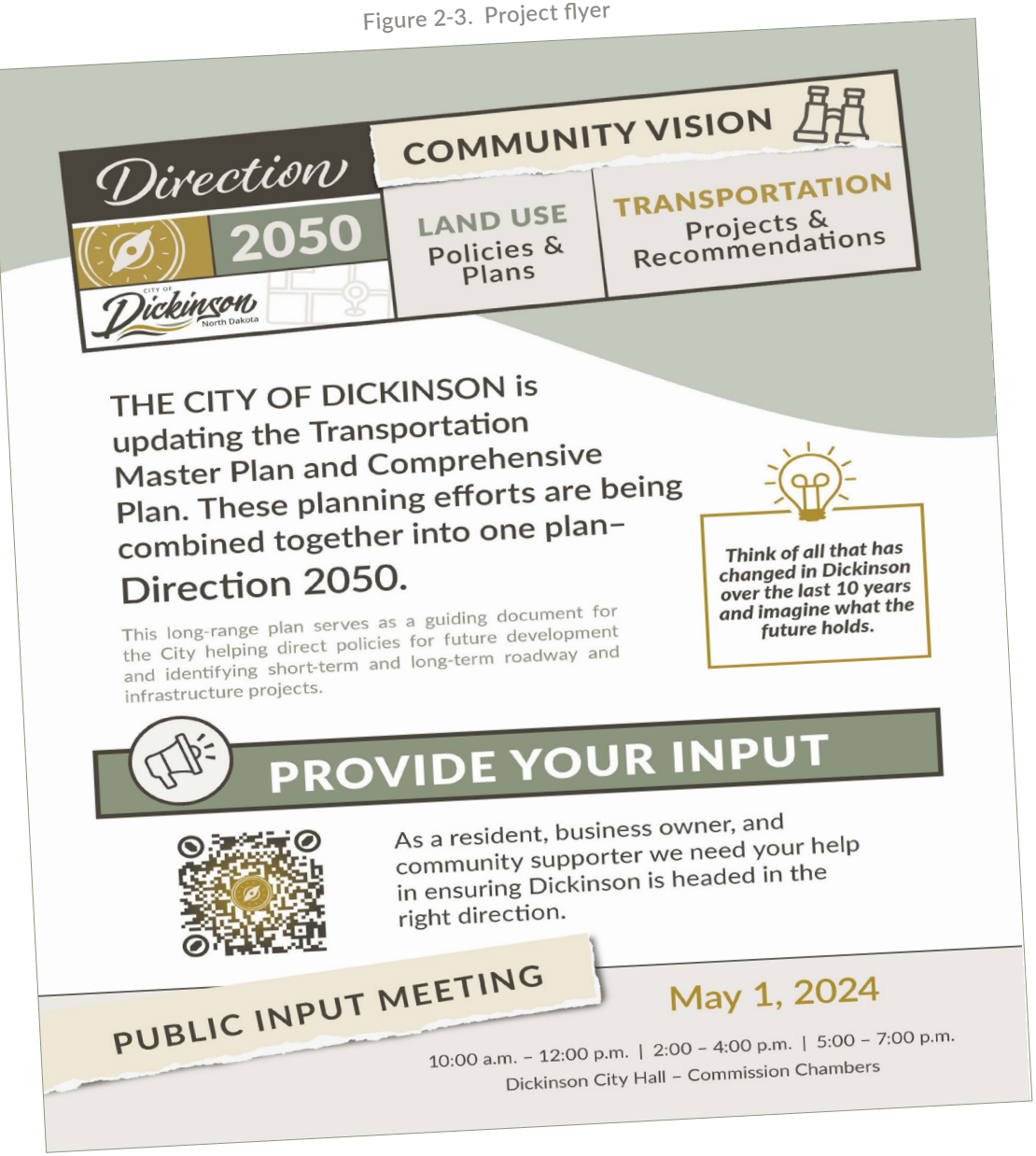


Figure 2-4. Social media ads

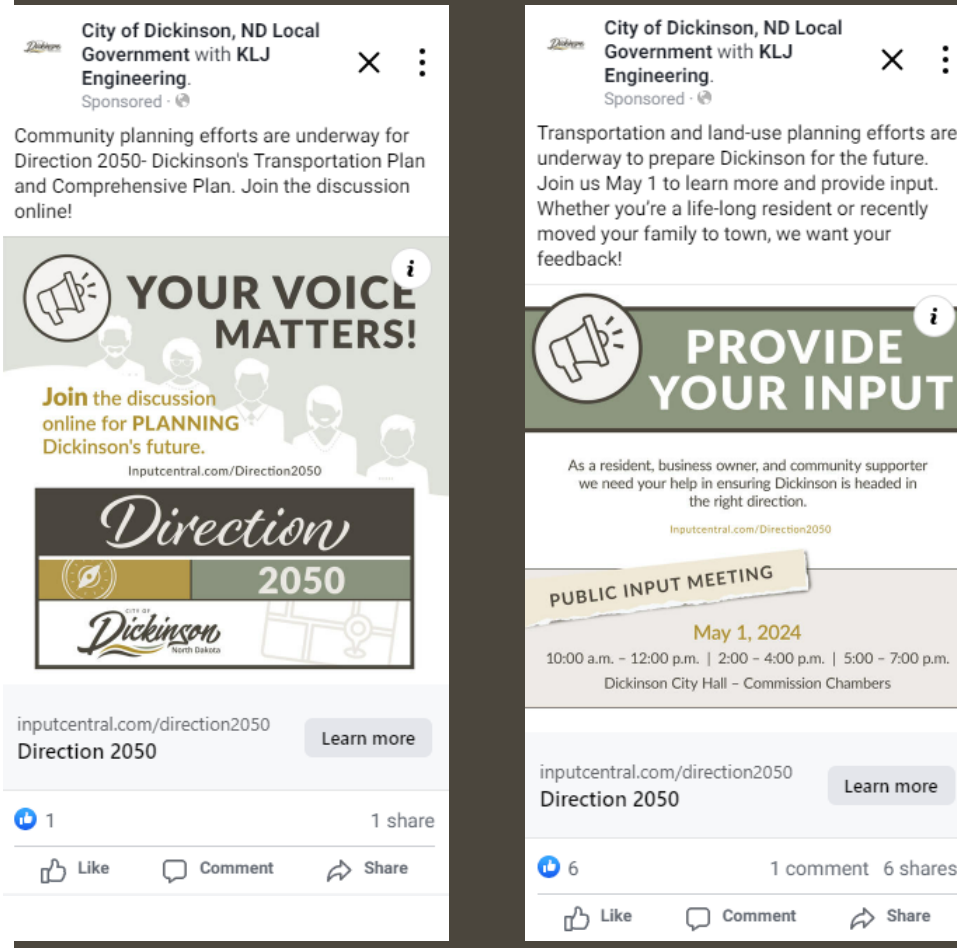
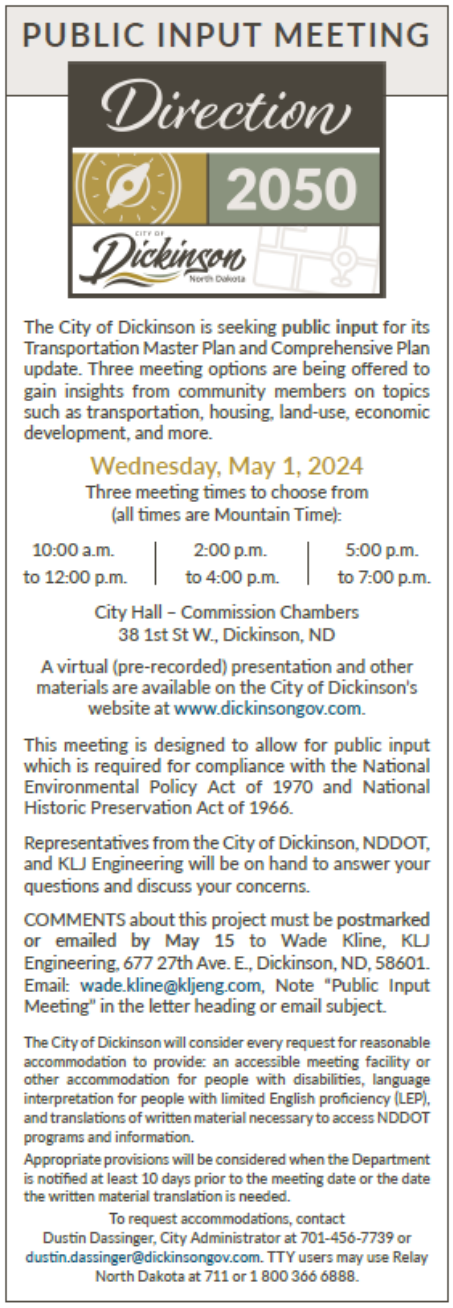


Figure 2-5. Newspaper ad



PUBLIC INPUT MEETING

Direction 2050

City of Dickinson North Dakota

The City of Dickinson is seeking **public input** for its Transportation Master Plan and Comprehensive Plan update. Three meeting options are being offered to gain insights from community members on topics such as transportation, housing, land-use, economic development, and more.

Wednesday, May 1, 2024

Three meeting times to choose from
(all times are Mountain Time):

10:00 a.m. to 12:00 p.m.	2:00 p.m. to 4:00 p.m.	5:00 p.m. to 7:00 p.m.

City Hall – Commission Chambers
38 1st St W., Dickinson, ND

A virtual (pre-recorded) presentation and other materials are available on the City of Dickinson's website at www.dickinsongov.com.

This meeting is designed to allow for public input which is required for compliance with the National Environmental Policy Act of 1970 and National Historic Preservation Act of 1966.

Representatives from the City of Dickinson, NDDOT, and KLJ Engineering will be on hand to answer your questions and discuss your concerns.

COMMENTS about this project must be postmarked or emailed by May 15 to Wade Kline, KLJ Engineering, 677 27th Ave. E., Dickinson, ND, 58601. Email: wade.kline@kljeng.com, Note "Public Input Meeting" in the letter heading or email subject.

The City of Dickinson will consider every request for reasonable accommodation to provide: an accessible meeting facility or other accommodation for people with disabilities, language interpretation for people with limited English proficiency (LEP), and translations of written material necessary to access NDDOT programs and information.

Appropriate provisions will be considered when the Department is notified at least 10 days prior to the meeting date or the date the written material translation is needed.

To request accommodations, contact
Dustin Dassinger, City Administrator at 701-456-7739 or dustin.dassinger@dickinsongov.com. TTY users may use Relay North Dakota at 711 or 1 800 366 6888.

Project Website

A project website was developed on the social pinpoint platform and served as a dashboard of information and provided several opportunities for the public to get involved in the project including survey, interactive mapping, vision board, and video.

Figure 2-2 displays exerpts from the project website hosted at https://inputcentral.com/Direction2050.

Site analytics of website interactions as of May 24, 2024 highlighted:

- 1,528 website views
- 328 total contributions
  - 189 contributions on interactive map
  - 105 surveys completed
  - 25 vision board ideas shared
  - 62 views of the video
  - 32 study area map downloads

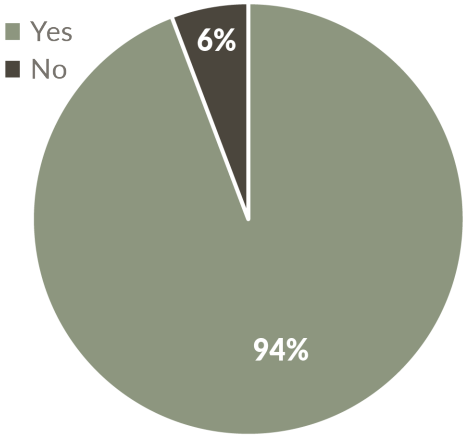
Website traffic was generated from several primary sources:

- Facebook resulted in 332 visitors
- Direct links from QR code resulted in 257 visitors
- *The Dickinson Press* online resulted in 145 visitors

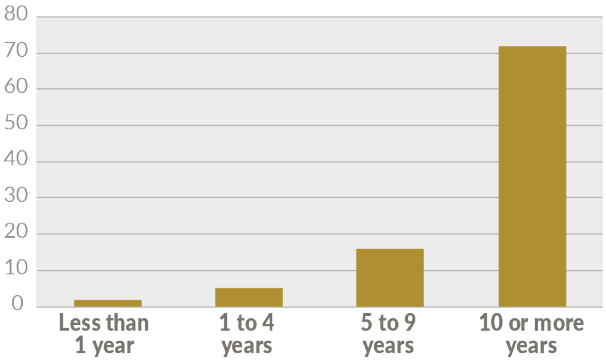
SURVEY RESULTS

The 105 surveys received were compiled and the results for each question are charted as follows.

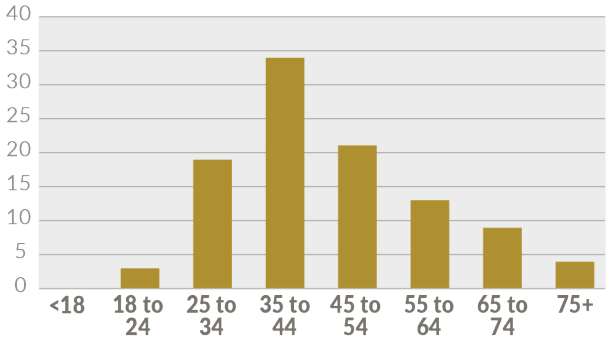
1. Do you live in Dickinson?



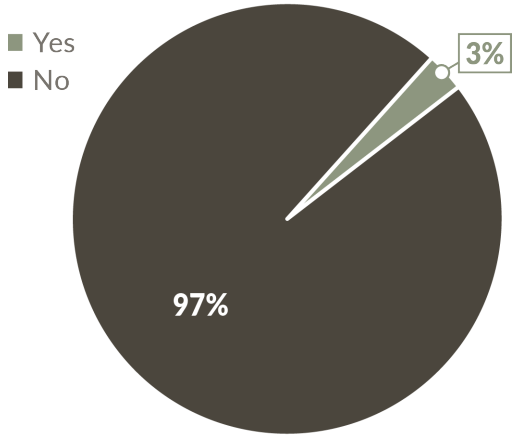
2. How long have you lived in Dickinson?



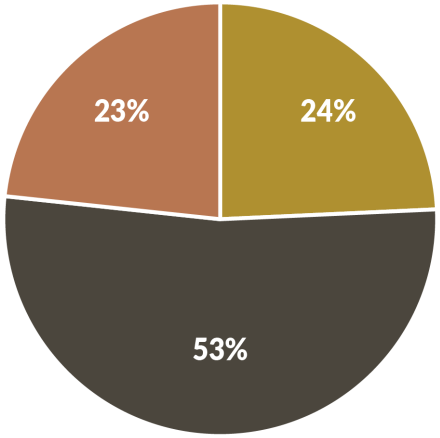
3. What is your age?



5. Are you a student at Dickinson State University?

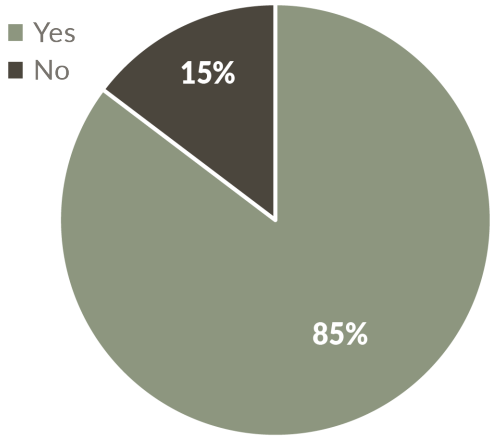


7. When you consider the growth the city has experienced in the last 5–10 years, how would you characterize it?

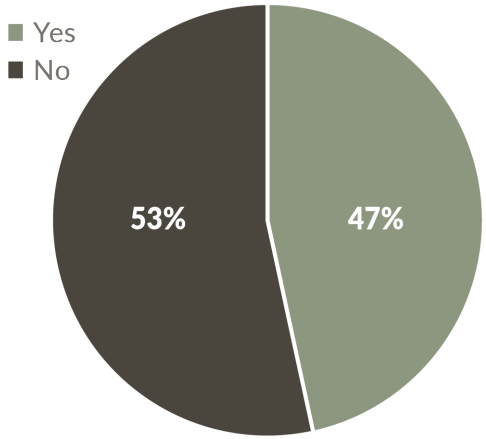


- Satisfied with current course.
- Some course correction needed.
- Major course correction needed.

4. Do you work in Dickinson?



6. Do you have school-age children in your household under the age of 18?



Why do you think course correction is needed?

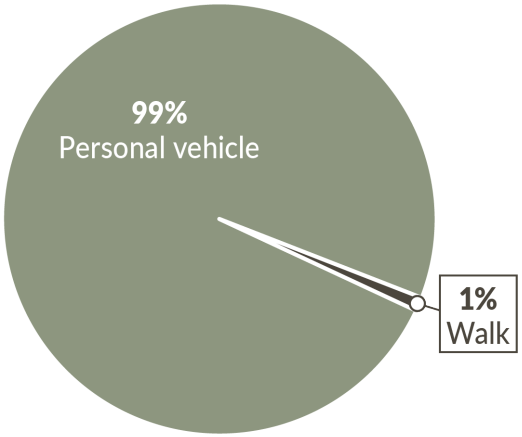
Examples of responses are included here; please reference **Appendix A** for all comments collected.

- Showcase "vibrancy" of town to retain younger families to the area. More lifestyle stores, activities. Absolutely IMPROVE the roads!
- Too much high density housing.
- I think there needs to be more public trails to unify the city a little better. There are developments that are

annexed into the city but essentially have no access besides driving. There should be walking/bike paths connecting the city.

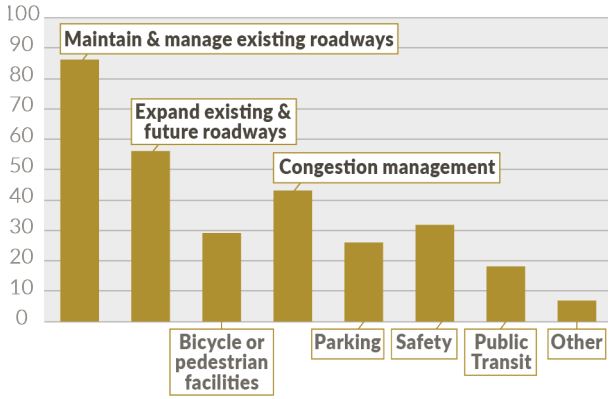
- It's slow growth, but it's great to see progression in moderation. More focus on downtown businesses, revitalizing downtown & the buildings. Make Villard great again.
- Imbalance of development in a number of areas, not limited to, but including, affordable housing, commercial, and recreational opportunities.
- More planned use of existing green spaces and provision for future green spaces
- The education buildings are outdated and need major overhauls to attract and retain population. There is also a lack of extra curricular activities for seniors, a senior center is badly needed.
- There has been a lot of growth meaning new education buildings are needed. There has been very few updates
- Walkability especially on the Southside or near the golf course to Patterson lake recreation area. Incentives for small business development expanded. Supports for women and new American entrepreneurs. Comprehensive program to help new Americans settle

8. What is your primary mode of transportation?

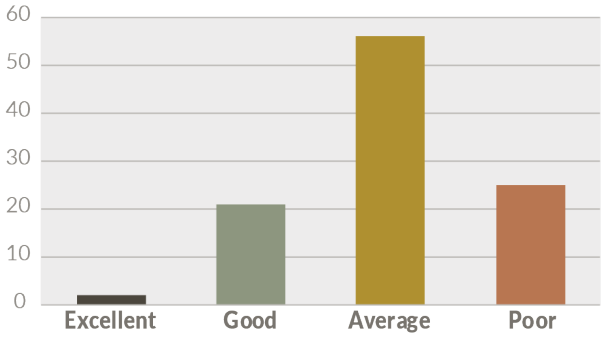


(0% Public Transportation; 0% Bike)

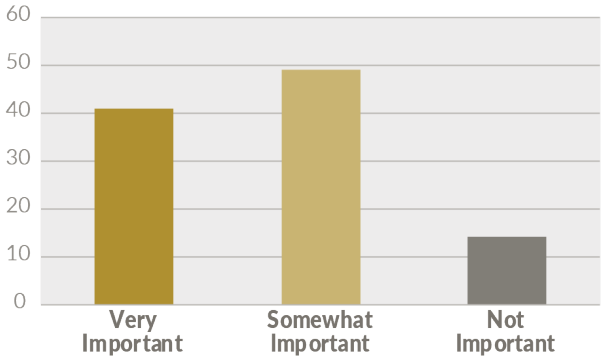
9. Select the top three priorities for transportation investments in the Dickinson area



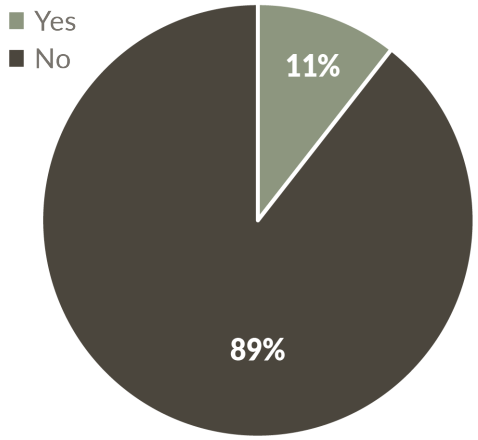
10. Overall, how would you rate the roadway and street system in Dickinson?



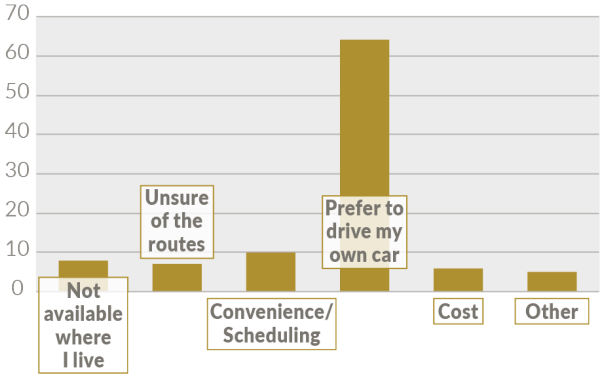
11. How important is it that Dickinson has access to public transit?



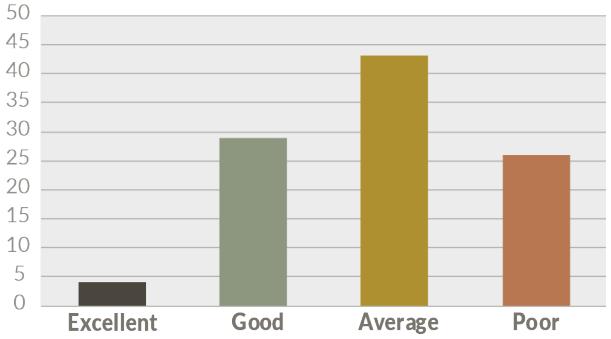
12. Has anyone in your household utilized the Transit system in the last year?



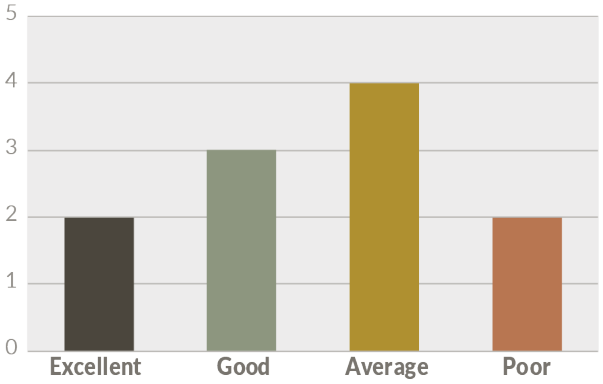
14. What are your barriers to using public transit?



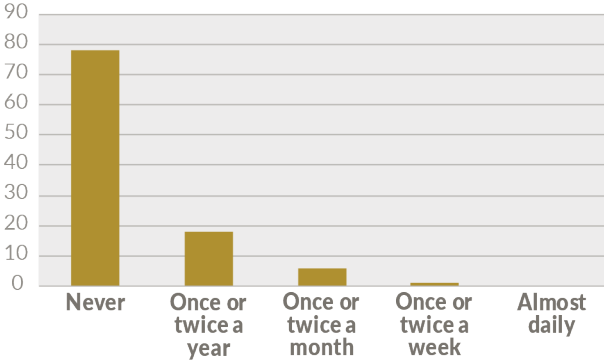
16. Overall, how would you rate the pedestrian/bicycle system in Dickinson?



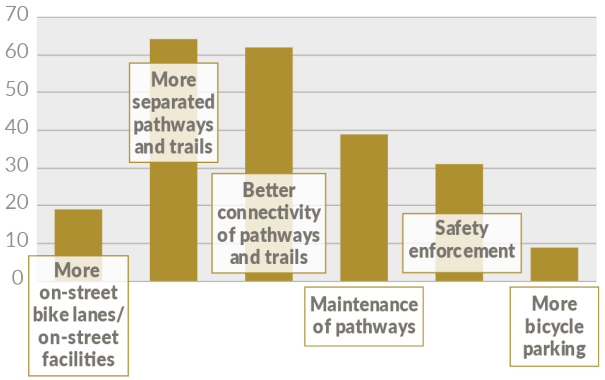
13. How would you rate the transit system?



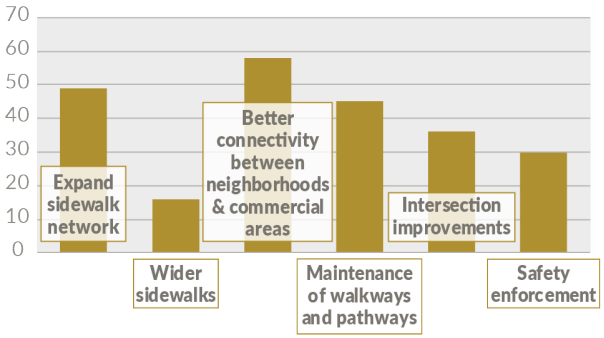
15. How often do you use rideshare apps (Uber, Lyft) to get around Dickinson?



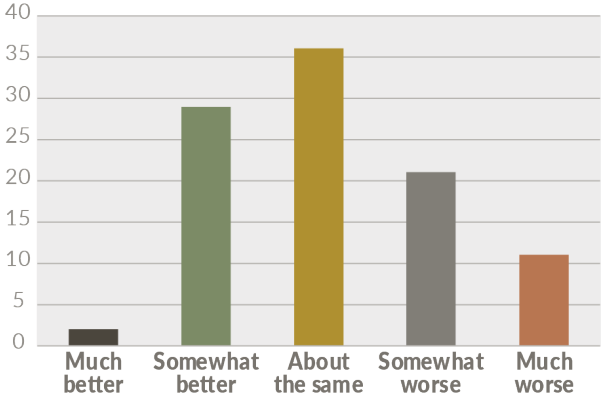
17. What could improve your biking experience in Dickinson?



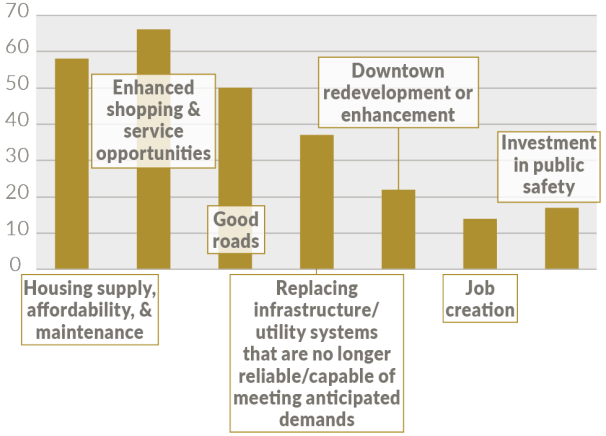
18. What could improve your walking experience in Dickinson?



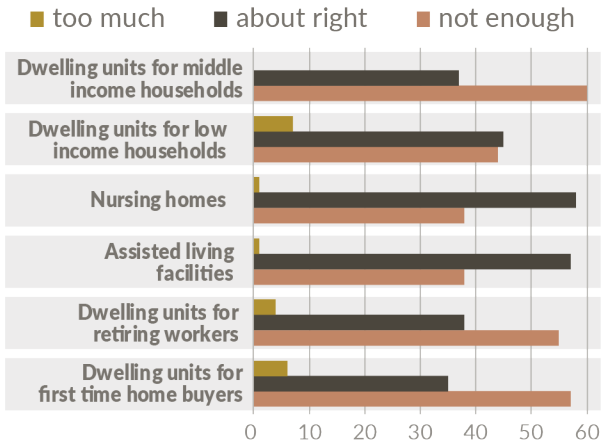
20. How do you think the quality of Dickinson residential neighborhoods today compares to ten years ago?



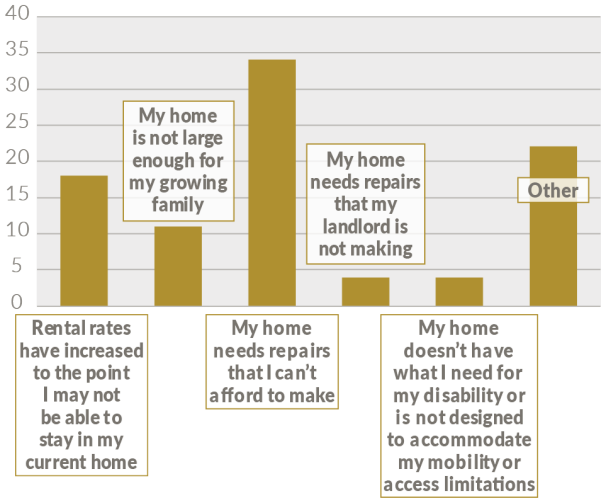
22. What issues do you think need to be prioritized and received special attention during this planning process?



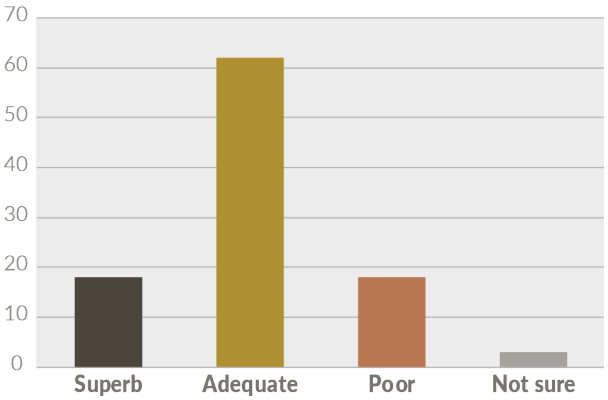
19. Please rate the sufficiency of housing supply in Dickinson



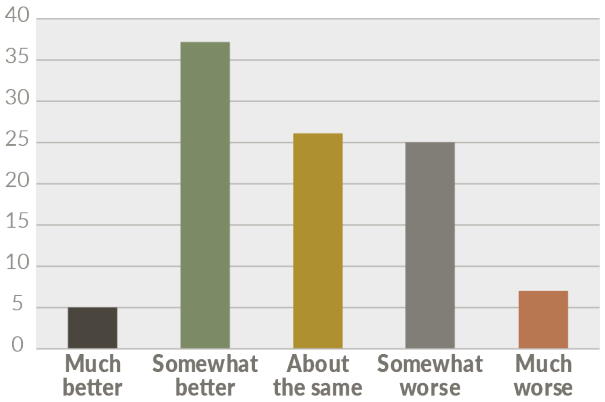
21. Do you have a concerns or challenges with your housing situation?



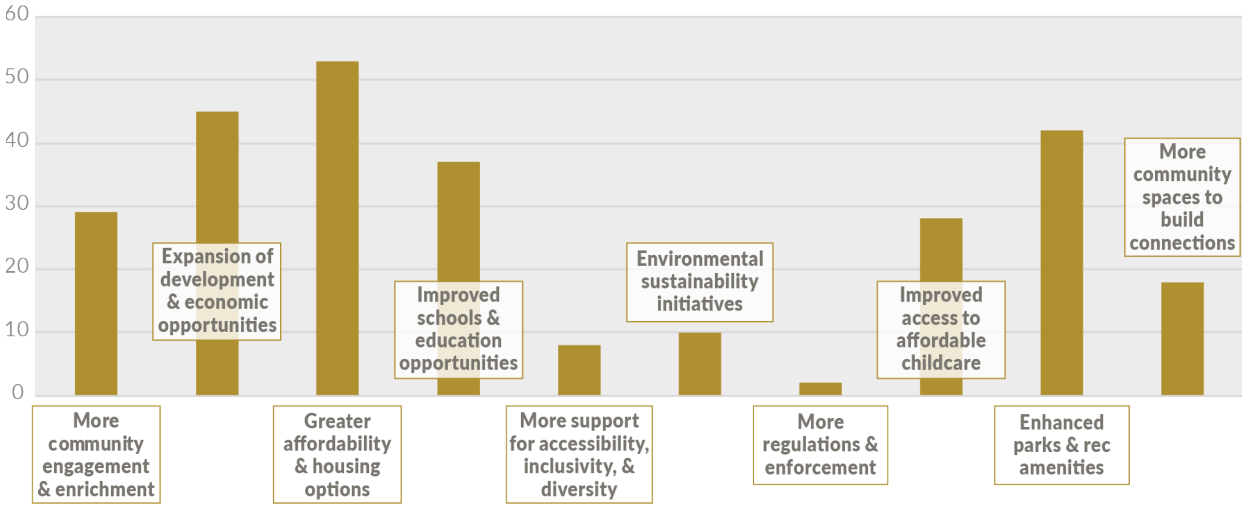
23. How would you rate the overall quality of community services (schools, library, recreational facilities, etc.)



24. How does the quality of life in the City of Dickinson today compare to ten years ago, or since you moved to the community?



25. What do you think would make the greatest impact on the quality of life in Dickinson?



INTERACTIVE MAPPING

Respondants submitted 190 comments on the Interactive Map. Comments collected included potential issues to be addressed or general observations. These comments were tabulated by category and the resulting percentages for each category are illustrated in the accompanying chart and geo-located in **Figure 2-6 on page 55**.

The interactive map categories are:

- Economy/Opportunity
- Housing
- Land Use & Growth
- Multi-modal
- Parks & Trails
- Recreation & Tourism
- Vehicle

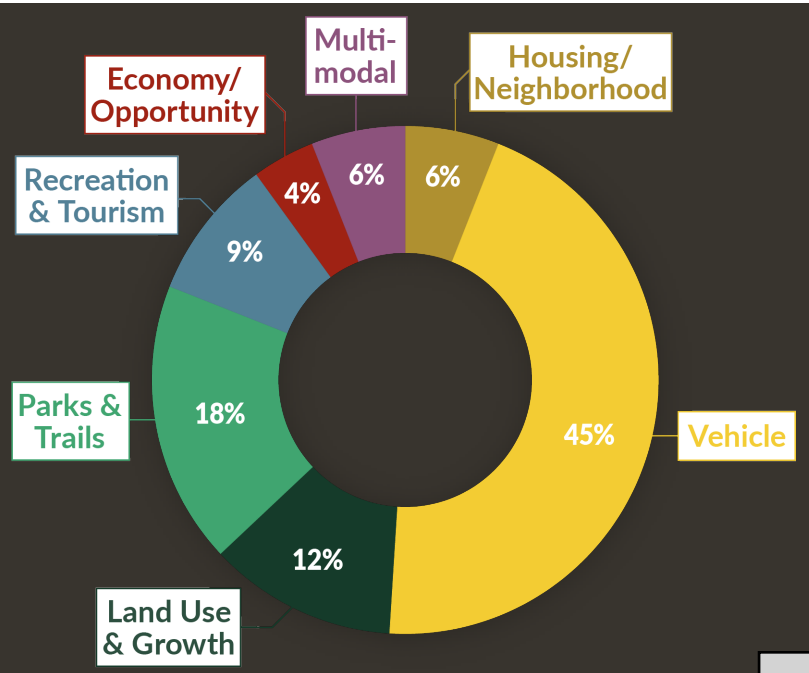
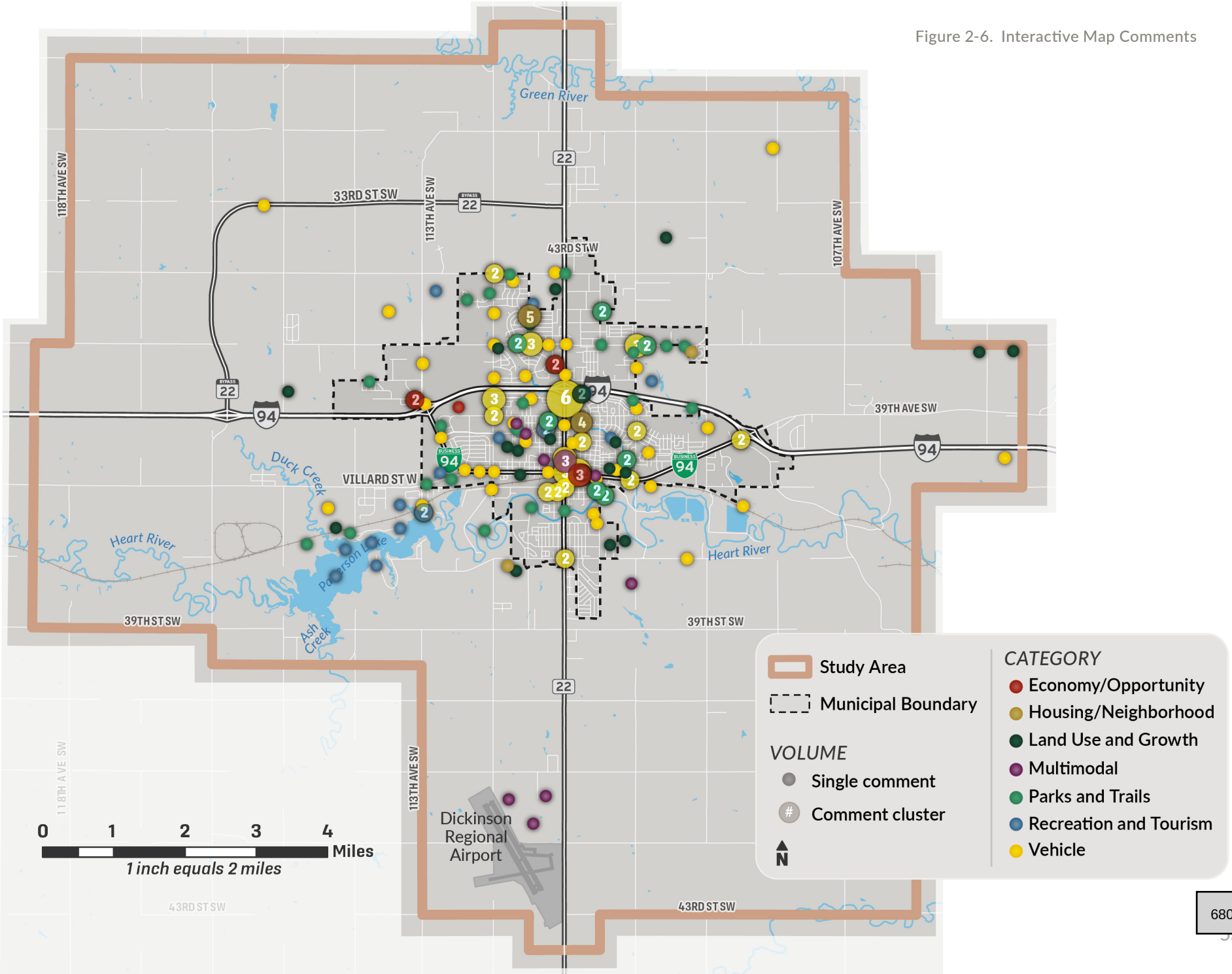


Figure 2-6. Interactive Map Comments



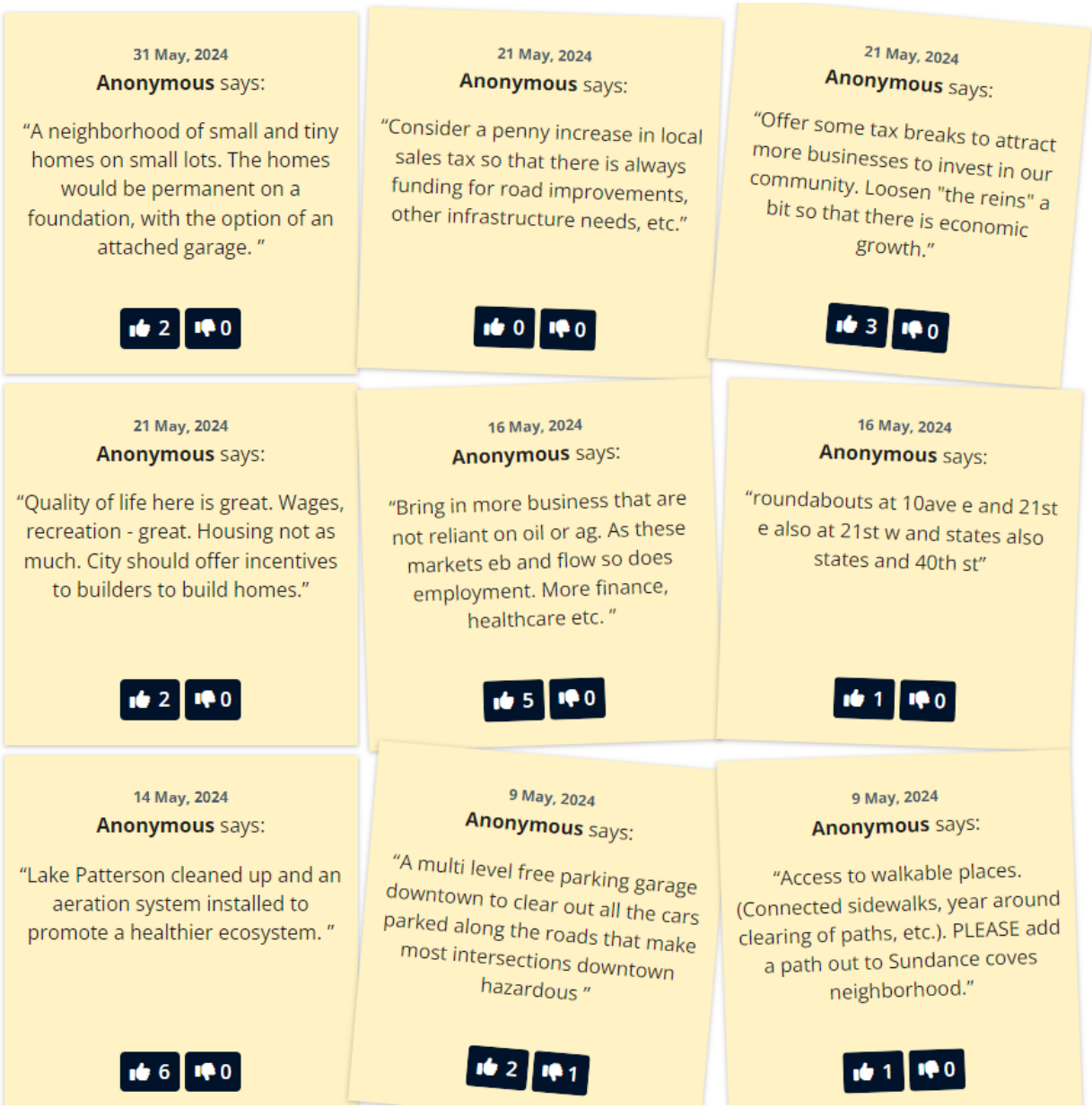
VISION BOARD

The website Vision Board received responses from 25 people who submitted ideas on ways to make Dickinson the best place to live, work, and play.

Key themes and ideas included:

- Encourage development of careers, retail, and business opportunities throughout the community
- Provide recreational and entertainment options for youth and adults
- Enhance walkability from neighborhoods to business areas
- Revitalize downtown businesses and consider parking options
- Incentivize home builders to enhance housing options
- Investments in infrastructure improvements

All comments collected on the Vision Board can be found beginning on **page 183** in **Appendix A**.





AREA-WIDE ISSUES & NEEDS

The existing conditions analysis coupled with public and stakeholder engagement reveal several area-wide issues and needs facing the Direction 2050 study area. This initial list of issues and needs provide a framework of focus areas to be evaluated with the development of Direction 2050.

- Regional transportation issues/corridor analysis
- Traffic safety/operations analysis
- Trails and bike/pedestrian systems
- Neighborhoods
- Transportation system management and preservation
- Standards and policy development

Several conditions were considered when pinpointing the preliminary set of transportation issues, such as crash history, especially locations with fatal or serious injuries, as well as crashes involving bike riders and pedestrians (as illustrated in the crash incident maps beginning on **page 39 through page 43**). Pavement condition and existing and projected level of service (LOS), as detailed in ***Existing Conditions***, were factored into the development of the preliminary development of issues and needs. Issues were initially broken down based on a series of both regional and corridor levels.

Further analysis will assist in the eventual development of planning level project concepts and support the identification of specific project level recommendations.

REGIONAL TRANSPORTATION ISSUES

A series of regionally focused transportation issues were developed as needing further evaluation as part of Direction 2050.

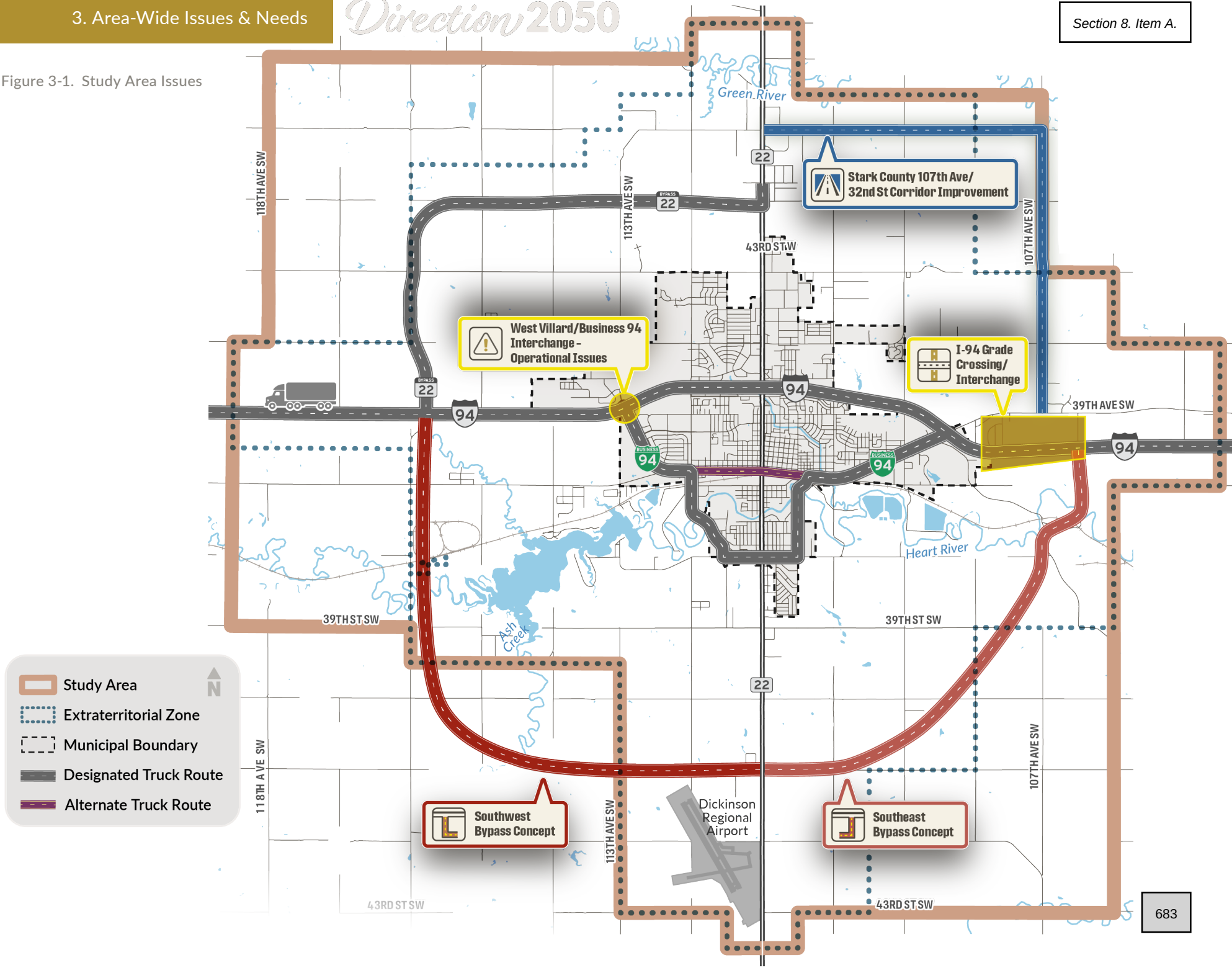
- 107th/Stark County Corridor
- Southeast Bypass
- Southwest Bypass

These specific areas are illustrated in **Figure 3-1. Study Area Issues.**

Bypass Needs

A Southeast/Southwest bypass connecting Dickinson Regional Airport to I-94 could increase safety and alleviate traffic congestion along portions of the existing truck bypass on the southend of the study area. This could ultimately create a complete connection with the existing northwest ND 22 bypass, and coordination with pending roadway investments planned by Stark County. The southeast segment of a potential future bypass will need to consider pending improvements by Stark County along 107th

Figure 3-1. Study Area Issues



Avenue/32nd Street as well as a future potential grade crossing of I-94.

Several potential concepts should be considered and evaluated to support more detailed analysis beyond the Direction 2050 planning process. Very preliminary concepts are illustrated in **Figure 3-1**.

CORRIDOR ISSUES

Additionally, the following areas were pinpointed for corridor level analysis:

- North South Mobility
- State Avenue
- 10th Avenue
- ND 22
- Downtown core
- West and East Villard (specifically through downtown core)

These corridor issues areas (shown in **Figure 3-2**) should be evaluated at a more detailed level of analysis and provide the basis for developing project specific recommendations for Direction 2050.

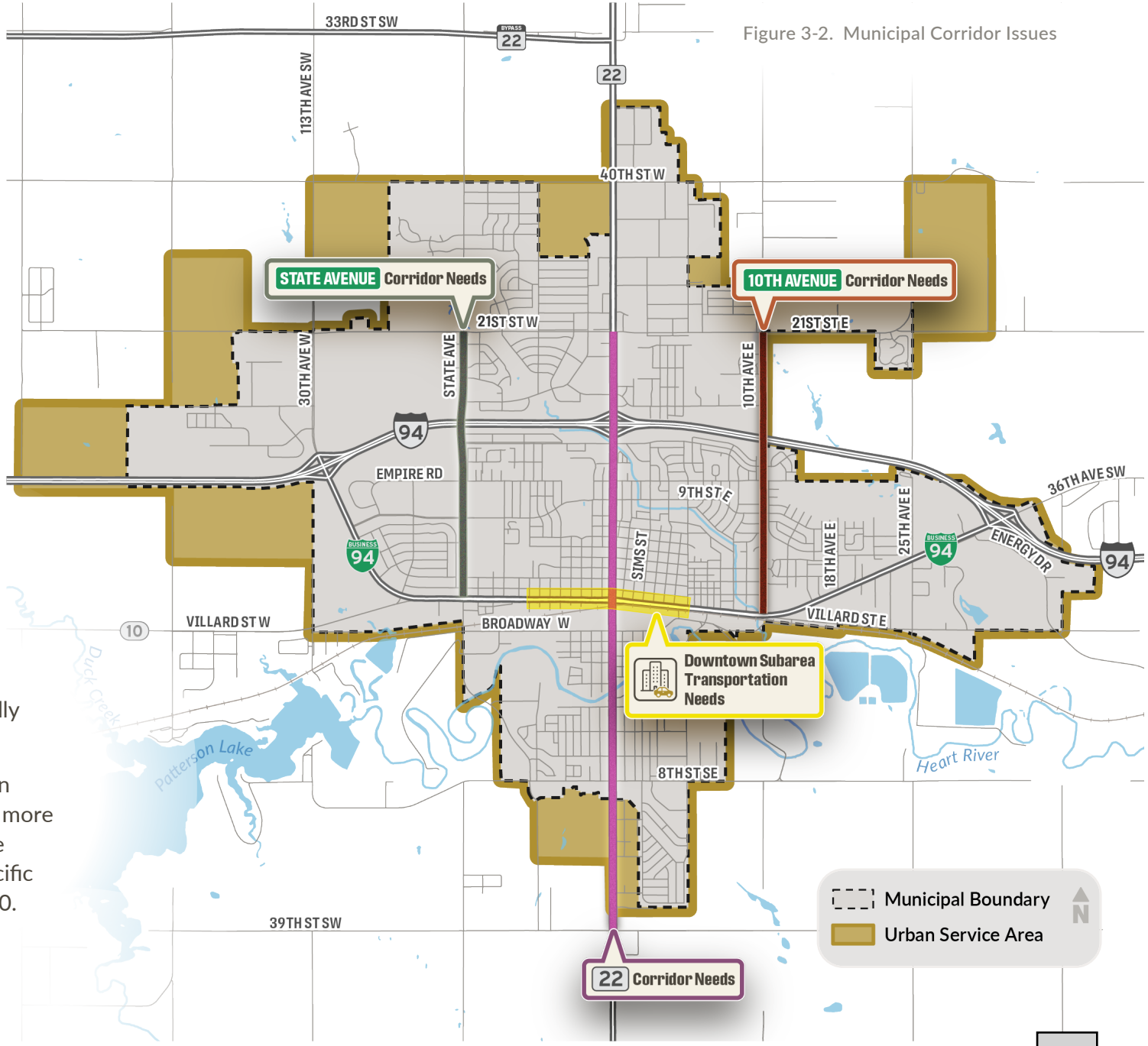
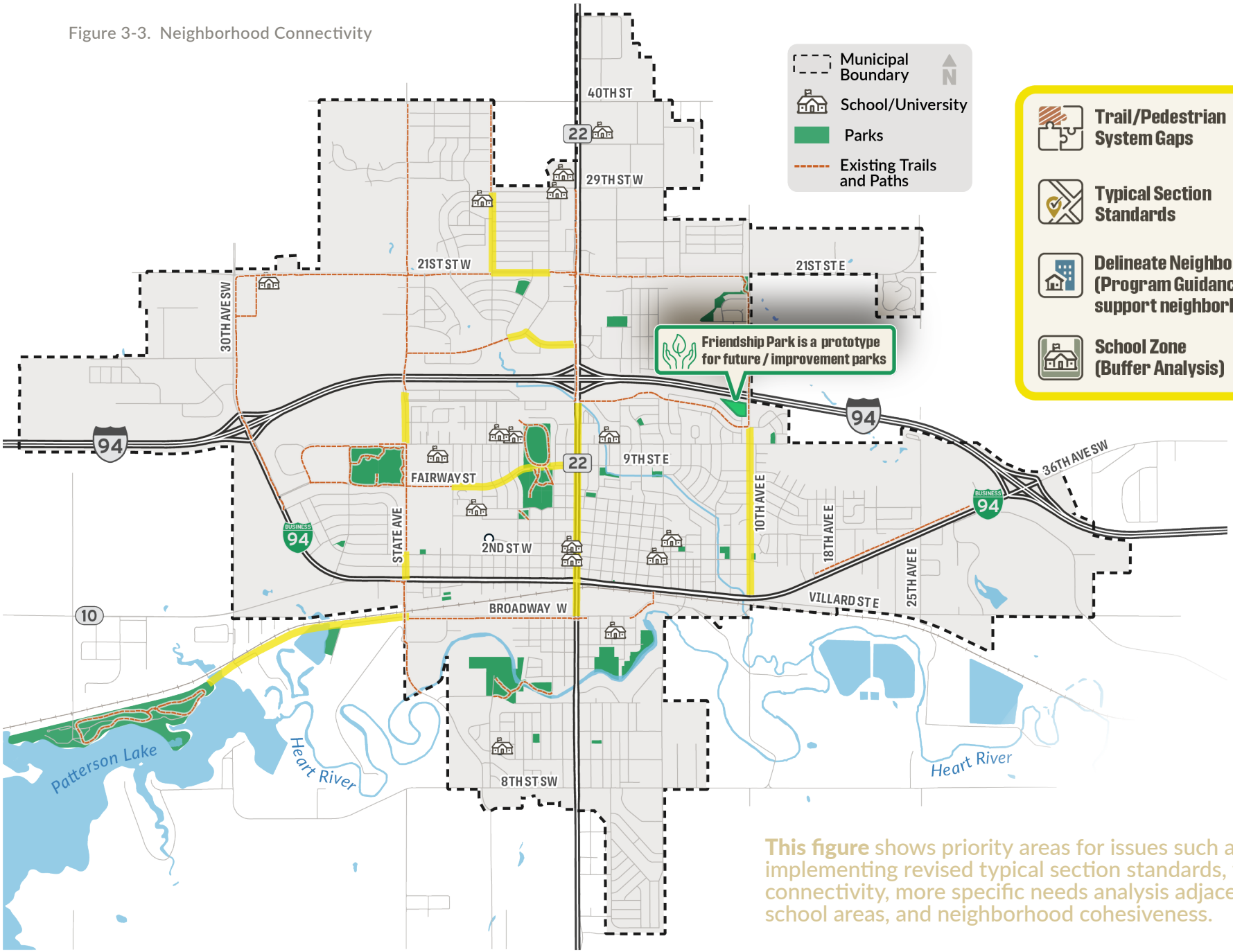


Figure 3-2. Municipal Corridor Issues

Figure 3-3. Neighborhood Connectivity



This figure shows priority areas for issues such as implementing revised typical section standards, trail connectivity, more specific needs analysis adjacent to school areas, and neighborhood cohesiveness.

GROWTH & DEVELOPMENT ANALYSIS

Growth indicators for Dickinson were evaluated to develop an understanding of past growth patterns and potential future growth. This included analyzing population, building permit, and school enrollment data.

Dickinson's population growth has been most influenced by the baby boom, and two oil and gas booms. The most recent oil and gas boom resulted in a 44% population growth from 2010 to 2020. Over the last four decades Dickinson's average annual growth has ranged from -0.1% to 4.4%.

POPULATION TRENDS

Figure 4-1 illustrates the current population projection for Dickinson through 2050, compared to the population projection from 2013.

Depending on the census period, Dickinson's average annual growth has ranged from -0.1% to 4.4%. Population change is driven by births, deaths, and migration.

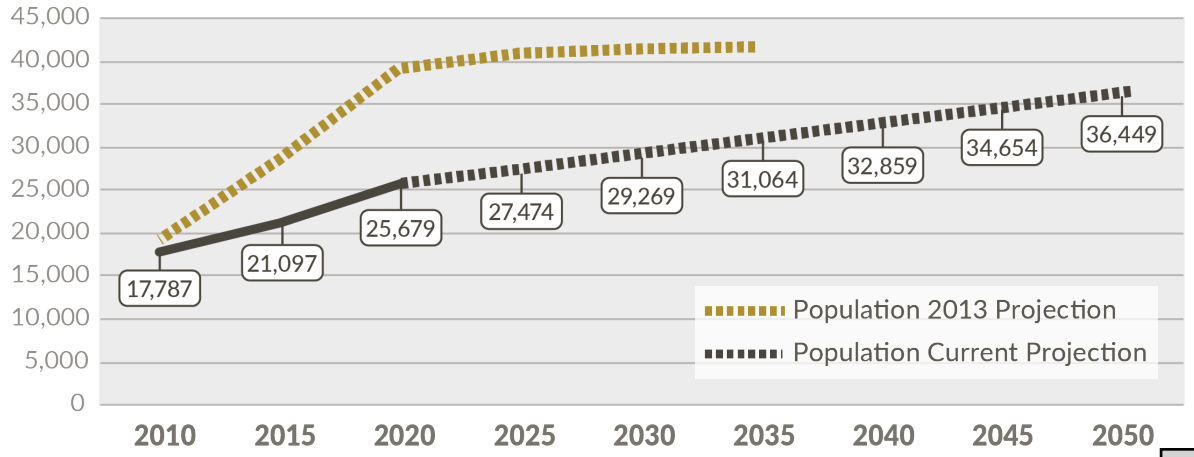
For Stark County, 72% of the population increase between 2010 and 2020 was due to net migration. **Without another economic event to trigger a major change in employment, the future growth of the County, and of Dickinson is likely to be much slower.** In the near term (through 2030), assuming 85% of Stark County births apply to Dickinson's population, the net natural increase for Dickinson is estimated to represent a 0.7% annual population growth. Any additional population growth will have to result from net migration. If net migration were to represent half the near-term population growth, Dickinson would be growing at an average annual rate of 1.4%. If the near-term population growth were to approximate the average annual growth from 2000 to 2010, it would be 1.1%. An alternative perspective is provided by the recent Stark County Comprehensive Plan population projection which put the average annual population growth at 1.8%.

Long term population growth for Dickinson, without a significant economic trigger, is likely

Table 4-1. Dickinson Decennial Population Change 1930–2020

YEAR	POPULATION	GROWTH/ DECADE	AVERAGE ANNUAL GROWTH
1930	5,025		
1940	5,839	16.2%	1.6%
1950	7,469	27.9%	2.8%
1960	9,971	33.5%	3.3%
1970	12,405	24.4%	2.4%
1980	15,924	28.4%	2.8%
1990	16,097	1.1%	0.1%
2000	16,010	-0.5%	-0.1%
2010	17,787	11.1%	1.1%
2020	25,679	44.4%	4.4%

Figure 4-1. Dickinson Population Projection Comparison



to range from 0.7% to 1.4% due to the influx of replacement workers and their families as the current labor force ages.

POPULATION

Population changes result from births, deaths, and net migration. Records are unavailable for births, deaths, and migration for Dickinson, but Stark County statistics can be used as a proxy to understand approximate growth due to natural increase. Population changes not resulting from natural increase can only come from net migration.

Stark County's population change from 2010 through 2019 was 2,436 from *natural increase* and 7,011 from *net migration*. Assuming Dickinson's population change resulted from the same proportion as Stark County's population change, Dickinson's net natural increase was 1,949 people over the decade. Assuming this pattern continues through 2030, Dickinson can expect to grow another 1,949 people from natural increase over that time period.

Several scenarios ranging from 1.1% to 1.8% average annual population growth were developed using different assumptions about timing and level of net migration. Based on the Project Management Team's selection of an overall average annual growth rate of 1.4% Dickinson will have grown to 29,269 by 2030.

Table 4-2. Stark County Resident Births and Deaths, 2010–2019

YEAR	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Births	301	339	398	484	543	546	549	493	526	550
Deaths	217	236	197	237	234	240	218	234	236	244
Net change	**84**	**103**	**201**	**247**	**309**	**306**	**331**	**259**	**290**	**306**

This will require a net migration of 1,640 people over the decade. If this growth pattern continues, by 2050, Dickinson will have a population of 36,449.

HOUSEHOLDS

The population projection based on 1.4% average annual growth was used as a base for developing household projections from 2020 through 2050 using a factor of 2.38 persons per household through 2030 and gradually changing to a factor of 2.25 persons per household by 2040. Dickinson averaged 2.38 persons per household in the 2020 decennial census, but this number is expected to drop as the baby boomer population ages and the influx of families contributing to the increased school enrollment of the last decade start to see their children graduate and leave home.

Table 4-3. Dickinson Growth Projections 2020–2050

YEAR	POPULATION
2020	25,679
2025	27,474
2030	29,269
2035	31,064
2040	32,859
2045	34,654
2050	36,449

Table 4-4. Dickinson Household Projections 2020–2050

YEAR	HOUSEHOLDS
2020	10,789
2025	11,544
2030	12,298
2035	13,506
2040	14,604
2045	15,402
2050	16,200

Table 4-5. Dickinson Employment Projections 2020–2050

YEAR	EMPLOYMENT
2020	13,913
2025	14,885
2030	15,858
2035	16,830
2040	17,803
2045	18,776
2050	19,748

EMPLOYMENT

Employment statistics for Dickinson are not readily available, but the North Dakota Job Service does collect employment statistics at a county level. We can derive employment statistics for Dickinson based on Stark County information. The latest available employment statistics for Stark County are from 2022. Stark County employment in 2022 was 17,772. The Census Population Estimate for Stark County in 2022 was 32,803. The ratio of employment to population for Stark County is 0.5418:1.0000. Assuming this ratio does not change significantly over time and that the same ratio holds for Dickinson, we can project future year employment as illustrated in **Table 4-5**.

EXISTING LAND USE (ELU) MAP

In order to develop an understanding of potential future growth for the comprehensive and transportation plans, an existing land use map was developed, based on tax parcel data, aerial photography review and key stakeholder input. The draft map was reviewed by city planning staff and revised based on their comments. Total acres are shown in **Table 4-6**, utilizing the category definitions from the ***Existing Conditions*** chapter.

Table 4-6. Dickinson Existing Land Use Acreage by Category

AGRICULTURAL	–
VACANT	1821.09
RESIDENTIAL LOW DENSITY	2,011.45
RESIDENTIAL HIGH DENSITY	213.25
PARKS/REC	198.65
PUBLIC/INSTITUTIONAL	1146.96
COMMERCIAL	568.56
INDUSTRIAL	558.73
TOTAL	**6,518.71**

Figure 4-2. Existing Land Use Map (ETZ)

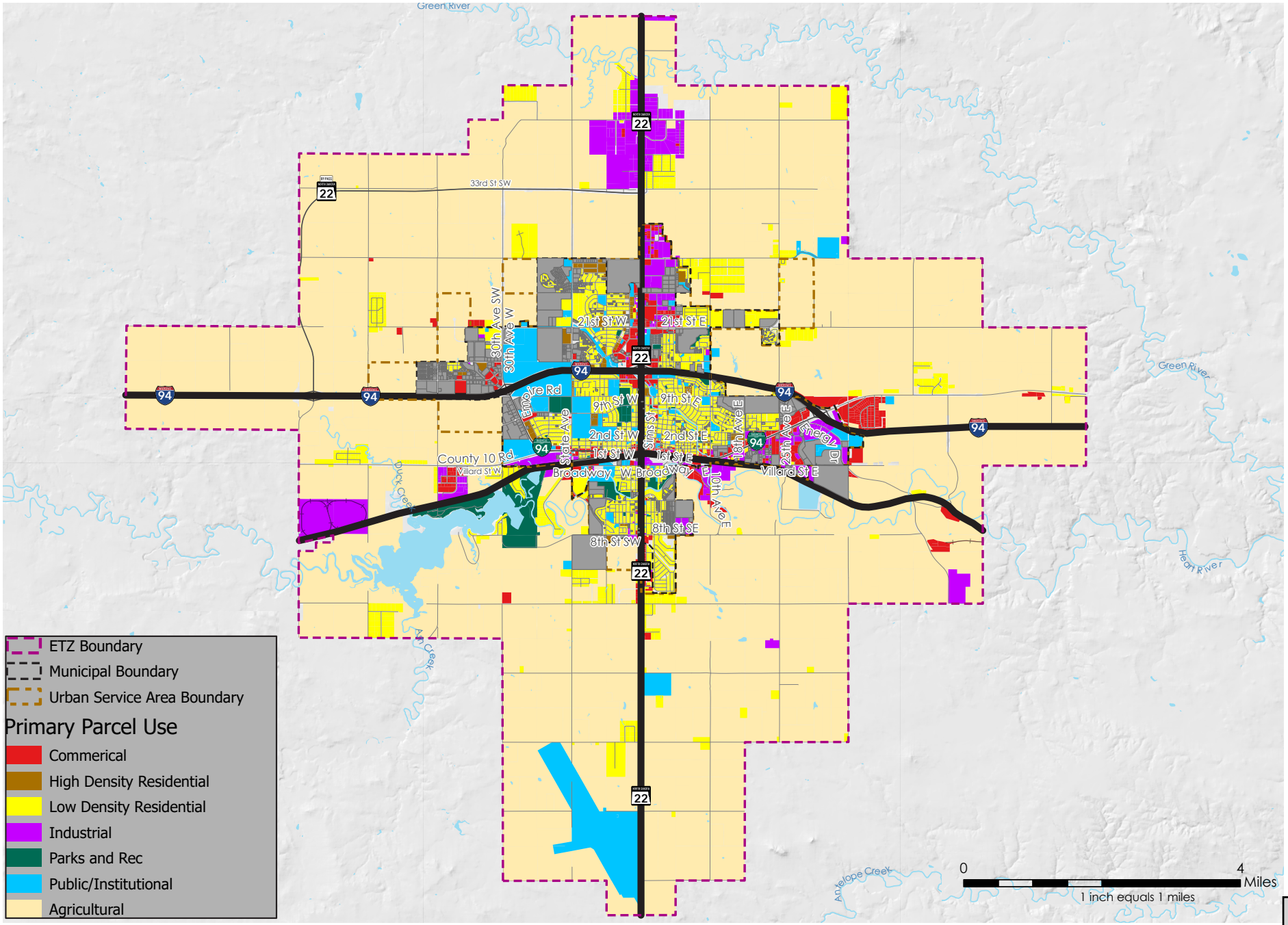
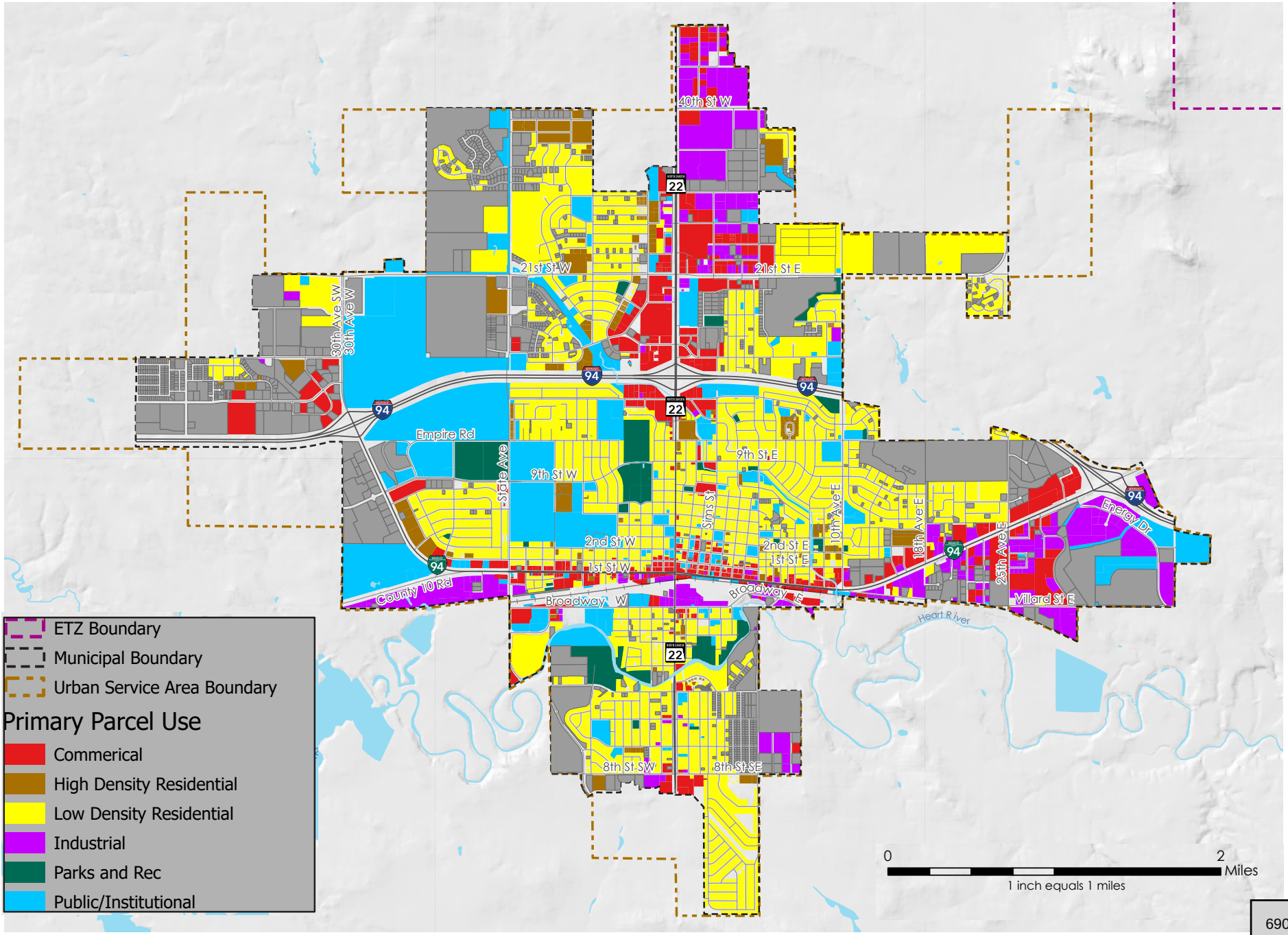


Figure 4-3. Existing Land Use Map (Municipality)



HOUSEHOLD AND EMPLOYMENT DEVELOPMENT DEMAND

Ratios of households per acre and employees per acre were developed based on current estimated households and employment and current land used for housing and employment. The average households per acre was calculated to be 3.164. The average employees per acre was calculated to be 6.491. Using the projections for households and employment noted above, the estimated demand for residential and employment acres was projected to be as illustrated in the **Table 4-7**.

Table 4-7. Estimated Development Acres Needed, 2025–2050

YEAR	HOUSEHOLDS	RES ACRES	EMPLOYEES	EMP ACRES	TOTAL ACRES	NEW ACRES
2025	11,544	3,649	14,885	2,293	5,942	388
2030	12,298	3,887	15,858	2,443	6,330	388
2035	13,506	4,269	16,830	2,593	6,861	532
2040	14,604	4,616	17,803	2,743	7,358	497
2045	15,402	4,868	18,776	2,893	7,761	403
2050	16,200	5,120	19,748	3,042	8,162	401
TOTAL						2,609

DEVELOPMENT STOPLIGHT CRITERIA

Land designated as vacant in the Existing Land Use Map has differing levels of capacity for immediate development. Apex Engineering staff reviewed all the vacant parcels and assigned the parcels into one of three categories:

Green: In general, the property is shovel ready with minor improvements potentially required such as:

- Service lines for water and sewer
- Roadways are constructed

Yellow: Relatively minor improvements required with the following conditions:

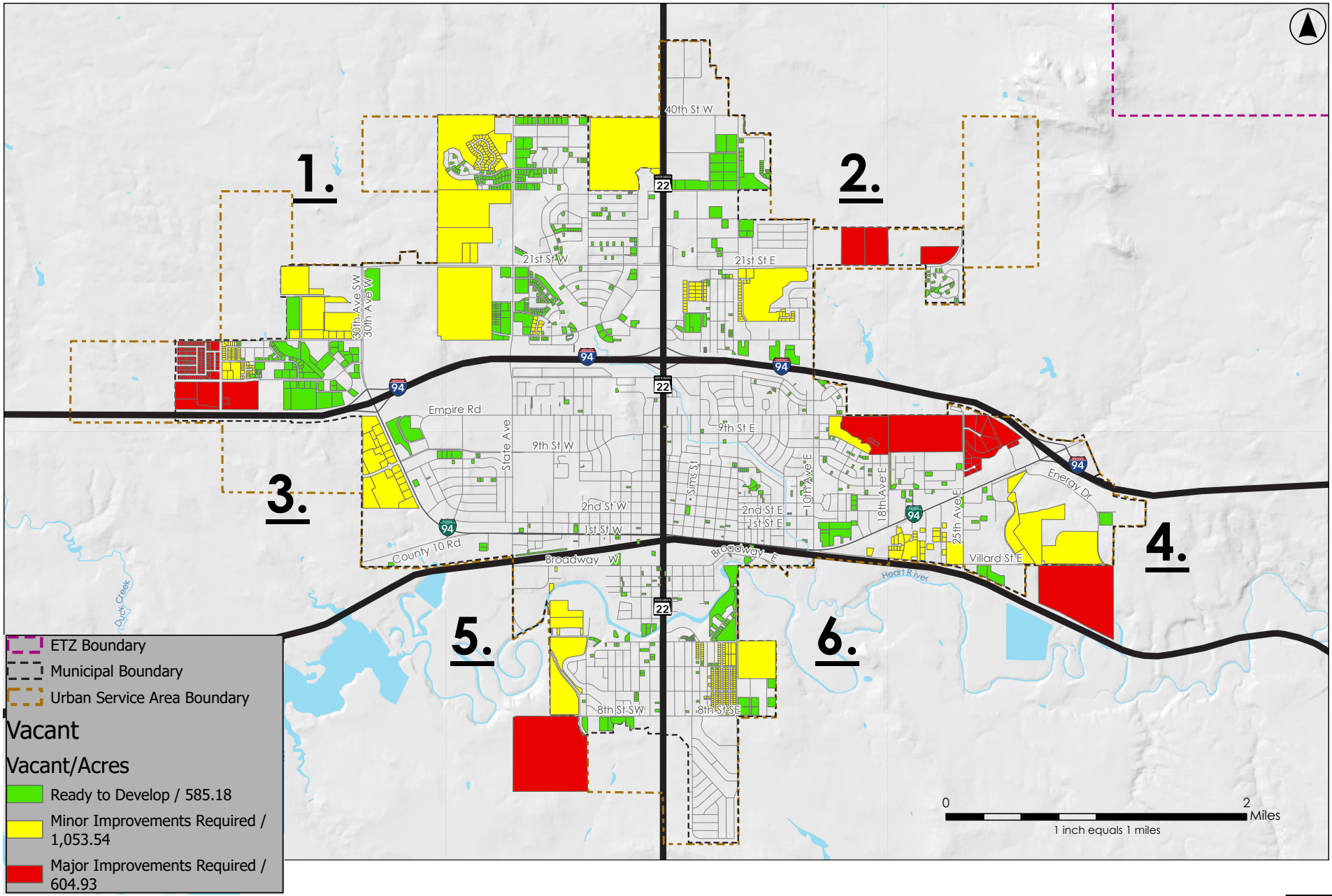
- Less than ¼ mile from existing infrastructure
- Minor collector roadway improvements
- Water distribution and sewer collection system improvements
- No major adjacent infrastructure requires upgrades/improvements

Red: Relatively major improvements required with the following conditions:

- More than ¼ mile from existing infrastructure
- Major collector roadway improvements
- Arterial roads roadway improvements
- Trunk sewers/trunk line water distribution mains required
- Major components/major upgrades to existing facilities required (lift stations/ upsized or existing sewers/booster stations/water towers/upsized existing water lines)

Please note that additional constraints such as permitting or other physical site conditions may affect the development category (groundwater, grading, etc.). Since the purpose of this map is to identify relative readiness of land for development without consideration for market conditions, no consideration was given for platting and zoning status, or landowner development desires.

Figure 4-4. Vacant Land Availability



The vacant land available for development by sector in **Figure 4-4** is summarized in **Table 4-8**. The total acreage available for development within or immediately adjacent to current city limits is 2,243 acres. This is slightly less than the 2,609 total estimated development acres needed by 2050.

Table 4-9, based on discussion with the PMT, shows anticipated growth in each of the sectors identified in terms of percentage (%) of total growth in residential and in commercial/industrial (i.e., Employment) land use categories. The overall pattern of growth assumes most growth happening in Sectors 1 and 2 in the short term, gradual growth throughout the time period for Sectors 5 and 6, moderate growth in Sector 3 in the middle of the time period, and most growth in Sector 4 later in the time period.

Table 4-8. Vacant Land Availability (in acres) by Sector

SECTOR	AVAILABLE NOW		MINOR INVESTMENT		MAJOR INVESTMENT		TOTAL
	ACRES	%	ACRES	%	ACRES	%	
Sector 1	273.31	47%	560.59	53%	96.85	16%	**930.75**
Sector 2	130.60	22%	85.22	8%	66.02	11%	**281.84**
Sector 3	35.26	6%	87.22	8%	–	–	**122.48**
Sector 4	64.56	11%	165.12	16%	288.37	48%	**518.05**
Sector 5	29.44	5%	76.34	7%	153.67	25%	**259.45**
Sector 6	51.45	9%	78.82	8%	–	–	**130.27**
Total	584.62	100%	1,053.31	100%	604.91	100%	2,242.75

Table 4-9. Anticipated Sector Growth

YEAR	LAND USE	SECTOR 1		SECTOR 2		SECTOR 3		SECTOR 4		SECTOR 5		SECTOR 6	
		ACRES	%	ACRES	%	ACRES	%	ACRES	%	ACRES	%	ACRES	%
2025	Residential	150.3	63%	47.7	20%	4.8	2%	11.9	5%	11.9	5%	11.9	5%
	Employment	74.9	50%	44.9	30%	15.0	10%	15.0	10%	0.0	0%	0.0	0%
2030	Residential	143.0	60%	47.7	20%	11.9	5%	11.9	5%	11.9	5%	11.9	5%
	Employment	67.5	45%	30.0	20%	15.0	10%	15.0	10%	15.0	10%	7.5	5%
2035	Residential	286.3	75%	57.3	15%	9.5	3%	9.5	3%	9.5	3%	9.5	3%
	Employment	67.4	45%	15.0	10%	29.9	20%	29.9	20%	7.5	5%	0.0	0%
2040	Residential	173.5	50%	34.7	10%	0.0	0%	69.4	20%	34.7	10%	34.7	10%
	Employment	64.5	43%	15.0	10%	30.0	20%	30.0	20%	3.0	2%	7.5	5%
2045	Residential	151.3	60%	0.0	0%	0.0	0%	50.4	20%	25.2	10%	12.6	5%
	Employment	0.0	0%	0.0	0%	3.0	2%	74.9	50%	7.5	5%	7.5	5%
2050	Residential	0.0	0%	0.0	0%	0.0	0%	100.9	40%	126.1	50%	12.6	5%
	Employment	0.0	0%	0.0	0%	3.7	3%	104.8	70%	7.5	5%	15.0	10%



EXTRATERRITORIAL LAND USE MANAGEMENT

Vacant land within the existing municipal boundary can accommodate nearly all the projected land use needs through the year 2050. There is no guarantee that all that vacant land will be developed. Therefore, it is essential that the City of Dickinson protect the land outside the existing municipal boundary for future growth. Extraterritorial authority allows Dickinson to regulate land use for this purpose. However, there has been a significant amount of rural residential development occurring within the extraterritorial zone in recent years. It is appropriate and reasonable for the city to define an area like the current urban service area within which new development is not allowed unless developed to urban standards and unless annexed into the City. Protecting this urban growth area is a key component of developing the future land use map.

FUTURE LAND USE PLAN

ABBREVIATIONS AND TERMS

ADU – Accessory Dwelling Unit. A subordinate, permanent independent dwelling which has its own cooking, sleeping, and sanitation facilities and which is:

- Within or attached to a single-family residential building; or
- Within a detached accessory structure associated with a single-family dwelling that is smaller than the primary structure, on a permanent foundation, and is not a recreational vehicle; or
- An apartment either attached to or within an existing commercial structure for use on a temporary basis by an employee of the specific business.

The ADU may be serviced through the same utility meters or connections as the principal dwelling unit.

CIP – Capital Improvement Plan. Dickinson's program of infrastructure projects, with projected year(s) of construction and needed budget allocations for each project. The City Commission reviews and approves the CIP annually in association with review of the City's annual budget.

DCS – North Dakota Division of Community Services. This state agency approves designations of Renaissance Zones, among other services.

ETZ – Extraterritorial Zone. The area outside of Dickinson's city limit where the City has established zoning and subdivision regulatory authority in accordance with North Dakota Century Code provisions. The Extraterritorial Zone has been adopted and recorded via map.

FLUM – Future Land Use Map. This is the primary tool for indicating the land uses by parcel or section for the entire study area, and is used for understanding and communicating the expected land use evolution to property owners, development applicants, and the public.

North Dakota Main Street Initiative – The Main Street Initiative is operated by the North Dakota Department of Commerce with a purpose to promote revitalization of cities' downtowns and main streets through infrastructure upgrades and repurposing of existing buildings. This effort is separate from the national Main Street America program, although both have similar focus areas.

About this chapter

- **Preceding Plan Components:** The population, employment, and household growth projections developed in ***Growth & Development Analysis*** chapter, including the **Vacant Land Availability *map* (page 67)** are foundational to the assumptions in this chapter. Finally, the parcel development status and analysis in the ***Existing Conditions*** chapter illustrate the existing land use and zoning context of Dickinson, allowing this chapter to build future conditions and recommended changes in land use context on that foundational analysis.
- **Dependencies of this Section:** The ***Future Housing*** chapter refines and expands on the residential types that Dickinson expects in the future, on the parts of Dickinson that are slated to become new residential areas and for existing residences. The ***Transportation Development Guidelines*** chapter uses the proposed mix and intensity of future land uses proposed in this chapter as the basis for traffic forecasting and identification of network gaps or needs to resolve congestion. Each of those chapters utilize the same future land use categories, the relative intensity of jobs and/or residents that the **Future Land Use Map** introduced in this chapter. Together, all of these elements detail how Dickinson will implement its vision for growth.

Revolving Loan Fund – A publicly operated financing pool used to fund individual projects, where the repayment of principal and interest/fees earned facilitate the funding of additional future projects.

RZ – Renaissance Zone. An established area of a City designated by a local government and approved by the City and North Dakota Department of Commerce. Qualifying property improvements within an RZ may be granted state and local tax abatements for up to five years, subject to approval by the City.[1]

Shovel-Ready Development – Sites that could be developed with minimal or no delay upon completion of development review and permitting steps, due to the presence of existing access, utility connections, and the lack of obstacles such as steep terrain.

TIF District – Tax Increment Financing District. A regulatory tool to where marginal collection of tax proceeds funds infrastructure projects within the boundary of the district. Local governments in North Dakota are enabled to establish TIF districts.

USA – Urban Service Area. The area that the City of Dickinson serves or will serve. The area was expanded by city ordinance in 2014 and 2016, and now covers approximately 16 square miles.



INTRODUCTION

The analyses that comprise this chapter assume a modest growth rate over the next 25 years that keeps Dickinson the community of choice for long-time residents, while accommodating strategic addition of homes, businesses, and infrastructure that Dickinson will need to remain a vibrant, functional, and healthy community. The following strategies fulfill the Land Use Vision statement:

> Utilize available space in the community that promotes increasingly vibrant communities to live, work, learn, and visit.

This vision is supplemented by the overall goal to **effectively manage the location, timing and fiscal impacts of future development.** This chapter provides guidance to ensure the growth and development vision and goals of the City of Dickinson expressed here are met over time. Additional land use-specific goals are included in the various sections of this chapter as well.

The thoughtful separation of land uses and robust enforcement of the development code are critical to maintaining Dickinson's high quality of life and healthy economy. Dickinson Direction 2050 expands on these efforts by promoting new development in a limited number of key locations within Dickinson, utilizing a Future Land Use Map and Preferred Growth Scenario; most proposed new development would occur on vacant sites, and would be spread across multiple areas of the City. These tools operate within the general parameters of low-density residential development in proximity to the City's existing built footprint. They also promote commercial development along key corridors and intersections; industrial development in areas appropriate for more intensive uses; and job centers that drive the local economy.

PLACES AND USES

Snapshot of Today

The existing land use of Dickinson is reflected in the ***Existing Conditions*** chapter's **Figure 1-8 on page 10**. This figure indicates current conditions of Dickinson, in concert with the **Existing Zoning** figure on **page 12**.

The future land use plans for Dickinson were expressed in the Comprehensive Plan adopted in 2013, known as *Dickinson 2035*, with more recent (non-map) updates completed on an as-needed basis, most recently in 2021.[2]

The adopted Future Land Use Map from 2013 has been the centerpiece of Dickinson's land use policies since that plan's adoption and is reflected in **Figure 5-1**.

Selective updates to the Future Land Use Map have been approved by ordinance since adoption of the last Comprehensive Plan. Each update has been minor and has impacted small percentages of the City's area, together covering less than 400 acres.

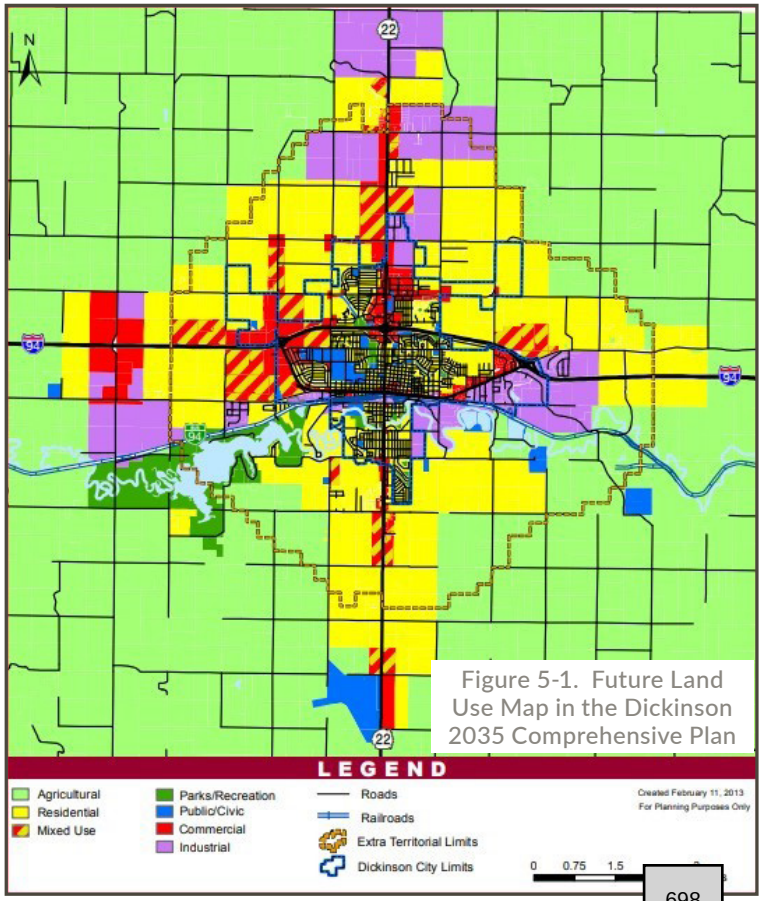


Figure 5-1. Future Land Use Map in the Dickinson 2035 Comprehensive Plan

The future land use categories of the previous plan have been retained except that the residential category has been split into low density and high density residential. Therefore, property owners and other public audiences have a straightforward experience in understanding the new future land use plan. However, the location and extent of the future land use categories have, in some cases, been modified to address new projections for growth. The next sections indicate the projected demand that is driving this assumption—expanding on the population forecasts from the ***Growth & Development Analysis*** chapter—and explores how to guide this growth in a proactive and sensitive manner. Ultimately, this will allow Dickinson to achieve the Land Use Vision while keeping today's neighborhoods intact, aligning the existing land use fabric with the new.

Future Needs

CUMULATIVE LAND DEMAND

The growth forecasts for Dickinson in the ***Growth & Development Analysis*** chapter detail how much land the City will need to accommodate the anticipated 2050 population. Total acreage and the specific acreage subsets for residential and commercial needs will house projected community growth by 2050. These are detailed in **Table 5-1**; the Future Land Use Plan focuses on fulfilling the cumulative land demand by 2050 of 2,609 acres—additional to the footprint of Dickinson today. The **Future Land Use Map** section also discusses how the City can meet the interim additional land demand on a five-year basis.

Overall, because there is surplus land available within Dickinson, the Future Land Use Plan can deliver the needed acreage without pushing development into the Extraterritorial Zone. Some areas of the Extraterritorial Zone may be considered as opportunity sites for Dickinson's long-term growth beyond 2050; otherwise, they should remain primarily the agricultural uses existing today. **The Preferred Scenario on page 80** explains the opportunity presented by limiting urban-style development in the ETZ and details the available vacant land.

Next, specific areas of concern will be addressed by Dickinson Future 2050. Some are perennial, while other concerns have arisen since adoption of the last Comprehensive Plan. New areas of focus include downtown, the prioritized areas for growth beyond the edge of the city, and established neighborhoods between the center and the edge of the City.

Table 5-1. Forecast Acreage Needs for Future Community Expansion

YEAR	HOUSEHOLDS	RES ACRES	EMPLOYEES	EMP ACRES	TOTAL ACRES	NEW ACRES
2025	11,544	3,649	14,885	2,293	5,942	388
2030	12,298	3,887	15,858	2,443	6,330	388
2035	13,506	4,269	16,830	2,593	6,861	532
2040	14,604	4,616	17,803	2,743	7,358	497
2045	15,402	4,868	18,776	2,893	7,761	402
2050	16,200	5,120	19,748	3,042	8,162	402
TOTAL						2,609

GROWTH MANAGEMENT IN DICKINSON'S EXTRATERRITORIAL ZONE

It is important to keep Dickinson's growth well-managed and to preserve agriculture and open space beyond the City's developed footprint. The value of these areas includes prime farmland soils, wetlands that drain the Heart River watershed, and active vertical oil wells.[3] Inasmuch as new urban-style residential and commercial uses can largely be accommodated inside the current municipal boundary, these valuable uses can remain intact without threat of encroaching urban development.

Extraterritorial Zone on page 89 discusses the Extraterritorial Zone's management for the next 25 years.

ALIGNMENT WITH STARK COUNTY 2040 COMPREHENSIVE PLAN

The Stark County 2040 Comprehensive Plan identified nine priority growth areas that are expected to harness the bulk of future growth in unincorporated parts of the county. Four of these priority growth areas surround Dickinson: two to the west, one to the east, and one to the south, abutting the Extraterritorial Zone of Dickinson.[4] Alignment of Dickinson Future 2050 priorities with these Opportunity Growth Areas is discussed in the **Extraterritorial Zone** section on **page 89**.

This chapter accounts for their proximity by ensuring that land within the City's ETZ retains continuing agricultural designations for all land not actively in another land use; any non-agricultural or recreational uses in the ETZ will require conditional use permitting.

Finally, Stark County 2040 uses similar future land use categories as this plan; the major differences are the use of Open Space and Recreational categories, which are generally not applicable in Dickinson.

DOWNTOWN CONSIDERATIONS

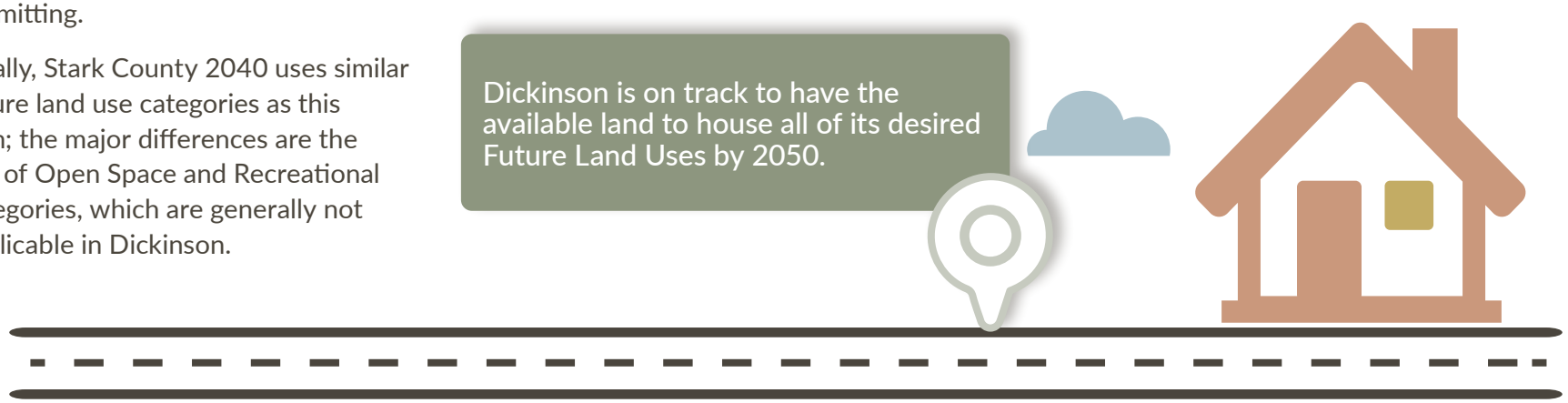
Downtown represents an intersection of multiple goals: placemaking and curb appeal are important to the visual attractiveness Dickinson wants to portray; business opportunities fulfill local commercial demand, provide employment, and harness entrepreneurship; and the regionally serving civic, entertainment, and retail options of downtown cement the City's role as a choice destination in western North Dakota. However, the potentially higher cost and greater complexity of operating a business downtown, including a desire for convenient parking amid space constraints, may threaten these goals. Downtown businesses must overcome these limitations and remain open to contribute to these goals.

THE BOTTOM LINE

Dickinson is on track to have the available land to house all of its desired Future Land Uses and the mix therein by 2050. Specific considerations for Dickinson's downtown and its Extraterritorial Zone point new development toward other areas, chiefly taking advantage of vacant sites within the City limit or directly adjacent and easily serviceable by existing city services. This chapter details the policy changes and interventions that will move the City toward the long-term goal of matching available land with future needs, as well as implications for demographics, housing, and public services.

The remainder of this chapter provides recommendations for consistent and reproducible growth management policies that will guide the future land use need. Recommendations are not categorized by time of implementation, indicating when City action could begin. The City leadership and staff may determine in the future whether an implementation workplan is appropriate. At that point, these recommendations could be sorted into phases, e.g., immediate-term (less than one year after adoption), medium-term (1–3 years), or long-term (more than three years).

Dickinson is on track to have the available land to house all of its desired Future Land Uses by 2050.








FUTURE LAND USE MAP

This section details how Dickinson can meet the following identified Land Use goals:

- Effectively manage the location, timing, and fiscal impacts of future development.
- Promote and require high quality development in the city.

The Future Land Use Map (FLUM) indicates the intended land uses throughout the study area, considering existing development, land uses expected to require additional space, available public services, and the City's future plans to extend road and utility networks to service new areas. All recommendations in the Dickinson Direction 2050 plan will utilize the FLUM as the foundation to guide development decisions and policies at a high level.

Land Use Categories

The land use categories utilized for the Future Land Use Map include six of the land use categories from the current Comprehensive Plan, but divides residential land use into two categories, and adds one additional category. Those categories—and their relationships to Dickinson's zoning districts where relevant—are:

Low-Density Residential: Primarily residential use with two or fewer units per parcel. This generally corresponds to the Low-Density Residential (R-1) zoning district in use by Dickinson, with selected additional undeveloped sites.

High-Density Residential: Primarily residential use with three or more units per parcel which has often served as a transitionary zoning district between residential and commercial uses. This generally corresponds to the Medium-Density Residential (R-2), High-Density Residential (R-3), and Mobile Home Residential (MH) zoning districts in use by Dickinson, and designated significant portions of undeveloped sites to meet current and expected housing demand.

Commercial: Sites that primarily support retail, service, civic and office uses, and related trades; the addition of parking, loading zones, and outdoor uses are ancillary to this primary use. Parcels in this category may include limited service uses, but not to the extent of parcels in the Industrial category.

Mixed Use: Any combination of more than one of the above uses combined on a single parcel or site. Parcels in this category provide for a mix of uses to promote infill and/or redevelopment, and additionally, may promote the construction of a greater variety of residences at smaller sizes and lower price points. A Planned Unit Development (PUD) may be utilized to establish new Mixed Use areas. This category does not allow Industrial or Agricultural uses.

Industrial: Parcels with a primary purpose ranging from light to heavy industrial uses, including motor pools, storage yards, manufacturing, processing, and similar uses. This category includes buffering and other requirements to minimize adverse impacts on surrounding land uses.

Public/Institutional: This category includes multiple types of public uses, including but not limited to government offices, public works facilities, agricultural research, schools and other indoor public facilities (except Parks and Recreation uses), and land held for drainage or stormwater retention. These parcels may be owned by any of the following: the City of Dickinson, Stark County, Dickinson State University, or another general purpose or special purpose government.

Parks and Recreation: This category includes areas that are designated for public recreation, open space, conservation, natural resources, or habitat preservation. These parcels may be subject to restrictive conservation easements to preclude incompatible development and may include both outdoor areas and supporting indoor recreational facilities.

Agricultural: This category designates agricultural and related uses such as crops, dairies, grazing, and ancillary supporting facilities. Single-family residences that are located on farm properties and occupied full-time are designated in the Low-Density Residential category rather than as Agricultural.

Rural Reserve: The Future Land Use Map uses a rural reserve land use category to designate land which shall be protected from any counterproductive land uses and reserved for future annexation. These parcels are primarily vacant or open space today and are not expected to develop by 2050. However, their strategic locations deem them strong candidates to capture Dickinson's long-term development beyond 2050, and are reserved for that purpose on the Future Land Use Map.

The Land Use and Zoning District Compatibility Matrix provided in **Table 5-2** is a tool to use when considering if proposed zoning district changes are consistent with the Direction 2050 Future Land Use Map categories. Other factors which could be considered include compatibility with surrounding land uses and capacity to be served by community services and infrastructure.

Compatible indicates the proposed zoning district is considered compatible with the future land use category, except in unusual circumstances. Planning best practices should still be utilized to create high quality development within the proposed zoning district. *Incompatible* indicates the proposed zoning district is considered incompatible with the future land use category. The proposed zoning district change is not recommended without documenting and demonstrating that all significant incompatibilities are mitigated.

Table 5-2. Zoning District Compatibility with Future Land Use Categories

FUTURE LAND USE CATEGORY	ZONING DISTRICT												
	AG	RR	R-1	R-2	R-3	MH	LC	CC	DC	GC	LI	GI	P
Agricultural													
Commercial													
High Density													
Low Density													
Industrial													
Mixed Use													
Parks and Rec													
Public													

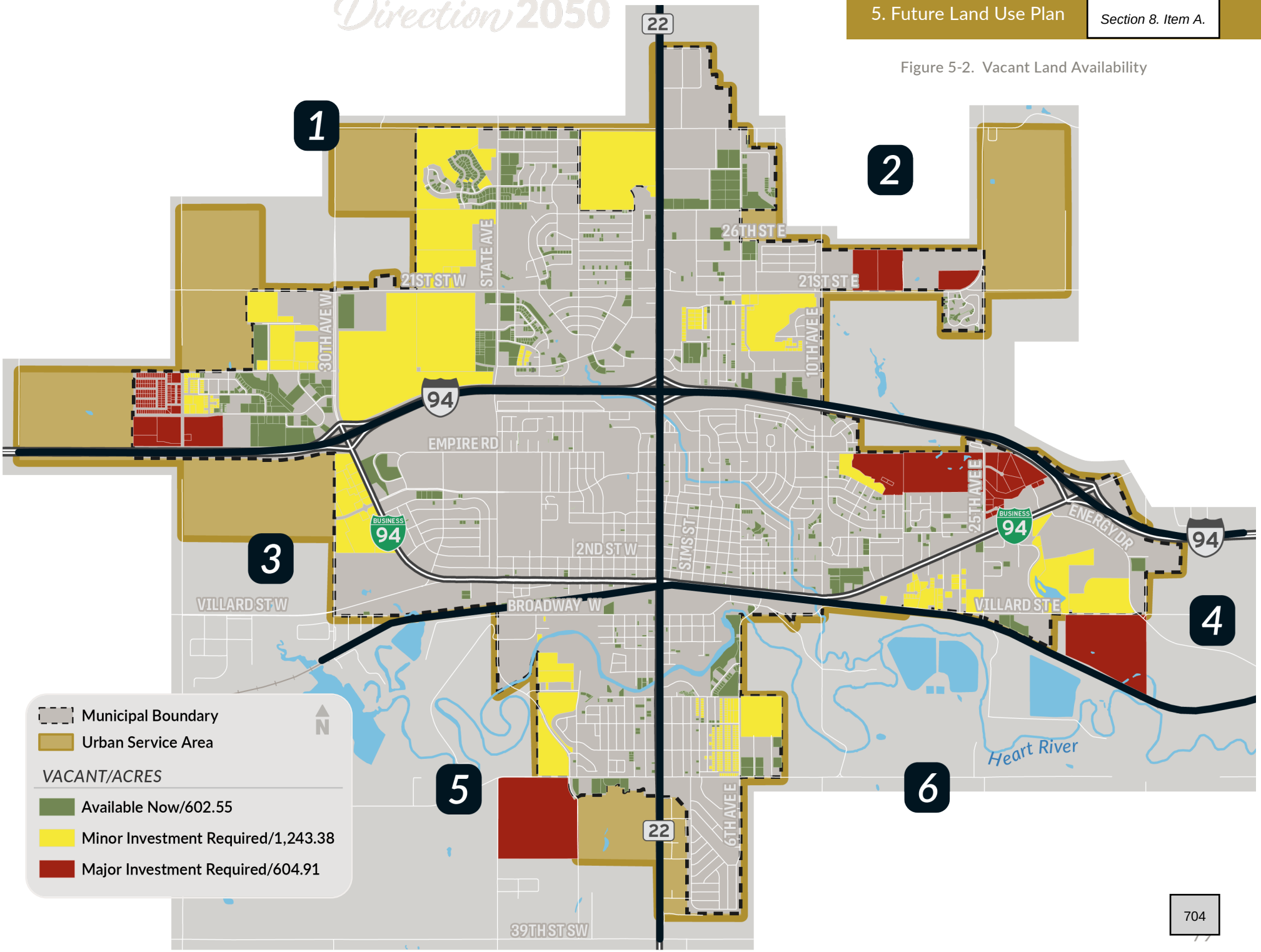
Green = Compatible *Red = Incompatible*

Future Growth Scenarios

INTRODUCTION

Dickinson's long-term growth will be best managed by a tailored approach, that accounts for the existing land uses and zoning districts, the aspirations for future land use types, and the need for strategic separation of land uses. The **Vacant Land Availability** is foundational to the assumptions in this Chapter and is reproduced in **Figure 5-2**. The City is divided into six sectors to facilitate analyses, divided by Highway 22, Interstate 94, and the railroad tracks. The map illustrates the areas initially identified as available for future development with colors representing minimal (green), moderate (yellow), and major (red) infrastructure investment needed to accommodate development. While all of the vacant areas that are colored in that map are relevant to this long-term growth picture, only those within the current City limit are considered in this section.

Figure 5-2. Vacant Land Availability



ALTERNATIVE GROWTH CONCEPTS

Out of many possible future growth scenarios, three were used to consider preferred approaches to meeting forecasted residential and commercial growth land use needs by 2050. The three scenarios ranged in intensity from more gradual to more aggressive additions. Detailed maps and data about the three scenarios are located in ***Appendix B***, including the methodology used to develop and consider their implications for Dickinson's future. All three scenarios aim to remain within the City limits and discourage development in the Extraterritorial Zone in order to minimize infrastructure extension and costs and especially to prevent the need to take on new capital maintenance costs.

Alternative Scenario A on page 188, **Alternative Scenario B on page 189**, and **Alternative Scenario C on page 190** in ***Appendix B*** provide visual snapshots of varying treatments of currently vacant land, indicating different possibilities for the concentration of new commercial and residential development, as well as strategic reclassification of land uses on a limited number of existing parcels. The text accompanying each scenario map describes the policies and strategies that Dickinson can pursue to encourage each respective scenario.

The Preferred Scenario

After presenting and obtaining feedback from the Community Stakeholder Group and community leaders via multiple channels, the Project Management Team identified Scenario B as the preferred approach to future land use development in Dickinson. Additional review and refinement in collaboration with key city staff resulted in the recommended future land use map.

RECOMMENDATION



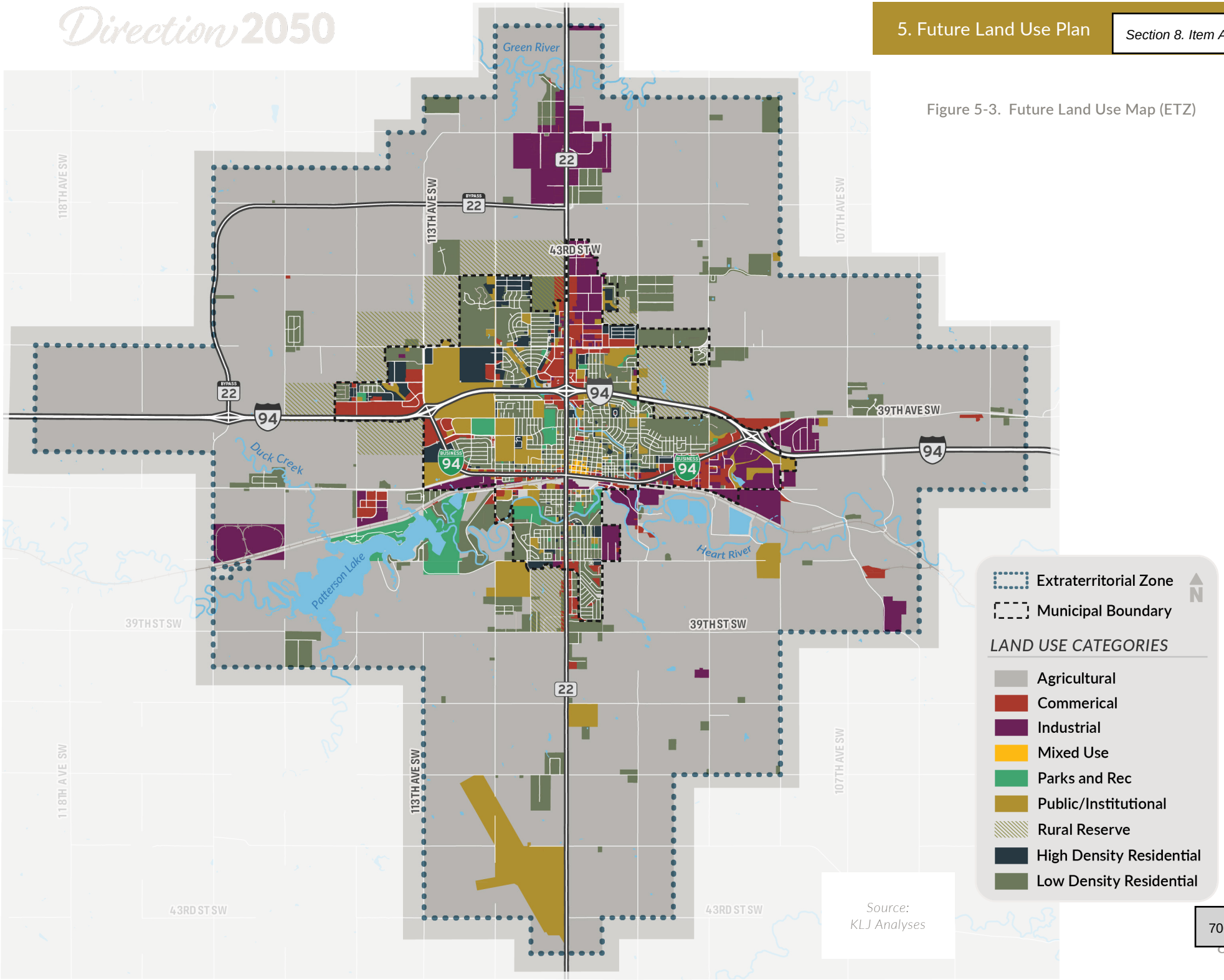
LU1.1

Select Scenario B as the City's preferred vision for future land use across Dickinson and the study area boundary.

The refined Future Land Use Map is displayed in **Figure 5-3** and **Figure 5-4**. While comprehensive planning is a high-level study practice, this version contains future land use designations at the parcel level.

A conservative, strategic expansion of City services and utilities to farther-flung sites only when the City has available capital outlays in its annual budget would best position Dickinson to capture the majority of that growth on infill sites.

Figure 5-3. Future Land Use Map (ETZ)



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KLJ Analyses

Source:
KLJ Analyses

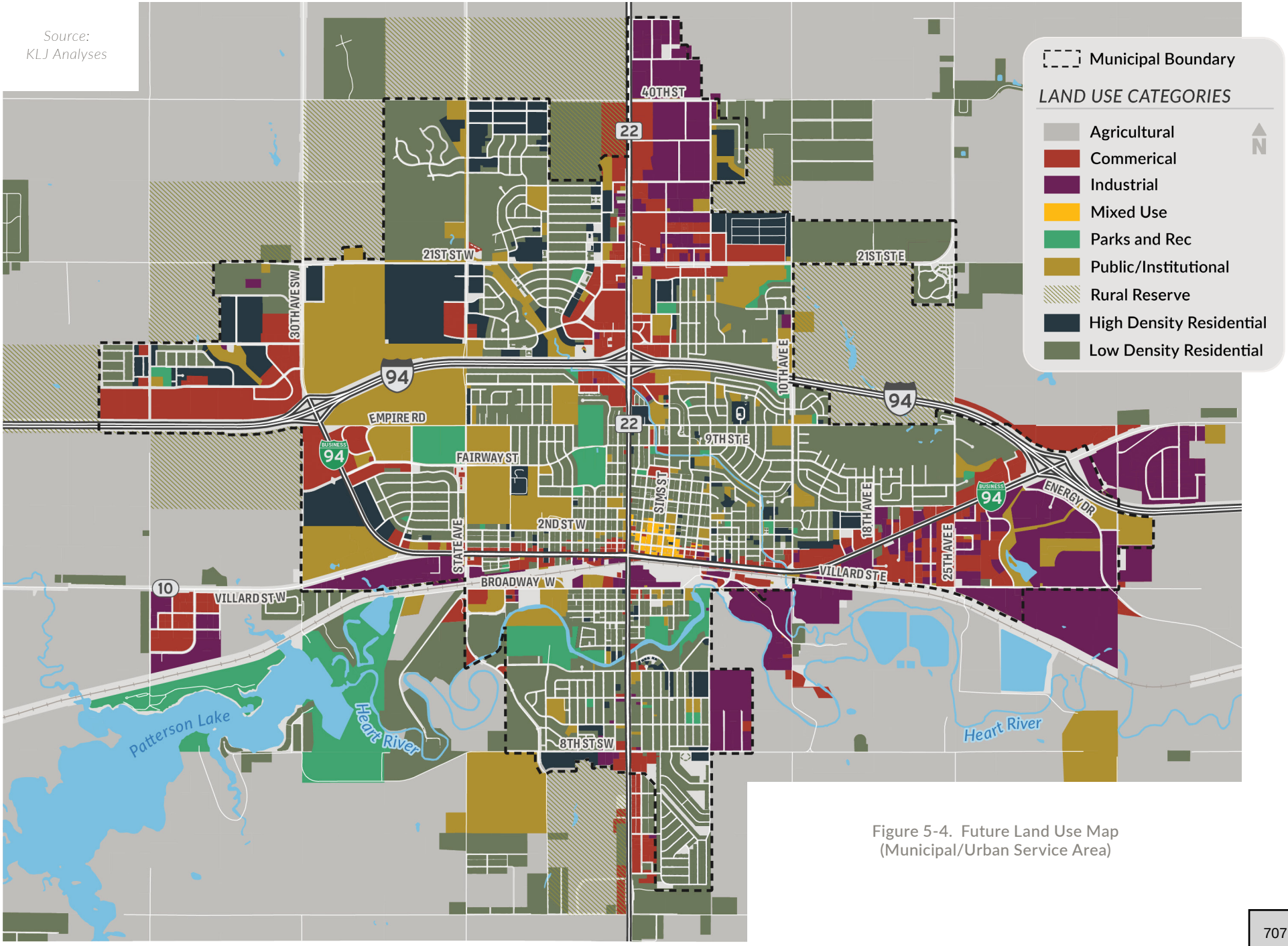


Figure 5-4. Future Land Use Map
(Municipal/Urban Service Area)

Figure 5-5. Location of the Southwest Dickinson parcel



AREAS OF CONCERN

Most of a quarter section just southwest of the Dickinson municipal boundary has been the subject of much potential development interest, including the City's interest in master planning the area. The parcel comprises approximately 154 acres located on Dickinson's southwestern edge.[5] See **Figure 5-5** for the exact location of this parcel.

This parcel is included in the adjusted Urban Service Area as of 2023; see **Figure 1-2 on page 3** in ***Existing Conditions*** for the Urban Service Area extent. Most of the site is agricultural crop land, with the Dickinson Fire Department's training facility on the northwestern corner,[6] and a former landfill site not in use at the southeastern corner.

The entire parcel's zoning designation is **Agricultural (AG)**.

A May 2024 planning and engineering report detailed the feasibility of promoting development and annexing the parcel into the City's municipal boundary.[7] By contrast, Direction 2050 recommends classifying the parcel as a **Public/Institutional** land use in any future land use scenario, for three reasons:

1. Annexation into the City and development would be contingent on extension of domestic water and sanitary sewer. Currently, an eight-inch water main extends along the northern edge of the site following 8th Street SW; there is no sanitary sewer serving the site. The site topography features a maximum of 55 feet in vertical elevation gain from east to west.[8] Given the location of the existing City mains to the north and east of this location, a possible need for force mains would increase the cost of servicing this parcel compared to a comparable parcel with flatter terrain.
2. Development would also require access improvements to the Dickinson road network. The 2035 Comprehensive Plan called for reclassifying the existing State Avenue to a principal arterial, while proposing to reclassify the 8th Street SW and 20th Avenue SW to collectors and to construct a new collector roadway along the site's southern boundary.[9] However, these potential improvements are not currently forecasted in the City's Capital Improvement Plan.
3. The South Dickinson Cemetery, located across 20th Avenue SW from the site, has indicated a long-term need to expand their facility. To achieve this goal, expansion of the cemetery would cross 20th Avenue to cover about 13% of this parcel, totaling approximately 20 acres in the southwestern portion. The first phase of the South Dickinson Cemetery was constructed in 2023, with future phases platted to extend to the east.
4. Underground utilities in the right-of-way and roadways must be added to allow

development in this area of the City to begin. Preliminary evaluations indicate that up to $20 million in infrastructure investment is needed, comprised of $14 million in roadway and $5.6 million in water and sanitary sewer, including water booster stations. The ***Transportation Development Guidelines*** chapter provides further details and a project list.

The Direction 2050 team has classified this parcel as red on the Vacant Land Availability Map (**Figure 5-2 on page 79**), indicating significant barriers to development. The proposed annexation and master plan with residential, mixed-use, and commercial development is unlikely to be a cost-effective move for the City, given the high cost to provide needed infrastructure and services.

Further, the Future Land Use Alternative Scenarios each classify this parcel as **Public/ Institutional.** This category matches the existing Fire Department facility and the South Dickinson Cemetery existing and future expansion phases and reserves the remainder of the parcel for potential park or open space uses. The City may elect to reconsider annexation and commercial or residential land use designations for this parcel in the future, assuming that further street network upgrades and/or domestic water and sanitary sewer extensions occur to improve feasibility and cost effectiveness.

Finally, two vacant parcels on 6th Street SE between 5th and 6th Avenues have been newly designated as Public/Institutional. These parcels are not currently owned by the City, but they are strategically located to support the neighborhood with a small park or school, should growth by 2050 require additional public facilities in this part of Dickinson.

What We Heard from Stakeholders

The Planning Team shared the alternative scenarios to the Community Stakeholder Group, and subsequently the Future Land Use Map itself. Dickinson Parks responded with several areas of interest for future park expansion; their dual criteria for identification were parts of the City with limited or no existing parks and recreation facilities, and land with appropriate characteristics to meet the speciific uses intended for the site.

The three alternative development scenarios were reviewed in a desktop analysis, to fulfill the Land Use vision and respond to common themes in stakeholder meetings and public input. The planning team provided detailed statistics and maps displaying how each scenario would play out, and considered which scenario, or elements within each, correspond most closely to their vision for Dickinson's long-term growth. The resulting preferred scenario primarily resembles Scenario B, with conceptual components of Scenario C, as the City's finite budget means that development sites will become available in "short spurts" rather than in large masses.

Recommendations: Using the Future Land Use Map

The FLUM will serve as a reliable reference point for City staff and the Planning & Zoning Commission (and, to a more limited extent, the City Commission) in determining high-level land use policy. The land use category definitions on **page 76** and the table in ***Appendix B*** indicate how the FLUM can be used. The parcel-level granularity of the FLUM allows Dickinson to consult the map during a variety of processes. The remaining elements of Dickinson Direction 2050, including the traffic forecasting and other elements of the Transportation Plan, utilize the same assumptions of land use mix and development intensity by location reflected in the map to facilitate its use.

The Dickinson Park District provides a wide array of parks, facilities, and programs to serve the Dickinson community. As the city continues to grow it is important to continually collaborate with the Park District to support coordinated new development including the dedication of park space for new residential developments. This may include identifying preferred locations for new park sites and identifying more innovative approaches to meeting outdoor recreational space needs.

 LU1.2	Continue to consult the Future Land Use Map during preliminary and final platting processes, and with administrative reviews of other plan types as development applications and property owner inquiries are received over time.
 LU1.3	Continue to consult the Future Land Use Map during long-term planning efforts including Capital Improvement Plan and annual budgeting processes, to align future public investments with the areas most likely to harness future development.
 LU1.4	Consider vacant and not-yet developed parts of Dickinson in relation to their designation(s) on the Future Land Use Map.
 LU1.5	Periodically evaluate changes in existing conditions and consider potential future land use map changes as warranted.
 LU1.6	Periodically consult with Park District staff on future park siting and other innovative approaches to meet outdoor recreational space needs.

It is critical to view the existing areas not currently developed as their designated land use(s) as a resource. While there are some drawbacks to long-term vacancy, the flexibility is a worthwhile advantage, reserving land for possible development by 2050. The potential challenges of neighborhood instability and threats to property values would need to be managed by ensuring vacant spaces are kept in good condition, as addressed in the ***Future Housing*** chapter.

The next section focuses on three parts of Dickinson that are due specific treatments to fulfill the Land Use Vision: Downtown, Neighborhood Infill, and the Extraterritorial Zone.

TARGETED LOCATIONS

This section details how Dickinson can meet the following identified Land Use goals:

- Increase the availability of locations for neighborhood-serving retail commercial development.
- Improve community appearance along major roadways, including I-94, that are gateways to the community.
- Highlight downtown Dickinson as a vibrant center of the community.
- Enhance downtown Dickinson's quality of place through promoting its role as the primary center for regionally serving professional business services, civic services, and entertainment.

The specific neighborhood context of each area in Dickinson drives the customized recommendations offered here. Neighborhood context is determined by aspects of an area's physical form. Building height and setback, street and block patterns, and the density of structures create different neighborhood contexts, being denser and more built-up in downtown and having less build-up and more natural space north of 4th Street East and south of the Heart River.

Downtown

EXISTING CONDITIONS AND OBSERVATIONS

This section focuses on downtown Dickinson, and speaks in significant detail about the strategies needed here that may not be relevant in other parts of the City. This chapter threads the needle on positioning downtown for success.

In the interest of furthering downtown revitalization, the City of Dickinson established a Renaissance Zone program in 2004, enabled by the State of North Dakota in 1999 under the Renaissance Zone Act (N.D.C.C 40-63). Renaissance Zones typically consist of limited areas within downtown or other parts of a city where investments are eligible for certain tax credits and exemptions that are unavailable in other parts of the city, in the interest of encouraging downtown revitalization and meeting long-term municipal development goals. There are multiple incentives available for redevelopment of residential, commercial, and historic property types.

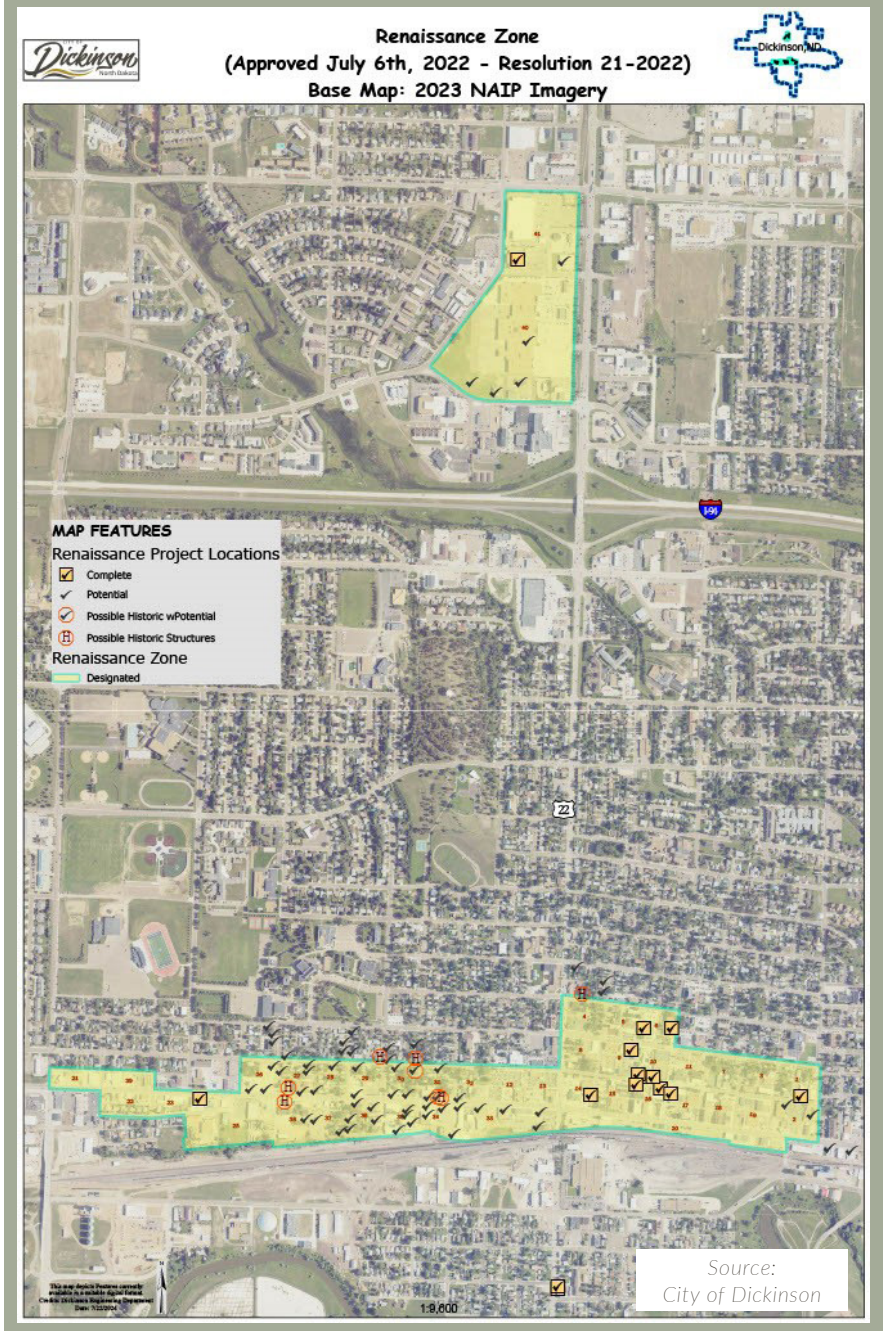
The City of Dickinson's Renaissance Zone was approved by the North Dakota Division of Community Services in 2004, amended in

2012, and was originally scheduled to sunset after 15 years, in 2018. However, the Renaissance Zone program was eligible to be extended in five-year increments, which Dickinson pursued in 2019. After a change to the North Dakota statute increasing the allowable size of Renaissance Zones, the zone was amended in 2022 to its current boundaries, which in addition to a 39-block portion of downtown Dickinson, now also includes a two-block commercial area around Prairie Hills Mall, as detailed in **Figure 5-6**. In 2024, Dickinson approved an additional extension to the Renaissance Zone, which the state statute now allows to occur in increments of ten years.

Since 2013, the City has staff dedicated to the Renaissance Zone program, publicizes the program through twice yearly mail outs, and uses pre-application meetings to promote the program.

The Renaissance Zone program's goals have not historically been met in Dickinson. According to the inventory completed in 2024, it currently includes 367 properties.

Figure 5-6. Current Renaissance Zone Boundaries



Since the program's inception, twenty-five projects have been approved— eighteen as of the program's renewal application in 2019, and seven since 2020— averaging about one project approved per year. To date there have been thirteen completed projects since the Renaissance Zone program was established.

The City of Dickinson's zoning code contains two special designations pertaining to the downtown. A Downtown Overlay District allows existing single-family detached structures to be converted into a variety of non-residential uses while allowing the existing stock of single-family homes to be retained as conforming uses. Second, most of downtown Dickinson is zoned as Downtown Commercial, which allows for limited mixed uses.

Through involvement in the Main Street ND Initiative, Dickinson has had some successes in downtown revitalization. In 2024, a Main Street effort in downtown Dickinson, the Dickinson Legacy Square, received a Main Street Excellence Award for its contributions to downtown civic life.

The City has established a marketing and events coordinator position for the purpose of downtown promotion, as well as overall marketing and event management. This approach fits well with the newly developed Legacy Square.

Enhancing the downtown area can be achieved by continuing to support the Renaissance Zone program and selectively completing additional small studies to define opportunities for strategic actions and partnerships. City staff identified the following potential studies:

- an inventory of existing businesses by use type
- a vacant storefront inventory
- a limited parking study focused on current parking issues
- identifying Downtown or General Commercial zoned areas that should be residentially zoned
- survey of business owners and building owners regarding their needs
- survey of city residents that regarding their vision for downtown
- publishing and distributing a list of existing programs that support building improvements
- identifying strategic improvements the City could complete

Downtown enhancement can best be achieved through partnerships involving a number of existing public entities.

COMMUNITY FEEDBACK

Comments collected during the public engagement process for this Plan included feedback about downtown Dickinson. City residents hope to see a revitalized downtown with additional support for downtown businesses; about one-fifth of survey responses listed downtown redevelopment and enhancement as a top priority for the comprehensive planning process. In addition, the overall vibrancy of the city was listed as a goal— with downtown Dickinson being the core of these potential efforts.

Moreover, residents expressed a desire for improved community amenities, particularly recreational activities for seniors, families with children, and people with disabilities. Residents also expressed a wish for a greater diversity of dining and retail options—particularly in competition with big box stores. Many of these amenities would be sensibly located downtown. Given the fact that downtown is an ecosystem of many small business owners, any change in this direction will likely occur incrementally and gradually—but there are interventions the City can make in the meantime to facilitate this process.

RECOMMENDATIONS



LU2.1

Reconfigure the Downtown Overlay District to better deliver the types of mixed-use developments that make efficient use of the dense environment and to cement downtown Dickinson's role as the civic and entertainment center of the region.

- Promote existing programs and establish new incentives for property owners to improve their buildings, return vacant properties to use, or sell to an owner more likely to do so.
- Establish incentives within the Downtown Overlay zoning guidelines to promote dense, mixed-use development.
- Promote developments that are designed in a style and manner that is suitable for a downtown setting and which enhance vibrancy and walkability.



LU2.2

Continue to implement the City's Renaissance Zone (RZ) Plan, with focus on promoting benefits of the RZ for the longest-vacant properties or parcels.

- Continue to market and promote the benefits of the Renaissance Zone program.
- Continue to provide technical assistance to potential Renaissance Zone applicants, thereby facilitating the application process.
- Utilize the Renaissance Zone program in conjunction with existing incentives to maximize investment into downtown.



LU2.3

In conjunction with Stark Development Corporation, promote the establishment of the downtown Dickinson marketing campaign and/or similar efforts with a primary focus on supporting downtown redevelopment.

- Expand support for businesses and nonprofits seeking to promote and maintain a comfortable, welcoming environment in downtown Dickinson, including through marketing and event programming.
- Improve communications with downtown business owners about the availability of resources for business development and storefront rehabilitation, such as Stark Development Corporation's Facade Improvement Program and Bank of North Dakota's interest buy-down programs.



LU2.4

Establish new financial incentives for downtown redevelopment.

- Survey business owners and building owners to find out their needs.
- Establish a Revolving Loan Fund for downtown commercial businesses, with eligible uses to include façade improvements and other exterior cosmetic changes to storefronts.
- Establish a tax increment financing (TIF) district within downtown Dickinson to promote redevelopment of vacant and blighted properties, improve housing and retail options, and facilitate the development process.



LU2.5

Promote the establishment of a business incubator program in downtown Dickinson for use by local artisans, entrepreneurs, and remote workers.

- Vacant storefronts and/or industrial properties can provide inexpensive space for local residents to grow their businesses.
- Complete inventories of vacant storefronts and existing businesses by type in the downtown and West Villard areas to support this opportunity.
- Partner with Dickinson State University to provide additional opportunities for technical assistance, community learning, and practical education for DSU students outside of the classroom.



LU2.6

Re-examine the predominantly General Commercial (GC) and Downtown Commercial (DC) zoning in and around the downtown and West Villard areas for applicability to existing and desired land uses. While the GC zone protects existing residences, the selective application of one or more residential zone designations may better preserve residential blocks in and around downtown Dickinson.

- Complete a detailed study of residential properties in the downtown and West Villard areas to determine if each property's long-term future land use is more appropriately residential or commercial.
- Consider adopting a downtown fringe zoning district adjacent to the existing DC zoned properties.



LU2.7

Deepen involvement in the North Dakota Main Street Initiative.

- Continue to promote Dickinson Legacy Square as a hub for activity, encouraging residents and visitors to experience downtown through events, concert series, and art/cultural offerings.
- Encourage niching and specialization that will allow downtown businesses to thrive in the competitive retail and services environment.

Neighborhood Infill

EXISTING CONDITIONS AND OBSERVATIONS

Most of Dickinson's existing areas outside of downtown represent a **suburban** or **urban edge** type of built form. Areas classified as suburban primarily include single-family homes, commercial strips and centers set back from the street, interspersed with occasional public uses such as parks and schools. Alleys are not common, and local streets tend to be curvilinear. Urban edge areas contain a mix of small multi-unit residences, single-family homes, and commercial areas, still set back from the street. Block patterns are more regular, with local streets being laid out in regular grids; some blocks are served by rear alleys.

Increasing the intensity[10] of infill yields greater efficiency of public services—residents or workers will utilize the streets, walkways, and utilities that were previously idle—and the new source of tax revenue will contribute to paying for City operations. Infill

parcels already have utility and road access, significantly reducing upfront costs to the City to serve new development. In addition, the "whole neighborhood"/"whole block" concept becomes possible when vacant or underutilized parcels see new life.

Finally, the entrances to Dickinson form physical "gateways" into the City and provide the visual impression of the community, especially along I-94 from the east and west and ND-22 from the north and south. The overall appearance and land use mix at these gateways is an opportunity to promote the vision that Dickinson wants to impart—an increasingly vibrant place to live, work, play, and visit—to people entering the City. The following recommendations facilitate these goals.

RECOMMENDATIONS

LU3.1 Consider under limited circumstances applications to vacate limited rights-of-way to facilitate redevelopment that proposes different land uses and/or of adjacent vacant parcels separated only by right-of-way.

LU3.2 Establish a consistent rezoning process for non-downtown neighborhoods that will promote infill where existing development demand has not yielded results.

LU3.3 Identify one or a handful of strategic blocks with vacant parcels to implement the rezoning action in LU 3.2 to promote infill as a pilot project. This may be folded into Housing Recommendation **HS2.2** in the ***Future Housing*** chapter, if solely residential, or as a separate effort if commercial or a mix of uses are desired.

Consider also utilizing parcels near the gateways to Dickinson to promote visible redevelopment, and encourage the addition of tree buffers and other screening to increase the visual appeal of private properties in these areas.

LU3.4 Consider opportunities to enhance the gateways to Dickinson by supporting visual screening or upgrades to buildings to increase their visual appeal.

LU3.5 City staff should consider creating Highway Commercial, Business/Office, and High Tech Industrial/Industrial Park zoning districts to more effectively support the future land use plan and meet the city's development opportunities.

LU3.6 City staff should review the Limited Commercial zoning district and potentially recommend changes to enhance its function in the city's zoning code.

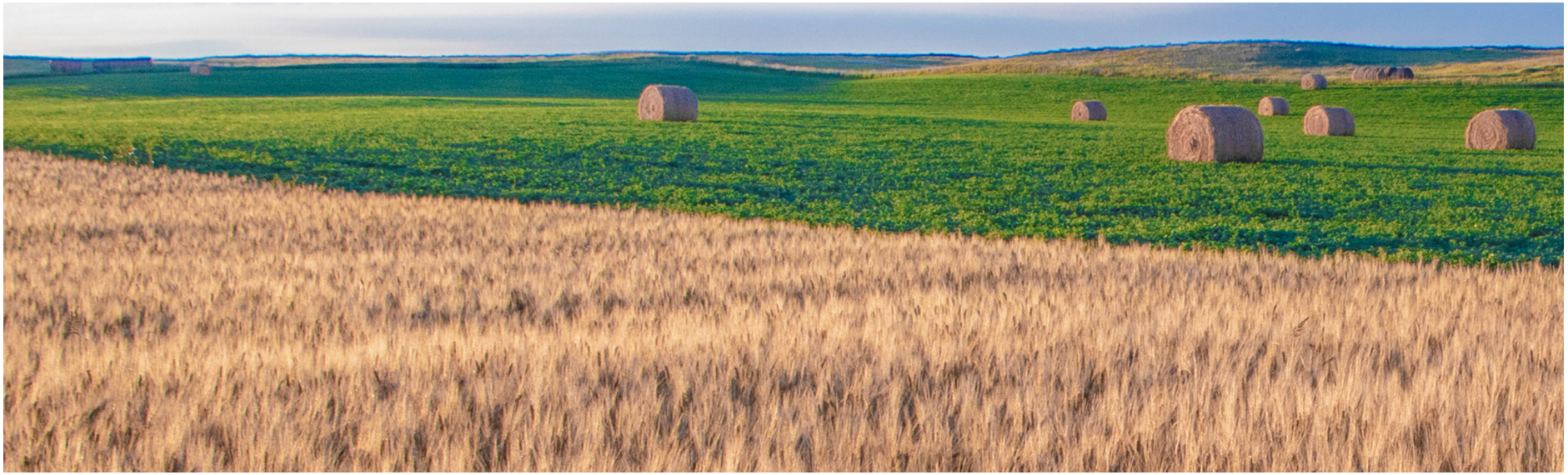
Extraterritorial Zone

EXISTING CONDITIONS AND OBSERVATIONS

The City of Dickinson currently has sufficient undeveloped land within the existing city limits to meet its future land use and development needs through the 2050 timescale of this Plan; see **Figure 5-2 on page 79** for the locations and concentrations of available parcels, and **Figure 5-4. Future Land Use Map (Municipal/Urban Service Area) on page 82** for the proposed uses to dedicate for that land. With most of this land at the edges of Dickinson's footprint, a reasonable assumption is that these areas will capture most new development in the next 25 years. It is financially prudent to encourage development to take place inside municipal boundaries first, where existing infrastructure is already in place.

WEST DICKINSON AREA

In 2015 the City of Dickinson adopted the *West Dickinson Choices–West Dickinson Area Plan* to address projected growth and development pressure on the west end of Dickinson. As noted previously, the planning projections developed for Direction 2050 determined that the future land use demand for the West Dickinson area does not justify the extensive growth planned to be accommodated by the West Dickinson Plan. Most areas originally included in the West Dickinson area are now shown as future



agricultural uses or rural reserve. Retaining a future land use of agriculture for the West Dickinson area provides the City more control over potential future land use in this area, especially for uses around the ND 22/I-94 Interchange.

RURAL RESERVE

Annexation of additional land and extension of municipal infrastructure beyond the existing city limits may eventually occur. It is essential to reserve areas where future annexation makes sense to be preserved for eventual urban development while allowing existing rural agricultural uses to continue. The Future Land Use Map identifies these key areas to be reserved for future annexation as rural reserve. It is counterproductive to allow development of uses that would conflict with urban development in areas with this future annexation potential. The City of Dickinson can utilize the Future Land Use Map, the Urban Service Area, and its Extraterritorial Zoning authority to support these objectives.

URBAN SERVICE AREA

The Urban Service Area was established with the prior Comprehensive Plan and includes lands that were planned for long range growth at the time of the 2013 Comprehensive Plan. The City has modified this area twice since 2013.

This Urban Service Area should be revised over time to reflect areas which are capable of being served efficiently with urban services that already exist or only require minor investment. Development may be allowed in these minor investment areas when the developer petitions for annexation, pays the full cost of infrastructure extension, and plans to address the needed traffic and infrastructure impacts to the City's satisfaction. In contrast, sites requiring major investment should only be allowed to develop when the City has identified them as appropriate and cost-effective for annexation and development. At such time, these sites may be encouraged to develop by City participation in future infrastructure expansion.

MAINTAINING RURAL CHARACTER

Any vacant land outside the rural reserve area but inside the city's extraterritorial zone should be zoned agricultural and other land uses considered appropriate within the ETZ should be designated as special uses, with requisite conditions for development established by the city.

Future development within the ETZ should be focused on small scale uses that support the continued rural agricultural character of the area. Larger scale uses that are not consistent with the City's future land use plan should be encouraged to locate in Stark County-designated Priority Growth Areas in a manner that is consistent with the County's planning and zoning policies. Rural residential development tends to complicate future urban growth through potentially increased infrastructure costs, conflicts about annexation, and inefficient land use patterns. Each proposed development within the ETZ should be carefully evaluated to ensure it does not conflict with existing City land uses, existing adjacent land uses, and long term potential urban development.

CASE STUDIES FROM OTHER COMMUNITIES

The *Bismarck Together 2045* Comprehensive Plan was adopted in December 2022, containing Shape and Grow chapters that are most relevant for understanding the City's growth management strategy.

The Shape chapter addresses land uses including those outside city limits. Goal S5 is to "Protect the rural character of existing and planned rural residential areas in Bismarck's Extraterritorial Area." Policies established to support this goal aimed at limiting rural residential development while maintaining rural residents' ability to keep accessory uses consistent with rural living on appropriately scaled lots. An important feature of the Bismarck Future Land Use Map was the designation of "Urban Reserve" areas intended for urban development but not projected to be annexed by the 20 year time horizon of the comprehensive plan. The Urban Reserve area's limited interim rural development was proposed to be allowable when specific conditions are met. One key condition was that such development could only occur when the development included at least 8.5 contiguous acres, because that scale is "known to be susceptible to redevelopment under standard market forces."

Additional details pertaining to the Shape and Grow chapters are found in ***Appendix B.***

The *Fargo Growth Plan 2024* was adopted by the City of Fargo in August 2024. Due to the Diversion Project soon to be in place, vacant land protected from flooding will become a scarcer commodity than it is today. The City of Fargo has responded by encouraging increases in overall density in the City, seeking a goal of approximately one third of its future growth to occur via redevelopment and two thirds by expansion into undeveloped land.

One of four models defining patterns of growth for the City is a "growth grid" concept that breaks down urban fringe and land in agricultural or other rural uses into a checkerboard of 16 mile square grids that form four "super grids". The intent of these growth grids is to promote growth one grid at a time, and to not allow development in a new super grid until the growth in the previously developing super grid has reached 75% of build out. This approach helps to limit premature installation of roads and water infrastructure, thus minimizing maintenance costs until development can contribute significantly to its own upkeep.

Additional details pertaining to Fargo's strategy to support a denser, more efficient development form that encourages more walkable communities can be found in ***Appendix B.***

TYING IT ALL TOGETHER

The recommended approaches for Dickinson to follow on this topic take the learnings of peer communities and are modified to apply to the local context. They also build on the East, West, and South site subarea plans as relevant. Finally, the Vacant Land Availability Map informs locations or sectors of Dickinson where strategic action is most appropriate.

The ultimate goal of consistent strategy to consider land use changes in the ETZ will be achieved through the following recommendations.

RECOMMENDATIONS

LU4.1 Continue to conduct thorough fiscal impact analysis for areas proposed or considered for annexation

LU4.2 Amend the Urban Service Area by eliminating two areas that are not anticipated to be developed to urban standards (see **Figure 5-7**). Continue to incentivize new development to remain inside of the municipal boundary where feasible, and within the Urban Service Area otherwise, reserving area outside for open space, agriculture, and preserved for future expansion beyond 2050.

LU4.3 Establish a rural reserve overlay district for all land designated in the rural reserve land use category. This district should allow existing uses as permitted uses and require that all future development be rezoned to an appropriate zoning district, be constructed to urban standards, and be a part of an orderly annexation agreement.

LU4.4 Maintain the rural agricultural and open space character within the Extraterritorial Zone by continuing agricultural designations for all land not actively in another land use. Non-agricultural or recreational land uses considered appropriate within the ETZ should be designated as special uses, with requisite conditions for development established by the City.

LU4.5 Continue to notify Stark County of proposed developments within the ETZ.

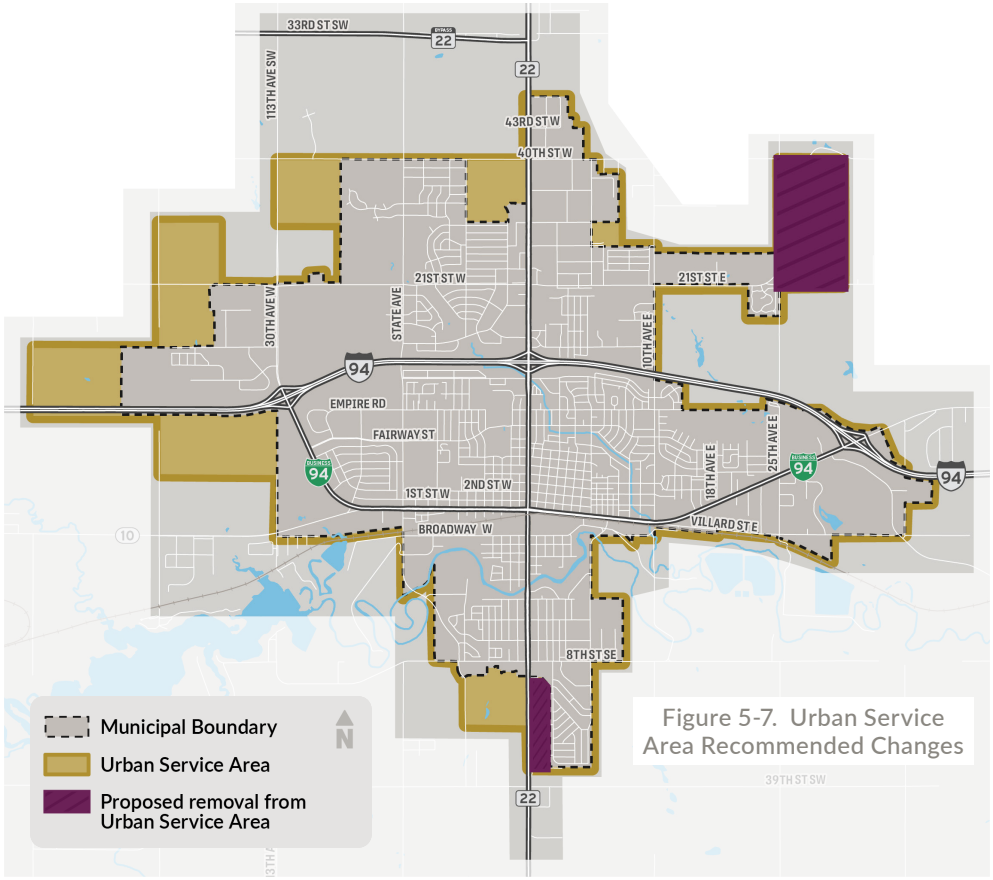


Figure 5-7. Urban Service Area Recommended Changes

Endnotes

1 "Renaissance Zone Program." North Dakota Department of Commerce. Accessed December 3, 2024 from https://commerce.nd.gov/community-services/community-development/renaissance-zone-program

2 *Dickinson 2035: Roadmap to the Future*. City of Dickinson, March 2013. The 2021 update covered Chapters 6, 8, 9, 11, and 12.

3 *West Dickinson Choices: Addendum Number 1 – West Dickinson Area Plan*. March 2, 2015. City of Dickinson, pages 4–5, 10–13.

4 *Stark County 2040 Comprehensive Plan*. Stark County, North Dakota, July 2024, pages 14–15. Accessed December 4, 2024 from https://www.starkcountynd.gov/index.asp?SEC=E9EBBD76-7F8A-4A5C-812A-137E3BBE5888

5 The legal description of the site is the NW ¼ Sec. 16, T139N, R96W of the Fifth Principal Meridian, less a 2.11-acre tract on the northeastern edge. The 2.11-acre lot that is not included in the master plan study, or in the recommendations for this paragraph, is known as Lot 1, Block 1 of "Southpark Third Addition" and forms a "notch" in the northeastern corner of this quarter section, fronting on both 8th Street SW and State Avenue. Stark County Recorder, Document Number 3129157.

6 The training facility is still used by the Fire Department occasionally, but may be replaced in the future.

7 *Preliminary Planning & Engineering Report: South Dickinson Area Plan*. May 6, 2024. Highlands Engineering & Surveying PLLC, pages 1–4, 10, 13.

8 Ibid., pages 6–7.

9 *Dickinson 2035: Roadmap to the Future*.

10 Intensity may be measured by increases to the floor-area ratio of a parcel, i.e. the amount of square footage of each floor or structure divided by the total area of the lot. This may be achieved through either horizontal or vertical expansion of structures on a lot.

FUTURE HOUSING

ABBREVIATIONS AND TERMS

ADU – Accessory Dwelling Unit. A subordinate, permanent independent dwelling which has its own cooking, sleeping, and sanitation facilities and which is:

- Within or attached to a single-family residential building; or
- Within a detached accessory structure associated with a single-family dwelling that is smaller than the primary structure, on a permanent foundation, and is not a recreational vehicle; or
- An apartment either attached to or within an existing commercial structure for use on a temporary basis by an employee of the specific business.

The ADU may be serviced through the same utility meters or connections as the principal dwelling unit.

AMI – Area Median Income. This figure is calculated annually by the federal government to establish the basis for housing subsidies.

BFE – Base Flood Elevation. This measurement is the elevation of surface water resulting from a flood that has a 1% chance of equaling or exceeding that level in any given year, as determined by the Federal Emergency Management Agency.

Choice Renter – A household with sufficient income to qualify for a market-rate home loan and purchase a home without subsidy, that is choosing to continue to rent their home.

Greenfield – New development on previously undeveloped land, whether inside the City limit or beyond. This type usually requires the extension of utility and street networks to provide access and service.

Infill – New development that occurs on vacant or under-utilized parcels in developed blocks or neighborhoods, and usually does not require new streets or utilities. This contrasts with Greenfield Development.

Manufactured Home – A type of prefabricated home which is built in a factory and transported to the site. Also commonly known as mobile homes.

Middle Housing – A housing typology consisting of a range of housing options of 2–9 units per parcel. Types of middle housing may include duplexes, small apartment buildings, cottage court developments, and townhomes. The physical form of middle housing units would match the height and form of existing Dickinson homes and neighborhoods.[1]

About this chapter

- **Preceding Plan Components:** The most critical preceding components of Dickinson Direction 2050 are the vision statements and goals from the ***Vision, Goals, and Objectives*** chapter; each portion of this chapter moves the City toward fulfilling the articulated vision for Dickinson's housing market, while recommendations provide a roadmap to meet the goals. The population, employment, and household growth projections developed in the ***Growth & Development Analysis*** chapter, including the **Vacant Land Availability Map (page 67)** are also utilized. The **Future Land Use Map** developed in the ***Future Land Use Plan*** chapter (**page 82**) refines and expands on the residential types that Dickinson expects in the future.
- **Dependencies of this Section:** The ***Future Land Use Plan*** chapter has been informed by the findings of this section.

Middle Neighborhoods – Areas of a community that have been established for at least 15 years, are comprised of mostly detached single-family homes, and are neither overtly growing nor declining.[2] While these neighborhoods are not directly related to middle housing, they may contain limited numbers of that housing typology.

Modular Home – A type of prefabricated home consisting of repeated sections called modules which can fit together in a variety of configurations. These modules are typically built in a factory then assembled onsite.

NFHL – National Flood Hazard Layer. A publicly available tool developed by the Federal Emergency Management Agency to assess the relative risk of flood hazards in every portion of the United States.

Opportunity Sites – Areas that can be targeted for larger homebuilders and/or rental developments to add 10 or more units at a time, for innovative financing techniques, or zoning incentives that seed unit types not frequently seen in Dickinson today.

SCHA – Stark County Housing Authority. SCHA administers federally funded vouchers for low-income households in the region.

Unit Types – Different forms of housing, which can range from single-family detached houses and townhomes to ADUs, duplexes, and apartment buildings.

INTRODUCTION

Housing is among the most important components of the community, impacting the everyday lives of Dickinson residents by providing stability and a place to base their lives and grow their families. As such, this dedicated Housing Chapter provides detailed analyses and recommendations on how to tackle housing challenges and bolster the community's existing housing, along with implementation of the Future Land Use Map and the other portions of Dickinson Direction 2050.

This chapter consists of three sections:

1. **The Housing Ecosystem**
2. **Maintaining and Improving Existing Housing Stock**
3. **Promoting New Housing and New Development Types**

Each is designed to fulfill the Housing Vision statement:

> Provide safe, attainable, and diverse housing designed to promote physical activity and full access to community resources.

THE HOUSING ECOSYSTEM

A mix of owner- and renter-occupied homes, as well as a mix of unit types to support households at multiple life stages and circumstances and with varied preferences, can be a key to a successful community. Without this variety, some City households may have to make do with a home that's too large or too small for their household size, double-up with another family, or move out of Dickinson entirely.

While market conditions typically drive housing development in communities, the public sector can support the development of appropriate housing types. Generative community development is a public sector approach that promotes greater quality-of-life and improves the community, as evidenced by cross-cutting measurements such as public health, household earning potential, and low turnover of residents.[3] This chapter uses a generative community development lens to indicate how Dickinson can meet these goals.

Development History

Dickinson's existing buildings include residences in the AG, LC, MH, RR, R-1, R-2, and R-3 zone districts. Multiple residences near downtown are located in the GC zone district and are protected by an overlay district; page 86 details this history. All structural improvements are subject to the North Dakota State Building Code, which



Dickinson has adopted per the requirement of N.D.C.C. §54-21.3-03 as amended. See the ***Future Land Use Plan*** chapter for more detailed discussion of Dickinson's development code and recommendations beyond housing.

The current adopted Comprehensive Plan (The *Dickinson 2035 Roadmap to the Future* plan) was written during the mid-2010s when the City was experiencing significant increases in housing starts and population, and that plan was heavily influence by those events.[4] The current comprehensive plan provides identification of many of the housing issues and concerns presently facing Dickinson, including:

- rapid increases in housing prices;
- the gap between housing costs and household incomes; and
- the mismatch between available housing supply and the demand for housing for small households and temporary workers.

Vision West ND has assembled a housing resource guide for local governments, including multiple state, federal, and privately funded programs that can contribute positively to Dickinson's housing market. The 2025 priority areas that Vision West ND has published include "promote housing needs as more than 'affordable/low income'" and "educate communities about benefits of modular housing" as promising starting points.

The ***North Dakota Statewide Housing Needs Assessment*** indicated a 25% growth from 2010 to 2020 in the number of homes in the Region VIII/Roosevelt-Custer Planning Council territory, which includes Dickinson and Stark County.[5] The same document projects the growth trend to slow significantly, with limited numbers of new homes or even a slight drop in the overall housing supply by 2025. Vacancy is somewhat elevated for the historical trend, with 11.8% of all Region VIII homes unoccupied in 2020 and an uptick to 12.6% in 2022.[6]

Stark County and statewide projections are included here to compare regional trends with those in Dickinson, and provide the baseline for further analysis. Along with the ***Future Land Use Plan*** chapter where the Future Land Use Map is provided, the City's growth projections are supplemented with information to explain *how and where* expected growth could be accommodated. This supplemental information is the basis for the **Future Land Use Map,** as seen in **Figure 6-1 on page 98**.

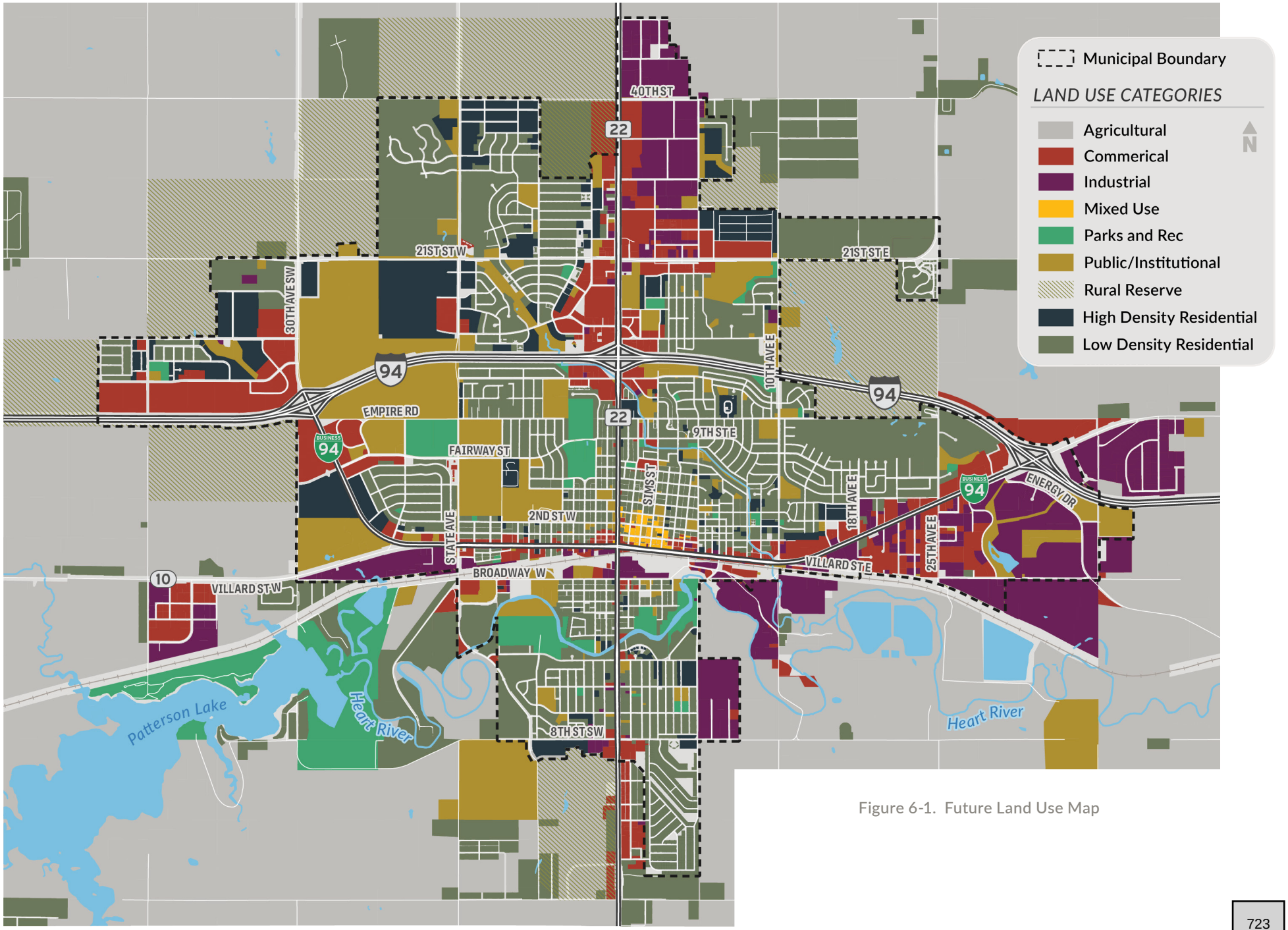


Figure 6-1. Future Land Use Map



Snapshot of Today

Dickinson can identify parts of the City that meet the *middle neighborhoods* definition on **page 95** to understand how their residents can be supported and encouraged to remain for the long term. Many of the established areas in central Dickinson can be described as middle neighborhoods, primarily south of I-94 between 13th Avenue West and 10th Avenue East. Reliable measurements of growth can include multiple trends but are most commonly evident in home sales, school enrollments, and sales tax revenues/small business activity. A *steady-state area* would be indicative of a middle neighborhood that includes a balance of home sale activity with relatively long-tenured residents over at least a decade.

Areas of the City that are "middle or better" would need less intervention, while areas that lag behind these indicators are due greater attention through implementation of Recommendations **HS 2.2** through **HS 2.8** at the end of this chapter.

CURRENT HOUSING INVENTORY

Dickinson's housing stock today consists primarily of detached single-family homes, with several communities of apartments, townhomes, and manufactured homes interspersed. The average density of the City is 3.16 households per acre. In 2022, there were 10,247 households in the City of Dickinson, up from 8,930 in 2017.[7] In 2022, there were a total of 11,725 housing units in the City: 10,247 were occupied and 1,478 were vacant. The 2022 vacancy rate of 12.6% was a decrease from the 15% housing vacancy rate recorded in 2017.[8] Dickinson's 2022 housing vacancy rate of 12.6% was lower than both Stark County's or the State of North Dakota's (both 14.1%).[9] In 2022 Dickinson's housing unit stock was split as follows:

- 42% renter occupied
- 58% owner occupied

By contrast, only 33.5% of all housing units in Stark County, and 36.7% of all units in North Dakota, are renter-occupied. Between 2017 and 2022, the number of multifamily housing units grew from less than 3,000 to over 4,000 total units, an increase of 37.7% over five years. Between 2017 and 2022, the supply of single-family homes grew at just over 3%, and the supply of mobile homes and other units decreased by more than one-quarter. By 2022, nearly 35% of the housing units in Dickinson were multifamily units whereas the statewide percentage of

multifamily units was approximately 28%.[10] These changes are reflected in **Table 6-1**.

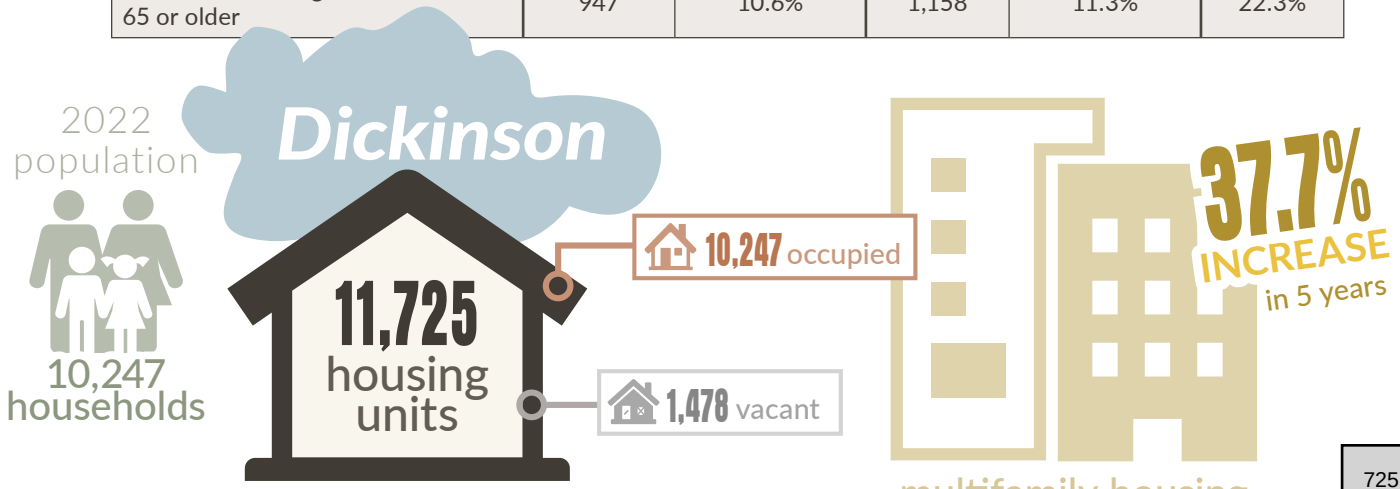
Additional comparisons of Dickinson's households and residences with Stark County and with North Dakota are provided in **Table 6-2**.

City of Dickinson permitting records from 2012 through 2023 demonstrate new construction and renovation activity. A substantial majority (69.5%) of permits for multifamily projects were issued between 2012 and 2015. Multifamily housing construction has tapered off since 2022; the trend over time is displayed in **Table 6-3**. At the same time, unattainable housing can result in overcrowding of homes—when multiple households occupy a unit intended for one—or in homelessness.

Fifteen people in Dickinson were reported as experiencing homelessness as of January 2023; this increased to 16 in May 2024. A total of 59 people in Dickinson received assistance to combat homelessness in the year ending May 2024, including rapid re-housing, coordinated entry, and supportive services.[11] As the local Continuum of Care has only included those that have made contact during point-in-time counts, the number of unhoused persons in the community may actually be higher.[12]

Table 6-1. Five-year Trends in Dickinson Household Demographics

METRIC (DICKINSON)	2017		2022		% CHANGE
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	
Households	8,930		10,247		14.7%
Housing units	10,504		11,725		11.6%
Occupied housing units	8,930	85.0%	10,247	87.4%	14.7%
Vacant housing units	1,574	15.0%	1,478	12.6%	-6.1%
Owner-occupied housing units	5,322	59.6%	6,801	58.0%	27.8%
Renter-occupied housing units	3,608	40.4%	4,925	42.0%	36.5%
Average household size	2.41		2.38		-1.2%
1-unit structures	7,059	67.2%	7,293	62.2%	3.3%
2-or-more-unit structures	2,962	28.2%	4,080	34.8%	37.7%
Mobile homes and all other types of units	483	4.6%	352	3.0%	-27.2%
Households with one or more people under 18 years	2,581	28.9%	3,177	31.0%	23.1%
Households with one or more people 60 years and over	2,456	27.5%	2,900	28.3%	18.1%
Householder living alone	3,009	33.7%	3,535	34.5%	17.5%
Householder living alone–65 or older	947	10.6%	1,158	11.3%	22.3%



Sources: U.S. Census Bureau, North Dakota State University

Table 6-2. Household Characteristics for Dickinson Compared to Countywide and Statewide Households

METRIC (2022 ACS 5-YEAR)	DICKINSON		STARK COUNTY		NORTH DAKOTA	
	#	%	#	%	#	%
Households	10,247		13,200		320,038	
Housing units	11,725		15,366		372,376	
Occupied housing units	10,247	87.4%	13,200	85.9%	320,038	85.9%
Vacant housing units	1,478	12.6%	2,166	14.1%	52,338	14.1%
Owner-occupied housing units	6,801	58.0%	9,880	64.3%	235,342	63.2%
Renter-occupied housing units	4,925	42.0%	5,486	35.7%	137,034	36.8%
Average household size	2.38		2.44		2.34	
1-unit structures	7,293	62.2%	10,295	67.0%	243,906	65.5%
2-or-more unit structures	4,080	34.8%	4,226	27.5%	106,127	28.5%
Mobile homes and all other types of units	352	3.0%	845	5.5%	22,343	6.0%
Households with one or more people under 18 years	3,177	31.0%	4,237	32.1%	88,971	27.8%
Households with one or more people 60 years and over	2,900	28.3%	4,132	31.3%	114,574	35.8%
Householder living alone	3,535	34.5%	4,092	31.0%	106,253	33.2%
Householder living alone–65 or older	1,158	11.3%	1,386	10.5%	37,764	11.8%

Table 6-3. New Dickinson Residential Units Permitted by Year

YEAR	DUPLEX	OTHER MULTI-FAMILY	MULTI-FAMILY TOTAL	MOBILE HOME	SINGLE-FAMILY DETACHED	SINGLE-FAMILY ATTACHED	SINGLE-FAMILY TOTAL	TOTAL PERMITS
2012	8	25	33	0	156	75	231	264
2013	8	19	27	0	132	96	228	255
2014	23	87	110	0	134	32	166	276
2015	16	5	21	0	59	5	64	85
2016	0	2	2	0	18	2	20	22
2017	0	0	0	0	50	7	57	57
2018	0	0	0	0	43	11	54	54
2019	0	0	0	12	56	6	74	74
2020	0	0	0	8	45	0	53	53
2021	0	0	0	5	41	8	54	54
2022	0	1	1	0	30	2	32	33
2023	6	1	7	0	30	1	31	38
Total	**140**	**61**	**201**	**25**	**794**	**245**	**1,064**	**1,265**

Source: City of Dickinson building permit data

The Multiple Listing Service indicates that a high share of home sales in Dickinson have occurred at the lower end of the cost spectrum (i.e., home prices at or below $250,000 before closing costs) and are townhomes or other small unit types.[13] The principal advantages of these homes are shorter construction and preparation times before they enter the market, as well as reduced construction costs. Smaller housing types such as these can help buyers just starting out find homes within their budgets in Dickinson.

Other housing products which are similar in scale and cost are modular homes and manufactured homes, which are pre-assembled before installation in permanent locations. Encouraging the addition of modular homes may provide another solution for adding to Dickinson's housing supply as these unit types are already permitted within residential zone districts. Utilizing a set of appropriate designs and structure orientations recommended by the Manufactured Housing Institute will match the physical character of existing homes,

when modular or manufactured homes are installed on single-family lots.[14] These are units that:

- meet setback requirements;
- are at least 24 feet in width;
- are at least 36 feet in length;
- are installed on a permanent engineered foundation; and
- use brick, wood, or cosmetically equivalent exterior siding.

While mobile home parks would not fulfill the recommended setbacks, the other recommendations here continue to apply.

INCOME AND AFFORDABILITY

As of October 2024, the median value of owner-occupied homes in Dickinson is $297,155, representing a 0.6% increase from the prior month and a 5.3% year-over-year increase.[15] The City's median is well above Stark County's median housing value of $235,400.[16] The federally defined Area Median Income for North Dakota is $73,959. These figures are used for all analyses in this chapter.[17]

Dickinson's rental market consists primarily of market-rate units. There are subsidized units that are voucher-supported or federally subsidized through HUD Section 8 or USDA Section 202, programs that connect low-income households to stable housing. The Stark County Housing Authority (SCHA) administers housing vouchers for Stark County, with approximately 254 of these vouchers used for rentals inside city limits. As of July 2024, the agency administered 315 vouchers, equal to 66.3% of the units currently under the Annual Contributions Contract with Housing and Urban Development (HUD). In addition, the agency administered 31 Mainstream Vouchers (3% more than the 30 effective awards) and 12 Veterans Affairs Supportive Housing (VASH) vouchers (60% of the 20 effective awards). In total, 9.67% of the vouchers issued by Stark County were for Special Purpose Vouchers. In addition to the 31 leased Mainstream Voucher units, there are an additional four Project-Based Voucher units under the Housing Assistance Plan that remain unleased, giving the PBV program a utilization rate of 88.6%.

Federally subsidized apartment rentals exist throughout Dickinson. A total of 215 apartments are either project-based Section 8 or USDA Section 202 properties, with long-term affordability subsidies and restrictions to 60% of Area Median Income for renters.[18] These are a crucial part of the affordable housing stock of Dickinson, and are discussed further in the next section.

RESIDENTIAL BUILDING ACREAGE

Today's housing in Dickinson covers 2,126.1 acres within the City. **Table 6-4** details the acreage by residential type, the proportion of overall housing for each, and the proportion of overall City area for each. This is a typical arrangement for North Dakota communities. By 2050, the population and household forecasts indicate Dickinson may see a smaller portion of space utilized for single-family homes and mobile homes, as affordability concerns and changing household sizes may dampen demand for these home types. Greater portions of the City may be allocated for the apartment, townhome, two-unit/duplexes, and similar types as those better fit household needs.

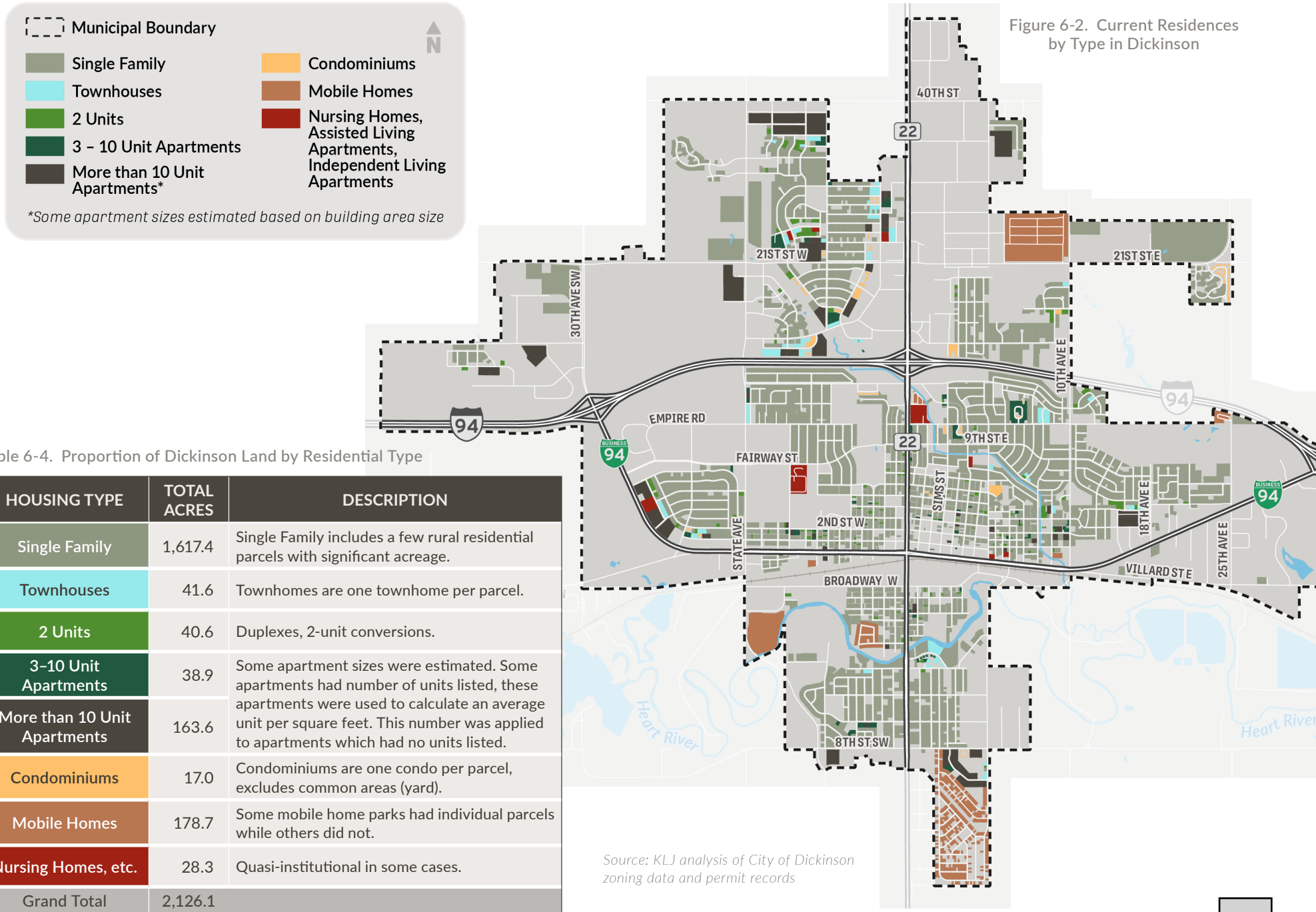


Figure 6-2. Current Residences by Type in Dickinson

Table 6-4. Proportion of Dickinson Land by Residential Type

HOUSING TYPE	TOTAL ACRES	DESCRIPTION
Single Family	1,617.4	Single Family includes a few rural residential parcels with significant acreage.
Townhouses	41.6	Townhomes are one townhome per parcel.
2 Units	40.6	Duplexes, 2-unit conversions.
3–10 Unit Apartments	38.9	Some apartment sizes were estimated. Some apartments had number of units listed, these apartments were used to calculate an average unit per square feet. This number was applied to apartments which had no units listed.
More than 10 Unit Apartments	163.6	
Condominiums	17.0	Condominiums are one condo per parcel, excludes common areas (yard).
Mobile Homes	178.7	Some mobile home parks had individual parcels while others did not.
Nursing Homes, etc.	28.3	Quasi-institutional in some cases.
Grand Total	2,126.1	

Source: KLJ analysis of City of Dickinson zoning data and permit records

Hazards and Threats

Flood risk for the city of Dickinson was assessed using the Federal Emergency Management Agency's (FEMA) National Flood Hazard Layer (NFHL). This dataset, shown in **Figure 6-3,** denotes areas that are at an estimated 1% or 0.2% annual risk of flooding (i.e., prone to a 100-year or a 500-year flood event, respectively).[19] It also shows areas that are designated as regulatory floodways, meaning land that is not appropriate for development of any kind because it is reserved to discharge the flooded areas of a river or stream and as such, development of any kind should not be permitted. The vast majority of land area, including vacant land, within Dickinson does not fall within any of these three categories and is not deemed to be at risk of even a 500-year flood event; however, it will be necessary to take into account the potential flood risk when making specific development recommendations near the Heart River and its tributaries.

To prevent a flood-prone location from diminishing the value of land or hindering needed development, recommendations are included here to mitigate and adapt. This may include promoting home construction or renovation that places HVAC units, water heaters, electric sockets, and other critical system components above the FEMA Base Flood Elevation (BFE),[20] regardless of location within a flood-prone area. This would minimize damage and the associated insurance premium implications from any flooding events.

Projected Need and Analyses

An annual projected population growth rate of 1.4% is used in this Plan, including net migration and natural growth, to estimate the total households in Dickinson at five-year intervals through 2050. See the ***Existing Conditions*** and ***Growth & Development Analysis*** chapters for further details. The Dickinson 2035 plan included a similar analysis, projecting total housing demand of 18,943 units by that year. The interim annual forecasts for housing demand to date were higher than what Dickinson experienced. For example, permanent housing demand for 2024 was projected to be 18,313, and Dickinson only had 10,247 in that year.

To better understand projected housing need, this section provides updates to forecasting housing demand, delineated into owner and renter categories. A combination of for-sale and for-rent homes—as well as a mix of unit types to support households at multiple life stages, income levels, and circumstances—can provide the City with a diverse housing market and position Dickinson to fulfill the Housing Vision.

The homeownership rate in Dickinson is projected to grow slightly from the current 58% figure, reaching 61% by 2050 as additional for-sale stock becomes available (due to new construction and household turnover), with moderating sale prices and interest rates following. Further assumptions for future homeowners/buyers include a maximum debt-to-income ratio of 35%, and mortgage interest rates of no higher than 5.75% will be available. Employment projections for Stark County are used here, reflecting the regional nature of the employment market.

A capture rate of 0.5418 is used for these analyses, based on the existing proportion of workers-to-population in the area. This ratio allows us to forecast that additional workers are expected to live in Dickinson, with the average household size remaining at the current 2.38 persons through 2030, then gradually decreasing to 2.25 by 2040 and remaining at that level for the subsequent decade. The average number of workers per household is thus assumed to remain consistent with the existing ratio.

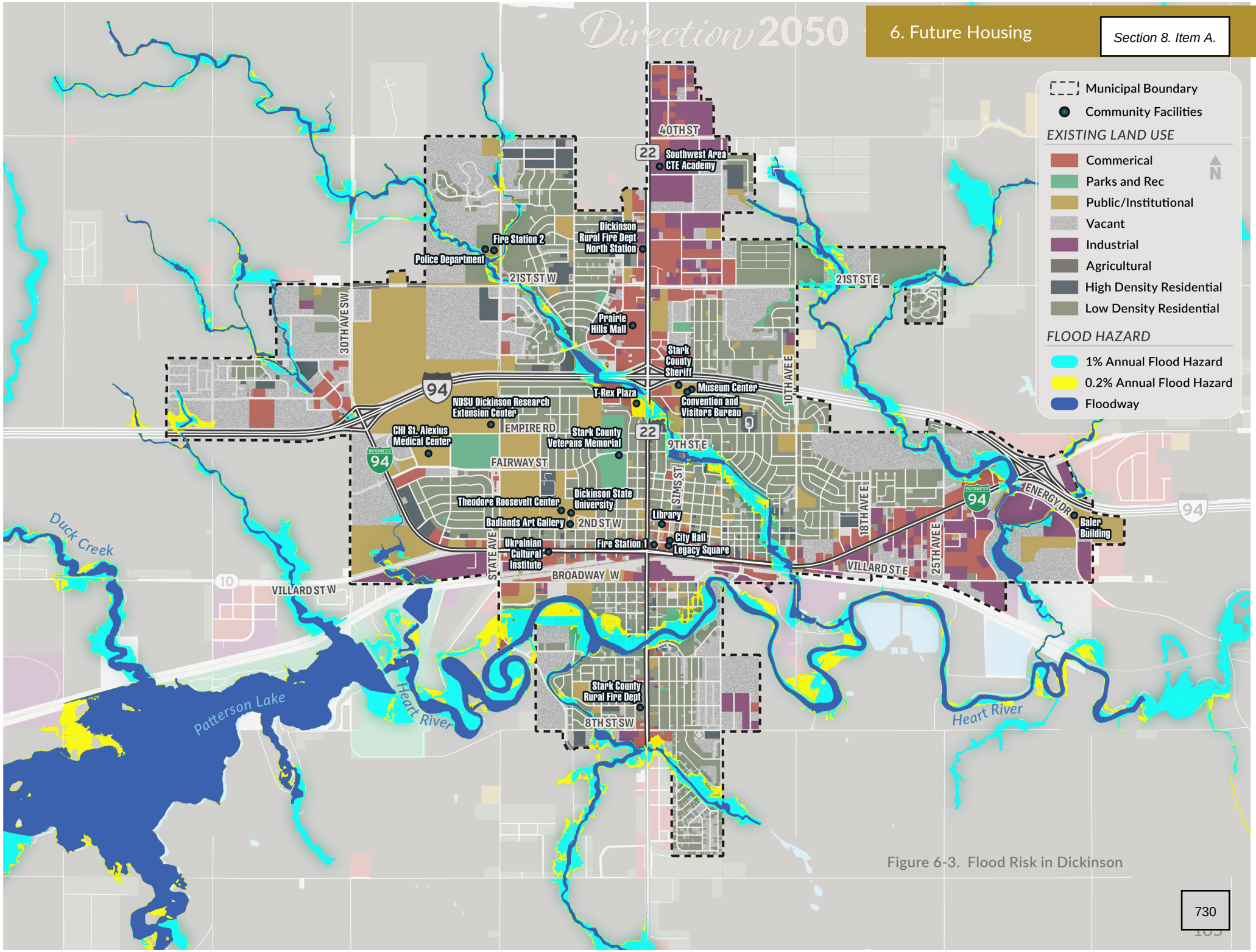


Figure 6-3. Flood Risk in Dickinson

FUTURE OWNERSHIP DEMAND

This analysis projects future potential ownership needs for the next 25 years. Future household growth is incorporated based on current household statistics, conversations with stakeholders, and forecasts by the North Dakota Department of Commerce.[21] This data is shown in **Table 6-5** and **Table 6-6**.

Future ownership demand rests on the annual growth projections for Dickinson, as discussed above. The anticipated split of owner-occupied and renter-occupied units in Dickinson is currently 58% to 42%, respectively. This projection assumes the homeownership rate will grow modestly, reaching 59% by 2030 and 61% by 2050 based on exogenous factors discussed above. The number of second homes in Dickinson is considered to be negligible and is not included. While higher-income household sets would find more home options on the market than needed in both scenarios, these homes would be out of the price range of lower-income households.

FUTURE RENTAL DEMAND

The accompanying analysis in **Table 6-7** provides a snapshot of the needs of renter households in 2050. Because renters tend toward the lower end of the income spectrum, this analysis has greater implications for households that are at risk of being priced out of the community. These

Table 6-5. Dickinson's Projected Homeowner Demand by Income, 2030

MARKET SEGMENT BY INCOME	<60%	61–80%	81–100%	101–120%	121–150%	151%+	TOTAL
Estimated Total City Households							12,298
Future Owner Households	739	1,463	863	768	1,288	2,195	7,316
Projected Market-Provided Units							7,194
Total For-Sale Supply	524	643	575	812	1,475	2,740	6,769
Maximum Affordable Sale Price	$186,507	$248,607	$310,811	$373,014	$466,268	$579,600	
							TOTAL GAP
Estimated Gap or Surplus	-215	-820	-288	44	187	545	**-547**

Sources: KLJ analysis of North Dakota Department of Commerce, U.S. Census Bureau figures

Table 6-6. Dickinson's Projected Homeowner Demand by Income, 2050

MARKET SEGMENT BY INCOME	<60%	61–80%	81–100%	101–120%	121–150%	151%+	TOTAL
Estimated Total City Households							16,200
Future Owner Households	998	1,976	1,166	1,038	1,739	2,965	9,882
Existing Deed-Restricted Units	0	0	0	0	0	0	0
Projected Market-Provided Units							8,813
Total For-Sale Supply	656	804	719	1,015	1,841	3,427	8,461
Maximum Affordable Sale Price	$218,258	$290,930	$363,723	$436,516	$545,646	$678,272	
							TOTAL GAP
Estimated Gap or Surplus	-342	-1,172	-447	-23	102	462	**-1,421**

Sources: KLJ analysis of North Dakota Department of Commerce, U.S. Census Bureau figures

Table 6-7. Dickinson's Projected Rental Demand by Income, 2030

MARKET SEGMENT BY AREA MEDIAN INCOME	<60%	61–80%	81–100%	101–120%	121–150%	151%+	TOTAL
Estimated Total City Households							12,298
Future Rental Households	989	1,195	965	747	617	467	4,981
Existing Deed-Restricted Units	215	0	0	0	0	0	215
HUD Section 8 Vouchers	254	0	0	0	0	0	254
Projected Market-Provided Units	207	553	742	817	1,018	736	4,073
Total Rental Supply	676	553	742	817	1,018	736	4,542
		MIDDLE-INCOME DIP					*TOTAL GAP*
Estimated Gap or Surplus	-313	-642	-223	70	401	269	-439

Sources: KLJ analysis of HUD Exchange, U.S. Census Bureau figures

Table 6-8. Dickinson's Projected Rental Demand by Income, 2050

MARKET SEGMENT BY AREA MEDIAN INCOME	<60%	61–80%	81–100%	101–120%	121–150%	151%+	TOTAL
Estimated Total City Households							16,200
Future Rental Households	1,255	1,516	1,225	948	782	593	6,318
Existing Deed-Restricted Units	272	0	0	0	0	0	272
HUD Section 8 Vouchers	362	0	0	0	0	0	362
Projected Market-Provided Units	239	715	832	1,030	1,315	918	5,049
Total Rental Supply	873	715	832	1,030	1,315	918	5,683
		MIDDLE-INCOME DIP					*TOTAL GAP*
Estimated Gap or Surplus	-382	-801	-393	82	533	325	-635

Sources: KLJ analysis of HUD Exchange, U.S. Census Bureau figures

may include critical parts of the workforce, including retail and restaurant workers, public school teachers, and other public-serving roles.

Deed-restricted apartment units and Section 8 vouchers in Dickinson that are administered by federal agencies today are assumed to remain in place.[22] For the purposes of these analyses, a one-time increase of 12.5% in the number of Section 8 vouchers by 2050 are assumed, as well as a flat number of subsidized USDA units. That said, losses of these resources would put further pressure on Dickinson's unsubsidized rental market.

Renters are placed into household income categories in **Table 6-7** and **Table 6-8**, based upon AMI. The inclusion of deed-restricted units and federal rental subsidies provide a limited supply for households at or below 60% AMI. While the actual numbers of renters may be discounted if relief is projected in the home price and mortgage interest rate picture, this analysis assumes that only the two rightmost columns count as choice renters.

THE BOTTOM LINE

Based upon these projections and assuming that population growth and housing starts continue to follow their present trends, it does not appear Dickinson will meet the projected overall housing demand. In five years, the forecasted deficit of 990 homes

in the City includes 439 rentals and 547 for-sale homes. By 2050, Dickinson will face an anticipated deficit of 2,056 overall units. This deficit is expected to have a more profound impact on low- and moderate-income renter households in Dickinson. The implications for that shortage for land use, public services, and demographics are discussed in this section.

The next two sections contain recommendations which, if adopted, could serve to improve the City's housing stock and increase the amount of available housing for all income groups.

MAINTAIN AND IMPROVE EXISTING HOUSING

This section details how Dickinson can meet the following identified Housing Goals:

- Preserve neighborhood character and establish a sense of place.
- Provide residents a safe, well-connected, and vibrant place to raise a family.

The Situation

Many of Dickinson's existing residential areas could be described as middle neighborhoods. These neighborhoods require limited intervention from the City to remain stable, and are impacted to a lesser degree by Dickinson Direction 2050. That said, the strategic redevelopment of certain sites and the placement of new home types within middle neighborhoods would be part of a neighborhood stability strategy.

The acreage by housing type in Dickinson represents a valuable resource: the existing housing stock of the City. More than structures for living, existing homes are the critical launch points for a stable and prosperous life for current members of the community. Local housing policies that actively address existing residences will position Dickinson for success, given the predominance of residential neighborhoods shown in **Figure 6-2 on page 103**. Keeping the City's housing stock in good condition also supports a growing population, as new housing alone cannot shoulder the anticipated growth resulting from net migration, new births, and household formations.

The construction date of existing homes varies. **Table 6-9** details when residences around Dickinson were built; the largest proportion were between 1960 and 1979, and 42% of all existing homes in subdivisions date from before 1980.

The average year of construction for both Dickinson and the whole of Stark County are somewhat newer than the average for North Dakota, as evidenced by **Table 6-10 on page 109**. Still, the majority of local residences—54.6%—were built before 1990, and will need repairs and maintenance to remain in good condition both for their current occupants and so that they can be sold or rented to additional households in the future.

Between now and 2050, turnover of many existing homes is anticipated. This section details the needed steps to keep this sector of Dickinson's residential market healthy and robust.

What We Heard from Community and Stakeholders

The community's stated housing goals are to maintain the stability of Dickinson's residential neighborhoods and the separation of conflicting land uses from residential areas. These are reflected in the Housing vision statement and will be carried out in the Housing goals. To meet these goals and ensure an adequate housing stock, the City's approach must include a means to support renovating and improving older homes, helping to ensure that homeowners can remain there as they age, and that lower-cost options will be available on the market. The City's existing development regulations are not a barrier to achieving this goal. However, minor updates to regulations concerning flood hazard, accessibility, and design are recommended to promote infill residential development.

Table 6-9. Subdivisions in Dickinson by Decade of Construction

SUBDIVISION BREAKS	COUNT	%
Pre-1900 & Other	17	0.03
1900–1919	22	0.04
1920–1959	66	0.12
1960–1979	129	0.23
1980–1999	98	0.18
2000–2009	51	0.09
2010–2019	116	0.21
2020–Present	39	0.07
Unplatted	18	0.03
Total	**556**	**100**

Table 6-10. Year of Construction for All Residences

YEAR CONSTRUCTED	DICKINSON	STARK COUNTY	NORTH DAKOTA
2020 or later	0.9%	0.9%	0.6%
2010–2019	31.6%	28.6%	17.6%
2000–2009	7.6%	8.9%	11.8%
1990–1999	5.2%	5.3%	9.8%
1980–1989	15.2%	14.7%	10.6%
1970–1979	15.6%	16.1%	16.9%
1960–1969	8.3%	7.1%	8.2%
1950–1959	5.7%	6.6%	8.5%
1940–1949	2.1%	3.1%	3.9%
1939 or earlier	7.7%	8.8%	12.1%

Meeting the Housing Vision means that Dickinson's housing stock will meet growing demand by 2050 while positioning the City for a successful future. The following recommendations indicate how the City can promote a local housing ecosystem that meets both the vision and the underlying goals. Certain recommendations showcase how Dickinson can utilize its housing to meet generative goals.

Recommendations

HS1.1 Explore the development of a flood protection plan for the lowest-lying areas near the Heart River to ensure residents and the City understand the potential risks, and have plans in place for how to react and recover in the event of future flooding.

HS1.2 Preserve open spaces within the floodway along the Heart River and in other hazard-prone areas, and discourage development in areas where it is not appropriate that could cause property damage, injury, or loss of life.

HS1.3 Adapt the zoning code to relax setback and roof height requirements for residential zones near the Heart River and in otherwise flood-prone parts of Dickinson. These adaptations will promote the placement of critical building system components above the base flood elevation.

HS1.4 Provide guidance on building codes—through development code updates if required—to promote "dry" or "wet" floodproofing of new structures, to include location of critical building system components above BFE and/or waterproof enclosures for electrical equipment. This may be applied only to flood-prone areas, or citywide.

HS1.5 Promote improved accessibility of homes in Dickinson as renovations occur, in tandem with a homeowner rehabilitation program and/or partnerships with financial institutions that are active lenders in the residential market.

HS1.6 Encourage or require neighborhood-oriented design attributes on new and renovated residences, such as front doors which face the primary street and other design features which fit the neighborhood's physical character.

PROMOTE NEW HOUSING AND NEW DEVELOPMENT TYPES

This section details how Dickinson can meet the following identified Housing Goals:

- Create additional and improved affordable housing opportunities for residents.
- Support the exploration of new approaches to meeting current and anticipated housing demand including workforce housing, empty nesters, and aging in place.
- Provide appropriate housing choices and locations for temporary and transient workers.

The Situation

Any successful community will require new housing units to harness a growing population and to provide attractive, updated homes as people move through multiple life stages. While Dickinson has seen multiple housing starts in the last decade, as detailed previously, more will be needed to meet the City's overall demand, and more housing types should be added to serve the diverse household types and sizes of our community. The barriers to additional housing include high costs, inability to secure financing, unfamiliar housing types that builders are reluctant to tackle, and limited understanding of the current housing market.

Dickinson has 2,453 acres of vacant parcels within the City boundary. Vacant homes are the most acute issue and can result in the following:

- foregone tax revenue;
- attraction of squatting;
- vandalism; and
- other problems that can destabilize a neighborhood and negatively impact nearby property values.

At the same time, there is significant unmet housing demand in Dickinson, as indicated previously. While these may appear to be unrelated challenges, an opportunity exists to solve them together. Promoting the addition of needed housing supply in vacant spaces is addressed in more detail in this section.

What We Heard from Community and Stakeholders

Attainable housing eludes many current and potential new Dickinson residents. As renters and new heads of household attempt to establish themselves in Dickinson, the upward trend of rents has outpaced growth in household incomes for each of the last five years, and does not permit long-term saving toward the goal of homeownership. For existing residents, the cost of upkeep for older homes is growing alongside a nationwide spike in home insurance premiums. These hazards threaten the ability to achieve the Housing Vision.

To disrupt this cycle, a set of locally tailored strategies are needed. These may include promotion of unit types that are traditionally less expensive to build, exploration of subsidies for construction or construction techniques that are not currently in use, encouraging programs that support rehabilitation and modification of older homes, promoting the existing Renaissance Zone program, and partnerships with the finance and homebuilding industries to ensure their lines of business fit the changing direction of the Dickinson housing market.

Finally, the community wants to ensure that curb appeal is emphasized in newly developing homes. Any new unit types must generally match the physical character and appearance of existing homes in order to fit with the existing urban fabric. For example, new homes should roughly match the size and massing of neighboring properties. Homes with front-facing garages also may not be appropriate on blocks where most homes either have garages set back from the street, are detached, alley-accessed, or are not present.

The following subsection begins with case studies of other communities with successful housing interventions, then follows the recommended form of the **Future Land Use Map**. This subsection does not generally have granular recommendations at the level of a single parcel or block. The neighborhood- or area-level of specificity is used to move forward, with rare exceptions such as **HS2.3 on page 114**.



Case Studies



South Bend, IN: BUILD SOUTH BEND: PRE-APPROVED BUILDING PLAN SETS

Keys to Success: understanding of local housing need; process redesign

The City of South Bend, Indiana recognized an acute need to increase the supply of affordable homes in the community to meet burgeoning local demand for moderately priced homes. South Bend is a city of 103,000 people located in northern Indiana, within commuting distance of the Chicago area and home to the University of Notre Dame. South Bend has traditionally experienced similar housing market constraints as Dickinson despite being a larger community.

To quicken the pace of new housing development and better fulfill housing types in demand, the combined City-County government has developed and offers a catalog of ready-made residential building plan sets. The catalog includes seven types of homes that can be scaled to different sizes, and is offered free of charge. Launched in August 2022, the catalog's seven home types are accessory dwelling unit (known locally as a carriage house), two-, three-, and four-bedroom single-family homes, side-by-side duplex, stacked duplex, and a six-unit apartment building (known locally as a sixplex). The plans are optimized for typical lot configurations and construction techniques, and note the local zoning districts in which each can be built. The City's intent in providing this catalog is to lower the costs of design and planning and deliver new infill homes in established neighborhoods, giving an opening for smaller and local homebuilders to competitively work in South Bend. The catalog saves staff time during plan review as all plan sets already comply with the local zoning code and other regulations, potentially reducing the turnaround time for applicants.



Craig, CO: PUBLIC-PRIVATE PARTNERSHIP FOR MULTIFAMILY HOUSING

Keys to Success: multi-party partnership between local government, public housing authority, and private hospital; infill site with redevelopment potential

Craig, Colorado is a city of 9,060 and the seat of Moffat County in the northwest corner of the state. With heavy tourism from the region's ski areas, national monuments, and other protected lands, high housing costs have outpaced many residents' budgets. At the same time, Craig has multiple assets, including a robust local economy, convenient location at the crossroads of two regional highways, and many longtime "backbone" institutions. Memorial Regional Health (MRH) is one such entity, operator of the county's only inpatient hospital and one of the largest local employers, as well as a frequent partner in community development efforts.

MRH recently vacated their prior hospital site in Craig as their new local hospital was constructed and opened. To jumpstart needed housing development, MRH donated the site and funded $1.4 million in abatement and demolition costs; the City then sought grants from the State of Colorado and the U.S. Environmental Protection Agency to provide critical project financing, with a low-interest loan from the Yampa Valley Community Foundation filling an additional gap. The resulting developments are the 8th Street Townhomes, a 20-unit development on a convenient infill site, within one block of the local elementary and middle schools and three blocks from downtown Craig. These for-sale townhomes are owned by the Craig Housing Authority and are offered to households earning up to 140% of area median income. To reflect MRH's role in the project and to assist in the need for a stable health care workforce, up to five MRH employees were also offered first right of refusal to purchase.



Fort Worth, TX: NEW CITY DIVISION TO SEED INFILL DEVELOPMENT

Keys to Success: streamlined process; technical assistance/capacity building for local developers

The City of Fort Worth is one of the two core cities of the quickly growing Dallas-Fort Worth Metroplex, and has enjoyed robust growth in the population and local economy. Despite these headwinds, the City found that existing efforts to promote infill development in established neighborhoods were falling short. Federal programs to subsidize and provide gap financing for development, including HUD's Neighborhood Stabilization Program (NSP) and multiple commercial support programs, have been underutilized in the last 15 years. During the same time period, greenfield areas at the edges of the metro area saw significant amounts of development activity. One critical barrier was the difficulty that business owners and cottage developers faced in working through the City's complex development review process, including the multiple types of infrastructure required to receive final approved plats. Fort Worth saw the need to update and simplify their processes to spur infill development in Fort Worth's established neighborhoods.

These efforts came to fruition in April 2024 with the launch of the Small-Scale Infrastructure Program (SSIP). Four staff members are assigned to the SSIP, providing technical assistance for applicants to meet utility, sidewalk, street furniture, lighting, and other City requirements. The program assisted approximately 45 small-scale developers in its first three months with incorporating infrastructure needs into their final plats and site plans.



Boise, ID: MODERNIZED CODE PRODUCED IN COLLABORATION WITH COMMUNITY

Keys to Success: streamlined process; phased approach; continuous community buy-in

The City of Boise's development code had not been updated in many years and required significant changes and additions to meet the types of development in demand. While the City recognized these challenges, local leaders also had noticed multiple other local governments attempt zoning code updates that did not move forward or were overturned by referendum, as community members rose up in opposition to the changes they wrought. To ensure a successful overhaul that would remain in place, the City convened a 20-resident Citywide Advisory Committee to guide the types of changes that would effectively tap pent-up demand for new projects. The flexibility of planning staff and ongoing community dialogue were cited as key factors in a successful product.

The zoning code rewrite was built on five goals , written without technical jargon and used in local marketing to foster community support:

- Create a Variety of Housing Options for Boiseans
- Create a Predictable and Sustainable Development Pattern
- Support a Healthy Community and Environment
- Create a Safe and Healthy City
- Create Economic Opportunities

The final zoning code draft was completed in June 2023 and the City Council adopted the new code in December 2023.

Recommendations

UNIT TYPES

A high share of home sales in Dickinson have occurred at the lower end of the cost spectrum (i.e., home prices below $250,000 before closing costs) and are townhomes or other small unit types.[23] The principal advantages of these homes are shorter construction and preparation times before they enter the market, as well as greatly reduced construction costs. Smaller housing types such as these can help first-time buyers find homes within their budgets in Dickinson.

Other housing products which are similar in scale and cost are modular homes. Encouraging the addition of modular homes may provide another solution for adding to Dickinson's housing supply. A limited set of appropriate designs and structure orientations may be utilized. The City may regulate this through the use of an overlay district on MH-zoned properties, or through citywide regulations that are addressed during development review. The City may also encourage the use of resilient building materials in housing construction, including reinforced concrete, preservative-treated wood, and exterior finishes that are designed to withstand extreme weather and wind-borne debris.

Recommendations for promoting new housing and development types are as follows:



HS2.1 Support the rehabilitation of existing vacant or abandoned homes by the development community in two steps: first, identification and acquisition of properties suitable for redevelopment that can be conveyed later to another private owner at a low cost; second, securing partnerships with private or non-profit developers to rehabilitate vacant and abandoned housing at scale.



HS2.2 Identify specific vacant parcels to promote infill housing development through a publicly available list or map, especially on visible corner lots and parcels near downtown.



HS2.3 Identify specific vacant parcels as pilot sites for new multifamily housing opportunities, especially those that are already owned by the City.



HS2.4 Evaluate potential barriers in details of the Development Code to building modular or industrialized homes, ADUs, and "tiny homes". The City should ensure that proposed modular homes fit with the existing character of Dickinson.

FINANCING AND AFFORDABILITY

In addition to the promotion of modular homes as noted in the section above, the City may be able to promote programs or incentives that would encourage strategic acquisition and resale of residential-zoned parcels on the private market, where housing could later be constructed. These may take the form of advisory building recommendations, or of partnerships with the private sector and other units of government. These recommendations may also have limited applicability to renovations or rehabilitations of existing homes.



HS2.5 Promote the use of resilient building materials for new homes, to cut down on long-term maintenance and replacement costs to homeowners over the long term. Because building materials are not regulated in Dickinson's current Building Code, recommended materials are advisory and can be promoted for their potential cost savings and longevity.



HS2.6 Continue to support the Dickinson Revitalization Program in partnership with Gate City Bank. Where practicable, focus the program on referring first-time Dickinson homebuyers to subsidized lending products offered by the Bank to increase the City's homeownership rate.



HS2.7 Explore a partnership with interested developers and owners of vacant property on workforce housing-specific lending products designed solely to support new multifamily developments.



HS2.8 Identify potential housing development(s) for target AMI groups that will require significant gap financing to pencil, and encourage would-be developers to apply to utilize a portion of the State of North Dakota's Section 108 loan authority from HUD or another subsidized line of credit or subsidy source to fill the gap.

Endnotes

1 This definition is adapted from the Land Development Code of Louisville, Kentucky. Accessed December 1, 2024 from https://louisvilleky.gov/government/office-planning/middle-housing

2 Nedland, Marcia. Webinar: "Middle Neighborhoods 101." Published by the National Community Stabilization Trust, November 9, 2021. Accessed September 27, 2024 from https://ncst.org/wp-content/uploads/what_is_a_middle_neighborhood.pptx.pdf

3 The generativity concept is here applied to community development writ large, with specific implications for housing markets. "A New Blueprint for Financing Community Development." David Fukuzawa, Nancy O. Andrews, and Rebecca Steinitz. Stanford Social Innovation Review, Winter 2025. Accessed November 26, 2024 from https://ssir.org/articles/entry/community-development-finance-philanthropy#

4 Dickinson 2035: *Roadmap to the Future*. City of Dickinson, March 2013. Pages 209–222.

5 Hodur, Nancy, *et. al.* 2022 *North Dakota Statewide Housing Needs Assessment*. Center for Social Research and the Department of Agribusiness and Applied Economics, North Dakota State University. October 2022. Pages 60–62.

6 *Ibid*., page 145 and B25001, *Housing Units*. 2018-22 Five-Year Estimates, American Community Survey. U.S. Department of Commerce, Bureau of the Census. While there is a more recent Statewide Housing Needs Assessment—published in 2024—that update does not contain updated vacancy figures.

7 *DP04, Owner/Renter (Householder) Characteristics*. 2018-22 Five-Year Estimates, American Community Survey. U.S. Department of Commerce, Bureau of the Census. Accessed from https://data.census.gov/table/ACSDP5Y2017.DP04?q=Owner/Renter%20(Householder)%20Characteristics&g=040XX00US38_050XX00US38089_160XX00US3819620&moe=false

8 Ibid.

9 Ibid.

10 *B25001, Housing Units*. 2018-22 Five-Year Estimates, American Community Survey. U.S. Department of Commerce, Bureau of the Census.

11 North Dakota Homeless Management Information System (NDHMIS). Data through May 31, 2024. Accessed September 26, 2024 from https://icalliances.org/north-dakota-data-and-reports

12 January 25, 2023 Point-in-Time Count. Stark County Continuum of Care. Accessed September 26, 2024 from https://www.hudexchange.info/homelessness-assistance/ahar/#2024-reports

13 Zillow Home Value Index.

14 "The Manufactured Housing Institute's Urban Design Booklet." Pages 4, 8–10. Manufactured Housing Institute, September 2016.]

15 "Dickinson, ND Housing Market," Zillow Home Value Index. Accessed December 2, 2024 from https://www.zillow.com/home-values/4366/dickinson-nd/

16 *Stark County 2040 Comprehensive Plan*. Stark County, North Dakota, July 2024. Appendix A-County Profile, page 6. Accessed December 4, 2024 from https://www.starkcountynd.gov/index.asp?SEC=E9EBBD76-7F8A-4A5C-812A-137E3BBE5888

17 Area Median Incomes (AMI) are calculated for states and all Metropolitan Statistical Areas (MSA) for each federal Fiscal Year, which runs from October through September. "Dataset/Income Limits." Office of Policy Development and Research, U.S. Department of Housing and Urban Development. Accessed September 27, 2024 from https://www.huduser.gov/portal/datasets/il.html

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19 "National Flood Hazard Layer (NFHL) Viewer." Federal Emergency Management Agency, U.S. Department of Homeland Security. Accessed December 9, 2024 from https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd

20 "Chapter 2, Strategy 09: Floodproof Your Home." *Keep Safe: A Guide for Resilient Housing Design*. Enterprise Community Partners, Inc. While this guide was originally developed for coastal and island communities, selected recommendations that are appropriate for Dickinson have been referenced. Accessed December 2, 2024 from https://keepsafeguide.enterprisecommunity.org/en/floodproof-your-home

21 "Goals Summary Information." *2020–2024 North Dakota Statewide Consolidated Plan*, pages 165–167. Prepared for HUD by the North Dakota Department of Commerce.

22 While the future extent of federal rental subsidies is unknown, the perennial bipartisan support by successive Congresses of the HUD and USDA programs that fund and operate them indicate their probable durability.

23 Zillow Home Value Index. This threshold is expressed in 2024 dollars.

COMMUNITY DEVELOPMENT

ABBREVIATIONS AND TERMS

AARP – The American Association of Retired Persons, a national advocacy and research organization working on behalf of people aged 50 and up. The AARP publishes a Livability Index measuring communities' and neighborhoods' friendliness to seniors on seven amenity and service topics.[1]

CLG – Certified Local Government. A designation from the National Park Service and the North Dakota State Historical Society that opens up Dickinson and other municipalities' eligibility for historic preservation funding programs.

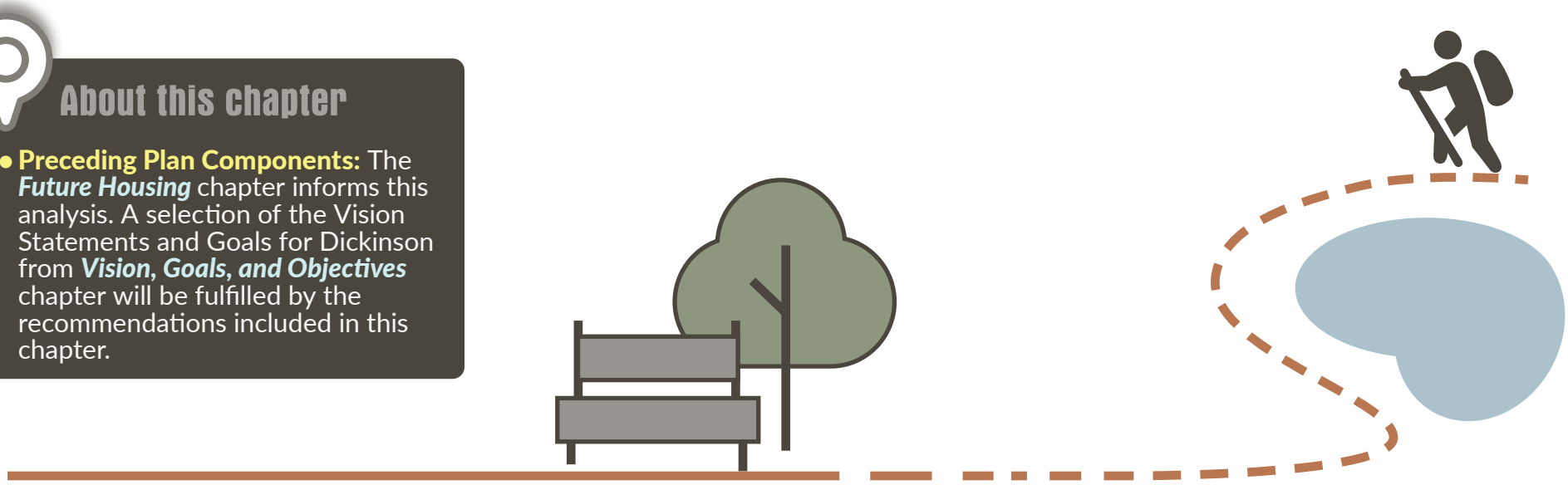
Cultural Asset Inventory – A scan of a community's intangible assets that provide value to residents.[2] Cultural asset inventories may include significant historical events and places, amenities, social structures and groups, and modes of civic interaction that a community is known for both internally and from the outside.

Generative Community Development – A public sector approach to promote greater quality of life and improve the community through cross-cutting measurements such as public health, household earning potential, and low turnover of residents.[3]

ParkScore® – A measurement developed by the nonprofit Trust for Public Land to indicate the relative ease or difficulty of access to parks and other outdoor recreational spaces. The ParkScore® measurement can be given for a specific address or a whole community, and is partially modeled after WalkScore, a ranking that indicates the relative ease of getting around on foot for any address in the U.S. and Canada.

About this chapter

- **Preceding Plan Components:** The ***Future Housing*** chapter informs this analysis. A selection of the Vision Statements and Goals for Dickinson from ***Vision, Goals, and Objectives*** chapter will be fulfilled by the recommendations included in this chapter.



INTRODUCTION

About Community Development

Shared characteristics among a group of people may define a community, and the City of Dickinson contains multiple distinct characteristics.[4] Well-defined communities provide multiple benefits, including social connection, a sense of belonging, and the desire to provide mutual aid to other members. Communities are also interdependent, collaborative groups that frequently gain and lose members.

The City of Dickinson is itself a community, and is at the same time comprised of many smaller, niche communities. Utilizing a sense of community can improve Dickinson in numerous ways, as feeling part of one's community reinforces each person's desire to make their home a great place to live, work, and play.

Improvements or changes to resident service offerings may be needed to improve Dickinson's desirability and sense of community during the next 25 years of growth and change.

To that end, this chapter contains three sections: Parks and Recreation; Natural, Historic, and Cultural Resources; and City Services. Together, these sections comprise the quality of life and other tangible improvements that will support that objective and Dickinson 2050's overall vision. This chapter introduces any such elements that were not addressed elsewhere in the Plan.

Approach

To promote and advance goals in Dickinson that are not strictly transportation, infrastructure, housing, or land use solutions, a generative community development lens is used in this chapter. The assessments in this chapter utilized tools including the Trust for Public Land's ParkScore® and the AARP's Livability Index, as well as conversations with stakeholders from around Dickinson to form a cultural asset inventory. Recommendations are tailored to solve the challenges and gaps related to community development that were identified during the Plan development process.



PARKS AND RECREATION

About This Section

This section details how Dickinson can meet the Recreational and Cultural Amenities Vision statement:

> Collaborate with the Park District to maintain and expand access to City parks, trails, and recreational and cultural facilities.

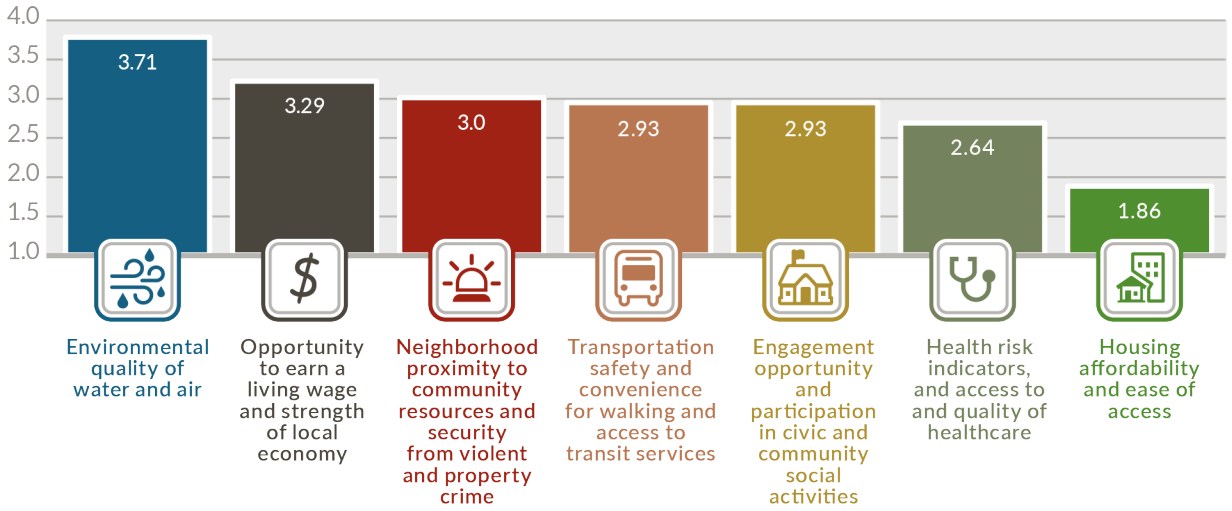
This section also tackles these specific goals:

- Provide high quality parks and diverse recreational facilities to meet the needs of existing and future residents.
- Create a connected network of trails, accessible sidewalks, and other pedestrian and bicycle facilities to link parks, neighborhoods, and activity centers.
- Support the development and maintenance of athletic venues, destination parks, and Patterson Lake in an effort to be a premier tourist destination in western North Dakota.

The cultural asset inventory identified particular needs of Dickinson. These needs can be fulfilled with linked quality-of-life improvements based on the AARP Livability Index, stakeholders' self-scoring of AARP livability categories, and the ParkScore measurement. To best understand community member needs, stakeholders were asked to rank, on a **1 to 4 scale**, their opinions of Dickinson's offerings in seven areas. From highest to lowest average quality scores, the areas are charted in **Figure 7-1.**

The cultural identity of Dickinson is well-formed as a long-established city. Internal resident perspectives of Dickinson's identity and strengths developed over time, and are imbued in the informal social interactions and the formal operation of the City's households, businesses, schools, and government. To conduct the cultural asset inventory for Dickinson, the Direction 2050 team spoke first to established contacts at the City, NDDOT, and related stakeholders (e.g., Parks Board, School District) in the Community Stakeholder Group. The group was surveyed about specific topics for the Plan, and was asked to recommend other members of the Dickinson community who, in their opinion, would provide usable information about local culture. Dickinson's "brand" continues

Figure 7-1. Stakeholders' AARP Livability Rankings



to evolve as the City grows. Keeping the community's cultural identity visible and usable as an asset is an important step in fulfilling the Dickinson 2050 vision.

At the same time, Dickinson must heed external perspectives about this City to maintain success. The common association of Dickinson with the oil and gas industry, the legacy of Teddy Roosevelt, and as the only major urban area in southwestern North Dakota are among the common outside impressions of the community to utilize. The following section details recommendations for building upon these external perspectives to achieve community development goals.

Analyses and Recommendations

ANALYSES

Quality of life can correlate positively with safe, convenient access to natural spaces. Parks, playgrounds, trails, lakes, and other outdoor spaces designed for recreation are crucial to fulfilling this need in cities. To measure progress on this goal, the Trust for Public Land operates a tool known as ParkScore, measuring the median distance of each household in a community to a park or other outdoor open space.[5]

ParkScore® indicates that 43% of Dickinson residents live within a ten-minute walk of a park or other open space.[6] Most of these residents live south of I-94 or east of ND-22. Residents in other areas of the City may still be able to reliably reach parks in their everyday lives if they are able to conveniently drive to one. Still, fulfilling the Recreational and Cultural Amenities vision statement would mean improving access to recreation opportunities and to park facilities themselves wherever feasible.

The two populations to target for improvements are, in priority order, the remaining 57% of existing households, and newly developed residences and neighborhoods that come online by 2050.

RECOMMENDATIONS

The recommendations in this section will support the community spirit and promote enhanced quality-of-life over time; however, these may advance gradually over the 25-year timescale of this Plan rather than occurring in the short term.

New residential subdivisions are required to dedicate 7% of the land area to be developed toward suitable parks or recreation areas, or provide a cash-in-lieu payment to the Park District. Still, the Park District may be challenged to fund capital costs as well as ongoing operations of new facilities that are not covered by this dedication or cash-in-lieu requirement. Acquiring land and creating a permanent park is expensive, and the needed staff time and cost of ongoing maintenance would require feasibility planning before moving forward. With this in mind, low-cost and no-cost solutions present the best options for Dickinson, and these recommendations are tailored to provide that, supplementing the cash-in-lieu or land dedications the Park District receives for new residential subdivisions. Additionally, it would be valuable to embed recreational facilities in other community infrastructure projects.

CD1.1	Utilize the Future Land Use Map and collaborate with the Park District to identify appropriate vacant land for permanent parks in under-served areas.
CD1.2	In partnership with the Park District, evaluate a location of two acres or less to pilot a temporary pop-up park in a currently underserved portion of Dickinson. The pop-up park could be installed in a variety of locations: within excess right-of-way that is adjacent to a street in a grassy area, or on unused surplus land on a publicly owned lot. The pilot site can be open only during warm-weather months, and minimally decorated with local art, shade, natural features in lieu of formal benches or playground equipment, and other low-cost elements that provide a safe facility and visually activate the space.
CD1.3	Advertise any new pilot park(s) created to the surrounding neighborhoods and measure visitation and usage for at least six months. If demand justifies it, consider funding and operational options to turn one or more pop-ups into a permanent mini-park.

NATURAL, HISTORIC, AND CULTURAL RESOURCES

About This Section

This section details how Dickinson can meet the following identified Recreation and Cultural Amenities goals:

- Maintain a high quality of life by preserving existing historical and cultural resources in the city and encouraging public art.
- Encourage the availability of leisure services to all community demographics.

Natural Resources goals:

- Designate, preserve, and protect natural resource corridors for open space and recreational uses.
- Prevent waste and hazardous materials from entering the ecosystem.
- Minimize the environmental impacts associated with energy-related extraction activities.

RECREATIONAL, NATURAL, AND CULTURAL AMENITIES

Natural areas in and around Dickinson are among the area's most popular attractions, as stakeholders and community members expressed positive feelings about them during the Plan development. Patterson Lake Recreational Area, the Heart River and riverfront areas like Eagles Park, and other open spaces for outdoor activities should be protected and retained. Future industrial land use designations should be used sparingly, following the Future Land Use Map's identification of limited sites, to minimize the potential for waste or hazardous materials to damage these natural assets.

Aside from the passive recreation in natural and unimproved places, in this plan Dickinson can promote the addition and maintenance of other recreational opportunities. The City's role may be to partner with other government entities that own/operate these amenities, and to optimize the transportation, utility, and land use networks that support visitors and potential future parks or open space plans or initiatives.

HISTORICAL FEATURES

Dickinson is one of seven Certified Local Governments (CLG) in the state, as designated by the North Dakota State Historical Society. This designation, earned in 2003, means Dickinson has a volunteer body created by the City Commission and a designated staff point of contact to protect and preserve historic properties.[7] The City should consider designating privately owned historic properties when new development, redevelopment, or a change of use is proposed on their parcels or adjacent parcels. Preservation of publicly owned designated historic properties may require further attention from the City.

Recommendations

The following recommendations are meant to encourage the preservation, promotion, and utilization of Dickinson's natural, historic, and cultural resources. This type of preservation is essential for nurturing the City's aesthetic qualities, maintaining a high quality of life, and fostering civic pride.



CD2.1 Promote low- and no-cost learning opportunities to engage with Dickinson's history. Specific opportunities include placement of additional historic site markers throughout the City and especially in Downtown Dickinson and at the Dickinson Museum Center. Recommend to the HPC discounting or waiving user fees to visit the Museum Center or other City-owned historic sites for subcategories of residents, including seniors, children under 18, and veterans.



CD2.2 Consider strategic opportunities to redevelop vacant properties in downtown Dickinson to support new civic, retail, and light commercial uses in context with the clusters of historic properties located there. Take into account historical, cultural, and natural character when performing development reviews in the area, and prioritize developments which preserve or augment this character.

CD2.3

Consider implications that may result in reduced protection of natural features. Continue to coordinate with Stark County for any future industrial land uses in the County's designated Priority Growth Areas that neighbor the Dickinson Extraterritorial Jurisdiction, with an eye toward encouraging continued protection of the City's environment and natural features.

CD2.4

Encourage and support the private sector to support the protection of natural features in Dickinson as future development applications are considered.

CITY SERVICES

About This Section

The City Services Vision strives to:

> Meet the current and future needs of Dickinson's residents, businesses, and other organizations.

To achieve the vision, this section details how Dickinson will meet these identified City Services goals:

- Assure city public safety services protect life, safety and general welfare of all city residents and businesses.
- Enhance the quality of place by properly maintaining all public facilities.
- Promote intra-governmental and inter-governmental coordination to increase the cost effectiveness of providing city services.

This subchapter also covers a Housing goal:

- Support the exploration of new approaches to meet current and anticipated housing demand, including workforce housing, empty nesters, and aging in place.

The dual objectives for Dickinson are to create what will be financially sustainable as well as to support overall well-being, the foundation of generative community development. How will the City know that success has been achieved? Generative goals often measure success through increased promotion of the healthiest possible human and social landscape of Dickinson. These may be qualitatively measured through satisfaction surveys of residents, increased usage of public facilities, or lower turnover of residents over time.

Recommendations

The final set of recommendations in this chapter are intended to be revenue-neutral options. The intention behind these recommendations is to support the generative model of community development by contributing to quality-of-life improvements and aligning with other Direction 2050 recommendations for land use, housing, transportation, and infrastructure.

CD3.1

Start a pilot initiative to promote residential curb appeal improvements such as contests for yard, landscape, or garden improvements, offering public recognition for one winning residence each quarter. Even with no monetary incentive offered, these contests can incentivize homeowners to improve their properties' exterior appearance and condition. These benefits then remain in place for the whole block or neighborhood to enjoy.

CD3.2

In addition to carrying out Housing recommendations **HS2.7** and **HS2.8**, consult the North Dakota Statewide Housing Needs Assessment for an understanding of the area's unmet housing needs for seniors and subsets of the area workforce. While promoting workforce and temporary housing options, consider how city services may be tailored to their needs where practicable.

CD3.3

Continue to coordinate with the Dickinson Schools, the Park District, and Dickinson State University to maintain their parks, athletic venues, and other public facilities in the City to a high standard, including snow removal and year-round activities and programming for parks and recreation.







Photos in this chapter illustrate examples of some of the recreational locations in the city of Dickinson. On this page, from left to right: Friendship Park © Dickinson Parks & Recreation; Stark County Veterans Pavilion © City of Dickinson; Dickinson Research Extension Center © City of Dickinson. Previously shown on **page 118**: Badlands Dinosaur Museum © City of Dickinson

Endnotes

1 "AARP Livability Index." American Association of Retired Persons. Accessed January 28, 2025 from https://livabilityindex.aarp.org/

2 This approach is not intended to be a universal perspective at the City or its inhabitants; rather, this represents the viewpoints and opinions of the people that interacted with the Direction 2050 team.

3 Generative community development consists of programs and/or investments that "generate a level or degree of change in which the initial investment has the potential to change people's views of what is possible," according to "A New Blueprint for Financing Community Development." David Fukuzawa, Nancy O. Andrews, and Rebecca Steinitz. Stanford Social Innovation Review, Winter 2025. Accessed November 26, 2024 from https://ssir.org/articles/entry/community-development-finance-philanthropy#

4 Common characteristics include common residence in a neighborhood or city, membership in a house of worship, social group, or volunteer organization; attending the same school; working for the same employer; or, most commonly, a combination thereof. These definitions were adapted from "National Resilience Guidance: A Collaborative Approach to Building Resilience." Federal Emergency Management Agency, U.S. Department of Homeland Security, August 2024. Page 5. Accessed October 21, 2024 from https://www.fema.gov/sites/default/files/documents/fema_national-resilience-guidance_august2024.pdf

5 "TPL ParkServe Dickinson, ND – City Level Report." Trust for Public Land. Accessed October 21, 2024, from https://parkserve.tpl.org/mapping/index.html

6 Ibid. Dickinson's specific park-access heatmap can be viewed here: https://parkserve.tpl.org/mapping/index.html#/?CityID=3819620

7 "City of Dickinson Certified Local Government." North Dakota State Historical Society. Accessed October 24, 2024 from https://www.history.nd.gov/hp/clg/dickinson.html

TRANSPORTATION & TRAFFIC FORECASTING

This chapter summarizes efforts to identify future transportation projects which will improve safety, traffic congestion, and quality of life in Dickinson for all road users. It is meant as an overview of the methodology through which these projects were identified, the preliminary results of this analysis, and a prioritization of these projects based on assessed needs and committed project schedules.

TRANSPORTATION DEMAND MODEL

A transportation demand model was used to assess existing traffic conditions and project them through the year 2050. Data on current traffic patterns, Annual Average Daily Traffic (AADT), corridor- and intersection-level Level of Service (LOS) was collected and analyzed throughout the study area. This model accounts for not only observed traffic along Dickinson's road network, but also committed transportation projects and projected population, employment, and land use at the Transportation Analysis Zone (TAZ) level.

Model Development

The Travel Demand Model (TDM) information has been gathered from a variety of sources. The project team used the PTV VIstro software for existing and projected modeling. The first step of model calibration was using Open Street Maps to create a skeleton of a model. PTV Vistro is a macroscopic model but is also detailed enough to provide intersection level of service. The local roads were removed, leaving only intersections that were classified as Interstate, Arterials or Collectors. All roads that had less than 1,000 ADT were removed as well. All speed limits, lane configuration, intersection controls, and signal timing were added to the model. An intersection numbering system was developed for later use, helping to navigate the intersections. TAZ data with Origin-Destination from Census Block Groups was used to create the future conditions model, along with Trip Generation based on land use codes with Vistro.

StreetLight InSight was used to gather data sets. A total of 590 zones with Origin-Destination allowed turning movement counts to be created for the 180 intersections in the model. Highway 22, I-94, and Highway 10 zones allowed the validation of StreetLight to North Dakota AADTs. The 2022 Connected Vehicle Data correlated to existing counts much better than the 2021



Location-Based Services Option. The 2022 data pulled AADT volume as an average for the whole year to identify the demand that the roads in Dickinson experienced. Once the 2022 volume sets were compiled, the AM Peak was found to be 7:00 AM, with the PM Peak being 4:00 PM.

EXISTING TRAFFIC CONDITIONS

Transportation Analysis Zones (TAZ)

TAZ's (as shown in **Figure 8-1 on page 126** through **Figure 8-4 on page 127**) were developed based on the functional classes of the roadways in Dickinson (as shown in ***Existing Conditions*** **Figure 1-22 on page 27**). As long as the roads were classified as a collector or arterial with over 1,000 ADT, that became a border to help split up the region.

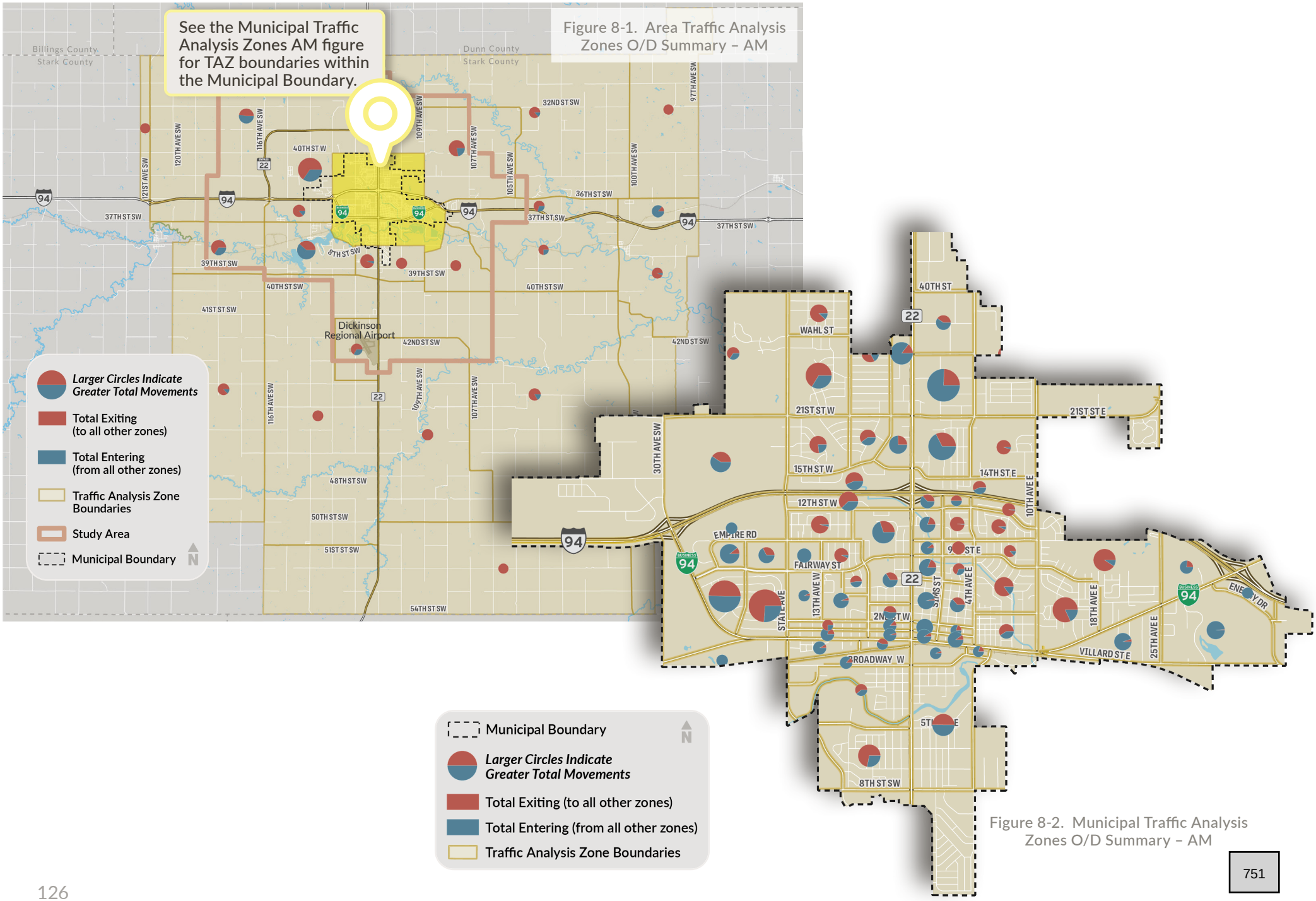


Figure 8-1. Area Traffic Analysis Zones O/D Summary – AM

Figure 8-2. Municipal Traffic Analysis Zones O/D Summary – AM

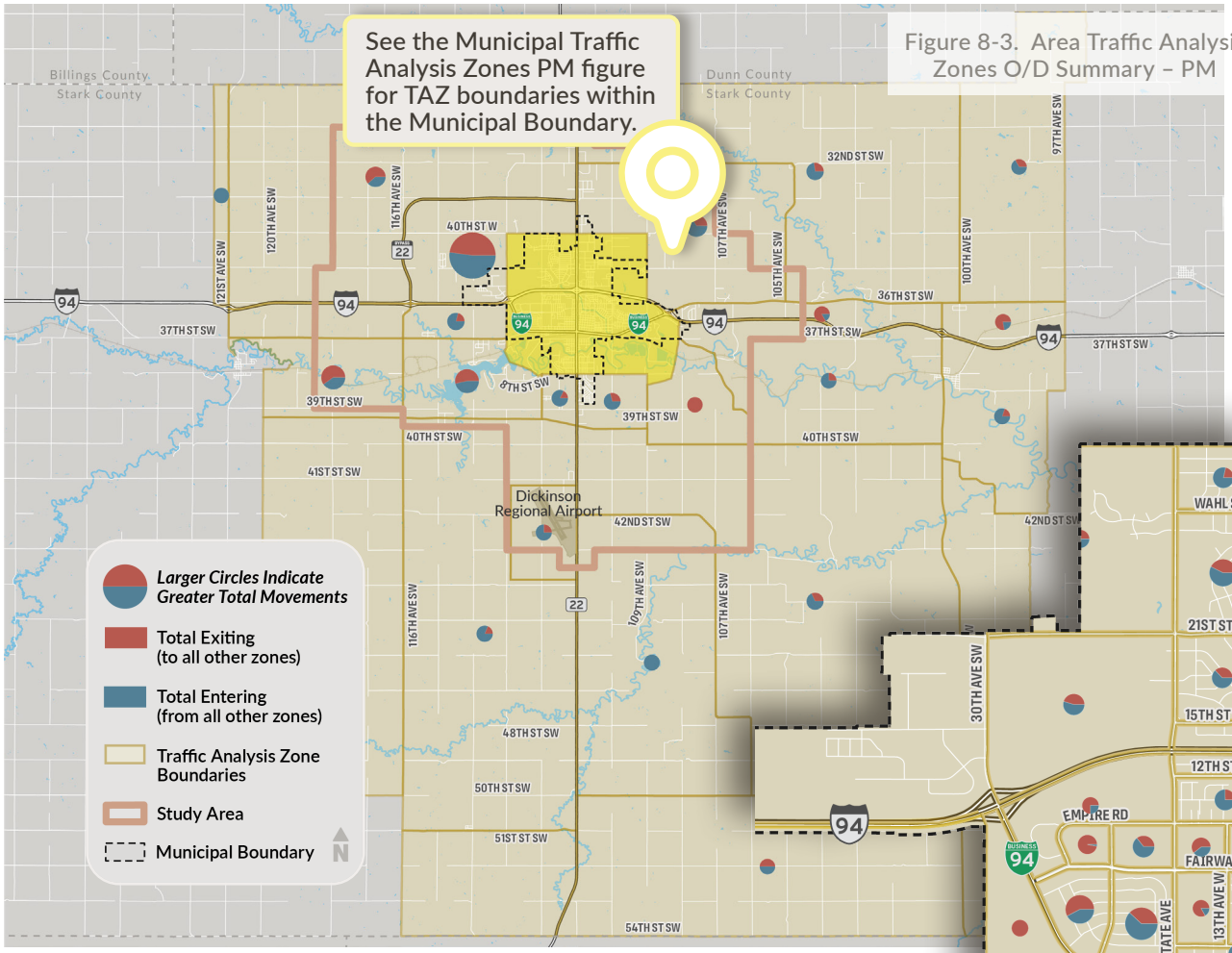


Figure 8-3. Area Traffic Analysis Zones O/D Summary – PM

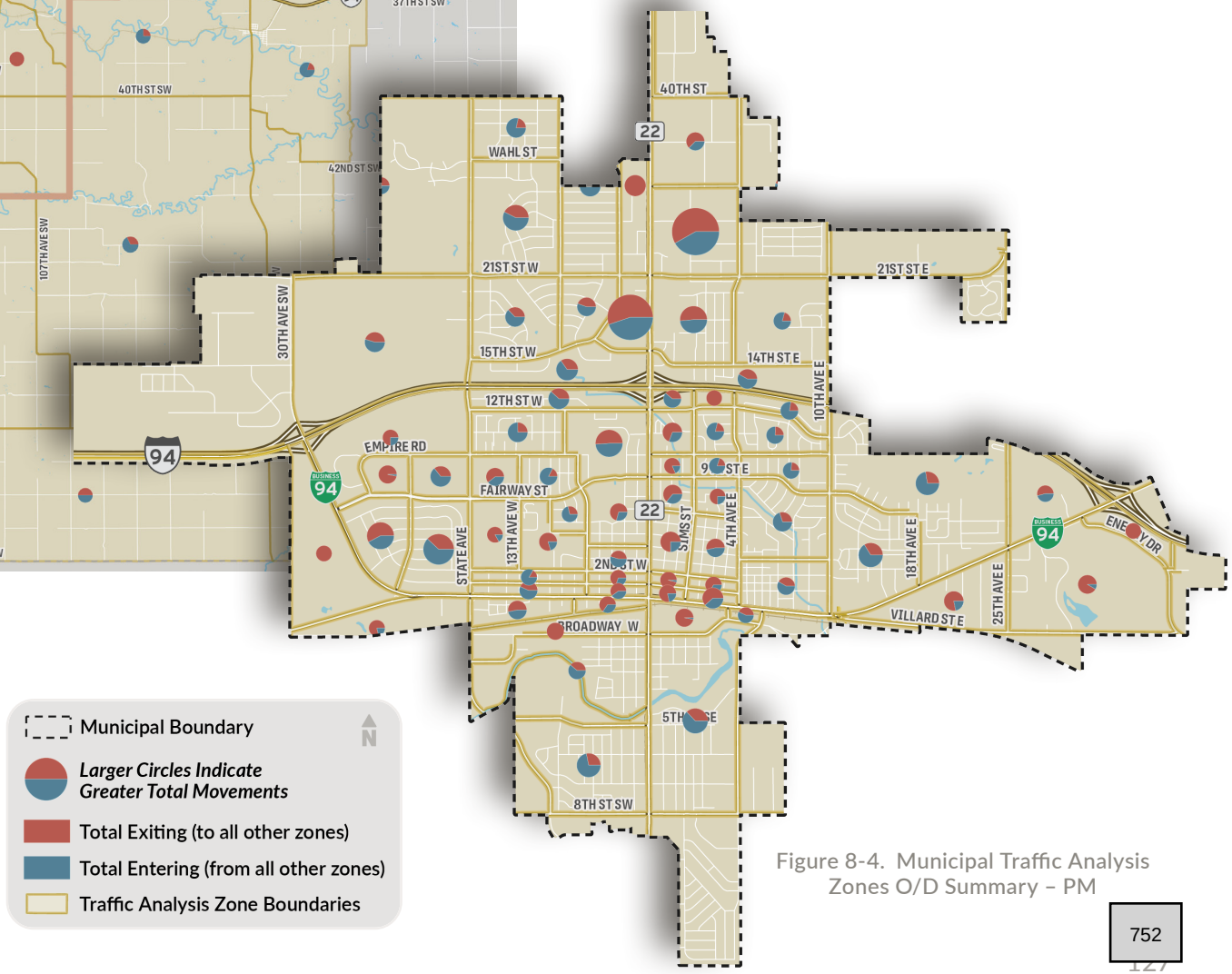


Figure 8-4. Municipal Traffic Analysis Zones O/D Summary – PM

Traffic Volume

For details about AADT, refer to **Figure 8-5. Existing AADT for 2020–2023 (Municipal)**. For the study area, the existing AADT used a baseline for generating future traffic conditions (Vistro Model) which was collected from available StreetLight Data and verified against current/existing DOT AADT data.

Figure 8-5. Existing AADT for 2020–2023 (Municipal)

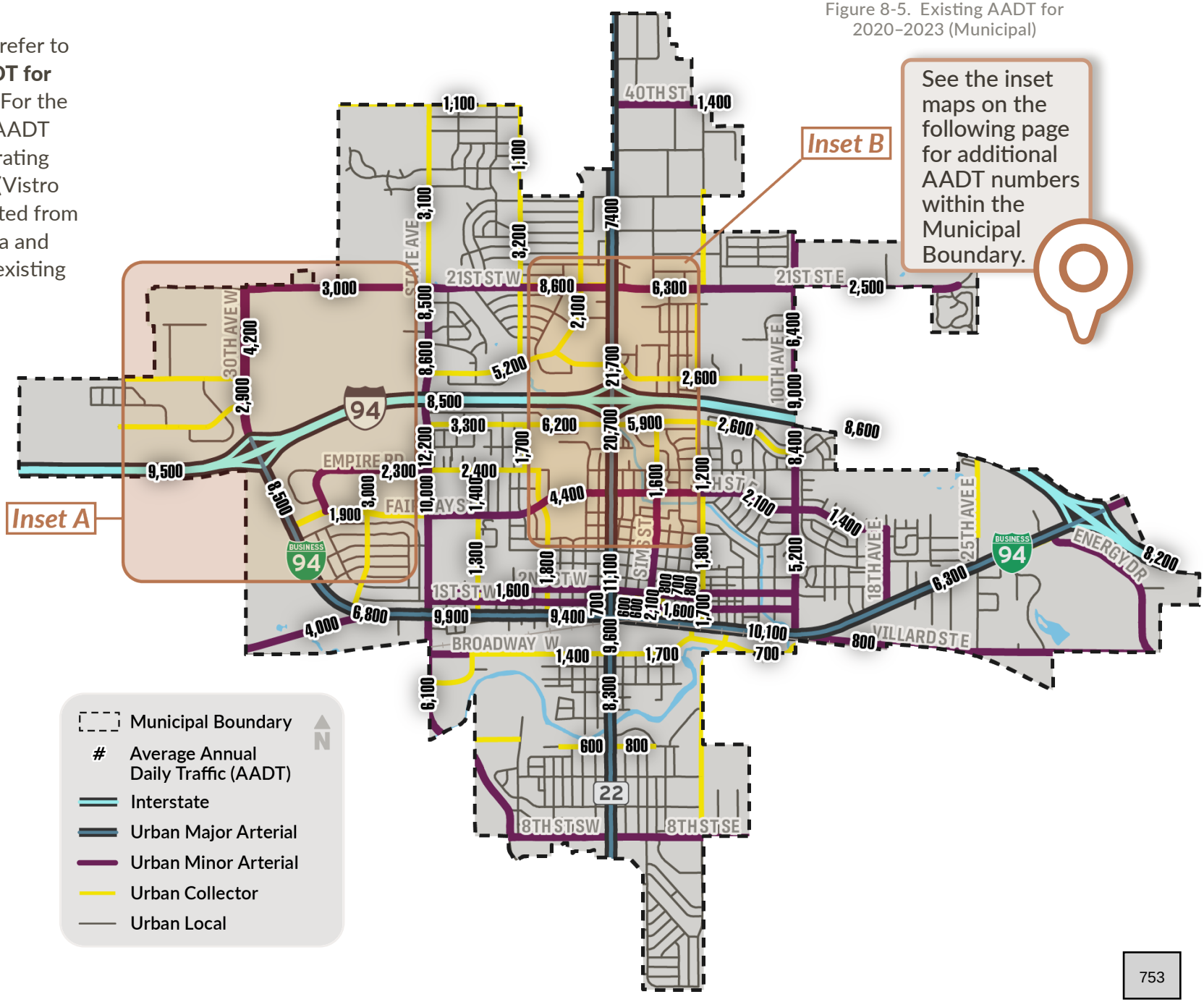
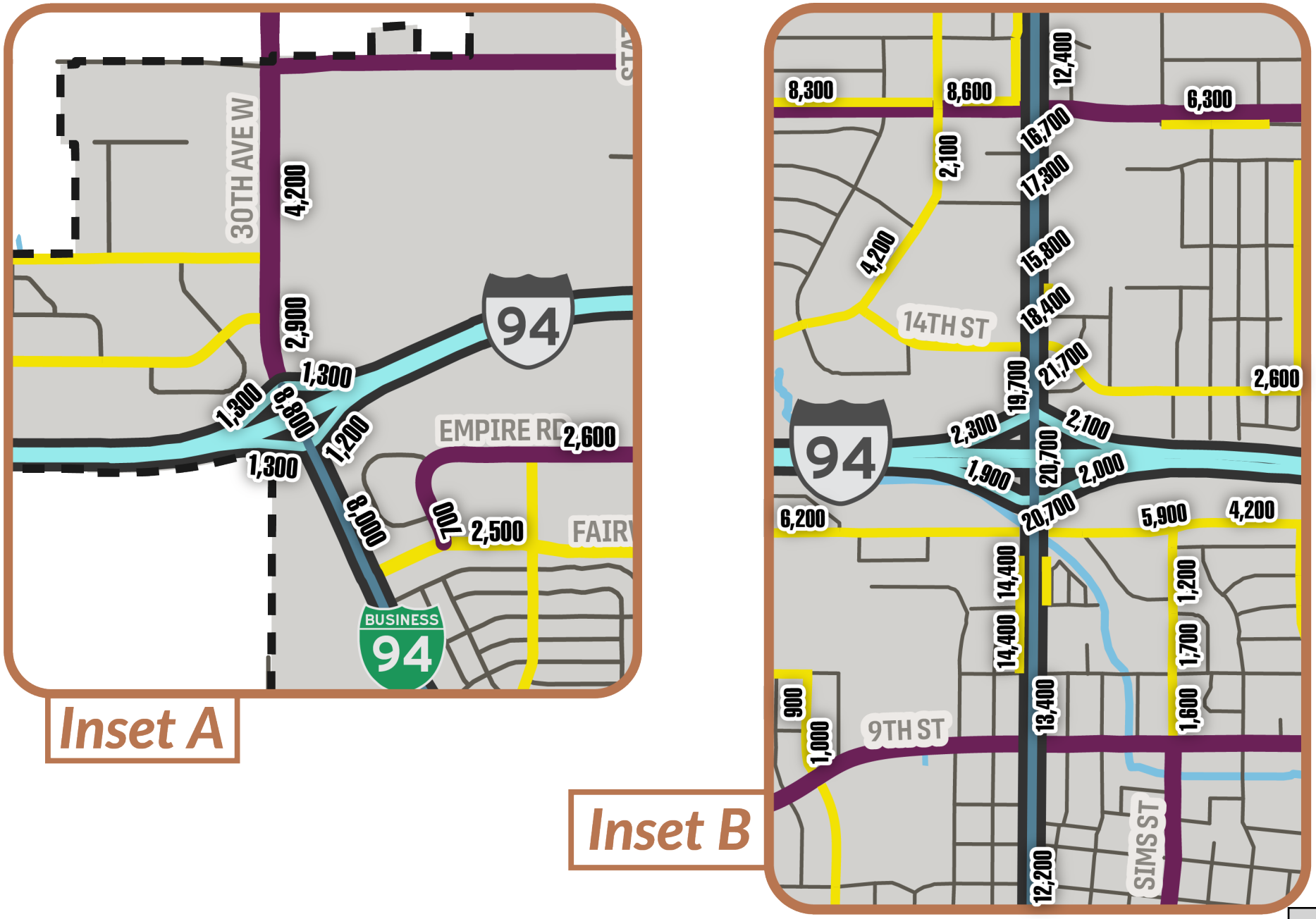


Figure 8-6. Existing AADT inset maps



Existing Level of Service (LOS)

Figure 8-7 illustrates the LOS thresholds according to the National Cooperative Highway Research Program. **Table 8-1** and **Table 8-2** summarize the percentage of these LOS ratings for the intersections analyzed, for AM and PM peak times.

INTERSECTION LOS

A study area wide LOS analysis was conducted using the designated TAZs. Based on analysis, existing AM and PM peak time intersection LOS ratings are shown in **Figure 8-8 on page 131** and **Figure 8-9 on page 132**.

Table 8-1. AM PEAK Existing Intersection LOS

LOS	TOTAL INTERSECTIONS	% OF TOTAL
A, B, C	33	80.5%
D	4	9.75%
E, F	4	9.75%
A through F	41	100%

Table 8-2. PM PEAK Existing Intersection LOS

LOS	TOTAL INTERSECTIONS	% OF TOTAL
A, B, C	130	86.1%
D	10	6.6%
E, F	11	7.3%
A through F	151	100&

Table 8-3 on page 131 and **Table 8-4 on page 133** list the existing AM and PM peak time for intersections operating at LOS E or F, which would be considered failing due to congestion. Intersections are ordered first by LOS ranking, then by delay time in seconds per vehicle (s/veh). At the AM peak time, there are currently four (4) intersections operating at LOS E or F; at the PM peak time, there are 10 intersections operating at LOS E or F. The common theme for intersection LOS is that every intersection currently congested is stop sign controlled (one being an all-way stop; the rest being two-way stops) instead of intersections with alternative or upgraded method of intersection control/traffic management (e.g., stop lights, roundabout, etc.).

Figure 8-7. LOS Thresholds by Volume-to-Capacity Ratio



Figure 8-8. Existing Intersection LOS – AM Peak (Municipal)

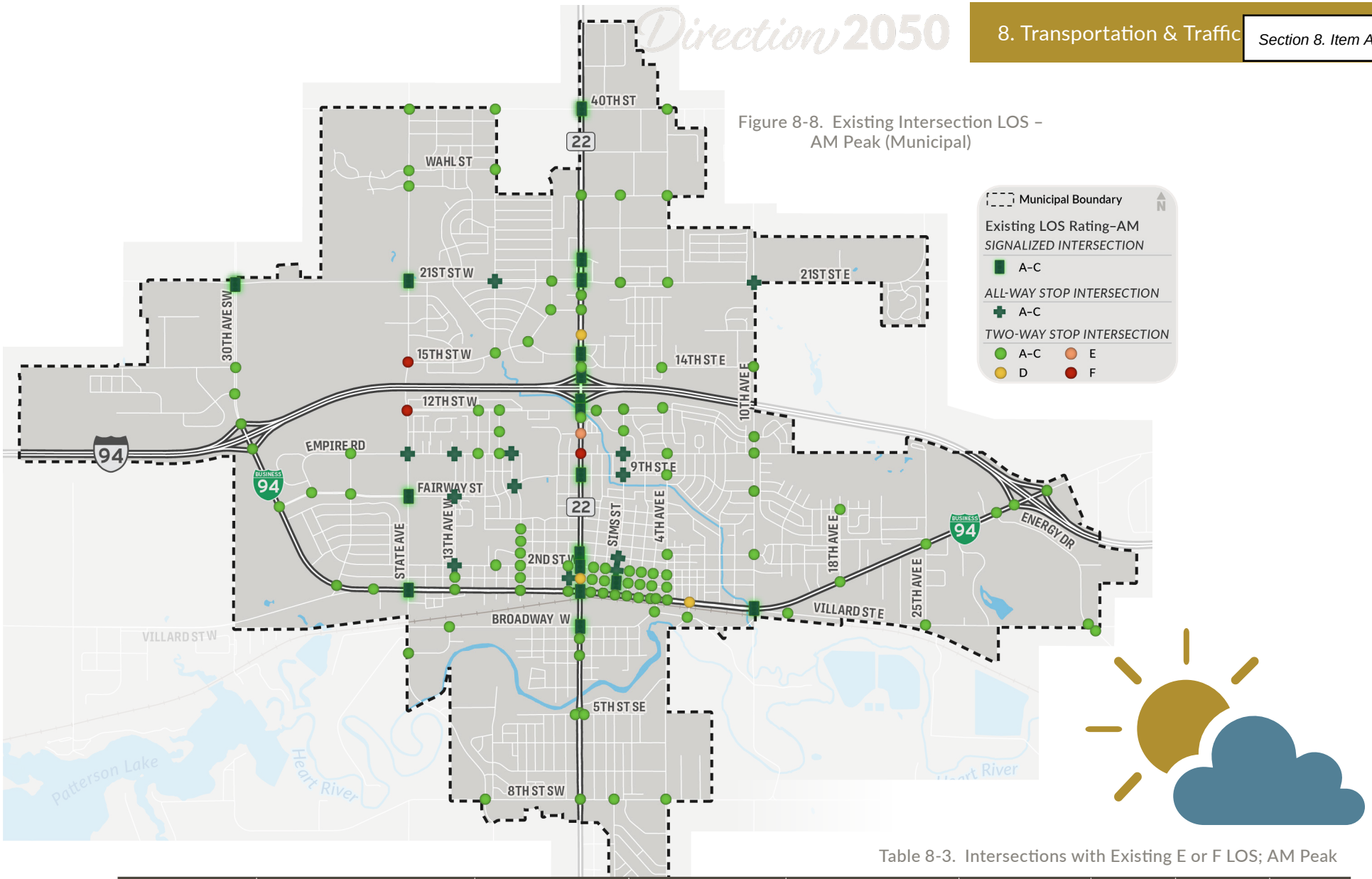


Table 8-3. Intersections with Existing E or F LOS; AM Peak

PEAK LOS RANKING	INTERSECTION	JURISDICTION	CONTROL TYPE	METHOD	WORST MOVEMENT	V/C	DELAY (S/VEH)	LOS
1	15th St W & State Ave S	County_City	Two-way stop	HCM 2010	WB Left	0.677	59.3	F
2	10th St W & Highway 22	State_Fed	Two-way stop	HCM 7th Ed.	WB Left	0.286	58.3	F
3	12th St W & State Ave S	County_City	Two-way stop	HCM 2010	WB Left	0.485	51.4	F
4	11th St w & Highway 22	State_Fed	Two-way stop	HCM 7th Ed.	EB Left	0.056	40.1	E

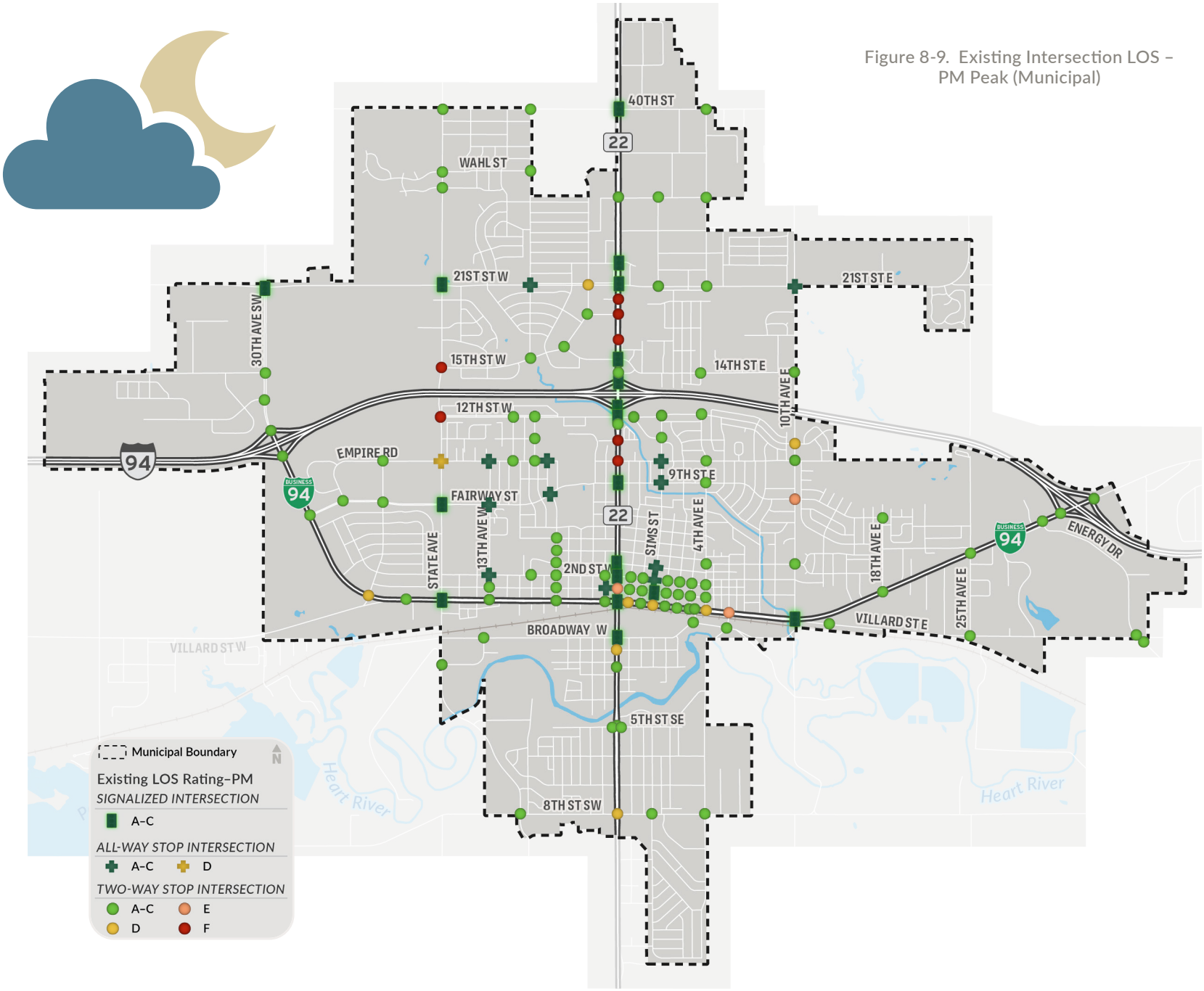


Figure 8-9. Existing Intersection LOS – PM Peak (Municipal)

Table 8-4. Intersections with Existing E or F LOS; PM Peak

PEAK LOS RANKING	INTERSECTION	JURISDICTION	CONTROL TYPE	METHOD	WORST MOVEMENT	V/C	DELAY (S/VEH)	LOS
1	15th St W & State Ave S	County_City	Two-way stop	HCM 2010	WB Left	1.096	147.9	F
2	12th St W & State Ave S	County_City	Two-way stop	HCM 2010	WB Left	0.715	79.8	F
3	Highway 22 & 16th St W	State_Fed	Two-way stop	HCM 7th Ed.	WB Left	0.235	76.9	F
4	10th St W & Highway 22	State_Fed	Two-way stop	HCM 7th Ed.	EB Left	0.049	66.5	F
5	18th St W & Highway 22	State_Fed	Two-way stop	HCM 2010	EB Left	0.325	65.7	F
6	19th St W & Highway 22	State_Fed	Two-way stop	HCM 7th Ed.	WB Thru	0.016	63.3	F
7	11th St W & Highway 22	State_Fed	Two-way stop	HCM 7th Ed.	EB Left	0.074	51.4	F
8	1st St W & Highway 22	State_Fed	Two-way stop	HCM 7th Ed.	EB Left	0.134	43.6	E
9	Villard St & 6th Ave E	State_Fed	Two-way stop	HCM 2010	NB Left	0.254	39.7	E
10	9th St E & 10th Ave E	County_City	Two-way stop	HCM 2010	EB Left	0.226	36.7	E



May 2025 street view imagery showing the intersection of 12th Street W and State Avenue S

© Google Earth

CORRIDOR (ROAD SEGMENT) LOS

Existing AM and PM peak time corridor LOS is shown in **Figure 8-10** and **Figure 8-11**, respectively.

STREETLIGHT DATA

Streetlight Data was utilized to generate existing AADT, LOS, as well as analyze existing origin and destination traffic volumes to give an idea of where trafficly is currently traveling to and from in both the AM and PM peak travel times. A graphic overview of existing Origin/Destination (O/D) AM/PM peak traffic volumes is provided in **infographic Table 8-5**.

Traffic Forecasting

Based on the results of the current traffic analysis, Dickinson's future traffic conditions were modeled at the intersection and corridor levels in the year 2050. This analysis incorporated not only the existing traffic conditions, but several other factors that will impact the city's development over the next two-plus decades, such as population, employment, land use, and committed transportation projects. The results of this modeling form an important part of the analysis of future needs in the transportation system.

Figure 8-10. Existing Corridor LOS AM Peak (Municipal)

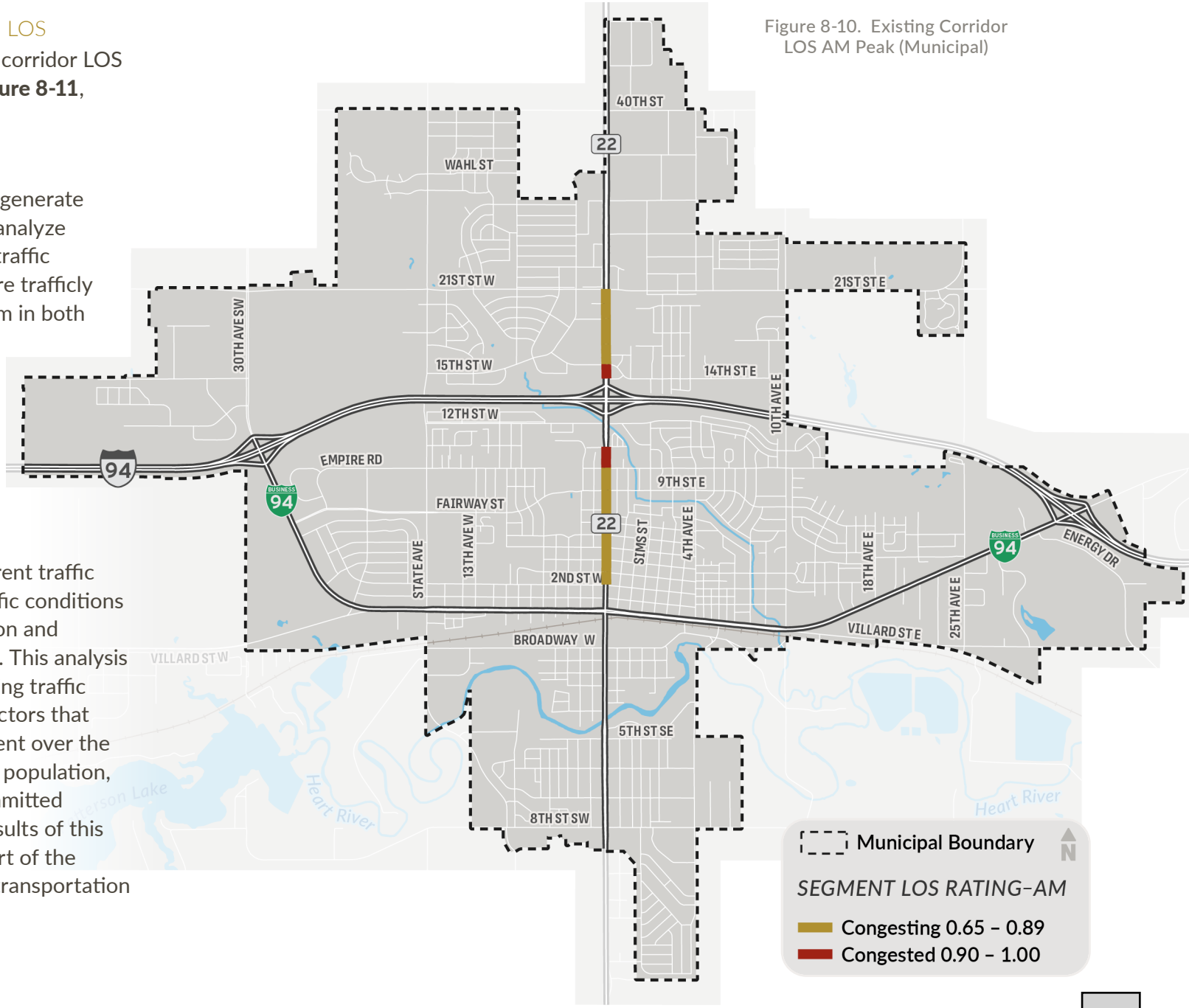


Figure 8-11. Existing Corridor LOS PM Peak (Municipal)

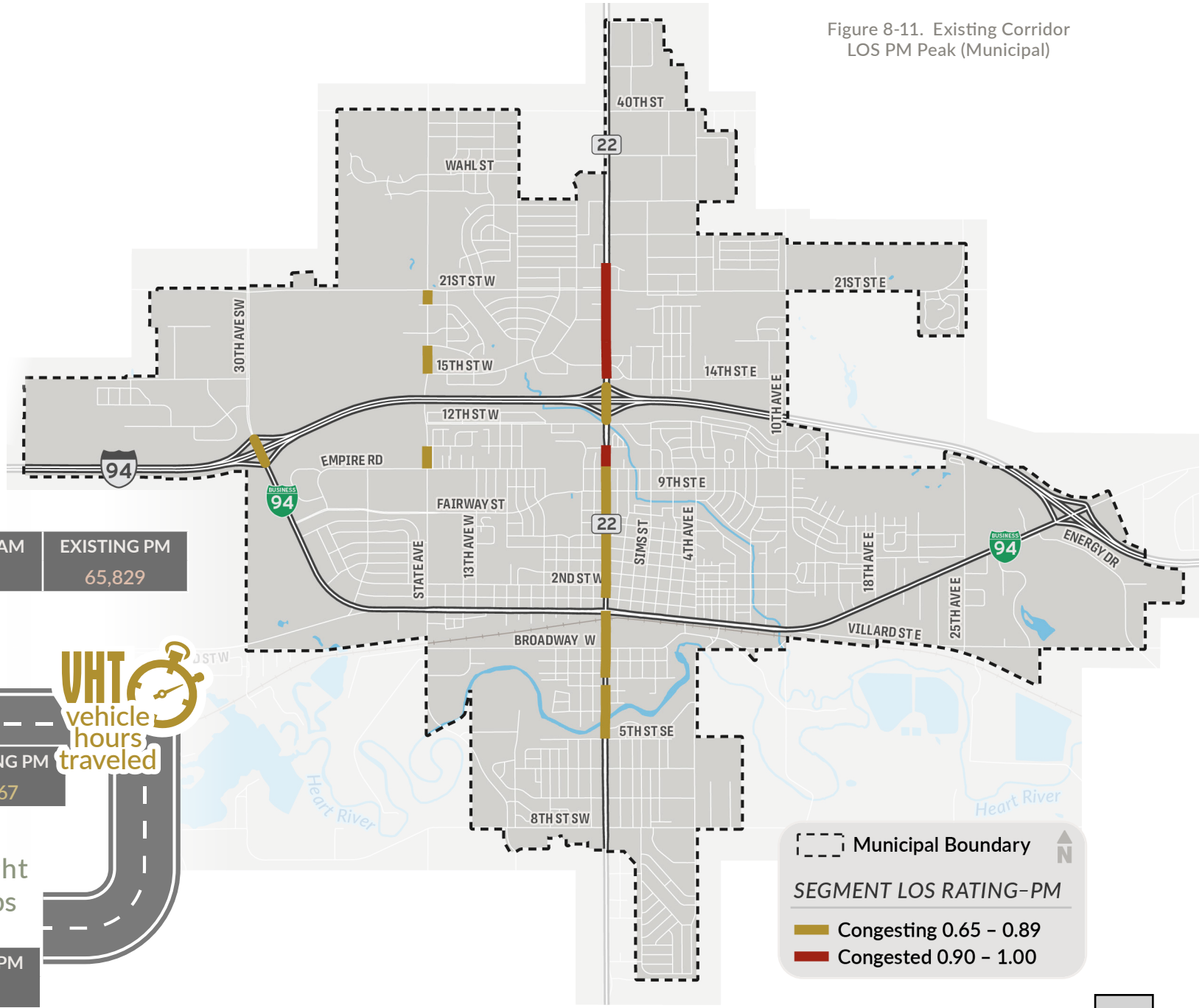


Table 8-5. O/D Peak Traffic Volumes

	EXISTING AM	EXISTING PM
VMT vehicle miles traveled	60,733	65,829
VHT vehicle hours traveled	1,286	1,367
streetlight O/D trips	13,294	17,113

GROWTH FORECASTING AND MODEL DEVELOPMENT

In order to accommodate new growth within the existing municipal boundary, vacant parcels within the City of Dickinson were identified. The developable acreage totals 2,450 acres available/projected to be developed by 2050. These 2,450 acres were allocated to the study area StreetLight TAZ zones to quantify the acres of developable land within each TAZ. After the acreages were assigned to StreetLight TAZs, the percentage of residential versus employment land uses in each sector were used to get respective acreage totals per TAZ.

Once the percentage of residential and employment land uses was applied to the acres in each TAZ, TripGen was used to calculate/forecast the additional trips in each TAZ for AM and PM trips. A percentage of development compared to the land it is occupying was applied (20% of residential on a property; 5% or 10% split up between other employment). Internal capture trips were calibrated during the development acreage reduction step. Final percentages were adjusted based on 2050 total growth projections.

Trip Generation was encapsulated with a generic trip generation assumption or was more specific based on the Future Land Use Map (FLUM) (**page 81** of the ***Future Land Use Plan*** chapter) and the road type it occupies. Pass-By trips are accounted for by the trip generation and routing throughout Dickinson. Major roads will show growth at a high level, which might cause a smaller growth rate to be used on major roadways.

The O/D Matrix from StreetLight was adjusted after trip generation has been added to reflect new origins and destinations, as well as committed and new project identifications. Those percentages were input into Vistro, and trips will be assigned routes accordingly. LOS and AADT forecasting was revised accordingly, based on the above methods, assumptions, and committed and new project identifications.

Volume/capacity (V/C) ratio is defined as the number of vehicles traversing a corridor at the peak hour divided by the maximum vehicular capacity of that corridor. V/C was observed for certain corridors in Dickinson in the present day, then modeled for the year 2050 based on future population growth and land use.

GROWTH ASSUMPTIONS

Dickinson is projected to grow by approximately one-third between 2025 and 2050, going from a population of about 27,500 to over 36,000. Employment is projected to grow by even more, over 40% over the same period. With more residents and jobs within city limits, traffic will naturally increase, and even corridors and intersections that have little congestion in the present may present operational issues for the city's road network in the future.

However, this new traffic will not be evenly distributed across the city. Importantly, different land uses tend to generate varying numbers of trips and at different times of day. Therefore, the city's Future Land Use map was analyzed at the TAZ level to determine where within Dickinson this new traffic is likely to occur. The heaviest development is projected to occur in the northern and western portions of the city, and these new developments will serve as new origins and destinations for trips that will contribute to traffic in Dickinson. Accordingly, while certain intersections and corridors are expected to become congested throughout the city, traffic is expected to worsen the most in northern and western Dickinson.

The traffic forecast accounts for currently committed transportation projects that have been funded through 2028 at the local, state, and/or federal level. Many of these projects are expected to reduce traffic congestion and redistribute trips from the current levels that were observed as part of the analysis.

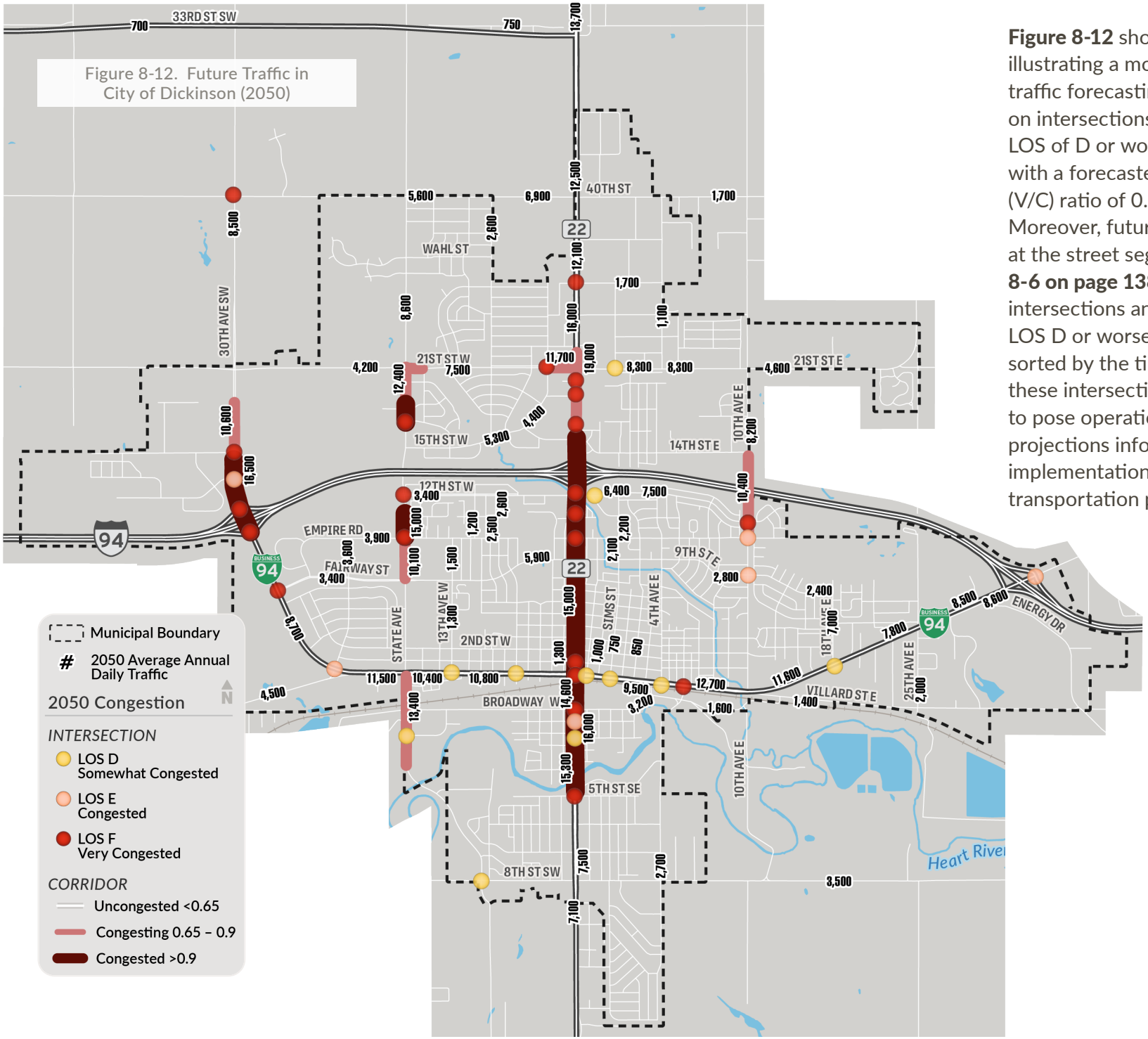


Figure 8-12. Future Traffic in City of Dickinson (2050)

Figure 8-12 shows a citywide map illustrating a more detailed look of the traffic forecasting results, focusing on intersections with a forecasted LOS of D or worse, and corridors with a forecasted volume-to-capacity (V/C) ratio of 0.65 or higher in 2050. Moreover, future AADT is shown at the street segment level. **Table 8-6 on page 138** provides a list of intersections anticipated to demonstrate LOS D or worse in 2050. These are sorted by the time span during which these intersections are projected to pose operational needs; these projections inform the recommended implementation timelines for the various transportation projects.

Table 8-6. Intersections with Congested LOS in 2050

INTERSECTION NAME	FORECASTED NEED	CONTROL TYPE	BUILD CONTROL TYPE	AM EXISTING DELAY	AM EXISTING LOS	AM FORECAST DELAY	AM FORECAST LOS	PM EXISTING DELAY	PM EXISTING LOS	PM FORECAST DELAY	PM FORECAST LOS
19th St W & Highway 22	0–5 Years	TWSC	TWSC	22.6	C	34.8	D	66.6	F	165.7	F
18th St W & Highway 22	0–5 Years	TWSC	TWSC	21.6	C	36	E	105.8	F	511.2	F
16th St W & Highway 22	0–5 Years	TWSC	TWSC	27.9	D	52.3	F	191.6	F	1137.9	F
11th St W & Highway 22	0–5 Years	TWSC	TWSC	39.7	E	57.4	F	58	F	96.7	F
10th St W & Highway 22	0–5 Years	TWSC	TWSC	43.5	E	66.5	F	61.3	F	124	F
12th St W & State Ave	0–5 Years	TWSC	TWSC	56	F	96.6	F	79.8	F	241.5	F
15th St W & State Ave	0–5 Years	TWSC	TWSC	44.1	E	127.8	F	80.5	F	418.4	F
30th Ave E & 15th St E	5–10 Years	TWSC	TWSC	18.4	C	247.8	F	14.8	B	95.5	F
I-94 N Ramps & I-94 Business Loop	5–10 Years	TWSC	TWSC	20.7	C	250.6	F	29.2	D	404.8	F
I-94 S Ramps & I-94 Business Loop	5–10 Years	TWSC	TWSC	22.2	C	463.6	F	31.5	C	955.7	F
I-94 Business Loop & Fairway St	5–10 Years	TWSC	TWSC	17.3	C	85	F	22.5	C	349.7	F
I-94 Business Loop & 6th Ave E	5–10 Years	TWSC	TWSC	32	D	51.2	F	41.6	E	160.2	F
29th St W & Highway 22	5–10 Years	TWSC	TWSC	16.1	C	48.3	E	20.9	C	701.1	F
1st St W & Highway 22	5–10 Years	TWSC	TWSC	25.4	D	34.6	D	41.7	E	72.4	F
Highway 22 & Frontage Rds	10–20 Years	TWSC	TWSC	12.2	B	13.1	B	42.1	E	63.9	F
Empire Rd & State Ave	10–20 Years	AWS	AWS	14.6	B	19.8	C	28.3	D	79	F
40th St W & 30th Ave W	>20 Years	TWSC	TWSC	13.4	B	89.9	F	11.7	B	85	F
30th Ave W & West Ridge Dr	>20 Years	TWSC	TWSC	12.7	B	21.7	C	19.2	C	42.1	E
I-94 Business Loop & I-94 (East Side)	>20 Years	TWSC	TWSC	13.6	B	18.7	C	15.8	C	43.8	E
Broadway & Highway 22	>20 Years	Signal	TWSC	10.6	B	33.9	D	10.9	B	68.6	F
5th St S & Highway 22	>20 Years	TWSC	TWSC	19.7	C	28.6	D	25.5	D	46.5	E
9th St E & 10th Ave E	>20 Years	TWSC	TWSC	21	C	23.6	C	28.6	D	35.9	E
10th St E & 10th Ave E	>20 Years	TWSC	TWSC	17.4	C	23	C	23.8	C	41.1	E
12th St E & 10th Ave E	>20 Years	TWSC	TWSC	24.9	C	39.7	E	31.9	D	56.8	F
21st St W & 6th Ave W	>20 Years	TWSC	TWSC	23.9	C	37.6	E	24.2	C	51.1	F

PROJECT IDENTIFICATION & PRIORITIZATION

Aiming to identify future transportation project needs, several different variable types were assessed in conjunction with one another, having to do with safety, operations, and existing infrastructure conditions, each of which points to certain needs for transportation system improvements. A summary of these variables is below:

SAFETY-RELATED VARIABLES

All vehicular crashes recorded in Stark County were inventoried between 2019 and 2023. These crashes were then disaggregated by several factors.

- **Severe Crashes:** Crashes resulting in a fatality or an incapacitating injury were disaggregated from the rest of this data as indicating a most urgent need for intervention. In total, 5 fatal and 21 incapacitating injury crashes were identified within Dickinson city limits, and several others were identified within the urban area.
- **Bike/Ped Crashes:** Crashes were disaggregated if they were located at an intersection and involved a cyclist or a pedestrian. These crashes point to a need for enhanced multimodal infrastructure and/or improved safety features. In total, 20 bike/ped crashes were identified. Five bike/ped crashes were also identified as being severe:
  - One pedestrian crash resulted in a fatality – located at Highway 22 and 6th Street South.
  - Three pedestrian crashes resulted in an incapacitating injury – one located at 10th Avenue E and 8th Street E, one located at E Villard Street and Sims Street, and one located at Highway 22 and Villard Street.
  - One bicycle crash resulted in an incapacitating injury – located at W Museum Drive and Osborn Drive.
- **Non-Severe Crashes:** More than 2,000 crashes were identified in Stark County over the five-year period between 2019 and 2023, most of which occurred within Dickinson city limits. The vast majority of crashes were neither fatal nor incapacitating—meaning the level of severity was recorded as "Non-incapacitating injury," "Possible injury," or "Property damage only." These crashes were represented as a heat map (**Figure 1-28 on page 39**), which serves to identify intersections and corridors that see a disproportionate frequency of crashes.
- **Top Ten Crash Intersections:** Based on the overall density of crashes throughout the city, the top ten intersections with the most crashes were determined. These were not weighted by severity, although several of the intersections did see crashes that resulted in incapacitating injuries and/or involved a cyclist or pedestrian. These intersections are, in order:
  - Highway 22 and 15th Street
  - Highway 22 and Villard Street
  - Highway 22 and 9th Street
  - Highway 22 and 21st Street
  - Highway 22 and Museum Drive
  - Highway 22 and 8th Street
  - Highway 22 and 2nd Street
  - State Avenue and Empire Road
  - Highway 22 and 3rd Street
  - State Avenue and Villard Street

OPERATIONS-RELATED VARIABLES

These variables serve to identify corridors and intersections that are forecasted to have a greater-than-desired level of traffic congestion by 2050, according to the results of the traffic modeling.

- **Intersection LOS:** The anticipated future LOS was compared against the current LOS to assess which intersections would be seeing the greatest increases in congestion, and to estimate the year during which these intersections will begin to fail. A failing LOS may point to the need for intersection- or corridor-level improvements to increase the efficiency of traffic flow.
- **Corridor V/C Ratio:** Generally, a V/C ratio below 0.65 is considered uncongested, between 0.65 and 0.9 is approaching congestion, and over 0.9 is congested. A congested or congesting corridor may point to the need for intersection- or corridor-level improvements to increase the efficiency of traffic flow.

INFRASTRUCTURE-RELATED VARIABLES

Finally, variables were examined related to the state of existing transportation facilities within the county.

- **Pavement Needs:** Corridors with a known need for pavement improvements were identified. This is an important variable in project identification because pavement-related interventions such as mill & overlay projects can be bundled together with other street improvements in order to increase efficiency and minimize disruption to the community. Mill & overlay projects through the year 2033 were taken into account.
- **Trail Gaps:** Dickinson's existing system of bicycle and pedestrian trails was examined in order to determine gaps in the network. These gaps create safety hazards and an uncomfortable environment for cyclists and pedestrians who must instead use more dangerous portions of roadway to reach their destination. One example is on Highway 22 between Museum Drive and 9th Street. The highway includes a trail north of Museum, and 9th Street is an important east-west connection for accessing destinations such as Dickinson State University and Rocky Butte Park. However, there is currently no multimodal trail along this stretch.

All of these safety, operations, and infrastructure-related variables were synthesized to identify the intersections and corridors most in need of intervention.

PROJECT CONCEPT REFINEMENT AND PRIORITIZATION

Based on the needs assessment, future transportation projects were identified. A key consideration in this regard is the transportation projects that are already being planned throughout the city.

Statewide Transportation Improvement Program (STIP) projects have already been committed, and the project recommendations generally exclude these areas. Instead, project recommendations either consist of proposed additions to projects that are already in the city Capital Improvement Plan (CIP) and/or have been submitted (but not committed) for federal aid in the STIP; or they are entirely new projects that are independent of existing CIP projects.

Based on the identified needs and currently preliminary universe of potential future project needs, a project prioritization analysis was performed to identify improvements that could be incorporated into either committed or newly identified projects. To start this process, needs were grouped into corridor segments or spot improvements based on the singular or multiple elements. The prioritization of these corridors was further honed based on the key north-south and east-west corridors identified during the existing conditions analysis, as well as public input related to safety, efficiency, and connectivity.

Refer to **Figure 9-1** for a map of the STIP Planned projects, **Figure 9-2 on page 142** for a map of the unprogrammed projects, and **Table 9-1 on page 143** for the full list of projects.

A preliminary cost estimate has been included for each project, as shown in **Table 9-2 on page 145**. Cost estimates for different project types come from a variety of sources, including industry estimates, NDDOT unit costs, and existing projects in the North Dakota STIP. An annual inflation factor of 4% was applied to the present-day costs, up to 4 years for short range projects, 9 years for medium-range projects, and 17 years for long-range projects. These costs are meant to be used for planning purposes and do not represent design- or engineering-level estimates.

Figure 9-1. Projects Currently in the STIP

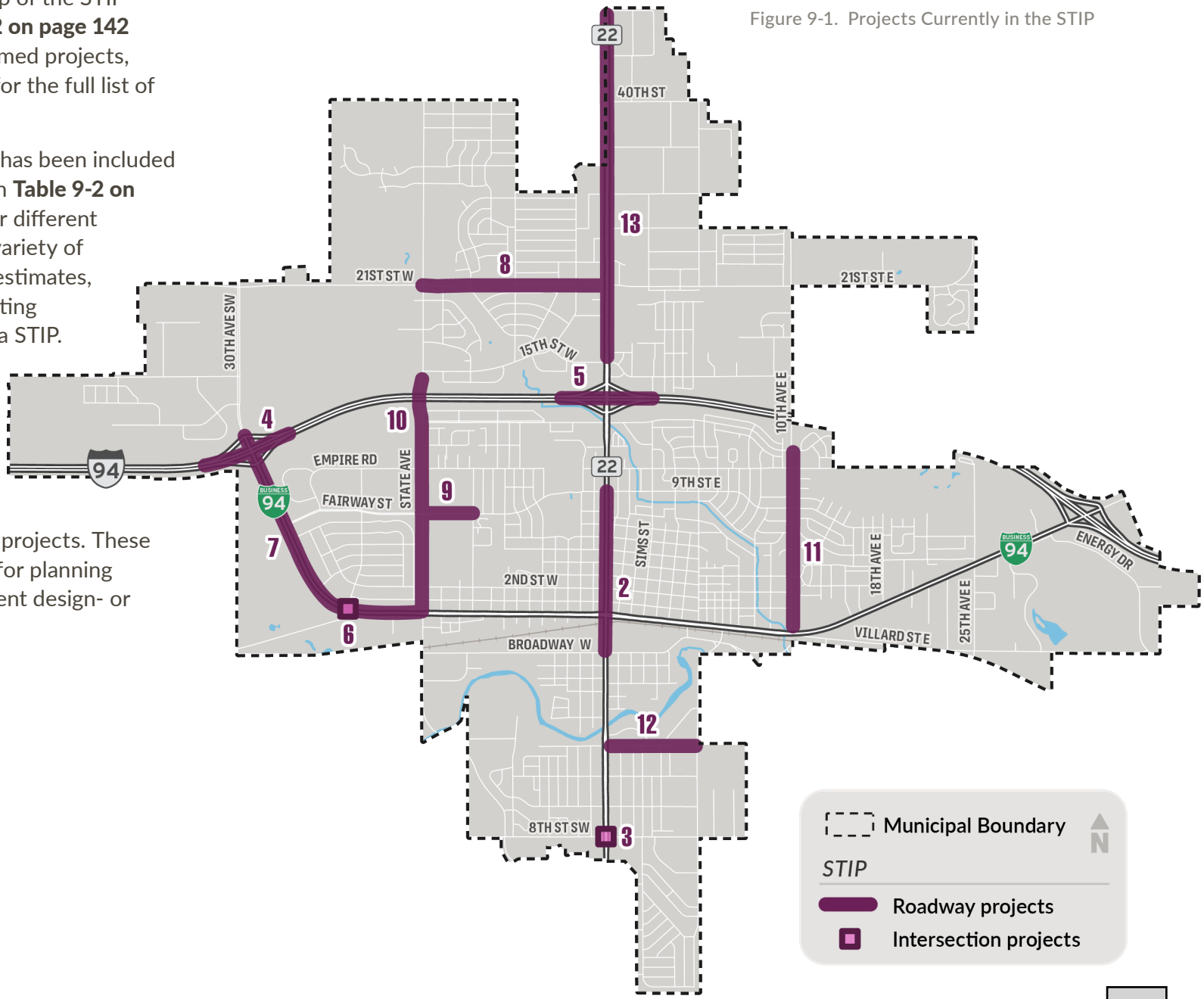


Figure 9-2. Project Phasing

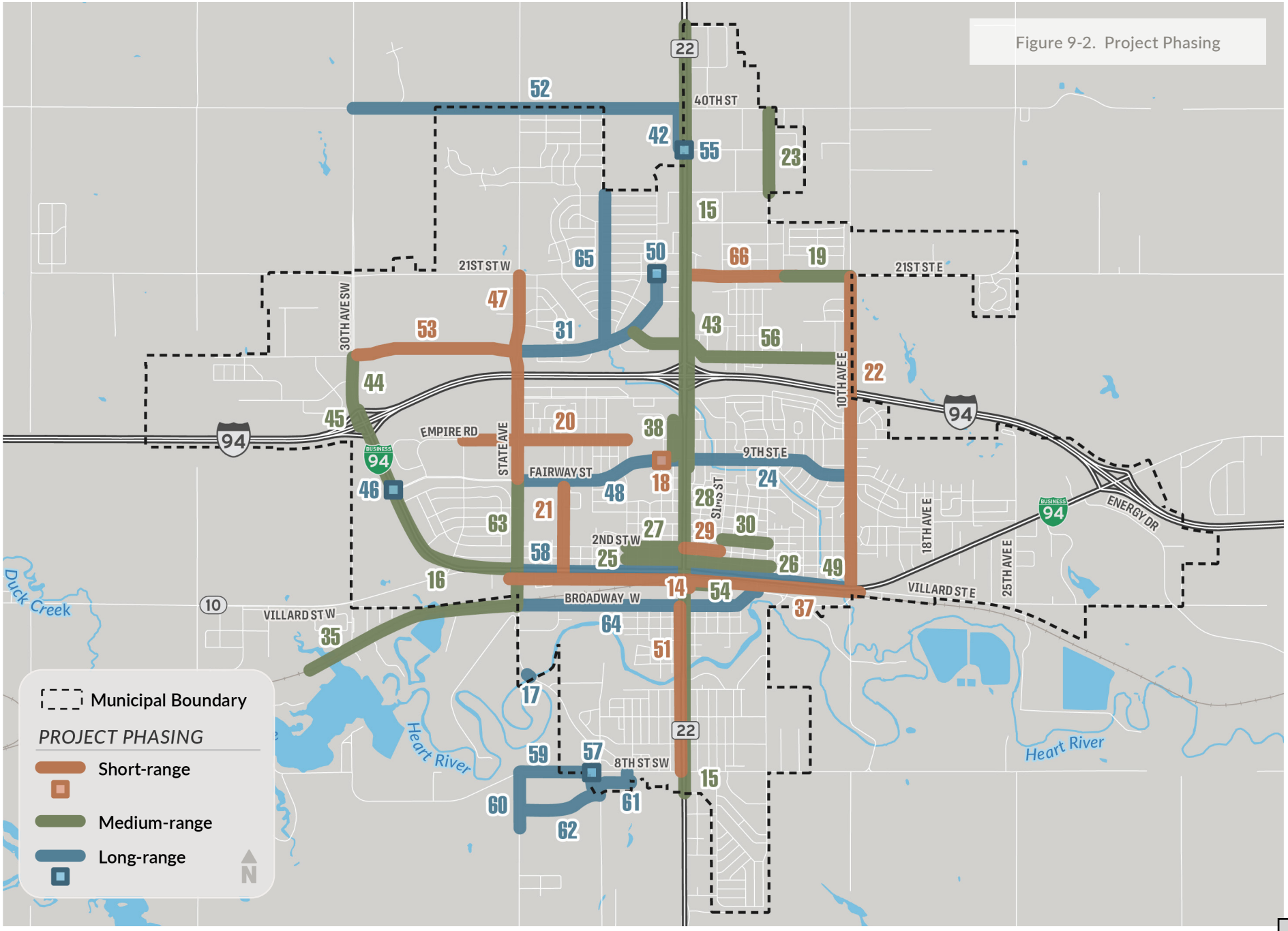


Table 9-1. All Planned Projects and Prioritization

LRTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
PLANNED PROJECTS						
1	Planned	Highway 22	45th St W	21st St W	Chip Seal (follows overlay)	$1,000,000
2	Planned	Highway 22	Broadway	9th St SW	Signals	$2,000,000
3	Planned	Highway 22	8th St S		Roundabout	
4	Planned	I-94	Exit 59 - 30th		Lighting	
5	Planned	I-94	Exit 61 - Highway 22		Lighting	
6	Planned	I-94B	23rd St / CR 10		Roundabout/Intersection	$13,600,000
7	Planned	I-94B	I-94	State Ave	Reconstruction	
8	Planned	21st W	State Ave	Highway 22	Mill and Overlay	$3,200,000
9	Planned	Fairway	State Ave	13th Ave W	Mill and Overlay	$1,100,000
10	Planned	State Ave	15th St	Villard	Microsurfacing	$500,000
11	Planned	10th Ave E	Museum	Villard	Mill and Overlay	$3,000,000
12	Planned	5th St SE	Highway 22	6th Ave SE	Reconstruction	$2,000,000
13	Planned	Highway 22	North City Limits	15th St W	Microsurfacing / Chip and Fog Seal	$1,000,000
CIP PROJECTS						
14	Short Range	Highway 22	BNSF Underpass		Structural Repairs, Widening South Approach	$14,600,000
15	Medium Range	Highway 22	City Limits		Street Lights	$4,150,000
16	Medium Range	I-94B	I-94 (Exit 59)	State Ave	Mirco Surfacing	$1,150,000
17	Long Range	State Ave	Bridge over Heart River		Deck Repairs	$1,100,000
18	Short Range	9th St	5th Ave W		Intersection Improvements	$1,750,000
19	Medium Range	21st E	5th Ave E	10th Ave E	Reconstruction	$9,600,000
20	Short Range	Empire Road	23rd Ave W	7th Ave W	Mill and Overlay	$4,200,000
21	Short Range	13th Ave W	Fairway St	Villard	Mill and Overlay	$1,650,000
22	Short Range	10th Ave E	21st St E	Museum	Reconstruction	$7,250,000
23	Medium Range	4th Ave E	40th St E	29th St E	Reconstruction	$13,750,000
24	Long Range	9th St E	Highway 22	10th Ave E	Mill and Overlay	$6,050,000
25	Medium Range	1st St W	8th Ave W	Highway 22	Mill and Overlay	$1,350,000

LRTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
26	Medium Range	1st St E	Sims	4th Ave E	Mill and Overlay	$300,000
27	Medium Range	2nd St W	Highway 22	8th Ave W	Reconstruction	$9,400,000
28	Medium Range	1st St W	Highway 22	Sims	Reconstruction	$1,400,000
29	Short Range	2nd St W	Highway 22	Sims	Reconstruction	$5,950,000
30	Medium Range	2nd St E	Sims St	4th Ave E	Reconstruction	$8,550,000
31	Long Range	15th St W / 6th Ave W	State Ave	21st St W	Reconstruction	$9,750,000
32	Medium Range	Downtown St Lighting			Lighting Updates	$4,150,000
33	Short Range	Annual Road Maintenance	City Wide		Operations and Maintenance	$11,250,000
34	Short Range	Annual Sidewalk Program	City Wide		Operations and Maintenance	$100,000
35	Medium Range	Crooked Crane Trail			New Trail	$500,000
36	Short Range	Entrance Signs/Wayfinding	City Wide		Signage	$600,000
37	Short Range	Villard St	State Ave	10th Ave E	Mill and Overlay and Pedestrian Bumpouts	$11,700,000
38	Medium Range	Highway 22 Frontage Rd	12th St W	10th St W	Mill and Overlay	$1,000,000
			NEW PROJECTS			
39	Medium Range	Signal Upgrades	City Wide		Signals	
40	Long Range	Southwest Truck Route			Corridor Preservation	$0
41	Long Range	Southeast Truck Route			Corridor Preservation	$0
42	Long Range	West Side Trail (Highway 22)	40th St W	29th St W	Trail Extension	$1,050,000
43	Medium Range	Highway 22	23rd St W	9th St W	Access and Safety Improvements	$1,400,000
44	Medium Range	30th Ave W	15th St W	I-94 (Exit 59)	Access and intersection improvements	$850,000
45	Medium Range	I-94B	I-94 (Exit 59)		Interchange Expansion	$5,700,000
46	Long Range	I-94B	Fairway St		Future Signal or Roundabout	$1,150,000
47	Short Range	State Ave	21st St W	Fairway St	Signal/Safety/Access	$2,050,000
48	Long Range	Fairway St	State Ave	Highway 22	Road Narrowing / Bike Lanes	$50,000
49	Medium Range	10th Ave E	Museum	Villard	Multimodal and Mini RABs	$1,400,000
50	Long Range	21st St W	6th Ave W		AWS or Future Roundabout	$3,900,000
51	Short Range	Highway 22	Broadway	8th St S	Pedestrian Improvements	$350,000

LRTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
52	Long Range	40th St W	113th Ave SW/ 30th Ave W	Highway 22	Safety study, Roundabout at 113th	$8,800,000
53	Short Range	15th St	30th Ave	State Ave	Construct 2-lane collector	$11,700,000
54	Medium Range	W Museum Dr	Highway 22	Sims St	3-Lane and Ped Safety	$50,000
55	Long Range	Highway 22	29th St W		Signalization	$800,000
56	Medium Range	15th St W / 14th St E/W	6th Ave W	10th Ave E	Restriping/bike lanes/ lane narrowing	$200,000
57	Long Range	8th St S	State Ave		Roundabout	$3,900,000
58	Long Range	Villard St	State Ave	10th Ave E	Reconstruction as 3-lane Arterial	$15,650,000
59	Long Range	8th St SW	20th Ave SW	State Ave	Roadway Urbanization with Utilities	$7,600,000
60	Long Range	20th Ave SW	8th St SW	Dickinson South Cemetery	Roadway Urbanization with Utilities	$8,750,000
61	Long Range	State Ave	8th St SW	Drainageway	New Roadway with Utilities	$3,900,000
62	Long Range	Unnamed	State Ave	20th Ave SW	East/West Roadway	$7,000,000
63	Medium Range	State Ave	Fairway St	2nd St SW	Restriping/bike lanes/ lane narrowing	$50,000
64	Long Range	Broadway / 4th Ave SE	State Ave	Villard	Restriping/bike lanes/lane narrowing	$200,000
65	Long Range	10th Ave W	29th St W	15th St W	Shared Use Path	$1,900,000
66	Short Range	21st St	Highway 22	5th Ave E	Mill & Overlay	$1,400,000

Table 9-2. Project Phasing and Total Costs

RANGE	STIP PLANNED	CIP	NEW PROJECT	TOTAL	COST (ADJUSTED FOR INFLATION)
Planned	13			13	$27,400,000
Short		10	4	14	$74,550,000
Medium		12	8	20	$64,950,000
Long		3	16	19	$81,550,000

CORRIDOR LEVEL EVALUATION

The following details provide an overview of each of the corridor segments to be addressed by the previously described interventions, as well as a handful of citywide projects and spot improvement projects. Each segment description contains a project summary that specifies if they are currently planned in the STIP, currently planned but unprogrammed (i.e., projects that have already been included in the CIP or as candidates for federal funding through the STIP), or new project recommendations. Based on flexibility of upcoming project funding, a list of Additions to Planned Projects is included for each corridor. If a currently planned project does not occur in this list, no changes or additions are being recommended at this time. Finally, New Projects are listed for each corridor, which are recommended projects not covered by the currently planned projects. A map of all corridors is included in **Figure 9-3**.

Segment #1a: Hwy 22 (45th St to 23rd St)

This segment of Highway 22 is already planned to undergo a chip seal treatment in the next five to ten years. To best balance pavement investments, operational and safety improvements at 29th Street and 40th Street will be completed with E-W corridor improvements. Long-range multimodal safety concerns will be reviewed and may include the West Side Trail Extension along Highway 22, filling a notable gap in the network.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

40th Street identified as a gateway single lane roundabout to address crash severity and frequency, alongside improvements within **LRTP #52** for Segment 8.

LRTP #42 – West Side Trail Extension from 40th Street W to 29th Street W (Long Range).

- Crooked crane.
- Path addressing gap in the bike/ped network.
- Addresses density of bike/ped crashes in area.

LRTP #55 – Highway 22 & 29th Street W signalization (Long Range).

- New traffic signal will be warranted based on forecasted LOS.

Segment #1b: Highway 22 (23rd Street to 9th Street)

This segment of Highway 22 is scheduled to undergo a repaving project north of 15th Street, as well as a lighting project at the interchange with I-94. However, operational and safety-related issues were identified along this corridor, which has been the site of a high volume of crashes, some of which were fatal, and which contains several intersections which are anticipated to exhibit a failing LOS if no action is taken. Accordingly, this is one of the highest-need and highest-priority segments in the entire city.

ADDITIONS TO PLANNED PROJECTS

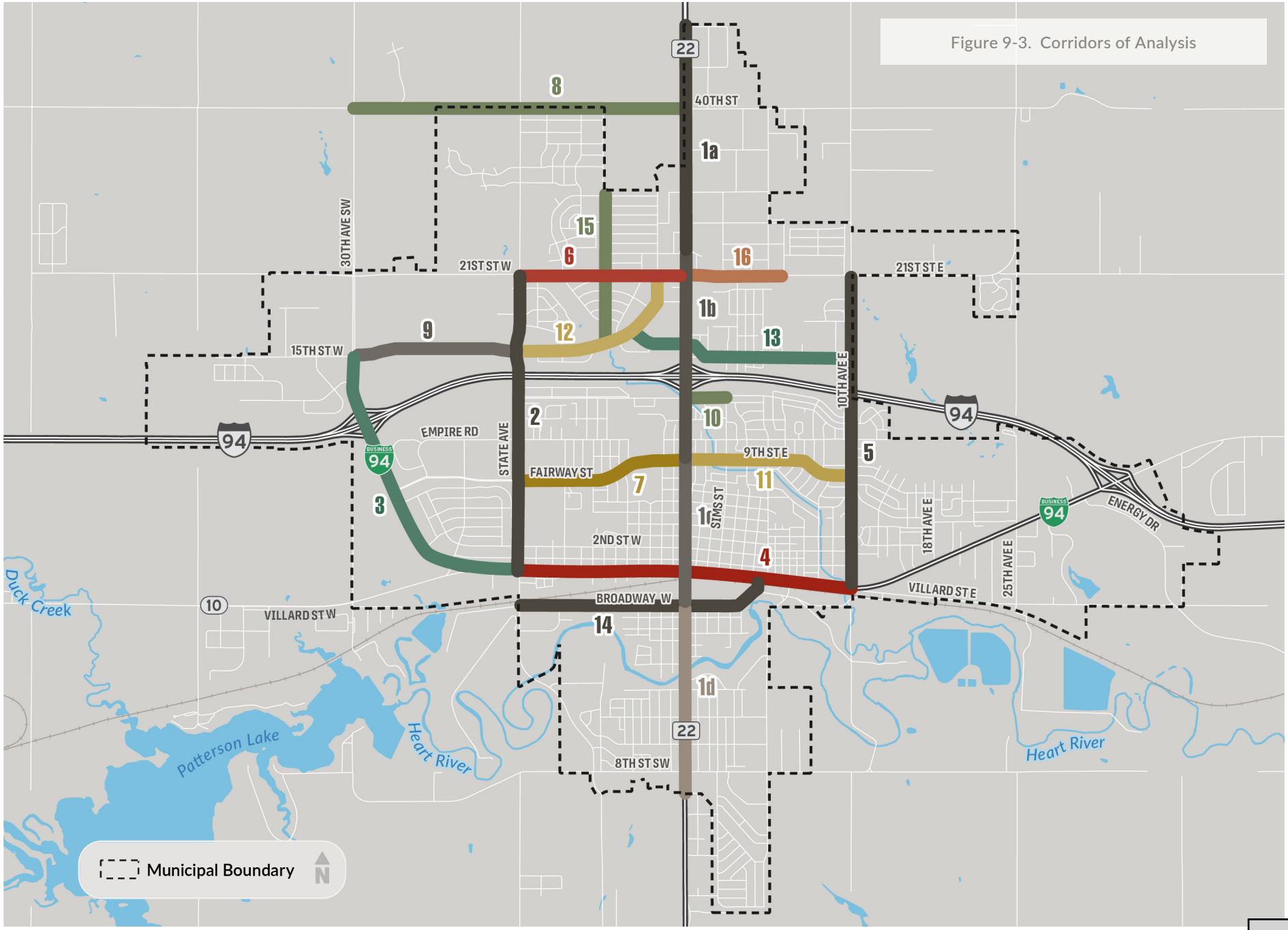
None.

NEW PROJECTS

LRTP #43 – Recommendations for potential improvements to Highway 22 (Medium Range)

- New traffic signal at 18th Street will be warranted with 17th Street access revisions.
- Signal replacement and coordination needed at most signals in 1b.
- Right In-Right Out (RIRO) / ¾-Access revisions at 10th Street, 11th Street, 17th Street, and 19th Street recommended.
- Interchange analysis did not identify additional configuration improvements via CAP-X results. The diamond interchange is expected to have a 0.68 V/C by 2050 with only 10–15% delay reduction considering high-cost loops or interchange reconfigurations.

Figure 9-3. Corridors of Analysis



- Traffic signal safety improvements.
  - Add a flashing yellow arrow (FYA) at all signals (~10% crash modification factor [CMF]).
  - Backplates with retroreflective borders (~15% CMF).
  - Yellow change interval screening (~10% CMF).
  - Leading pedestrian interval (LPI) at 9th, 12th, 15th, 18th, and 21st Streets (~13% Ped CMF).

Segment #1c: Highway 22 (9th Street to Broadway)

This section of Highway 22 contains four of the city's ten highest-crash intersections, has been home to a fatal crash and several crashes involving cyclists and pedestrians, and includes two intersections expected to have a failing LOS by 2050. The Highway 22 9th Street to Broadway Traffic Signal Replacement Project completed in 2024 has addressed most of these concerns and a 3-lane expansion should be considered to the south as well with the long-range railroad underpass project.

ADDITIONS TO PLANNED PROJECTS

LRTP #14 – BNSF underpass structural repairs (Short Range).

- Likely to include only structural elements.
- Consider expansion to 3 lanes at south approach to extend turn lanes at Villard Street or provide future capacity if additional funding is identified. (>20-year ops).

NEW PROJECTS

None.

Segment #1d: Highway 22 (Broadway to 8th Street S)

This final segment of Highway 22 is anticipated to see high traffic volumes by the year 2050, and has seen a high volume of crashes at its southern end, at the intersection of Highway 22 and 8th Street S. These issues are largely expected to be alleviated by a roundabout which has already been planned in the STIP. However, this segment of Highway 22 has also seen a disproportionately high number of pedestrian crashes; therefore, consideration of pedestrian improvements along the corridor is recommended.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #51 – Highway 22 – 8th Street to Broadway pedestrian improvements (Short Range).

- Fill sidewalk/trail gap between 5th Street and 8th Street.
- 2-stage crossings at 2nd Street (S Leg) and 5th Street (S Leg).

Segment #2: State Avenue (21st Street W to Villard Street)

A microsurfacing project has already been planned for State Avenue in the short term. However, the prioritization analysis revealed several other operational and safety issues that could reasonably be addressed at the same time as this project. State Avenue includes both of the city's ten highest-crash intersections that are not located along Highway 22, as well as several intersections that are anticipated to see traffic congestion deficiencies. Several improvements are recommended which will improve operations and safety, particularly for cyclists and pedestrians in the vicinity of Dickinson High School, Dickinson State University, and West River Community Center.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #47 – State Avenue from 21st Street to Fairway Street (Short Range).

- Revisions at State Avenue and 21st Street.
  - Extend WBL turn lane bay to 250'. Extend two-way left-turn lane (TWLTL) section between State

Avenue and Prairie Oak Drive with lane narrowing to preserve bike lane.
  - Provide bike box on NW quadrant to support the WBL bike movement.
  - Add FYA and retime signal with leading WBL and NBL protected movements in peak periods.
- New traffic signal at State Avenue and 15th Street (0–10 year warrants).
  - Add FYA, backplates with retroreflective borders, yellow change interval screening, and LPI (~40% CMF).
- New mini/compact roundabout at State Avenue/Empire Road addresses multimodal safety and crash frequency, and future operations (5–10 year based on the high school expansion).
- Traffic signal safety improvements at State Avenue and Fairway Street.
  - Add FYA, yellow change interval screening, and LPI (~40% CMF).
  - Add 6' bike lanes not including 2' gutter from 21st Street to Fairway Street.
  - Addresses speed concerns by narrowing travel lanes.
  - Provides multimodal connection between residential and schools.

LRTP #63 – State Avenue from Fairway Street to 2nd Street SW (Medium Range).

- Add 6' bike lanes not including 2' gutter from 21st Street to Fairway Street.
  - Addresses speed concerns by narrowing travel lanes.
  - Fills significant north-south gap in bike network.

Segment #3: I-94 Business/Villard Street (15th Street to State Avenue)

The portion of the I-94 Business Loop west of State Avenue already has several projects planned, which are likely to improve safety and operations in the years to come. Nonetheless, additional needs are anticipated which are unaddressed by these projects. Additional intersection improvements are needed at the I-94 interchange and at Fairway Street to address future traffic congestion from NW developments.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #44 – 30th Avenue W from 15th Street W to I-94 Interchange (Medium Range).

- ¾-Access revision at W Ridge Drive (>20 year ops need).
- Traffic signal at 15th Street W (5–10 year ops need).

LRTP #45 – I-94 Ramps & Villard Interchange (Medium Range).

- Interchange analysis identified several interchange designs that would work including diamond, loop alternatives, contraflow, or single point urban interchange (SPUI). Additional study is needed to determine a more specific project concept for this interchange.

LRTP #46 – Villard Street W/Fairway Street ¾ intersection improvements (Long Range).

- Future TIS to identify full access control type with future TAZ growth to west.

Segment #4: Villard Street/I-94 Business (State Avenue to 10th Avenue E)

In conjunction with the pavement improvement projects already planned as candidate STIP projects, multimodal improvements are recommended to be added to this segment, such as pedestrian bumpouts. This segment is anticipated to maintain it's capacity with a three-lane section through the 2050 projections.

ADDITIONS TO PLANNED PROJECTS

LRTP #37 – Villard Street mill and overlay and pedestrian bumpouts (Short Range).

- Villard Street W mill and overlay from State Avenue to Highway 22 – pedestrian pilot test.

- Stripe shoulder/parking lane to control mainline speeds. Lane widths narrow to 12'.
- Painted bumpouts pilot to control sight-lines at key crossing locations.
- 2-stage crossings at 12th Avenue W (both legs) and 6th Avenue W (W leg).

- Villard Street pedestrian bumpouts from State Avenue to 10th Avenue.
  - Bumpouts at all 4-leg crossing locations. Control sight-lines.
  - Stripe shoulder/parking lane to control mainline speeds. Lane widths narrow to 12'. Consider bike lane/buffer.
  - Address duplicative business accesses for better sidewalk continuity.
  - ADA screening/better lighting.
  - RRFBs and 2-stage crossings at 12th Avenue W (both legs), 6th Avenue W (W leg), 1st Avenue W (E and W leg), 4th Avenue SE (E leg), and 8th Avenue E (E leg).
  - Add traffic signal at 6th Avenue when WBL volume warrants the improvement expected in 5–10 years.

NEW PROJECTS

LRTP #58 – Villard Street reconstruction from State Avenue to 10th Avenue E (Long Range)

- Maintain the three-lane arterial with bumpouts.

Segment #5: 10th Avenue E (21st Street E to Villard Street E)

Being a major north-south corridor on the east side of the city, 10th Avenue has been the site of numerous crashes, including several involving pedestrians and cyclists. Additional improvements to this corridor are recommended to improve multimodal access and calm traffic.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #49 – 10th Avenue – (Museum Drive to Villard Street E) (Medium Range).

- Address ADA impediments on east side sidewalk.
- Add east side sidewalk from 7th Street to Museum Drive.
- 10th Avenue and 9th Street consider mini roundabout.
- 10th Avenue and Museum Drive consider all-way stop or mini roundabout.

Segment #6: 21st Street W (State Avenue to Highway 22)

21st Street is a major east-west route for the northern portion of the city. Improvements to the area's multimodal infrastructure are recommended in both the short and long term.

ADDITIONS TO PLANNED PROJECTS

LRTP #8 – 21st Street W mill and overlay – State Avenue to Highway 22 (Planned).

- Fix ADA sloping on south side sidewalk 10th Avenue W to 6th Avenue W.

NEW PROJECTS

LRTP #50 – 21st Street W and 6th Avenue W (Long Range).

- Consider near-term all-way stop or long-term roundabout.
- Enhance crosswalks and consider bumpouts.

Segment #7: Fairway Street/9th Street W (State Avenue to Highway 22)

Fairway Street/9th Street W is a vital access point for Dickinson's most prominent educational institutions, including both Dickinson High School and Dickinson State University, in addition to serving several parks and recreational facilities, making it a key corridor for cyclists and pedestrians. In the interest of calming traffic and improving multimodal safety, it is recommended that this street be narrowed between State Avenue and 5th Avenue in the next 10 to 20 years.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #48 – Fairway Street roadway narrowing (Long Range).

- Curb bumpouts at 13th Avenue W, 11th Avenue W, and 8th Avenue W.
- Bike lanes/shoulder striping on Fairway Street (parking not utilized).

Segment #8: 40th Street W (113th Avenue SW/30th Avenue W to Highway 22)

With future growth anticipated in the northwestern part of Dickinson, 40th Street W is likely to begin to pose a greater operational and safety risk in the long term. A safety study is recommended, particularly for the purpose of evaluating the feasibility and efficacy of potential multimodal improvements and single-lane roundabouts at several of the segment's highest-risk intersections.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #52 – 40th Street W from 113th Avenue SW/30th Avenue W to Highway 22 (Long Range).

- Add trail connection on south side between State Street to Highway 22.
- 40th Street/State Avenue – install single-lane roundabout (>20 years).
- 40th Street W/113th Avenue SW – install single-lane roundabout (>20 years).
- 40th Street W/Highway 22 – install single-lane roundabout (>20 years) in **LRTP #3** too.

Segment #9: 15th Street W (30th Avenue W to State Avenue)

An extension of 15th Street W is planned for the next five to ten years, connecting State Avenue to 30th Avenue and facilitating traffic flow in the northwestern portion of the city, where much of Dickinson's growth is anticipated to occur.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #53 – 15th Street from State Avenue to 30th Avenue W (Short Range).

- Construct 2-lane collector roadway.

Segment #10: Museum Drive (Highway 22 to Sims Street)

This short portion of Museum Drive has seen a disproportionate number of crashes, including the sole bicycle crash that was recorded in the city between 2019 and 2023 that resulted in an incapacitating injury. Both restriping and multimodal improvements are recommended to increase safety along this dangerous segment in the medium term.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #54 – Museum Drive from Highway 22 to Sims Street (Medium Range).

- Restripe 3-lane TWLTL to improve turning traffic.
- Install 2-stage crossing at current crossing east of Osborn Drive.

Segment #11: 9th Street E (Highway 22 to 10th Avenue E)

9th Street E is anticipated to undergo a mill and overlay project in the next 10 to 20 years. Given that this segment has seen a disproportionate number of crashes, it is recommended that the City take the opportunity to restripe and reconfigure the street geometry in order to improve safety, including for cyclists and pedestrians.

ADDITIONS TO PLANNED PROJECTS

LRTP #24 – Extend segment bounds on 9th Street from Highway 22 to 10th Avenue E (Long Range).

- Curb bumpouts at 2nd Avenue W, Sims Street, 2nd Avenue E, and 4th Avenue E.
- Shoulder striping on 9th Street to narrow 2-lane and define parking/bike usage.
- 10th Avenue and 9th Street consider mini roundabout with **LRTP #49**.

NEW PROJECTS

None.

Segment #12: 15th Street W/6th Avenue W (State Avenue to 21st Street W)

A reconstruction project is being planned for this portion of 15th Street W/6th Avenue W for the next five to ten years. As part of this reconstruction, improvements are recommended at the intersections at 18th and 15th Streets, as well as filling the sidewalk gaps along the segment.

ADDITIONS TO PLANNED PROJECTS

LRTP #31 – 15th Street W/6th Avenue W from State Avenue to 21st Street W (Long Range).

- Address sidewalk gaps on south/east sides.
- Consider roundabout or T-intersection all-way stop at 15th Street and 6th Avenue to reduce intersection conflict speeds and improve pedestrian crossings.
- Reduce intersection footprint at 18th Street W by allowing WBR over tracking for truck movements. This will reduce pedestrian crossing widths and increase space for sidewalks to be added.

NEW PROJECTS

None.

Segment #13: 15th Street W/14th Street (6th Avenue W to 10th Avenue E)

This corridor presents a considerable gap in the bicycle network for east-west movement on the north side of I-94. Improvements are recommended along this stretch to enhance multimodal safety and reduce traffic speeds.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #56 – 15th Street W/14th Street from 6th Avenue W to 10th Avenue E (Medium Range).

- Add 6' bike lanes.
  - Addresses speed concerns by narrowing travel lanes.
  - Fills significant east-west gap in bike network.

Segment #14: Broadway/4th Avenue SE (S State Avenue to Villard Street)

Broadway is a major east-west route for bicycles south of the Heart River. Improvements are recommended along this stretch to enhance multimodal safety, reduce traffic speeds, and connect to the bicycle network in the central part of the city.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #64 – Broadway/4th Avenue SE from State Avenue to Villard Street (Long Range).

- Add 6' bike lanes.
  - Addresses speed concerns by narrowing travel lanes.
  - Fills significant east-west gap in bike network.

Segment #15: 10th Avenue W (29th Street W to 15th Street W)

As the main corridor for north-south movement in the northwestern part of the city, this portion of 10th Avenue W represents an important gap in the multimodal network. An extension of the existing 10th Avenue shared use path is recommended along this stretch to enhance multimodal safety and fill in the gap in the bicycle network.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #65 – 10th Avenue W from 15th Street to 29th Street (Long Range).

- Add 10' shared use path.
  - Extension of shared use path already in place north of 29th Street.
  - Fills significant north-south gap in bike network.

Segment #16: 21st Street (Highway 22 to 5th Avenue E)

This portion of 21st Street exhibits pavement needs and a considerable density of crashes that are unaddressed by other projects, such as the CIP project #14, which would reconstruct the street east of 5th Avenue E. Therefore, a new mill and overlay project is recommended.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #66 – 21st Street from Highway 22 to 5th Avenue E (Short Range).

- Mill and overlay project.
  - Addresses pavement need.

Spot Improvements

These projects are one-off projects that are not included in a larger corridor segment.

ADDITIONS TO PLANNED PROJECTS

LRTP #20 – Empire Road from 23rd Avenue W to 7th Avenue W mill and overlay (Short Range).

- SP1 – Empire Road and 12th Avenue W.
  - Install 2-stage pedestrian crossing

NEW PROJECTS

LRTP #40 – Southwest Truck Route corridor preservation (Long Range).

- Would decrease volumes on I-94 Business Loop, State Avenue, and 8th Street by about 300 ADT (up to 100 Heavy Commercial Annual Average Daily Traffic [HCAADT]). Likely just diverting regional trips between Highway 22 south, I-94 west, and Dickinson Regional Airport trips from the west.

LRTP #41 – Southeast Truck Route corridor preservation (Long Range).

- Potential bypass would decrease volumes on I-94 Business Loop, 6th Avenue E, and 8th Street, remove truck traffic from the city, and further serve industrial growth and in around Dickinson Airport. This concept also supports recent investments by NDDOT in the Highway 22 Bypass and the Stark County Eastern Bypass. This corridor has the potential to divert regional trips between Highway 22 south, I-94 east, and Dickinson Regional Airport trips from the east.

LRTP #57 – 8th Street and State Avenue (Long Range).

- Install single-lane roundabout (>20 years) if Southwest Truck Route isn't constructed.

LRTP #59 – 8th Street SW from State Avenue to 20th Avenue SW (Long Range).

- Construct utility lines and incorporate roadway into city system.

LRTP #60 – 20th Avenue SW from 8th Street SW to Dickinson South Cemetery (Long Range).

- Construct utility lines and incorporate roadway into city system.

LRTP #61 – State Avenue from 8th Street SW to drainageway (Long Range).

- Construct new roadway with utility lines.

LRTP #62 – 20th Avenue SW to State Avenue (Long Range).

- Construct new roadway.

Citywide Planned Projects

Some transportation projects are not confined to any one road segment or intersection. These are highly specific projects that are intended to address particular needs in large parts of the city, rather than broadly improving safety or operations in particular locations. In addition to the citywide projects already in the CIP and STIP, a signal upgrade project throughout the city is recommended.

ADDITIONS TO PLANNED PROJECTS

None.

NEW PROJECTS

LRTP #39 – City-wide signal upgrades (Medium Range).

- Identified locations recommended to include FYA, backplates with retroreflective borders, yellow change interval screening, and LPI (~40% crash reduction – CMF Clearinghouse).



TRANSPORTATION DEVELOPMENT GUIDELINES

This chapter provides transportation standards and policy recommendations to guide future growth through 2050 and beyond for the City of Dickinson. A consistency review of existing transportation standards and policies and related planning studies and documentation was completed during the existing conditions analysis phase of the Direction 2050 plan and informs guideline and policy recommendations herein.

CORRIDOR PRESERVATION AND RIGHT-OF-WAY

In an effort to ensure sound planning processes and minimize future costs, corridor preservation is the process of earmarking land for future transportation corridor and/or infrastructure projects. Corridor preservation serves to identify and acquire right-of-way (ROW) for roads or other essential future infrastructure. By preserving future roadway alignments early on in the planning process, the City of Dickinson can prevent incompatible development that could hinder future roadway expansion.



PROPOSED ROADS AND FUNCTIONAL CLASSIFICATION

It is important to establish proposed functional classifications and corresponding roadway cross sections for planning future road extensions. This plan provides the city with the framework of current and conceptual future roadways needed to accommodate long-term growth. Establishing corridor preservation in tandem with functional classifications, and in coordination with Stark County for intended future roadways, will help avoid conflicts that could arise from development of land outside the current USA within the rural study area boundary, which has the potential to obstruct the logical extension of future major roadways.

FUTURE BYPASSES AND TRUCK ROUTES

As discussed previously in the ***Area-Wide Issues & Needs*** chapter, corridor preservation for the establishment of future south truck bypasses and other potential future roadway expansion is essential to ensure that appropriate ROW is dedicated for future urban and/or rural arterial and/or collector roadways. This is especially important for the establishment of potential new bypass/ designated truck route corridors.

Prior to any major growth occurring outside the existing UAB and beyond 2050, it is recommended the city preserve corridors for future functionally classified arterial and collector roads currently outside the existing UAB and inside the study area, within the southwest, southeast, and northeast quadrants of the study area.

For example, in the southwest and southeast quadrants, a bypass connecting Dickinson Regional Airport to I-94 could increase safety and alleviate traffic congestion along portions of the existing truck bypass on the south end of the study area which would create a complete connection with the existing northwest ND 22 Bypass.

It is recommended that future bypasses (truck routes) for the southwest, southeast, and northeast quadrants of the study area be functionally classified as rural major arterial roadways. For the purpose of establishing appropriate ROW preservation and long-range planning for future bypasses that would serve as truck routes, it is recommended to follow a similar typical section of the present-day ND 22 Bypass, which is based on a *modified* rural minor arterial cross section. Given that this cross section standard did not exist in the previous 2013 plan, it has been added as a new *Cross Section Standard*

recommendation as a ***"Rural Major Arterial"*** (see the following sub-section which includes two 12' drive lanes, the addition of a 14' center lane used as lane buffer and center turning lane, 8' shoulders and 12' ditches, and with a total ROW requirement of 150'. In the long term, the three conceptual bypass routes are recommended to utilize these dimensions and standards for cross section and ROW preservation.

Southwest

- From the existing alignment of the ND 22 Bypass, an approximate alignment could continue south several miles past Patterson Lake and turn east to make connection with ND 22. Further study to determine a preferred future alignment is recommended.

Southeast

- South of the current Dickinson municipal boundary and east of ND 22, a future southeast bypass could complete "loop" connections to the southwest and northeast bypasses. Due to topography constraints near the Heart River, as well as freight rail crossing considerations and the need to identify an I-94 crossing location to link to the Northeast bypass, further study is warranted to determine a future preferred alternative road alignment.

Northeast

- Stark County has completed a $7.5 million pavement project of an 8-mile section of 107th Avenue SW and 32nd Street SW. This newly paved roadway functions to complete the majority of a northeastern bypass route, spanning from Highway 10, north to 32nd Street SW, and continuing west to ND 22. To complete the bypass linkage with the conceptual southeast bypass, the existing overpass at Lehigh Drive and/or the existing 107th Avenue SW section line presents routing alternatives for linking the northeast and southeast bypasses. Further alternatives analysis for preferred road alignments where crossing I-94 is recommended.

The long-term potential completion of these three additional bypasses would create a bypass and alternative/truck route loop around the city of Dickinson, helping to both alleviate congestion in town and provide access to potential future development via dedicated arterial/collector routes following these section line road alignments.

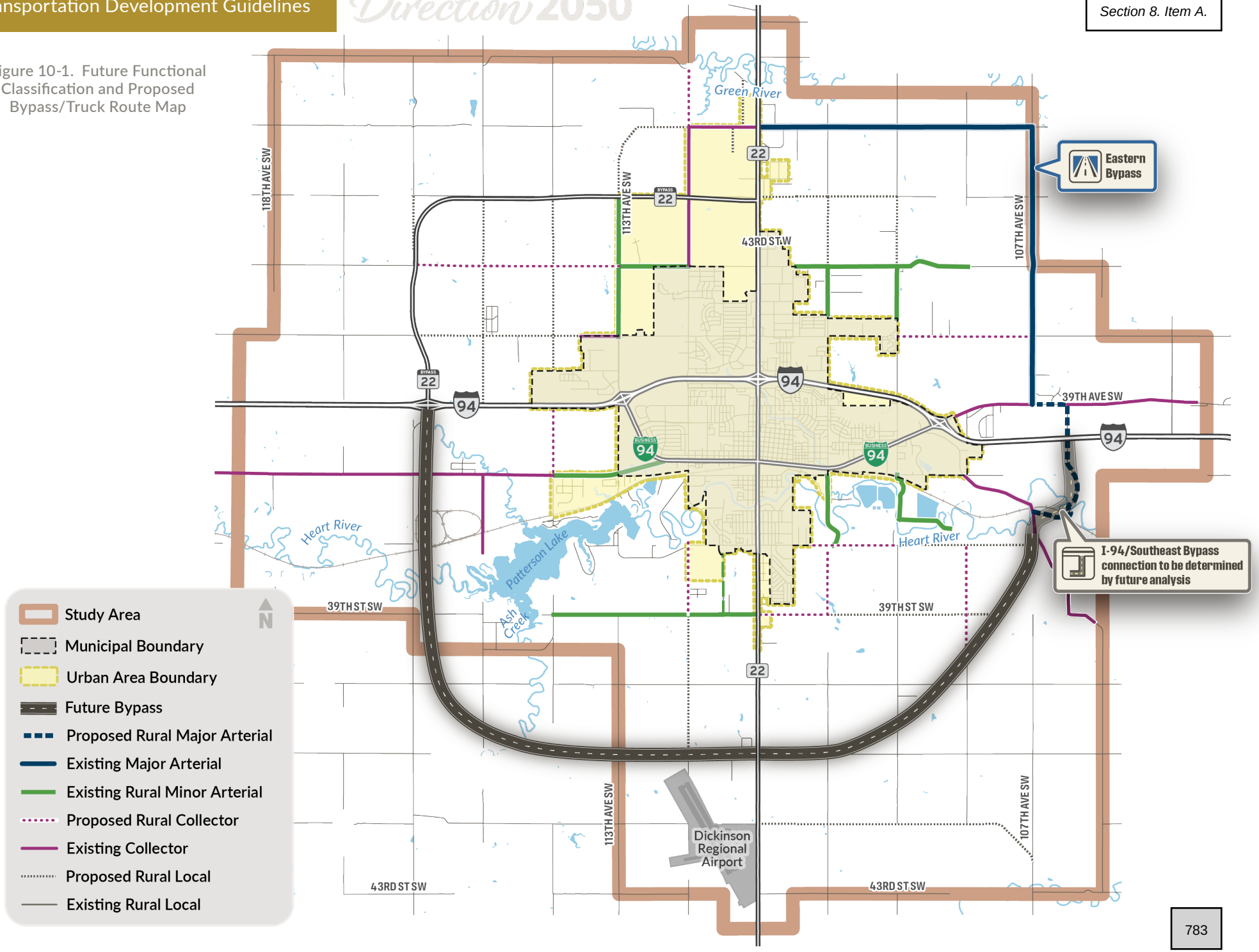
COUNTY COORDINATION

Stark County should work with the City of Dickinson to coordinate future roadway planning outside Dickinson's municipal boundary. Working together in an intergovernmental capacity will help to ensure cohesiveness in long range planning in regard to road maintenance, corridor preservation, and project delivery between municipal/county and urban/rural infrastructure needs.

This planning should be coordinated with any pending roadway investments by Stark County. In particular, a southeast segment of a potential future bypass should consider pending improvements by Stark County along 107th Avenue/32nd Street and a future potential grade crossing at the intersection of I-94.

More detailed analysis and evaluation of potential bypass concepts should be conducted beyond the scope of the Direction 2050 plan. Refer to **Figure 10-1** on the following page for conceptual approximations of potential future bypass roadway alignments, as well as updated proposed future roadway functional classifications based from the 2013 Transportation Plan.

Figure 10-1. Future Functional Classification and Proposed Bypass/Truck Route Map



ROADWAY CROSS SECTION STANDARDS

Roadway *Cross Sections* (or *typical sections*) are necessary to establish the appropriate requirements for new roadways. Typical Sections establish road function, capacity, LOS, and speed, as well as roadway aesthetics. Typical section standards for Dickinson are based on engineering concepts from the American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets 2018* (commonly called the "AASHTO Green Book"), the National Complete Streets Coalition and NDDOT's Design Manual. Some of the cross-section engineering elements included in the Dickinson standards from these guidebooks are 12-foot travel lanes with 14-foot center turn lanes. Cross sections also include Dickinson standards for two-foot-wide curb and gutter and five-foot sidewalks. Landscaped boulevards are included based upon public input and sidewalk ADA accessibility issues.

The cross sections recommended for Dickinson are defined in four categories by street functional classification: **principal (major) arterial, minor arterial, collector and local.** They are further sub-classified as being either urban or rural cross sections. All street cross sections propose to maintain the accommodation of multimodal travel (complete streets), with bicycle accommodations as bike lanes, dedicated multi-use pathways, or shared road lanes on local streets.

Note the following additional considerations for all **typical cross sections**:

- Additional ROW required where significant disparities exist.
- Additional ROW may be required at intersections in order to accommodate additional geometric configurations (i.e., turn lanes, signals, roundabouts, etc.).
- Clear zone is dependent on speed and additional clear zone is dependent on shoulder width.
- Due to the features of the site or highway, the city may require additional ROW.

An update from the 2013 plan's cross section standards is the addition of a "Rural Major Arterial (Bypass/Truck Route)" cross section that is a copy of the rural minor arterial cross section, but with the addition of a 14-foot center turn lane. This is essentially the cross section that was implemented for ROW preservation and construction of the current ND 22 Bypass in the northwest quadrant of the study area.

The following figures detail each of the recommended typical cross sections for Dickinson's roadways.

- Urban Principal (Major) Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Local
- Rural Major Arterial (Bypass/ Truck Route)
- Rural Minor Arterial
- Rural Collector
- Rural Local

Figure 10-2. Urban Principal (Major) Arterial

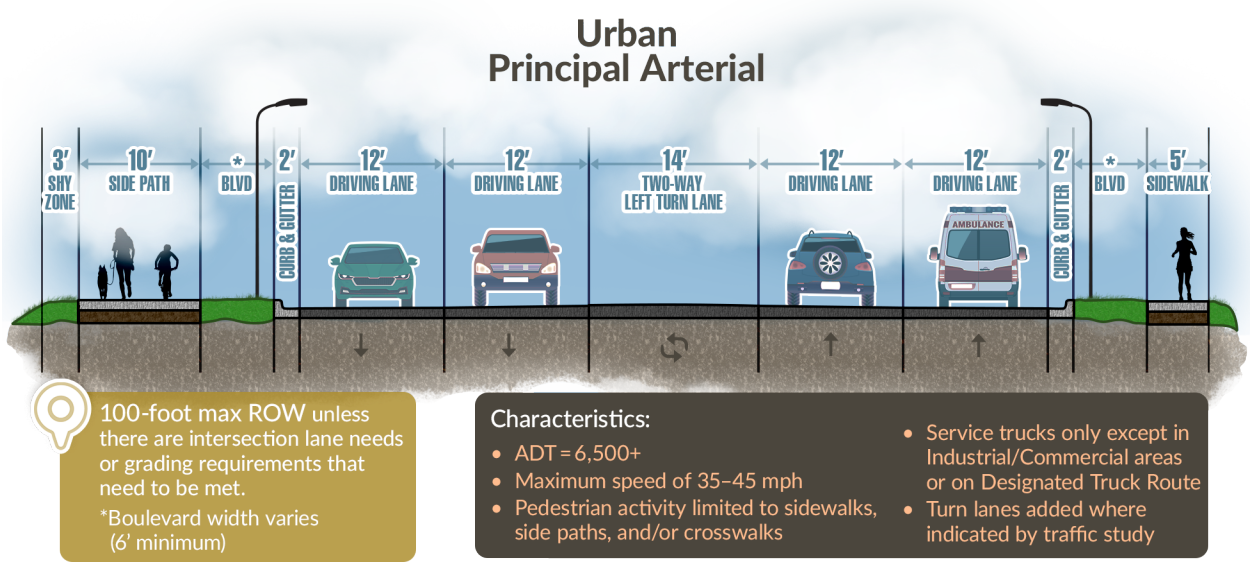


Figure 10-3. Urban Minor Arterial

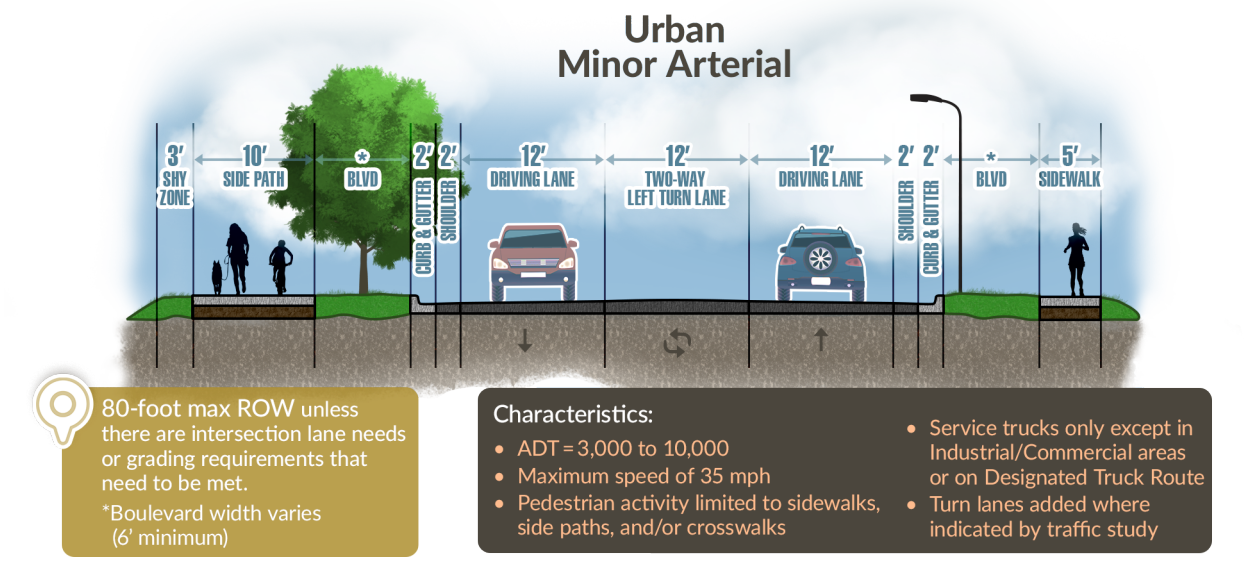
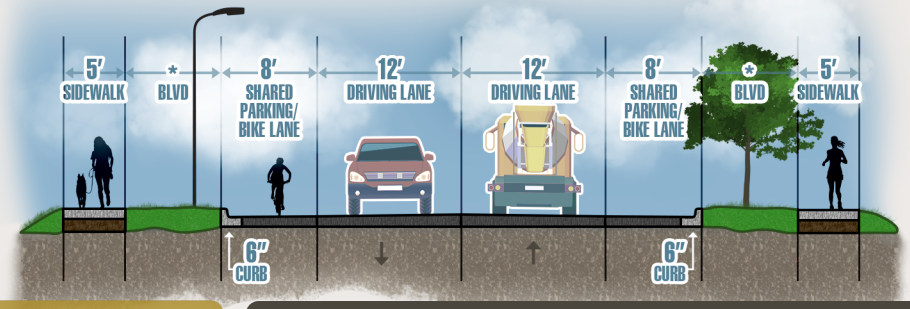


Figure 10-4. Urban Collector Option 1

Collector Option 1
Local Commercial & Local Industrial



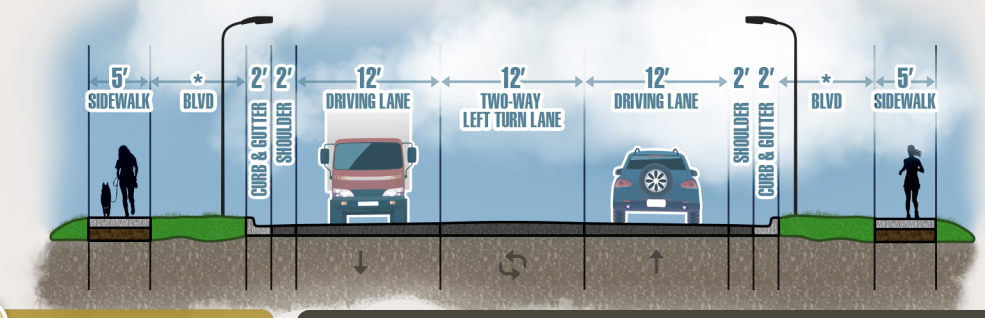
66-foot minimum ROW
*Boulevard width varies (6′ minimum)

Characteristics:

- ADT = 500 to 6,000
- Maximum speed of 30 mph
- Low volume streets that will not see future traffic volumes increase
- To allow no boulevard, parking lane buffer is required between traffic and pedestrians
- Pedestrian activity limited to sidewalks, side paths, and/or crosswalks
- Service trucks only except in Industrial/Commercial areas or on Designated Truck Route
- Turn lanes added where indicated by traffic study

Figure 10-5. Urban Collector Option 2

Collector Option 2
Local Commercial & Local Industrial



80-foot minimum ROW
*Boulevard width varies (6′ minimum)

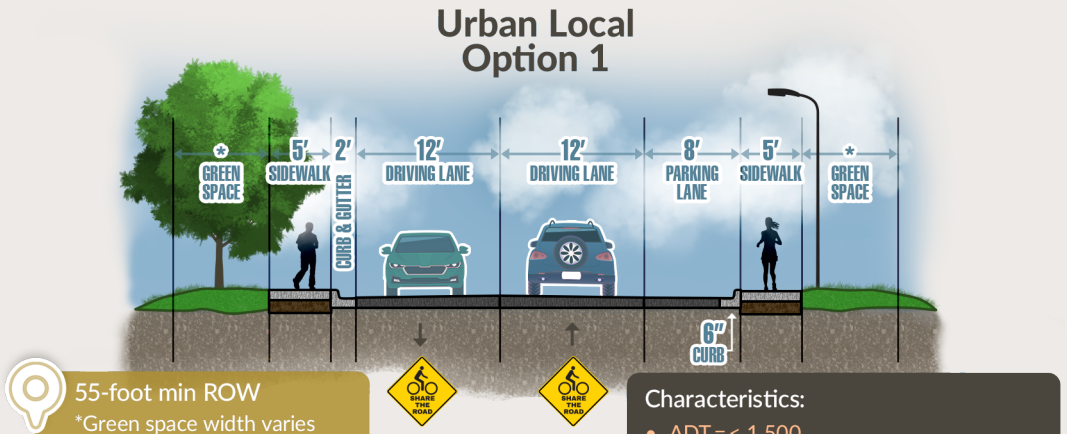
Characteristics:

- ADT = 500 to 6,000
- Maximum speed of 30 mph
- Pedestrian activity limited to sidewalks, side paths, and/or crosswalks
- Service trucks only except in Industrial/Commercial areas
- Higher volume streets with higher percentages of truck traffic for the two-way left turn lane or have parking on both sides and no two-way left turn lane, no side paths required: i.e., 28th Ave E south of the EBL
- Consideration for the industrial zoning districts to not require sidewalk on both sides





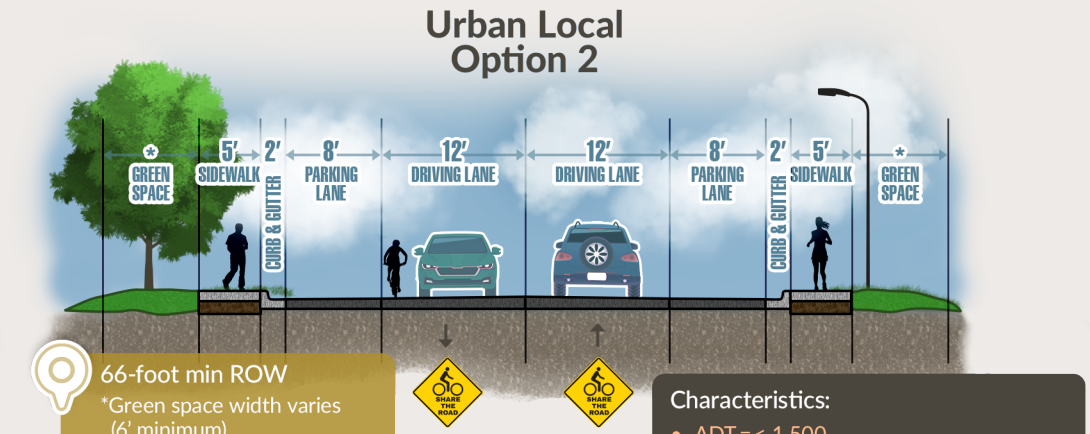
Figure 10-6. Urban Local Option 1



55-foot min ROW
*Green space width varies (5' minimum)
A 6-foot boulevard is preferred
The speed limit shall be 25 mph to allow no boulevard

Characteristics:
- ADT = < 1,500
- Maximum speed of 25mph
- Pedestrian activity limited to sidewalks, side paths, and/or crosswalks
- Local road shared bike activity permitted
- Service and delivery trucks permitted, unless otherwise designated by signage or on Designated Truck Route

Figure 10-7. Urban Local Option 2



66-foot min ROW
*Green space width varies (6' minimum)
A 6-foot boulevard is preferred
The speed limit shall be 25 mph to allow no boulevard

Characteristics:
- ADT = < 1,500
- Maximum speed of 25mph
- Pedestrian activity limited to sidewalks, side paths, and/or crosswalks
- Local road shared bike activity permitted
- Service and delivery trucks permitted, unless otherwise designated by signage or on Designated Truck Route

Figure 10-8. Rural Major Arterial (Bypass/Truck Route)

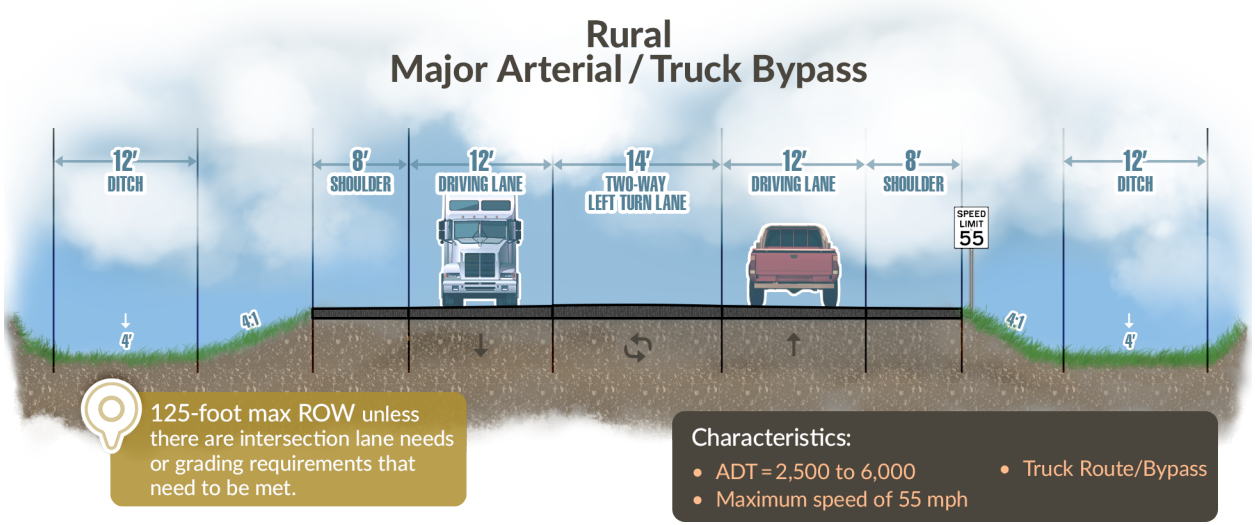


Figure 10-9. Rural Minor Arterial

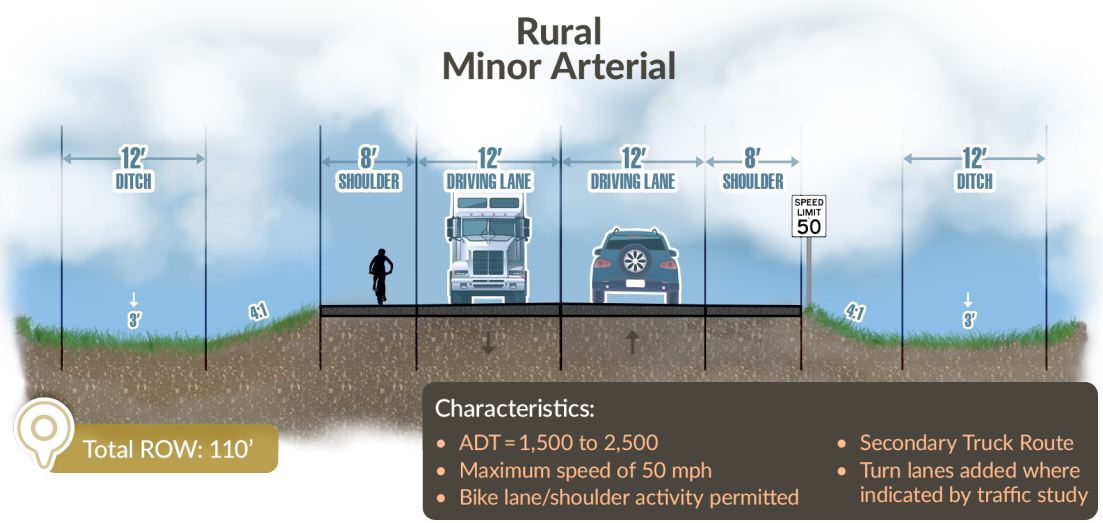


Figure 10-10. Rural Collector

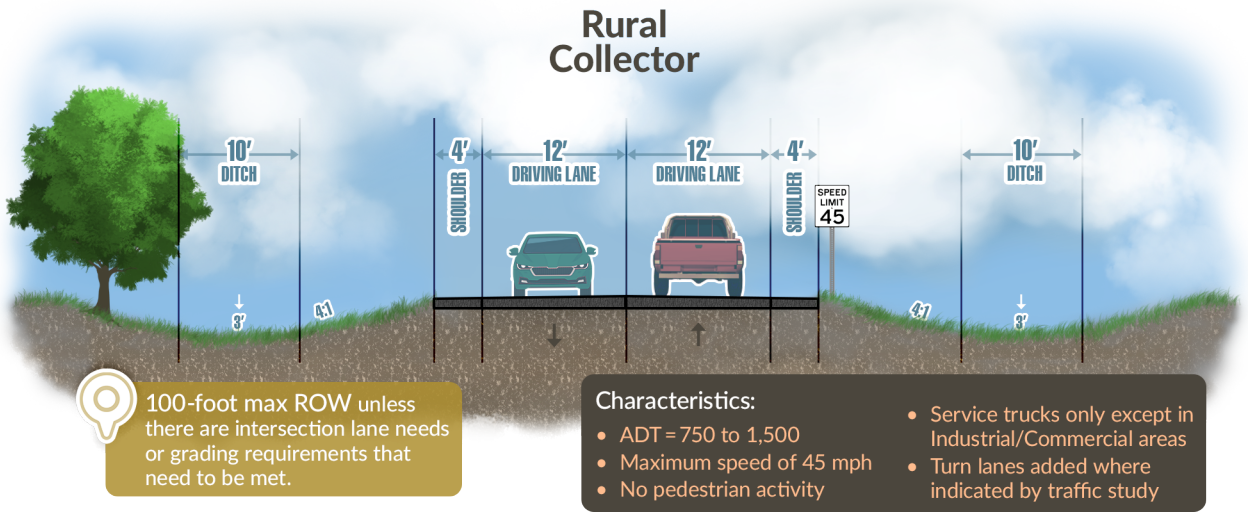
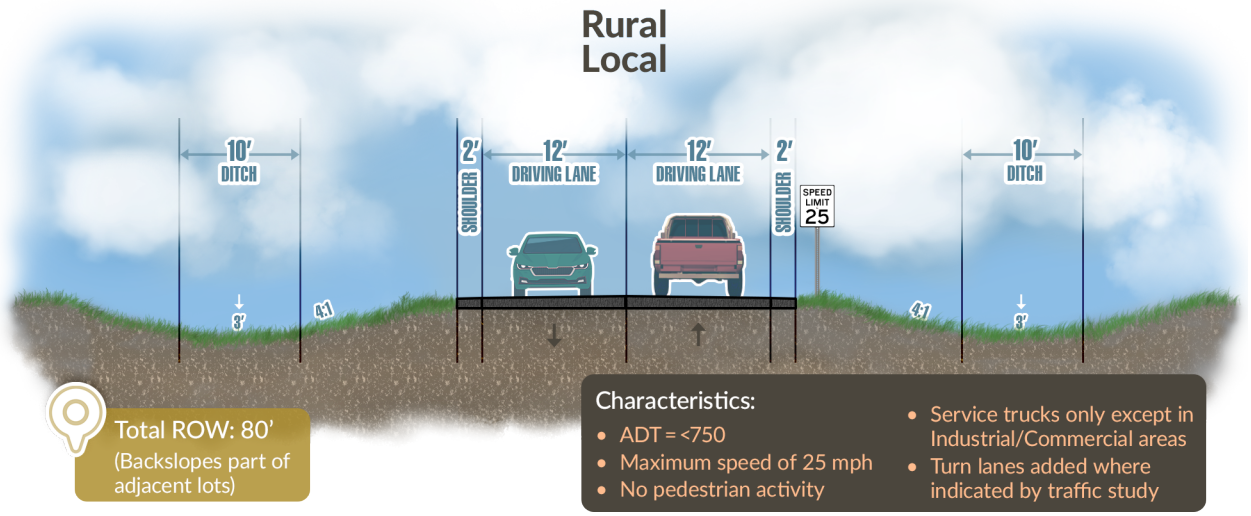


Figure 10-11. Rural Local



ACCESS MANAGEMENT

The selection of allowed points of access locations plays a key role in establishing a safe and efficient road network. Effective access management encompasses regulating entry and exit points on roadways, including the spacing of intersections and placement of driveways. Access management is essential for preserving or enhancing the smooth operation of the road system and for bolstering safety by reducing the number of potential conflict points and minimizing the risk of crashes.

Access control guidelines serve multiple purposes. These include safeguarding the public's investment in the road infrastructure and providing developers with clear directives for project planning. The guidelines are designed to strike a balance between public interest in unencumbered mobility and property owners' rights to access their properties. Access, in this context, pertains to providing convenient entry and exit points along roadways. Conversely, mobility refers to the ability to move freely and easily between locations. Most roadways fulfill both these functions to varying degrees, contingent upon their functional classification and other roadway characteristics.

Efficient management of driveway access throughout the entire road network necessitates coordinated efforts among City, County, and State authorities, as well as development interests. The City of Dickinson access guidelines have been prepared to offer direction in making decisions regarding the type and placement of access points across the city's road system.

These guidelines are typically employed in situations involving physical growth and the associated expansion and/or extension of roadways, functional classification, safety or operational concerns, evaluations of access during permit issuance or plat review processes, and in conjunction with development proposals, planning studies, and improvement initiatives. City staff require land development applications to comply with access management standards contained in the Transportation Master Plan. A primary goal of these access guidelines is to ensure that Dickinson's roadways contribute to a transportation system that minimizes safety hazards while optimizing overall efficiency.

Access Management Recommendations

Access management guidelines aim to ensure safe and efficient traffic flow. The recently updated 2025 NDDOT Traffic Operations Manual,[1] details the benefits and application of access management, which include:

BENEFITS

- Crashes and congestion are reduced.
- Roadway capacity is preserved, delaying the need for roadway widening.
- Travel times and delivery of goods and services are improved.

APPLICATION

- New roads and new developments
- Roadway reconstruction projects or land redevelopment projects as feasible
- Other road construction projects on a smaller scale as opportunities arise.
  - Retrofit projects in built-up areas may not be able to improve access management to the ideal conditions, however, well designed small improvements can still have positive effects on traffic safety, capacity, and congestion reduction.

Following 2025 NDDOT guidelines, the following tables (**Table 10-1, Table 10-2** and **Table 10-3 on page 166** and **Table 10-4 on page 167**) summarize proposed updated access spacing standards for Dickinson, and include direction for intersection spacing, driveway access density, and permitted access widths.

Table 10-3 provides minimum rural access spacing guidelines for roadways outside of City Limits but within the Extraterritorial Zone (ETZ).

Table 10-1. City of Dickinson/Stark County Urban Access Management Guidelines 1

CLASSIFICATION	MINIMUM INTERSECTION SPACING		MINIMUM INTERSECTION SETBACK
	SIGNALIZED	UN-SIGNALIZED	
Principal Arterial	1,000'	1,000'	300'*
Minor Arterial	990'	650'	150'
Collector	660'	300'	60'
Local	N/A	100'	25'

** Can be approved through submittal of a traffic impact study*

Table 10-2. City of Dickinson/Stark County Access Management Guidelines

INTERSECTION CROSSROADS*	ACCESS POINT*	MINIMUM DISTANCE FROM INTERSECTION*		
		LOW DENSITY RESIDENTIAL	COMMERCIAL/ HIGH DENSITY	RURAL RESIDENTIAL
Local/Local	Local	25'	100'	75'
Local/Collector	Local	25'	100'	75'
Local/Collector	Collector	60'	100'	100'
Collector/Collector	Collector	60'	100'	100'
Local/Minor Arterial	Local	75'	150'	N/A
Local/Minor Arterial	Minor Arterial	300' *	650' *	N/A
Collector/Minor Arterial	Collector	75'	150'	N/A
Collector/Minor Arterial	Minor Arterial	300' *	650' *	N/A
Minor Arterial/Minor Arterial	Minor Arterial	300' *	650' *	N/A
Minor Arterial/Principal Arterial	Minor Arterial	300' *	1,000'	N/A
Minor Arterial/Principal Arterial	Principle Arterial	650' *	1,000' *	N/A
Local/Principal Arterial	Local	100'	150'**	100' **
Local/Principal Arterial	Principle Arterial	650'	1000' *	1000' *
Collector/Principal Arterial	Collector	100'	300' **	150'**
Collector/Principal Arterial	Principle Arterial	650'	1,000' **	1,000' **
Principal Arterial/Principal Arterial	Principle Arterial	650'	1,000' **	1,000' **

**Roadway classification is based on the functional classification map*
***Minimum distance is based on measurement from property corner pins near the intersection*

Note: Access alternative to be approved by city/county engineer; on Principal Arterials
Access will be considered at ¼-mile spacing or 5 accesses per mile per side including crossing arterial routes
Principal arterial streets shall not allow driveway access points if possible, minor arterial streets shall limit access points as needed, and collector and local streets shall permit one access point per lot unless more are required by fire code.

Table 10-3. City of Dickinson/Stark County Rural Access Management Guidelines

FUNCTIONAL CLASSIFICATION	MINIMUM INTERSECTION SPACING	
	SIGNALIZED (OR FUTURE SIGNAL)	UNSIGNALIZED
Interstate	1,320'	750' - Off ramp to unsignalized stop control
Principal Arterial	1 mile	1 mile
Minor Arterial	1/2 mile	1/4 mile
Collector	1/2 mile	650'
Local	NA	300'

Note: in the event rural guidelines differ between dickinson and stark county, the more stringent guideline shall be met

Source: NDDOT Traffic Operations Manual (2025)

Additionally, the following guidance is provided by NDDOT for optimal traffic signal spacing as follows:

- Principal arterials:
  - ½-mile signal spacing is desired
  - ¼-mile spacing minimum
  - ½-mile spacing accommodates good two-way traffic progression for a variety of signal timings
- A four-lane divided arterial with ½-mile signal spacing, and a high level of access control has the same ability to carry traffic as six lanes with ¼-mile signal spacing and a low level of access control.
- In central business districts with a 25mph posted speed, a signal spacing of 3 blocks is able to accommodate good two-way traffic progression.

Additionally, all-way stop control should typically be avoided on arterials. All-way stop control disrupts overall roadway progression resulting in deteriorated traffic operations and may also pose crash concerns where a major thoroughfare intersects a low volume roadway.

The access spacing for private access points is based on stopping sight distance. ***Stopping sight distance*** is defined as the minimum distance needed by motorists to see an object on the roadway ahead and bring their vehicles to safe stop before colliding with the object. **Table 10-4** lists the minimum spacing for unsignalized rural private access points by posted speed limit. Note that this table is based on a level roadway without any horizontal and vertical curvature. In areas with downgrades, vertical or horizontal curves, additional distance may be needed.

Table 10-4. Spacing of Rural Unsignalized Accesses on the Same Side of a Road

RURAL ROAD POSTED SPEED LIMIT (MPH)	DESIRED SPACING OF UNSIGNALIZED ACCESSES
25	325
30	455
35	625

Source: NDDOT Traffic Operations Manual (2025)

Efforts should also be made to provide positive or direct alignments when addressing multiple accesses in relatively close proximity. These are depicted in **Figure 10-12**. Negative offset intersections should be prohibited to the degree possible, though existing offset intersections may need to be grandfathered in, especially if those conditions cannot be readily corrected.

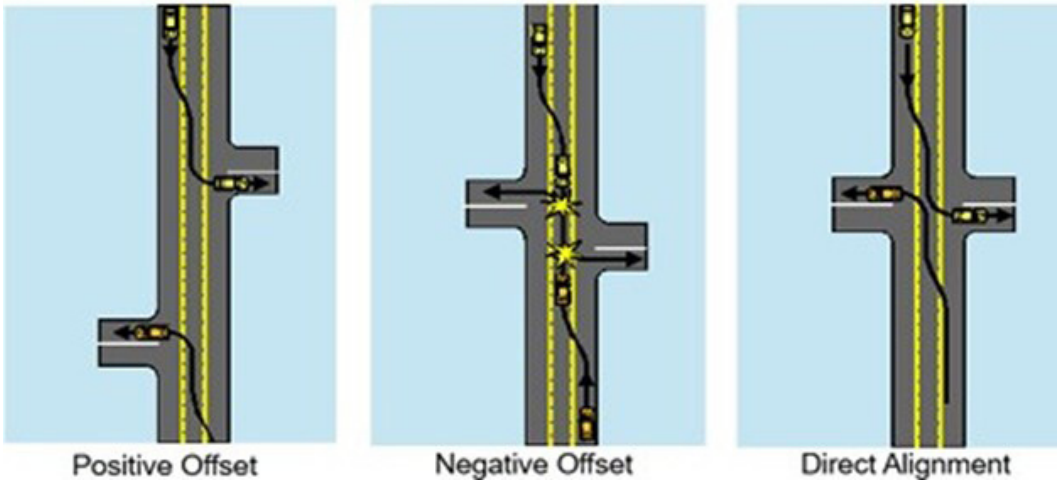
It is recommended that the development of new streets, where feasible, should be aligned to connect to existing or planned streets beyond a development, and final alignment approvals should be determined during city staff review processes.

Stark County Coordination

Access management guidelines and practices should generally be implemented at the City and County levels (e.g., jurisdictions with active land use planning programs) as these agencies are typically involved at the planning stages of development proposals. However, effective access management requires mutual support and effective communication at all governmental levels. Therefore, it is important to consider how access management guidelines are implemented as part of Stark County's planning and development review procedures.

Along state highways, NDDOT access standards apply. In addition, Stark County may use zoning regulations or access spacing standards to manage access density on roadways that fall under its jurisdiction. Currently, Stark County limits the number of access points on County roads to four per mile per side of the highway. The NDDOT

Figure 10-12. Addressing Offset Intersections



has established specific guidelines for access spacing,[2] which vary depending on the type of access (public street, private access) and location (urban, rural). Generally, public street spacing is based on block length, while private access spacing focuses on providing adequate stopping sight distance.

Access Management Mitigation Tools

Comprehensive planning of new developments is the first step to achieving good access control, service, and safety. However, for locations in which direct access to a property is not permitted under the Access Management guidelines, additional options for gaining roadway access to a property may include the following:

- Traffic Operations or Traffic Impact Study: Access may be allowed if it can be demonstrated that access control lines that are less than those set forth in the guidelines have no significant impact on the operation of the roadway. Such studies are subject to the review and approval of the city or county engineer.
- Cases where one side of the roadway is developed, an attempt should be made to maximize access control and minimize impact to property on the opposite side of the roadway.
- Commercial and Industrial Areas: Where existing conditions permit, the use of backage or frontage roads or raised medians may be an acceptable alternate providing traffic circulation without impacting the major roadway. Although, the city is not in favor of raised medians as a first resort, as they have proven difficult to use, particularly with agricultural equipment operations. Raised medians are not a viable solution for locations that accommodate large vehicles/agricultural equipment.
- Interim measures such as temporary access, based on binding agreement between the road authority and the and the landowner may be applicable until development warrants more restrictive control.
- Natural topographical features may require deviation from this policy.
- Variance Application: All variances must be approved by the city.

Variance Application

Access management policies may dictate otherwise, however, in some cases, a property owner may have no reasonable access alternative except from an adjacent controlled roadway. In cases such as this, it is recommended that an application process for variance be maintained and/or developed so that the property owner can apply for a variance to the policy. Require the property owner to submit a variance application with a detailed explanation as to why there is no alternative for access to the property, including details of other means they have taken to gain access from adjacent property owners. Depending on the complexity of the case, it may require that the landowner has a professional analysis conducted with a subsequent technical memorandum providing planning and/or engineering evidence which clearly cites why there is no alternative to the direct access from the controlled roadway.

LEVEL OF SERVICE STANDARDS

Considering the ongoing growth in the City of Dickinson, there remains a need to address the demand for maintaining adequate Level of Service (LOS) and capacity of municipal roadways. The following section outlines the criteria for evaluating the LOS, which play a crucial role in assessing the current and future performance of Dickinson's transportation infrastructure.

Traffic operations are described in terms of LOS, based on the methodologies described in the Highway Capacity Manual (HCM). LOS is a qualitative measure developed by the transportation engineering profession to quantify traffic operations by incorporating traffic volumes, roadway geometry, and other parameters to estimate the delay per vehicle. LOS at intersections provides a means for identifying intersections that are experiencing operational difficulties, as well as providing a scale to compare intersections

with each other. The scale is based on the ability of an intersection or street segment to accommodate the amount of traffic using it. The LOS scale ranges from "A" to "F." LOS A indicates near free-flow traffic conditions with little delay and LOS F indicates breakdown of traffic flow with very high amounts of delay.

In summary, LOS standards are a valuable tool for transportation professionals to evaluate and manage traffic operations. By assessing and improving LOS, cities and transportation agencies can enhance traffic flow, reduce congestion, and improve the overall quality of transportation networks while ensuring safety for all road users.

LOS for Roadways

A capacity deficiency exists when actual traffic exceeds the vehicular capacity of the roadway. The acceptable capacity of a road is influenced by numerous factors, encompassing location, route options, roadway geometrics, the positioning of major intersections, access management, peak-hour traffic volumes, and traffic control measures. Each segment of the highway possesses a finite capacity, representing the maximum number of vehicles it can accommodate across all its lanes. For planning purposes, the level of service for a roadway link is determined by comparing the link's traffic volume to its roadway capacity. For a more comprehensive understanding of the level of service, please refer to **Table 10-5** for additional clarification.

Table 10-5. Level of Service Definitions for Roadways

LOS	TRAFFIC FLOW	VEHICLE/ CAPACITY RATIO
A	Free Flow (Below Capacity)	0.20
B	Stable Flow (Below Capacity)	0.40
C	Stable Flow (Below Capacity)	0.60
D	Restricted Flow (Near Capacity)	0.85
E	Unstable Flow (Approaching Capacity)	1.00
F	Forced Flow (Over Capacity)	>1.00

It should be noted that while this methodology is appropriate for a planning-level regional analysis, several factors such signal density, freeway merging/diverging, and unique temporal traffic patterns are not well-captured with this methodology. Values are used as a guideline and should not be used for operational analysis purposes or final design.

In most scenarios within Dickinson's municipal limits, future traffic capacity analysis will predominantly focus on urban roadways and intersections, and rural major and minor arterials. The prevailing practice in the region is to maintain a level of service B for the rural roadway system and a level of service C for urban arterials, collectors, and intersection operations. However, roadway capacity, as it directly relates to acceptable roadway segment and intersection LOS standards, is variable based on setting/context and highly dependent on the roadway type; whether it is an interstate, business loop, expressway, four-lane divided road, two-lane highway, or located in an urban, rural, or local setting. For additional future traffic capacity guidance, the NDDOT Traffic Operations Manual relies upon the procedure set forth in the Transportation Research Board's Highway Capacity Manual.[3]

LOS for Intersections

Although the planning-level capacity can provide a good barometer of corridor operations, intersection operations often provide a clearer indication of corridor operations. LOS for intersections is a crucial metric used in transportation planning and engineering to evaluate the operational performance and efficiency of road intersections. Intersections are key points where two or more roadways intersect, and they play a pivotal role in traffic flow and safety. Assessing the level of service helps transportation professionals understand how well an intersection is functioning and whether it meets the needs of road users.

Table 10-6. Intersection Delay and Level of Service Thresholds

LEVEL OF SERVICE	AVERAGE DELAY (SECONDS PER VEHICLE)		DESCRIPTION
	UNSIGNALIZED INTERSECTION	SIGNALIZED INTERSECTION	
A	≤ 10	≤ 10	Near free-flow traffic.
B	> 10 and ≤ 15	> 10 and ≤ 20	Minor delays.
C	> 15 and ≤ 25	> 20 and ≤ 35	Some delays but not resulting in significant traffic congestion.
D	> 25 and ≤ 35	> 35 and ≤ 55	Delays with some traffic congestion.
E	> 35 and ≤ 50	> 55 and ≤ 80	Significant delays with significant traffic congestion, approaching capacity.
F	> 50	> 80	Breakdown of traffic flow, major traffic congestion.

At oversaturated intersections and approaches, the delay may only reflect the vehicles that can be processed in the analysis period and not the total delay for that intersection, thus underreporting the actual delay experienced by drivers. LOS C or better is generally desirable, and LOS D may be appropriate for urbanized areas in many agencies in North Dakota. Additionally, each approach to the intersection should be designed to have the highest LOS practical. The LOS thresholds for intersection delay are shown in **Table 10-6**.

LOS for Signalized Intersections

For signalized intersections, the LOS is based on the average stopped delay per vehicle. The procedures used to evaluate signalized intersections use detailed information on geometry, lane use, signal timing, peak hour volumes, arrival types and other parameters. This information is then used to calculate delays and determine the capacity of each intersection.

LOS for Unsignalized Intersections

SIDE-STREET STOP CONTROLLED INTERSECTION

Overall intersection LOS is undefined for side-street stop-controlled intersections within the HCM. The LOS for the side-street stop-controlled intersections in the analysis is based on the delay experienced by couple of movements within the intersection, rather than on the overall stopped delay per vehicle at the intersection. This difference from the method used for signalized intersections is necessary since the operating characteristics of side-street stop-controlled intersections are substantially different. Driver expectation and perceptions are entirely different. For side-street stop-controlled intersections the *through* traffic on the major (uncontrolled) street experiences minimal to no significant delay at the intersection. Conversely, vehicles turning left and going across the major street from the minor street, or vehicles turning left from major street to minor street experience more delay than other movements and at times can experience significant delay. Vehicles on the minor street which are turning right from the minor street experience less delay than those turning left or going across from the same approach. Due to this situation, the LOS assigned to a side-street stop-controlled intersection is based on the average delay per vehicle for vehicles for the minor street approach and left turn major street approach.

ALL-WAY STOP CONTROL AND/OR ROUNDABOUT.

LOS for all-way stop controlled and/or roundabout intersections are also based on delay experienced by the vehicles at the intersection. Since there is no major street, the highest delay could be experienced by any of the approaching streets.

LOS for Pedestrian and Bicyclists

Traffic analysis should incorporate multimodal assessments, as the most recent edition of the Highway Capacity Manual provides methodologies for evaluating bicycle and pedestrian LOS.

TRAFFIC IMPACT STUDY (TIS) GUIDELINES

A Traffic Impact Study (TIS) is a tool used to manage roadway access and objectively evaluate anticipated safety and operational impacts of proposed development on the surrounding transportation system. The primary responsibility for assessing the traffic impacts associated with a proposed development rests with the developer, with any improvements identified by the TIS being the sole responsibility of the developer and will be required as part of the development construction. The City of Dickinson will serve solely in a review and approval capacity.

General

A TIS could be required for any type of development and associated trips being generated to objectively assess the safety and operational impacts of the development or modified land use on the City of Dickinson's roadway network. These impacts are typically due to the generation of new traffic volumes or shifts in travel patterns. However, the general rule, unless waived by the City of Dickinson, should be that a TIS will be required for:

- Any development generating more than 1,000 new daily trips, or developments located in sensitive areas with respect to transportation system operations or safety. Smaller developments are often required to perform a more limited review.
- Any nonresidential development proposal when trip generation during the peak hour is expected to exceed one hundred (100) vehicles, or
- Any residential development with one hundred fifty (150) or more dwelling units.
- Any development that may result in traffic issues in the opinion of the City's engineer.

If the development does not meet the above trip generation requirements, the developer should be required to submit a short memo to the City Engineer documenting why a TIS is not required or that the City Engineer has waived the requirements for a TIS.

When a TIS is required, it is recommended that the developer is responsible for assessing the traffic impacts, prepared, and signed by a registered professional engineer, and licensed in the state of North Dakota. The City should serve in a review and approval capacity. Traffic impact study approvals granted by the City shall be valid for up to two years. If significant work on the development has not commenced within the approval period, the TIS shall be updated and resubmitted for review. Unless waived by the City Engineer, studies will be required to be updated within the two-year approval period if the proposed land use(s) are significantly altered, or traffic volumes within the study area are increased by more than 15%.

Prior to starting the study, the developer or the engineer preparing the study is strongly encouraged to schedule a pre-study conference with the City Engineer. If there are any other potential jurisdiction authorities within the study area, i.e., Stark County, they should also be included in the pre-study conference to determine if there will be additional review agencies and requirements as part of the study. The purpose of a pre-study conference is to discuss the development, definition of the study area, intersections requiring capacity analysis, data collection needs, design standards, traffic and trip analysis parameters, and other methods, requirements, and assumptions. Following the pre-study conference, the developer or the engineer preparing the study shall detail the agreed upon assumptions and requirements in the report.

The boundaries of the TIS should include any roadway on the municipal roadway system that is impacted or receives an impact

that lowers the LOS below "C" or causes operational deficiencies. This might include intersections with other City and/or County roadways, intersections with public streets, or adjacent driveways. The TIS will be reviewed by the City of Dickinson staff. The review will ensure that the study is acceptable and that all mitigation measures meet City standards.

Report Format and Contents

Specific requirements will vary depending on the location of the proposed development and other factors. At the pre-study conference, reductions in complexity or variations from the NDDOT Road Design Manual shall be agreed upon by the City of Dickinson. However, all traffic reports shall contain the following information unless otherwise approved by the City:

Introduction

- Background.
- Location of the proposed project.
- Description of the site.
- Objective of the study.

Study Area

- Map showing existing and future study roadways and intersections.
- Lane configurations of the existing and future study roadways and intersections.
- Site plan: including all existing and proposed access points to the city 's functionally classified municipal roadway system.
- Internal circulation network including any proposed construction phasing.
- Discussion of any non-motorized transportation facilities provided at the site.

Traffic Data

- Traffic count locations, design hour counts, and type of counts.
  - Traffic counts must be collected on Tuesday, Wednesday, or Thursday under non-adverse weather or road conditions.
  - Traffic counts may need to be collected on weekends if proposed traffic generated by the development is expected to be high on weekends.
- Review of the most recent five years of crash records in the study area.
- Other relevant data that may be required by the City Engineer.

Study/Analysis Years

- Current year and Build-out year: the year when the construction of the site will be completed and fully operational.
- 20-year horizon year.
- Interim-year analysis year if the construction will be built in multiple phases.
- Analysis should be completed for the design hours (AM and PM peak) for No-Build and Build scenarios.
  - *No-Build scenario* refers to the conditions without the proposed development scenario. This option includes no geometric improvements at the proposed site accesses, and the existing traffic counts projected to the facilities opening year traffic volumes.
  - *Build scenario* refers to the conditions of the proposed development scenario. This option pertains to geometric improvements, if any, combining projected background and development traffic.

Trip Generation and Distribution

- Description of the proposed Land Uses.
- Calculate trips generated based on the land use characteristics found in the most recent edition of the Institute of Transportation Engineer (ITE) Trip Generation Manual or any other relevant studies.
- Trip Distribution based on prevailing travel patterns, and engineering judgement.

Traffic Volume

- Traffic forecast method.
- Forecasted, pre-development background traffic volumes.
- Forecasted, post-development background traffic volumes.

Traffic Operations Analysis for design hours

- Mention of the traffic analysis software package used (e.g., Highway Capacity Software, Synchro, VISSIM, etc.) that uses the methodologies documented in the most recent version of the Highway Capacity Manual.
- Delay and Level of Service (LOS) of the existing and proposed study intersections.
- 95th percentile queueing analysis.
- Consideration for heavy vehicles, peak hour factor (PHF), saturation flow rate (use 1750), and other variables.

Warrant Analysis should be completed for No-Build and Build scenarios for the Build-out year.

- Traffic Signal and/or multi-way-stop-control warrant analysis of unsignalized intersections (can be a brief statement if traffic volumes are low).
- Turn-lane warrant analysis.
- Access spacing of the proposed accesses from the nearest crossing roadways.

Discussion of the results.

Identify issues by comparing the impacted facility with and without the development.

Mitigation measures if the traffic operational and safety issues are caused by the proposed development.

Conclusions and Recommendations.

TIS Appendices

All reports should include the following appendices, at minimum:

Summarized hourly traffic counts.

Traffic Capacity Analysis output reports showing delay per vehicle, level of service, and 95th-percentile queues.

Worksheets used in the analysis.

MULTIMODAL

Freight Rail and Transloading Facilities

The BNSF railway enables the movement of goods to and from the City of Dickinson. The Patterson Rail Terminal in the southwest of Dickinson provides opportunities for further industrial development. Freight movement is vital to both maintain the local economy and to provide Dickinson area residents and businesses with goods. However, the *North Dakota Freight and Railroad Plan* (2023) notes that tensions exist between freight rail movement and community livability, with freight rail activity being associated with unwanted noises, emissions, and vibrations, as well as introducing conflict with road-based vehicular modes such as cars, bicycles, and pedestrians.

Transportation and land use decisions in the areas surrounding both the BNSF railway and the Patterson Rail Terminal should reflect the reality of this conflict and introduce sufficient separation between these high-impact facilities and incompatible uses and roadway types. Future freight-related projects such as the proposed conceptual Southeast and Southwest bypasses should encourage efficient movements to and from these facilities while minimizing impact on the rest of the city.

Pedestrian and Bicycle Standards

A robust pedestrian and bicycle network provides numerous environmental, health, and quality of life benefits to the city. More people walking and cycling means fewer cars on the road, leading to improved air quality, decreased traffic congestion, and reduced road maintenance costs. Safe and abundant pedestrian and bicycle infrastructure allows residents to more easily lead active and healthy lifestyles. Multiple studies have found a direct correlation between active transportation options and obesity rates. In fact, the Centers for Disease Control and Prevention recently named adoption of Complete Streets policies (as detailed in the following subsection) as a recommended strategy to prevent obesity.

Active transportation facilities also deliver economic benefits by reducing household costs associated with driving. Walking and cycling are inexpensive transportation alternatives for roadway users, including those who are unable to drive or who lack access to a vehicle. A recent study found that most United States families spend far more on transportation than food.

Dickinson already has a network of sidewalks, bicycle facilities, and shared use paths (i.e., trails meant for both bicycles and pedestrians). Some of this infrastructure is oriented toward moving cyclists and pedestrians around the city; others, such as the Crooked Crane Trail and its planned connection to central Dickinson (MTP #35), are oriented toward recreation. Other multimodal projects currently recommended include extensions of the shared use paths along the west side of Highway 22 (MTP #42) and along 10th Avenue W (MTP #65).

COMPLETE STREETS

Complete Streets is a framework for street network design that promotes context-sensitivity and emphasizes safety and mobility for all roadway users, including pedestrians, cyclists, and motorists. In order to cement the City's and elected leadership's dedication to improving transportation safety, environmental quality, and livability, it is recommended that a Complete Streets policy or resolution be adopted. This policy would

implement a vision for streets and roads to be designed and maintained in a manner that is safe and comfortable for all users, and responsive to community needs.

Countless jurisdictions nationwide have implemented Complete Streets policies. For one such example within North Dakota, consider the Complete Streets Approach in the Bismarck-Mandan MPO's *Arrive 2050 Metropolitan Transportation Plan* (2024). There is no singular design prescription for complete streets; each one is unique and responds to its community context. However, Dickinson can prepare the following policies to ensure streets are not designed in the auto-centric fashion currently found on many existing and proposed roadways within the city:

- Develop ordinances requiring all collectors or arterials to have sidewalks and either an on-street or adjacent bicycle facility depending upon roadway attributes such as speed, land use, and right-of-way.

PEDESTRIANS

A comfortable environment for pedestrians is essential for improving safety, reducing congestion, and generating vibrancy, especially in downtown Dickinson. While most of the city is well-served by sidewalks and shared use paths, numerous deficiencies still exist. Dickinson has been addressing these areas utilizing a dedicated sidewalk fund to improve overall pedestrian connectivity, mobility and accessibility while limiting the number of pedestrian crossing at uncontrolled locations due to the abrupt termination of a sidewalk.

It is recommended that the City adopt a comprehensive policy surrounding the construction and maintenance of pedestrian facilities such as sidewalks and crosswalks. Several projects are proposed that would improve the pedestrian environment along corridors such as Villard Street (MTP #37), Highway 22 (MTP #51), and 15th Street W (MTP #31). Interventions Dickinson can make to improve pedestrian safety and accessibility include:

- Consistent crosswalk marking at controlled and uncontrolled intersections.
- Intuitive wayfinding and human-scale signage, particularly in downtown Dickinson
- Curb extensions, pedestrian refuges, and corner islands, to reduce pedestrian crossing distances at intersections.
- Specialized raised crosswalks that serve to reduce traffic speed without impeding snow removal operations.
- Rectangular Rapid Flashing Beacons (RRFBs)

The FHWA has found that streets designed with sidewalks and traffic-calming measures and treatments for travelers with disabilities improve pedestrian safety.

CYCLISTS

Cycling is not only a popular form of recreation, but a low-cost alternative to driving for short trips. Given the City's relatively compact geographic footprint, many driving trips within city limits could be replaced by cycling trips provided there are bicycle facilities that are safe and comfortable enough to encourage people to forego driving, and that said facilities form a complete network reaching all parts of the city. Residents in Dickinson would benefit from additional bicycle infrastructure, specifically paved shared-use paths and on-street bike lanes.

It is recommended that the city provides this infrastructure wherever possible, with a particular emphasis toward eliminating existing infrastructure gaps and connecting the City's various neighborhoods. Dickinson's streets are in most cases wide enough to reconfigure to add bicycle facilities such as bike lanes while generating minimal impacts on traffic flow and street parking. Specific bicycle infrastructure projects are recommended along corridors such as State Ave (MTP#63), Broadway (MTP#64), and Fairway St (MTP#48). Many such enhancements will have the dual benefit of reducing traffic speeds, improving roadway safety for all users.

Passenger Rail

The Big Sky Passenger Rail Authority (BSPRA) entered the Federal Rail Administration's Corridor ID program in 2023. This organization is currently leading the charge to establish a new passenger rail line between Minneapolis and Seattle, following an existing freight rail alignment that passes through Dickinson. This rail service would create jobs, improve intercity mobility, provide safe and affordable transportation for commerce and tourism, and generate economic returns to the region, bringing visitors not only to Dickinson but to Medora, Theodore Roosevelt National Park, and the Theodore Roosevelt Presidential Library which is scheduled to open in 2026. The city should work with the BSPRA to promote the establishment of this line with a station in Dickinson.

Dickinson should pursue opportunities to connect the passenger rail to the City of Medora via bus or micro-transit (e.g., shuttle van), which could also serve the airport and lodging destinations. Medora does not currently have the lodging capacity for increased tourism and therefore Dickinson must continue to serve as the gateway to tourism in the region.

Transit

Public transportation provides a low-cost alternative to driving and serves as a lifeline for the City's most vulnerable residents. Dial-a-ride service and service to Bismarck is provided by Dickinson Public Transit and intercity bus service is provided by Jefferson Lines. Currently, there is no fixed-route transit within the City of Dickinson, making it the second-largest city in North Dakota to lack such service, next to Williston. Given the region's growing population, the City in conjunction with Dickinson Public Transit should consider establishing one or more fixed transit routes serving key facilities and employers within the city such as Downtown Dickinson, Dickinson State University, Prairie Hills Mall, and the Museum Center, and/or connecting to major destinations outside city limits such as Medora and the Dickinson-Theodore Roosevelt Regional Airport.

FUNCTIONAL CLASSIFICATION

The current functional classification system for Dickinson was analyzed following the 2020 census to determine how closely the percentages of roadways for each classification fall within the percentages recommended by the FHWA. A summary of the system was discussed in the Existing Conditions element of the plan. Some urban system roads needed to be reclassified to suit future growth within the UAB and better align with FHWA recommended system percentage guidelines. These changes were made concurrently to this planning process. Dickinson functional classification percentages approximate the federal recommendations. **Table 10-7** reflects the comparisons.

Table 10-7. Functional Classification

FHWA FC	CURRENT SYSTEM %	FHWA RECOMMENDATION %
Interstate	3.36%	1%–3%
Principal (Major) Arterial	6.86%	4%–9%
Minor Arterial	13.82%	7%–14%
Collector	17.40%	6%–32%
Local Streets	58.56%	62%–74%

Stark County Functional Classification System

Within Stark County's jurisdiction, NDDOT classifies US Highway 85, ND Highway 22, and ND Highway 8 as rural minor arterials. Stark County also classifies Highway 10 as a minor arterial, since it functions more similar to state/federal highways as compared to other County maintained roads. The remaining County roads are classified as rural minor arterials (i.e., ND 22 Bypass), rural collectors or rural local roadways. Many of the county rural collector roads provide direct access to property with local county roads serving short, local trips.

When growth and development necessitate change e.g., an expansion of the UAB), the City of Dickinson should work with Stark County (and/or Dunn County) as needed on functional classification changes to ensure congruity of functional classifications between the two jurisdictions.

TRANSPORTATION RECOMMENDATIONS

A significant amount of costly transportation system improvements recommended in the Transportation Plan are directly attributable to expected or forecast development. Transportation recommendations are provided below to identify traffic impacts generated by development and require the land developer to contribute to the needed transportation improvement costs. In addition, there are several programs recommended in the Implementation chapter that would require developers to contribute funding for transportation projects needed to accommodate development.

- The proposed Functional Classification Map (**Figure 10-1 on page 158**) provides general alignment of future roads. Significant deviations from the road alignment shown on the **Future Functional Classification and Proposed Bypass/Truck Route Map** shall require a Comprehensive Plan amendment approved by the City Commission. Additionally, the proposed Functional Classification Map shall provide the basis for required right-of-way dedication for new or expanded roads. City staff uses the Functional Classification Map while reviewing proposed subdivision plats. Staff have found instances where due to natural physical constraints, it would be difficult if not impossible to achieve the proposed future road alignment.
- Traffic impact studies shall be required for any proposed development estimated to generate more than 100 directional trips during the peak hour of the traffic generator or peak hour on the adjacent streets or more than 750 trips in an average day. The traffic study shall be based on peak hour traffic and both capacity or operational and safety factors shall be studied. Traffic impact studies shall be prepared under the supervision of a registered professional engineer. The City requires traffic impact studies on a case by case basis.
- The land development applicant shall be responsible for providing improvements to the transportation system that are generated by the proposed development. In lieu of providing the transportation improvements needed, the City Commission may require the applicant to provide the City with a financial contribution based on the proposed development's proportional impact on the transportation system. In such cases, the applicant shall submit a cost estimate accounting for inflation and contingencies, of needed transportation improvement(s) prepared by a licensed engineer. The cost estimate shall be subject to review and approval by the City Engineering Department. The proportional transportation impact contribution shall be equal to the ratio of estimated peak hours trips generated by the proposed development and the existing peak hour trips times the estimated cost of the needed transportation improvement(s). The development agreement shall specify when the needed transportation improvement(s) shall be constructed or when the proportional transportation

impact contribution shall be submitted to the City. This policy shall apply to all streets within Dickinson's extra territorial area with exception of I-94.

- All land development applications shall comply with access management standards contained in the Transportation Plan. The City may grant relief from the standards when there is no practical way to achieve the standards. City staff require land development applications to comply with access management standards contained in the Transportation Master Plan.
- Streets in new development shall be aligned to connect to existing or planned streets beyond a development. This needs to be determined during the staff review process.
- A minimum of two accesses shall be provided for residential subdivisions unless otherwise allowed by Fire Department requirements or standards. As this is a public safety issue staff usually requires either two access points for residential subdivisions or a cul-de-sac that is wide enough to accommodate emergency vehicles.
- When a proposed land development abuts vacant or undeveloped land with the same future land use classification, through streets shall be constructed to the abutting property line. The land development application shall include an off-site survey of existing conditions extending a minimum of 500 feet from the property line to ensure the future feasibility of extending the street into the abutting property.
- When a proposed land development fronts an existing or planned street where a trail is planned in accordance with the Master Trail Plan, subject to the Dickinson Park Board's recommendation, the applicant shall dedicate sufficient right-of-way to accommodate construction of the trail. The applicant shall be responsible for construction of the trail or in lieu of constructing a 10-foot wide trail and subject to the Dickinson Park Board's recommendation, the City may allow the developer to construct a sidewalk and grade the area abutting the sidewalk to facilitate the future widening of the sidewalk to a 10-foot wide trail.
- When practicable, proposed developments shall construct off-site sidewalk extensions when the termination of an existing sidewalk is within 700 feet of the project boundary, provided there is sufficient right-of-way along the adjacent properties and the adjacent proposed are developed with an urban use.
- All new roads shall be designed consistent with the roadway cross sections contained in the Transportation Plan. The City requires all new roads be designed consistent with the roadway cross sections contained in the Transportation Master Plan.
- New streets shall require a buffer between pedestrians and active vehicle traffic. This may include grass boulevards, designated bike lanes, or designated parking lanes.
- All non-residential development and multifamily residential development shall provide adequate bicycle parking and access to encourage bicycle travel. Bicycle parking should be located to provide convenient access to building entrances and other destinations. The City shall amend the zoning ordinance to provide specific standards for bicycle access and parking facilities.
- Integrate the character and identity of streetscape into the City's Street Manual standards.
- The City of Dickinson should consider a policy that provides for the City to incur 100% costs for the extension of Collector and Arterial roadways to support new development. In tandem, the City would not financially participate in the development of local roadways.

Endnotes

1 https://www.dot.nd.gov/sites/www/files/documents/construction-and-planning/Traffic-Operations-Manual.pdf

2 https://www.dot.nd.gov/sites/www/files/documents/construction-and-planning/Traffic-Operations-Manual.pdf (pages 46–52).

3 Transportation Research Board (TRB) Highway Capacity Manual, 7th Edition, 2022.

Direction 2050

CITY OF Dickinson North Dakota

Comprehensive Plan

APPENDIX A. PUBLIC ENGAGEMENT COMMENTS

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Survey Question 7 Open Ended Responses

Why do you think course correction is needed for development?

QUESTION 7 CONTRIBUTION
Send road crew to school on how to maintain and plow. Invest in snow gates they work in big cities they should work here. Stop spending money on ideas that will be sitting empty in a year
Showcase “vibrancy” of town to retain younger families to the area. More lifestyle stores, activities. Absolutely IMPROVE the roads!
Neighborhoods were built rapidly to accommodate lightning fast growth. Now the corners that were cut are becoming evident. Road quality on the west side where Menards is located is poor.
Too much high density housing.
If the public high school is not addressed soon, this community will be in major trouble,
Fiscal responsibility, send leadership to other cities to see how they can change and improve Dickinson
More trails, biking paths, and more traffic lights at intersections
I believe more can be done with the building of a new high school and better roads. Two foundations for a community to thrive. We are behind the area in these two items.
to be inspecting road projects as they get backfilled the roads settle so bad because the city does not require compaction test as they add lifts. also more consistency in the building inspections not all codes apply to everyone the same
I think there needs to be more public trails to unify the city a little better. There are developments that are annexed into the city but essentially have no access besides driving. There should be walking/bike paths connecting the city.
Add a stop light on 12th St W and State Ave
There is no consistency/rhyme nor reason to what’s being done. The good old boys club does what’s best for them not what is best for John Q Public.
So many of the streets haven’t been maintained and the older parts have been forgotten when it comes to building new parks or community structures
There aren’t many kid/family related activities to do. Not everyone wants to just go on hikes or walk around town. More access and community involvement in activities for all disabled people.
It’s slow growth, but it’s great to see progression in moderation. More focus on downtown businesses, revitalizing downtown & the buildings. Make Villard great again.
I think change is never a bad thing, and I’m not sure Dix was prepared for how much growth there was
Many Roads are in poor condition for being fairly new

QUESTION 7 CONTRIBUTION
Fill existing subdivisions already okayed. No new ones till others start filling up. When 70% or so of street has houses built, make remaining lots put sidewalk in so we do t have walk on street Dickinson wanted boulevards, how about trimming trees
We no longer live in an oil boom but are taxed like it.
The high school should have been rebuild. We NEED a homeless shelter. MORE sober living facilities.
Dickinson needs more options for food and entertainment. Also there needs to be some fixes in the traffic system.
trees are being removed from parks and the lack of any shade has emptied out some parks
Inflation and the cost of everything including rent is out of hand
Lots of the “new roads “need repair bad
Snow removal can be improved; desperately need some roundabouts in town.
Population growth
Imbalance of development in a number of areas, not limited to, but including, affordable housing, commercial, and recreational opportunities.
Diversification in businesses
The city needs to work on prioritizing traffic flow. Single-lane traffic everywhere can turn the streets into a veritable parade at times. The city needs to seriously look into the use of roundabouts and timbale lights at high-traffic intersections.
This text box does not allow me enough space to “speak”. But do remember Dickinson in 2010ish, and all the growth before I moved here. Traffic stinks, need more trails, parks....Ill stop here..
More activities for youth especially during winter
The removal of stoplights is getting ridiculous.
More food, retail, Medical and entertainment is nessacry
More planned use of existing green spaces and provision for future green spaces
Different silos within the city governance umbrella need to better communicate, partner with one another to assure more coordinated outcomes that benefit all sectors of the community and surrounding area.
For a town this small it takes entirely too long to go across it. Hwy 22 is a disaster, it should be 4 lanes with a turning lane all the way through town. East truck route by Pro build is a nightmare. I’ve sat waiting on a train for 4hrs in a truck before
To not blatantly remove stoplights. Some of us purposely go to a controlled intersection to cross busy areas safely.
Driving on any main road in Dickinson is an absolute nightmare
Changes need to be made

QUESTION 7 CONTRIBUTION
Need to focus on our youth activities. Need another sheet of ice, Dickinson misses out a a huge chance to hoist events and revenue
The city has not invited the public into a conversation
The education buildings are outdated and need major overhauls to attract and retain population. There is also a lack of extra curricular activities for seniors, a senior center is badly needed.
There has been a lot of growth meaning new education buildings are needed. There has been very few updates
The more we have grown the less amenities we have. We are a desert for shopping, medical care, etc.
The city is hard to work with when it comes to building things. When I first came here I built a garage and struggled with getting a permit and the lumber yard wouldn't give me materials until I had a permit. The delay cost me $10,000!
Walkability especially on the Southside or near the golf course to Patterson lake recreation area. Incentives for small business development expanded. Supports for women and new American entrepreneurs. Comprehensive program to help new Americans settle
Additional shopping options, Walmart monopolizes this community, and it is reflected in their pricing. With recent inflation, Walmart continues to raise prices higher than their other locations where they are not monopolizing the area.
Several residential roads are in need of repair. Traffic in some areas gets backed up, bottle necked several times of day.
Start including roundabouts at busy intersections
The flow of traffic through town is horrendous especially highway 22. Alternate Routes need to be addressed possibly widening some of the more used streets and adjusting speed limits.
The city is not bringing in viable stores/companies to keep families here. You have to go to Bismarck for everything. The already newly developed store fronts aren't even filled.
The amount of $$ being spent/programmed on various projects seems to be excessive. Do a # of programs need to continue just because the it/they has always been around? Ex: Dickinson Bookmobile - Are the surrounding towns paying any contracted amount??
Class sizes in school are too big.
Traffic flow and safety near schools, some housing developments were poorly planned with odd shaped lots and difficult names, some business developments have been built but sit vacant while new ones are being built in odd locations
Traffic flow due to the change of 4 lane artery's to 2 lane is no good!
My biggest concern is that there is no place for teenagers and young adults to hangout. Back in the 40s and 50s kids had the malt shop in the 80s it was the mall but when I look at Dickinson I don't see any thing for us young adults and the teenager.
Dickinson has a lot of boom-era policies in place that restrict lower income residents
Making it easier for businesses to come into Dickinson, and making it easier for current ones to grow here in Dickinson

Vision Board Ideas

RESPONSE
Consider a penny increase in local sales tax so that there is always funding for road improvements, other infrastructure needs, etc.
Offer some tax breaks to attract more businesses to invest in our community. Loosen “the reins” a bit so that there is economic growth.
Quality of life here is great. Wages, recreation - great. Housing not as much. City should offer incentives to builders to build homes.
Bring in more business that are not reliant on oil or ag. As these markets eb and flow so does employment. More finance, healthcare etc.
Roundabouts at 10ave e and 21st e also at 21st w and states also states and 40th st
Lake Patterson cleaned up and an aeration system installed to promote a healthier ecosystem.
A multi level free parking garage downtown to clear out all the cars parked along the roads that make most intersections downtown hazardous
Access to walkable places. (Connected sidewalks, year around clearing of paths, etc.). PLEASE add a path out to Sundance coves neighborhood.
More emphasis on revitalizing and bringing in businesses into Downtown - making it a more inviting space for businesses and residents.
More attention to adult rec sports. Anytime I ask others about their experience its mostly negative and most sports are losing teams

RESPONSE
Create a welcoming community for all ages where people can get engaged and make a difference with like-minded people and new perspectives.
Bring in some businesses that the community could really use! What happened to TJ Maxx?? All the hype and then crickets :-(Communicate!!!
Businesses and career opportunities outside the oil industry
Attract more commerce Update/add entertainment Roundabouts are real and work
1. Seek out more businesses that bring in skilled professionals. 2. Build a park north of 21st Street West. 3. Make traffic flow better.
My concern is the amount of farmland that has disappeared around Dickinson in the last 10 years. Log into farmland.org for more info.
Good morning, The community need that I'd like to see would be the addition of a Target shopping center & a dept store in the mall.
It would be nice to have a designated sledding area for the winter. Possibly with a warming house?
The mall needs to be upgraded and modernized and maybe have a food court. There is nothing appealing about it.
Bringing & keeping businesses here. KMM, Steffes, Fisher all growing outside of ND. Many businesses want to move in but need help from city

Direction 2050

CITY OF Dickinson North Dakota

Comprehensive Plan

APPENDIX B. FUTURE LAND USE ADDITIONAL INFORMATION

Alternative Land Use Scenarios 186

Case Studies from Other Communities..... 192



Alternative Land Use Scenarios

The contrast between the alternative scenarios is minor, indicating that most existing land uses already assigned will continue to serve the community without change. The primary differences between each scenario are in the distance from the center of the City where most new development would be targeted, and in the total dedicated to specific uses by 2050 in each sector of Dickinson, as indicated by **Table B-1 on page 187**. The largest differences are in the amount dedicated to Low Density and High Density Residential, Commercial, and Industrial uses.

The location of forecasted development also changes from one scenario to the next. These vary by definition, due to the distribution of immediately available development sites across Dickinson. The more aggressive development outcome illustrated by Scenario A favors growth on infill and "close-in" sites first, because these are the most shovel ready, with utility and road access and other urban services in place. On the other end of the spectrum, the more gradual growth scenario—in Scenario C—favors some growth outside of the existing footprint but within Dickinson's urban service area.

Scenario A focused on infill first and utilized smaller parcels closer to the existing footprint of Dickinson. It required the least short-term capital investment of the three because the infill parcels already have utility and street access. Scenario B blended the infill strategy with the need to develop at the edges of Dickinson's existing footprint. Some infill parcels are utilized, however the commercial and larger homebuilder-attracting subdivisions by necessity use available greenfield sites. On the other end of the spectrum, the more gradual growth scenario--in Scenario C--favors some growth outside of the existing footprint but within Dickinson's urban service area.

SCENARIO A

Scenario A (represented by **Figure B-1 on page 188**) indicates a strategy focused on infill first; smaller parcels closer to the existing footprint of Dickinson are utilized first. Appropriate housing types may include denser and taller residential buildings, including duplexes, townhomes, apartments, cottage courts, and ADUs (Accessory Dwelling Units) sharing a lot with a primary home. See the ***Future Housing*** chapter for details on new home types that fit with Dickinson's character and that developers will be encouraged to add to the local housing market. This scenario requires the least capital investment of the three, as the infill parcels targeted first already have utility and street access.

Table B-1. Vacant Land Dedicated to Future Land Uses for Each Scenario

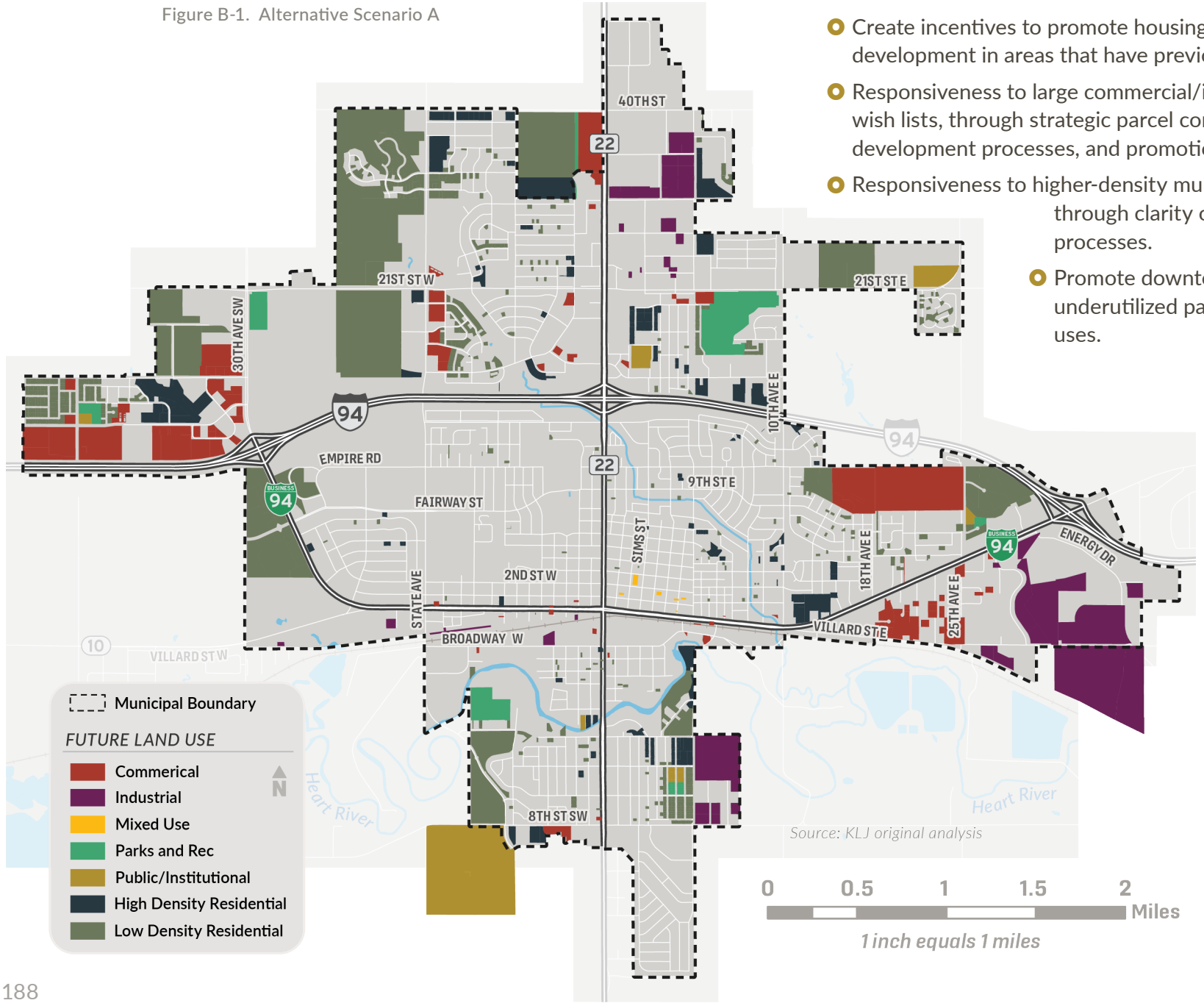
SCENARIO A							
SECTOR	1	2	3	4	5	6	TOTAL
Low Density Residential	52.2%	25.4%	88.1%	37.9%	59.3%	34.1%	46.9%
Mixed Use	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.1%
High Density Residential	8.5%	20.8%	6.9%	5.8%	10.8%	17.6%	9.9%
Commercial	18.8%	2.3%	1.2%	9.2%	5.7%	1.1%	12.1%
Public/Institutional	18.7%	8.8%	0.0%	0.5%	1.4%	3.1%	10.7%
Industrial	0.0%	21.3%	3.9%	45.9%	2.5%	41.7%	15.6%
Parks and Rec	1.7%	21.3%	0.0%	0.4%	20.3%	2.5%	4.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

SCENARIO B							
SECTOR	1	2	3	4	5	6	TOTAL
Low Density Residential	35.9%	41.6%	4.5%	37.4%	58.3%	24.3%	35.6%
Mixed Use	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.1%
High Density Residential	24.8%	12.7%	40.7%	3.0%	16.6%	13.3%	18.2%
Commercial	18.4%	3.3%	50.9%	11.2%	1.0%	1.1%	14.9%
Public/Institutional	20.3%	22.1%	0.0%	5.6%	1.4%	3.1%	14.3%
Industrial	0.0%	20.4%	3.9%	42.1%	2.5%	41.7%	14.7%
Parks and Rec	0.6%	0.0%	0.0%	0.4%	20.3%	16.5%	2.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

SCENARIO C							
SECTOR	1	2	3	4	5	6	TOTAL
Low Density Residential	21.5%	17.3%	4.8%	36.6%	60.4%	8.6%	24.6%
Mixed Use	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.1%
High Density Residential	45.5%	54.6%	89.5%	5.2%	15.8%	51.6%	38.9%
Commercial	14.3%	0.8%	1.8%	11.2%	1.0%	1.1%	9.9%
Public/Institutional	18.7%	14.6%	0.0%	0.5%	0.0%	2.5%	11.3%
Industrial	0.0%	3.9%	3.9%	45.9%	2.5%	34.3%	13.1%
Parks and Rec	0.0%	8.8%	0.0%	0.4%	20.3%	2.0%	2.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: KLJ Analyses

Figure B-1. Alternative Scenario A



Positioning Strategies

- Create incentives to promote housing and business development in areas that have previously been platted.
- Responsiveness to large commercial/industrial employers' wish lists, through strategic parcel combination, clarity of development processes, and promotion/marketing.
- Responsiveness to higher-density multifamily development through clarity on development processes.
- Promote downtown vacant or underutilized parcels for regionally serving uses.

SCENARIO B

Scenario B (represented by **Figure B-2**) blends the infill strategy with the need to develop at the edges of Dickinson's existing footprint. Some infill parcels are utilized; however, the commercial and larger homebuilder-attracting subdivisions by necessity use available greenfield sites.

Positioning Strategies

- Pair the consideration of future subareas with the CIP development process.
- Promote downtown vacant or underutilized parcels for regionally serving uses.

Figure B-2. Alternative Scenario B

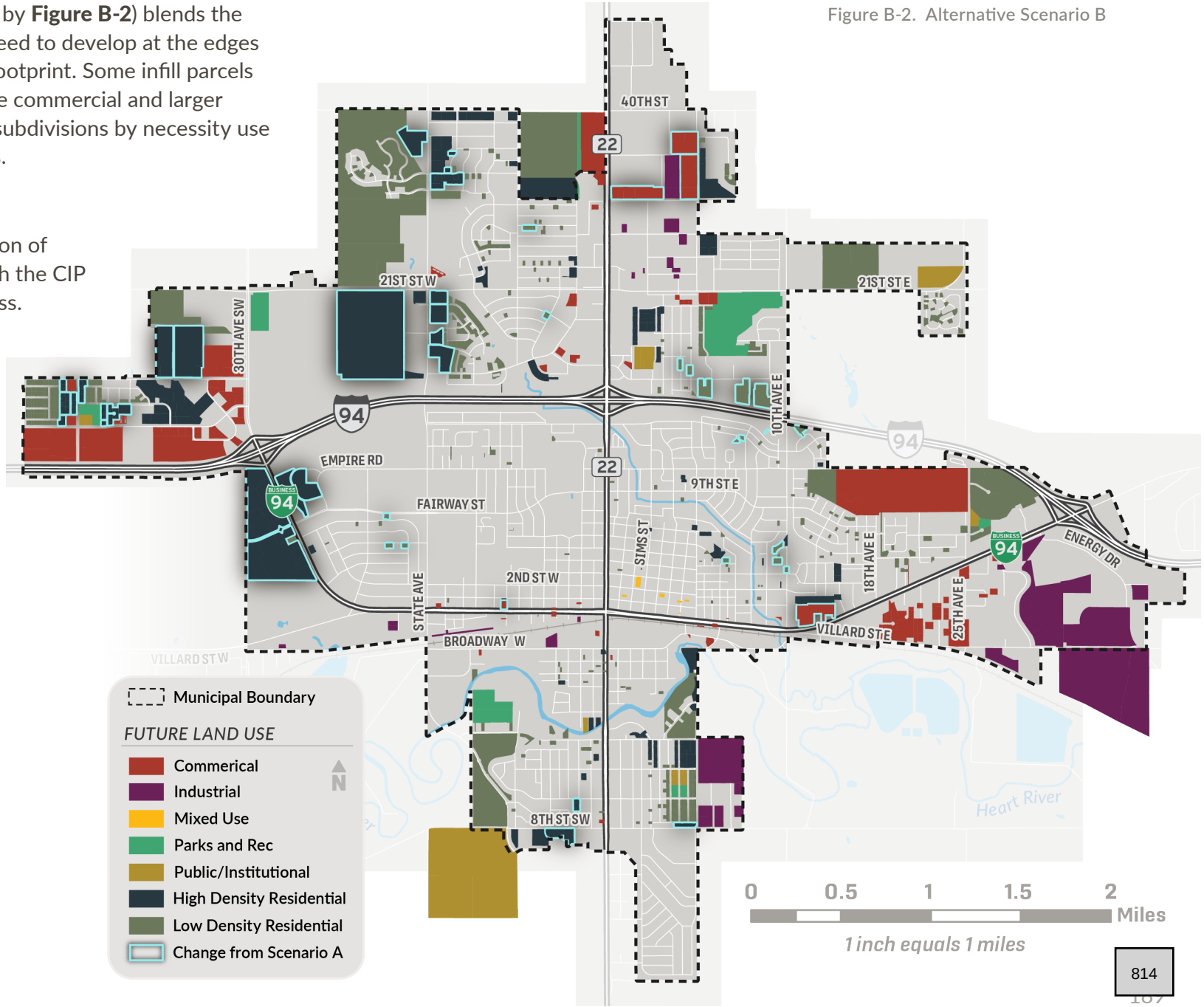
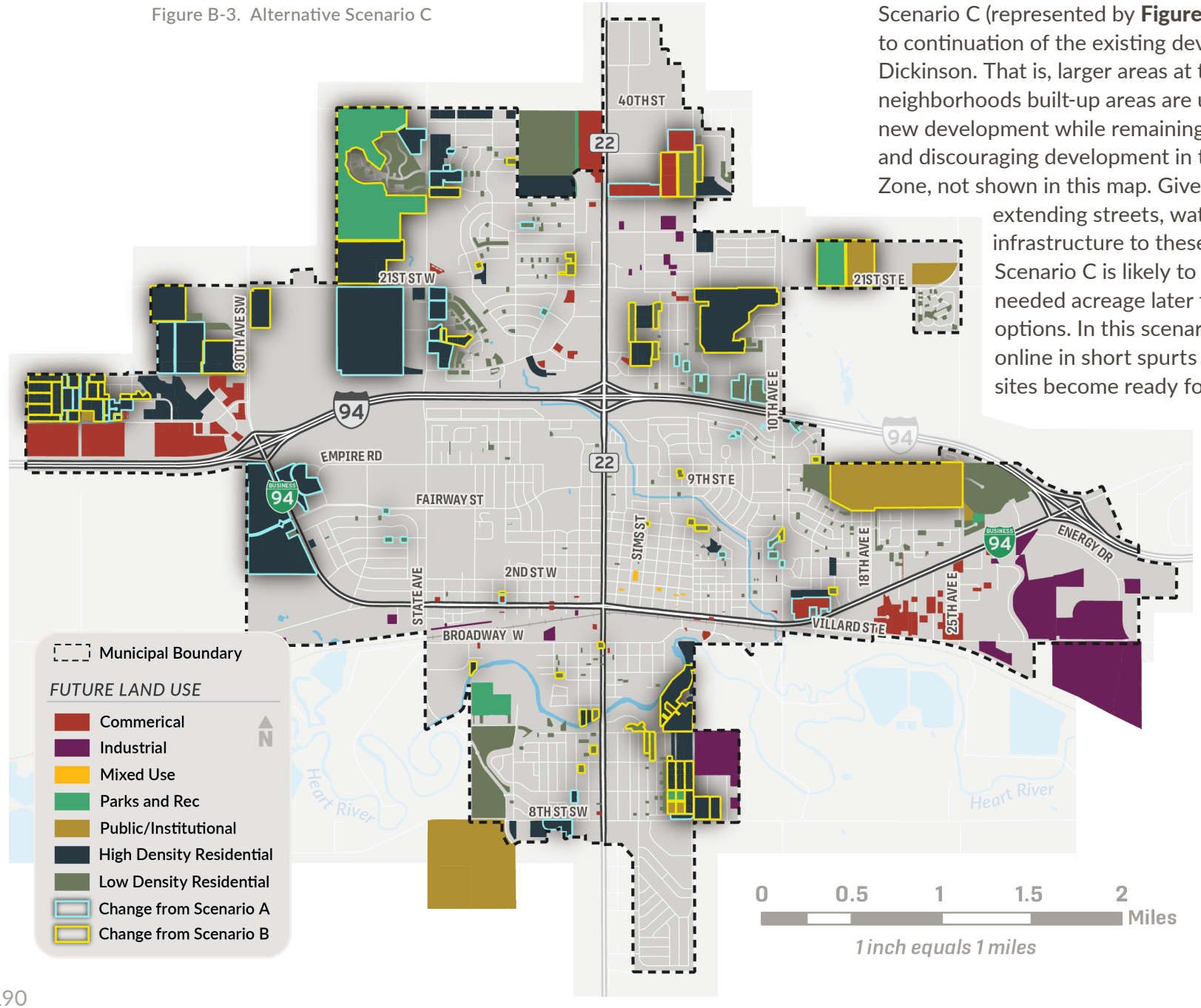


Figure B-3. Alternative Scenario C



SCENARIO C

Scenario C (represented by **Figure B-3**) is the closest to continuation of the existing development context of Dickinson. That is, larger areas at the edges of existing neighborhoods built-up areas are utilized to host most new development while remaining within the City limit and discouraging development in the Extraterritorial Zone, not shown in this map. Given the high cost of extending streets, water, sewer, and other infrastructure to these greenfield areas, Scenario C is likely to yield the projected needed acreage later than the other two options. In this scenario, additions come online in short spurts as currently vacant sites become ready for development.

Positioning Strategies

- Responsiveness to larger homebuilders' wish lists, through strategic parcel combination, clarity of development processes, and promotion/ marketing.
- Utilize the CIP as the primary tool for directing new growth areas.

A NOTE ABOUT PHASING

Phasing of development is likely to vary between the alternative growth scenarios, even if not necessarily by design. This is because infill sites are more shovel-ready (utilities, roads), and at their smaller scales require less in the way of financing, permits, development hearings, etc. As a result, Scenarios A and B indicate development that could occur sooner, if market conditions allow. This would potentially provide Dickinson with more opportunity sites to meet forecasted commercial and housing demand, and be ready for that development to occur sooner. Scenario C, by contrast, provides a more gradual solution to meeting the expected demand, not reaching the forecasted acreage totals for each land use until close to 2050.

Case Studies from Other Communities

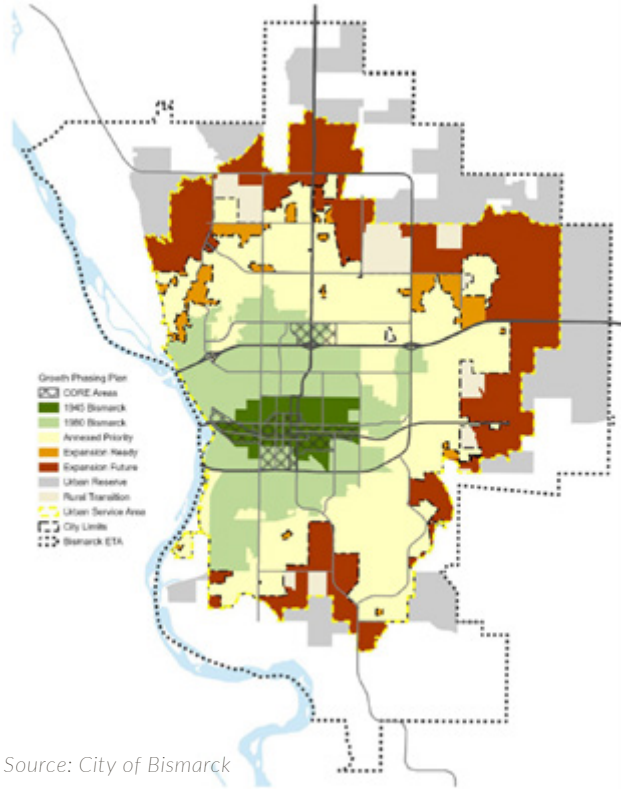
Bismarck, ND: SHAPE AND GROW

The Bismarck Together 2045 Comprehensive Plan was adopted in December 2022, containing Shape and Grow chapters that are most germane for understanding the City's growth management strategy.

The Shape chapter addresses land uses including those outside city limits. Goal S5 is to "Protect the rural character of existing and planned rural residential areas in Bismarck's Extraterritorial Area." Three policies related to this goal are:

1. Allow continued rural residential development of conventional densities only within areas designated as such within the Future Land Use Plan
2. Provide the option to develop rural residential clusters with urban densities in exchange for protected open space dedications that maintain an overall rural character of the area
3. Preserve the ability for rural residents to keep animals, gardens, and other agricultural practices appropriate to the scale of the lot.

Figure B-4. Growth Phasing Plan Map indicating the Extra-Territorial Area and Urban Service Area of Bismarck



Source: City of Bismarck

Together 2045 includes a map extending out to the limits of the city's extraterritorial area, as displayed in **Figure B-4**. Land use categories assigned to different parts of the Bismarck Extraterritorial Area include:

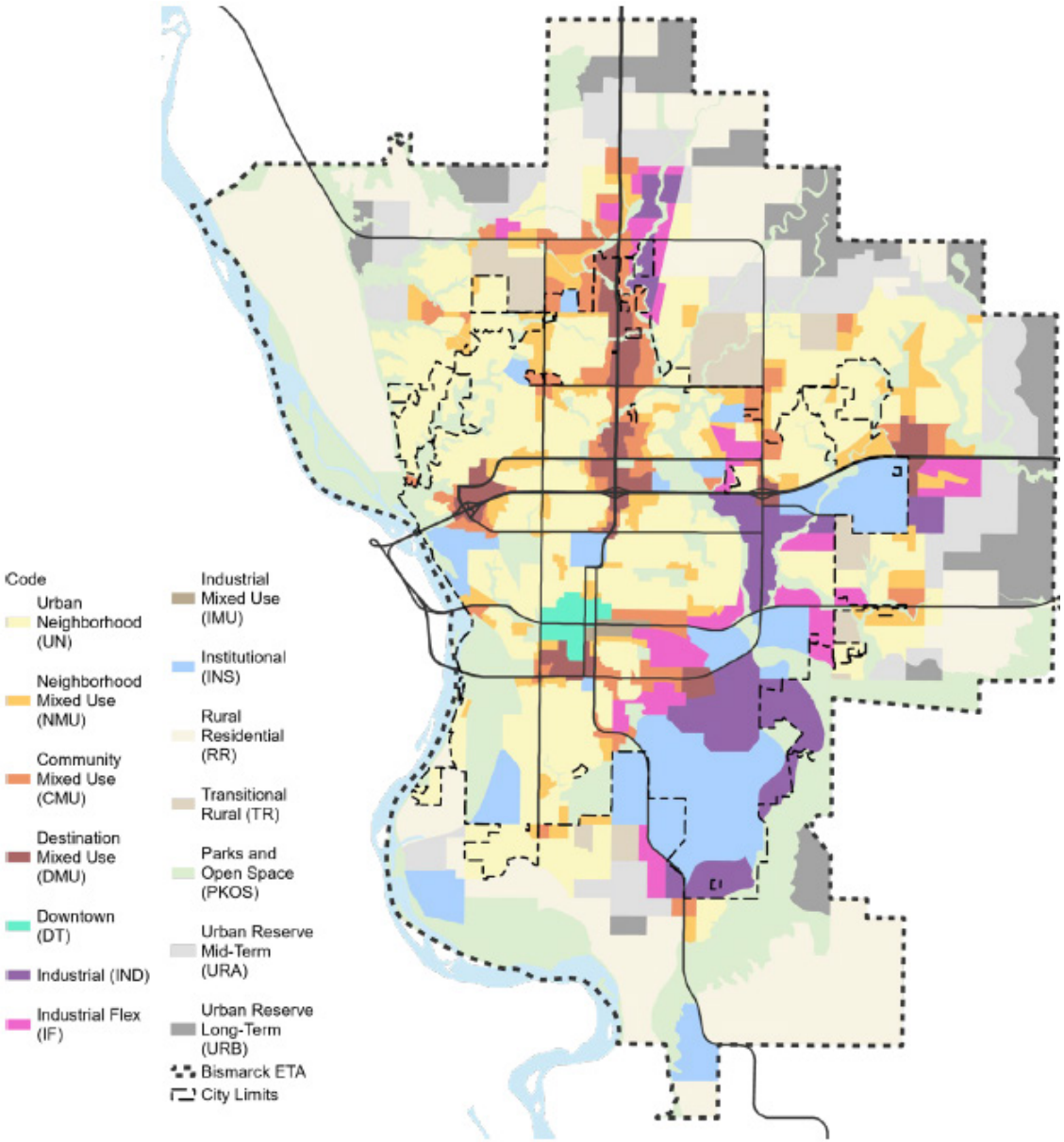
- Urban Reserve areas are suitable for urban development but are not projected to be annexed by the year 2045, which is the time horizon of the plan.
- Parks and Open Space are kept in a largely natural state, providing many important functions for the community and ecosystem.
- Transitional Rural are existing rural residential subdivisions in close proximity to city limits.
- Rural Residential are places for country living with convenient proximity to city life.

These categories are displayed in the full **"Bismarck Together 2045 Future Land Use Map" on page 193**. The Rural Residential land use category pertains to well established large lot single family residences typically located adjacent to agricultural uses with the expectation that potential impacts of agricultural operations are normal and acceptable.

The Transitional Rural land use category has a significant role in the approach to future outward growth. Its intent is:

> Transitional Rural areas retain similar internal characteristics to Rural Residential areas and are not expected to change significantly in the future. Potential effects of urbanization should be anticipated and proactively addressed. Roadways identified as collectors on the Major Street

Figure B-5. Bismarck Together 2045 Future Land Use Map



Source: City of Bismarck

Plan should be designated and improved to carry through-traffic generated by surrounding areas. There may also be a need to route urban utilities through right-of-way or easements within the subdivision.

At some point in the next 25 years, annexation will likely be advantageous to both the City and residents of the Transitional Rural areas. Significant unannexed land inside city limits may cause confusion for emergency services and the general public, and police and fire response times will be faster from City agencies. Annexation would allow residents of the Transitional Rural areas to fully participate democratically in municipal governance that directly affects them.

Once annexation is imminent, a new zoning district should be created to legitimize the conditions of the Transitional Rural area as an urban subdivision. The City would work with residents to determine which site features should be improved to urban standards and which may remain in their current state. This would apply to water lines, septic or municipal sewer systems, road sections, stormwater management, sidewalks, streetlights, animal husbandry, and other features.

There may be one or more property owners within Transitional Rural areas who wish to further subdivide and redevelop their property at higher densities once urban services are available. Such redevelopment may be supported only if it is directly adjacent to existing or proposed urban development and all principles of this plan intended to ensure compatibility of adjacent low-density residential areas are followed.

The Urban Reserve land use categories are established to reserve land that ultimately makes sense to be annexed and developed at an urban scale. Due to the long timeframe before annexing this land would be advisable, limited interim rural development is allowable under certain conditions that would support eventual urban development. One key condition is that any parcel(s) or site(s) considered for rural development should be at least 8.5 contiguous acres in size, which according to the authors is a scale known to be susceptible to redevelopment under standard market forces.

Specific goals of the Grow chapter that address the way development is preferred to occur are as follows.

Bismarck Together 2045 Goals

Bismarck's Together 2045 plan contains multiple principles with relevance for Dickinson Direction 2050. Goals that emphasize infill development and redevelopment before expanding outward, and that use a Growth Phasing Plan to guide future outward growth are:

Goal G1 is "Encourage infill and redevelopment of land already connected to municipal services." Four policies related to this goal are:

1. Apply urban design practices promoted in this plan to establish developments that add value, rather than detract from, their surroundings
2. Monitor actual off-street parking utilization and adjust requirements as necessary to provide redevelopment potential to existing parking lots with demonstrable lack of use
3. Maintain and publicize an inventory of developable vacant properties within city limits to reveal development potential
4. Encourage additional housing in the center of the community to support activity and eyes on the street for the majority of the day and night

Goal G2 is "Provide for a compact and orderly pattern of outward growth." Four policies related to this goal are:

1. Develop strategies to ensure orderly growth and development of the community by staging infrastructure extensions for efficient use of public investments in roadways, utilities, and other services
2. Prioritize annexation of tracts that are contiguous to city limits and easily provided municipal services, as identified as Expansion Priority 2 in the Growth Phasing Plan
3. Exercise zoning and subdivision authority within the City's extraterritorial area and periodically review this boundary with potential adjustments to align with expected growth
4. Evaluate the Growth Phasing Plan annually and adjust to account for actual pace and direction of growth

Goal G3 is "Coordinate expansion of city infrastructure and services with growth." Six policies related to this goal are:

1. Protect the financial interests of existing city residents and businesses by evaluating infrastructure expansion projects in terms of expected return on investment to the City or funding entity
2. Assure, prior to annexation, that adequate public facilities to support a proposed development are available or will be provided concurrently with development as service demands occur
3. Provide all municipal services, including roadways, water, sewer, stormwater, police, and fire protection equitably to all annexed land, unless certain service connections are clearly not feasible in the immediate future and both City and landowner mutually agree to forgo such services temporarily until readily available
4. Provide within all subdivision plats sufficient easements and rights-of-way to allow for orderly development and provision of municipal services beyond the boundaries of the subdivision.
5. Develop strategies to minimize disruption to nearby residents and

businesses because of public and private construction projects

6. Cooperate with the South-Central Regional Water District to seamlessly transition urbanizing areas from a rural to a municipal water system

Goal G5 is "Limit rural residential development within areas of expected urban development." The three policies supporting this goal are:

1. Preserve the ability of the City to expand its boundaries by strictly limiting rural development within the Urban Service Area of the Growth Phasing Plan, unless future urbanization is clearly feasible and agreed to by all parties
2. Allow large-lot rural residential development with a minimum lot size of eight and a half acres in areas identified as Urban Reserve in the Growth Phasing Plan, with the expectation that lots would redevelop with urban services upon annexation
3. Determine strategies to reduce development costs of large-lot rural residential subdivisions in Urban Reserve areas, in cooperation with Burleigh County Highway Department, to facilitate potential urbanization in the future

Goal G6 is "Facilitate an orderly transition of existing rural residential development close to city limits." The policies supporting this goal include:

1. Exercise sensitivity for areas identified in the Future Land Use Plan as Transitional Rural (TR) while planning for and entitling the surrounding urban development
2. Monitor need for transportation or utility extensions through Transitional Rural (TR) areas and implement when justified
3. Engage with residents of Transitional Rural (TR) areas at the appropriate time to determine mutually advantageous terms for annexation into City limits, including the potential creation of a unique zoning district based on these conditions
4. Provide walkability and connectivity for alternative forms of transportation upon annexation and urbanization of any Transitional Rural (TR) subdivisions

Together 2045 has a **Growth Phasing Plan** map that shows when areas of the Bismarck fringe and extraterritorial area are expected to annex and develop. The phasing is intended to summarize sequence of development and is not fixed in time. Timing for development is expected to be dictated by developers responding to market conditions. Three main objectives are attained with the Phasing Plan:

- **Aligns timing of Bismarck's Capital Improvements Plan and other funding with anticipated development phasing.**
- **Signals to landowners the long-term potential uses of land for the purpose of investment.**
- **Allows the Planning and Zoning Commission to identify developments that are premature, even if otherwise meeting objectives of this plan.**

The intended sequence involves four main categories:

1. Annexed Priority 1 represents land within city limits that is already served by municipal services, with limited exceptions.
2. Expansion Priority 2 represents land not yet annexed but capable of being served efficiently by municipal services with limited public or private cost. Land development in this area could potentially see City participation in the capital improvements.
3. Expansion Priority 3 involves land not yet easily serviced by existing infrastructure and municipal services, but could reasonably be expected to be annexed by the 2050 time horizon.
4. Urban Reserve represents all areas inside the extraterritorial boundary but not covered by the first three categories.

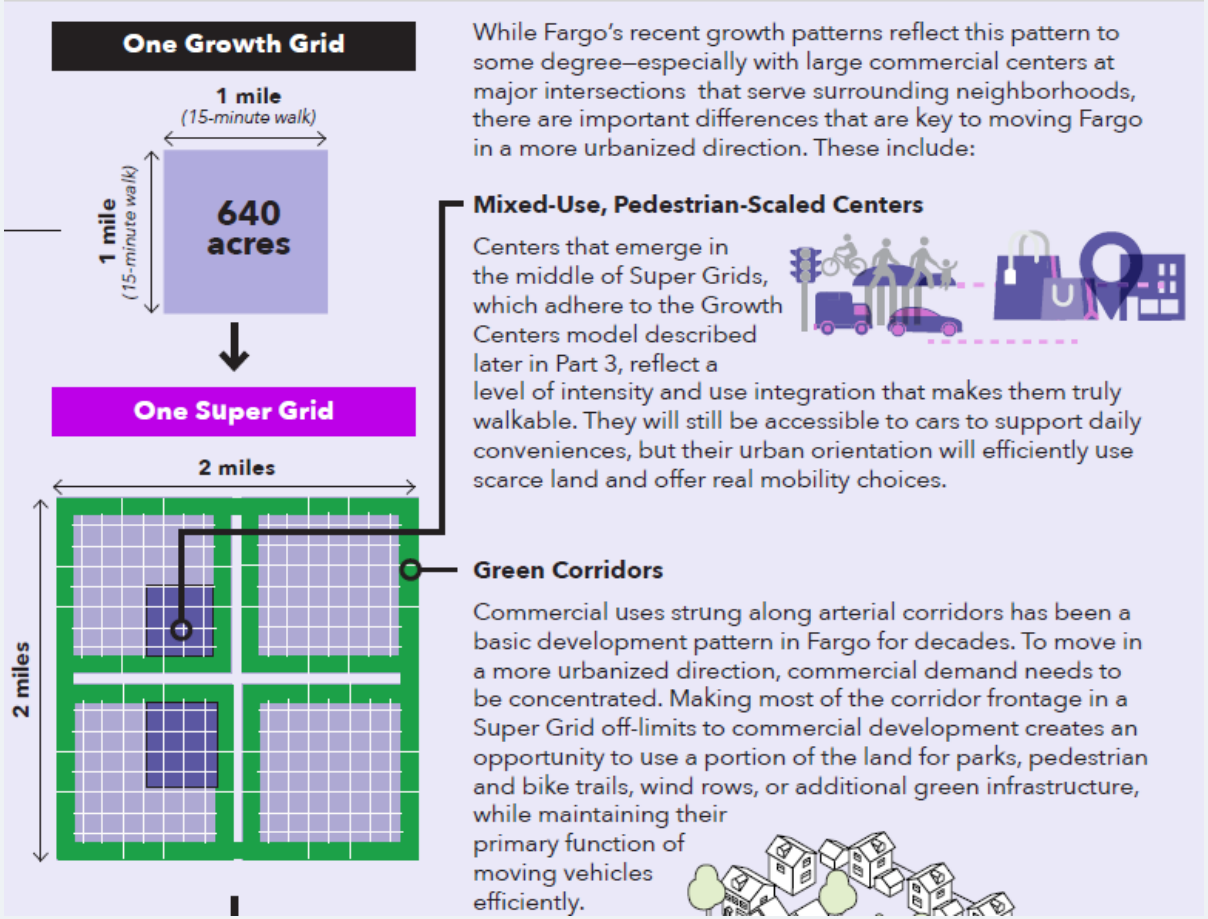
The first three categories are collectively called the Urban Service Area.

Fargo, ND: GROWTH PLAN 2024

The Fargo Growth Plan 2024 was adopted by the City of Fargo in August 2024. Due to the Diversion Project soon to be in place, vacant land protected from flooding will become a scarcer commodity than it is today. The City of Fargo has responded by encouraging increases in overall density in the City, seeking a goal of approximately one third of its future growth to occur via redevelopment and two thirds by expansion into undeveloped land.

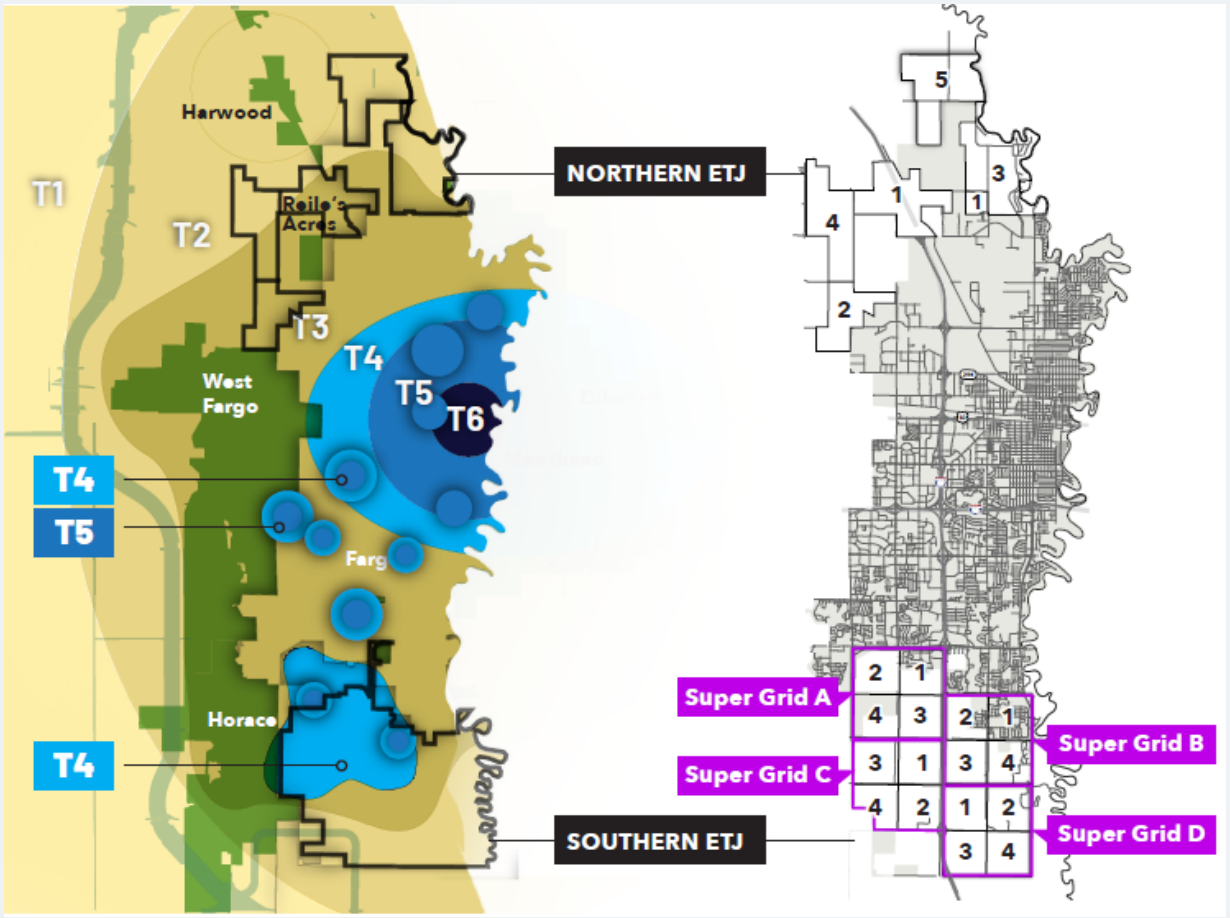
The City established four models for patterns of growth (transect, place types, a growth grid, and growth centers). The Growth Plan uses a transect and place types to define the type and intensity of growth it desires. It applies place type distribution in three different growth centers (regional, community, and neighborhood). The growth grid concept breaks down urban fringe and land in agricultural or other rural uses into a checkerboard and comprised of four Super Grids (each containing four growth grids). The intent is to promote development in one growth grid or section at a time. Once a super grid is 75% built out as defined by road and water infrastructure, the next Super Grid can start to receive development.

Figure B-6. Fargo's Super Grid Concept for Growth Management



Source: City of Fargo

Figure B-7. Application of the Super Grid Concept to Fargo's Extra-Territorial Jurisdiction



Source: City of Fargo

Direction 2050

CITY OF Dickinson North Dakota

Comprehensive Plan

APPENDIX C. INFRASTRUCTURE MASTER PLAN

Water Distribution 200

Wastewater Collection and Conveyance System 220

Technical Memorandum

Dickinson Transportation and Comprehensive Plan
Water Distribution

September 2025

1.0 Introduction

In 2023, Kadrmas, Lee & Jackson, Inc (KLJ) entered into an agreement with the City of Dickinson to update the City's master transportation plan and comprehensive plan. As part of this agreement, KLJ teamed with Apex Engineering Group to evaluate existing capacities in the water distribution system along with future capacities and recommended capital improvements for the 2050 planning year. The future water demands are derived from the future land use, future planning area, and population projections as established in the KLJ comprehensive plan update.

The 2014 Water Utility Master Plan (WUMP) by KLJ is referenced as the basis of design for future infrastructure and improvements. The City's hydraulic water distribution model (model) was originally developed by KLJ in 2013. Since then, Apex completed a model update in 2019 and a full model calibration in 2021. The calibrated model was utilized to evaluate the existing capacities, future capacities, and capital improvements discussed in this technical memorandum (TM).

2.0 Existing Conditions

2.1 Water Treatment Plant

Water is not treated directly by the City of Dickinson but rather the City purchases finished water from Southwest Water Authority (SWA) operating under direction of the North Dakota State Water Commission. SWA operates a 12 MGD water treatment plant located in southwest Dickinson and a 6 MGD supplemental water treatment plant located adjacent to the larger plant, which serves SWA customers. These treatment plants use Ozone for a primary disinfection, quicklime for hardness, and aluminum flocculant for coagulation. The water is then stabilized, and fluoride is added for tooth decay resistance. Filtration then removes suspended particles. Finally, chloramines are then used as a secondary disinfectant to protect the drinking water during distribution to customers.

The City of Dickinson contract allocation from SWA provides up to six million gallons per day (6.0 MGD) per the 2014 Dickinson Water Utility Master Plan.

2.2 Water Distribution System

The Dickinson water distribution system consists of all indirect pumping systems. In indirect systems, pumping stations lift water to reservoirs or elevated tanks to make use of gravity to distribute the water. The distribution network consists of 156 miles of water distribution and transmission main ranging in size from 4" to 30", the majority of which is 6" and 8" diameter pipe. Watermain material in the water distribution system incudes asbestos cement (AC), cast iron, ductile iron, and polyvinyl chloride (PVC), with PVC being the most prevalent. Material types typically range in age from oldest to newest as cast iron, AC, and PVC. Ductile iron is primarily used around pumping facilities and some steel piping is used as casing pipe throughout the water distribution system. The Dickinson water distribution system delivers an average of 2.2 million gallons of drinking water per day to the 8,214 meter accounts across 4 different pressure zones. A map of the pressure zones can be found in Figure 2.

2.2.1 Pressure Zones

The City of Dickinson operates 4 pressure zones, 1, 2N, 2S, and 3N, which vary the hydraulic grade of the service area in order to provide adequate pressure and flow to customers. These pressure zones boundaries were developed to provide between 35 and 90 psi to customers based on the ground elevations within the zones. The varying topography throughout the service area require the variation of tower elevations and pumping facilities to raise the hydraulic grade between pressure zones. Pressure zones 1 and 2N operate off of elevated storage fed from pumping facilities in the pressure zone to fill the tanks. The overflow weir of the elevated tanks in pressure zones 1 and 2N maintain the HGL. Pressure zones 2S and 3N operate as closed pressure zones without storage and are maintained with pressure set points at the booster pump station facilities serving them. The HGL of these pressure zones is maintained by those pressure setpoints. The hydraulic grade level (HGL) of each pressure zone can be seen in Table 1.

Table 1 – Pressure Zone HGL Elevations

Pressure Zone	HGL (ft)
1	2,575’
2N	2,653’
2S	2,625’
3N	2,710’

Boundaries between the pressure zones are separated by closed gate valves that isolate the zones from one another. The exception to this is between pressure zones 1 and 2N, which incorporate 7 pressure reducing valves (PRV) along the boundary and supplement water into zone 1. There is currently not any monitoring equipment on the PRVs to monitor frequency or volume of flow between the pressure zones. Maps of the existing water main material and sizes are shown in Figure 3 and Figure 4 respectively.

2.2.2 Storage Facilities

The City of Dickinson currently has 7 storage facilities located throughout the distribution system. The total storage across all storage facilities is 4.863 million gallons (MG). This does not include the 6 MG raw water storage at the SWA water treatment plant. Storage within the water distribution system is used to provide consistent service to customers while providing storage for emergencies, fires, and supplementing pumping during peak flow demand. Details of these tanks can be found in Table 2.

Table 2 – Storage Facility Information

Existing Storage Tanks	Storage Type	Storage Capacity (Gallons)	Hydraulic Grade (ft)	Max. Level (ft)	Pressure Zone Served
10th Ave. E Tank	Ground	1,000,000	2,463’	31.25’	2N
State Ave Tank	Ground	525,000	2,653’	42’	2N
Young’s Tank (Rocky Butte)	Ground	843,000	2,578’	40’	1
East Tower	Elevated	500,000	2,578’	40’	1
4th Ave. E Tank	Elevated	500,000	2,575’	30’	1
North Tank	Elevated	500,000	2,651’	40’	2N
Northwest Tank	Elevated	1,000,000	2,653’	42’	2N

2.2.3 Pumping Facilities

Multiple pumping stations are situated throughout the distribution system. These pumping facilities serve the 4 pressure zones in the Dickinson water distribution system. Location of the pumping facilities can also be found in Figure 2. Detailed information regarding each pumping facility can be found below in Table 3.

Table 3 – Pumping Facility Information

Location	Pump No.	Rated flow rate (gpm)	Rated Head (ft)	Motor Size (hp)	RPM	Pressure Zone Served
Finished Water Pump Station	High Service Pump (3)	3,700	192	250	1800	1
10 Ave. E and Baker Ave. Booster Station	Booster Pump (2)	1000	120	40	1800	2N
River Drive Booster Station	Booster Pump 1	100	100	5	3530	2S
	Booster Pump 2	400	100	20	1760	
	Booster Pump 3	950	100	40	1780	
State Ave Booster Station	Booster Pump 1	150	100	7.5	3500	3N
	Booster Pump 2	500	100	20	1750	
	Booster Pump 3	1200	100	40	1780	
	Booster Pump 4	1200	100	40	1780	
	Booster Pump 5	1200	100	40	1780	

2.2.4 Existing Service

The goal of the City's water distribution is to deliver safe and reliable water to its customers. Acceptable pressure in a water distribution system is typically between 40 and 80 psi, where lower pressures may not deliver adequate service to properly use plumbing fixtures and higher pressures may cause plumbing fixtures to leak. Figure 2 shows the existing pressure contours from the City's water distribution system model for expected pressure during an average day. The water distribution system generally meets the acceptable pressure criteria, with the major exception being near the State Avenue Tank which is located on a hill and does not serve any customers in this area.

Fire protection is also an important service provided by the water distribution system. The City's goal is to provide 1,500 gpm of fire flow to R1 zoning, 2,500 gpm to R2 zoning, 3,500 gpm to R3 zoning, and 3,500 gpm to industrial and commercial zoning. These goals are taken into consideration when planning for watermain replacement and extending service to new customers in order to properly size water mains to achieve these goals.

Available service to new customers under existing and future conditions was evaluated using 2 methods, available pump and watermain capacity, and available flow at a minimum 40 psi pressure, for each of the 4 pressure zones. The available watermain capacity is determined by the remaining flow available based on velocity and headloss criteria established by the American Water Works Association (AWWA). These criteria are established to deliver sufficient flow in an energy efficient manner. The resulting capacities are shown in Figure 6 and are quantified as follows:

- Velocities of 4-6 feet per second or less.
- Headloss of 5-7 feet/1,000 feet for distribution mains 14" in diameter and smaller.
- Headloss of 2-3 feet/1,000 feet for transmission mains 16" in diameter and larger.

The City's hydraulic model was used to establish the available flows based on a minimum pressure of 40 psi in each of the 4 pressure zones. This represents the amount of flow available at the edge of the water distribution system on the pressure zone boundary available for development at the boundary elevation. Table 4shows a summary of the available flow at 40 psi in each of the 4 pressure zones.

Table 4 – Available Flow by Pressure Zone

Pressure Zone	Available Flow (gpm)
1	830
2N	615
2S	530
3N	1,020

Figure 1 – Existing Urban Service and Municipal Boundary

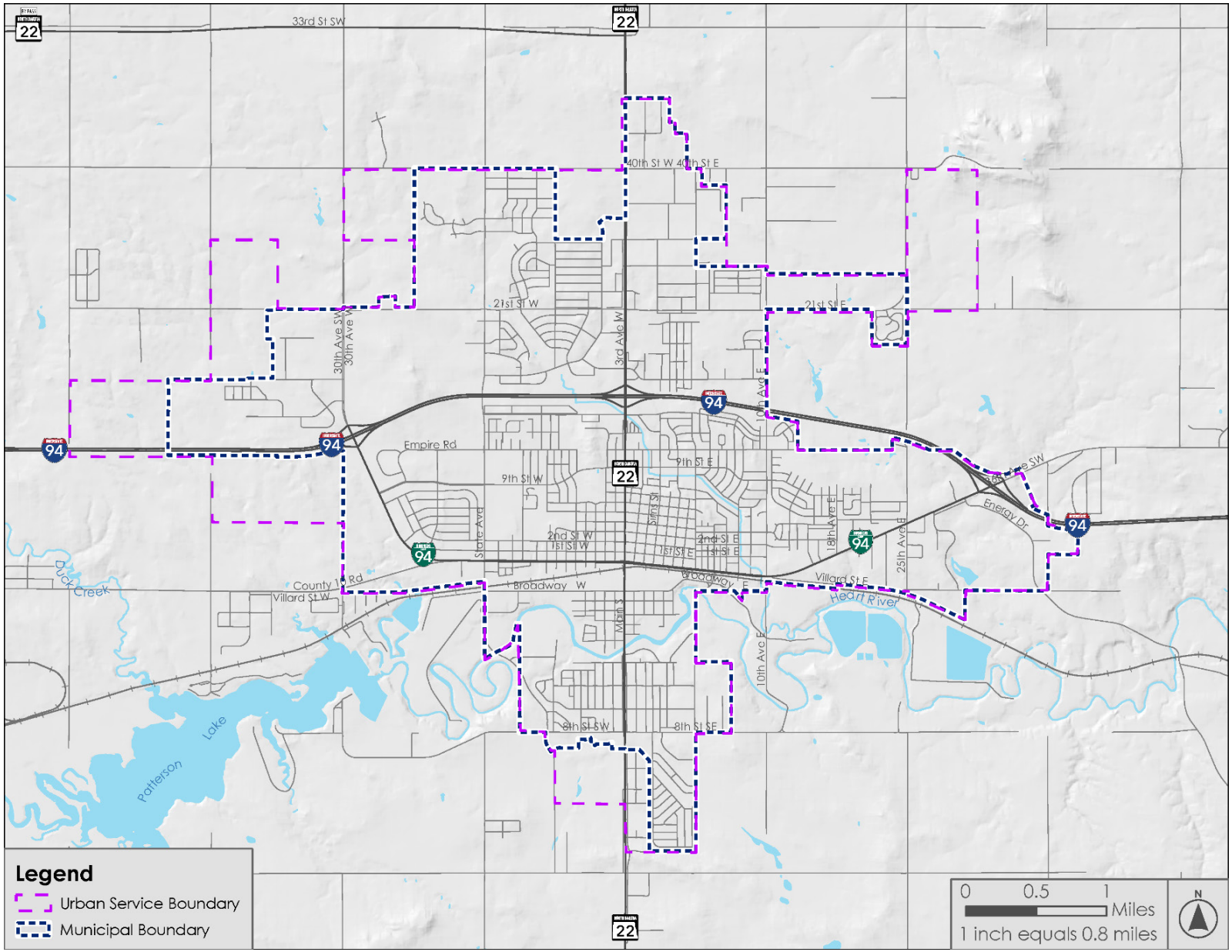


Figure 2 – Existing Water Infrastructure and Pressure Zone Boundaries

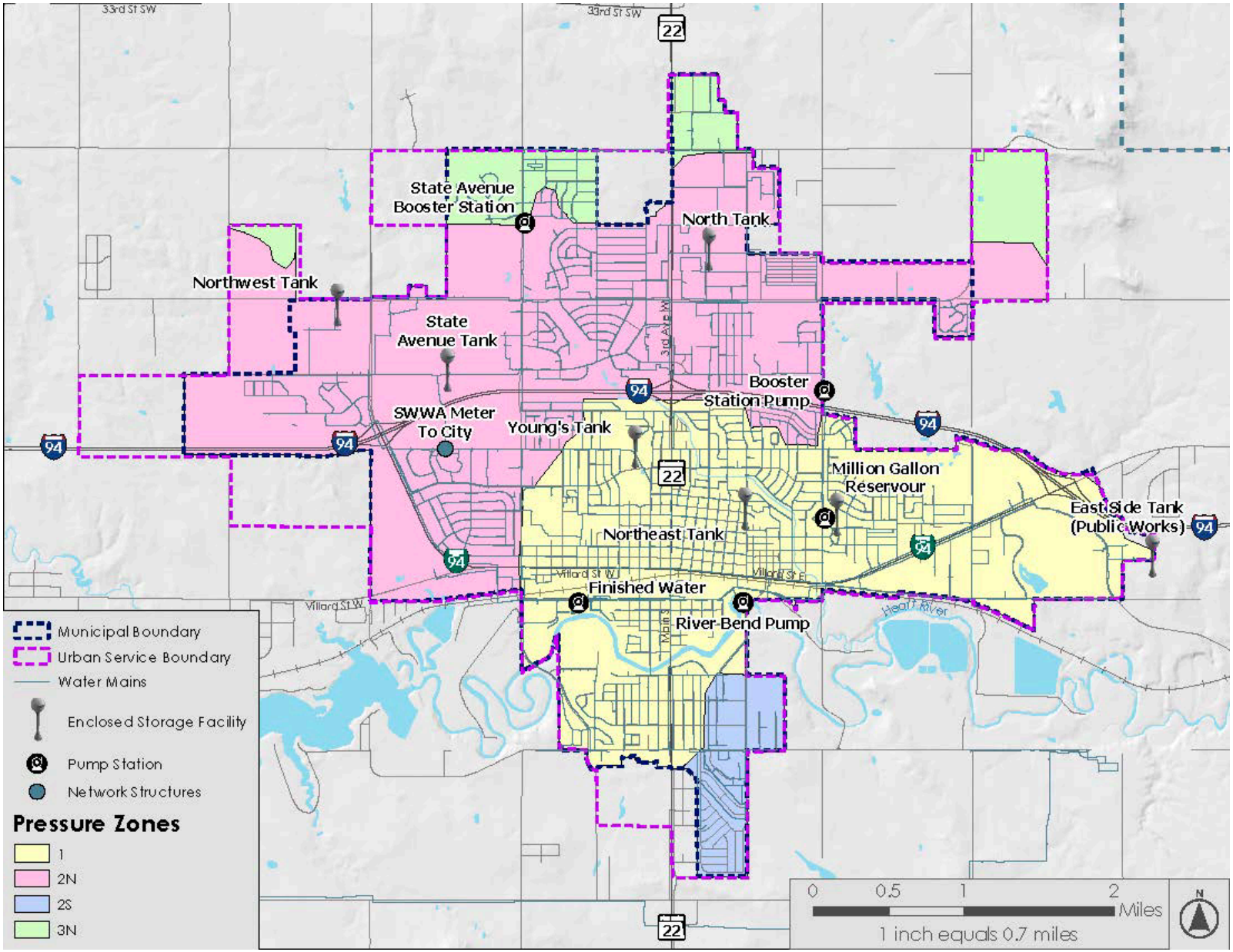


Figure 3 – Watermain Material Map

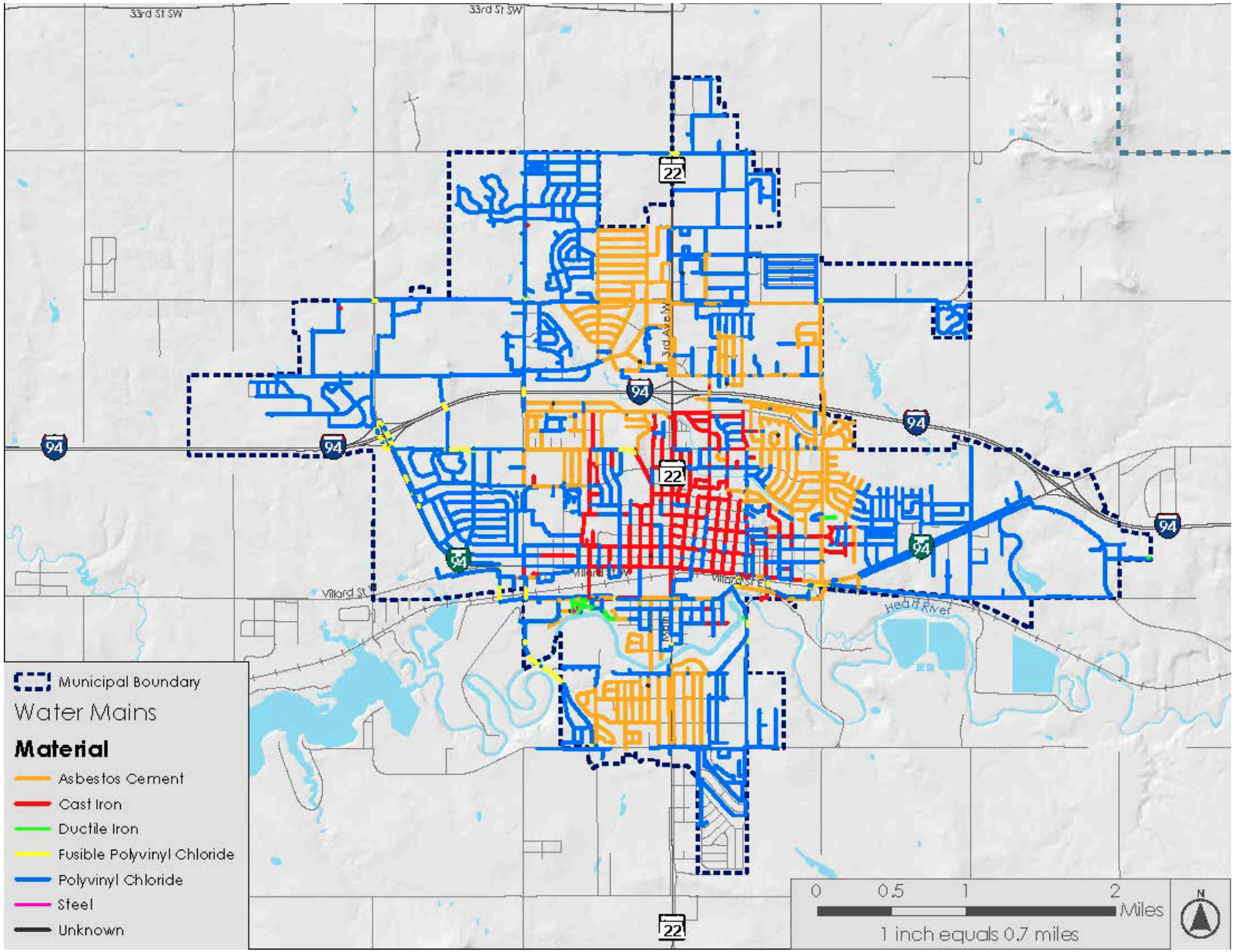


Figure 4 – Watermain Diameter Map

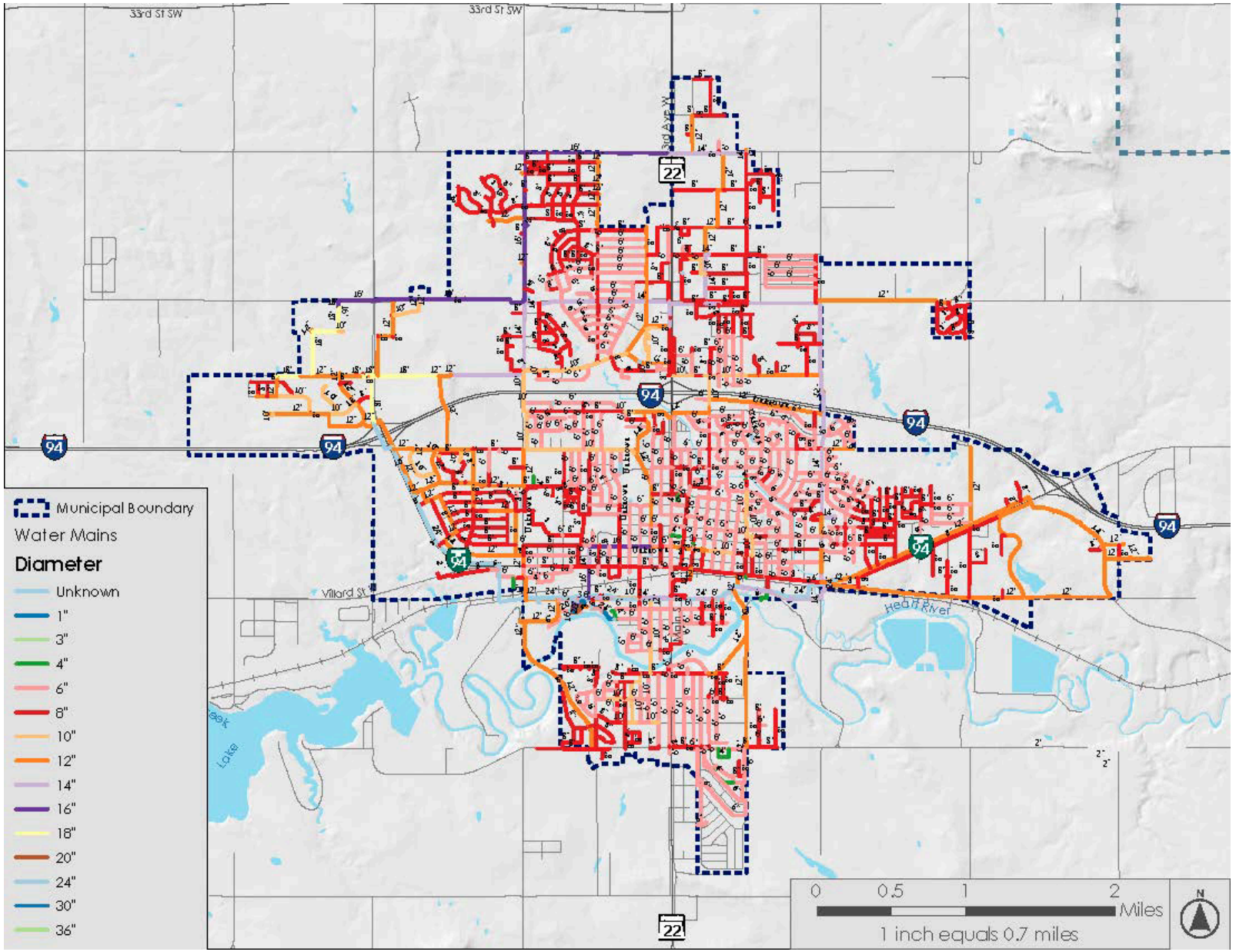


Figure 5 – Existing Pressure Contours

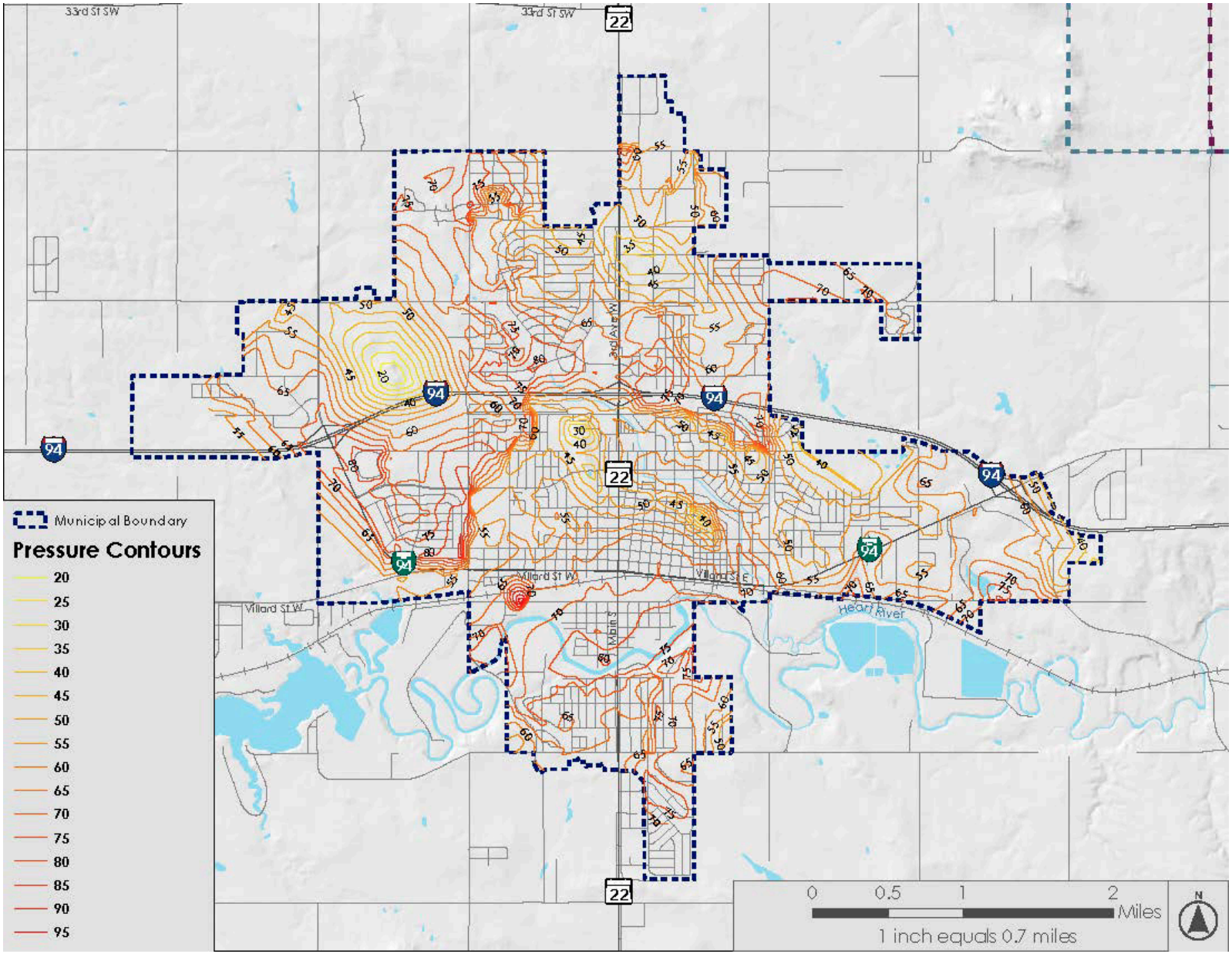
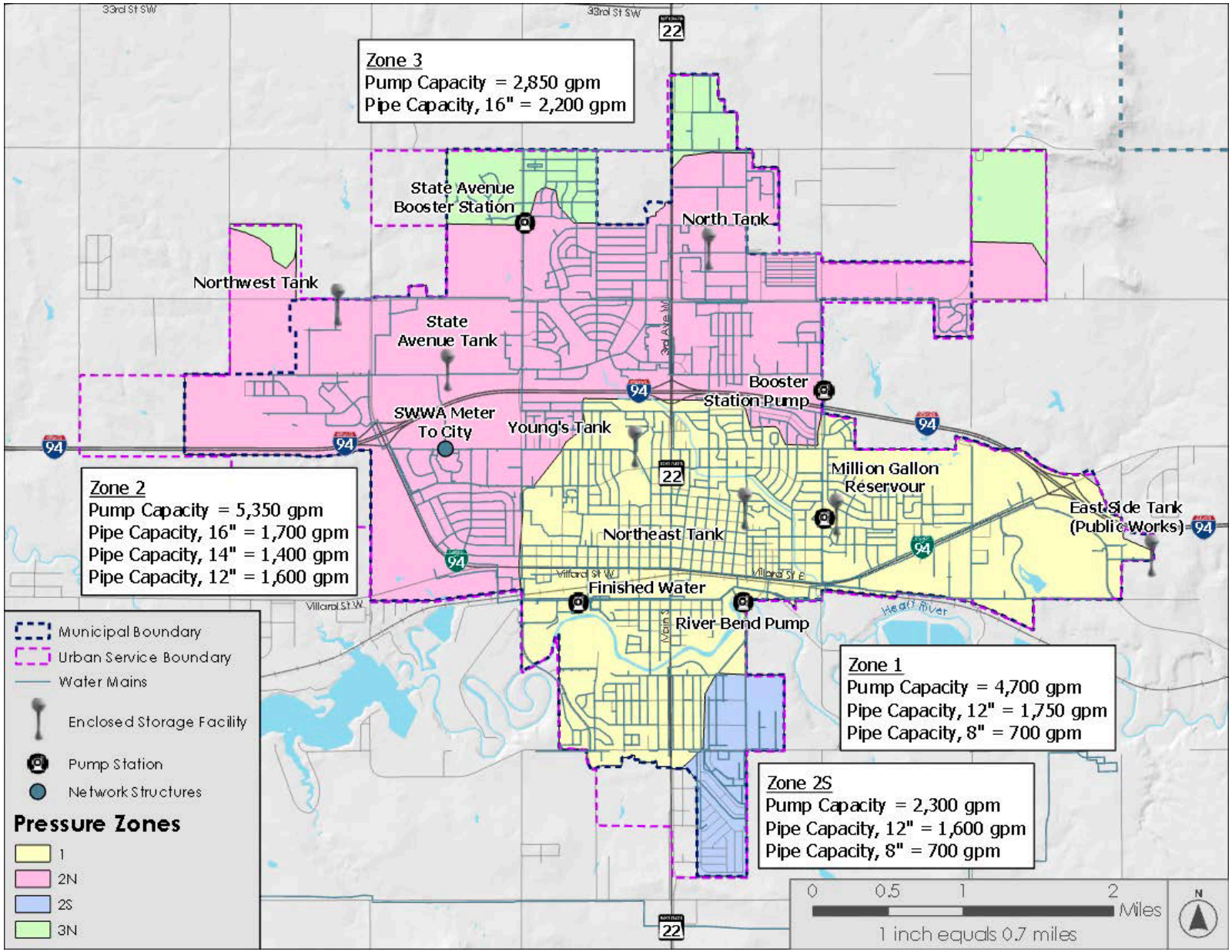


Figure 6 – Pressure Zone Capacities



3.0 Future Conditions

Using the Future Land Use and updated infrastructure planning area, acreages of developable areas in each pressure zone were calculated and future demands were determined. The effects of the future demands on the existing systems and recommended improvements to supply future demands are discussed below. The water infrastructure planning was completed within the framework of the existing 2014 Water Utility Master Plan and the calibrated water model from 2021. Watermain to serve future land use discussed and identified here are generally limited to transmission mains 12" and larger as finer details will be dictated by future development and plats.

3.1 Future Demands

Future demands were determined from the amount of developable land and land use type as identified in the future land use plan. The future demands were applied to the existing water distribution system to determine available capacity left in each pressure zone and identify recommended improvements to accommodate the increased demands. The map of future land use and pressure zones is shown in Figure 8. The total developable acres, land use type, and average gallon per acre per day (gpapd) for each pressure zone are shown in Table 4. The gpapd used for the varying land use types was the same regardless of pressure zone.

Table 5 – Future Land Use Acreage by Pressure Zone

Land Use Type	PZ 1	PZ 2N	PZ 2S	PZ 3	gpapd
Agricultural	68	653	0	128	0
Commercial	62	264	3	37	500
High Density Residential	46	292	14	35	1,500
Industrial	160	9	10	239	110
Low Density Residential	280	422	26	0	1,000
Mixed Use	1	0	0	0	1,350
Parks & Recreation	29	6	3	0	95
Public/Institutional	74	354	4	3	100
Total	**720**	**2,001**	**59**	**441**	**-**

Historical average day demands for each of the land use types in the City of Dickinson were applied to the future land use plan to determine capacities in each pressure zone. The resulting demands were applied to available flow determined in the Existing Conditions to determine remaining available flow or deficiencies. Table 6 lists the remaining available flow with the future flows applied to each pressure zone. These capacities are determined by availability of flow in transmission mains and pumping facilities. Each of the 4 pressure zones has sufficient capacity to accommodate future demands except for Pressure Zone 2N.

Table 6 – Future Available Flow by Pressure Zone

Pressure Zone	Available Flow (gpm)
1	545
2N	-100
2S	495
3N	805

Average day and maximum day future demands were based off a historical per capita demand of 120 gallons per day and a maximum day peaking factor of 2.06. Maximum day flows increase approximately 68% from existing maximum day to the 2050 future maximum day. The existing average day and maximum day demands are shown in Table 7.

Table 7 – Existing and Future Average Day and Maximum Day Demands

Demand	Average Day (gal)	Maximum Day (gal)
Existing	2,602,796	5,349,260
Future	4,373,880	9,010,193

3.2 Pressure Zone 1

Pressure Zone 1 is served via a 24” transmission main directly from the Finished Water Pump Station (FWPS). The majority of the future land development planned for Pressure Zone 1 is located on the east side of the service area which is generally served by sufficient transmission main and storage infrastructure. A 12” transmission main would need to be installed in the area of 10th Street E between 11th Avenue E and 25th Ave E to provide looping and adequate available fire flows to the future low density residential development.

3.3 Pressure Zone 2N

Pressure Zone 2N is served via a 24” transmission main directly from the FWPS and from the 10th Avenue E Tank through 2 booster pump stations in series along 10th Avenue E. The majority of the future land development planned for Pressure Zone 1 is located on the east side of the service area. The future capacity with existing infrastructure is deficient for this pressure zone, with an available capacity of -100 gpm. Modeling of future demands with existing infrastructure showed the North Tower is unable to remain full during maximum day demands. This is due to the capacity in the existing 14” transmission main from the 10th Avenue E booster pump station to Pressure Zone 2S. Past discussions with City staff regarding decommissioning the north 10th Avenue E booster pump station with improvements to the 10th Avenue E transmission main would be advised, while upgrading the firm capacity of pumps at the 10th Avenue E booster pump station to 2,000 gpm. Modeling of these improvements increased the available capacity in Pressure Zone 2N and maintained the North Tower levels.

As development progresses in Pressure Zone 2N, it is recommended to replace the existing 14” transmission main on 10th Avene E to a 16”. Additional pumping capacity will be required and is recommended to

A significant amount of the future land development is located on the west side of the pressure zone. Extension of the existing 12" watermains in this area will be needed to serve the future area. Additionally, a 12" watermain extension to serve the area near Dickinson Middle School, south of 35th Street SW. A 12" transmission main extending from the State Avenue Tank to 35th Street SW will be needed to serve these areas as they develop.

3.4 Pressure Zone 2S

Pressure Zone 2S is served via the River Drive booster pump station in a closed pressure zone without storage. There is sufficient capacity in the existing booster station to supply future demands to the pressure zone. Future land development in Pressure Zone 2S is limited to infill within the existing infrastructure and does not require additional watermains. With no existing storage in the service area, the increased demands warrant evaluation of storage to satisfy emergency storage and fire flow requirements.

3.5 Pressure Zone 3

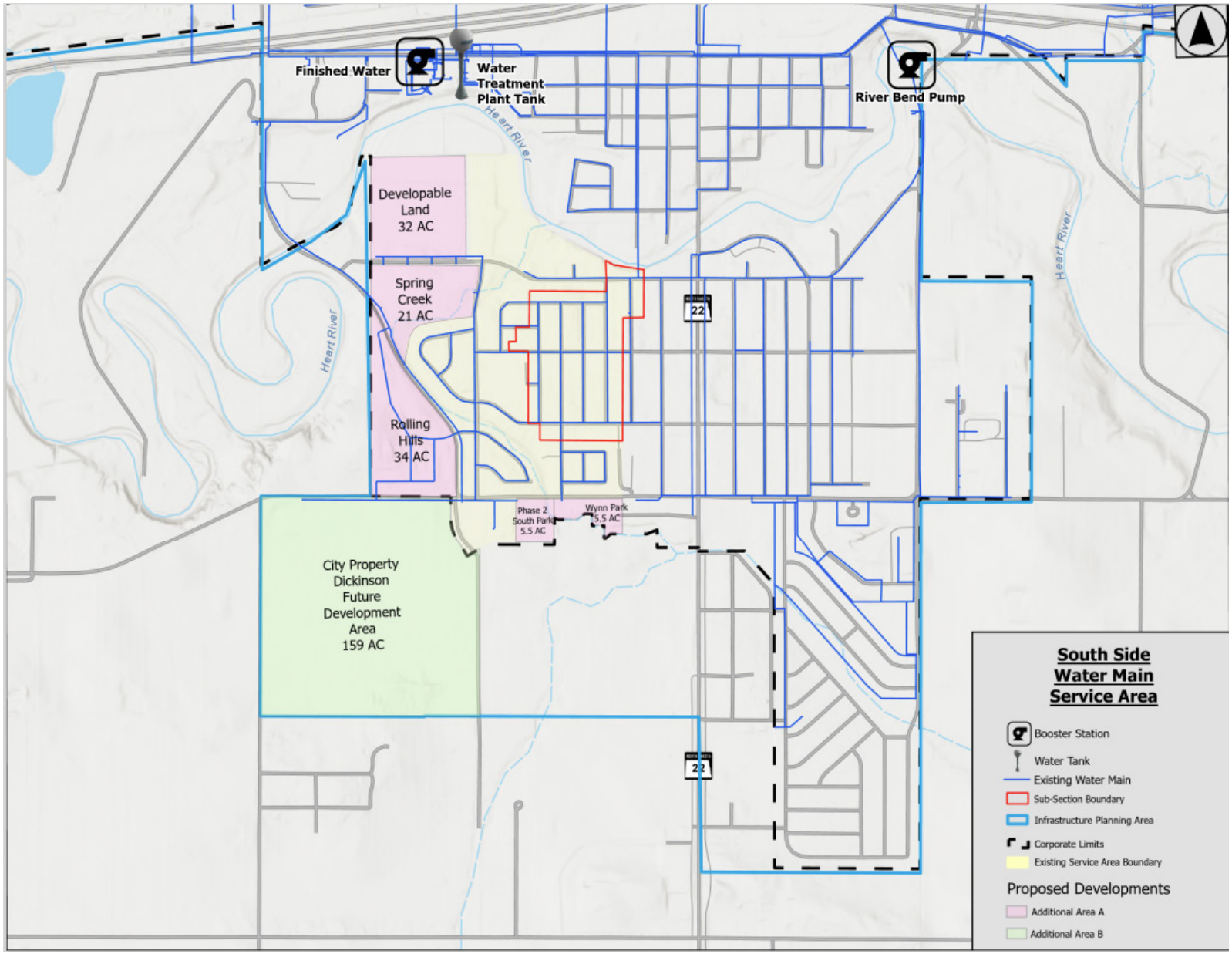
Pressure Zone 3 is served via the State Avenue booster pump station in a closed pressure zone without storage. There is sufficient capacity in the existing booster station to supply future demands to the pressure zone. There is a significant increase in demands with future development of 310,000 gallons per day. This significant increase can make operation of a closed pressure zone difficult without storage, along with the risk of pumping failure upstream of the pressure zone, inclusion of storage should be evaluated as this pressure zone develops further. The 2014 Utility Master Plan had identified a elevated storage reservoir northeast of the intersection of 40th Street and State Avenue outside of the Municipal Boundary. It is recommended to futher evaluate the location of a future storage reservoir within Pressure Zone 3 through an updated detail Water Utility Master Plan. A possible location is within the undeveloped property south of 40th Street and between 10th Ave West and 3rd Ave West.

3.6 Southwest Service Area

The Southwest Service Area is defined as the area south of State Avenue and west of 8th Avenue SW. This area is currently serviced by Pressure Zone 1 but has seen minimal development. A fire training station owner by the City of Dickinson is located within this area and has had limited fire flows due to its higher elevation relative to the pressure zone's service elevation. Development interest has occurred south of 8th Street SW and the area is shown in Figure 7. The Rolling Hills development has also been platted for the area north of 8th Street SW and west of State Avenue.

This area was previously identified in the 2014 Water Use Master Plan (WUMP) as being served by Pressure Zone 2S with a hydraulic grade of 2,625' as compared with the Pressure Zone 1 hydraulic grade of 2,575'. The varying elevations in the Southwest Service Area that exceed the service elevations for Pressure Zone 1 would concur with the WUMP as this area being in Pressure Zone 2S. Due to the area being segmented from the existing Pressure Zone 2S, a booster pump station providing pressure to the Pressure Zone 2S hydraulic grade to service the area separately would be required.

Figure 7 – Southwest Service Area



3.7 Finished Water Pump Station

The City of Dickinson purchases its water from the Southwest Water Authority (SWA) after treatment at the FWPS. Future demands indicate a maximum day demand of 9.01 mgd which exceed the current agreement amount for purchasing water. Future demands should be considered when negotiating allocation with SWA to ensure enough water is available to meet future demands. The 2014 WUMP also recommended an increase in allotment to at least 9 mgd in the event the FWPS capacity is expanded to 18 mgd. It is our understanding that these improvements to the FWPS are currently underway and would recommend increasing allotment to meet the projected 2050 demand of 9.01 mgd.

3.8 Improvements and Recommendations

Improvements and recommendations will be described individually with improvements organized by pressure zone and area. The recommended improvements in this section are all shown in Figure 9. The resulting pressure zone contours incorporating the recommended improvements is shown in Figure 10 All cost estimates in this section are based on 2025 dollars. Estimated costs for watermain are limited to excavation, installation, and material of watermain piping. Timing and trigger points of demands are not in the scope of this document and should be evaluated in further detail when the 2014 WUMP is updated.

3.8.1 Pressure Zone 1

Pressure Zone 1 improvements are limited to a 12” watermain extension along 12th Street E, totaling approximately 4,200 linear feet.

12” Watermain: $1,200,000
Total Estimated Cost: $1,200,000

3.8.2 Pressure Zone 2N

Pressure Zone 2N improvements include 12” watermain extension on the west side of the service area, upsizing of the 10th Avenue E transmission main, and improvements to the 10th Avenue E booster pump station. Improvements to the booster pump station include a new booster pump station building, pumps with a firm capacity of 2,000 gpm, controls, and emergency generator.

16” Watermain (10th Avenue E): $2,900,000
10th Avenue E Booster Pump Station Improvements: $2,400,000
Total Estimated Cost: $5,300,000

3.8.3 Pressure Zone 2S

Pressure Zone 2S improvements do not require any watermain extension or improvements. The inclusion of a 125,000 gallon water storage facility is recommended to stabilize pumped storage and provide emergency storage to the pressure zone.

Water Storage Facility: $350,000
Total Estimated Cost: $350,000

3.8.4 Pressure Zone 3

Pressure Zone 2S improvements do not require any watermain extension or improvements. The inclusion of a 250,000 gallon water storage facility is recommended to stabilize pumped storage and provide emergency storage to the pressure zone.

Water Storage Facility: $800,000
Total Estimated Cost: $800,000

3.8.5 Southwest Service Area Improvements

It is recommended the Southwest Service Area be served by a 750 gpm booster pump station, which includes 250 gpm capacity for the fully developed area and a 500 gpm fire flow. Watermain extension south of the 8th Street SW consists of 8” and 10” extensions from the existing 12” watermain.

8” Watermain: $510,000
10” Watermain: $600,000
Booster Pump Station: $800,000
Estimated Cost: $1,910,000

Figure 8 – Future Land Use Map

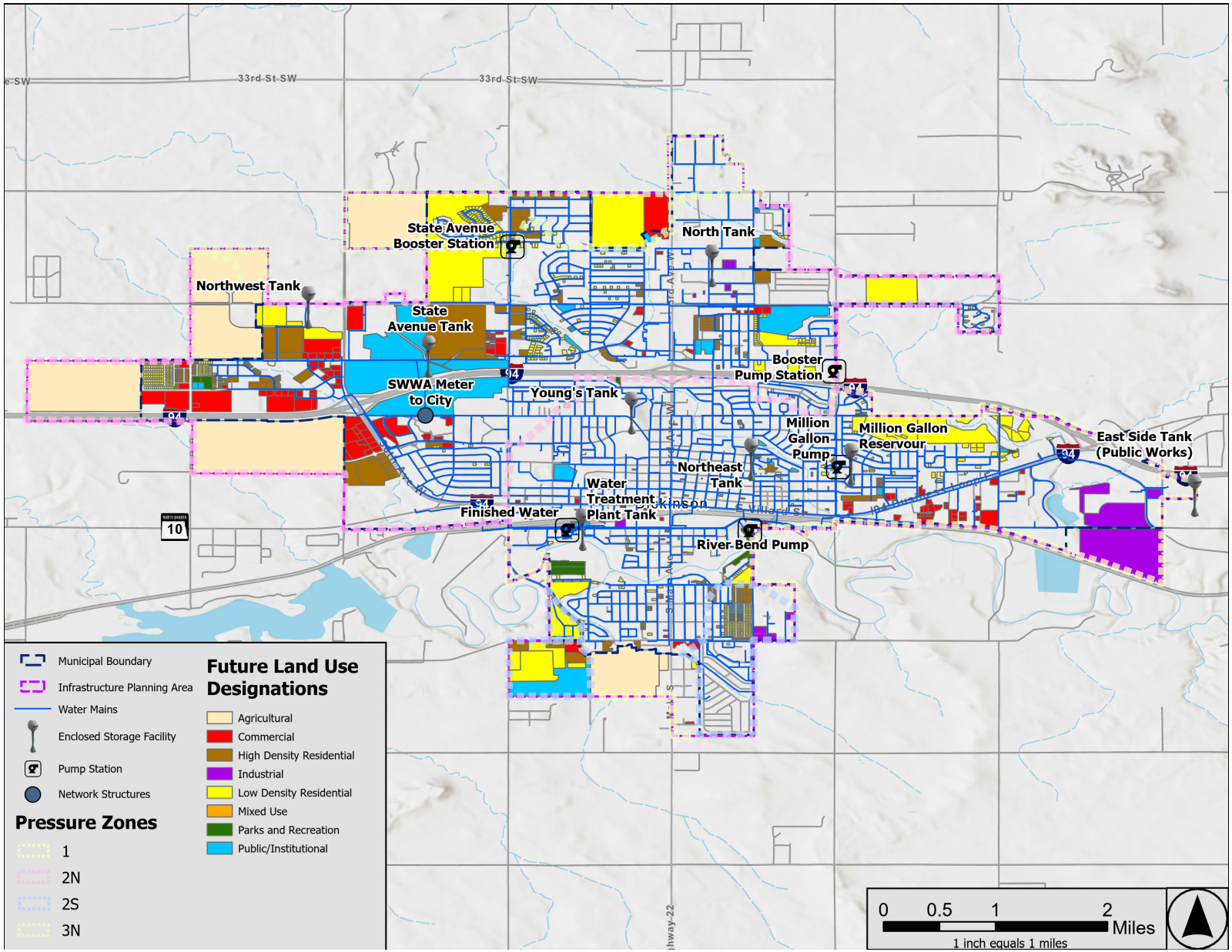


Figure 9 – Recommended Capital Improvements and Pressure Zone Boundaries

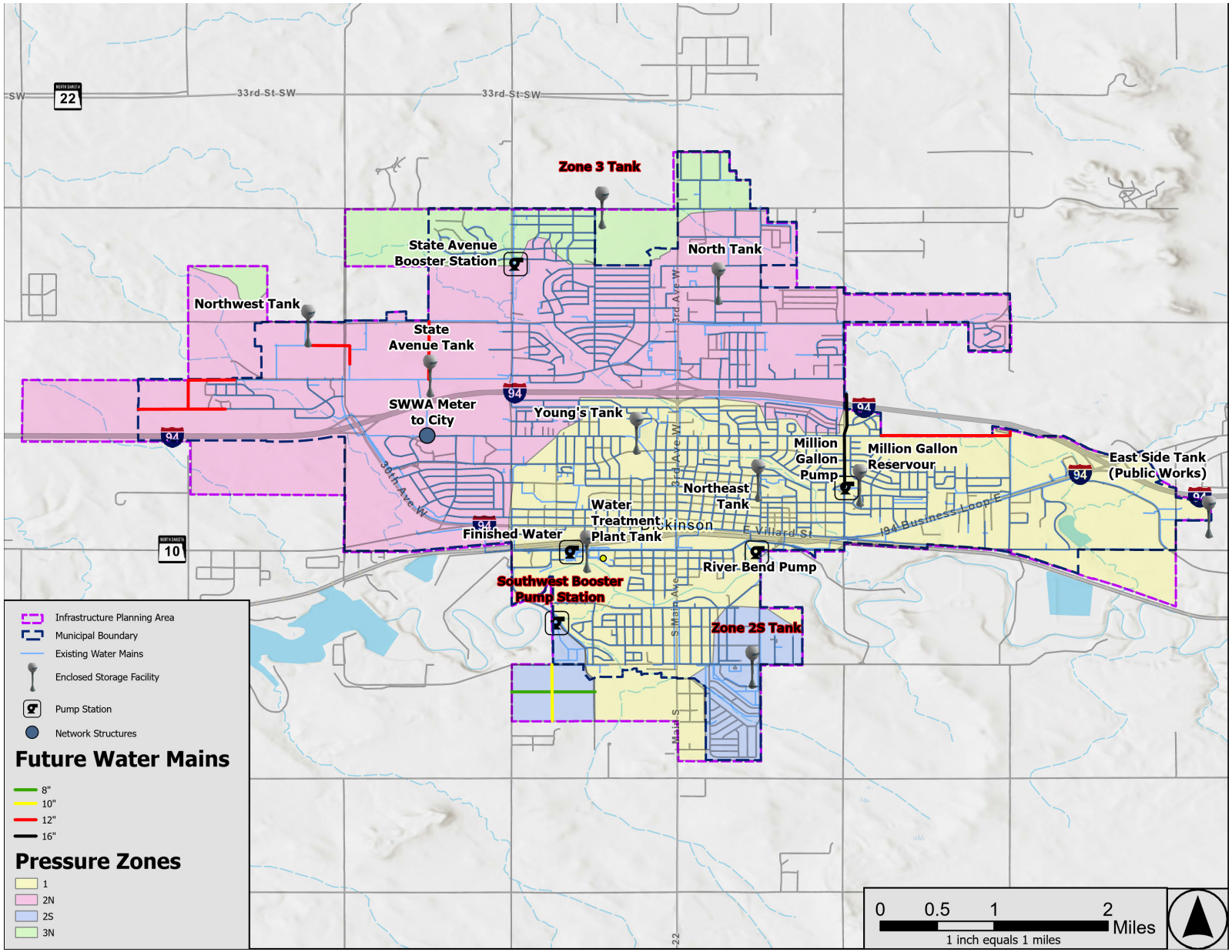
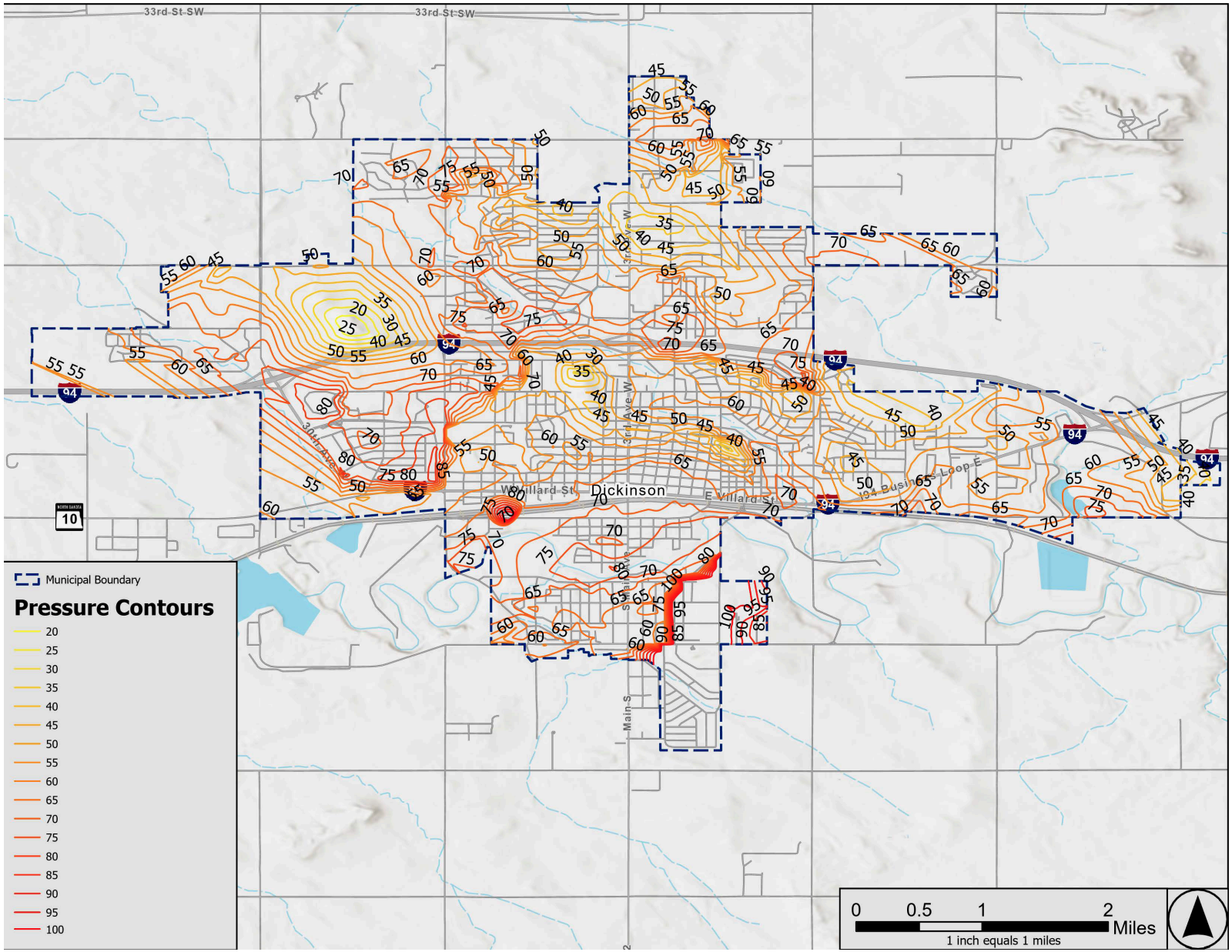


Figure 10 – Future Pressure Contours with Recommended Improvements



Technical Memorandum

Dickinson Transportation and Comprehensive Plan
Wastewater Collection and Conveyance System

September 2025

1.0 Introduction

In 2023, Kadrmas, Lee & Jackson, Inc (KLJ) entered into an agreement with the City of Dickinson to update the City's master transportation and comprehensive plan. As part of this agreement, KLJ teamed with Apex Engineering Group to evaluate the existing capacities of the wastewater collection system along with future capacities and recommended capital improvements for the 2050 planning year. The future wastewater demands are derived from the future land use, future planning area, and population projections as established in the KLJ comprehensive plan update.

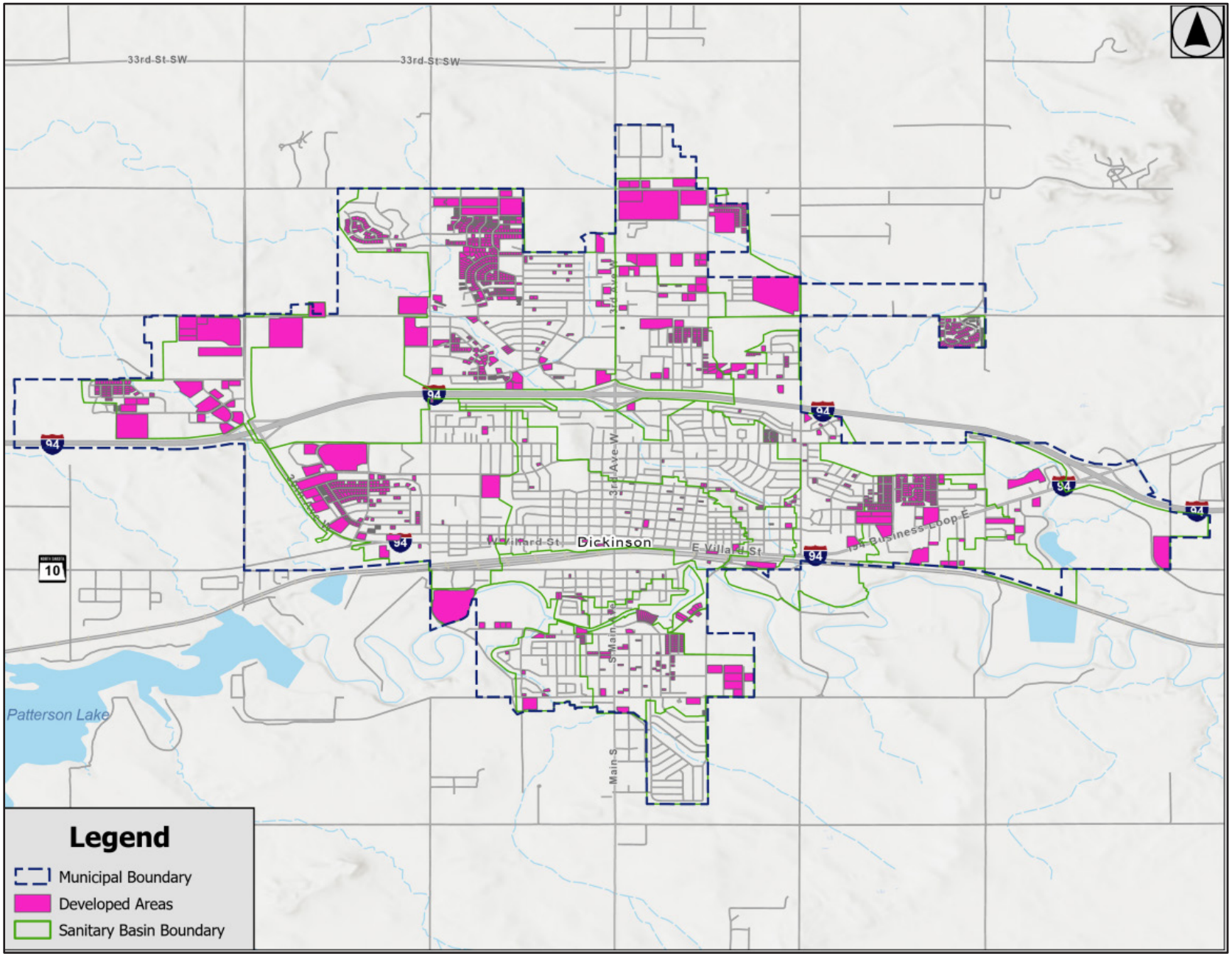
Various wastewater studies conducted by Apex between 2012 and 2023 are referenced as the basis of design for future infrastructure and improvements. Apex has been doing ongoing studies of the City's wastewater collection system to determine existing capacities, future capacities and capital improvement projects in coordination with City personnel. The results of these studies are discussed in this technical memorandum (TM).

2.0 Existing Conditions

In 2012 the City of Dickinson assessed the performance of the wastewater collection and conveyance system and, as a result, completed various capital improvement projects to meet the projected future demands. The purpose of this report is to evaluate the current wastewater collection system based on the development that has occurred since 2012.

To determine the additional demands on the sanitary sewer collection system, the locations, types and acres of development that have occurred since 2012 were determined based on aerial photography and building permits. The areas that have been developed since 2012 are shown in the following figure.

Figure 1 – Development Since 2012



Additional demands were then calculated using the following standard design criteria shown in Table 1.

Table 1 – Standard Design Criteria

Zoning		Average Daily Flow
Agricultural	0.1 DU/Ac	25 gpd/Ac
Rural Residential	1 DU/Ac	250 gpd/Ac
R-1 / Low Density Residential	4 DU/Ac	1,000 gpd/Ac
R-2 / Medium Density Residential	8 DU/Ac	2,000 gpd/Ac
R-3 / High Density Residential	16 DU/Ac	4,000 gpd/Ac
Mobile Home Residential	8 DU/Ac	2,000 gpd/Ac
Parks and Recreation		100 gpd/Ac
Public/Civic		800 gpd/Ac
Limited Commercial		80 gpd/Ac
Community Commercial		1,150 gpd/Ac
General Commercial		1,500 gpd/Ac
Downtown Commercial		1,500 gpd/Ac
Light/Limited Industrial		800 gpd/Ac
General Industrial		1,500 gpd/ac

Sources
1. "Wastewater Collection System Modeling" by Haestad
2. "Gravity Sanitary Sewer Design and Construction" WEF Manual of Practice No. FD-5/ACED No. 60.
3. City of Dickinson Zoning

Using the above criteria, planning level flows were calculated. The capital improvement projects that have been completed since 2012 have also been considered. The additional flows were added to the system and remaining capacities/deficiencies were determined.

The results of the evaluation of the current Wastewater Collection and Conveyance System are presented herein. This report does not evaluate the Water Reclamation Facility (WRF). At the time of this report, the WRF is the Facility Planning stages under a separate project.

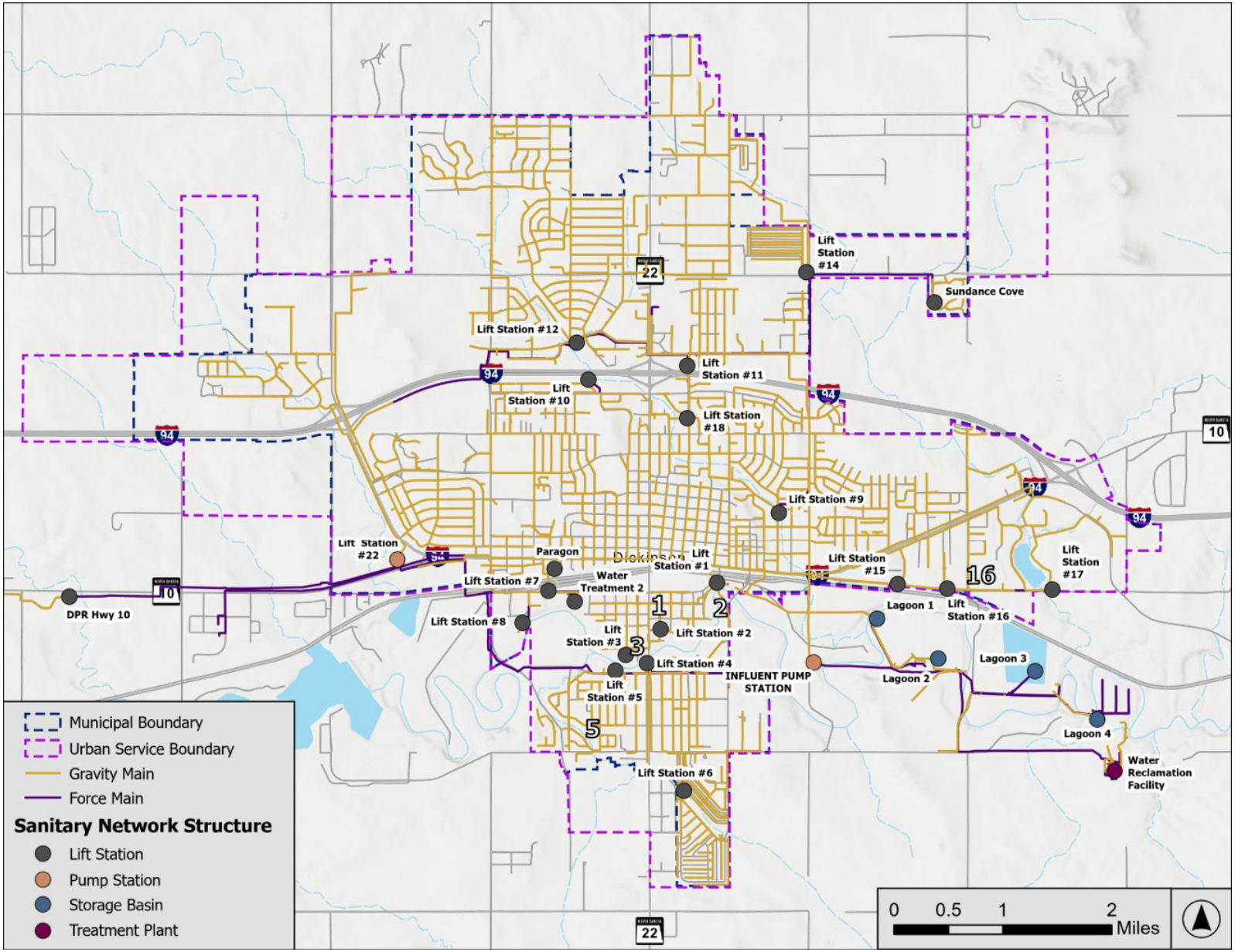
2.1 Sanitary Sewer Collection System

Collection system components are defined as follows:

- Basin/Sewershed – A service area where all wastewater flows are transported by gravity to a single location.
- Lateral – A pipeline that transports wastewater by gravity from an individual property to a main.
- Mains/Collectors – Pipelines that collect wastewater and transport it by gravity within a basin. Most public-sector sewer pipelines are described as mains or, alternatively, collectors.
- Force Main – A force main is a pipeline that conveys pressurized wastewater from a pump station.
- Lift Station / Pump Station – A lift station is a pumping facility where the predominant work being done is to lift the wastewater from a source and discharge it by gravity to a nearby location. A pump station is a pumping facility where the work being done includes lifting the water and pumping it under pressure through a force main to a remote location. For the purposes of this report, all wastewater pumping facilities will be referred to as lift stations.
- Trunk Sewers – This is a term often used for large sewer pipelines that convey flow across basin boundaries or collect flow from several individual basins.
- Interceptor – An interceptor is a gravity sewer that is installed to intercept wastewater flows in one or more established collection basin and transport that wastewater along a new route.

The City's Sanitary Sewer Collection System is shown in following figure.

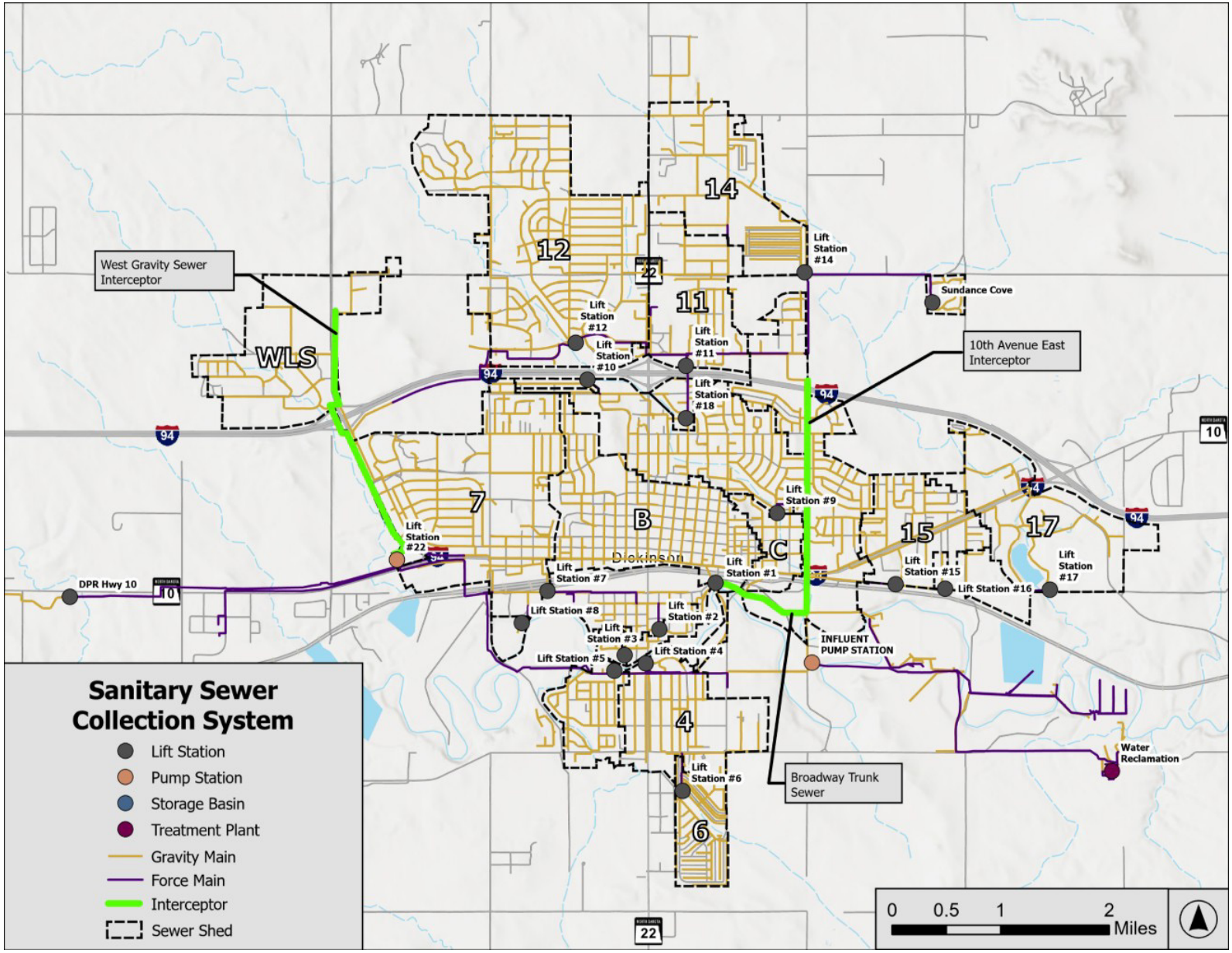
Figure 2 – Sanitary Sewer Collection System



2.1.1 Collection System Overview

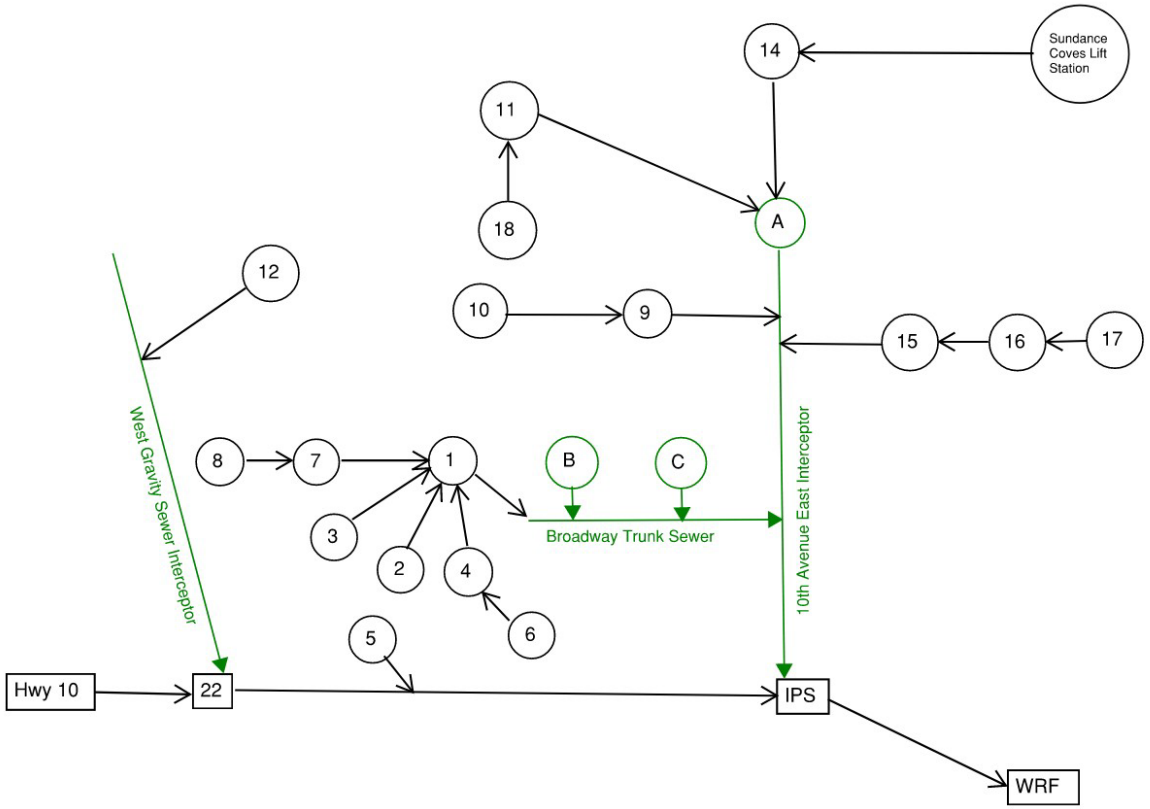
The City of Dickinson's sanitary sewer collection system consists of 22 sewershed basins. Wastewater within each basin flows by gravity to a single collection point. In 19 of the basins, the wastewater is pumped from the collection point via a wastewater lift station out of the basin. Wastewater in three of the basins flows by gravity out of the basin to a trunk sewer. The collection system basins and major interceptors are shown in the following figure.

Figure 3 – Collection System Basins and Major Interceptors



The City of Dickinson wastewater conveyance system consists of lift stations and trunk sewers that transport wastewater out of the basins either to other basins or to Interceptors. All flows are conveyed to the Influent Pump Station (IPS). The IPS pumps all of the City's wastewater to the WRF. The following flowchart illustrates how wastewater gets from the basins to the WRF. Numbered basins are served by a lift station; lettered basins are served by gravity only.

Figure 4 – Sanitary Sewer Collection System Overview



Sanitary Sewer Collection System Overview

The collection system consists of approximately 150 miles of gravity sewer lines ranging in size from 8 inches in diameter to 36 inches in diameter and approximately 25 miles of forcemains ranging in size from 4 inches to 24 inches in diameter.

2.2 Lift Stations

A wastewater lift station consists of two or more pumps that convey wastewater out of a wet well and discharge into a nearby gravity sewer or into a forcemain. Wastewater lift stations are designed based on current standards so required peak flows can be achieved with one pump out of service. Maximum flow with one pump out of service is defined as the firm capacity of the lift station. Firm capacities for the lift stations that are significant for this report are shown in the following table.

Table 2 – Lift Station Capacities

Lift Station	Number of Pumps	Horsepower	Firm Capacity (gpm)
No. 1	3	40	2,800
No. 4	2	10	348
No. 5	3	70	2,000
No. 7	3	10	1,371
No. 9	2	10	519
No. 11	2	42	1,280
No. 12	3	215	4,000
No. 14	2	37	695
No. 15	2	10	290
No. 22	3	215	6,000
Influent Pump Station (IPS)	3	380	10,425

Lift stations not listed in the above table pump wastewater into the above listed sewer basins. The flows from those areas are therefore accounted for in the discussions on the above lift stations.

2.3 Existing Capacities / Deficiencies

Five primary routes in the existing collection system may be used to serve new development in the City of Dickinson. For discussion purposes these routes are referred to as the Broadway Collection and Conveyance System, 10th Avenue East Interceptor, South Dickinson Collection and Conveyance System, West Dickinson Collection and Conveyance, and East Dickinson Collection and Conveyance System. Routes will be described and evaluated individually.

2.3.1 Broadway Collection and Conveyance System

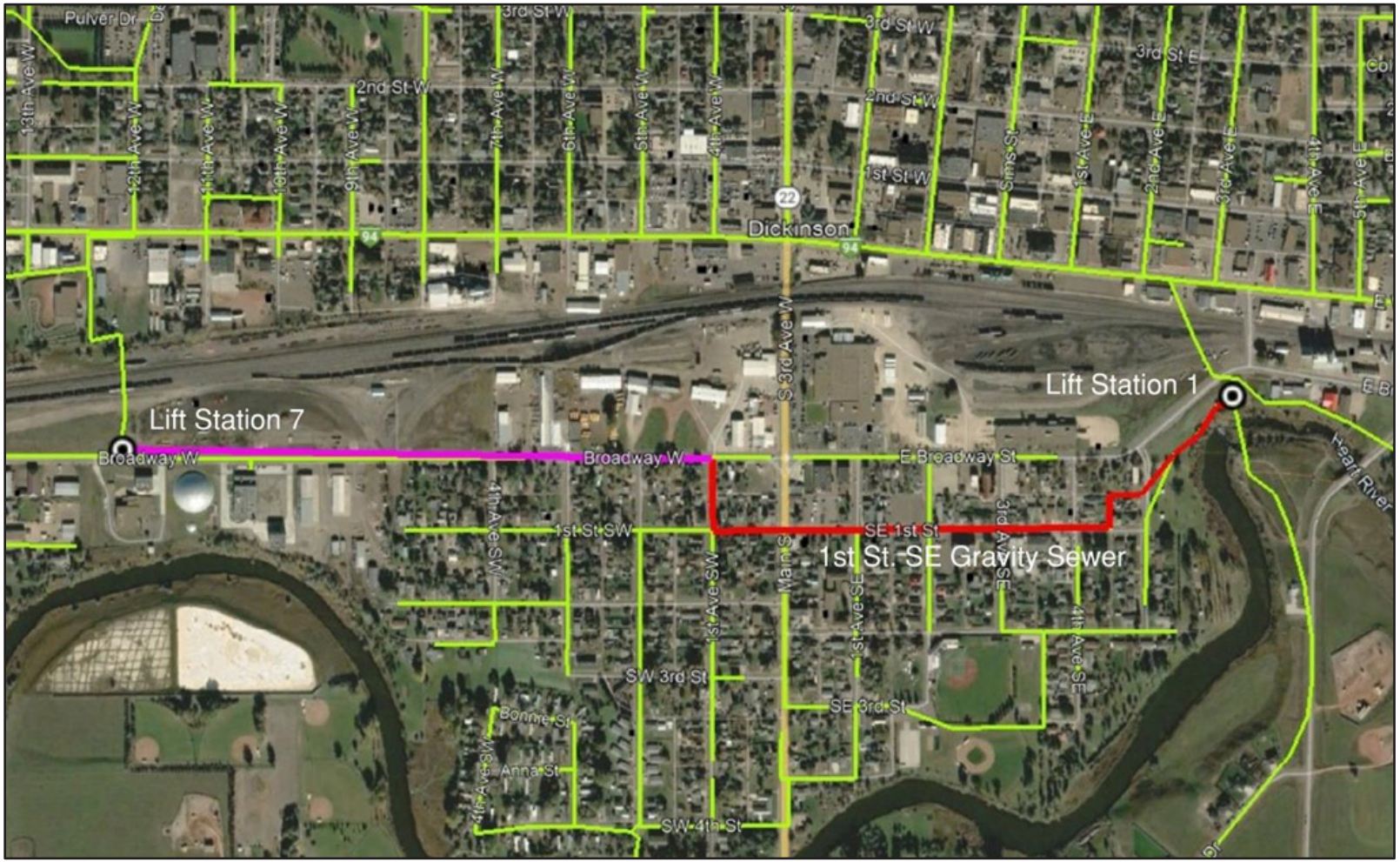
The Broadway Collection and Conveyance System collects wastewater from Basin 7 near State Avenue. This wastewater flows by gravity to Lift Station 7 on W Broadway Street near 11th Avenue Southwest. From Lift Station 7, the wastewater is pumped to the intersection of 1st Street SW and 1st Avenue SW where it enters a gravity sewer and travels east under 1st Street SW to Lift Station 1. From Lift Station 1, wastewater is pumped into the Broadway Trunk Sewer where it flows again by gravity to the Influent Pump Station. The Influent Pump Station pumps all wastewater from the City to the Water Reclamation Facility.

The limiting factors in this system are Lift Station 7, the gravity sewer running under 1st Street SE from 1st Avenue SW to Lift Station 1, which is located near the intersection of 4th Avenue SE and East Broadway Street, and the Broadway Trunk Sewer.

Lift Station 1 was upgraded in 2019. It was designed to pump wastewater for Basins 8, 7, 4, 6, 3, and 2 at full build out. Lift Station 7 had a remaining capacity of 213 gpm in 2012. Since then, the area west of 23rd Avenue W, east of the I-94 Business Loop, north of Fairway Street and south of I-94 has been developed. CHI St. Alexis hospital was constructed in this area in 2014. Various other health care facilities have been constructed around the hospital with future facilities planned. Lift Station 7 is currently over capacity and in need of physical upgrades. This is discussed further in a later section of this report.

The next limiting factor in this system is the capacity of the gravity sewer under 1st Street SE. The remaining capacity in the gravity sewer under peak flow conditions was 235 gpm in 2012. It was evaluated again in 2017 with the Water Treatment Plant expansion. At that time the remaining capacity was 126 gpm. As flows from Basin 7 increase, the gravity sewer will need to be upgraded accordingly.

Figure 5 – 1st Street SE Gravity Sewer



The Broadway Trunk Sewer runs from 4th Avenue SE to 10th Avenue SE. It collects wastewater from Basin B, C, and Lift Station 1. In 2009, the 24" pipes were lined to eliminate defects and infiltration and inflow. This increased the capacity of the system due to the reduction of infiltration and inflow and smoothing the inside of the pipes, decreasing friction. It is estimated, based on the pipe size and slope, that the Broadway Trunk Sewer has a capacity of approximately 2,400 gpm. The Broadway Trunk Sewer was found to be over capacity in 2012. It was not slated for improvements at that time, possibly because the surcharging would not result in sewage backing up into buildings. The Broadway Trunk Sewer runs through an industrial area, including a livestock holding yard. However, since Lift Station 1 has been upgraded to a firm capacity of 2,800 gpm, the Broadway Trunk Sewer should be studied for additional surcharging.

Figure 6 - Broadway Trunk Sewer



The limiting factors for this route are summarized in the tables below.

Table 3 – Broadway Collection/Conveyance System - Gravity

	2012 Remaining Capacity	2012-2024 Additional Flows	2024 Remaining Capacity
1st Street SE Gravity Sewer	126 gpm	50 gpm	76 gpm
Broadway Trunk Sewer	-21 gpm	15 gpm	-36 gpm

Table 4 – Broadway Collection/Conveyance System – Lift Stations

	2012 Firm Capacity	2012 Flows	2024 Firm Capacity	2012-2024 Additional Flows	2024 Remaining Capacity
Lift Station 1	1,860 gpm	1,020 gpm	2,800 gpm	15 gpm	1,765
Lift Station 7	1,371 gpm	1,158 gpm	1,371 gpm	232 gpm	-19 gpm

2.3.2 10th Avenue East Interceptor

The 10th Avenue East Interceptor collects wastewater in the north part of the City and conveys it south under I-94. After crossing under I-94, wastewater flows south along 10th Avenue East. Wastewater flows in Basin A are added to the 10th Avenue East Interceptor as it travels south down 10th Avenue East. After crossing Villard Street, the 10th Avenue East Interceptor crosses under the railroad tracks and flows south to the IPS. The IPS pumps wastewater to the WRF.

Lift Station 14 and Lift Station 11 pump wastewater to the top of the 10th Avenue East Interceptor. Lift Station 11 has a firm capacity of 1,280 gpm. Lift Station 14 was upgraded in 2014 from a capacity of 131 gpm to 695.

The limiting factors in the 10th Avenue East Interceptor are the pipe sections between Museum Drive and East 2nd Street. The existing capacities/deficiencies for these pipe sections are summarized in the table below. The City is currently implementing improvements along Sims St. to address the capacity deficiencies on the 10th Ave East Interceptor, and this will be further discussed later in this report.

Table 5 – 10th Avenue East Interceptor Collection/Conveyance System - Gravity

	2012 Remaining Capacity	2012-2024 Additional Flows	2024 Remaining Capacity
Museum Drive to East 10th St.	185 gpm	424 gpm	-239 gpm
East 10th St. to East 8th St.	457 gpm	455 gpm	2 gpm
East 8th St. to East 3rd St.	247 gpm	473 gpm	-226 gpm
East 3rd St. to East 2nd St.	884 gpm	763 gpm	121 gpm

Figure 7 – 10th Avenue East Interceptor



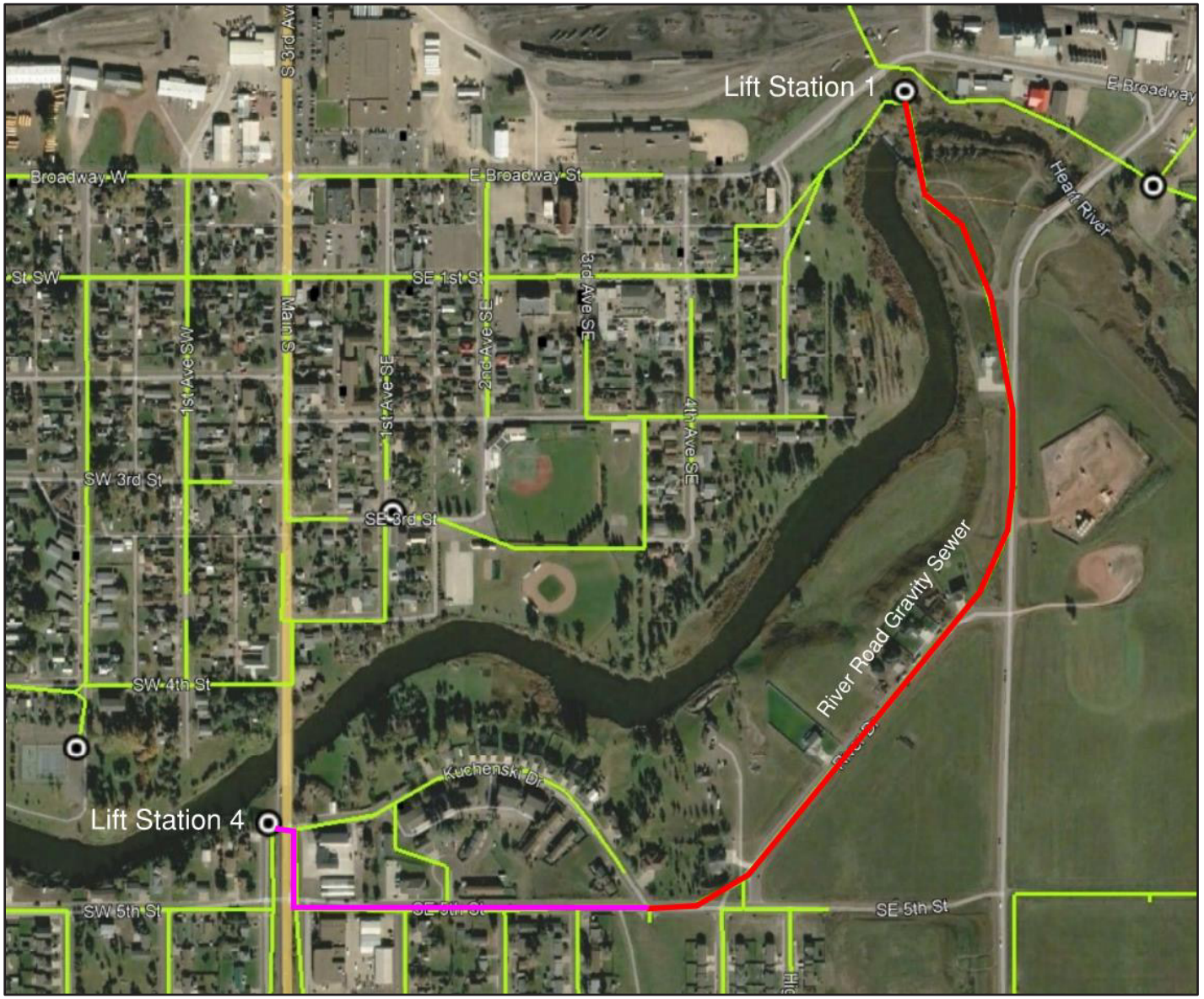
The 10th Avenue East Interceptor has also experienced problems with multiple manholes due to corrosion from hydrogen sulfide gas. In the last few years, several manholes have been repaired due to crumbling concrete barrel sections. Some were repaired using chemical grout injected into and behind the concrete to seal up leaks. Others were lined with synthetic liners impregnated with resin that, once hardened, provide new structural integrity for the manhole. A comprehensive study of the extent of the corrosion throughout the 10th Avenue East Interceptor is recommended to correct any defects in the system and propose methods to prevent further corrosion. Lining the pipeline may be a viable and economical option.

2.3.3 South Dickinson Collection and Conveyance System

The South Dickinson Collection and Conveyance System collects all wastewater south of the Heart River to either Lift Station 4 or Lift Station 5.

Lift Station 6 serves a mobile home park on the south side of Dickinson. It pumps wastewater to basin 4 where it flows to Lift Station 4. Lift Station 4 pumps to River Road. The flow in River Road flows to Lift Station 1. The limiting factors in this system are Lift Station 4 and River Road.

Figure 8 – Lift Station 4



Lift Station 4 has a firm capacity of 348 gpm. Basin 4 is composed of residential subdivisions, and most of the area flows to the lift station, the rest of which flows to River Road. The area is not built out. As development continues, the deficiencies in the system will increase. The deficiencies at the time of this report are shown in the following tables.

Table 6 – South Dickinson Collection/Conveyance System - Gravity

	2012 Remaining Capacity	2012-2024 Additional Flows	2024 Remaining Capacity
River Road Gravity Sewer	28 gpm	17 gpm	11 gpm
South Dickinson Gravity Sewer	304 gpm	33 gpm	271 gpm

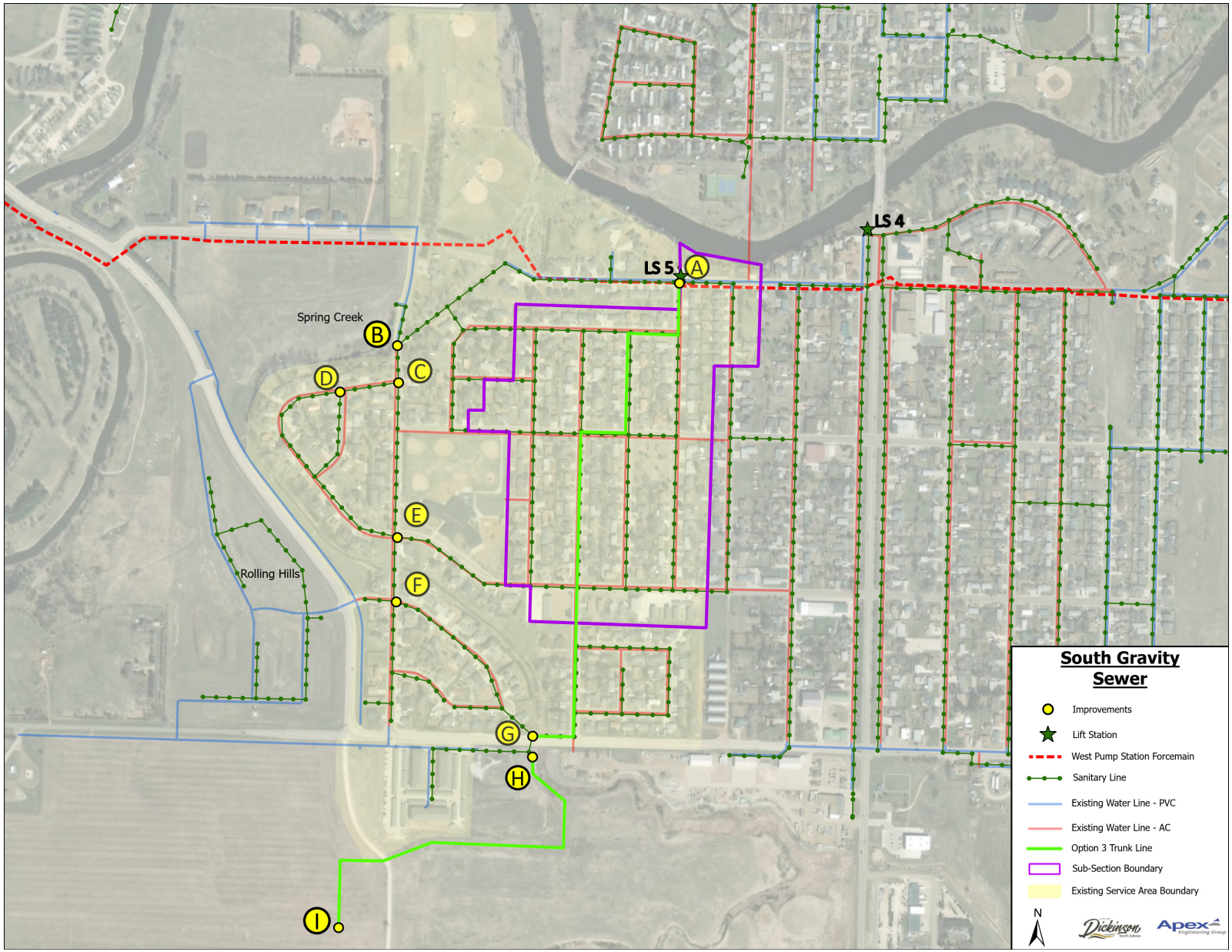
Table 7 – South Dickinson Collection/Conveyance System – Lift Sations

	2012 Firm Capacity	2012 Flows	2024 Firm Capacity	2012-2024 Additional Flows	2024 Remaining Capacity
Lift Station 4	348 gpm	874 gpm	348 gpm	75 gpm	-399 gpm
Lift Station 5	202 gpm	505 gpm	2,000 gpm	33 gpm	1,464 gpm

Lift Station 5 originally pumped wastewater to Lift Station 4. Lift Station 5 was upgraded in 2014 and the flows collected at Lift Station 5 are now pumped into the Lift Station 22 forcemain which will be discussed in the next section. The station has a firm capacity of 2,000 gpm and was constructed to accommodate development south of 8th St SW.

The South Dickinson Gravity Sewer flows from the intersection of 5th Avenue SW and 8th Street SW to Lift Station 5. See figure. While the sewer does have remaining capacity at this time, it will need to be upgraded to support future development south of 8th Street SW. Future conditions will be discussed later in this report.

Figure 9 – South Dickinson Gravity Sewer

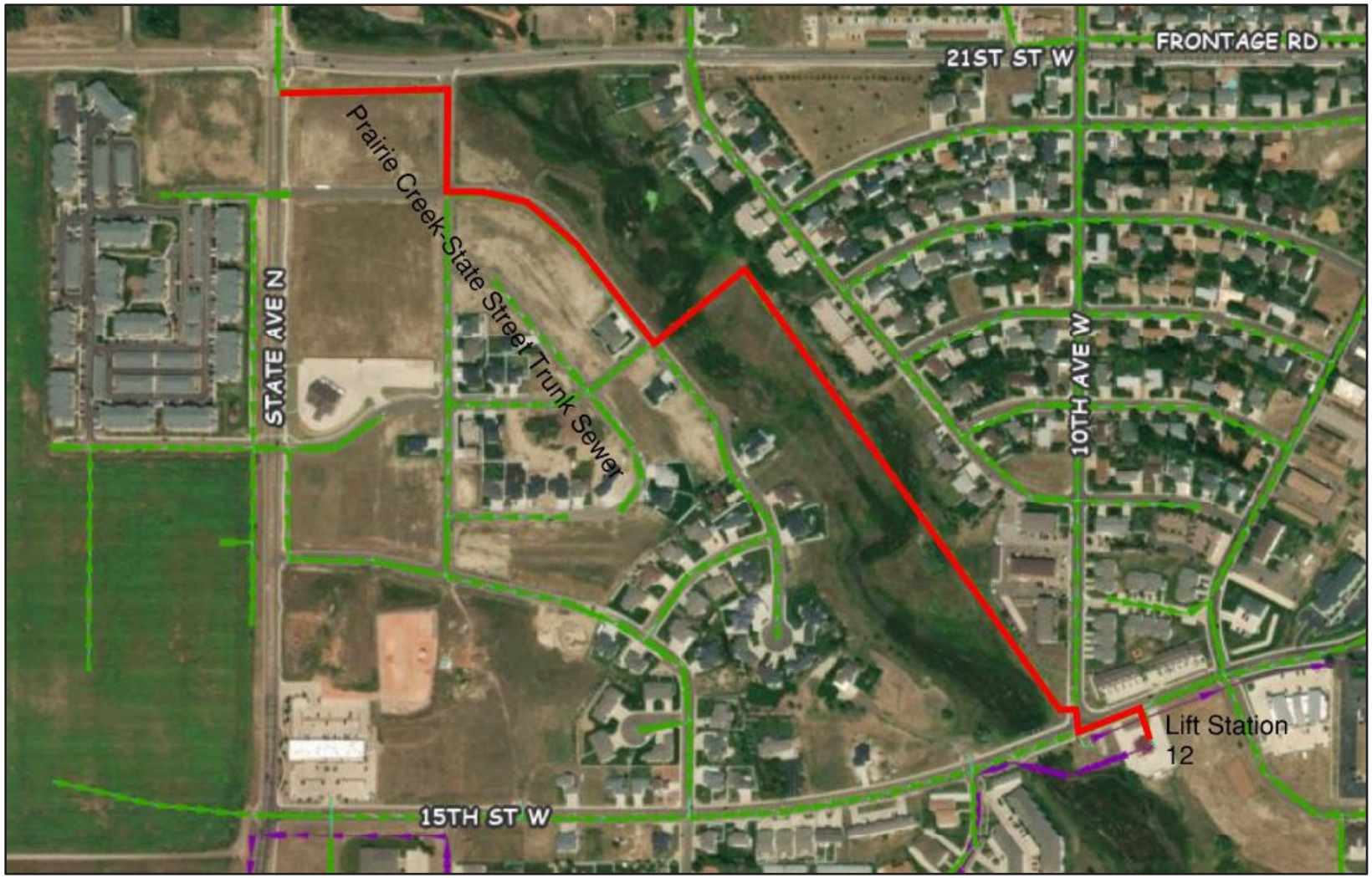


2.3.4 North and West Dickinson Collection and Conveyance System

2.3.4.1 North Dickinson - LS 12/Prairie Creek-State Street Trunk Sewer

The original Lift Station 12 had a firm capacity of 301 gpm and pumped wastewater to Basin 11. The current Lift Station 12 and the Prairie Creek-State Street Trunk Sewer were constructed in 2014 to serve a larger area to the northwest and flows were diverted from Basin 11 and sent to the West Gravity Sewer and Lift Station 22, which will be discussed below.

Figure 10 – North Dickinson – LS 12/Prairie Creek State Ave Trunk Sewer



2.3.4.2 West Dickinson – Lift Station 22 and West Gravity Sewer System

Lift Station 22 was constructed in 2013-2014 with a firm capacity of 6,000 gpm. It collects wastewater from the north in the West Gravity Sewer. The West Gravity Sewer collects wastewater from Lift Station 12 as well as the area north of I-94 and west of 30th Avenue W. Lift Station 22 also has capacity to collect additional wastewater from the north and west of the City as development demands. The only flows coming from the west at the time of this report are from the Highway 10 Lift Station, approximately 4 miles east of the City. Future development to the west has been studied but has not yet materialized.

Figure 11 – West Dickinson – Lift Station 22 and West Gravity Sewer System



The capacities of the North and West Dickinson and Conveyance System are shown in the following tables.

Table 8 – North and West Dickinson Collection and Conveyance System - Gravity

	2012 Remaining Capacity	2012-2024 Additional Flows	2024 Remaining Capacity
Prairie Creek/State St Gravity	0 gpm	591 gpm	3,744 gpm
West Gravity Sewer Ph1	0 gpm	843 gpm	10,157 gpm
West Gravity Sewer Ph2	0 gpm	251 gpm	4,522 gpm

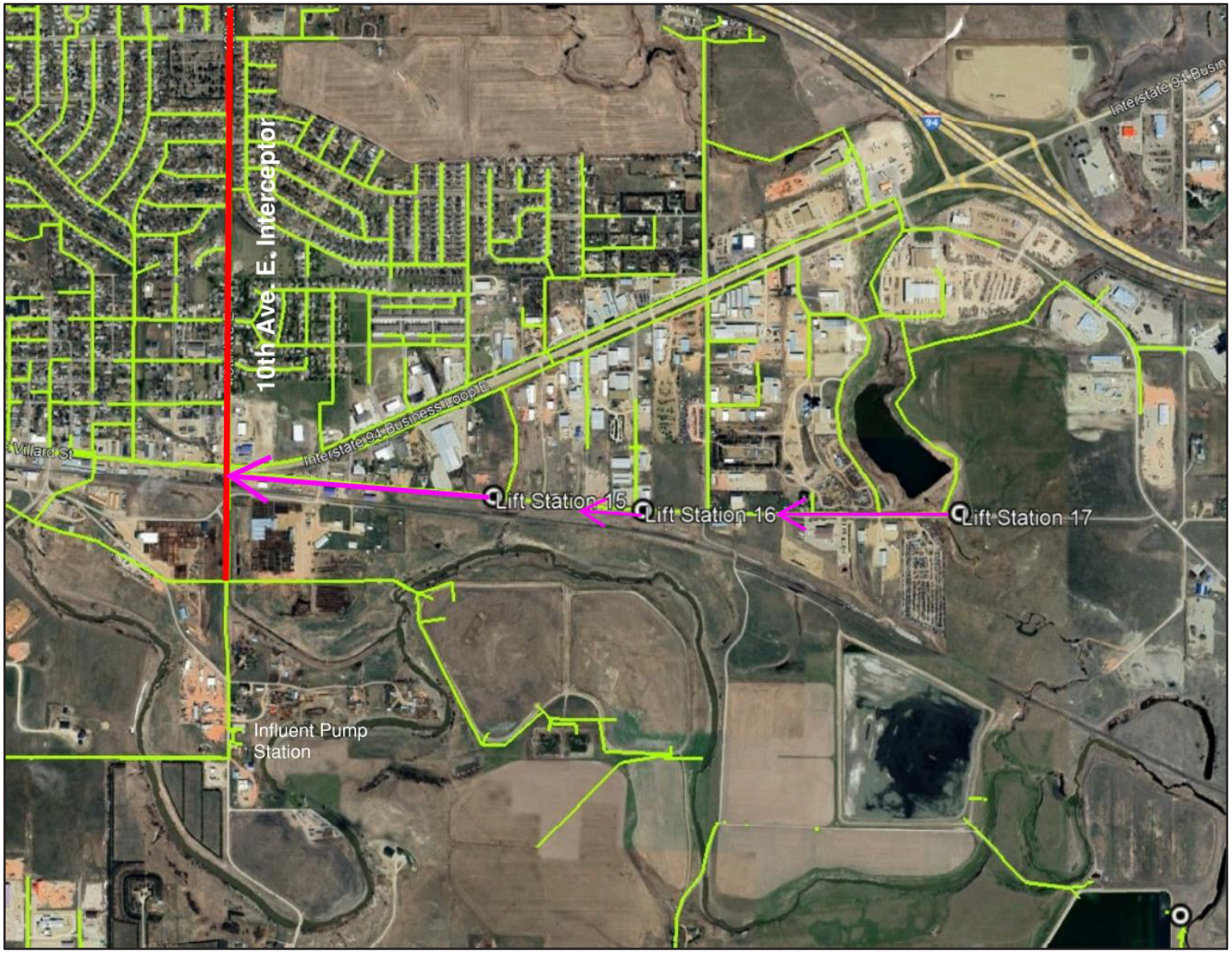
Table 9 – North and West Dickinson Collection and Conveyance System – Lift Stations

	2012 Firm Capacity	2012 Flows	2024 Firm Capacity	2012-2024 Additional Flows	2024 Remaining Capacity
Lift Station 12	301 gpm	1,385 gpm	4,000 gpm	591 gpm	3,108 gpm
Lift Station 22	0 gpm	0 gpm	6,000 gpm	843 gpm	5,157 gpm

2.3.5 East Dickinson Collection and Conveyance System

The East Dickinson Collection and Conveyance System service area is generally everything east of 15th Avenue East. Basins 15, 16, and 17 are in this area, each served by a lift station. Lift Station 17 pumps to Lift Station 16. Lift Station 16 pumps to Lift Station 15. Lift Station 15 pumps to the 10th Avenue East Interceptor.

Figure 12 – East Dickinson Collection/Conveyance System



Basins in this area (15, 16, and 17) have been combined for evaluation purposes. Significant infiltration and inflow problems in this area have been previously identified by city personnel with reports that Lift Station 15 is unable to keep up during significant rain events. Some sections of pipe in Basin 15 have been televised by the City to look for defects that allow infiltration and inflow to enter the sewer system. Some of the manholes in this area have been sealed and flow conditions have improved. However, this route still has a significant capacity deficiency without any added development. Further field investigations are recommended to identify additional defects and assist in determining corrective measures.

2.4 Influent Pump Station and Water Reclamation Facility

Wastewater discharged by domestic and industrial users in the City of Dickinson is collected and conveyed to the Influent Pump Station (IPS) and the Water Reclamation Facility (WRF) by the city's sanitary collection system. The IPS and the WRF were constructed in 2014. The following table shows the design capacity and remaining capacity for each. The IPS and the WRF are currently operating under capacity.

Table 10 – Influent Pump Station and Water Reclamation Facility Pump Capacity

	Design Capacity	2024 Existing Flows	2024 Remaining Capacity
Influent Pump Station	10,425 gpm	3,243 gpm	7,182 gpm
Water Reclamation Facility	4.25 MGD Max Month Flow	3.07 MGD Max Month Flow	1.18 MGD Max Month Flow

3.0 Future Conditions

Using the Future Land Use and updated urban service boundary, acreages of developable areas in each sewershed were calculated and future demands were determined. The effects of the future demands on the existing systems is discussed below. The wastewater infrastructure planning was completed within the framework of the existing Collection System Master Plan and subsequent planning. Wastewater infrastructure to serve future land use discussed and identified herein is generally limited to trunk lines 10" and larger as finer details will be dictated by future development and plats.

3.1 Broadway Collection and Conveyance System

The limiting factors in this system were identified in the section discussing existing conditions. Those limiting factors are Lift Station 7, the gravity sewer running from the intersection of 1st Street SE and 1st Avenue SW to Lift Station 1, and the Broadway Road Trunk Sewer.

3.1.1 Lift Station 7

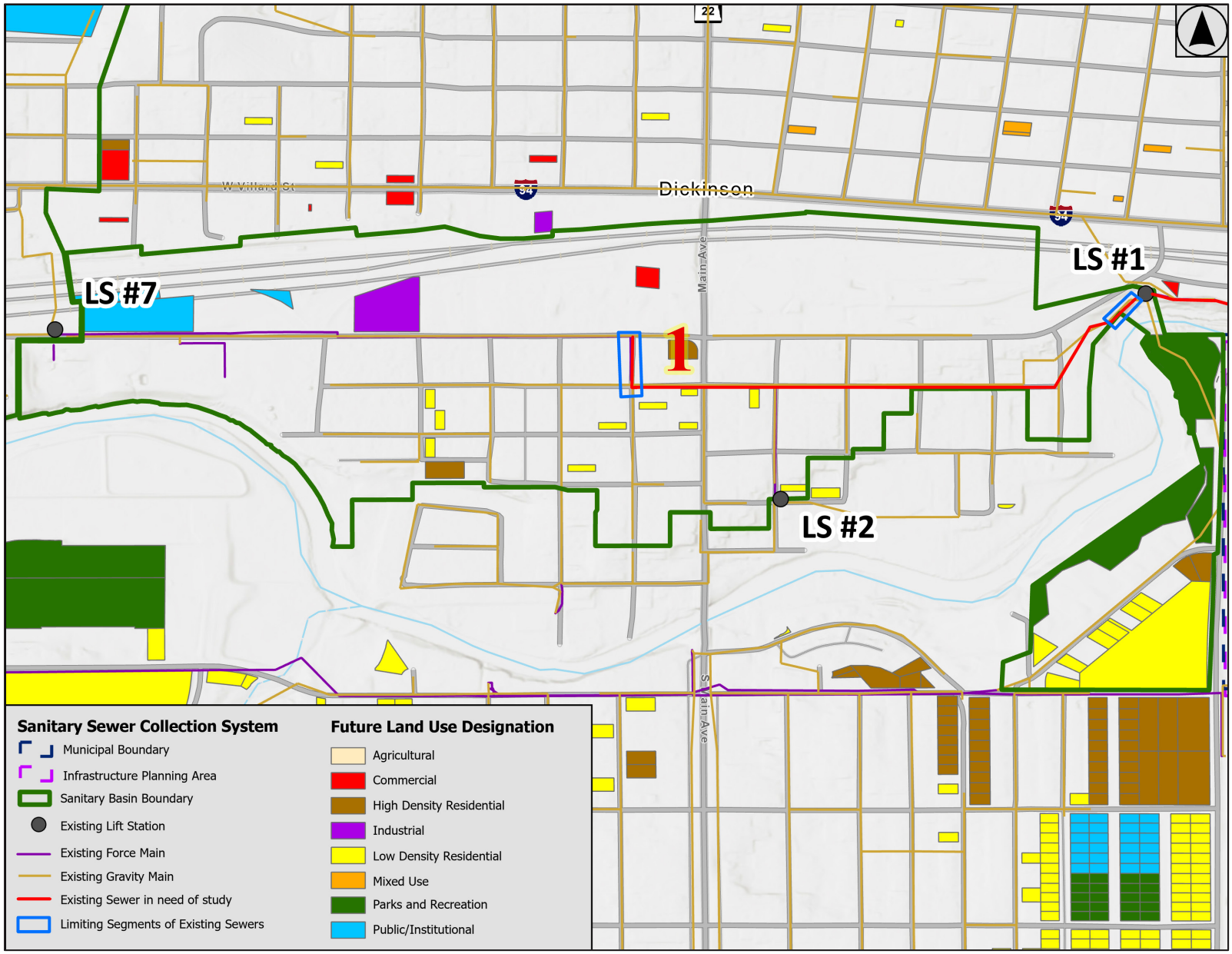
Within the Lift Station 7 service area, there are approximately 147 acres that are still able to be developed in the zoning categories of Commercial, High and Low Density Residential, Industrial, Parks and Recreation, and Public Institution. However, 111 acres are owned by the North Dakota State University agriculture research facility. That area will not be developed in the foreseeable future. Based on estimated additional flows between 2012 and 2024, Lift Station 7 has a deficiency of -19 gpm. The future land use Public Institution

currently owned by NDSU was assumed to not be development in this analysis.It should be noted that the City does not currently experience capacity issues at Lift Station 7. Calculating the future flows resulted in future average day additional flows of 39 gpm and a future peak day flow of 155 gpm. This would result in a deficiency of -174 gpm. However, Baker Boy Bakeries, which currently pumps approximately 150 gpm to the Lift Station 7 sewershed, is going to be rerouted to pump to Lift Station 22. This will reduce the demand on Lift Station 7, and the resulting deficiency will be -24 gpm. Lift Station 7 is slated for evaluation soon. Existing flow rates will be verified and other operational deficiencies will be evaluated.

3.1.2 1st St. SE to Lift Station 1

Downstream of Lift Station 7, the gravity sewer from the intersection of 1st Street SE and 1st Avenue SW to Lift Station 1 has a number of bottlenecks restricting the amount of flow that can be accommodated. This stretch of sewer was evaluated in 2017 for capacity to determine the amount of wastewater could be discharged from the Water Treatment Plant located on West Broadway Street near 11th Street SW. It should be noted that the condition of this line is unknown at this time. It is assumed to be in poor condition since it was constructed over 50 years ago. The wash water from the plant is stored in tanks on site that are designed to discharge 50 gpm to the city sewer system. The most significant bottleneck in the West Broadway sewer is located along 1st Avenue SW between West Broadway and 1st St SW. If the water treatment plant discharges 50 gpm, the reserve capacity in this line is 76 gpm. If the water treatment plant discharges 100 gpm, as it desires, the reserve capacity in this line would be 26 gpm. The second bottleneck is located at the influent line of Lift Station 1. It has a reserve capacity of 246 gpm. If the water treatment plant discharges 100 gpm, the reserve capacity of this segment will be 146 gpm. Based on the current information, the Water Treatment Plant will be limited to discharging no more than 100 gpm in order to not surcharge or overflow the sanitary sewer system. This is assuming that no increases in capacity will occur at Lift Station 7. If additional flows are needed along this stretch of sewer, the pipes will need to be upsized to accommodate the flows.

Figure 13 – Lift Station 7 to Lift Station 1



3.1.3 Lift Station 1

Lift Station 1 was upgraded in 2019 and has a current remaining capacity of 1,765 gpm. Future development as planned in the Lift Station 1 service area, including Lift Stations 7, 2, 3, and 4, would result in an average day future flow of 115 gpm and a peak day future flow of 418 gpm. out, Lift Station 1 will have a remaining capacity of 1,347 gpm.

3.1.4 Broadway Road Trunk Sewer

The Broadway Road Trunk Sewer receives wastewater flows from Lift Station 1, Sewershed B and Sewershed C. From past collection system modeling and master planning, Broadway Road Trunk Sewer has been identified as having a remaining capacity of -36 gpm. Maintenance has been performed on the sewer and it was lined with cured in place piping, which may have affected the capacity of the sewer. Future flows from Sewershed B will be approximately 48 gpm, and from Sewershed C it will be approximately 50 gpm. Lift Station 1 does have a significant amount of remaining capacity. As development occurs in sewersheds B and C and the rest of the Lift Station 1 service areas, increased amounts of wastewater could result in surcharging in the Broadway Road Trunk Sewer. As development occurs, the flows in the Broadway Road Trunk Sewer should be monitored for surcharging. Analysis of this trunk sewer is recommended and upgrades completed as needed.

Figure 14 – Broadway Trunk Sewer

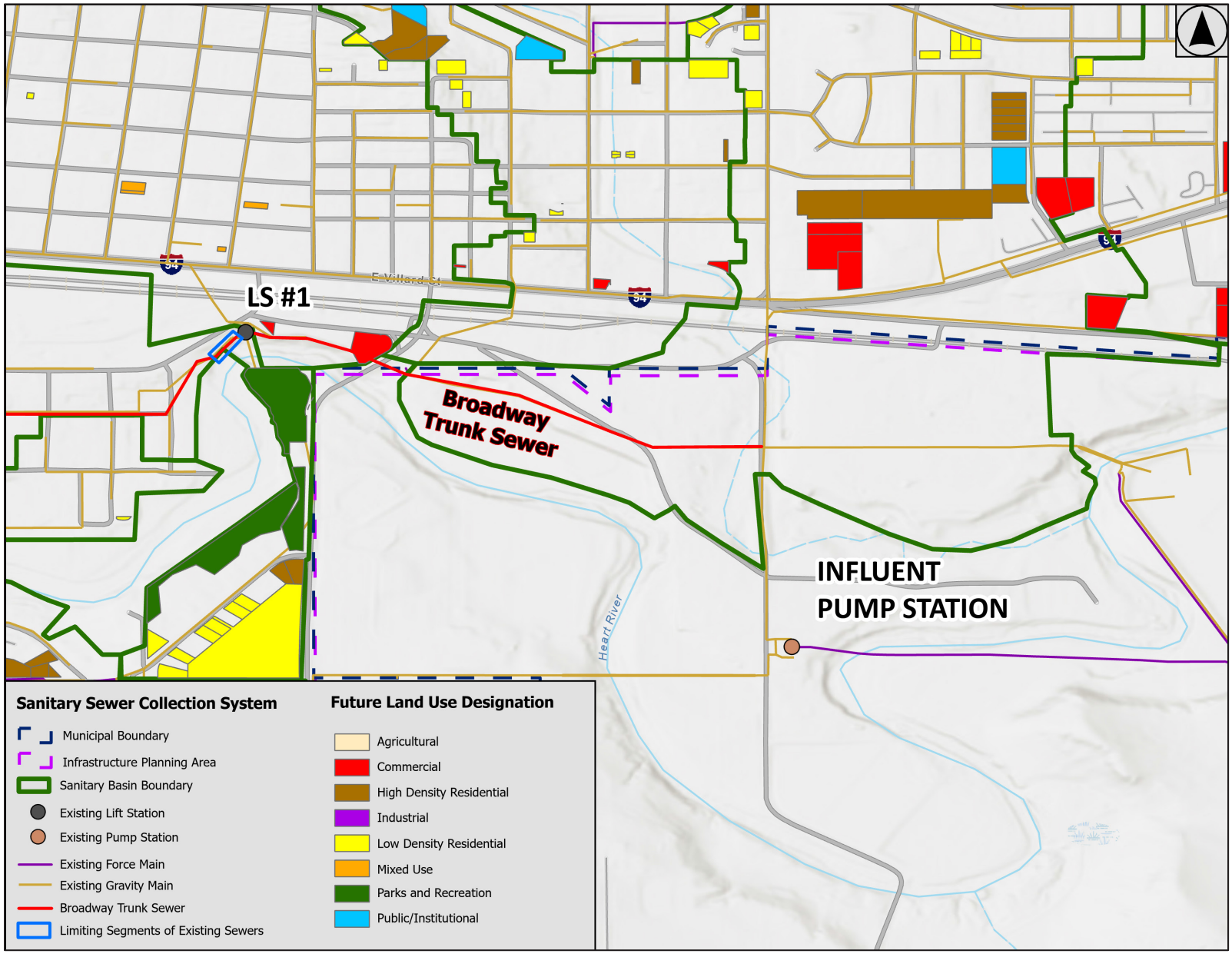


Table 11 – Broadway Trunk Sewer Capacity

	2024 Remaining Capacity	Future Peak Flows	Future Remaining Capacity
1st St SE Gravity	76 gpm	50 gpm*	26 gpm
Broadway Road Trunk Sewer	-36 gpm	418 gpm	-454 gpm
Lift Station 1	1,765 gpm	418 gpm	1,347 gpm
Lift Station 7	-19 gpm	5 gpm	-24 gpm

*Assumes increased flow from the Water Treatment Plant (100 gpm).

3.2 10th Avenue East Interceptor

The 10th Avenue East Interceptor currently has limited remaining capacity and is over capacity in some areas. As development occurs in sewersheds 11, 14 and A, the lack of capacity will result in surcharges and possible overflows. See the following table.

Table 12 – 10th Avenue East Interceptor Capacity

	2024 Remaining Capacity	Future Peak Flows	Future Remaining Capacity
Museum Drive to East 10th St.	-239 gpm	362 gpm	601 gpm
East 10th St. to East 8th St.	2 gpm	670 gpm	-668 gpm
East 8th St. to East 3rd St.	-226 gpm	993 gpm	-1,219 gpm
East 3rd St. to East 2nd St.	121 gpm	1271 gpm	-1,150 gpm

In addition to the limitations of the 10th Avenue East Interceptor, Lift Stations 11, 18 and 9 are experiencing issues. Lift Station 11, which pumps to the top of the Interceptor, has had difficulty keeping up with flows, resulting in wastewater backing up in the system and into the basements of the townhouses located next to the lift station. Lift Station 11 is also experiencing corrosion of the electrical controls due to the buildup of corrosive sewer gases in the building. Lift Station 18 pumps to Lift Station 11, contributing to the problems with Lift Station 11. Lift Station 9 pumps to the 10th Ave east interceptor further south. When the station cannot keep up with the flows, the wastewater goes over a weir and flows south into sewershed C.

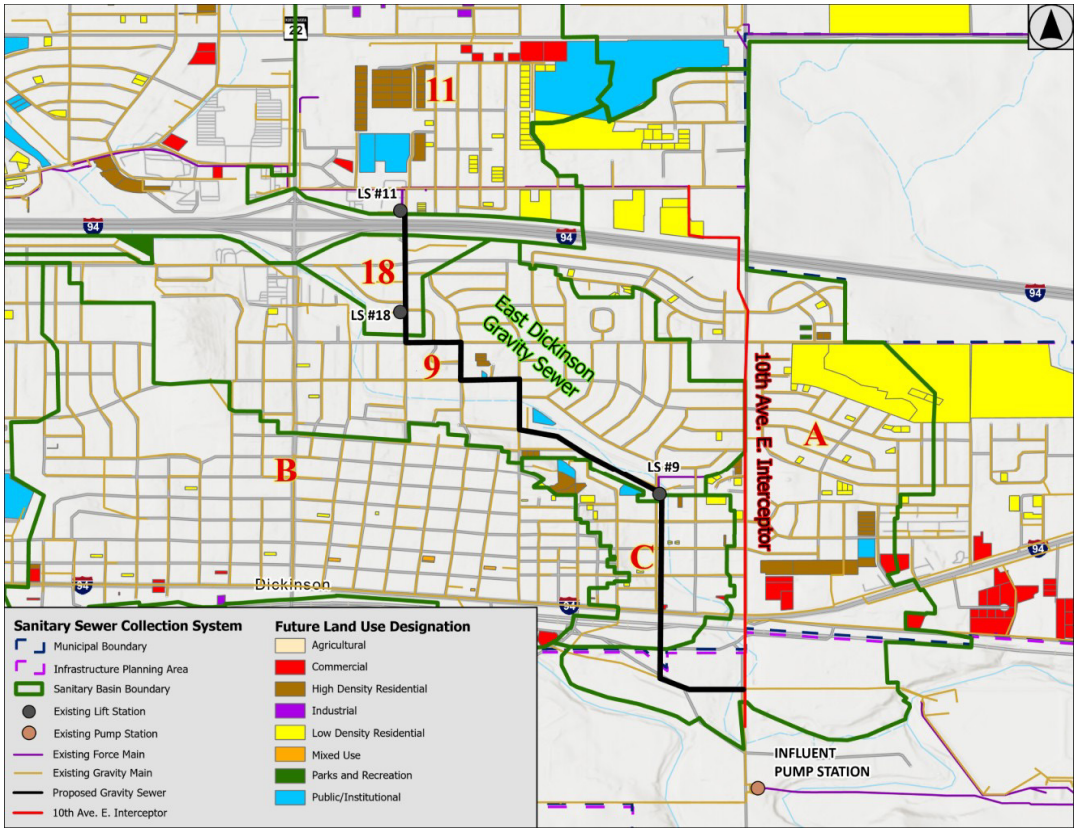
Table 13 – Lift Stations that Flow into 10th Avenue East Interceptor Capacities

	2024 Remaining Capacity	Future Peak Flows	Future Remaining Capacity
Lift Station 11	0 gpm	354 gpm	-354 gpm
Lift Station 18	25 gpm	0 gpm	25 gpm
Lift Station 9	0 gpm	25 gpm	-25 gpm
Lift Station 14	300 gpm	689 gpm	-389 gpm

LS 14 is designed to be upgraded to meet future development by upsizing the pumps to serve future flows. When the station is upgraded, it will only add to the problems in the 10th avenue east interceptor.

To alleviate the issues with Lift Station 11 and the capacity issues of the 10th Avenue East Interceptor, a gravity sewer line has been planned and partially constructed from Lift Station 11 on Sims Street south to Lift Station 18 and then continue south past Lift Station 9 to the south end of the 10th Avenue East Interceptor. When completed, Lift Stations 11, 18 and 9 will be decommissioned. This will eliminate the issues with the lift stations and free up capacity in the Interceptor. Eliminating the three lift stations will save the City time and money as it will reduce operation, maintenance, and future upgrades to the three lift stations. Lift Station 14 can be upgraded as necessary without having to upgrade the 10th Avenue East Interceptor.

Figure 15 – 10th Avenue East Interceptor



3.3 South Dickinson Collection and Conveyance System

3.3.1 Sewershed 4

Lift Station 4 is currently under capacity, especially during rain events. The homes near the lift station have experienced wastewater backing up into their basements in the past. While the city has corrected much of the infiltration and inflow during rain events, the sewershed is far from being built out. Lift Station 4 discharges at the top of the River Road Sewer. As such, any upgrades to the lift station will also impact on the gravity sewer. The area labeled ISP1 in the following figure serves into the existing gravity sewer and will not impact Lift Station 4.

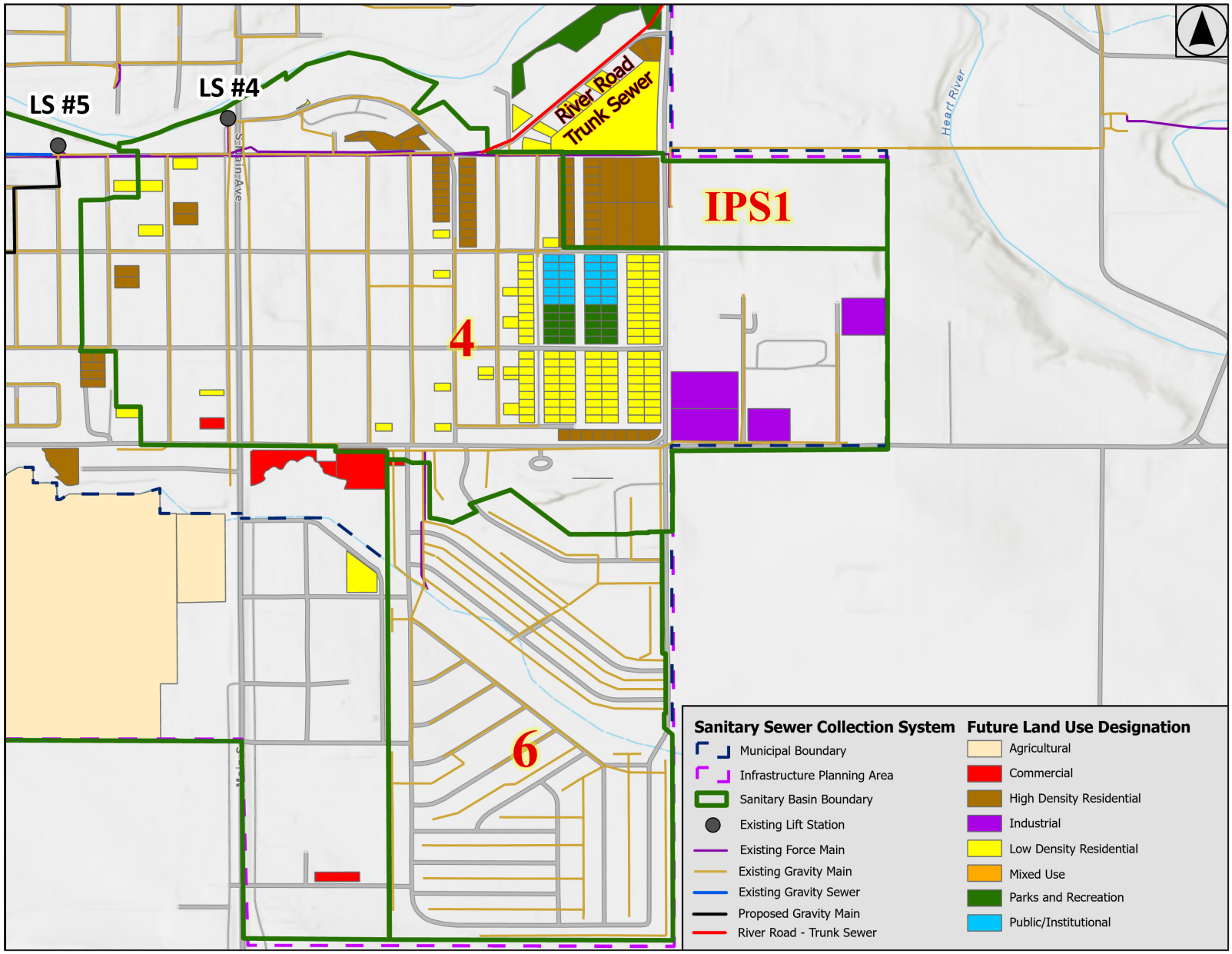
Table 14 – Lift Station 4 Capacity

	2024 Remaining Capacity	Future Peak Flows	Future Remaining Capacity
Lift Station 4	- 399 gpm	217 gpm	-616 gpm
River Road Gravity Sewer	11 gpm	57 gpm	-46 gpm*

*Assumes no upgrades to Sift Station 4.

Lift Station 5 was upgraded in 2014 with the assumption that a gravity line would be constructed from Lift Station 4 to Lift Station 5 and Lift Station 4 would be decommissioned. That would have eliminated the issues with Lift Station 4. However, that gravity line was not constructed. The construction of that gravity line could be revisited. That line would not only alleviate the issues with Lift Station 4, but also with the River Road Gravity Sewer.

Figure 16 - Sewershed 4



3.3.2 Sewershed 5

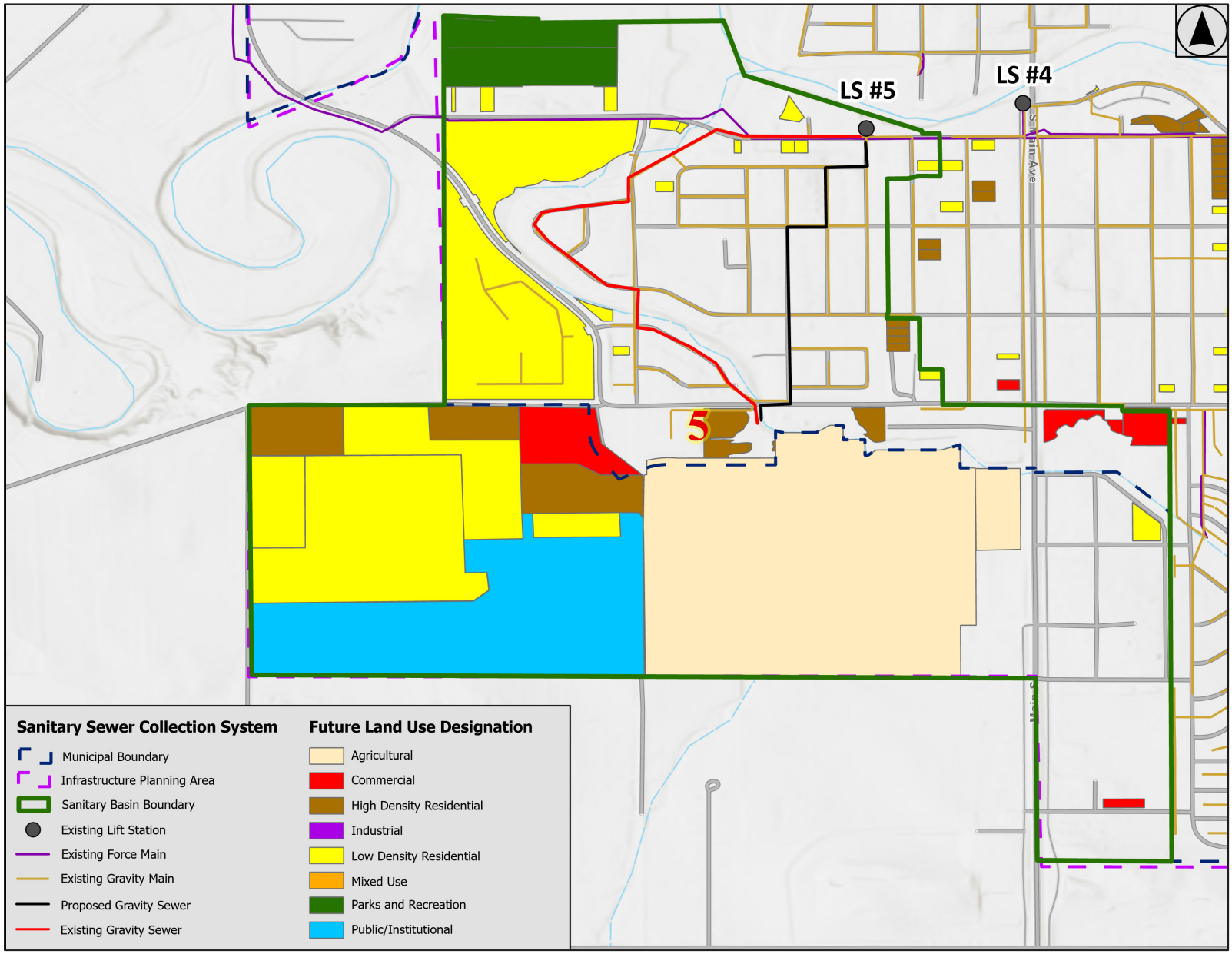
The current service area for Sewershed 5 is approximately from 5th Street SW to 8th Street SW and from Main Street S to State Avenue S. Lift Station 5 was upgraded in 2016 during the oil boom to a capacity of 2,000 gpm to be able to serve a much larger area, including Sewershed 4, area west of State Avenue S, and area south of 8th Street SW.

Sewer modeling done for the 2014 Comprehensive Plan showed that the existing gravity sewer in Sewershed 5 had limited capacity. Preliminary plans for a new trunk sewer to serve the area south of 8th Street SW were completed, but when the oil boom tapered off, the project was shelved. Since then, the proposed service area for the City has been reduced substantially, and the previous design is no longer applicable. For planning purposes, the Cities 2024 South Dickinson Area Plan proposed land use was used to calculate sewer flows from the City owned property.

The existing system does have some reserve capacity. The most limiting section is an 8" sewer at minimum slope on 8th Avenue SW from Heart Drive to Diamond Drive. This bottleneck could be reduced if the 8" pipe is upgraded to a 10" pipe, either by open cut or by pipe bursting. Other limiting sections of the existing sewer could be relayed to correct defects, increasing the capacity. Such upgrades would allow for additional development from the west and south. Development would still be limited by the capacity of the existing gravity sewer system.

Looking at the existing capacity of the gravity sewer system and the current planned zoning for the undeveloped areas within the City's service area, the preliminary plans for a new trunk sewer to serve the area south of 8th Street SW should be evaluated and modified based on the current zoning and service area boundary. Not only would it allow development to the west and south, but it would also create some excess capacity in the existing gravity sewer system as some of the existing flows would be moved to the new system.

Figure 17 – Sewershed 5



3.4 North and West Dickinson Collection and Conveyance System

3.4.1 North Dickinson - Lift Station 12

Areas 12-1 and 12-2 will sewer to Lift Station 12 but not via the Prairie Creek/State Street gravity sewer. These areas will sewer to the lift station via 19th Street West/Grasslands Drive and 15th Street West collections systems respectively. This area was not included in the design of these existing sewer systems as a portion of the property is currently owned by the North Dakota State University and used for agricultural research. This area was evaluated in 2022 in the Northwest Dickinson Master Plan. However, the FLU of these areas has been changed, and the amount of wastewater from these areas will have negative impacts on the downstream gravity sewer.

Area 12-3 and the area to the north along State Avenue will sewer to Lift Station 12 via the Prairie Creek/State Street Gravity Sewer. These areas were included in the planning and design of the Prairie Creek/State Street Gravity Sewer and Lift Station 12.

Figure 18 – Sewershed 12

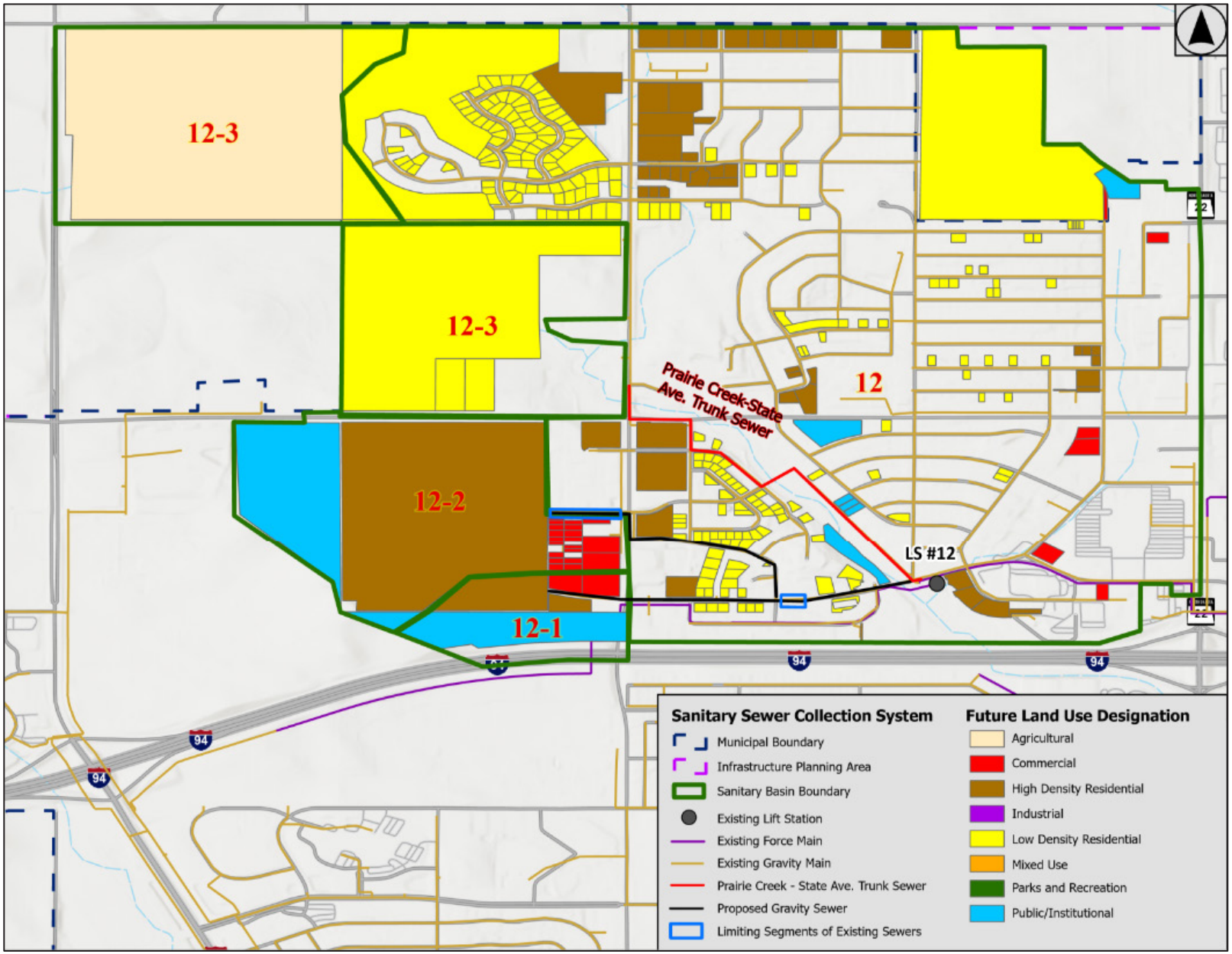


Table 15 – Area 12-1 Flows: 15th St W to Grasslands

Limiting Segment Capacity (10" pipe)	848 gpm
Existing Flows	37 gpm
Total Flows	243 gpm
Reserve Capacity	604 gpm

The existing gravity sewer along 19th Street west of State Street is an 8" sewer line at minimal slope. It was not designed to accommodate Area 12-2 as identified in the FLU.

Table 16 – Area 12-2 Flows: 19th St W

Limiting Segment Capacity (8" pipe)	344 gpm
Existing Flows	188 gpm
12-2 Flows	1,029 gpm
Reserve Capacity	-874 gpm

The downstream sewer on 15th Street West from State Ave to Grasslands Drive has the capacity to serve area 12-1 as previously planned in the NW Dickinson Master Plan. However, east of grasslands drive, wastewater from Areas 12-1 and 12-2 will converge and the existing sanitary sewer will not have the capacity to serve both 12-1 and 12-2.

Table 17 – Areas 12-1 and 12-2 Flows: Grasslands Dr

Limiting Segment Capacity (10" pipe)	807 gpm
Existing Flows	200 gpm
12-2 Flows	1,029gpm
Reserve Capacity	-411 gpm

Based on the existing reserve capacity of the gravity sewer in 19th Street West, approximately 900 dwelling units could be served without upgrading the downstream gravity sewer. However, once development is allowed to proceed, the city will need to limit the construction of new housing via development agreements. Failure to limit development until the downstream sewer is upgraded would risk the possibility of surcharging the downstream sewer to the point of backups in basements or sewer overflows.

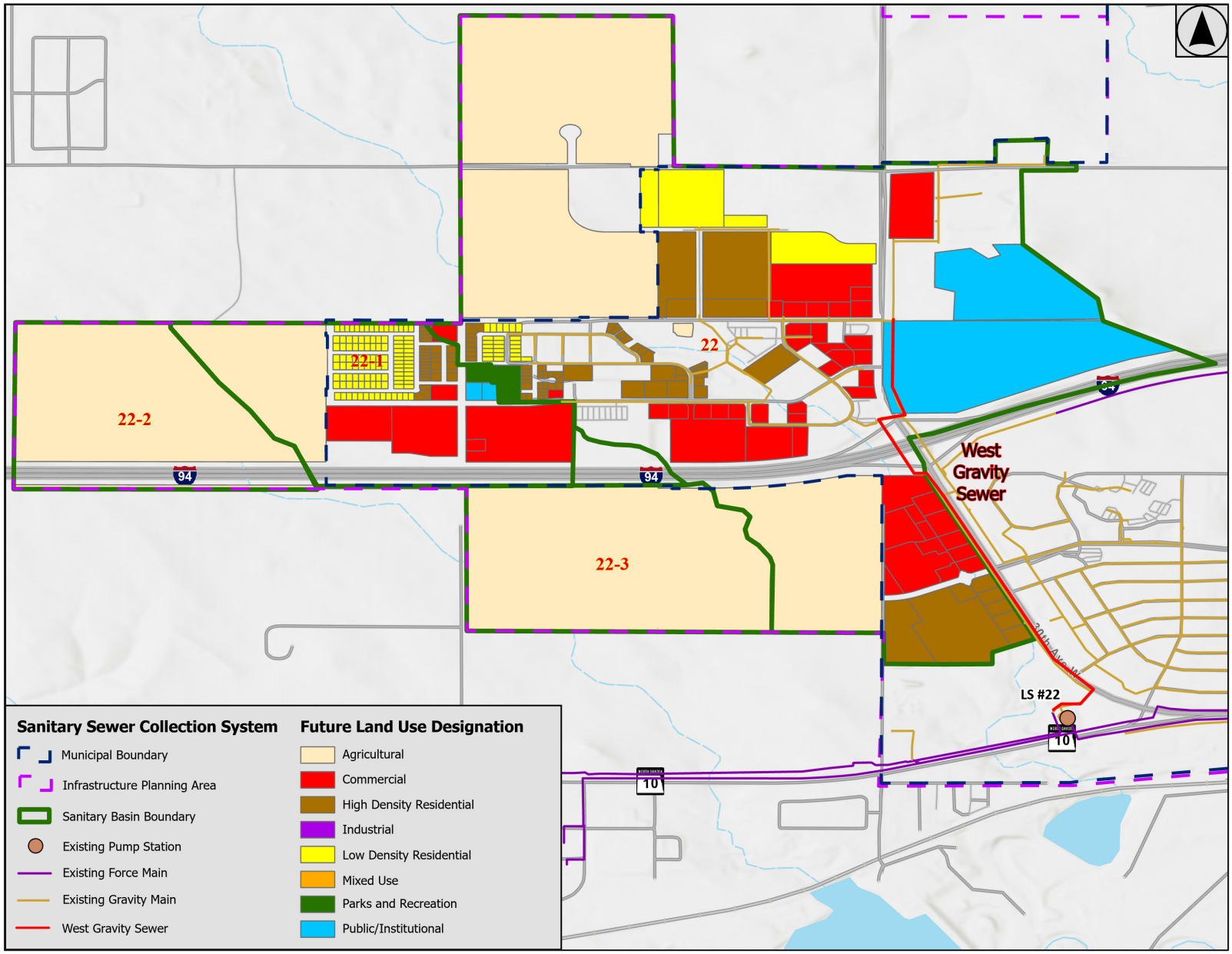
3.4.2 West Dickinson – Lift Station 22

Lift Station 22 and the west gravity sewer were designed to serve a large area based on population growth planned during the last oil boom. As such, it has an excess of capacity for the present expected population growth rate. Lift Station 22 serves the west side of Dickinson and the north side served by Lift Station 12. Lift Station 12 pumps wastewater to the west gravity sewer Phase 1.

Table 18 – West Dickinson Pump Capacities

	2024 Remaining Capacity	Future Peak Flows	Future Remaining Capacity
Lift Station 22	5,157	1,872	3,285
Lift Station 12	3,108	2,967	141
West gravity sewer Ph1	4,522	1,872	2,650
West gravity sewer Ph2	10,157	1,156	9,001
Prairie Creek /State St. Gravity sewer	3,744	2,074	1,670

Figure 19 - Sewershed 22



Lift Station 22 was designed to service areas to the north and west of the current urban service boundary. Area 22-1 will need a lift station to pump wastewater to the east to reach the West Gravity Sewer and Lift Station 22. When this lift station will be constructed will be driven by development in this area. Future funding sources of this lift station would be dependent on development and determined at the time of development.

Highway 10 Lift Station is located west of Dickinson on Highway 10 and was designed to serve the Dakota Prairie Refinery and the area to the west of Dickinson. Highway 10 Lift Station pumps wastewater to Lift Station 22. It currently only services the refinery and a few other contract users. No known development is currently planned west of the city limits. As such, no future flows have been calculated for this area.

3.5 East Dickinson Collection and Conveyance System

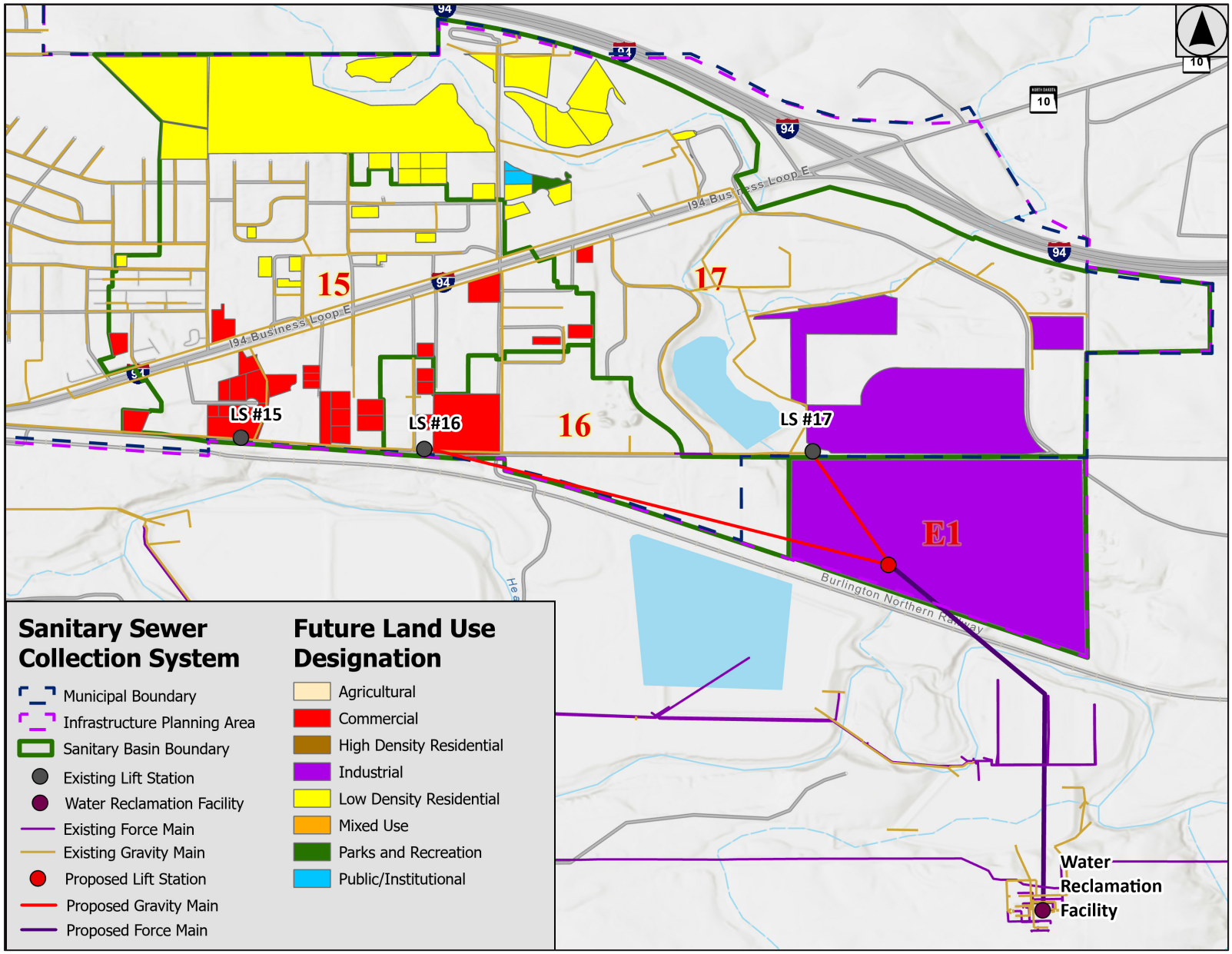
The East Dickinson Collection and Conveyance System serves sewersheds 15, 16, and 17. In fact, Lift Station 17 pumps to Sewershed 16, and Lift Station 16 pumps to sewershed 15. Lift Station 15 pumps into sewershed A. At the time of the previous Collection System Master Plan, all three lift stations were under capacity, especially during rain events. Some sections have been televised by the City and repairs have been made to reduce infiltration and inflow during rain events. However, the system is still deficient for the existing needs. In addition to the lift stations, the existing collection system may also be deficient for future development. Local development collection system improvements may be necessary. In the upper portion of Sewershed 17, there is no existing collection system. Service to this area will also need to be investigated.

Table 19 – East Dickinson Collection/Conveyance System Capacities

Lift Station	Firm Capacity (gpm)	Estimated Existing Flows (gpm)	Future Additional Flows (gpm)	Remaining Capacity (gpm)
15	290	285	400	-395
16	339	300	64	-25
17	238	250	530	-542

The existing East Dickinson Collection and Conveyance System has significant capacity deficiencies. Some of the future developments may be served with existing infrastructure if the lift stations were upgraded. However, as industrial acreage in this area develops, especially around E1, a new lift station will be required. Ultimately it is recommended that a new lift station be placed on the south side of sewershed E1 and a force main be installed from that lift station directly to the Water Reclamation Facility. Wastewater flows from sewersheds 16 and 17 can flow by gravity to a new lift station located on the south side of sewershed E1. This alternative would allow the decommissioning of Lift Station 17 and Lift Station 16. This would also take some of the demands off Lift Station 15, but LS 15 would still require upgrades. Further investigation is needed in these areas. The timing and trigger of such upgrades and improvements will be driven by development of these areas and are not in the scope of this document.

Figure 20 - East Dickinson



3.6 Influent Pump Station and Water Reclamation Facility

The Influent Pump Station was constructed as part of the Water Reclamation Facility improvements in 2013. Each pump in the IPS has the capacity to pump 10,425 gallons per minute to the water reclamation facility. There are three pumps, giving the station a total capacity of 13 MGD. This allows for upgrades and expansion to the WRF without having to upgrade the IPS at the same time.

The WRF is currently under evaluation for maintenance upgrades and expansions. For planning purposes, a separate evaluation from the Comprehensive Planning project determined improvements needed for a 20-year design life based on population projections and regionalization. The following documentation is from the Draft Facility Plan:

> *Population projections have been historically unpredictable due to the boom-and-bust cycle of the oil market over the past 50 years. The 2020 Census estimated population of Dickinson was 25,679 people. Based on planning information included in their 2024 Growth and Development Analysis report, Dickinson's projected population for 2045 is 36,449 persons.*
>
> *Dickinson has also been approached to provide regional wastewater treatment services for neighboring communities such as Medora, Belfield and South Heart. These communities are nearing the capacity of their existing facilities and hiring licensed/qualified operators is difficult for smaller communities. Regionalizing wastewater service with Dickinson would be an economic solution for neighboring communities when compared to expanding their own facilities. Additionally, regionalization is mutually beneficial for Dickinson, as capital and operational costs are distributed over a larger customer base, allowing Dickinson to maintain lower user rates. No formal agreements have been made at this time. The population projection for the anticipated future service area in 2045, including the communities of Dickinson, Medora, Belfield and South Heart, is 40,000 people served. Upgrades to the WRF will be designed based on this population projection.*

Timing and triggering points of upgrades and improvement are not in the scope of this document. They will be evaluated as part of the development of the Facility Plan for the WRF.

4.0 Improvements and Recommendations

Improvements and recommendations will be described individually. Improvements will be organized by the area served. All cost estimates in this section are based on 2025 dollars. Close coordination will be required to ensure that gravity sewer mains installed in developments are of adequate size to convey flows from upstream development areas.

4.1 Lift Station 7 Maintenance Improvements

The Lift Station 7 will be evaluated for capacity and operational improvements. This will include engineering, architectural, structural and electrical evaluation of the lift station and resulting improvements needed to facilitate operations and future needs.

Estimated Cost: $800,000

4.2 Broadway Collection System Study

The Broadway sewer collection system will be investigated and recommendations made. This will include televising the sewer collection system, manhole evaluation, flow monitoring, and capacity evaluation. Recommendations for improvements will be presented to the City. Design and construction will be considered at a later date.

Estimated Cost: $50,000

4.3 East Dickinson Gravity Sewer Improvements

The East Dickinson Gravity Sewer will be designed from Lift Station 18 to Lift Station 9, through Basin C and to the Influent Pump Station. Lift Stations 11, 18, and 9 will eventually be decommissioned. This project will be completed in multiple phases to coincide with street work in the areas.

Estimated Cost: Varies with Phases

4.4 Lift Station 4 / River Road Improvements

Lift Station 4 will be evaluated and upgraded to accommodate future flows. River Road will be evaluated and upgrades made as necessary to accommodate upgrades in Lift Station 4.

Estimated Cost: $5,000,000

4.5 South Gravity Sewer to Lift Station 5

A new gravity sewer will be designed and constructed from 8th Street Southwest to Lift Station 5 to accommodate future growth south of 8th Street Southwest.

Estimated Cost: $4,800,000

4.6 Sewer Improvements to serve Areas 12-1 and 12-2

The sewers along 19th Avenue West and 15th Avenue West will need to be upsized to accommodate future growth in areas 12-1 and 12-2. The alternative to upgrading the sewers is to limit the growth to the maximum number of units as described herein.

Estimated Cost: $2,000,000

4.7 East Dickinson Improvements

A new East Lift Station will serve the development area in East Dickinson and pump to the Water Reclamation Facility. Gravity sewers will be extended from Lift Station 16 and 17 to the new East Lift Station.

Estimated Cost: $16,000,000

4.8 Water Reclamation Facility Upgrades

Various maintenance items and treatment system upgrades at the WRF are being designed and will be constructed to improve operations and capacity for future development. The improvements will be made in phases over the next several years.

Estimated Cost: $104,000,000

5.0 Proposed Future Projects

Project	Year	CIP Estimate
LS 7 Maintenance Improvements	2026	$800,000
Broadway Collection system Investigation	TBD	$50,000
East Dickinson Gravity Sewer Improvements	2027-2030	$7,000,000
LS 4 / River Road	TBD	$5,000,000
South Gravity Sewer to Lift Station 5	Development Driven	$4,800,000
Sewer Improvements to serve Areas 12-1 and 12-2	Development Driven	$2,000,000
LS 16/17/E1	TBD	$16,000,000
WRF upgrades	Maintenance Upgrades 2026-2027 Capacity - TBD	$6,000,000 (Maintenance) $98,000,000 (Capacity)

Comprehensive Plan Update Adoption

Presented by: City Planner, Natalie Birchak

CITY OF Dickinson North Dakota

Overview:

- The Transportation Master Plan & Comprehensive Plan Update was accepted by resolution at the October 21st, 2025 City Commission meeting.
- There are policies in the existing Comprehensive Plan that were not included in the updated plan. These policies must be included in the plan prior to adoption by ordinance to ensure they are still enforceable.

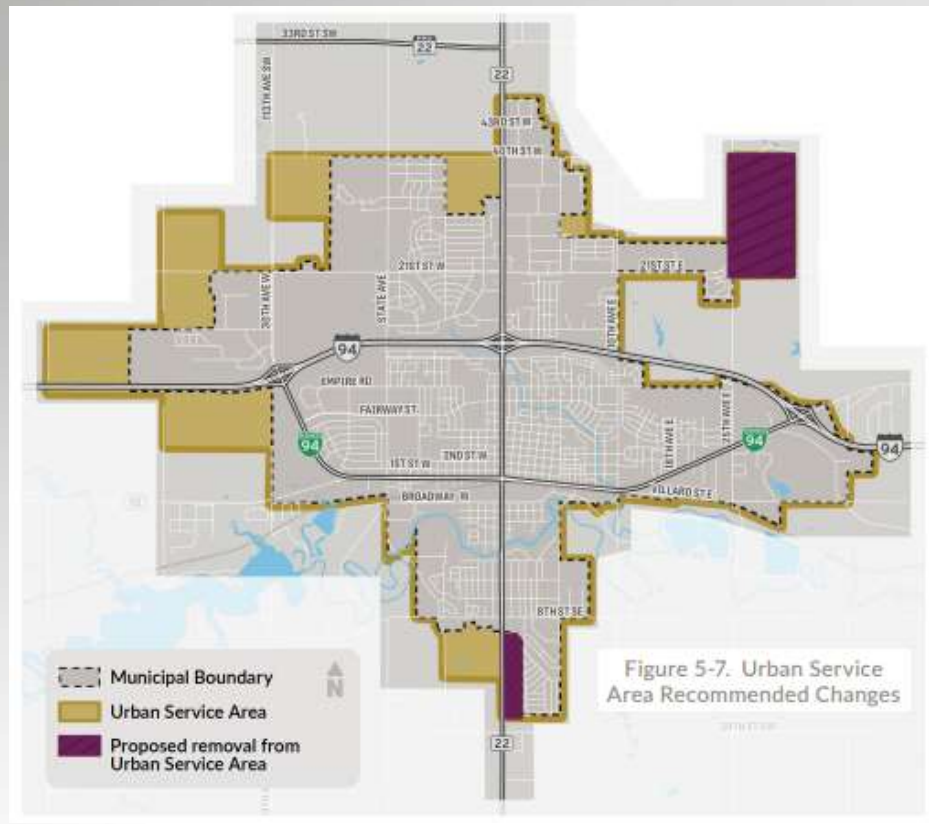
CITY OF Dickinson North Dakota

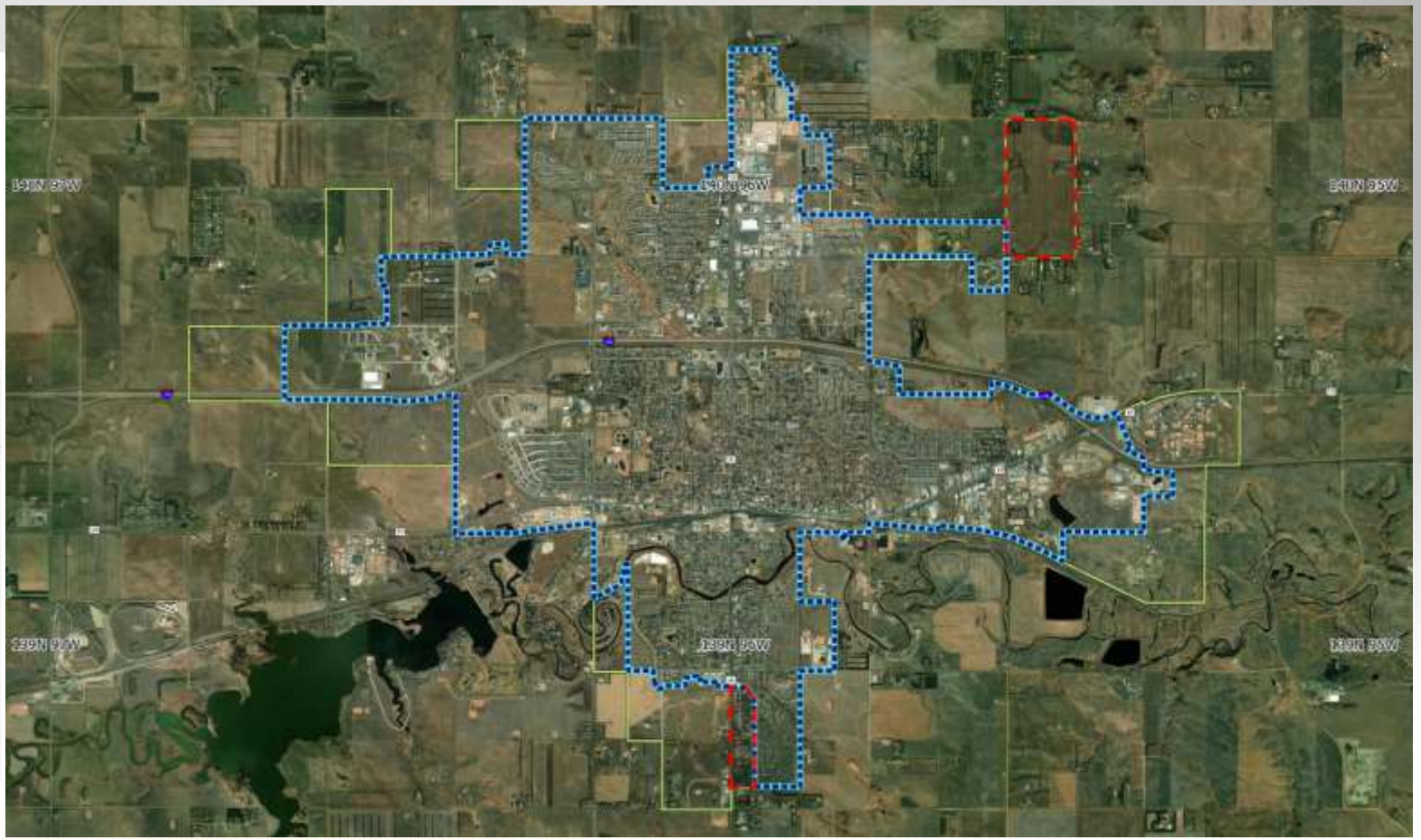
Major Policy Changes:

- Outlines three new FLUM categories through the separation of RESIDENTIAL into High Density Residential and Low Density Residential, and the introduction of the Urban Reserve category, which reserves areas adjacent to City limits where development is likely for urban uses
- General updates to the language from the existing Comprehensive Plan
- Removal of Policy 2.10, which encouraged the City to amend its oil well standards to comply with State requirements. This was completed through ZTA-005-2025 & ZTA-006-2025
- Removal of Policy 3.1, which encouraged the establishment of an R-4 zoning district

CITY OF Dickinson North Dakota

Urban Service Area Removal





CITY OF Dickinson North Dakota

Future Land Use Map

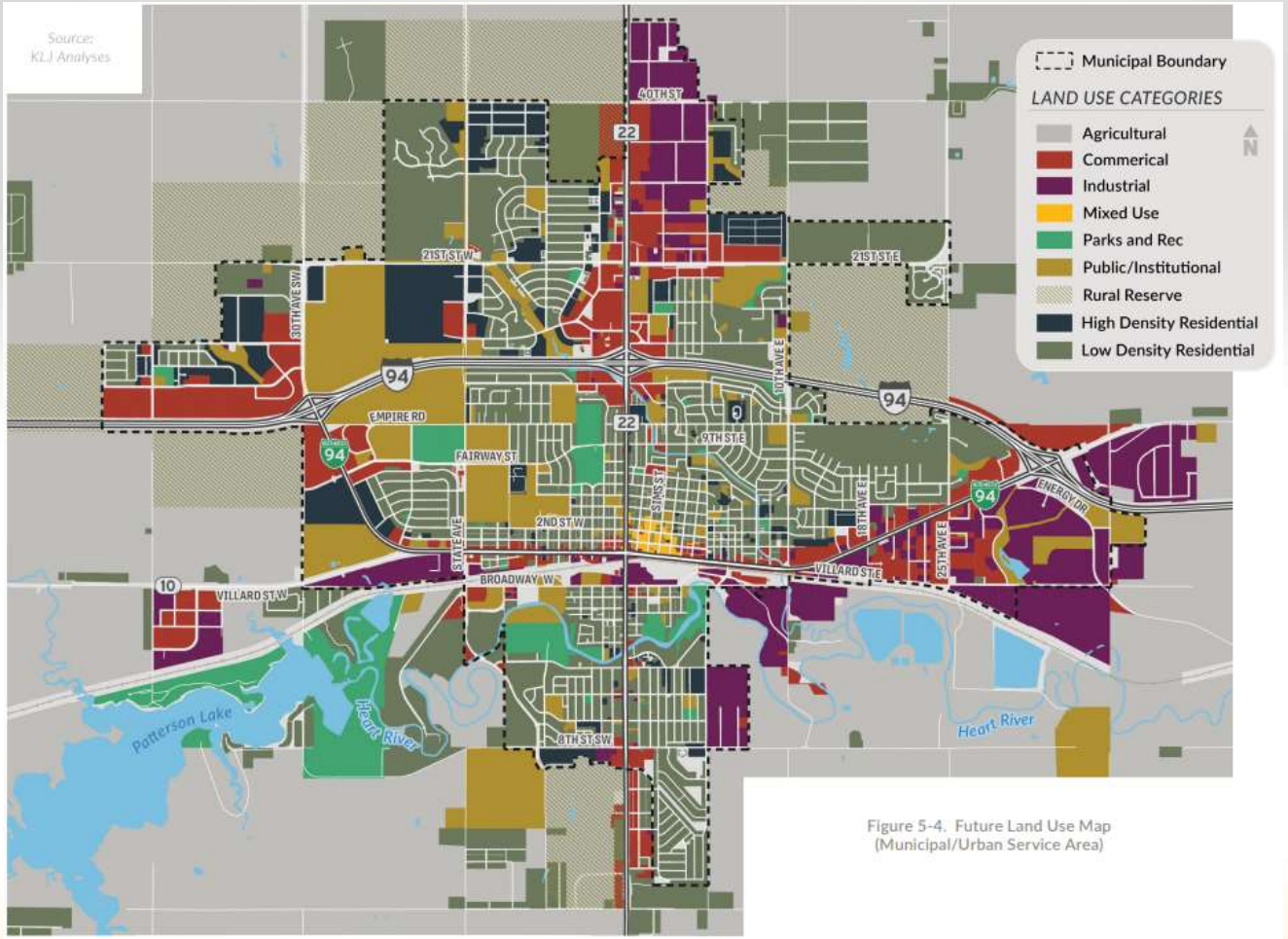


Figure 5-4. Future Land Use Map
(Municipal/Urban Service Area)

CITY OF Dickinson North Dakota

Comments? Questions?

CITY OF Dickinson North Dakota

Comprehensive Plan & Urban Service Area Staff Report

To: City of Dickinson Planning and Zoning Commissioners
From: City of Dickinson Community Development Services
Date: April 1, 2026
Re: CPU-002-2026 Section 62 – Comprehensive Plan & USA Update

APPLICANT
Name: City of Dickinson Community Development
Address: 38 1st Street West
City: Dickinson North Dakota 58601

Public Hearing	April 8, 2026	Planning and Zoning Commission
Public Hearing	April 21, 2026	City Commission
Final Consideration	March 5, 2026	City Commission

Community Development staff is requesting adoption of policy updates to the 2013 Comprehensive Master Plan that align with the goals and objectives outlined in the 2025 Transportation Master Plan and Comprehensive Plan Update. This includes replacing the existing future land use map (FLUM), removing two portions of land from the City's Urban Service Area (USA), and updating numerous existing land use policies.

Staff recommendation: Staff recommends approval of this Comprehensive Plan update.

The proposed ordinance amending the existing Comprehensive Plan policies is included with this staff report.

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STAFF ANALYSIS

BACKGROUND

City staff has been working alongside KLJ Engineering to develop the Direction 2050 Transportation Master Plan and Comprehensive Plan Update. This plan was officially accepted by the City Commission at the October 21st, 2025 City Commission meeting. This plan featured numerous recommendations for updates to the existing land use policies.

Since the 2013 Comprehensive Master Plan was adopted, numerous changes have been made to the Urban Service Area (USA) and the City was able to reconsider what properties could be serviced by City services in the future.

COMPATIBILITY, COMPLIANCE, AND RECOMMENDATIONS

Compatibility with the Municipal Code

The proposed amendment to the 2013 land use policies incorporates recommendations from the 2025 Transportation Master Plan and Comprehensive Plan Update and factors in changes to the Dickinson Municipal Code that have been adopted. These changes include the removal of a policy requiring an update to the City's oil well standards which was completed in 2025, and the removal of a policy encouraging the establishment of an R-4 zoning district which was deemed as unnecessary.

Figure 5-7, which is initially referenced on Page 92 of the Transportation Master Plan and Comprehensive Plan Update, outlines the areas currently located within the Urban Service Area (USA) that were deemed unlikely to develop in the future. The West ½ of Section 25, Township 140 North, Range 96 West, was previously located within City limits before being de-annexed in 2023 due to the cost of extending services to the property. Since the City removed this area from City limits due to the cost of extending services, City staff determined that including the area in the USA is unnecessary and may require the City to pay for service extensions.

The property to the southwest of City limits, which is legally described as all of Frank's Subdivision, all of Frank's Second Subdivision, all of Frank's Third Subdivision, all of Frank's Fourth Subdivision, all of Frank's Fifth Subdivision, all of Frank's Sixth Subdivision, all of Kohler's Addition Subdivision, all of Frederick's First Subdivision, all of Frederick's Second Subdivision, SW4 48'X207' & 114.7' X 177' 15-139-96 0.70 ACRES, SW4 583FT X 163FT 15-139-96 2.18 ACRES, and SW4 163FT X 760FT 15-139-96 2.82 ACRES, was also recommended to be removed from the USA in Figure 5-7 of the Transportation Master Plan and Comprehensive Plan Update. Since the

properties currently utilize Southwest Water services and private septic systems, switching them over to City water and sanitary sewer services would be prohibitively expensive.

Figures 5-3 and 5-4, which are shown on Page 92 of the Transportation Master Plan and Comprehensive Plan Update, proposes a new future land use map to be adopted by the City. This proposed map introduces the Rural Reserve category, which is intended to limit development adjacent to City limits from developing rurally, and splits the residential designation into the High Density Residential and Low Density Residential categories. The proposed map was drafted through collaboration between the consultant and City staff. City staff is requesting the commission adopt the proposed future land use map with the changes that anything currently located in the Mobile Home (MH) zoning district be located in the High Density Residential zoning district, and that the proposed Rural Reserve category be renamed to the Urban Reserve category.

PUBLIC INPUT AND STAFF RECOMMENDATION

Public Input: As of the date of this report, City staff has not received any public comments.

Staff Recommendation: The City Development Team staff recommends **approval** of CPU-002-2026.

MOTIONS:

*****Approval*****

"I move the City of Dickinson Planning and Zoning Commission recommend approval of **CPU-002-2026: The Comprehensive Plan & Urban Service Area Update** *as being consistent with the City of Dickinson Comprehensive Plan, as being compliant with the City of Dickinson Zoning Ordinance, and as being in the interest of the public health, safety and welfare "*

(AND) the following additional requirements **(IF THE PLANNING AND ZONING COMMISSION RECOMMENDS ANY ADDITIONS AND/OR DELETIONS TO THE PROPOSED MOTION LANGUAGE):**

1. _____;
2. _____.

*****Denial*****

"I move the Dickinson Planning and Zoning Commission recommend denial of **CPU-002-2026: The Comprehensive Plan & Urban Service Area Update** *as NOT being consistent with the City of Dickinson Comprehensive Plan, as not being compliant with the City of Dickinson Zoning Ordinance, and as being contrary to the interest of the public health, safety and welfare."*

ORDINANCE NO. ____

AN ORDINANCE AMENDING THE LAND USE OBJECTIVES AND POLICIES, AS ORIGINALLY ADOPTED IN THE 2013 COMPREHENSIVE PLAN (MASTER PLAN) AND REPLACING THE FUTURE LAND USE MAP AND THE URBAN SERVICE AREA MAP, AS ORIGINALLY ADOPTED IN 2013 IN THE DICKINSON 2035: ROADMAP TO THE FUTURE COMPREHENSIVE PLAN (MASTER PLAN) FOR THE CITY OF DICKINSON, NORTH DAKOTA.

BE IT ORDAINED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF DICKINSON, NORTH DAKOTA, AS FOLLOWS:

Section 1: That Section 44-55 and Section 44-60 of the Municipal Code state as follows:

Sec. 44-55. - Adoption.

There is hereby adopted a basic housing study (goals and guideline plan), central business district plan, community facilities plan, land use plan, thoroughfare plan, guide for the preparation of a capital improvements program, basic research report, City base map and overlays, central business district base map and overlays, and concept illustrations, all shall be parts of the Comprehensive Plan (Master Plan) of the City. All of such parts of the Comprehensive Plan (Master Plan), together with maps, all notations, information and data contained thereon are hereby made a part of this article.

Sec. 44-60. - Amendment.

This article may be amended from time to time in accordance with the laws of the State providing for the adoption and amendment of the Comprehensive Plan (Master Plan) of a City.

Section 2: That the City of Dickinson completed a review of the Dickinson 2035: Roadway to the Future Comprehensive Plan, as adopted in 2013, and desires to amend those Land Use Objectives and Policies and to replace the 2013 Comprehensive Plan Future Land Use Map and Urban Service Area Map, as attached hereto, in accordance with the purpose set forth in Section 44-56 in the Dickinson Municipal Code, to align with the changes recommended in the Direction 2050: Transportation Master Plan and Comprehensive Plan Update.

Section 3: **Repeal of Ordinances in Conflict.** All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

Section 4: **Severability.** In the event any section of this Ordinance is held invalid by court of competent jurisdiction, the invalidity shall extend only to the section affected, and other sections of this Chapter shall continue in full force and effect.

Section 5: **Effective Date:** This Ordinance shall be in full force and effect form and after final passage.

_____
Scott Decker, President
Board of City Commissioners

ATTEST

_____
Dustin Dassinger, City Administrator

First Reading: _____ 2026
Second Reading: _____ 2026
Final Passage: _____ 2026

2026 LAND USE POLICIES

Policy 1.1 – The Future Land Use Map (FLUM), as adopted in March 2013 and as subsequently amended, shall be replaced by Figure 5-3 and Figure 5-4 as depicted in the **Direction 2050 Comprehensive Plan and Transportation Master Plan** document accepted on October 2025 by the Dickinson City Commission (Exhibit A). The FLUM establishes the following future land use categories:

Policy 1.1.1 – Agriculture: This category designates agricultural and related uses such as crops, dairies, grazing, and ancillary supporting facilities. Single-family residences that are located on farm properties and occupied full-time are designated in the Low-Density Residential category rather than as Agricultural.

Policy 1.1.2. – Low-Density Residential: Primarily residential use with two or fewer units per parcel. This generally corresponds to the Low-Density Residential (R-1) or Medium-Density Residential (R-2) zoning districts in use by Dickinson, with selected additional undeveloped sites.

Policy 1.1.3. – High-Density Residential: Primarily residential use with three or more units per parcel which has often served as a transitionary zoning district between residential and commercial uses. This generally corresponds to the Medium-Density Residential (R-2), High-Density Residential (R3), and Mobile Home Residential (MH) zoning districts in use by Dickinson, and designated significant portions of undeveloped sites to meet current and expected housing demand

Policy 1.1.4. – Commercial: Sites that primarily support retail, service, civic and office uses, and related trades; the addition of parking, loading zones, and outdoor uses are ancillary to this primary use. Parcels in this category may include limited service uses, but not to the extent of parcels in the Industrial category

Policy 1.1.5. –Mixed Use: Any combination of more than one of the above uses combined on a single parcel or site. Parcels in this category provide for a mix of uses to promote infill and/ or redevelopment, and additionally, may promote the construction of a greater variety of residences at smaller sizes and lower price points. A Planned Unit Development (PUD) may be utilized to establish new Mixed-Use areas. This category does not allow Industrial or Agricultural uses.

Policy 1.1.6. – Industrial: Parcels with a primary purpose ranging from light to heavy industrial uses, including motor pools, storage yards, manufacturing, processing, and similar uses. This category includes buffering and other requirements to minimize adverse impacts on surrounding land uses

Policy 1.1.7. – Public/Institutional: This category includes multiple types of public uses, including but not limited to government offices, public works facilities, agricultural research, schools and other indoor public facilities (except Parks and Recreation uses), and land held for drainage or stormwater retention. These parcels may be owned by any of the following: the City of Dickinson, Stark County, Dickinson State University, or another general purpose or special purpose government.

2026 LAND USE POLICIES

Policy 1.1.8. – Parks and Recreation: This category includes areas that are designated for public recreation, open space, conservation, natural resources, or habitat preservation. These parcels may be subject to restrictive conservation easements to preclude incompatible development and may include both outdoor areas and supporting indoor recreational facilities.

Policy 1.1.9 - Agricultural: This category designates agricultural and related uses such as crops, dairies, grazing, and ancillary supporting facilities. Single-family residences that are located on farm properties and occupied full-time are designated in the Low-Density Residential category rather than as Agricultural.

Policy 1.1.10 - Urban Reserve: The Future Land Use Map uses an urban reserve land use category (also referred to as Rural Reserve) to designate land which shall be protected from any counterproductive land uses and reserved for future annexation. These parcels are primarily vacant or open space today and are not expected to develop by 2050. However, their strategic locations deem them strong candidates to capture Dickinson's long-term development beyond 2050, and are reserved for that purpose on the Future Land Use Map.

Policy 1.2 – The City shall consider adding a highway commercial FLUM category.

Policy 1.3 – All rezoning application approvals shall be consistent with the applicable future land use category on the FLUM to provide increased certainty over future growth patterns. The following policies establish the vesting of land development rights with regard to the FLUM, the zoning districts deemed consistent with each future land use designation, the general procedure to process amendments to the FLUM and criteria to guide the review of FLUM applications.

Policy 1.3.1 – All existing land uses shall be vested in accordance with the provisions of the City of Dickinson zoning regulations and existing zoning shall be vested with regard to the FLUM.

Policy 1.3.2. – The following table identifies City of Dickinson Zoning Districts deemed consistent with each FLUM designation: Table 4-21: Future Land Use Map Categories

FUTURE LAND USE CATEGORY	ZONING DISTRICT												
	AG	RR	R-1	R-2	R-3	MH	LC	CC	DC	GC	LI	GI	P
Agricultural													
Commercial													
High Density													
Low Density													
Industrial													
Mixed Use													
Parks and Rec													
Public													

Green = Compatible Red = Incompatible

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2026 LAND USE POLICIES

Policy 1.3.3 – FLUM amendments shall be processed in accordance with procedures established by the City. FLUM amendment applications and rezoning applications may be processed concurrently

Policy 1.3.4 – The City shall review FLUM amendments applications and shall take into consideration and record as findings of fact in an ordinance that approves a requested Future Land Use Map Amendment the following factors:

• Impact to the FLUM.
• Consistency with comprehensive plan policies and all other city plans.
• Availability of city infrastructure to serve the property in which the FLUM amendment is requested.
• Location of the property in relation to planned thoroughfares and the availability and cost to the City to provide infrastructure.
• Compatibility of the requested future land use designation in relation to abutting or adjacent future land use designations.
• Extent to which the requested future land use designation establishes or reinforces an urban sprawl pattern of development as opposed to an orderly, compact form of development.
• Whether the first two phases of the Capital Improvement Program include programmed improvements in the area where the FLUM amendment is proposed.
• Short-term and long-term fiscal impacts to the City of approving the FLUM amendment.

Policy 1.3.5 – Approval of FLUM amendments shall require a majority vote of the City Commission in favor of a FLUM amendment.

Policy 1.4 – Prior to submitting a formal request for voluntary annexation, the property owner(s) or their designated agent shall submit a report to the City that fully and completely addresses the following information related to the short-term and long-term fiscal impacts of the requested annexation:

- Any and all City infrastructure (water, sewer and roads) that will need to be extended to the annexation site.
- Any and all new or enlarged City infrastructure facility that will be needed to extend City services to the annexation site.
- A profile of planned development on the annexation site, including the approximate area of each proposed general land use type, the density of planned residential uses and the intensity of planned non-residential uses.
- The estimated water demand of the planned development of the annexation site.
- The estimated peak hour traffic that will be generated from the planned development of the annexation site.
- An evaluation of City Police and Fire Department’s ability to safely provide service to the annexation site.
- When applicable, the cost of providing urban services to existing rural development.
- A cost estimate, prepared by a licensed engineer, of the cost of providing or extending urban services specified in the above bullet points.

2026 LAND USE POLICIES

Policy 1.5 – Prior to City approval of the annexation request, the property owner(s) or their designated agent shall enter into a binding annexation agreement with the City that establishes the general framework of the assignment of financial responsibilities for all infrastructure costs identified through full and complete implementation of Policy 1.4. At the sole discretion of the City Commission, any of the informational requirements provided in Policy 1.4 may be waived due to the size of the requested Urban Service Area expansion or the nature of the proposed use(s).

Policy 1.6 – The City shall amend its adopted Urban Service Area to reflect Figure 5- 7 Urban Service Area Recommended changes as depicted in the **Direction 2050 Comprehensive Plan and Transportation Master Plan** document accepted on October 2025 by the Dickinson City Commission (Exhibit B). The Urban Service Area delineates the areas the City plans to provide urban services consistent with the City's Capital Improvement Plan for the next five to ten years. The Urban Service Area shall only be amended by ordinance by the City Commission. In conjunction with any request to expand the Urban Service Area boundary, the applicant shall submit to the City all information specified in Policy 1.4 above. At the sole discretion of the City Commission, any of the informational requirements provided in Policy 1.4 may be waived due to the size of the requested Urban Service Area expansion or the nature of the proposed use(s).

Policy 1.7-The City shall adopt the amended Scenario B, as depicted in the **Direction 2050 Comprehensive Plan and Transportation Master Plan** document accepted on October 2025 by the Dickinson City Commission (Exhibit C), as the preferred vision of future land use across Dickinson and the study area boundary.

Policy 1.8-The City shall continue to consult the Future Land Use Map during preliminary and final platting processes, and with administrative reviews of other plan types as development applications and property owner inquiries are received over time.

Policy 1.9- The City shall continue to consult the Future Land Use Map during long-term planning efforts, including Capital Improvement Plan and annual budgeting processes, to align future public investments with the areas most likely to harness future development.

Policy 1.10- The City shall periodically evaluate changes in existing conditions and consider potential future land use map changes as warranted. To encourage development the City shall consider future land use map designation changes to vacant and undeveloped parts of Dickinson.

Policy 1.11-The City shall evaluate potentially future land use map changes based upon periodic consultation with Park District staff on future park siting and other innovative approaches to meet outdoor recreational space needs.

Objective 2: Promote sustainable and high-quality development that mitigates the impacts of new development adjacent to existing developed areas and enhances the visual qualities of gateways to the city.

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2026 LAND USE POLICIES

Policy 2.1 – To avoid land use incompatibilities and promote the efficient use of sewer and water infrastructure, properties within the Urban Service Area shall not be rezoned into the Agricultural or Rural Residential zoning districts.

Policy 2.2 – As urban development abuts existing rural residential subdivisions, the following policies shall apply to mitigate the impact of abutting or adjacent urban uses on existing rural residential subdivisions.

> Policy 2.2.1 – Except for neighborhood commercial centers shown on the FLUM at the intersection of existing or planned collector or arterial roadways, non-residential uses shall not abut existing rural residential subdivisions. When nonresidential development is allowed pursuant to this policy, a minimum 100-foot buffer shall be provided adjacent to the existing rural residential subdivisions. The minimum setbacks for structures shall be established from the interior boundary of the buffer area. The City shall establish minimum buffer area standards in the zoning ordinance that apply to this interface of land uses, and in the absence of approved standards the specifications for buffer area landscaping and/or screening improvements shall be established in a development order.
>
> Policy 2.2.2 – The City shall utilize the Urban Reserve future land use map category to designate land which shall be protected from counterproductive land uses and reserved for future annexation.

Policy 2.3 – With the exception of commercial corridors along Highway 22, 30th Avenue NW and the I-94 Business Loop, non-residential commercial development along collector or arterial roadways as designated by the Transportation Plan should generally be located at the nodes of intersecting collector and/or arterial roadways and non-residential commercial nodes should be separated by a minimum distance of one-half mile.

Policy 2.4 – New industrial uses or industrial parks shall not be developed along Highway 22 or the I-94 Business Loop. However, such uses or parks may receive access from Highway 22 and the I-94 Business Loop so long as any industrial use or park is setback a minimum of 500 feet from the above-referenced highways. To implement this policy, the City of Dickinson shall amend its zoning regulations to require industrial uses or industrial parks be setback a minimum of 500 feet from Highway 22 and the I-94 Business Loop.

Policy 2.5 – Future industrial FLUM categories shall be extensions of existing industrial areas or extensions of existing FLUM industrial categories. The intent of this policy is to generally discourage the development of isolated or spot industrial uses.

Policy 2.6 – All rezoning requests that allow multi-family and mobile home parks/mobile home subdivisions as defined in the City of Dickinson Municipal Code shall be located along an arterial or collector roadway as designated by the Transportation Plan. The City shall continue to require a minimum landscape buffer between single-family zoning and more intensive residential zoning districts. Development shall continue to utilize the minimum buffer area standards in the zoning ordinance that apply to this interface of such land uses. In the absence of approved

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standards, the specifications for buffer area landscaping and/or screening improvements shall be established in a development order.

Policy 2.7 – All rezoning requests that would allow any non-residential use should be located along an arterial or collector roadway as designated by the Transportation Master Plan. When such non-residential development abuts any residential use, the City shall require a landscape buffer between the proposed non-residential use and existing residential use(s). The City shall continue to implement the landscaping and screening standards in the zoning ordinance that apply to this interface of such land uses.

Policy 2.8 – Temporary worker housing (also known as crew camps) shall be approved in accordance with the provisions of the City's zoning ordinance. If such temporary worker housing is permitted within the extraterritorial zoning jurisdictional area of the City of Dickinson, the City should seek an equitable revenue sharing agreement with Stark County pursuant to Section 57-02.4-02 of the Century Code.

Policy 2.9 – When any proposed FLUM amendment or rezoning application could result in potential land use incompatibilities between adjacent or abutting land uses, the City Planning Department staff shall require the applicant to contact all property owners within 300 feet of the subject property. The City may also require the applicant conduct neighborhood meetings prior to any public hearing on the application. These neighborhood meetings shall be held at a location and time that will not hinder the attendance of neighboring residents.

Objective 3: Amend the City's zoning regulations and other land development regulations to enhance the design standards for development and implement land use goals.

Policy 3.1 – Whenever appropriate, the City shall encourage the use of a planned unit development (PUD), due to the combined benefits of providing greater design flexibility as well as city direct involvement in the establishment of development specific site standards. The approval of a PUD, as well as any subsequent PUD amendments, shall be executed in accordance with the requirements of the City's zoning ordinance.

Policy 3.2 – The City shall consider establishing land use policies and implement zoning standards to require minimum open space, landscaping and recreational amenities for high density residential development.

Policy 3.3 – City staff shall continue to require pre-application meetings.

Policy 3.4 – City staff shall evaluate, and if necessary, recommend the adopted zoning standards for the screening of outdoor storage and roadway buffer standards in the LI and GI zoning districts.

Policy 3.5 – City staff shall evaluate, and, if necessary, recommend amending the landscaping and screening standards found in the zoning ordinance. City staff shall consider establishing a list of recommended landscaping materials to developers and the public.

2026 LAND USE POLICIES

Policy 3.6 – To improve quality of place, the City shall continue to enforce the sign regulations in the zoning ordinance that reduce the number, size and height of detached signs in non-residential zoning districts.

Policy 3.7 – Commercial and industrial centers comprised of three or more tenants or uses shall comply with the unified sign program found in the zoning code.

Policy 3.8 – The City shall continue to utilize the adopted underground mining overlay district as found in the Zoning Ordinance of the City.

Policy 3.9 – City staff shall evaluate and, as necessary, amend the Corridor Overlay District development standards to enhance the appearance of development along designated community gateways.

Policy 3.10 – The City shall consider adopting additional zoning regulations to allow a mix of residential, civic, office and commercial uses to implement the Mixed Use FLUM designation. The land use mix requirement could establish a maximum percentage of area developed as non-residential uses and a minimum percentage of area for residential development. When appropriate, development in the mixed-use future land use category should be required to be processed and approved as a PUD. Additionally, the implementing zoning regulations should address the following topics:

- A mixed-use development should provide commercial services in close proximity to residential areas to provide shorter, more convenient vehicular or pedestrian trips for purchases of goods and services. An example of mixed-use development is a Regional Center concept that includes a mixture of residential types to accommodate housing options for nearby employment and commercial centers.
- A mixed-use development should provide commercial services in close proximity to residential areas to provide shorter, more convenient vehicular or pedestrian trips for purchases of goods and services. An example of mixed-use development is a Regional Center concept that includes a mixture of residential types to accommodate housing options for nearby employment and commercial centers.
- A mixed-use development should be allowed as multiple uses in a single building or multiple uses within a development site.
- The following uses shall be prohibited from being developed in a mixed-use development:
    - The following automotive and equipment services:
        1) equipment rental and sales;
        2) equipment repair services; and
        3) vehicular storage (short-term)
    - Campgrounds
    - Crematorium
    - Kennels
- The following land use mix requirements shall apply to a mixed-use development:
    - Any non-residential use types: 70% maximum

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2026 LAND USE POLICIES

  - Residential land use types: 30% minimum
- Implementation of the Mixed-Use Future Land Use Map designation shall be subject to the following development standards:
  - Minimum Area: 2 acres Maximum Residential Density: 16 dwelling units per gross acre
  - Minimum Residential Density: 10 dwelling units per gross acre
  - Maximum Floor Area Ratio: 1.0
  - Minimum Open Space: A minimum of 20 percent of the open space is required to recreational space for residential uses.

Policy 3.11 – Site plans shall continue to be reviewed by City staff to ensure high quality development. The following site factors shall be subject to staff required conditions of approval related to the following site plan considerations:

- Building orientation and design
- Appropriate screening of site characteristic that may potentially impact adjacent residential land uses or be visual from any public right-of-way
- Safe and convenient access to the site
- Safety of internal traffic circulation
- Adequate provisions for safe pedestrian circulation

Policy 3.12 – City staff shall encourage requirements for green buildings such as USGBC LEED or the State Energy Program for development approvals.

Policy 3.13 – City staff shall encourage new and infill development to accommodate basic retail services within walking distance of residential areas.

Objective 4: Promote the sustainable redevelopment of the downtown area.

Policy 4.1 – Continue to implement the Downtown Overlay District and the West Villard Overlay District to eliminate the legal nonconforming status of residential properties and to facilitate redevelopment of such properties for commercial uses. The Downtown Overlay District and West Villard Overlay District shall promote the following:

1) professional service businesses (financial, legal, real estate),
2) personal services,
3) civic uses,
4) entertainment businesses (restaurants, night clubs, bars, coffee shops, etc.),
5) residential,
6) specialty retail, and
7) walkability.

Policy 4.2 – Civic uses shall be promoted in the downtown area.

Policy 4.3 –The City shall continue to promote downtown residential development and ensure the viability of existing downtown neighborhoods.

Policy 4.4 – Promote the establishment of a downtown Business Improvement District.

2026 LAND USE POLICIES

Policy 4.5 – Establish a downtown capital improvement fund for public improvement projects

Policy 4.6 – Consider establishing a Tax Increment Finance District in the downtown to support the object of revitalizing the downtown.

Policy 4.7 – The City shall continue to promote its adopted Renaissance Zone program.

Policy 4.8 – Establish a Revolving Loan Fund for downtown commercial businesses. The loan fund should be reserved for façade improvements and other exterior improvements to enhance the appearance of the downtown.

Policy 4.9 – The City and the Park Board shall continue to coordinate planning for and developing downtown civic/recreational amenities. The objective of the amenities is to create a pleasant outdoor gathering place that will increase activity in the downtown. Amenities that should be pursued include an urban landscaped park and a plaza, both of which should be designed to accommodate special events. Policy

Policy 4.10 – The City should evaluate feasibility and cost of establishing quiet railroad crossing zones to encourage downtown residential development

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LAND USE 2025-2026 COMPREHENSIVE PLAN AMENDMENTS

Policy 1.1 – The Future Land Use Map (FLUM), as adopted in March 2013 and as subsequently amended, shall be replaced by Figure 5-3 and Figure 5-4 as depicted in the **Direction 2050 Comprehensive Plan and Transportation Master Plan** document accepted on October 2025 by the Dickinson City Commission (Exhibit A). The FLUM establishes the following future land use categories:

Policy 1.1.1 – Agriculture: This category designates agricultural and related uses such as crops, dairies, grazing, and ancillary supporting facilities. Single-family residences that are located on farm properties and occupied full-time are designated in the Low-Density Residential category rather than as Agricultural.

Policy 1.1.2. – Low-Density Residential: Primarily residential use with two or fewer units per parcel. This generally corresponds to the Low-Density Residential (R-1) or Medium-Density Residential (R-2) zoning districts in use by Dickinson, with selected additional undeveloped sites.20

Policy 1.1.3. – High-Density Residential: Primarily residential use with three or more units per parcel which has often served as a transitionary zoning district between residential and commercial uses. This generally corresponds to the Medium-Density Residential (R-2), High-Density Residential (R3), and Mobile Home Residential (MH) zoning districts in use by Dickinson, and designated significant portions of undeveloped sites to meet current and expected housing demand

Policy 1.1.4. – Commercial: Sites that primarily support retail, service, civic and office uses, and related trades; the addition of parking, loading zones, and outdoor uses are ancillary to this primary use. Parcels in this category may include limited service uses, but not to the extent of parcels in the Industrial category

Policy 1.1.5. –Mixed Use: Any combination of more than one of the above uses combined on a single parcel or site. Parcels in this category provide for a mix of uses to promote infill and/ or redevelopment, and additionally, may promote the construction of a greater variety of residences at smaller sizes and lower price points. A Planned Unit Development (PUD) may be utilized to establish new Mixed-Use areas. This category does not allow Industrial or Agricultural uses.

Policy 1.1.6. – Industrial: Parcels with a primary purpose ranging from light to heavy industrial uses, including motor pools, storage yards, manufacturing, processing, and similar uses. This category includes buffering and other requirements to minimize adverse impacts on surrounding land uses

Policy 1.1.7. – Public/Institutional: This category includes multiple types of public uses, including but not limited to government offices, public works facilities, agricultural research, schools and other indoor public facilities (except Parks and Recreation uses), and land held for drainage or stormwater retention. These parcels may be owned by any of the following: the City of Dickinson, Stark County, Dickinson State University, or another general purpose or special purpose government.

Policy 1.1.8. – Parks and Recreation: This category includes areas that are designated for public recreation, open space, conservation, natural resources, or habitat preservation. These parcels may be subject to restrictive conservation easements to preclude incompatible development and may include both outdoor areas and supporting indoor recreational facilities.

Policy 1.1.9 - Agricultural: This category designates agricultural and related uses such as crops, dairies, grazing, and ancillary supporting facilities. Single-family residences that are located on farm properties and occupied full-time are designated in the Low-Density Residential category rather than as Agricultural.

Policy 1.1.10 - Urban Reserve: The Future Land Use Map uses an urban reserve land use category (also referred to as Rural Reserve) to designate land which shall be protected from any counterproductive land uses and reserved for future annexation. These parcels are primarily vacant or open space today and are not expected to develop by 2050. However, their strategic locations deem them strong candidates to capture Dickinson's long-term development beyond 2050, and are reserved for that purpose on the Future Land Use Map.

Policy 1.2 – The City shall consider adding ahighway commercial FLUM category.

Policy 1.3 – All rezoning application approvals shall be consistent with the applicable future land use category on the FLUM to provide increased certainty over future growth patterns. The following policies establish the vesting of land development rights with regard to the FLUM, the zoning districts deemed consistent with each future land use designation, the general procedure to process amendments to the FLUM and criteria to guide the review of FLUM applications.

Policy 1.3.1 – All existing land uses shall be vested in accordance with the provisions of the City of Dickinson zoning regulations and existing zoning shall be vested with regard to the FLUM.

Policy 1.3.2. – The following table identifies City of Dickinson Zoning Districts deemed consistent with each FLUM designation:

Table 4-21: Future Land Use Map Categories

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FUTURE LAND USE CATEGORY	ZONING DISTRICT												
	AG	RR	R-1	R-2	R-3	MH	LC	CC	DC	GC	LI	GI	P
Agricultural													
Commercial													
High Density													
Low Density													
Industrial													
Mixed Use													
Parks and Rec													
Public													

Green = Compatible Red = Incompatible

Policy 1.3.3 –FLUM amendments shall be processed in accordance with procedures established by the City. FLUM amendment applications and rezoning applications may be processed concurrently

Policy 1.3.4 – The City shall review FLUM amendments applications and shall take into consideration and record as findings of fact in an ordinance that approves a requested Future Land Use Map Amendment the following factors:

• Impact to the FLUM.
• Consistency with comprehensive plan policies and all other city plans.
• Availability of city infrastructure to serve the property in which the FLUM amendment is requested.
• Location of the property in relation to planned thoroughfares and the availability and cost to the City to provide infrastructure.
• Compatibility of the requested future land use designation in relation to abutting or adjacent future land use designations.
• Extent to which the requested future land use designation establishes or reinforces an urban sprawl pattern of development as opposed to an orderly, compact form of development.
• Whether the first two phases of the Capital Improvement Program include programmed improvements in the area where the FLUM amendment is proposed.
• Short-term and long-term fiscal impacts to the City of approving the FLUM amendment.

Policy 1.3.5 – Approval of FLUM amendments shall require a majority vote of the City Commission in favor of a FLUM amendment.

Policy 1.4 – Prior to submitting a formal request for voluntary annexation, the property owner(s) or their designated agent shall submit a report to the City that fully and completely addresses the following information related to the short-term and long-term fiscal impacts of the requested annexation:

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- Any and all City infrastructure (water, sewer and roads) that will need to be extended to the annexation site.
- Any and all new or enlarged City infrastructure facility that will be needed to extend City services to the annexation site.
- A profile of planned development on the annexation site, including the approximate area of each proposed general land use type, the density of planned residential uses and the intensity of planned non-residential uses.
- The estimated water demand of the planned development of the annexation site.
- The estimated peak hour traffic that will be generated from the planned development of the annexation site.
- An evaluation of City Police and Fire Department's ability to safely provide service to the annexation site.
- When applicable, the cost of providing urban services to existing rural development.
- A cost estimate, prepared by a licensed engineer, of the cost of providing or extending urban services specified in the above bullet points.

Policy 1.5 – Prior to City approval of the annexation request, the property owner(s) or their designated agent shall enter into a binding annexation agreement with the City that establishes the general framework of the assignment of financial responsibilities for all infrastructure costs identified through full and complete implementation of Policy 1.4. At the sole discretion of the City Commission, any of the informational requirements provided in Policy 1.4 may be waived due to the size of the requested Urban Service Area expansion or the nature of the proposed use(s).

Policy 1.6 – The City shall amend its adopted Urban Service Area to reflect Figure 5- 7 Urban Service Area Recommended changes as depicted in the **Direction 2050 Comprehensive Plan and Transportation Master Plan** document accepted on October 2025 by the Dickinson City Commission (Exhibit B). The Urban Service Area delineates the areas the City plans to provide urban services consistent with the City's Capital Improvement Plan for the next five to ten years. The Urban Service Area shall only be amended by ordinance by the City Commission. In conjunction with any request to expand the Urban Service Area boundary, the applicant shall submit to the City all information specified in Policy 1.4 above. At the sole discretion of the City Commission, any of the informational requirements provided in Policy 1.4 may be waived due to the size of the requested Urban Service Area expansion or the nature of the proposed use(s).

Policy 1.7-The City shall adopt the amended Scenario B, as depicted in the **Direction 2050 Comprehensive Plan and Transportation Master Plan** document accepted on October 2025 by the Dickinson City Commission (Exhibit C), as the preferred vision of future land use across Dickinson and the study area boundary.

Policy 1.8-The City shall continue to consult the Future Land Use Map during preliminary and final platting processes, and with administrative reviews of other plan types as development applications and property owner inquiries are received over time.

Policy 1.9- The City shall continue to consult the Future Land Use Map during long-term planning efforts, including Capital Improvement Plan and annual budgeting processes, to align future public investments with the areas most likely to harness future development.

Policy 1.10- The City shall periodically evaluate changes in existing conditions and consider potential future land use map changes as warranted. To encourage development the City shall consider future land use map designation changes to vacant and undeveloped parts of Dickinson.

Policy 1.11-The City shall evaluate potentially future land use map changes based upon periodic consultation with Park District staff on future park siting and other innovative approaches to meet outdoor recreational space needs.

Objective 2: Promote sustainable and high-quality development that mitigates the impacts of new development adjacent to existing developed areas and enhances the visual qualities of gateways to the city.

Policy 2.1 – To avoid land use incompatibilities and promote the efficient use of sewer and water infrastructure, properties within the Urban Service Area shall not be rezoned into the Agricultural or Rural Residential zoning districts.

Policy 2.2 – As urban development abuts existing rural residential subdivisions, the following policies shall apply to mitigate the impact of abutting or adjacent urban uses on existing rural residential subdivisions.

> Policy 2.2.1 – Except for neighborhood commercial centers shown on the FLUM at the intersection of existing or planned collector or arterial roadways, non-residential uses shall not abut existing rural residential subdivisions. When nonresidential development is allowed pursuant to this policy, a minimum 100-foot buffer shall be provided adjacent to the existing rural residential subdivisions. The minimum setbacks for structures shall be established from the interior boundary of the buffer area. The City shall establish minimum buffer area standards in the zoning ordinance that apply to this interface of land uses, and in the absence of approved standards the specifications for buffer area landscaping and/or screening improvements shall be established in a development order.
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> Policy 2.2.2-The City shall utilize the Rural Reserve future land use map category to designate land which shall be protected from counterproductive land uses and reserved for future annexation.

Policy 2.3 – With the exception of commercial corridors along Highway 22, 30th Avenue NW and Business I-94, the following standards should apply: Non-residential, commercial development along collector or arterial roadways as designated by the Transportation Plan should generally be located at the nodes of intersecting collector and/or arterial roadways and non-residential commercial nodes should be separated by a minimum distance of one-half mile.

Policy 2.4 – New industrial uses or industrial parks shall not be developed along Highway 22 or Business I-94. However, such uses or parks may receive access from Highway 22 and Business I-94 so long as any industrial use or park is setback a minimum of 500 feet from the above-referenced highways. To implement this policy, the City of Dickinson shall amend its zoning regulations to require industrial uses or industrial parks be setback a minimum of 500 feet from Highway 22 and Business I-94.

Policy 2.5 – Future industrial FLUM categories shall be extensions of existing industrial areas or extensions of existing FLUM industrial categories. The intent of this policy is to generally discourage the development of isolated or spot industrial uses.

Policy 2.6 – All rezoning requests that allow multi-family and mobile home parks/mobile home subdivisions as defined in the City of Dickinson Municipal Code shall be located along an arterial or collector roadway as designated by the Transportation Plan. The City shall continue to require a minimum landscape buffer between single-family zoning and more intensive residential zoning districts. Development shall continue to utilize the minimum buffer area standards in the zoning ordinance that apply to this interface of such land uses. In the absence of approved standards, the specifications for buffer area landscaping and/or screening improvements shall be established in a development order.

Policy 2.7 – All rezoning requests that would allow any non-residential use should be located along an arterial or collector roadway as designated by the Transportation Master Plan. When such non-residential development abuts any residential use, the City shall require a landscape buffer between the proposed non-residential use and existing residential use(s). The City shall continue to implement the landscaping and screening standardsin the zoning ordinance that apply to this interface of such land uses.

Policy 2.8 – Temporary worker housing (also known as crew camps) shall be approved in accordance with the provisions of the City's zoning ordinance. If such temporary worker housing is permitted within the extraterritorial zoning jurisdictional area of the City of Dickinson, the City should seek an equitable revenue sharing agreement with Stark County pursuant to Section 57-02.4-02 of the Century Code.

Policy 2.9 – When any proposed FLUM amendment or rezoning application could result in potential land use incompatibilities between adjacent or abutting land uses, the City Planning Department staff shall require the applicant to contact all property owners within 300 feet of the subject property. The City may also require the applicant conduct neighborhood meetings prior to any public hearing on the application. These neighborhood meetings shall be held at a location and time that will not hinder the attendance of neighboring residents.

Objective 3: Amend the City's zoning regulations and other land development regulations to enhance the design standards for development and implement land use goals.

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Policy 3.1 – Whenever appropriate, the City shall encourage the use of a planned unit development (PUD), due to the combined benefits of providing greater design flexibility as well as city direct involvement in the establishment of development specific site standards. The approval of a PUD, as well as any subsequent PUD amendments, shall be executed in accordance with the requirements of the City's zoning ordinance.

Policy 3.2 – The City shall consider establishing land use policies and implement zoning standards to require minimum open space, landscaping and recreational amenities for high density residential development.

Policy 3.3 – City staff shall continue to require pre-application meetings.

Policy 3.4 –City staff shall evaluate, and if necessary, recommend the adopted zoning standards for the screening of outdoor storage and roadway buffer standards in the LI and GI zoning districts.

Policy 3.5 –City staff shall evaluate, and, if necessary, recommend amending the landscaping and screening standards found in the zoning ordinance. City staff shall consider establishing a list of recommended landscaping materials to developers and the public.

Policy 3.6 – To improve quality of place, the City shall continue to enforce the sign regulations in the zoning ordinance that reduce the number, size and height of detached signs in non-residential zoning districts.

Policy 3.7 – Commercial and industrial centers comprised of three or more tenants or uses shall comply with the unified sign program found in the zoning code.

Policy 3.8 – The City shall continue to utilize the adopted underground mining overlay district as found in the Zoning Ordinance of the City.

Policy 3.9 – City staff shall evaluate and, as necessary, amend the Corridor Overlay District development standards to enhance the appearance of development along designated community gateways.

Policy 3.10 – The City shall consider adopting additional zoning regulations to allow a mix of residential, civic, office and commercial uses to implement the Mixed Use FLUM designation. The land use mix requirement could establish a maximum percentage of area developed as non-residential uses and a minimum percentage of area for residential development. When appropriate, development in the mixed-use future land use category should be required to be processed and approved as a PUD. Additionally, the implementing zoning regulations should address the following topics:

> Policy 3.12.1 – A mixed use development should provide commercial services in close proximity to residential areas to provide shorter, more convenient vehicular or pedestrian trips for purchases of goods and services. An example of mixed-use development is a

Regional Center concept that includes a mixture of residential types to accommodate housing options for nearby employment and commercial centers.

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Policy 3.12.2 – A mixed use development should be allowed as multiple uses in a single building or multiple uses within a development site.

Policy 3.12.3 – The following uses shall be prohibited from being developed in a mixed-use development: • The following automotive and equipment services: 1) equipment rental and sales, 2) equipment repair services and 3) vehicular storage (short-term)

- Campgrounds
- Crematorium
- Kennels
- Vehicle Storage (short-term)

Policy 3.12.4 – The following land use mix requirements shall apply to a mixed-use development: • Any non-residential use types: 70% maximum • Residential land use types: 30% minimum

Policy 3.12.5 – Implementation of the Mixed-Use Future Land Use Map designation shall be subject to the following development standards.

- Minimum Area: 2 acres
- Maximum Residential Density: 16 dwelling units per gross acre
- Minimum Residential Density: 10 dwelling units per gross acre
- Maximum Floor Area Ratio: 1.0
- Minimum Open Space: A minimum of 20 percent of the open space is required to recreational space for residential uses.

Policy 3.11 – Site plans shall continue to be reviewed by City staff to ensure high quality development. The following site factors shall be subject to staff required conditions of approval related to the following site plan considerations. • Building orientation and design
• Appropriate screening of site characteristic that may potentially impact adjacent residential land uses or be visual from any public right-of-way
• Safe and convenient access to the site
• Safety of internal traffic circulation
• Adequate provisions for safe pedestrian circulation

Policy 3.12 – City staff shall encourage requirements for green buildings such as USGBC LEED or the State Energy Program for development approvals.

Policy 3.13 – City staff shall encourage new and infill development to accommodate basic retail services within walking distance of residential areas.

Objective 4: Promote the sustainable redevelopment of the downtown area.

Policy 4.1 – Continue to implement the Downtown Overlay District and the West Villard Overlay District to eliminate the legal nonconforming status of residential properties and to facilitate redevelopment of such properties for commercial uses. The Downtown Overlay District and West Villard Overlay District shall promote the following: 1) professional service businesses (financial, legal, real estate), 2) personal services, 3) civic uses, 4) entertainment businesses (restaurants, night clubs, bars, coffee shops, etc.), 5) residential,6) specialty retail, and 7) walkability.

Policy 4.2 – Civic uses shall be promoted in the downtown area.

Policy 4.3 –The City shall continue to promote downtown residential development and ensure the viability of existing downtown neighborhoods.

Policy 4.4 – Promote the establishment of a downtown Business Improvement District.

Policy 4.5 – Establish a downtown capital improvement fund for public improvement projects

Policy 4.6 – Consider establishing a Tax Increment Finance District in the downtown to support the object of revitalizing the downtown.

Policy 4.7 – The City shall continue to promote its adopted Renaissance Zone program.

Policy 4.8 – Establish a Revolving Loan Fund for downtown commercial businesses. The loan fund should be reserved for façade improvements and other exterior improvements to enhance the appearance of the downtown.

Policy 4.9 – The City and the Park Board shall continue to coordinate planning for and developing downtown civic/recreational amenities. The objective of the amenities is to create a pleasant outdoor gathering place that will increase activity in the downtown. Amenities that should be pursued include an urban landscaped park and a plaza, both of which should be designed to accommodate special events. Policy

4.10 – The City should evaluate feasibility and cost of establishing quiet railroad crossing zones to encourage downtown residential development

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