

Morton County Road Commission Agenda

Morton County Highway Department, 2916 37th St NW, Mandan, ND

18 February 2026 @ 9:00 am

Call to order

Roll Call

Approval of Agenda

Approval of minutes for the previous meeting

1. Discuss vacating parcel owned by County in Timmer – Don LeFleur;
2. Discuss 25th Avenue near Breien - Troy Fleck;
3. Discuss Youngtown Bridge Options;
4. Monthly Updates:
 - a. Design Projects and Construction Projects
 - b. Culvert Replacements
 - c. Budget Update
 - d. Hebron bond claim update;
5. Public Comment;
6. Other
 - a. Update on the ND Dept of Agriculture Grant.

***ISSUES MAY BE ADDED OR DELETED BY MEETING DAY.**

Morton County Road Commission Meeting
Morton County Highway Department, 2916 37th St NW, Mandan, ND 58554
January 21, 2026

Commission members Present: Paul Tokach, Kyle Kirchmeier, Roger Hille (telephone)

Commission members Absent: Jackie Buckley, Steve Tomac

Others present: John Saiki, Chad Schneider, Gordon Schoonover, Brad Darr, Craig Faul

The meeting was called to order at 9:00 am by Chair Paul Tokach

Roger made a motion to approve the amended agenda. The changes amendments made were removal of item 3, Discuss planting shrubs on county property – Anthony Rhoden. Anthony asked to be removed and said he will let us know when he has his plan ready for review. Under Other add update of Dept of Ag Grant for CR 82 and Proposed Purchase of Kalberer land. Kyle 2nd, motion carried.

Roger made a motion to approve the minutes from the previous meeting with the addition of the price of the gravel trailer in the last paragraph. Kyle 2nd, motion carried.

1. Discuss NDDOT 129,000 lbs. Large Truck Network – State DOT is in the public input phase. They have received a permit request for certain routes to allow 129,000 lb. trucks with an annual permit. They have received two applications. State law allows with a permit and a maximum length of 110 ft. State has designated highways on the state system. They are advising Counties since some of the operators may be using county routes. The weight per axle allowed will not increase, so the existing pavement shouldn't be a concern. The bridges will be the primary concern. Roger is not concerned with CR 139 to Hebron, but other routes with longer bridges would be a concern. The question was asked if there would be additional enforcement for financial assistance to counties to handle enforcement. The answer was no. Roger asked what other counties have been saying. Morton has had to the questions and detailed concerns. Roger moved we do not have any exception to these permits on state roads. We reserve the right to restrict county roads and require the use of single trip permits. Paul 2nd. Roll Call vote: Roger - yes, Paul - Yes, Kyle – Yes. Motion carried.

2. Discuss Youngtown Bridge Update – Todd Norton – Not many remaining options. Funding is good until September 1, 2026. After that another application will have to be submitted. Although future funding may be possible it is not guaranteed. Commission was against spending more money than allowed by our policy and setting a precedent. We will allow Steve and Jackie one last opportunity to meet with the land owner before sending formal written correspondence. Roger, Paul, Nate and John scheduled a meeting for February 6, 2026 at 9:00 am to further discuss the problem and possibly formulate a plan. Discuss paving land fill road – this road has the highest traffic counts in the county, both automobiles and trucks. The County has invested in this road, but due to the traffic the maintenance will be required going forward. This is not on the Federal Aid System, so any work done will be financed by the County. There will be conversations started with the city in cost sharing and looking at possible grants for upgrades. The life of the landfill is expected to exceed any road improvements.

3. Discuss Consultant – Paul Tokach – Paul presented Gordon Schoonover to the commission and if there were no objections, utilize Gordon as a resource regarding gravel. Gordon will be a non-paid, non-voting advisor to the Road Commission. There were no objections.

4. Monthly Updates – a. Design Projects and Construction projects – Reviewed projects. On System project were the same as last month. Off System projects were the same as last month. The Mork Bridge has been approved for Flex funding. Discussed projects that are being designed and will be on the shelf if funding should become available. Road work projects were the same status as last month. Reallocation of Prairie Dog Funds: in the 2026 budget, the Mork bridge was fully funded using Prairie Dog Funds. This project has been awarded Flex Funding, so this will free up Prairie Dog funds that can be used for other projects. The primary change will be moving the Prairie Dog funding to fund the 3 ton bridge on the frontage road north of Glen Ullin. Paul made a motion to accept the change in Prairie Dog Funding and submit to the County Commission for approval. Kyle 2nd, motion carried.

b. Working reclaiming an exhausted Scoria Pit and moving to a new pit as a source for scoria.

c. Budget Update - Reviewed expenses to date for 2025. Some large expenses such as, match for Summit Ave have not been paid.

d. Hebron Bond Claim Update – Asked the States Attorney to follow up. No updates. Roger made a motion to request States Attorney: Due to non-response from Bonding Company the States Attorney file suite to obtain reimbursement of the amount requested. Paul 2nd. Moton carried.

5. Public Comment – Chair Tokach asked for public comment starting at 10:50 ending at 10:52 am. There was no public comment.

7. Other – Update on Department of Agriculture for CR 83. Have executed an agreement with Interstate Engineering to develop a grant application. They have a draft ready that is going through internal review. Purchase Kalberer land – 7 quarters to be sold, first offer will be to the people renting the respective quarters. If the renter does not purchase then Morton County would look at possibly buying the land. Data was presented that demonstrated that purchase and having access to the gravel would be beneficial to the county. We will have to wait for appraisals and if the renter will buy property. We will also require a States Attorney on process before this can go forward. Gordon and Roger both thought it was a good ideal.

Kyle made a motion to adjourn, Roger 2nd.

The meeting was adjourned at 11:15 am.

John Saiki

From: Donald LaFleur
Sent: Friday, February 6, 2026 8:20 AM
To: John Saiki
Subject: Fw: 01-0094000

John,

See the email string below. Email or call me with your thoughts.



DONALD LAFLEUR
MORTON COUNTY TAX DIRECTOR

 **210 2nd Ave NW, Mandan, ND 58554**

 **Donald.lafleur@mortonnd.gov**

 **701.667.3325 (0)**

 **www.mortonnd.gov**



From: Ray Morrell <ray.morrell@mortonnd.gov>
Sent: Thursday, February 5, 2026 4:44 PM
To: Donald LaFleur <dona1d.lafleur@mortonnd.gov>
Cc: Kim Pittman <kim.pittman@mortonnd.gov>
Subject: Re: 01-0094000

Give John a call and talk it through regarding road commission action first. Pending his input, consider putting it on the agenda to request vacating.

Thanks

Get [Outlook for iOS](#)

From: Donald LaFleur <dona1d.lafleur@mortonnd.gov>
Sent: Thursday, February 5, 2026 4:40:32 PM
To: Ray Morrell <ray.morrell@mortonnd.gov>

Cc: Kim Pittman <kim.pittman@mortonnd.gov>
Subject: Re: 01-0094000

Okay, looping in Ray for his thoughts. Ray I can put this on the agenda for next week or we can submit it to the Road Commission and let them take the first crack at it.




DONALD LAFLEUR
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 Donald.lafleur@mortonnd.gov

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From: Kim Pittman <kim.pittman@mortonnd.gov>
Sent: Thursday, February 5, 2026 11:30 AM
To: Donald LaFleur <donaud.lafleur@mortonnd.gov>
Subject: Re: 01-0094000

Attached is the plat. Since it was platted as such and there is nothing recorded to vacate it, I do not think we can just delete it. Morton County acquired it through tax foreclosure. If "Morton County" would go through the process of vacating it, then I would be ok with deleting it.

From: Donald LaFleur <donaud.lafleur@mortonnd.gov>
Sent: Thursday, February 5, 2026 9:58 AM
To: Kim Pittman <kim.pittman@mortonnd.gov>
Subject: 01-0094000

Since this tiny parcel is owned by the county and lies within the road right-of-way can it just be deleted?

050106000

Parcel: 010094000

OBJECTID	30699423
FIN	010094000
GIS Acres	0.00134471461249232
Section	5
Township	133
Range	82
Property Legal Description	ALL
Block	16
Subdivision	TIMMER
PZONING	A
Legal Owner Name	MORTON COUNTY TAX PROPERTY
Legal Owner	MANDAN

Zoom to



DONALD LAFLEUR
MORTON COUNTY TAX DIRECTOR

 210 2nd Ave NW, Mandan, ND 58554

 Donald.lafleur@mortonnd.gov

 701.667-3325 (o)

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PLAT OF THE TOWNSHIP OF TIMMEP HIGHTON COUNTY NORTH DAKOTA

SECTION 16 T. 105 N. R. 10 W. S. 104
ARLINGTON C.E.

SURVEYORS CERTIFICATE

A copy of the original plat of the Township of Timmep, Highton County, North Dakota, was filed for record in the office of the Register of Deeds for Highton County, North Dakota, on the 15th day of January, 1904, and the same was duly recorded in the records of said Register of Deeds, in Book 10, page 104. The said plat was prepared by the undersigned Surveyors, and the same was duly approved by the Board of Supervisors of Highton County, North Dakota, on the 15th day of January, 1904, and the same was duly filed for record in the office of the Register of Deeds, in Book 10, page 104. The undersigned Surveyors, being duly sworn, depose and say that the said plat was prepared by them, and that the same is a true and correct copy of the original plat of the Township of Timmep, Highton County, North Dakota, as the same appears from the records of the Register of Deeds for Highton County, North Dakota, and that the same was duly approved by the Board of Supervisors of Highton County, North Dakota, on the 15th day of January, 1904, and that the same was duly filed for record in the office of the Register of Deeds, in Book 10, page 104. In testimony whereof, we have hereunto set our hands and seals, at the City of Bismarck, North Dakota, this 15th day of January, 1904.

Surveyors:
A. C. Langley
C. E. Langley

Notary Public:
The Notary Public for the State of North Dakota, do hereby certify that the above and foregoing is a true and correct copy of the original plat of the Township of Timmep, Highton County, North Dakota, as the same appears from the records of the Register of Deeds for Highton County, North Dakota, and that the same was duly approved by the Board of Supervisors of Highton County, North Dakota, on the 15th day of January, 1904, and that the same was duly filed for record in the office of the Register of Deeds, in Book 10, page 104.

Notary Public:
A. C. Langley
C. E. Langley

Notary Public:
The Notary Public for the State of North Dakota, do hereby certify that the above and foregoing is a true and correct copy of the original plat of the Township of Timmep, Highton County, North Dakota, as the same appears from the records of the Register of Deeds for Highton County, North Dakota, and that the same was duly approved by the Board of Supervisors of Highton County, North Dakota, on the 15th day of January, 1904, and that the same was duly filed for record in the office of the Register of Deeds, in Book 10, page 104.

Notary Public:
A. C. Langley
C. E. Langley

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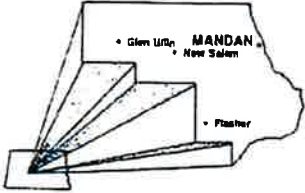
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Notary Public:
A. C. Langley
C. E. Langley







**Morton County
Road Department**
2916 37th Street NW
Mandan, ND 58554

County Engineer: Mike Aubol, PE
E-mail: maubol@mortoncountvnd.org
Road Superintendent: Nick Kraft
E-mail: nkraft@mortoncountvnd.org
Website: www.co.morton.nd.us
Telephone: (701) 667-3346
Fax: (701) 667-3362

November 7, 2013

Mr Troy Fleck

4520 McKenzie Dr SE, Apt #8

Mandan ND 58554

Dear Mr. Fleck,

Heavy spring run-offs in the last several years have created hazardous condition on an unmaintained roadway also known as 25th Ave South of Breien ND. The flows from the Chanta Peta Creek have eroded into the roadbed leaving an approximate 15' drop to the channel bed and therefor is deemed unsafe for public travel. The hazardous roadway section owned by Curt and Dana Fleck is located in the SW ¼, Section 35, T134N, R82W and does not lie within the section line statutory 66' right of way. You are authorized by Morton County to fence off the roadway approximately 100 feet south of Bridge No 155-42.1 which is located approximately 800 feet south of Morton County 134 to shut off public travel. You must allow landowners south of the installed gate access to their property when requested.

Morton County will be discussing the item at their November 12, 2013 commission meeting on a possible improvement of realigning the roadway in the troubled area.

Please call with any questions at (701)667-3346.

Sincerely,

A handwritten signature in cursive script that reads "Mike Aubol".

Mike Aubol, PE

Morton County Engineer

MORTON COUNTY COMMISSION REGULAR MEETING
November 12, 2013

The Morton County Commission Regular Meeting was called to order on November 12, 2013, at 4:00 PM by Chairman Strinden at the Morton County Courthouse, 210 Second Avenue NW, Mandan, North Dakota. Others present were Commissioners Zachmeier, Boehm, Leingang, Schulz and Auditor Rhone.

Schulz moved and Boehm seconded to approve the agenda with changes. All voting aye, motion carried.

Boehm moved and Schulz seconded to approve the minutes of the October 15, 2013 meeting. All voting aye, motion carried.

Boehm moved and Leingang seconded to approve monthly bills and payroll. All voting aye, motion carried.

Boehm moved and Leingang seconded to approve the Standards of Behavior Policy. All voting aye, motion carried.

Schulz moved and Leingang seconded to approve the 2014 Salary Adjustments as presented. All voting aye, motion carried.

Schulz moved and Boehm seconded to approve the request from BMDA for the flex PACE buy down for Marian Manor Apartments. All voting aye, motion carried.

Zachmeier moved and Leingang seconded to appoint Gary Benz to the Lower Heart Water Resource District. All voting aye, motion carried.

Zachmeier moved and Schulz seconded to refund \$1,500 to the Hebron Rural Fire Department for the purchase of a Harris radio that we are offering at no charge. All voting aye, motion carried.

Schulz moved and Zachmeier seconded to transfer two of the Harris radios to the Glen Ullin Fire Department at no charge. All voting aye, motion carried.

Boehm moved and Zachmeier seconded to continue to offer these radios to Morton County response agencies until January 1, 2014 at no cost. All voting aye, motion carried.

Boehm moved and Schulz seconded to offer the Harris radios to all response agencies at a cost of \$1,500 for each radio. All voting aye, motion carried.

Schulz moved and Zachmeier seconded to authorize a payment in the amount of \$2,826 from the 2013 DES budget for the cost of MFA to the City of Mandan. All voting aye, motion carried.

Schulz moved and Boehm seconded to appoint a representative from Metro Area Ambulance to the Communications Advisory Group. All voting aye, motion carried.

Schulz moved and Zachmeier seconded to approve the final plat of the Dettmann Subdivision, a one-lot residential subdivision, and zone change from "A" Agricultural to "R" Residential, located in the SE ¼ of Section 28 Township 139N Range 84W. All voting aye, motion carried.

Zachmeier moved and Boehm seconded to approve the final plat of the Diamond Lazy M Subdivision, a one-lot residential subdivision, and zone change from "A" Agricultural to "R" Residential, located in the NE ¼ NE ¼ of Section 10 Township 134N Range 83W. All voting aye, motion carried.

Schulz moved and Zachmeier seconded to make the following change to the previously approved

October 15, 2013 minutes pertaining to the approval of the special use permit for Fred Berger's animal feeding operation. Strike the sentence, "The Special (Conditional) Use Permit will end October 15, 2015." All voting aye, motion carried.

Boehm moved and Leingang seconded to accept the bid from Butler Machinery for 3 motor graders in the amount of \$443,600 with trade-ins. All voting aye, motion carried.

Boehm moved and Schulz seconded to authorize the Chairman to sign the County's Federal Aid program sheet. All voting aye, motion carried.

Schulz moved and Boehm seconded to approve gravel pit leases with Dorlene Kaelberer, Ralph Vogel and Allen & Janet Saylor. All voting aye, motion carried.

Boehm moved and Leingang seconded to authorize the County Engineer to apply for the Heritage Fund grant for County Park projects. All voting aye, motion carried.

Leingang moved and Boehm seconded to authorize the Road Department to build a new section of road on 25th Ave near Breien where the creek has eroded the road. All voting aye, motion carried.

Schulz moved and Zachmeier seconded to change the regular commission meeting schedule as of January 2014 to the 2nd Monday and last Tuesday of each month with the exception of October which will be the first Monday and the last Tuesday with the meetings starting at 5:30. All voting aye, motion carried.

Boehm moved and Leingang seconded to approve Homestead Credit Abatements 4316-4318. All voting aye, motion carried.

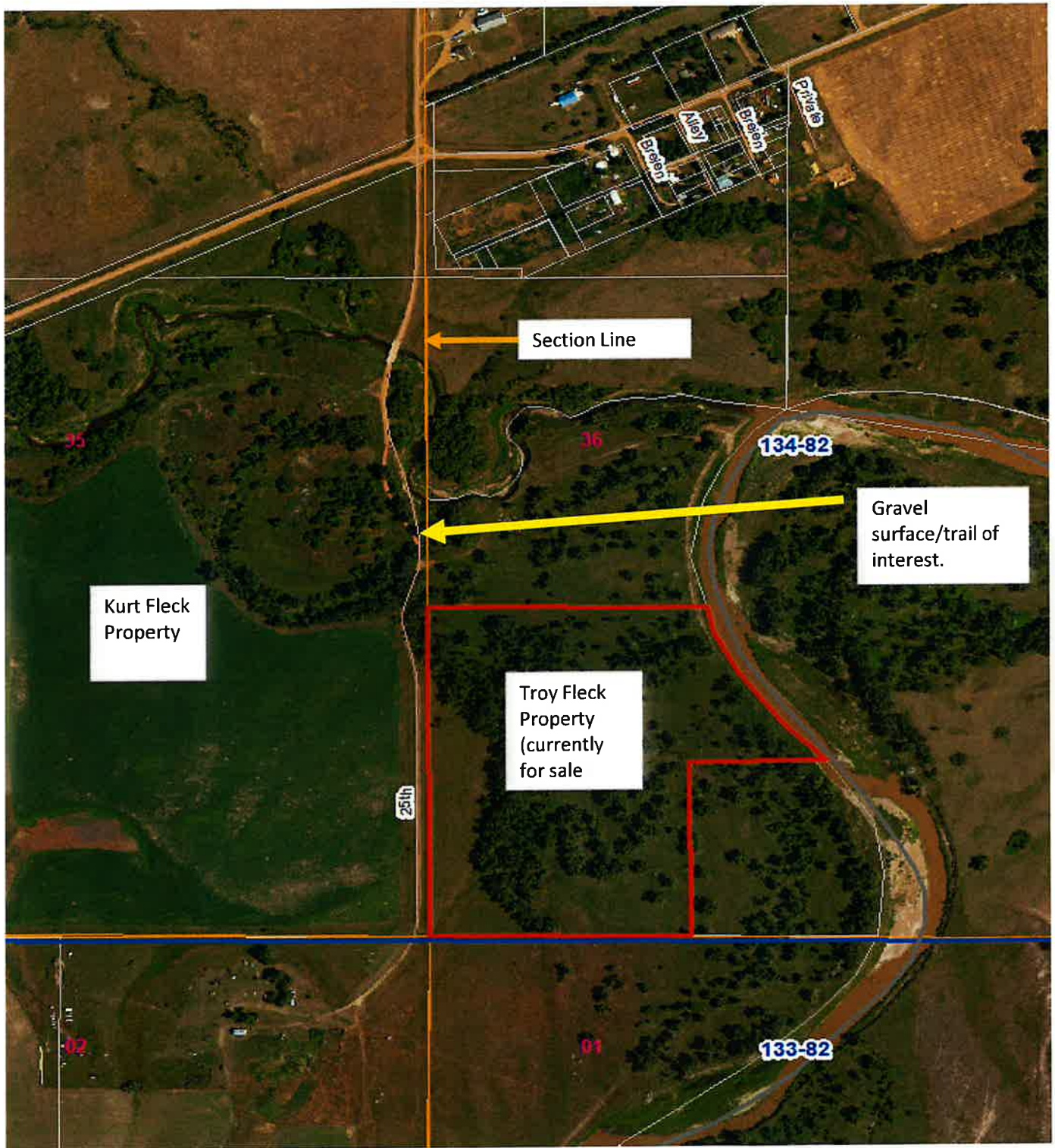
Zachmeier moved and Schulz seconded to enter into an agreement with Tad Pritchett to take professional pictures of all department heads and elected officials for \$25 per person. All voting aye, motion carried.

The total of all county funds expended from October 16, 2013 through November 12, 2013, equals \$1,441,973.15. A detailed list of funds expended by check is available for public inspection anytime during regular business hours at the Morton County Auditor's Office.

Zachmeier moved and Schulz seconded to adjourn at 6:43 PM. All voting aye, motion carried.

Bruce Strinden, Chairman, Morton County Commission _____

Dawn R Rhone, County Auditor _____



Summary: Troy would like a definitive answer from the County whether the gravel surface of interest is a county road/official public right of way, to guarantee access to the property he has for sale. Kurt does not want to grant public access across his property. County GIS categorizes 25th Ave (segment from Co Rd 134 down to the shared section line between sections 35 and 2) as a private road with no maintenance.

Project BRP-BRJ-0030(049)

PCN 23557

Youngtown Bridge

February 3, 2026

Meeting notes:

A meeting was held to discuss the status, funding, right of way, and other issues regarding the Youngtown bridge project. In attendance were Roger Hille and Paul Tokach of the Morton County Road Commission, John Saiki, Morton County Highway Engineer, and Todd Norton, design Engineer with AE2S. All attendees had been to the site and had reviewed the plans for this bridge replacement project.

Roger Hille brought up the discrepancy between the plan note on section 6 indicating the County would retain the steel from the existing bridge and the note in section 170 of the plan indicating the bridge was to be moved to another site under the ND bridge adoption process. There was also some discussion regarding if the deck should be removed prior to the adoption process. Mr. Norton will review plans, but general concurrence was to give the contractor the option of moving the bridge with deck on or off and inform the adoptee (Alan Henke) of that decision.

The major reason for the meeting was to discuss options due because the adjacent landowner is not willing to allow the County to purchase right of way, nor temporary construction easements, for the currently designed bridge replacement project, which meets the minimum county standards for roadway width. The following options were discussed:

OPTION 1:

Obtain right of way for the currently designed project and construct the project as currently designed, which consists of triple 14'x13'x72' precast RC Box culverts and associated grading and surfacing of the approaches. Attempts to obtain the right of way have not been successful as the adjacent property owner has refused the County's offer. If that changes while funding is still available and right of way is obtained, the group recommends going forward with the project.

Option 2:

Construct a reduced width box culvert within existing right of way.

This option would maintain a 24 foot roadway, but would require guardrail, as the 4:1 clear zone would not be maintained. The guardrail would need to be mechanically attached to the box culverts using inserts cast into the boxes and would be extended along the approaches. The cost of the guardrail would add approximately \$60,000 and would be difficult to maintain, as the connections would be under approximately 1.5' of fill. This option would also require cofferdams to allow construction with open channel flow within the right of way. The estimated cost of the cofferdams above that of a traditional open flow bypass is estimated at \$150,000. The limited access for the contractor would add another \$50,000 to \$75,000. Offsite Wetland Mitigation costs, would be approximately \$3,500 and a source with available wetland credits would need to be found. At the present, Duck Unlimited has credits available for Morton County, but that could change in the future. Rip rap in the leading corner would need to be limited to below standards, resulting in likely erosion with no access to repair. It is recognized that this option would limit the liability of retaining an in-service bridge. Current funding sources may not approve the project with these additional costs.

Option 3:

Construct a bridge within the existing right of way.

If this option is selected, the bridge width would be reduced from the county standard of 32' to 24'. The structure would likely be a three span configuration to limit the depth of girder and maintain hydraulic requirements. The abutment wings would have to be shorter than standard, increasing the possibility of erosion at the corners, with no access to repair or mitigate that erosion. Rip rap limits would also be reduced from standards, again increasing the possibility of erosion with no access to repair. Any bridge option would require raising the roadway and limiting overflow capabilities at the approaches. Raising the approaches may not be possible within the right of way and if possible, would require off-site fill and additional guardrail. Three cofferdams would be required (one at each abutment and one at the pier). The costs of this option (if approved by the NDDOT) would at least double the cost of this project, and likely would not meet funding requirements. The group agreed, after examining this option, that it is likely not viable.

Option 4:

Leave the bridge in place and in service until the inspections require closure, and at that time close the bridge using concrete J type barriers and type three barricades.

Once the structure is closed, additional options could be investigated, such as obtaining right of way and seeking funding for the original design, removing the bridge and approaches, removing the approaches and leaving the bridge in place, or other options identified at that time. It should be noted that the detour length around the bridge (if removed or closed to traffic) is 3 miles on maintained roads.

The group agreed to present these options to the Road Commission at their next regularly scheduled meeting.

Summary of Options

OPTION 1:

Obtain right of way for the currently designed project and construct the project as currently designed, which consists of triple 14'x13'x72' precast RC Box culverts and associated grading and surfacing of the approaches.

Pros: Design Complete
Meets all current standards
Funding is approved

Cons: Adjacent property owner will not negotiate with County regarding Right of Way and Construction easements
Cannot be constructed within the existing Right of Way

Option 2:

Construct a reduced width box culvert within existing right of way.

Pros: Can be constructed within the existing Right of Way

Cons: Project will not meet current standards: maintain a 24 foot roadway
Guardrail will be required; additional cost and additional long term maintenance costs
Construction more complicated increasing risk and cost
Require Offsite Wetland Mitigation
Rip Rap will not meet current standards leading to potential scour that can't be repaired due to no access, increasing liability over the life of the structure
Current funding may not be approved for this project due to additional costs design compromises

Option 3:

Construct a bridge within the existing right of way.

Pros: May be constructable within the existing Right of Way

Cons: Cost more than double than option 1

Bridge width would be reduced from the county standard of 32' to 24'

Likely be a three span configuration to limit the depth of girder and maintain hydraulic requirements.

Abutment wings would have to be shorter than standard, increasing the possibility of erosion at the corners, with no access to repair or mitigate that erosion.

Rip rap limits would also be reduced from standards, again increasing the possibility of erosion with no access to repair.

Any bridge option would require raising the roadway and limiting overflow capabilities at the approaches.

Raising the approaches may not be possible within the right of way and if possible, would require off-site fill and additional guardrail.

Three cofferdams would be required (one at each abutment and one at the pier).

The group agreed, after examining this option, that it is likely not viable.

Option 4:

Leave the bridge in place and in service until the inspections require closure, and at that time close the bridge using concrete J type barriers and type three barricades.

Pros: Minimal Cost

Cons: Loss of funding

Loss of use of bridge and direct route

Detour length

Project BRP-BRJ-0030(049)

PCN 23557

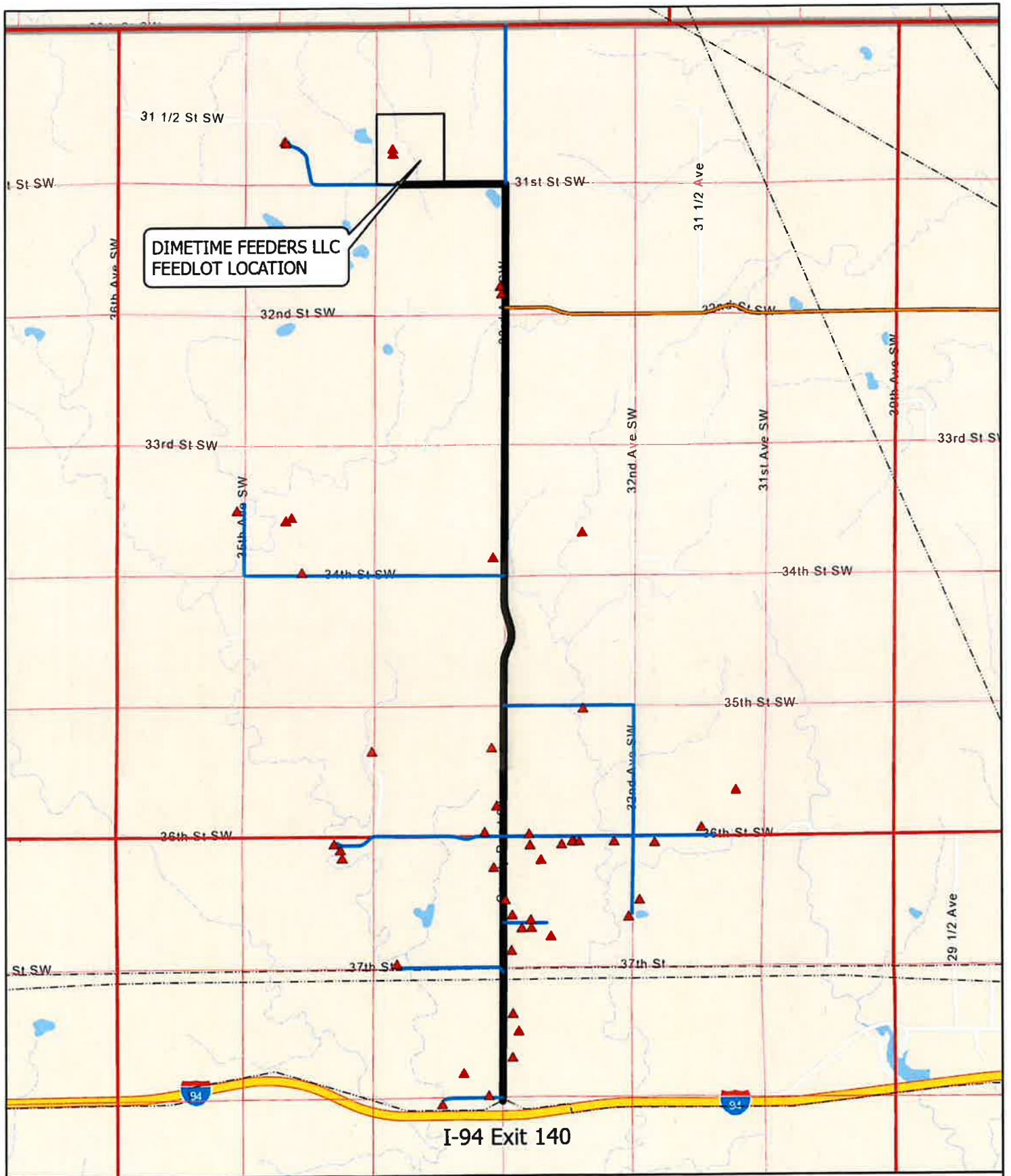
Br. No. 30-133-03.1

Youngtown Bridge

	Option 1	Option 2	Option 3	Option 4
Engineers Estimate	1,829,714.50	1,829,714.50	1,829,714.50	
Guardrail		60,000.00		
Cofferdams		150,000.00		
Limited Access Risk		75,000.00		
Wetland Offsite Mitigation				
Bridge rather than Box Culvert			1,829,714.50	
Close Bridge				10,000.00
Total	\$1,829,714.50	\$2,114,714.50	\$3,659,429.00	\$10,000.00

Bridge #	Location	Consultant	Contact	Notes	NDDOT Project Number and PCN	Bid Date	Funding	CE
On System								
30-128-19.0	1 South Almont	Sauber	John Sauber	Gladden Construction is the low bidder	BRC-3027(056) PCN 23735	November 14, 2025	Fed 80-20 + CE	BROSE Engineering
30-162-41.0	Solen	HDR	Craig Mitzera	Design Complete, Bid 3 times, no bids	BRC-CVD-3063(052) PCN 23294	January 1, 2027	Fed 100% + CE	
30-128-09.0	CR 139	SRF7	Ryan Rykowski	Design Wing Repair			Fed 80-20 + CE	
30-145-09.0	CR 139	SRF7	Ryan Rykowski	Design Wing Repair			Fed 80-20 + CE	
Off System								
30-152-35.0	11 East 1 North Flasher	APEX	Troy Ripplinger	Jensen Brothers is contractor	BRI-0030(050) PCN 23716	October 10, 2025	NDDOT 100% + PE & CE	Moore Engineering
30-158-27.0	2 South 1 East of St Anthony	APEX	Troy Ripplinger		BRI-0030(050) PCN 23716	October 10, 2025	NDDOT 100% + PE & CE	
30-141-25.0 (Schmidt)	11 North 1 West Flasher	Uitzelg	Mary Boechler	Working on Right of Way	BRI-0030(051) PCN 23984	January 1, 2027	NDDOT 100% + PE & CE	
30-133-03.0 (Youngtown)	7 N of New Salem	AETZ	Todd Norton	Bid Date moved due to delay in Right of Way acquisition	BRP-BRI-0030(049) PCN 23557	Unknown	NDDOT 100% + CE	
Flex Funding								
30-154-04.1 (Mark Bridge)	2 West 6 North of Mandan	KJL	Jennie Krause	Approved for Flex-Funding		Bidding early 2026	Flex Funding	
On the Shelf								
30-114-08.0 (Kinnischtzka)	3 North of Glen Ullin	Apex	Troy Ripplinger	Received Right of Way Occupation Permit, Apex Preparing Bid Documents				
30-129-18.1 (Theil Bridge) Remove Bridge and build road	1 E 1 S Almont	Sauber	John Sauber	Removal is not funded				
30-145-11.0 (Sweet Briar)	6 East of Judson	Interstate	Marla Tomac	Working on acquiring Right of Way				
30-128-10.0 (Held)	5 West 1 South of New Salem	Moore	Tom Welgel	Preliminary Engineering & Design Box Culvert				
30-120-23.0 (Emter)	5 South 8 West of Almont			Preliminary Engineering & Design Box Culvert				
30-159-28.1 (Earnst)	3 South 1 East of St. Anthony	APEX	Troy Ripplinger	Hydraulic - Box Sizing				
Road Projects								
St Anthony Chip Sealing CR 139 Glen Ullin	HBP 1.0 mile Curb & Gutter Various Locations - Glen Ullin	Sauber In-house	Joe Baneck Matt Schalble	Northern Improvement Morris Sealcoat	SC-3026(055) PCN 24672 SC-3000(015) PCN 24679	November 14, 2025 November 14, 2025	Fed 80-20 Fed 80-20	Sauber SEH
Micro Surfacing CR 139A to Monte's	County Road 139A	In-house	Matt Schalble	ASTECH (Asphalt Surface Technologies)	SC-3008(059) PCN 24677 SU-1-988(057) PCN 24682	November 14, 2025	Fed 80-20	SEH

Revised February 9, 2026



**DIMETIME FEEDERS LLC
FEEDLOT LOCATION**

I-94 Exit 140



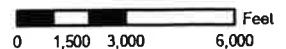
1403 27th ST NW
MANDAN, NORTH DAKOTA 58554
701.663.5455
www.interstateeng.com

IEI #: CR2500134
DATE: 01/21/2026
BOUNDARIES ARE APPROXIMATE

Legend

- ▲ Area Residences
- ▬ CoRd 83/31st St Corridor
- ▬ CoRd 140
- ▬ Local Access Only
- ▭ Section Lines
- ▭ Township Lines
- ▭ County Boundaries
- ▬ Power Transmission Line

**LOCATION MAP
AGRICULTURE INFRASTRUCTURE GRANT
COUNTY ROAD 83
MORTON COUNTY, NORTH DAKOTA**



ESTIMATE OF PROBABLE COST

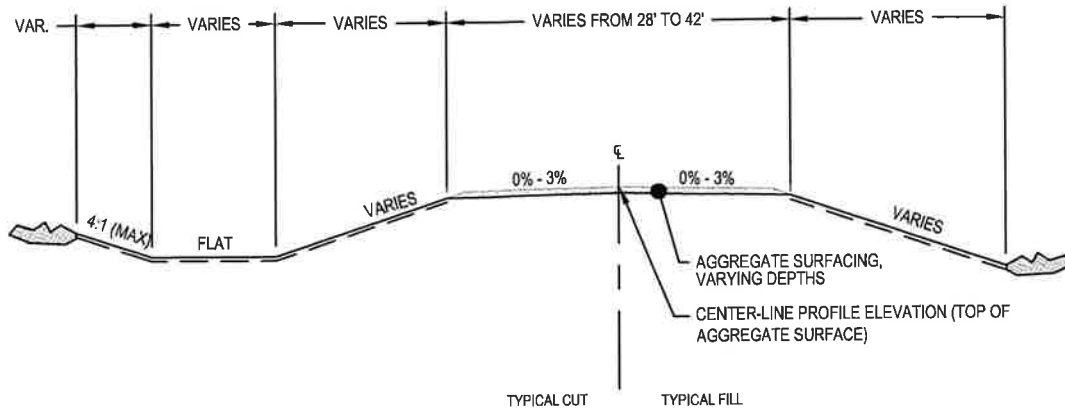
Agriculture Infrastructure Grant Application
 County Road 83
 Morton County, ND



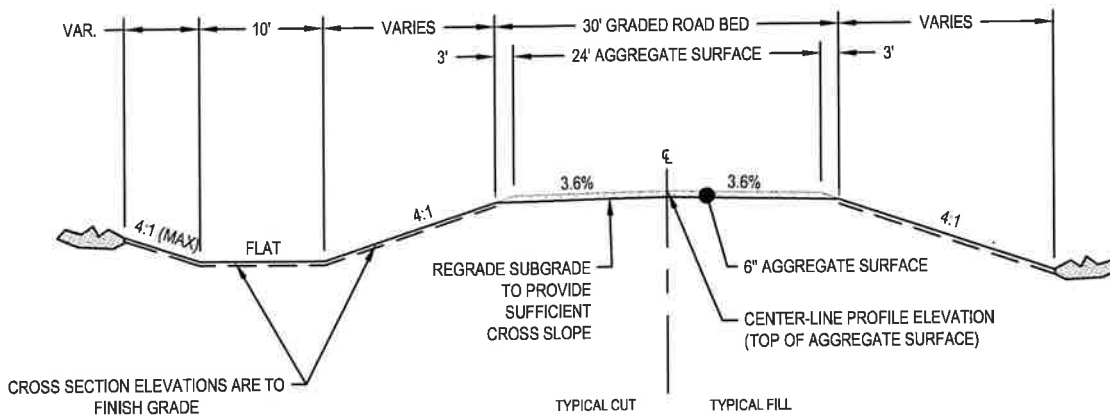
CR25.00.134

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	PRICE
1	Mobilization / Demobilization	LS	1	\$ 50,000.00	\$ 50,000.00
2	Maintain Existing Haul Road	LS	1	\$ 5,000.00	\$ 5,000.00
3	Full Depth Reclamation	CY	14,667	\$ 5.00	\$ 73,333.33
4	Reshape Roadway	STA	264	\$ 500.00	\$ 132,000.00
5	6" Class 5 Gravel Surfacing	CY	19,164	\$ 60.00	\$ 1,149,866.67
6	Dust Suppressant	GAL	10,000	\$ 2.50	\$ 25,000.00
7	Subgrade Preparation	STA	52.80	\$ 700.00	\$ 36,960.00
SUBTOTAL \$					1,472,160.00
CONTINGENCIES \$					147,216.00
ESTIMATE OF PROBABLE CONSTRUCTION COST \$					1,619,376.00
PRELIMINARY ENGINEERING \$					161,937.60
CONSTRUCTION ENGINEERING \$					242,906.40
TOTAL ESTIMATE OF PROBABLE PROJECT COST \$					2,024,220.00
					\$ 1,619,376.00
					80%

Calculations			
	width (ft)	length (mi)	depth (ft)
Full Depth Reclamation	30	2.5	1.00
Reshape Roadway		5.0	
6" Class 5 Gravel Surfacing	28	7.0	0.50
Dust Suppressant		5	
Subgrade Preparation		1	



EXISTING ROAD TYPICAL SECTION
NTS



PROPOSED ROAD TYPICAL SECTION
NTS

CONCEPTUAL PLANS



Interstate Engineering
1403 27th Street NW
PO Box 1254
Mandan, ND 58554
(701) 663.5455
www.interstateeng.com

AGRICULTURE INFRASTRUCTURE GRANT APPLICATION
COUNTY ROAD 83/31ST ST
MORTON COUNTY, ND

TYPICAL CROSS SECTIONS

DRAWN BY: MKT	SURVEYED BY:	PROJECT NO: CR25.00.134
CHECKED BY: MKT	DESIGNED BY: MKT	DATE: 01.22.2026

SECTION

C

1

SHEET NO.

January 23, 2026

Ag Infrastructure Grant Selection Committee
North Dakota Department of Agriculture
600 East Boulevard Ave. Dept. 602
Bismarck, ND 58505

To Whom It May Concern,

We are writing in support of the proposed improvements to Morton County Road 83, which serves as a primary access route for local residents and agricultural businesses, including DimeTime Feeders LLC.

Those of us who live and work in this area rely on this roadway year-round. Current conditions already present challenges related to dust, surface deterioration, and maintenance, particularly for heavy vehicles. With the planned expansion of the DimeTime Feeders operation and the associated increase in truck traffic, these issues are expected to intensify without improvements.

The proposed project will directly address these concerns. These improvements will enhance safety for all roadway users, reduce dust impacts on nearby properties, and improve the overall reliability of the road for residents, agricultural operators, and emergency services.

We also recognize the importance of supporting responsible agricultural growth in Morton County. The feedlot expansion will contribute to the local economy and tax base, helping ensure the County has the resources needed to maintain this roadway over the long term. Investing in this infrastructure now is a proactive step that benefits both residents and local industry.

For these reasons, we strongly support the roadway improvement project and encourage funding assistance to move it forward.

Sincerely,

Name

Address



AGRICULTURE INFRASTRUCTURE GRANT APPLICATION

NORTH DAKOTA DEPARTMENT OF AGRICULTURE
BUSINESS, MARKETING AND INFORMATION DIVISION
SFN 62385 (9-2025)

The Agriculture Commissioner shall administer the Agriculture Infrastructure Grant Program in consultation with the director of the North Dakota Department of Transportation (NDDOT) for road and bridge related projects as well as utility improvements. Grants may be issued to counties, townships, or cities with a population of one thousand five hundred residents or less for infrastructure improvements; and to political subdivisions or entities for utility improvements necessary for the development or expansion of new or existing value-added agriculture businesses, pursuant to North Dakota Century Code 4.1-01.

ELIGIBILITY

The fundamental mission of the Agriculture Infrastructure Grant Program is to award grants for roadway and bridge improvements and utility improvements necessary to accommodate the development or expansion of new or existing value-added agriculture businesses. Grant funds must be awarded and all necessary documents signed prior to the end of the biennium. Applications are accepted on a rolling basis until funds are fully allocated.

Roadway and Bridge Improvements (in consultation with the NDDOT Director):

Counties, Townships, or Cities with a Population of 1,500 Residents or Less (Up to \$1,250,000 or 80% of the project cost)

- Corridor improvements on county and township roadways; and
- Improvements to roads or bridges that provide access to value-added agriculture businesses.

Utility Improvements:

Political Subdivisions and Entities (Up to \$350,000 or 80% of the project cost)

- Water and wastewater line improvements; and
- Electrical and gas supply improvements that are necessary to accommodate value-added agriculture businesses.

APPLICATION PROCEDURE

1. The political subdivision and/or entity completes application.
2. Grant application is reviewed for eligibility and completeness.
3. The Agriculture Commissioner shall administer the Agriculture Infrastructure Grant Program. Projects involving roads or bridges will be reviewed in consultation with the director of the North Dakota Department of Transportation (NDDOT).
4. Determination is made to deny or approve the funding request.

Grant funds must be awarded and all necessary documents signed prior to the end of the biennium. For more information, contact Daniel Ratajczak with the North Dakota Department of Agriculture by phone at (701) 955-0578 or by email at dratajczak@nd.gov.

Required Additional Documentation:

- Detailed construction cost estimate that includes all phases in which funds are requested (i.e. construction, construction engineering, right of way, preliminary engineering, utility relocation).
- Project location map
- An existing and proposed cross section of the roadway/facility
- A map of underground and overhead utilities (including water and wastewater, electricity, gas, etc.)

A. APPLICANT - POLITICAL SUBDIVISION OR UTILITY ENTITY INFORMATION (PLEASE PRINT OR TYPE)

Political Subdivision/Entity Morton County		Telephone Number (701) 667-3346	
Contact Name John Saiki	Title Morton County Engineer		
Mailing Address 2916 37th Street NW	City Mandan	State ND	ZIP Code 58554
Physical Address 2916 37th Street NW	City Mandan	State ND	ZIP Code 58554
Email Address john.saiki@mortonnd.gov			

B. VALUE-ADDED AGRICULTURE BUSINESS INFORMATION

If there is more than one value-added agriculture business, list on a supplemental document.

Business Name DimeTime Feeders LLC		Telephone Number	
Contact Name Wyatt Larson	Title		
Mailing Address 3387 31st St.	City Mandan	State ND	ZIP Code 58554
Physical Address 3387 31st St.	City Mandan	State ND	ZIP Code 58554
Email Address wyatt_larson21@yahoo.com			

C. PROJECT

Project Type (Applicant may apply for both funding opportunities) <input checked="" type="checkbox"/> Roadway and Bridge Improvements <input type="checkbox"/> Utility Improvements
--

D. PROJECT OVERVIEW

Roadway and Bridge Improvements	
Total Roadway & Bridge Project Cost Estimate	\$2,024,220.00
Qualifying Grant Amount (Lesser of \$1,250,000 or 80% of the infrastructure project cost)	\$1,250,000.00
Utility Improvements	
Total Utility Project Cost Estimate	
Qualifying Grant Amount (Lesser of \$350,000 or 80% of the improvement project cost)	
Project Dates	
Estimated Start Date of Project	05/01/2026
Estimated End Date of Project	12/31/2027

Give a summary of the project.
 DimeTime Feeders LLC is planning a feedlot expansion from 2000 head to 5000 head of cattle. They have applied for the appropriate permits from the ND Department of Environmental Quality (NDDEQ) and Morton County for the expansion and plan to begin work as soon as they receive the proper approval. This expansion is anticipated to increase the semi-truck traffic count from 10 to 25 trips per month. There are two routes to access the feedlot, with Morton County Road 83 being the primary route, due to its direct access to I-94. This roadway has challenges currently and those challenges are expected to increase with the expansion project and the additional vehicle traffic. The proposed roadway improvements/expansion would include approximately 7 miles of regrading, addition of gravel surfacing, dust suppression measures etc.

E. PROJECT PURPOSE

Describe why there is a need for corridor, roadway, or bridge improvements.

Morton County maintains 1605 miles of road with a limited budget. Morton County encompasses 60 complete and partial townships. Of these 60 townships, only one, Captains Landing, is organized and is less than a complete section in size. The remaining 59 are all unorganized. Since they are unorganized the County Commission is the governing body for all public issues, and the county highway staff are tasked with maintaining the roads.

The additional maintenance will stretch the already tight budget and divert resources from other roads that are also highly traveled in the county. This funding will help increase an economic driver in the community while also ensuring the safety of motorists by providing roadways that can handle the anticipated increase in traffic counts.

Describe why there is a need for utility improvements.

How will the need be met by the project? What are the objectives?

This project addresses the identified need by strengthening both the transportation infrastructure and the local tax base. The feedlot expansion is expected to generate increased tax revenues, providing Morton County with additional resources to support long-term maintenance of the improved seven miles of roadway. At the same time, the roadway improvements will deliver the reliable, all-weather access necessary for feedlot operations, ensuring the expanded facility can operate efficiently and remain financially viable.

Objectives:

Ensure safety for motoring public

Provide an opportunity for expansion of an important economic generator for the county

If the project is a continuation of a project funded previously by the Agriculture Infrastructure Grant program, describe how the project differs from and builds on the previous project's efforts.

H. BUDGET NARRATIVE

Expense Category	Agriculture Infrastructure Grant Funds Requested	Applicant Contribution	Other Funding Sources	Total
Salaries/Fringe Benefits				
Supplies				
Contractual	\$1,250,000.00	\$774,220.00		\$2,024,220.00
Other				
Total	\$1,250,000.00	\$774,220.00		\$2,024,220.00

I. BUDGET NARRATIVE DESCRIPTION

Provide a description and cost breakdown for each of the following funding categories applicable to the budget narrative above. If more space is needed, provide the details in a supplemental document.

Salaries/Fringe Benefits
Supplies
Contractual
Other

Press Release Information Sheet

The information on this sheet may be used for public releases in announcements, press releases, and other public information.

Applicant Information

Contact Person John Saiki		Telephone Number (701) 667-3346	
Address 2916 37th Street NW	City Mandan	State ND	ZIP Code 58554

Project Information

Title of Project Morton County Road 83 Reconstruction	
Project Start-up Date 05/01/2026	Project Completion Date 12/31/2027
<p>Summary of the Project (limit to space provided) Grant funding will support critical improvements to approximately seven miles of Morton County Road 83, the primary access route serving the planned expansion of DimeTime Feeders LLC. The feedlot is expanding from approximately 2,000 head to 5,000 head of cattle and has applied for the required permits from the North Dakota Department of Environmental Quality and Morton County. The expansion is anticipated to increase semi-truck traffic from roughly 10 to 25 trips per month. Morton County Road 83 provides direct access to Interstate 94 and currently experiences roadway condition challenges that are expected to increase with additional heavy vehicle traffic. Project improvements will include roadway regrading, additional gravel surfacing, and dust suppression measures to improve safety, durability, and access while supporting continued agricultural and economic growth in the area.</p>	
Total Project Budget Cost Estimate \$2,024,220.00	Agriculture Infrastructure Grant Funds Requested \$1,250,000.00
<p>What will the grant funds be used for? (limit to space provided) County Road 83 Reconstruction and Improvements</p>	
Political Subdivision/Entity Morton County	Telephone Number (701) 667-3346
Name John Saiki	Title County Engineer
Signature	Date 01/22/2026

J. REFERENCES

Provide the name and telephone number for two references who are familiar with the applicant's work relevant to the application.

Name Jackie Buckley		Telephone Number (701) 391-7113	
Address	City	State	ZIP Code
Name Maria Tomac		Telephone Number	
Address	City	State	ZIP Code

K. CONCLUSION

A complete application must contain all information requested and have original signatures of the applicant. The completed application must be submitted by email to dratajczak@nd.gov, or mailed to:

North Dakota Department of Agriculture
Agriculture Infrastructure Grant Program
600 E Boulevard Ave., Dept. 602
Bismarck, ND 58505-0020

**Electronic submissions must be signed.*

By affixing your signature(s) to this application, the applicant(s) certifies to have read and understood all conditions set forth therein and that all information contained in this application package is true to the best of the applicant's knowledge, information, and belief.

The North Dakota Department of Agriculture reserves the right to modify or terminate any subsequent agreements with applicants if, at a future date, the North Dakota Department of Agriculture becomes aware of material misrepresentation(s) contained in this application.

Applicant Signature	Date 01/22/2026
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