

MEMORANDUM

TO: Bob Fode – Office of Project Development Director
FROM: Paul Benning – Local Government Engineer
DATE: October 12, 2018
SUBJECT: Request for Decision on Project Development Activities

Project: NH-5-085(077)074, PCN 22254 – Belfield, Highway 10, north to the south I-94 junction

Length: 0.25 Miles

Classification: US Hwy 85 – Principal Arterial

Cost Participation: NDSTREET Grant – 80.93% Federal, 9.07% State, 10% Local

Funding:	\$1,992,600	Total
	\$1,612,611	Federal (capped)
	\$180,729	State (capped)
	\$199,260	Local

Proposed STIP Info:

Proposed Improvement: Turn Lanes
Tentative Bid Date: February 7, 2020
Construction Year: 2020

Purpose and Need Statement:

The increased traffic volume on US Hwy 85 has created a concern, specifically the stretch of roadway from Hwy 10 to Interstate 94. The lack of turn lanes causes traffic to come to a complete stop within the driving lane when a vehicle is trying to make a left hand turn. The proposed work would alleviate congestion caused by vehicles waiting to turn off of Hwy 85.

Proposed Improvements:

The project consists of installing turn lanes at several locations along Hwy 85 in Belfield.

Decision Requested:

Would the NDDOT Office of Project Development like to prepare the environmental document and design for this project, or would you recommend that a consultant be hired to do this work?

NDDOT Office of Project Development will do this work

A consultant should be hired to do this work *

*** If it is a Consultant, which of the following items should be included in their contract?**

	<u>Consultant</u>	<u>NDDOT</u>	<u>N/A</u>
<input type="radio"/> Environmental Document	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Survey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Cultural Resources/Delineation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Wetland Delineation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Bridge Preliminary Concept	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Materials and Research <i>#MA Mix-internal</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Borrow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Hydraulic Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Roadway Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Right of Way			
<input type="checkbox"/> Title Information	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Plats	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Appraisals	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Acquisition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Relocation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Borrow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Environmental			
<input type="checkbox"/> Mitigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Permit Application(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Bridge Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Materials and Research	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- Roadway Hydraulics
- Bridge Hydraulics

Comments:

Bob Fode
Bob Fode – Office of Project Development

15 Oct 18
Date

NDSTREET Application

North Dakota Small Town Revitalization Endeavor for Enhancing Transportation Program

Project Eligibility

- The State Highway must be located within the City Limits.
- The population must be <5,000.

Contact Information and Signature

Local Public Agency
City of Belfield

Contact Person
Jon Brosz

Title
Project Engineer, Brosz Engineering, Inc.

Address
PO Box 357, Bowman ND 58623

Telephone
701-523-3340

Email
jonb@broszengineering.com




LPA Applicant Signature (Mayor, President, or Chairperson)



Leo Schneider, Mayor – Belfield City Council

NDDOT District Engineer Signature



Rob Rayhorn, PE – NDDOT Dickinson District

Date
2/21/2018

Project Location

A Project Location Map is included at the end of this application.

Local Road or Street Name

Donald Street (US Highway 85)

Beginning of Project

RP 75.240, Intersection of US85 and Hwy 10 East (6th Ave. NE)

End of Project

RP 75.630, Intersection of US85 and Interchange I-94 – South Ramp

Length of Project

0.39 Miles (2,100 Feet)

Social or Economic Developments near Project Location

US Highway 85, aka Theodore Roosevelt Expressway which is part of the Ports to Plains corridor, is a main artery for agriculture, oil/gas and wind industry and tourism. US 85 also provides direct access to local developments such as: Gas Station/Convenience Stores, Restaurants, Hotels, Retail Stores and Residential Area, and Hwy 10 accesses the City's Main Street downtown district.

Adjacent properties are zoned as Industrial, Commercial and Multi-Family Residential.

Existing Corridor or Facility

Current AADT

5,885 (2017) @ interchange of I-94; see information located in Appendix F.

Forecasted AADT

9,643 (2037) with 2.5% growth rate; as land approaches built-out status.

Posted or Statutory Speed Limit

35 mph

Number of Lanes

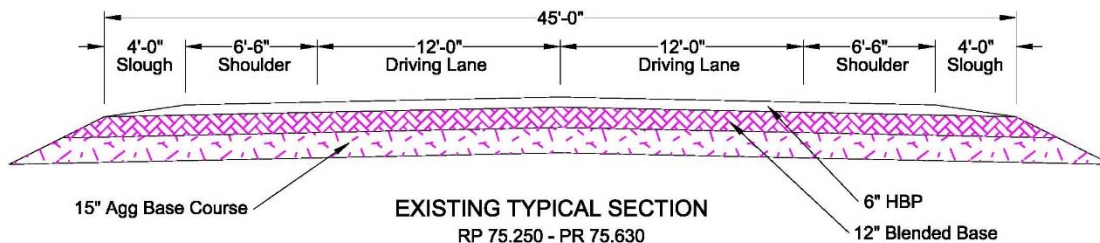
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Lane Width

12'

Cross Section

The existing typical section of US85 is a rural section consisting of 6" of HMA, 12" Blended Base Course and 15" of Aggregate Base Course. The highway section is 37' wide from shoulder to shoulder. The slough extends out an additional 8' of width. The existing typical section is shown below.



Shoulder Type, if applicable

The shoulder is paved with Hot Mix Asphalt.

Shoulder Width, if applicable

The existing shoulder is 6.5 feet wide; past the 12-foot driving lane.

Pavement Type

Hot Mix Asphalt (Top 3" is RAP Superpave FAA 45)

Pavement rating or condition

US85 through Belfield was overlaid in 2016, thus has a distress score of 73 and the IRI is 48, which are both in the overall good conditions category.

How are the existing geometrics of the roadway?

There are no geometric deficiencies on this segment of US85. The existing horizontal and vertical alignments and the existing cross-slopes meet current design standards.

When was the current section built?

The current section was built in 1993.

Year last surfaced or received maintenance?

This segment of US85 received a 0.5" mill and 3" RAP Superpave FAA 45 overlay in 2016.

Lighting

There are light pole standards scattered throughout the project limits. Luminaires are high pressure sodium roadway fixture type.

Traffic Control

There are no traffic signals or stop signs on US85 within the project limits. All intersecting streets are controlled with stop signs.

Crash Rate or Number of Crashes?

According to the City of Belfield Police Department there were five accidents within the project area last year alone. Injury's unknown.

Other Known Safety Concerns?

Yes, high rates of speed through Belfield have increased dramatically over the last 10 years. The City police department responded to over 800 calls along Highway 85 in 2016 alone, of which over half were traffic related.

Intersections (how many, type, control, etc.)

There is one city street intersection and 6 approaches within the project limits, labeled Intersections A – D in this application. The city intersection (Intersection A - Highway 10) and two private access intersections (Intersections C & D) which are controlled by the street side stop signs. Intersection B currently has an approach on both sides of Highway 85 but only the west approach is utilized and controlled by a stop sign.

Is parking allowed?

No.

Are there any bridges, box culverts, etc. within the project corridor?

There are no structures located along the project corridor.

What is the condition of the existing sanitary sewer, storm sewer, and water lines?

No sanitary sewer, storm sewer, water lines and the associated manholes and appurtenances are located within the project corridor. The sanitary sewer system does cross the highway, thus may affect the manhole heights.

Are there any Access points to adjoining property that present a special concern?

The project lies within the major artery of transportation within North Dakota as it's the intersection of Interstate 94 and Highway 85. The property adjoining the project consist of large truck stop & gas station, restaurants and motels; all which create a draw from traffic due to ease of exit and on-ramp to these major corridors. With no existing turn lanes, the traffic is often stalled in the driving lane as the vehicle waits to turn, thus causing major safety concerns for the traveling public.

Bicycle/Pedestrian Accommodations (Sidewalk or shared use paths)?

Yes, there is a shared use path located approximately 90 feet west of Hwy 85 centerline from RP 75.321 to RP 75.529. The path ends at one of the main approaches on the west side; there is no pedestrian crossing Hwy 85.

Is there an existing transit or other public transportation facility located within the project limits?

No.

Do any school buses, transit buses, other multi-modal vehicles, etc. use this route?

Yes, there is approximately 3 school busses that routinely use US85 twice a day, going to and from the Belfield Public School. There is also many transit buses and vans that utilize this route to reach medical care in the nearby city of Dickinson.

Does a RRX or RR facility exist within the project limits?

No

Other existing conditions that are not listed identified above?

The north end of the project limit ends with the southern on/off ramp of I-94 and the I-94 overpass structure, limiting sight distances for southbound traffic as the first set of approaches are only 700' from the structure.

Project Need

Explain why the project is needed, including the scope and appropriate detail on the project's uniqueness and complexity. Include any 100% locally funded components of the project that are part of the overall project. Or other planned projects that may compliment this project?

The City of Belfield is in a unique location on the US transportation system; the intersection of Interstate 94 and Highway 85. Interstate 94 is an east-west freeway beginning at Interstate 90 (Billings, MT) with terminus at Lake Huron (Port Huron, MI); connecting the Great Lakes and northern Great Plains regions. U.S. 85 is a north-south highway beginning at the Canada-US border (Fortuna, ND) with terminus at the Mexico-US border (El Paso, TX). This location alone makes Belfield a major hub for manufacturing and agricultural goods, of which the original highway was designed. Through the years, the equipment hauling these goods have increased exponentially which correlates directly with safety impacts and traffic numbers. In 2006, the Bakken oil formation was discovered, marking the beginning of an oil boom with unprecedented heights. During the height of the oil boom, western North Dakota saw a 53 percent increase in traffic on roadways. One of the most overrun highways was U.S. Highway 85, which the City of Belfield has seen firsthand the significant issues that come with this type of great economic opportunity. The City has utilized their funds, along with several grants, trying to stay within today's standards. This grant funding structure would allow the City of Belfield to eliminate a major safety concern and financial burden.

Citizens of Belfield have been raising concern of the dangers that exist on Highway 85 through City limits. The largest volume of concern is concentrated from Highway 10 to Interstate 94, with the lack of turn lanes. The businesses along Highway 85 expanded with the increased activity in the area. An increase in traffic volume to and from the businesses has added to the turning maneuvers for both cars and trucks. Currently there are no turn lanes south of the on-ramp to I-94, causing traffic to come to complete stops within the driving lane while waiting for a safe opening to turn off Highway 85. The City would like to install turn lanes along Highway 85 from Highway 10 to Interstate 94.

The City's other concern is the excessive speeding that is occurring through the city limits. In 2016 alone, the Stark County Sheriff's office and the State Highway Patrol registered 300 calls along Highway 85 within the city limits, whereas the City of Belfield received nearly 800 incidents. To assist in lowering the astonishing amount of calls, the City would like to move the speed limit signs further out following the City limits which have increased to accommodate the residential and commercial needs. The District Engineer stated that this change will require a Speed Limit Study to verify the want is warranted, the City will work with the District to complete this study, thus it may not be eligible for this round of applications.

The City would also like to install Dynamic Speed Display Signs on Highway 85 at both the north and south entry to City limits. Dynamic speed display signs are devices that detect and display a vehicle's current speed back to the driver, typically installed in areas experiencing speed-related problems. As stated above the sheer volume of calls along Highway 85 warrant the installation of this type of sign. This type of sign will not require a Speed Limit Study. The exact locations will be determined during the design of the project.

Lighting along this corridor is sporadic and does not illuminate the travelled way in a safe manner. The City would like to install approved lighting with the correct spacing and lumens to improve the safety of the traveling public and protect the walk and biking pedestrians who utilize the shared use path. The City understands that the NDDOT has other programs such as the Highway Safety Improvements program for which lighting would be an admissible project; but if possible, the City would like to incorporate all safety improvements into one project.

Finally, there is a need to finish the shared use path with the installation of a safe pedestrian crossing on Highway 85. Along the 3 major intersections, many customers of the gas station located on the east side of Highway 85 are driving a semi with trailer. As the peak hours are from 4:30 a.m. to 9:00 a.m., many cross the Highway to eat at the restaurants located on the west side. Pedestrians are crossing anywhere they can without any protection of signals, signs, pavement markings, etc. Like moving the speed limit signage, a pedestrian crossing will require the proper study to determine if a pedestrian crossing is warranted at this location. The City will work with the District to complete this study; it may not be eligible for this round of applications.

Turn lanes along Highway 85 are a major concern of the City's constituents. As seen by letters of support attached in the appendix of this report and many published articles, Highway 85 is in the environmental study phase of the NDDOT planning for converting the two-lane highway into a four-lane Theodore Roosevelt Expressway. This project is an exciting and welcomed project by the City of Belfield as it will bring more economic benefits to the region, but it will also increase the average daily traffic by an exponential amount.

As per the application requirements, the City of Belfield has the funds to match the required 10% total project cost. The City is excited and thankful for the NDDOT's understanding of the needs for small communities that do not have the economic means to complete large scale safety improvements. The City would also like to thank the District Engineer for the required information for this application as well as the willingness to study the signage and shared use path needs.

The Belfield area is set for another "boom" in the next several years with possibility of an expansion of the a Gas Plant located just south of Belfield along the west side of Highway 85; the proposed Meridian Davis Refinery on the outskirts of Belfield; and the construction of the Keystone XL pipeline, which with the potential of an on ramp for North Dakota oil would increase productivity.

Describe the public input process used to gain public acceptance of the proposed project.

The project became a priority for the City of Belfield several years ago when citizens began voicing comments and concerns regarding the safety of this section of Highway that travels through city limits. The issues were discussed at City Council meetings, which are open to the public, on how improving these issues would fit the long-term plan of the City. However, this project was not acted upon as the initial cost was too large for the City to bare on their own.

A Public Input Meeting was held on January 22nd, 2018 for the NDSTREET grant application process for the proposed Highway 85 Project. The proposed improvements were discussed in detail with the council members and those citizens in attendance. Comment cards were distributed at the Public Input Meeting as well as at other public offices (Chamber Office, City Hall, etc.). The transcript of the Public Input Meeting and comments received can be found in the appendix.

The City Auditor brought the public hearing comment cards around to businesses and residence that were not able to attend and inform them of the discussions held pertaining to the NDSTREET grant application.

Proposed Improvements

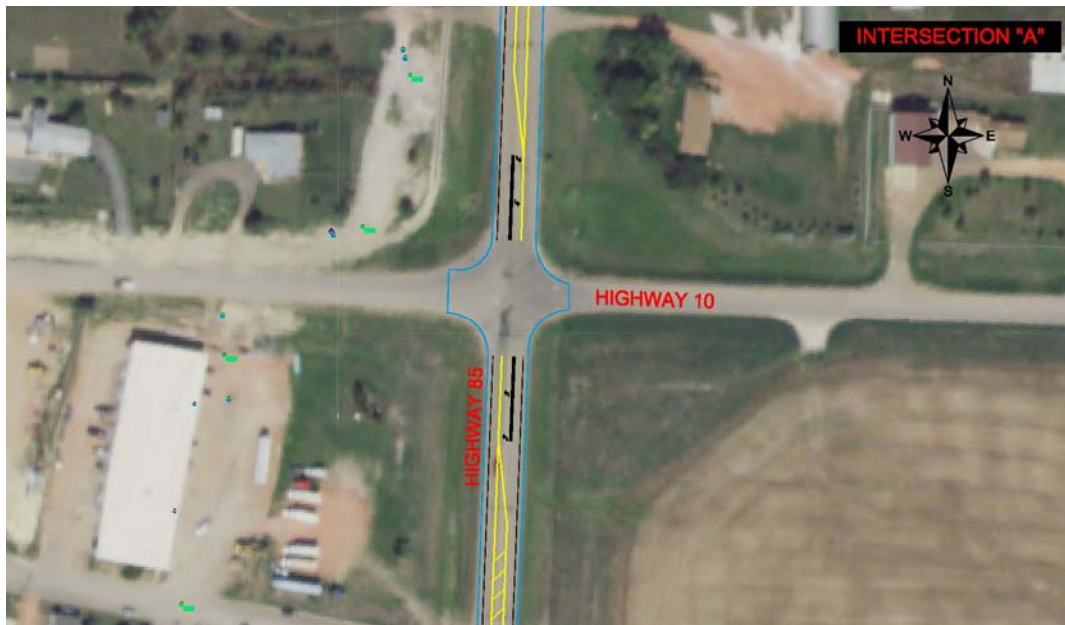
What are the Proposed Improvements?

Based on concerns from citizens, motorists, business owners and the input from the public hearing the proposed improvements to US Highway 85 consist of the following:

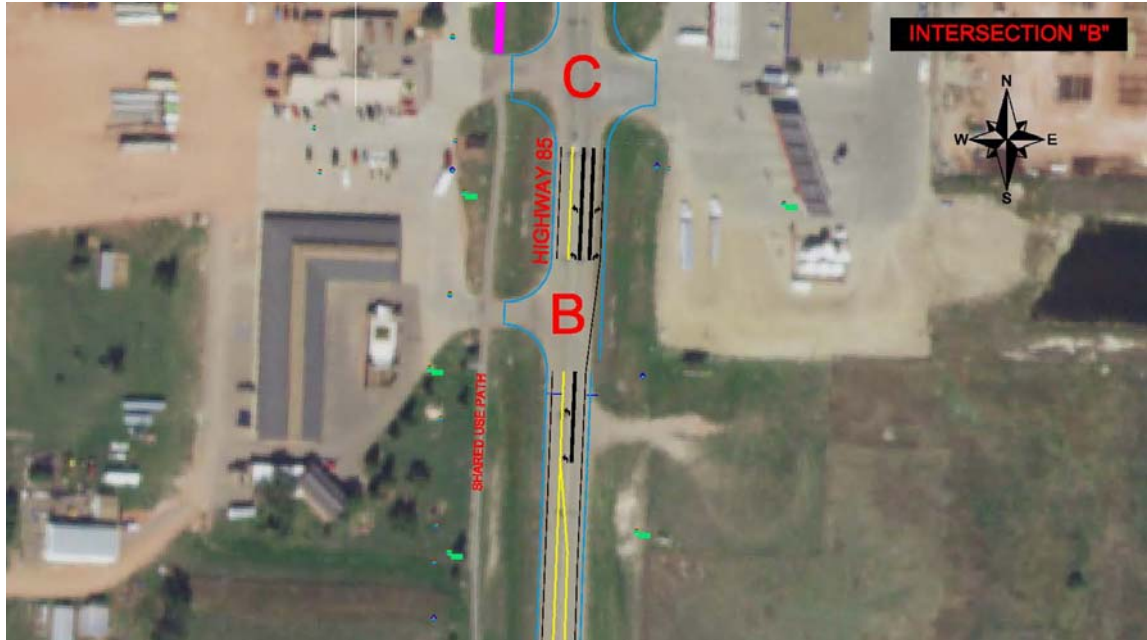
To verify the turn lanes are warranted the City conducted a Turn Lane Analysis for the project area. The NDDOT Traffic Operations Manual was used in establishing the constraints of the Turn Lane Analysis. Per this manual, the turn lane criteria for controlled or non-controlled approaches with a posted speed less than or equal to 45 mph shall be based on Engineering Judgement. For this application the engineer opted to condense the full traffic operations report into the turning maneuvers off Highway 85 only due to the monetary cost of the full report and the requirement of one during the actual design phase of the project.

Schedule #1 (Includes A, B, C, D & E)

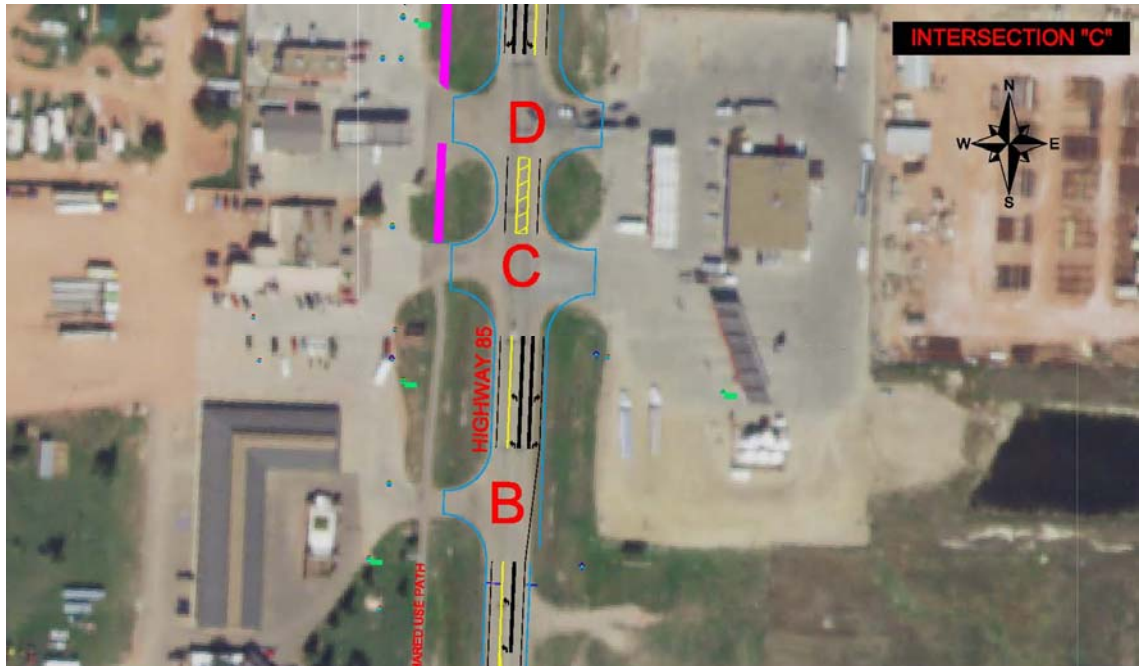
- **IMPROVEMENT A - Installation of center turn lanes** for both south and north bound traffic at Intersection of Hwy 85 and Hwy 10 (RP 75.320).



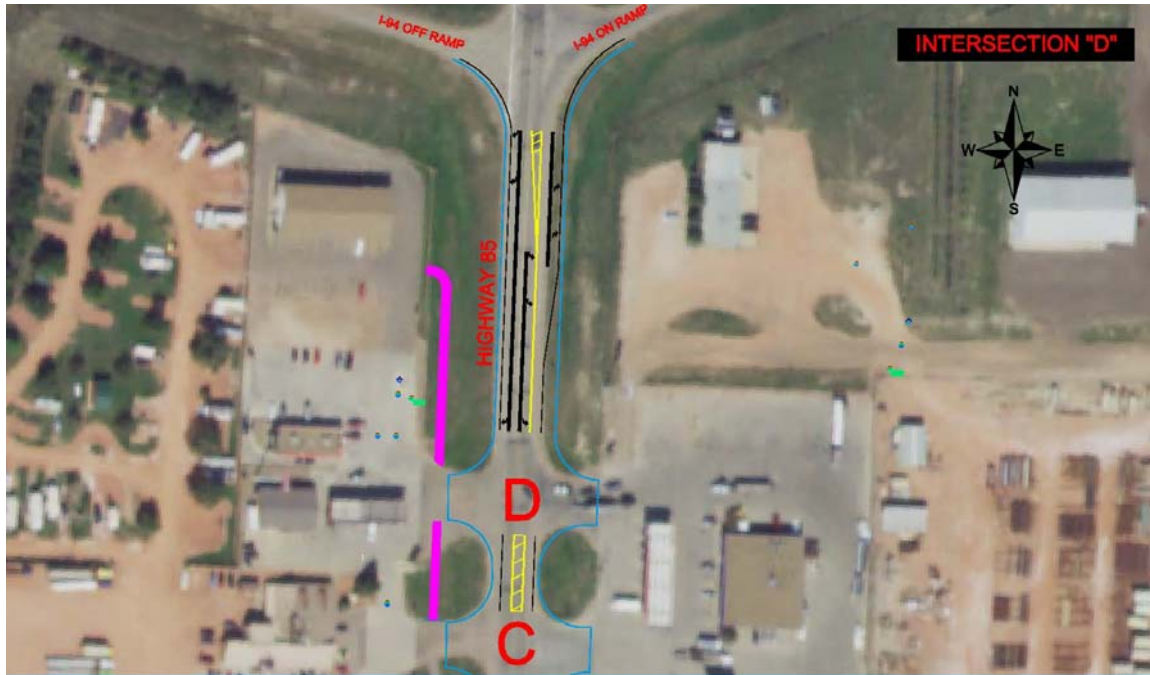
- **IMPROVEMENT B - Installation of northbound center turn lane South side of Intersection B (RP 75.490).**



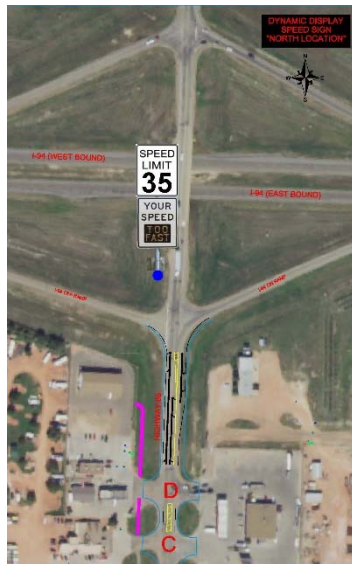
- **IMPROVEMENT C - Installation of a northbound right turn land and center turn lane on the South side of Intersection C (RP 75.540).**



- **IMPROVEMENT D - Installation of a southbound right turn lane and center turn lane on the North side of Intersection D (RP 75.570).** *Note: the north bound right turn lane for the I-94 onramp is existing and shall not be disturbed.*



- **IMPROVEMENT E - Install Dynamic Speed Display Signs on either end of City limits (approx. RP 74.825 & RP 75.645).** The City would also like to install new signs near these dynamic signs that would state “No Engine Brake” to eliminate noise concerns of the City citizens.



Schedule #2 (Includes F, G & H) – Excluded from the Cost Opinion

- **IMPROVEMENT F – Modify Speed Zone’s on Highway 85** at the north and south boundaries of City limits. The City would like to begin slowing down traffic at a further distance from the current locations (ex: move the 35 mph out to the current location of the 45-mph sign; then move the 45 mph out to the locations of the 65 mph; finally move the 65 mph sign further out per NDDOT standards.

From meetings with the District it was determined that this improvement will require a Speed Limit Study to assure this action is warranted for use of State and Federal funds. The District is willing to work with the City to complete this study, though it may not be completed in time for this grant award.

- **IMPROVEMENT G – Extend the Shared Use Path** from Intersection C (RP 75.54) north to the motel (RP 75.62) along the west side of Highway 85. The City would also like to install a pedestrian crossing over Highway 85 near Intersection C & D.

From meetings with the District it was determined that this improvement will require a Pedestrian Crossing Study to assure this action is warranted for use of State and Federal funds. The District is willing to work with the City to complete this study, though it may not be completed in time for this grant award.

IMPROVEMENT H – Improve Lighting along Highway 85 from Intersection A (Highway 10) north to Intersection D (north approach of Cenex and Conoco). Currently there is lighting scattered throughout this stretch of Highway though it does not meet today’s standards for illumination and safety. Meetings with the District determined that this improvement will require a Lighting Study to assure this action is warranted for use of State and Federal funds.

The City would like to work with the District to complete this study following the NDDOT Lighting Policy Memo, though it may not be completed in time for this grant award.

The City understands that Schedule #2 has several items that need to be studied to assure all improvements are warranted. The City of Belfield still put these improvements into this application, with the understanding that they may not get funded through the NDSTREET program, but felt the needs are just as important to them as Schedule #1. Schedule #1 and #2 are, in the City’s opinion, improvements that are required for the present and future environmental, economic and social needs for the long-term sustainability of this portion of the City.

Proposed Length

0.39 Miles (2,100 Feet)

Proposed Number of Lanes

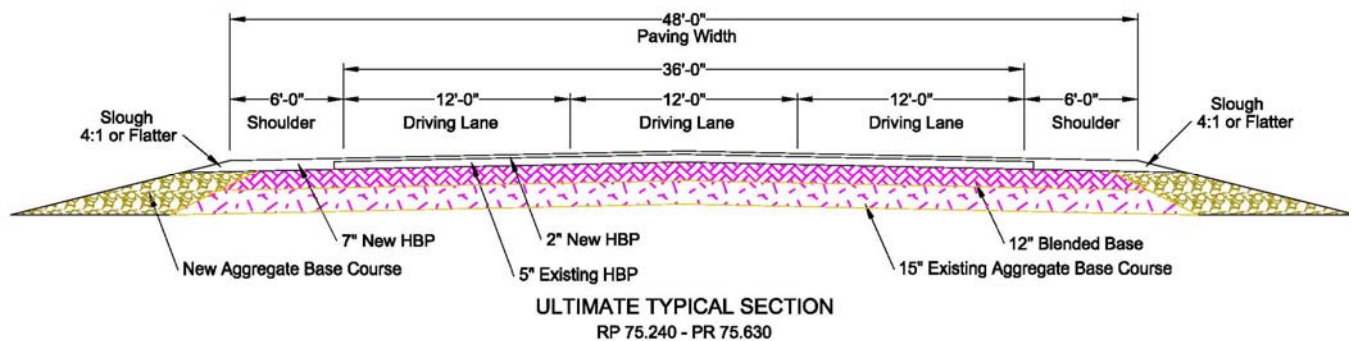
3-lane Highway; two driving lanes and a center turn lane, with intermittent right turn lanes.

Proposed Lane Width(s)

12' (for both driving and turn lanes)

Proposed Cross Section

The roadway section will remain rural with 6-foot shoulders. No curb and gutter will be added to this project. Changes to the existing typical section will occur outside of the slough line, where the inslopes will be widened to accommodate the added width of turn lanes. The existing asphalt section shall be milled 1-inch, then paved over with a 2-inch lift to obtain one continuous finish surface with the widened section. All work shall be completed within the existing right of way, though temporary easements may be required after the final design is completed. The typical section is shown below.



Proposed Surfacing Type

Hot Mix Asphalt

Proposed Driving Surface Width

48' Paved Width

Describe any proposed corrections to the geometrics of the roadway if required.

None are required (No change to the existing horizontal or vertical conditions)

Proposed Shoulder Surfacing Type, if applicable

Hot Mix Asphalt

Proposed Shoulder Width, if applicable

The paved shoulders shall be 6-foot-wide along mainline, 4' wide along right turn lanes.

Proposed Lighting, if applicable

No change to the existing conditions

Proposed Traffic Control changes

The highway will remain free of traffic signals and stop signs. The installment of Dynamic Speed Display Signs will be added at the entrances of City limits. No change to the control of intersections is anticipated.

Proposed Safety Improvements

Currently the highway is lighted by standard lighting scattered throughout the project area. This is a safety issue that will need to be addressed. This will be further investigated with a Lighting Analysis performed either individually by the NDDOT or with the design of the project.

Proposed Intersection Improvements

All intersections within the project area will have turn lanes installed at necessary locations. See Turn Lane Analysis for turning maneuvers at individual intersections.

Proposed Traffic Calming Measures

There are no traffic calming measures proposed with this project.

Will parking be allowed?

No

Will any bridges, box culverts, etc. be built/replaced within the project corridor?

No

Will any private utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project or potentially in the recent future (identify year)? Have private utilities been coordinated with?

There is potential for power poles to conflict with the installation of the turn lanes due to the widening of inslopes. There are sanitary sewer manholes located within the Highway right of way and may have to be raised should the fill cover one. Wherever possible, proposed construction activities should work around existing utilities, both public and private, to avoid the need for adjustments. However, minimum clearances around obstructions (power poles) must be met. All utilities within the NDDOT right of way and coordination with private utility owners has not yet occurred.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

There are safety concerns at all intersections located within the project area due to the volume of traffic making turn maneuvers. With the turn lane improvements, the flow of traffic will increase thus drastically reducing the safety issues at each intersection.

Will a Sidewalk or shared use path be installed or replaced?

A shared use path is proposed in schedule #2 of this application. The shared use path is not included in the project cost estimate as a Pedestrian Crossing analysis will need to be completed prior to the approval of a path. The City will continue to pursue the crossing and extension via the NDSTREET grant and the TA grant application.

What ADA improvements will need to be made on this project?

No ADA improvements are anticipated, unless the shared use path is incorporated with Schedule #1.

Will there be a transit or other public transportation facility located within the project limits?

No

Do any special accommodations need to be made for school buses, transit buses, other multi-modal vehicles, etc. on this route?

No, the school buses that travel along US85 can continue to do so during construction with minor construction delays.

Proposed Railroad Crossing Work

None

Other Proposed Improvements

None

Environmental/Cultural Issues on the Proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

None anticipated as all improvements will occur within the previously disturbed roadbed.

Lakes, waterways, floodplains Wetland

No

Stormwater management

No

Hazardous materials sites

No

Hazardous materials on existing structure

No

Upland habitat

No

Endangered/threatened/migratory species

No

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

No

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

No

Through/adjacent to tribal land

No

Additional comments on Environmental/Cultural Issues section

None

Miscellaneous Issues of Proposed Improvements

Construction Restrictions (*migratory bird, local events, etc.*)

None.

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

The existing right of way along this portion of US85 is 100' on each side of centerline. All improvements are proposed to take place within the public right of way, however some temporary construction easements may be necessary for landscaping to meet the required fill slopes. The City of Belfield would pay 100% of the costs to acquire the temporary construction easements. The exact amount of right of way needed would be determined once the design is completed.

Proposed Traffic Control during Construction

The contractor will be required to maintain two-way traffic at all times. Traffic control devices and signs that follow NDDOT Standard Drawings and MUTCD guidelines would be implemented during construction.

Ineligible Project Items

At this time we are unaware of any project items that would be considered ineligible. If certain items were determined to be ineligible, the City would consider funding those items 100% or removing said items from the project, if possible.

Additional comments on Miscellaneous Issues section

Appendix F shows the dedication of the City of Belfield is to improve the community with the Recent Infrastructure Improvements/Equipment Purchases, made happen with a combination of Local, State and Federal funding.

Cost Estimate

Schedule #1

Item	Total	Federal	State	Local
Preliminary Engineering	\$220,000.00	\$176,000.00	\$22,000.00	\$22,000.00
ROW	\$20,000.00	\$0.00	\$0.00	\$20,000.00
Utilities	\$20,000.00	\$16,000.00	\$2,000.00	\$2,000.00
Construction	\$1,461,600.00	\$1,169,280.00	\$146,160.00	\$146,160.00
Construction Engineering	\$271,000.00	\$216,800.00	\$27,100.00	\$27,100.00
Bridges	\$0.00	\$0.00	\$0.00	\$0.00
Miscellaneous	\$0.00	\$0.00	\$0.00	\$0.00
Totals	\$1,992,600.00	\$1,578,080.00	\$197,260.00	\$217,260.00

The City understands there is a limited amount of resources to accommodate the entire state of North Dakota and prefer to complete Schedule #1 in one project but would be willing to work with the NDDOT any way possible to make this project a reality.

A detailed cost estimate can be found in the appendix.

Schedule #2 costs were not added to this application as the project was near the maximum project amount and there are still studies that need to be completed to assure those improvements are implemented correctly.

Where are the local funds come from (i.e. identify the source of the matching funds)?

City of Belfield plans to use a combination of their State Highway Tax Distribution and City Sales Tax as a source of the local matching funds.

Appendix A

Pictures of Existing Condition



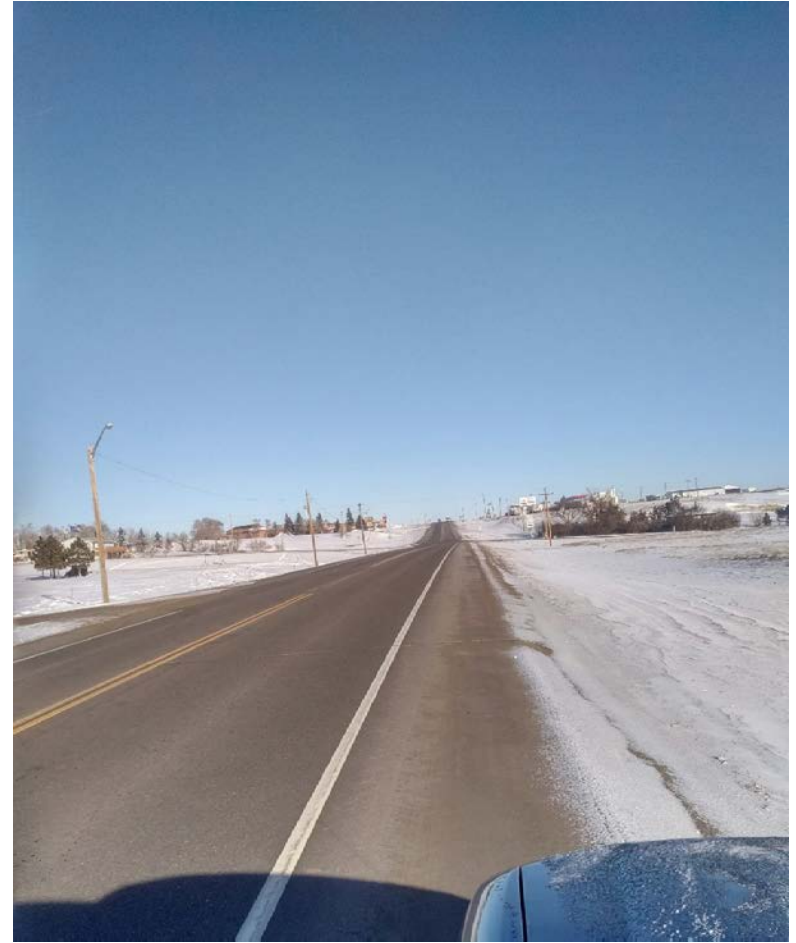
Located at 5th Avenue NE
RP 75.249



Located at North End Project
RP 75.630



Located at North End Project
RP 75.630



Located at 5th Avenue NE
RP 75.249

Appendix E

Detailed Cost Estimate

City of Belfield
US Highway 85 Improvement Project
Preliminary Detailed Cost Estimate for NDSTREET Application
Prepared 2/22/18, Inflated for 2021 Construction



Item Description	Unit	Quantity	Unit Cost	Amount
Contract Bond	LSUM	1	\$ 20,000.00	\$ 20,000.00
Clearing & Grubbing	LSUM	1	\$ 5,000.00	\$ 5,000.00
Topsoil	CY	2,010	\$ 10.00	\$ 20,100.00
Borrow Excavation	CY	21,700	\$ 10.00	\$ 217,000.00
Seeding & Mulching	ACRE	10.0	\$ 1,500.00	\$ 15,000.00
Aggregate Base Course CL 5	CY	6,780	\$ 50.00	\$ 339,000.00
Tack Coat	GAL	870	\$ 5.00	\$ 4,350.00
Milling Pavement Surface	SY	8,680	\$ 6.00	\$ 52,080.00
Superpave FAA 45	TON	2,410	\$ 50.00	\$ 120,500.00
PG 58-28 Asphalt Cement	TON	160	\$ 800.00	\$ 128,000.00
Mobilization	LSUM	1	\$ 50,000.00	\$ 50,000.00
Traffic Control	LSUM	1	\$ 50,000.00	\$ 50,000.00
Driveway Concrete Reinforced - 6 IN	SY	2,120	\$ 120.00	\$ 254,400.00
Reset Street Signs on New Supports	LSUM	1	\$ 25,000.00	\$ 25,000.00
Pavement Markings	LSUM	1	\$ 10,000.00	\$ 10,000.00
Dynamic Speed Display Signs	EA	2	\$ 10,000.00	\$ 20,000.00
10% Contingency	LSUM	1	\$ 131,100.00	\$ 131,100.00
Total Construction Cost =				\$ 1,461,530.00