

MEMORANDUM

TO: Bob Fode – Office of Project Development Director
FROM: Paul Benning – Local Government Engineer
DATE: August 21, 2018
SUBJECT: Request for Decision on Project Development Activities

Project: UGP-2-052(043)264, PCN 22279 – Jamestown, (US 52) 5th Street from 8th Ave to 1st Ave and 1st Ave from 5th St N to 8th St S

Length: 1.24 Miles

Classification: US Highway 52 – Principal Arterial, Interregional Corridor

Funding: Urban Grant Program
\$3,100,000 Total
\$2,462,500 Federal (capped)
\$275,978 State (capped)
\$361,522 Local

Proposed STIP Info:

Proposed Improvement: Road diet, traffic signals, bulb-outs, sidewalk, RR crossing median, bike racks, benches, trash & recycling receptacles, landscaping, LED lighting, storm sewer
Tentative Bid Date: November 8, 2019
Construction Year: 2020

Purpose and Need Statement:

To improve the aesthetics, traffic flow, safety, walkability and active transportation in downtown Jamestown. Downtown Jamestown is not only the center of the city but a corridor to connect East and West and North and South. Jamestown features many great parks and recreational areas, and the downtown can be the connection for active transportation and vehicle traffic to travel safely across the city as well a hub for economic and civic activity.

Proposed Improvements:

The project will consist of a road diet of 1st Ave, modification/replacement of the traffic signals along the corridor, bulb-outs at select intersections, bike racks, benches, trash and recycling receptacles, landscaping improvements and lighting upgrades to LED. The project will also need to consider revisions to an existing railroad crossing median to account for the road diet modifications.

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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Borrow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Hydraulic Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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

23 Aug 18
Date

Urban Grant Program Application

Coversheet

LPA

City of Jamestown, ND

Contact Person

Katie Andersen

Title

Mayor

Address

102 3rd Ave SE, Jamestown, ND

Telephone

(701)252-5900

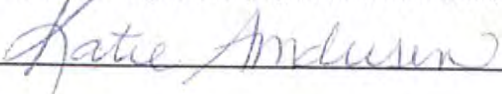
Email

mayorkatie@nd.gov

Project Name

Main Street Improvements

LPA Applicant Signature (Highest Elected Official)



NDDOT District Engineer Signature if project is located on/impacts a State Highway

Date Submitted

2/23/2018

Application Attachment Checklist (check all that have been attached)

Relevant excerpts from adopted plans Map(s) depicting project location Cross Section of Roadway/facility

Pictures, Graphics, and/or other visual aids Relevant supporting data

Other Attachments (describe)

[Click here to enter text.](#)

Information in this Box is for NDDOT to Complete

Date Received _____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?

Yes

No

General Project Information

Project Description (including location and scope of work for which funding is requested)

A project to improve the aesthetics, traffic flow, safety, walkability and active transportation in downtown Jamestown. Downtown Jamestown is not only the center of the city but a corridor to connect East and West and North and South. Jamestown features many great parks and recreational areas, and the downtown can be the connection for active transportation and vehicle traffic to travel safely across the city as well a hub for economic and civic activity.

A map of the proposed project is attached. The work would be separated into three categories:

The first is converting the existing four lane configuration to two drive lanes (one North bound and one South bound) and a center turn lane. This improvement will improve both driving and parking lane widths, reduce vehicle-to-vehicle conflicts that contribute to rear-end, left-turn, and side-swipe crashes, reduce speeders and speed differentials, improve safety for pedestrian and active transportation by reducing the number of lanes to cross and reducing the time pedestrians are exposed to moving traffic. This would be accomplished primarily with paint with the exception of the BNSF railroad which would require the relocation of the concrete median in order to maintain the integrity of the City's quiet zone.

The second category would focus on the existing signals which would be changed out to include the adaption of the above referenced lane configuration, program the signals to improve traffic mobility and flow and add pedestrian activated components to improve walkability.

The next category would add "bump out" at several of the more prominent downtown locations. This would increase awareness of pedestrian crossing areas, shorten the distance for pedestrians to cross the road and enhance the aesthetics of the area. Aesthetic improvements and functional items such as bike racks, benches, trash and recycling receptacles, fire features, landscaping and improvements to the urban forest. These improvements would continue the existing theme that was established with the quiet zone and downtown parking lot projects and the newest addition to downtown Jamestown, the Hanson Arts Park.

Total Project Cost

\$3,100,000.00

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

\$2,480,000.00

Competitive Criteria

1. **Community Need for Project:** The project is needed to improve the overall safety, look, feel and perception of the downtown area by improving the safety, aesthetics and traffic operations. This would be completed by utilizing local and grant funding.

2. **Community Impact of Project:** The project will provide value to the community by:
 - a) Preserve existing transportation assets

Maintaining and improving existing traffic operations by eliminating the 4 lane configuration and replacing with a two lane roadway with a dedicated center turn lane. Replacing signals with a new synchronized signal system will also assist in improving the flow of traffic.

b) Ensure safety of all users of the transportation system

The safety for all users will be improved. Safety for traffic will be improved by the smoother flow of traffic due to new signals and dedicated turn lanes. Pedestrians will see significantly improved safety with shorter street crossing times due to the bump outs and pedestrian activated signal crossing overrides. People parking along the corridor will see improved safety due to the wider parking lanes and bicyclists will see improved safety due to the addition of a bike lane.

c) Improve multi-modal transportation options such as walking, bicycling, and public transportation

As mentioned in section b, improving safety for pedestrians and bicyclists will increase the usage of multi-modal transportation options.

d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities

The economic vitality of the downtown area will be greatly enhanced by the implementation of the improvements proposed by this project. Particularly the improved aesthetic appeal of the downtown area will make the corridor more inviting which creates a tendency for shoppers to linger and spend more time in the area.

e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

Improving the downtown core will keep more shoppers and entertainment seekers in the downtown area which in turn encourages more business to consider the downtown area which lessens the need for outward expansion.

3. Consistency with an LPA Associated Plan:

This project is consistent with the Land Use and Transportation Plan that has been completed by the City of Jamestown and reviewed/approved by both the City of Jamestown and the North Dakota Department of Transportation. Further, this project is consistent with the road diet discussed in the Land Use and Transportation Plan.

4. Project Support of Urban Core/Central Business District:

A copy of the Urban Grant Program Focus Area map is attached. It should be noted that the proposed area consists of the majority of the downtown / core area of Jamestown.

5. Projects that Maximize the Return on Investment from Public Funds:

Downtown Jamestown is almost entirely privately owned property. The improvements for walkability, traffic flow and parking will improve the business atmosphere of downtown and encourage local businesses to grow, improve, and locate in downtown. As Jamestown, like most of North Dakota faces a workforce shortage, it has become increasingly important to offer a vibrant, walkable, downtown to attract and retain workforce to continue to experience economic vitality. Jamestown would like to continue to build on the cultural improvements made by Jamestown Arts Center in the development of the Hansen Arts Park, by improving access to the park and expanding the themes of art and culture throughout the downtown corridor.

Existing Conditions

(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

Principal Arterial

Current AADT (including source)

9920 ADT (2016 traffic count map)

Forecasted AADT (including source)

N/A

Posted or Statutory Speed Limit

25mph

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

The entire corridor is an urban section. 1st Avenue has two northbound and two southbound 11 foot wide lanes and two 8 foot wide parking lanes. 5th Street has two northbound and two southbound 12 foot wide lanes with no parking lanes. Cross sectional views of the streets are attached to this report.

Pavement rating or condition

Good

Year of Last Federal Investment at this Location

The last Federal aid project was on the parking lots adjoining US 52 in downtown Jamestown. These were rehabilitated as project TEU-2-987(028)032 in 2010.

When was the current section built?

The majority of 1st Avenue was reconstructed in 2001 as project NHU-TEU-2-052(017)265 and 5th Street was reconstructed in 1998 as project CMU-2-052(014)265. A quiet zone project was constructed along the BNSF tracks which includes an intersection with 1st Avenue. This project was constructed in 2011.

Year last surfaced or received maintenance?

The City of Jamestown performs yearly maintenance on the streets.

Lighting

Yes, 250 Watt HPS on ornamental standards. Saving this lighting system is desired.

Crash Rate or Number of Crashes?

No High Crash areas or areas of particular concern.

Other Known Safety Concerns?

There are concerns of pedestrian traffic and crossing four lanes of traffic. Road diet data shows increased safety with three lanes of traffic versus four lanes.

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

There are 12 intersections along 1st Avenue. 6 of those are signalized, for the remaining 6, the side streets are stop controlled. There are 7 intersections along 5th Avenue. All of these have stop controls on the side street intersections.

Is parking allowed and what type?

Yes, parallel parking is allowed on both sides of 1st Avenue, No parking is allowed on either side of 5th street.

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

Yes, there is a structure over the James River on 5th Avenue. No improvements or adjustments are planned for this structure.

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

An inventory of the existing sanitary, storm and water lines was completed in conjunction with the last Federal aid undertakings completed on these roadways. Not all facilities were replaced, but those considered beyond their life expectancy were replaced in conjunction with those projects.

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

Not at this time.

Bicycle/Pedestrian, and Public Transportation Accommodations (Sidewalk, shared use paths, bicycle lanes)?

No facilities currently exist. Plans are for a bike lane to be added to the north side of 5th Street. Insufficient room exists to do this on 1st Avenue.

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

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

Yes, BNSF

Other existing conditions that are not listed identified above?

N/A

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

A project to improve the aesthetics, traffic flow, safety, walkability and active transportation in downtown Jamestown. Downtown Jamestown is not only the center of the city but a corridor to connect East and West and North and South. Jamestown features many great parks and recreational areas, and the downtown can be the connection for active transportation and vehicle traffic to travel safely across the city as well a hub for economic and civic activity.

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Proposed Length

The project would extend from 8th Street S to 5th Street N along 1st Avenue, and from 1st Avenue to 8th Avenue West along 5th Street.

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

Typical Sections are attached.

Proposed Surfacing Type

Portland Cement Concrete.

Proposed Lighting, if applicable

The existing standards are sufficient, however if switching out the HPS luminaires for LED's this would be considered.

Proposed Traffic Control changes

Traffic controls would change from two lanes in each direction to one lane in each direction with a dedicated center turn lane.

Proposed Safety Improvements

Safety improvements that will be considered would be longer lasting pavement markings as well as better delineated crosswalks.

Proposed Intersection Improvements

Signalized intersections will be improved to take advantage of the new three lane configuration as well as timing to better accommodate traffic and pedestrians.

Proposed Traffic Calming Measures

While the three lane roadway will help with the traffic calming, the addition of the bump outs at specific high pedestrian volume locations will also assist in making the corridor a more pedestrian friendly environment.

Will parking be allowed and type?

Yes, along 1st Avenue and partially along 5th street. Both would be parallel. While the public made many references to creating diagonal parking, there is simply not enough room to do this.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

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?

Yes. Some storm sewer will be added to accommodate drainage around the bump outs. Additionally, other utilities may be impacted (power, gas, tv, phone, etc.), but no coordination has been made to this point.

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

No

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

Some sidewalk will need to be added and replaced.

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

Each intersection that is to be improved with the bump outs will be upgraded to current ADA standards.

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

No

Proposed Railroad Crossing Work

The median on either side of the BNSF tracks will need to be relocated to accommodate the left turn lane.

Other Proposed Improvements

Additional improvements will be identified as plans are developed.

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

No

Lakes, waterways, floodplains Wetland

No

Stormwater management

Yes. Standard storm water runoff protection precautions will be implemented.

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.*)

Local Events include the University of Jamestown downtown event in September and White Cloud parade in July.

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.)

None

Proposed Traffic Control during Construction

Traffic will be limited to one lane in each direction during construction.

Ineligible Project Items

None anticipated at this time.

Additional comments on Miscellaneous Issues section

None anticipated at this time.

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total	Federal	State	Local
Please see attached.				
Totals				

What is the source of the local funds?

Local funds will be identified based on grant match requirements. Possible sources include special assessments to benefit properties, sales tax funds dedicated to infrastructure improvements, and sales tax funds dedicated to economic development.

OPINION OF PROBABLE COST
 URBAN GRANT PROGRAM
 JAMESTOWN, NORTH DAKOTA
 February 23, 2018
 J18-03-071.02



Item No.	Description	Original Quantity	Units	Unit Price	Extended Price
1	Railway Insurance	1	EA	\$4,000.00	\$4,000.00
2	Mobilization	1	LS	\$50,000.00	\$50,000.00
3	Bond	1	LS	\$5,000.00	\$5,000.00
4	Remove Concrete C&G	2,080	LF	\$6.50	\$13,520.00
5	Remove PCC	3,536	SY	\$9.25	\$32,708.00
6	Remove Median	80	SY	\$10.00	\$800.00
7	Concrete Curb and Gutter	2,444	LF	\$40.00	\$97,760.00
8	Median	80	SY	\$80.00	\$6,400.00
9	Detectable Warning	832	SF	\$45.00	\$37,440.00
10	6' wide PCC	1,456	SY	\$85.00	\$123,760.00
11	Saw Concrete	2,600	LF	\$6.00	\$15,600.00
12	Sidewalk	2,080	SY	\$150.00	\$312,000.00
13	Inlet	26	EA	\$2,750.00	\$71,500.00
14	STS lateral	1,300	LF	\$75.00	\$97,500.00
15	Tap existing STS	26	EA	\$500.00	\$13,000.00
16	Adjust MH	7	EA	\$1,000.00	\$7,000.00
17	Adjust GV	7	EA	\$500.00	\$3,500.00
18	Traffic Control	1	LS	\$20,000.00	\$20,000.00
19	Sedimentation Control	1	LS	\$5,000.00	\$5,000.00
20	Signals System	6	EA	\$200,000.00	\$1,200,000.00
21	Obliteration of Striping	3,350	LF	\$0.60	\$2,010.00
22	4" line	30,150	LF	\$0.06	\$1,809.00
23	6" line	7,200	LF	\$1.25	\$9,000.00
24	24" line	720	LF	\$4.50	\$3,240.00
25	Arrows	1,440	SF	\$3.50	\$5,040.00
26	Railroad Crossing	280	SF	\$3.50	\$980.00
27	Curb top and face	3,600	LF	\$15.00	\$54,000.00
28	Benches	11	EA	\$1,500.00	\$16,500.00
29	Trees	11	EA	\$500.00	\$5,500.00
30	Tree Grates	11	EA	\$750.00	\$8,250.00
31	Fire Feature	1	EA	\$7,500.00	\$7,500.00
32	Bollards	130	EA	\$250.00	\$32,500.00
33	Clock	1	EA	\$10,000.00	\$10,000.00
34	Knee Wall	11	EA	\$5,000.00	\$55,000.00
35	Trash Receptacle	11	EA	\$500.00	\$5,500.00
36	Planter	11	EA	\$1,750.00	\$19,250.00

Opinion of Bid Cost	\$2,352,567.00
Contingencies	\$235,256.70
Opinion of Construction Cost	<u>\$2,587,823.70</u>

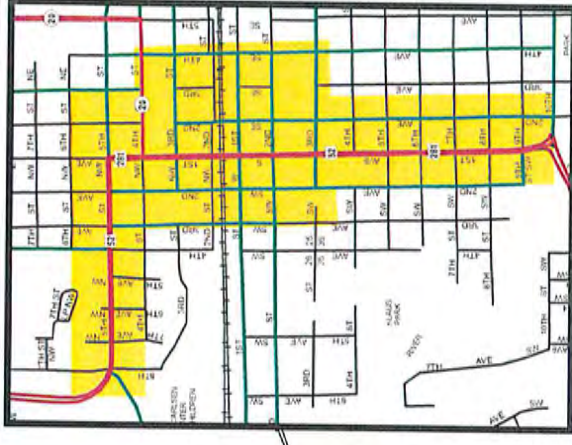
Engineering, Legal, Administrative	<u>\$512,176.30</u>
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Total Opinion of Project Cost	\$3,100,000.00
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2004 URBAN ROAD SYSTEM MAP

Legend	
Existing	Proposed

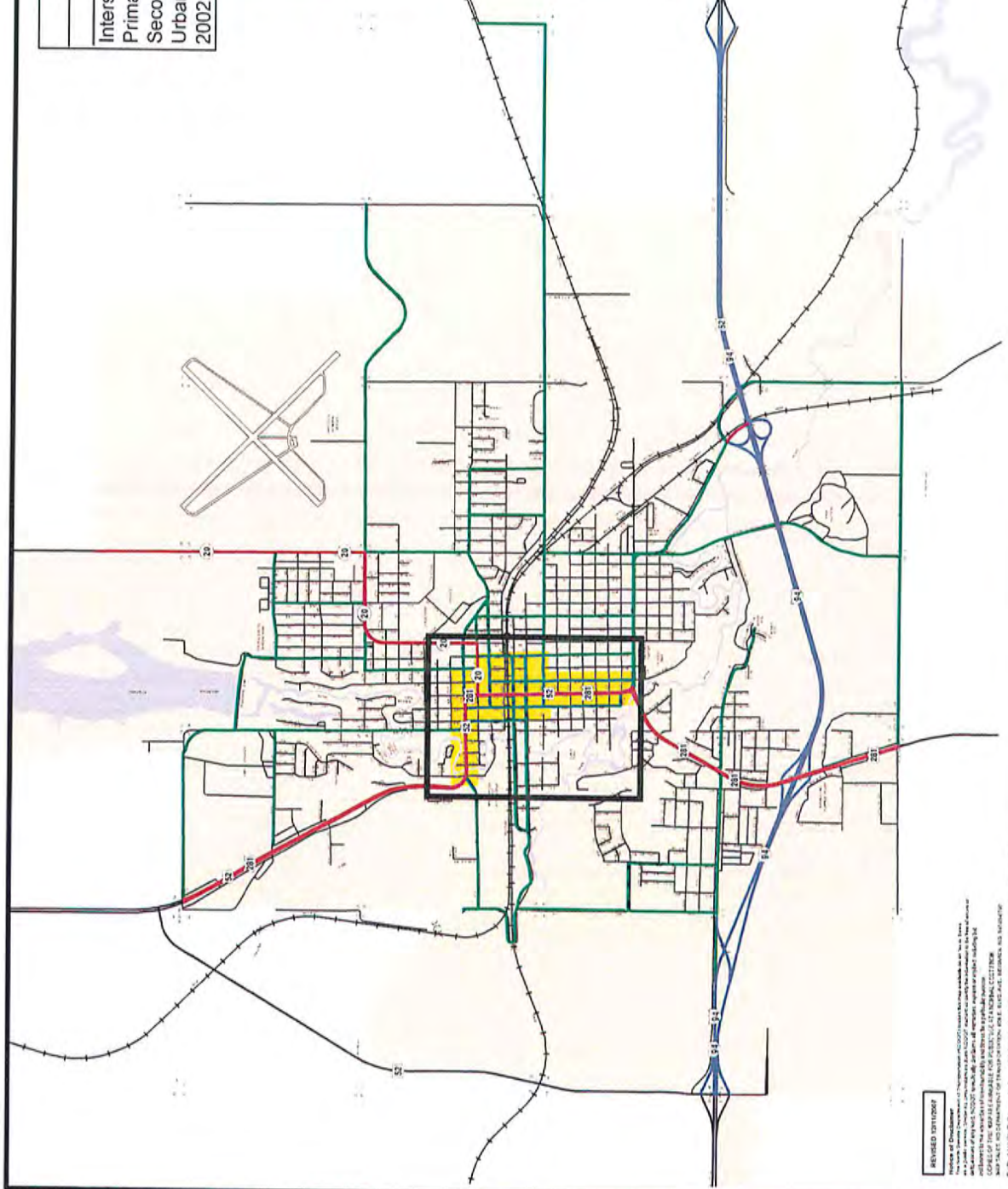
Interstate
 Primary Regional System
 Secondary Regional System
 Urban Roads
 2002 Urban Area Limits



DRAFT PROGRAM FOCUS AREA

2004
 URBAN ROADS SYSTEM
 2010 POPULATION 15,427
JAMESTOWN
 STUTSMAN COUNTY
 NORTH DAKOTA

PLANNING AND PROGRAMMING DIVISION
 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



REVISED 01/10/09
 Notice of Completion
 This map was prepared by the Planning and Programming Division of the North Dakota Department of Transportation. It is intended for informational purposes only and should not be used for legal or engineering purposes. The map is the property of the North Dakota Department of Transportation and is loaned to the user. It is to be returned to the Planning and Programming Division upon completion of the project.
 DATE OF THE MAP IS AVAILABLE FOR REVIEW: 01/10/09
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Professionals you need, people you trust.

Interstate Engineering, Inc.
P.O. Box 2035
Jamestown, ND 58401-2035
Ph (701) 252-0234
Fax (701) 252-0233
www.interstateeng.com

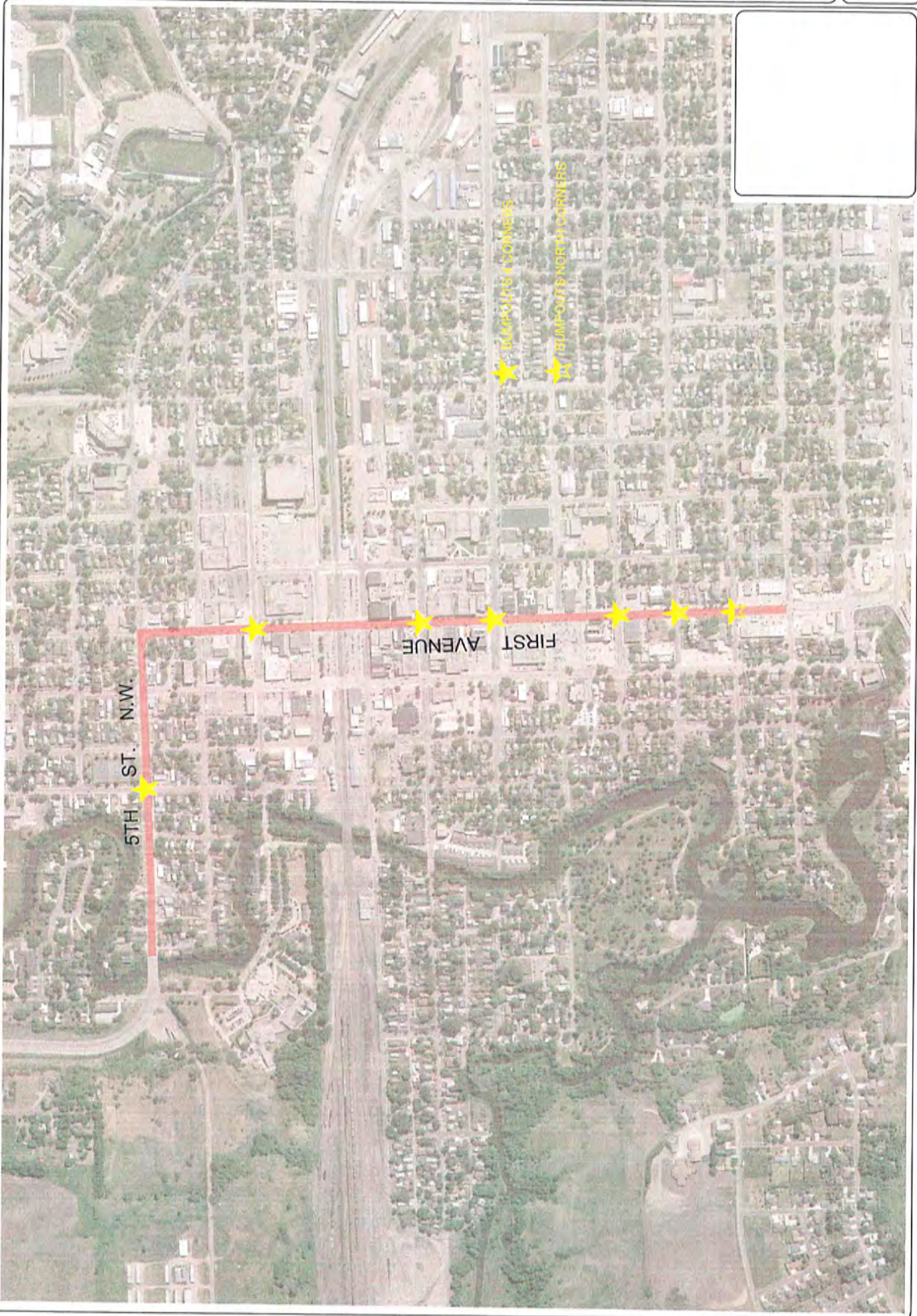
Drawn By: T.L.D. Checked By: T.L.D.

Surveyed By: T.L.D. Designed By: T.L.D.

Project No: J17021102 Date: DECEMBER 2017

CITY OF JAMESTOWN, NORTH DAKOTA
XXXXX
SITE MAP

Rev No	Date	By	Description





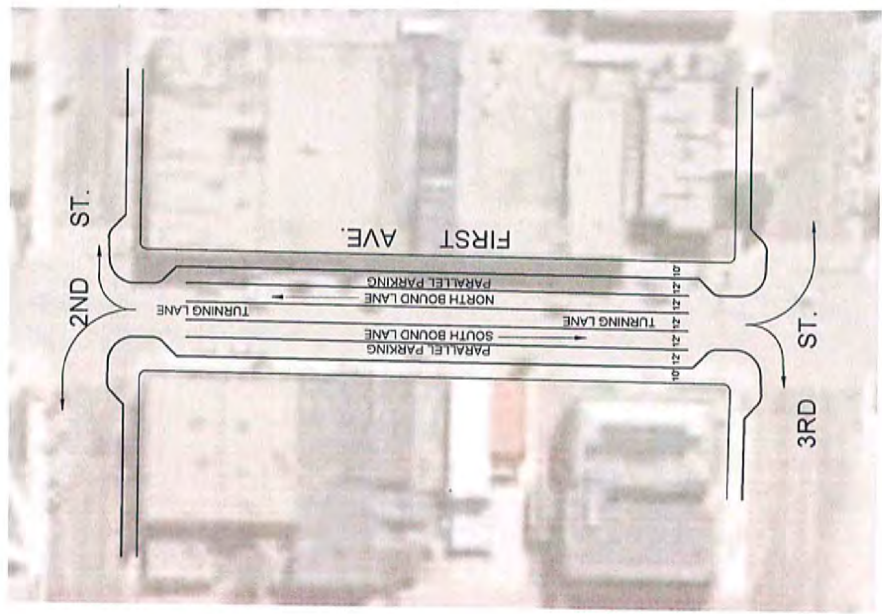
Professionals you need, people you trust.

Interstate Engineering, Inc.
P.O. Box 2035
Jamestown ND 58401-2035
1903 13TH AVE. S.W.
Jamestown ND 58401-2034
Fax (701) 252-0203
www.interstateeng.com

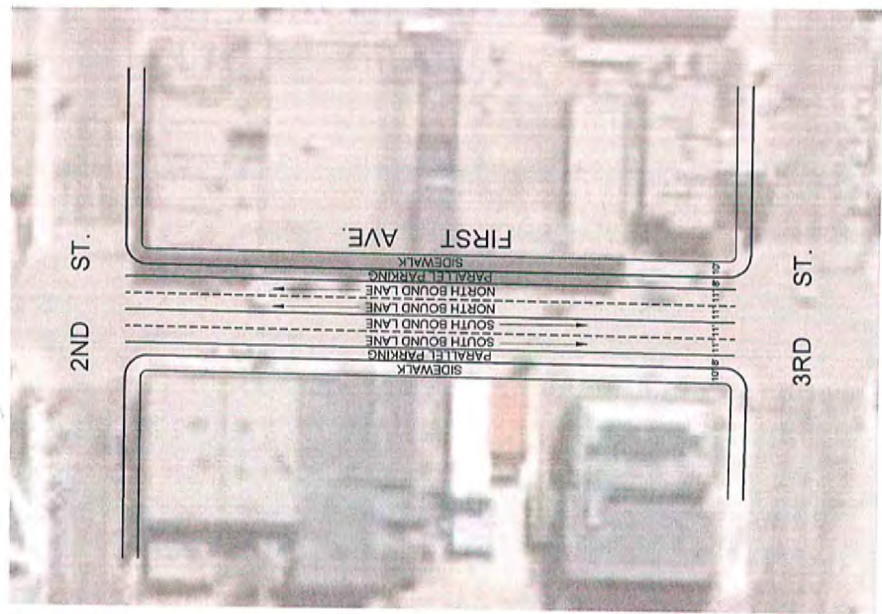
Checked By: T.L.D.
Designed By: T.L.D.
Project No: J17-0317-12
DATE: DECEMBER 2017
CITY OF JAMESTOWN
JAMESTOWN, NORTH DAKOTA
XXXXX
STREET AREA PLANS

Rev. No.	Date	By	Description

PROPOSED STREET LANES
FIRST AVENUE



EXISTING STREET LANES
FIRST AVENUE





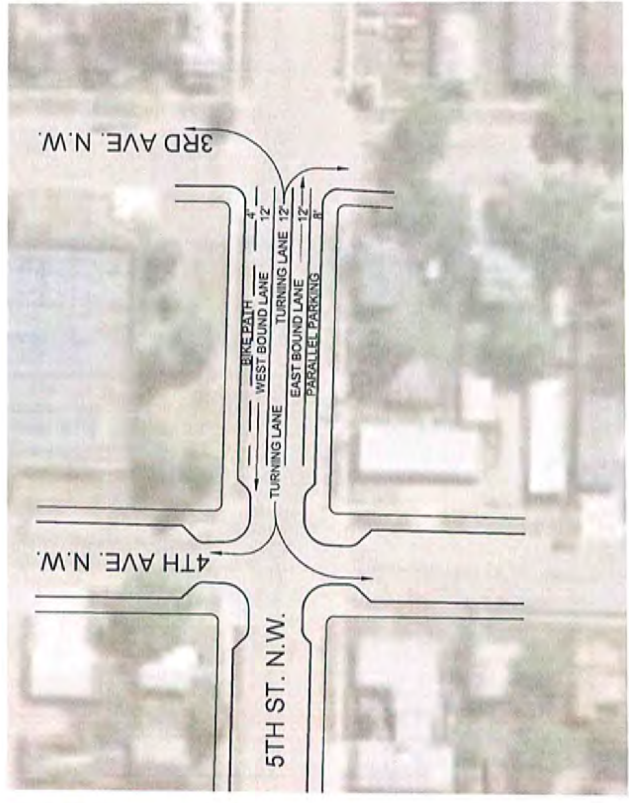
Interstate Engineering, Inc.
P.O. Box 2035
Jamestown ND 58401-2035
1003 27th Ave. SW
Jamestown ND 58401-2035
Ph: (701) 252-0234
Fax: (701) 252-0233
www.interstateeng.com

CITY OF JAMESTOWN
JAMESTOWN, NORTH DAKOTA

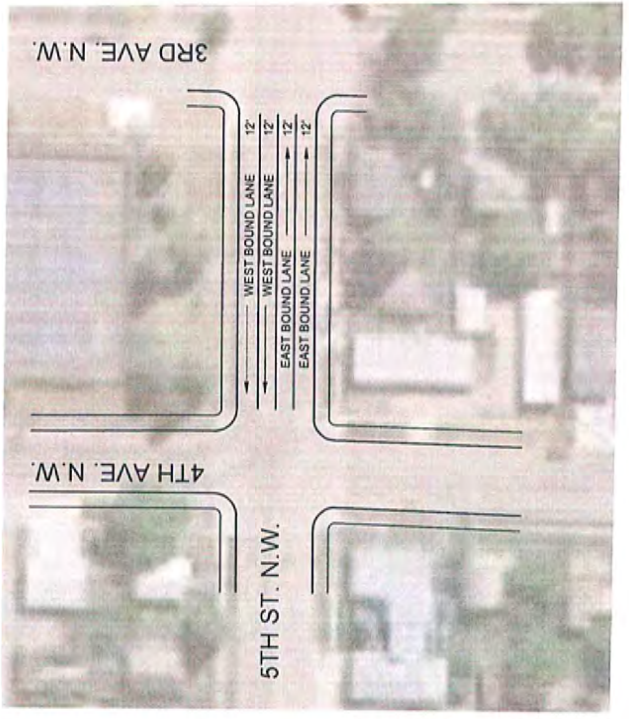
STREET AREA PLANS

Drawn By: T.L.D.
Designed By: T.L.D.
Checked By: T.L.D.
Project No: J172047102
Date: DECEMBER 2017

REV	DATE	BY	DESCRIPTION



PROPOSED STREET LANES
FIFTH STREET NW



EXISTING STREET LANES
FIFTH STREET NW



Interstate Engineering, Inc.
 P.O. Box 2035
 Jamestown, ND 58401-2035
 1003 13TH AVE. S.W.
 PH (701) 252-0234
 FX (701) 252-0234
 WWW.INTERSTATE-ENGINEERING.COM

Drawn By: T.L.D.	Checked By: T.L.D.
Surveyed By: T.L.D.	Project No.: J17202182
Design Date: OCTOBER 2017	

ROAD SECTIONS

CITY OF JAMESTOWN
 1003 13TH AVE. S.W.
 JAMESTOWN, NORTH DAKOTA

REV	NO.	DATE	BY	DESCRIPTION



EXISTING STREET SECTION
FIFTH STREET NW



PROPOSED STREET SECTION
FIFTH STREET NW

