

**URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET**

DATE: 03/15/2019

PRIORITY# _____

City: Jamestown Street: Business Loop West – 2nd Ave SW to 4th Ave SW

County: Stutsman Length: 0.227 Miles

Proposed Improvement: Alternate A – Major Rehabilitation - PCC Pavement Reconstruction w/
Improved Pedestrian Corridor and improve drainage system.

Cost Estimates Breakdown (in \$1,000)							
Alternate	PE	R/W	Utility	Constr.	Bridges	Misc.	Total
A	\$534	\$10		\$2,717			\$3,261

Present Road: Surface Width? ~74' FOC to FOC

Surface Type? Present – HMA, Proposed - PCC

On Street Parking Allowed? No Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>20,745</u> Yr: <u>2014</u>	Travel Way Width : <u>62 feet</u>
ADT Design: <u>22,820</u> Design year <u>2034</u>	No. of Lanes: <u>5</u>
Design Speed: <u>25 mph</u>	Roadway Width: <u>66 feet BOC to BOC</u>
Maximum Curve: _____	Min. R/W Width: <u>~85 feet</u>
Maximum Grade: _____	

Right of Way	
Will Additional ROW or easement be acquired? <u>Yes</u>	ROW acquisition by: <u>City</u> DOT
Has any ROW easements been acquired since 7-1-72: <u>No</u>	ROW Condemnation by: <u>City</u> DOT
Est. No. of occupied family dwelling to be displaced? <u>0</u>	
Est. No. business to be displaced? <u>0</u>	

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): NO

Will there be any impacts to 4(f) or 6(f) properties: NO

Airports: N/A Public Hearings: N/A

Environmental Classification (Cat-Ex, EA, EIS): CATEX

Transportation Enhancements: N/A

Intermodal: N/A

Pedestrian Needs: Improved Pedestrian Access

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
None						

Purpose and Need Statement

The Purpose and Need Statement should address the following issues:

1. When was the current street section built. Has there been any additional maintenance to the street section.

Asphalt Patching and Chip seal was done in 2014.

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes.

5 lanes and 74 feet wide. 2 – 12 foot wide driving lanes with a 14 foot wide two way left turn lane. The remainder of the space is the outside lanes.

3. What is the condition of the pavement section.

A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting.

B. If the pavement section is concrete, is there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

The existing asphalt surfacing has longitudinal cracking, transverse cracking, and raveling.

4. How are the existing geometrics of the roadway?

The roadway is straight with two slight curves on both ends of the project.

5. Are there any access points to adjoining properties that present a special concern?

Numerous driveways will need to be reconfigured along with existing vehicle parking located on the existing Right of Way off of the existing road.

6. Are there any existing sidewalks or shared use path in place?

There is some existing sidewalk that is unconnected and sporadic. This project would connect existing pedestrian corridors that are currently incomplete and cause pedestrians to cross existing parking lots.

This project should put in a crosswalk near 4th Ave SW and connect the intersection at Two Rivers Inn and Wilhelms. There would need to be consideration for an overhead beacon at this location.

In the future the City may be looking to put in an overhead pedestrian crossing at the location of the existing fire station and across the highway into the green space were it appears there is adequate right of way.

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?

The condition of the existing storm sewer is in fair condition. The existing sewer is RCP. Some of the storm sewer will need to be configured to accommodate the road width reduction.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?

Only minor adjustments will be needed.

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?

Standard roadway lighting exists. This will be replaced with LED fixtures.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?


This segment has no existing traffic signals, but a signal existing just east of the project limits. The existing roadway has poor site visibility from existing approaching driveways and streets. No turn lanes will be needed.

Remarks:

- PE includes engineering and construction inspection.
- Additional right of way may be needed in front of Taco Bell and directly across the street from there.
- Stormsewer modifications and utility relocations.
- Construction includes contingency allowance.
- Landscaping, lighting and pedestrian enhancements were included in the Construction costs. Overhead pedestrian crossings and beacons were not included in the estimate.
- Costs were estimated for 2020 construction.
- ADT design was factored using 10% increase.

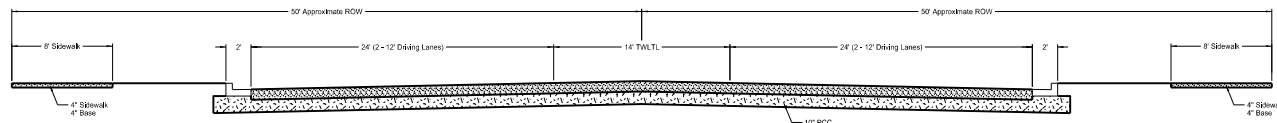
City Engineer: 

Date: 5/18/19

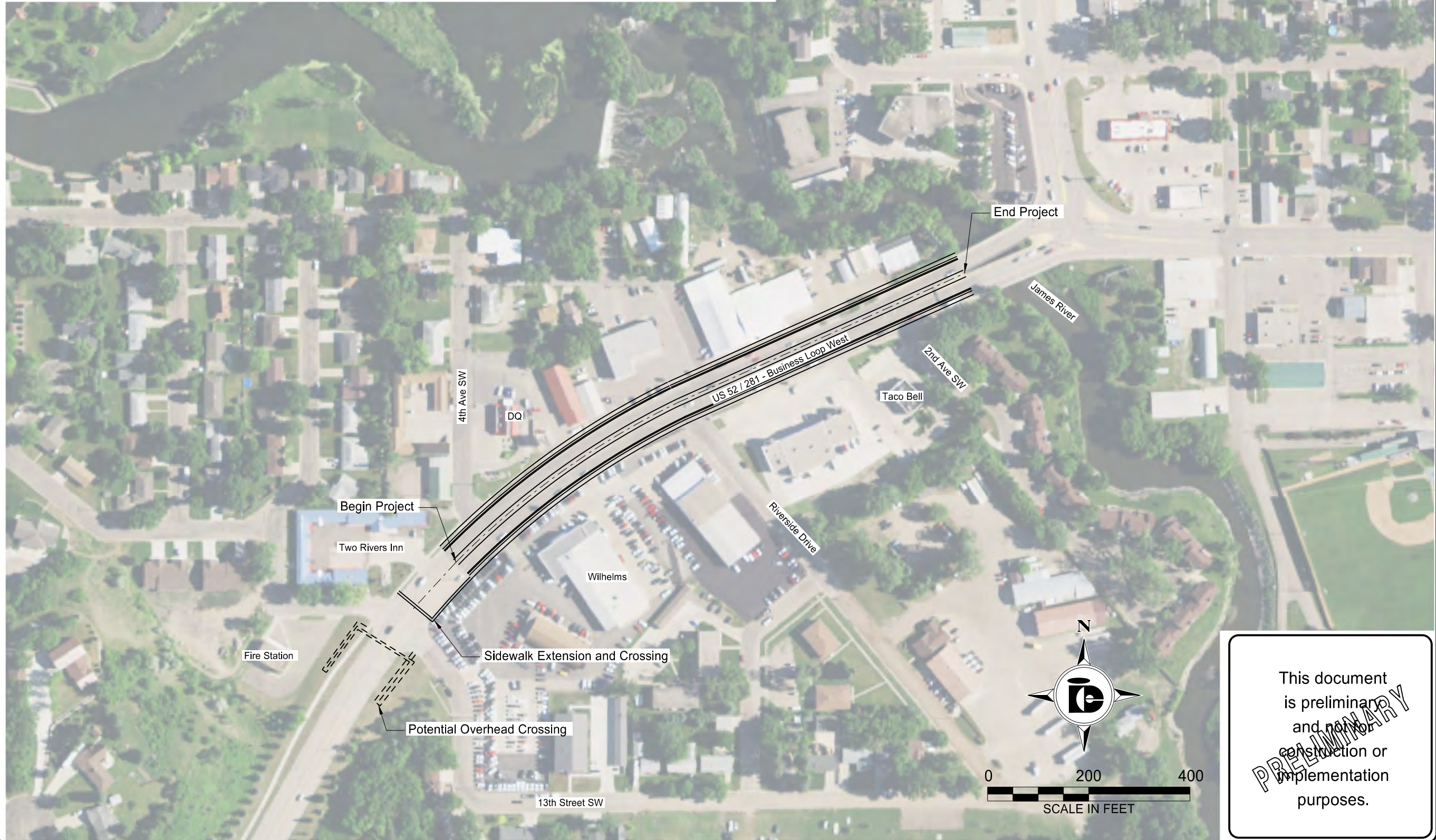
District Engineer: 

Date: 5-19-2019

Note: *Please attach a map showing location and extent of the project.*



Typical Section



This document
is preliminary
and not for
construction or
implementation
purposes.

PRELIMINARY

Rev No	Date	By	Description

US 52 Business Loop West Jamesstown, ND	
Concrete Pavement Reconstruction	
Drawn By: BA	Project No: J18-03-071.02
Checked By: TD	Date: 03/2019
Surveyed By: MM	Designed By: MM

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