Application for a Railroad Safety Infrastructure Improvement Grant

submitted by the
North Dakota Department of Transportation

in partnership with
BNSF Railway
June 8, 2016

The Honorable Anthony Foxx  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

BERTHOLD GRADE SEPARATION PROJECT

The North Dakota Department of Transportation (NDDOT) and our project partners are pleased to submit this application for funding through the Railroad Safety Infrastructure Improvement Grant Program for the Berthold Grade Separation project.

This project focused on improving the safety of rail infrastructure that transports energy and agricultural products to markets across the nation. Changes to nearby facilities and anticipated additional capacity provide an opportunity to act now to improve the safety of the traveling public that encounter freight and passenger rail moving across the current at-grade crossing.

If funded, the NDDOT would build a highway-rail grade separation near Berthold, North Dakota, to segregate vehicular traffic from trains. This separation will allow for the reduction of wait-times at the current at-grade crossing where vehicles are idling releasing unnecessary emissions. Additionally, this highway overpass is critical to ensure public safety and allow for efficient movement of emergency vehicles in the area and freight throughout the state and nation.

We look forward to working with USDOT and our project partners to implement this grade separation and enhance the efficiency and safety of freight and passenger movements along a major highway and rail corridor in North Dakota.

[signature]

GRANT LEVI, P.E., DIRECTOR

17/rgsas
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## Application at a Glance

<table>
<thead>
<tr>
<th>Field</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td>Project Title</td>
<td>Berthold Grade Separation Project</td>
</tr>
<tr>
<td>Project Location</td>
<td>One mile northwest of Berthold, ND 58718</td>
</tr>
<tr>
<td>Latitude:</td>
<td>48° 19’ 38.30”</td>
</tr>
<tr>
<td>Longitude:</td>
<td>101° 45’ 20.46”</td>
</tr>
<tr>
<td>Congressional District</td>
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</tr>
<tr>
<td>Applicant Name</td>
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</tr>
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<td>Funding Request</td>
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<td>Total Project Cost</td>
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<tr>
<td>Non-Federal Matching Support</td>
<td>50%</td>
</tr>
<tr>
<td>Project Classification</td>
<td>Highway-Rail Grade Separation</td>
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<tr>
<td>Brief Project Summary</td>
<td>ND’s Berthold Grade Separation Project will construct a new grade-separated highway-rail crossing to enhance rail safety along a busy national defense, agricultural and energy industry transport corridor and allow for more timely responses for emergency services in the area. This project is located along the Great Northern Corridor, impacting freight movements throughout the state of North Dakota. The Great Northern Corridor Coalition, of which the NDDOT is a member, is a strategic partnership link in the global supply chain from the Midwest to the Pacific Northwest. The project supports other infrastructure improvements to grow and diversify the state, regional, tribal, and national economies.</td>
</tr>
</tbody>
</table>
| Applicant Name and Contact Info | Scott D. Zainhofsky, PE  
Planning/Asset Management Engineer  
North Dakota Department of Transportation  
608 E. Boulevard Ave  
Bismarck, ND 58505-0700  
O: 701.328.2642  C: 701.220.4898  
szainhofsky@nd.gov |
Project Title: North Dakota’s Berthold Grade Separation Project (hereafter referred to as the “Project”)
Project Location: One mile northwest of Berthold, North Dakota
Project Partners: BNSF Railway Company

SECTION I  PROJECT DESCRIPTION

Project Overview
The Project will enhance safety by removing an at-grade rail crossing on a major US highway near a local oil facility and downstream from a massive grain and oil transloading facility at the border between the US and Canada. The $95 million transload facility ships Canadian grain into US markets on the rail line at this crossing.

Project Location
One mile northwest of Berthold, ND  58718
Latitude: 48° 19’ 38.30”
Longitude: 101° 45’ 20.46”

Project Background
North Dakota’s railroad system is privately owned, maintained, and operated by two Class I Railroads, three Regional Railroads, and one Short Line Railroad. The two Class I Railroads, (BNSF Railway and CP Railway) that serve the state operate systems that extend beyond North Dakota’s borders. These railroads traverse the state linking sea ports to major urban areas, resource production areas such as North Dakota’s rich agricultural region to food processors, the Bakken Oil Formation to out-of-state refineries, and the state’s manufacturers to domestic and international consumers.

Crude oil production in the state has increased at phenomenal rates and created an opportunity for the state’s Class I Railroads to transport oil by tanker cars. Rail crude oil transportation shipments have grown from 30,000 barrels per day in 2008, to approximately 600,000 barrels per day in 2015.1 In October 2015, rail tanker cars carried approximately 47% of the crude oil produced in North Dakota.

Rail traffic in the state has grown substantially since 2008 due to growth in energy, agricultural, and manufacturing production. Train traffic through Fargo, ND has increased from 68 trains per day in 2008 to 100 daily trains in 2014 (Source: BNSF). At the peak of the current Bakken Oil

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1 Figures obtained from the North Dakota Department of Mineral Resources, Oil and Gas Division
boom, approximately 70% of the one million barrels per day (BPD) was exported via rail. Increased rail freight traffic has resulted in an upswing in at-grade rail crossing incidents, and requests for crossing safety enhancements.

NDDOT conducts an annual solicitation of requests for rail safety enhancements. In 2015, there were a record number of responses to that solicitation. Over 100 grade crossings were identified for diagnostics and improvements. Recommendations from the diagnostic review teams identified project funding requests triple the amount of prior years’ spending. The NDDOT Section 130 budget is unable to fulfill all of these requests alone. The Railroad Safety Infrastructure Improvement Grant program funding will help NDDOT accomplish more crossing improvements than anticipated with current Section 130 funding.

The Project addresses a crossing enhancement request made by the City of Berthold and Ward County impacting both freight and passenger highway traffic and rail freight movements. Expected beneficiaries of the Project include: the citizens of North Dakota, tourists visiting the region, and freight shippers through North Dakota on both rail and highways.

The Project costs qualify under the 3.3.2.1 Track and Related Projects: Grade Separations category.

FIGURE 2 At peak, approx. 70% of 1 million barrels per day was exported via rail
The details identified in the Section III: Statement of Work describe how the project will be tracked and reported once complete to conform to Federal requirements for project progress reporting. NDDOT’s track record of efficient and effective project management will ensure this project will be completed on-time and on-budget according to the schedules and budgets outlined in the Statement of Work section.

All environmental and historic preservation impacts associated with the Project will be considered and determined during the preliminary design and NEPA task of the Project.
SECTION II    PROJECT PARTIES

The North Dakota Department of Transportation is the lead agency for submission of this application. The lead contacts for each of the Project partners are:

Lead Agency Project Point of Contact

North Dakota Department of Transportation
Mr. Scott Zainhofsky, P.E., Division Director
Planning/Asset Management Division
North Dakota Department of Transportation
608 E. Boulevard Avenue
Bismarck, ND  58505-0700
Phone:  701-328-2642
Email:   szainhofsky@nd.gov

Funding Contribution Partners

BNSF Railway
French Thompson, Director of Public Projects
Phone:  817-352-1549

The Project has bi-partisan support from our Congressional delegation as noted below. Each entity listed below has provided a letter of support for the Berthold Grade Separation Project. As new letters of support are received, they will be updated on the Project website at:  
http://www.dot.nd.gov/grants/berthold/

<table>
<thead>
<tr>
<th>Project Supporters</th>
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<tr>
<td>North Dakota Governor Jack Dalrymple</td>
<td>BNSF Railway</td>
</tr>
<tr>
<td>Senator Heidi Heitkamp</td>
<td>Great Northern Corridor Coalition</td>
</tr>
<tr>
<td>Senator John Hoeven</td>
<td>City of Berthold</td>
</tr>
<tr>
<td>Representative Kevin Cramer</td>
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</table>
Section III  Statement of Work

North Dakota Department of Transportation (NDDOT)
Berthold Grade Separation Project
Railroad Safety Infrastructure Improvement Grant Program

I. BACKGROUND

The North Dakota Department of Transportation (NDDOT), together with its local stakeholders has identified a priority rail grade separation near Berthold, ND along a busy freight, agriculture, and energy corridor. NDDOT will partner with BNSF Railway Company (BNSF) to fund, construct and maintain the needed infrastructure to reduce risk and increase safety at this location.

II. OBJECTIVE

The general objective is for this project to enhance safety on a rail agriculture and energy corridor together with a high volume roadway where both are realizing increases in truck and rail traffic. The intent of the Project is to protect on-track equipment, eliminate crossing incidents, property damage, injury and fatality crashes.

III. PROJECT LOCATION

The current at-grade signalized crossing is located on the BNSF Railway Company’s Crosby Subdivision; DOT 071656R, Milepost 1.05, over US 2 a divided four-lane roadway designated as an NHS route; highway reference point 121.92, 1 mile +/- northwest of the City of Berthold, North Dakota.

IV. DESCRIPTION OF WORK

The Project is for the scheduling, planning, design, and construction of two (2) highway/rail grade crossing separations, in which east and west bound highway bridges, will pass over a single main line railroad track. Allowances in the bridge design will accommodate a future double tracking by the railroad under the bridge. The Project is projected to be a two year project, starting construction in 2018, with a completion date in 2019.
Task 1: Preliminary Engineering and National Environmental Policy Act (NEPA) process

Task 1 Deliverables:
- Assure timely completion of NEPA compliance processes
- Related preliminary engineering, preconstruction management, and other incidental work
- Review and complete bid set of plans
- Ensure obligation of the funding sources and local matches
- Assure attainable scheduling milestones are achieved
- Reassure standard specification for road and bridge construction
- Confirm Shoo Fly detour for highway users
- Determine temporary protective device for detour
- Bid project

Task 2: Right-Of-Way Permits and Acquisition

Task 2 Deliverables:
- Acquire utility permits/approvals deemed appropriate
- Acquisition of parcel(s), permanent/temporary easements as required
- Ensure appropriate permits and right to enter from operating railroad

Task 3: Construct Project

Task 3 Deliverables:
- Construct and inspect the project
- Construct temporary rail and highway detours
- Assure timely scheduling of construction timelines
- Identify attainable milestones are achieved
- Ensure accountability and safety standards are followed by the contractor
- Review Invoices Submitted
- Claim for Payments
- Complete Inspections

Task 4: Complete Project

Task 4 Deliverables:
- Final Reports
- Project close-out
- The NDDOT will submit a Final Performance Report within 90 days of the end of the grant’s period of performance that describes the cumulative activities of the Project, including a complete description of the NDDOT’s achievements with respect to the Project objectives and milestones.
V. PROJECT SCHEDULE AND DELIVERABLES

The period of performance for all work will be approximately 36 months, from November 2016 to November 2019. The deliverables associated with this Grant/Cooperative Agreement are listed below.

<table>
<thead>
<tr>
<th>Task #</th>
<th>Deliverable Name</th>
<th>Related Task</th>
<th>Start Date</th>
<th>End Date</th>
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<tbody>
<tr>
<td>1</td>
<td>Preliminary Engineering and National Environmental Policy Act (NEPA) process</td>
<td>1</td>
<td>November 2016</td>
<td>November 2017</td>
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<tr>
<td>2</td>
<td>Right-Of-Way Permits and Acquisition</td>
<td>1</td>
<td>March 2017</td>
<td>November 2017</td>
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<tr>
<td>3</td>
<td>Construct Project</td>
<td>1, 2, &amp; 3</td>
<td>March 2018</td>
<td>November 2019</td>
</tr>
<tr>
<td>4</td>
<td>Complete Project &amp; Incidentals</td>
<td>1, 2, 3 &amp; 4</td>
<td>November 2019</td>
<td>February 2020</td>
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VI. PROJECT ESTIMATE/BUDGET

The total estimated cost of the Project is $18,400,000, for which the FRA grant will contribute up to 27% of the total cost, not to exceed $5,000,000. The Federal funds are pending and are unrestricted. Any additional expense required beyond that provided in this grant to complete the Project shall be borne by NDDOT.

Project Estimate by Task

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Name</th>
<th>Total Cost</th>
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<tbody>
<tr>
<td>1</td>
<td>Preliminary Engineering and National Environmental Policy Act (NEPA) process</td>
<td>$1,700,000</td>
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<tr>
<td>2</td>
<td>Right-Of-Way Permits and Acquisition</td>
<td>$ 275,000</td>
</tr>
<tr>
<td>3</td>
<td>Construct Project</td>
<td>$ 16,300,000</td>
</tr>
<tr>
<td>4</td>
<td>Complete Project &amp; Incidentals</td>
<td>$ 125,000</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Total Project Cost</th>
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<tbody>
<tr>
<td></td>
<td>$18,400,000</td>
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Project Estimate Contributions

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Project Contribution Amount</th>
<th>Percentage of Total Project Cost</th>
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<tbody>
<tr>
<td>FRA Railroad Safety Infrastructure Improvement Grant Program Funds</td>
<td>$5,000,000</td>
<td>27%</td>
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<tr>
<td>Regular FHWA Funds</td>
<td>$4,200,000</td>
<td>23%</td>
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<tr>
<td>NDDOT</td>
<td>$8,280,000</td>
<td>45%</td>
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<tr>
<td>BNSF Railway*</td>
<td>$920,000</td>
<td>5%</td>
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<tr>
<td>Total Project Cost</td>
<td>$18,400,000</td>
<td>100%</td>
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*Estimate of BNSF’s contribution is subject to final engineering and determination of appropriate grade separation costs to eliminate the at-grade crossing as defined in 23CFR 646.210

- Railroad Safety Infrastructure Improvement Grant Program Request is $5 Million
VII. PROJECT COORDINATION

NDDOT shall perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and partners, including:

- BNSF Railway Company
- City of Berthold, North Dakota
- Ward County, North Dakota
- Enbridge
- Ceres Global Ag
- Federal Rail Administration

VIII. PROJECT MANAGEMENT

NDDOT is responsible for facilitating the coordination of all activities necessary for implementation of the Project. Upon award of the Project, the NDDOT will monitor and evaluate the Project’s progress through regular meetings scheduled throughout the period of performance. The NDDOT will:

- Participate in a project kickoff meeting with FRA
- Hold regularly scheduled Project meetings with FRA
- Inspect and approve work as it is completed
- Review and approve invoices as appropriate for completed work
- Perform Project close-out audit to ensure contractual compliance and issue close-out report
- Submit to FRA all required Project deliverables and documentation on-time and according to schedule, including periodic receipts and invoices
Comply with all FRA Project reporting requirements, including, but not limited to:

a. Status of project by task breakdown and percent complete
b. Changes and reason for change in project’s scope, schedule and/or budget

c. Description of unanticipated problems and any resolution since the immediately preceding progress report
d. Summary of work scheduled for the next progress period
e. Updated Project schedule

FIGURE 3  Oil tanker car unit trains on North Dakota tracks

Photo Courtesy of Vern Whitten Photography
**SECTION IV  RESULTS OF BENEFIT-COST ANALYSIS**

<table>
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<tr>
<th>Net Present Value of ND’s Berthold Grade Separation Project</th>
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<tr>
<td><strong>NPV Benefits 7%</strong></td>
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<td>$ -574,645</td>
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<table>
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<tr>
<th>Benefit Cost Ratio</th>
<th>Benefit Cost Ratio</th>
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<tr>
<td><strong>7%</strong></td>
<td><strong>3%</strong></td>
</tr>
<tr>
<td>0.97</td>
<td>1.42</td>
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The benefits from the BCA show ND’s Berthold Grade Separation Project will provide cost-effective benefits to the region and national economy. The benefits from the BCA at a 3% discount rate, generally used as a social cost of capital calculation, demonstrate the project is feasible.

The input is measured in terms of dollar costs of the Project (construction and maintenance). Output is measured in terms of benefits (economic, reduction in fatalities, injuries, property damage). The benefit cost analysis is likely conservative because it doesn’t capture secondary benefits that may be attained, as identified below:

- The savings in time and money of passenger vehicles and trucks for having to detour around a blocked crossing if a collision occurs is currently not considered in the cost benefit ratio and would add benefit to a preventative measure such as a grade separation project.
- The cost of the train being stopped/delayed (value of the associated cargo or passengers) is currently not considered in the cost benefit analysis if collisions were to occur and would add benefit to a preventative measure such as a grade separation project.
- The cost of potential damage to a train and associated rail infrastructure is currently not considered in the cost benefit analysis if collisions were to occur and would add benefit to preventative measure such as a grade separation project.
- Savings realized by eliminating any cost of cleaning up hazardous material, if necessary, if a collision were to occur at this crossing.
Over the 20-year service life of the project, at a 7% discount rate, NDDOT’s costs outweigh the benefits by -$574,645. However, at a 3% discount rate, the benefits outweigh the costs by a little over $8 million.

Detailed results from this analysis can be seen in the table below:

Assuming an interest (discount) rate of 3%, a B/C Ratio of 1.42 means $1 cost on the grade-separation installation potentially yields $1.42 in economic benefits (reduction in fatalities, injuries, and property damage).

Assuming an interest (discount) rate of 7%, a B/C Ratio of 0.97 means $1 cost on the grade-separation installation potentially yields $0.97 in economic benefits (reduction in fatalities, injuries, and property damage).

SECTION V – SELECTION CRITERIA

Alignment with DOT Strategic Goals and Priorities:
The long term public benefits of this Project are many; improved safety, enhanced livability, and a transportation system that serves multiple users.

i. Safety
The key impact this project will have is on safety. After final construction and installation of the infrastructure improvement of this project, safety will be greatly enhanced in this area. Crash records were examined for the past 5 years.

The Project’s safety incidents were zero; however, traffic is anticipated to increase over the next few years with growth in the massive transload facility’s business to the north at the border. In the past fiscal year, that facility loaded 1,445 railcars of grains and 609 railcars of propane gas (see Key Operating Metrics in the Ceres Global Ag Fourth Quarter Report 2016 in the reports section of the application web page: http://www.dot.nd.gov/grants/berthold/). These railcars were transported from the transload facility across the at-grade crossing at Berthold. The safety aspects used in the Benefit Cost Analysis included the travel time savings of vehicles delayed at the crossing due to heavy rail traffic.

Also, Berthold and US Highway 2 have been identified by the Minot Air Force Base as a designated route for servicing missile silos. Therefore, enhancing the safety of this particular route by separating the rail from highway traffic is advantageous in promoting national defense, safety, and timeliness for maintenance of those silos.

Berthold is in an area where the medical emergency services are very rural. Please see the map below from the North Dakota Department of Health displaying the Ambulance Service Area for reference as you read the following. If ambulance services from Berthold (#20) cannot cross the rail at the Project site to the west side due to a blocked crossing or accident, services from Carpio (#20) cannot either. Therefore, ambulance services from Stanley (#116) must take the call, and they are approximately 30 miles away from the Project site. As noted on top of page two in the letter from Ward County under Supporting Documentation, if a major accident occurred at that crossing in the spring where local roads are impassable due to minimum gravel surfacing, emergency vehicles would have no clear route to respond to emergency situations in the area.
The results of the Benefit Cost Analysis can be viewed on the Benefit Cost analysis spreadsheet section of the application web page: [http://www.dot.nd.gov/grants/berthold/](http://www.dot.nd.gov/grants/berthold/)

ii. State of Good Repair

The grade separation will aid in the personal and freight mobility of all users and support economic growth within North Dakota. This project is consistent with TransAction III, North Dakota’s Long-Range Transportation Plan, specifically Initiatives 3 and 4 (“Improving the Performance of the Transportation System” and “Safety and Security…when developing Plans, Projects and Programs”) and the North Dakota Freight Plan. If the crossing is not improved, mobility and efficiencies could be compromised. Project partners have committed funding to this project to monetize the benefits of this improvement program. If this project is implemented, travel delays will be reduced and the efficient, safe and secure transport of both people and goods will be improved in this area.
iii. Economic Competitiveness

Improving transportation access for all transportation users to North Dakota benefits the United States in many ways. The rail crossing at Berthold is on a Level 1 Freight Corridor according to the North Dakota State Freight Plan and serves international, regional and interstate commerce. (Link to Freight Plan is here: http://dot.nd.gov/grants/berthold/) The effective development of agricultural and energy products and the jobs created and the shipment of these products to the East, West and Gulf Coasts strengthen the economy and make the United States competitive with these globally traded commodities. The income workers earn in the energy sector goes back to their local communities in all fifty states, preserving secondary non-energy jobs dependent on the income of the oil workers and allowing economically stressed workers to pay off debt or homeowners of underwater mortgages. The income from the sale of agricultural products allows farmers to continue feeding the world. By reducing delays at this crossing, the access and reliability of all users of the transportation system are improved.

iv. Environmental Sustainability

By enhancing the safety at this designated rail crossing and building a grade separation, we would see numerous environmental benefits. First of all, by reducing the potential for crossing safety incidents, the amount of fuel used idling for both freight trains and personal vehicles, and vehicles idling while waiting for a crash site to clear would drop significantly, reducing our
dependence on foreign oil. Particulates in diesel and fuel exhaust would not enter the
environment from these idling engines, which impact our air and water quality. North Dakota
has numerous wetlands adjacent to our rail lines. A crossing incident could potentially impact
these water features, impacting both water quality and endangered species.

v. Furthering Livability Principles
Many residents use this route to get to and from work in the smaller bedroom communities to
their employment in regional cities. Residents of the Fort Berthold Reservation use US-2 to
access vital services in Minot. Delays of more than 20 minutes adversely impact commuter
traffic and international and regional freight traffic flow in the area. Rail crash delays from
blocked or waiting trains for a resident with an important medical appointment can be life-
threatening. Many rural residents use US-2 to access medical facilities in cities such as Minot
for procedures such as kidney dialysis.

vi. Enhancing Quality of Life
The grade crossing separation will reduce the risk of a potential incident at the rail crossing, be it
from a safety or hazardous material concern. Delays with parked and waiting trains impact
commuter, bus, and freight traffic flows. US Highway 2 is a commonly used route for Jefferson
Lines, a regional bus company, on any route heading west from Minot, ND. Regional buses are
utilized by all users at every economic level for mobility and some residents rely on this
transportation mode to access goods and services when they do not own a personal
vehicle. Improving the rail crossing here would be viewed as improving the mobility
transportation choices in this personal vehicle-dependent area of the country.

vii. Ladders of Opportunity
The Project takes place in a freight corridor that serves as a pass through for agricultural and
energy products to connect to BNSF’s main line to the south. With the growth of a massive
transload facility near the Canadian border at Northgate serving both industries, it is anticipated
this crossing will encounter increased traffic than in previous years. The development of the
Bakken oil shale has allowed unemployed and underemployed people from economically
distressed areas of the country to travel to North Dakota to work in the energy
industry. Continued long-term work in the oil fields has allowed workers from all fifty states to
reach their financial and personal goals they would have not been able to achieve
elsewhere. Many of these workers travel to and from the area by Amtrak, bus, or by personal
vehicle on unfamiliar roads, many living in company Crew Camps or temporary housing for
weeks at a time. This highly mobile population is vulnerable to Jefferson Line delays and the
potential for crossing incidents in North Dakota’s variable weather conditions (fog, extreme cold
temperatures, snowfall, wind, etc.)
Project Delivery Performance

NDDOT’s project delivery performance speaks for itself in the TIGER III Amtrak *Empire Builder*/BNSF Mainline Devils Lake Grade Raise project implementation near Devils Lake, ND. That project funded the rail relay after BNSF raised the grade to mitigate flooding that impeded both BNSF and Amtrak movements on that line. The TIGER budget was obligated and spent as planned, and remained on targeted budget. The rail relay work was completed well in advance of the scheduled completion date identified in the grant application. The Devils Lake Grade Raise project has been very successful.

Region/Location

This project will install a new grade-separated crossing near Berthold, ND to enhance rail safety on a rail line that serves a busy agriculture and energy transport corridor. This corridor serves the busiest energy rail corridor in North Dakota, increasing the state’s economic productivity, providing capital to individuals and industries alike, supporting job opportunities statewide. This economic region has supported all fifty states and several other countries in the opportunities to remain employed in good paying jobs.
Innovation/Resource Development

The Project provides opportunities for incorporating innovative methods and materials as it would be a new structure. NDDOT has a strong partnership with BNSF and local road authorities to streamline the contracting process. Monthly project meetings ensure the project delivery stays on time and any schedule concerns are elevated and resolved expediently. The Project is committed to incorporating Buy America in the procurement process for supplies used on the project.

Partnerships

The NDDOT is joined with BNSF to work on this project. NDDOT is the lead agency responsible for designing and managing the Project and applying for the Railroad Safety Infrastructure Improvement Grant Program funding.

Project partners are responsible for the following:
- NDDOT will contribute 45% of the project costs for the Berthold Grade Separation.
- The BNSF will contribute 5% of the project costs for the Berthold Grade Separation as defined in 23CFR 646.210.

Project Readiness

The Project is ready to begin the preliminary design and NEPA process to prepare for construction in the 2018 season. Upon grant approval and execution, contracts can be completed for work to begin in the 2018 construction season for completion by the fall of 2019.

Other Potential Funding

The Project has never been submitted in an application by the NDDOT for any other rail or transportation infrastructure grant or loan program.