



ENGINEERING, REIMAGINED

PRELIMINARY ENGINEERING REPORT

City of Valley City

Paving Improvement District 131

Water Main Improvement District No. 107

Sanitary Sewer Improvement District No. 71

Storm Sewer Improvement District No. 57

NDDOT Project No. UGP-2-990(068), PCN 24181 &

SU-CPU-2-990(069), PCN 24239

May 2025

Prepared for:

City of Valley City

Description

The proposed project consists of reconstruction including the installation and construction of hot mix asphalt paving, aggregate base, curb & gutter, concrete sidewalk, street signage, pavement marking, decorative street lighting, landscaping, water main, sanitary sewer and storm sewer. The work is to be completed along 2nd St N from 3rd Ave NW to 5th Ave NE, 3rd Ave NE from Main St to 2nd St NE, and 4th Ave NE from Main St to 4th St NE. All improvements identified will be completed by the City through funds secured through the NDDOT Urban Grant Program, NDDOT Urban Roads Program, ND Department of Water Resources Grant, Prairie Dog Funds, Renew and Replacement Fund, and Special Assessments. These funding sources will be described in further detail below. Work will be performed in accordance with the approved plans and specifications, per the North Dakota Department of Transportation and American Association of State Highway and Transportation Officials standards and in accordance with City of Valley City requirements.

NDDOT Projects: UGP-2-990(068), PCN 24181 & SU-CPU-2-990(069), PCN 24239

Valley City Improvement Districts: Paving Improvement Dist. No. 131
Water Main Improvement Dist. No. 107
Sanitary Sewer Imp. Dist. No.71
Storm Sewer Improvement Dist. No. 57

Purpose

The City of Valley City has identified these corridors as needing improvements. The main goal of this project is to address poor pavement conditions; correct deficiencies with storm sewer, water main, and sanitary sewer; and comply with United States Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG) to the American Disabilities Act (ADA) Accessibility Standards.

In 2010, the most recent road improvement work was done on 2nd Street N, between 3rd Avenue NW to Central Avenue as well as 3rd Avenue NE to 5th Avenue NE, involving a mill and overlay. In 2002, a hot mix asphalt overlay was applied to 2nd Street N between Central Avenue to 3rd Ave NE. Additionally, in 1979, a hot mix asphalt overlay was applied to 3rd Avenue NE and 4th Avenue NE. The existing pavement surface along all three roadways has surpassed its design life. It is displaying excessive cracking and fatigue in multiple locations, and the pavement section has little to no base material. The overall pavement condition is in fair to poor condition as identified in the 2016 Upper Great Plains Transportation Institute Needs Assessment.

The existing sidewalks are aging with cracking, spalling, and settling. The sidewalks also exhibit several ADA deficiencies, including excessive cross slope; lack of, or deficient pedestrian ramps exceeding the maximum allowable grades; and lack of proper landings and detectable warning panels.

Portions of the existing water main are sand cast iron pipes, assumed to have been installed in 1922, and have exceeded their design life. Additionally, portions of the existing water main are asbestos cement pipes. Portions of the existing sanitary sewer are clay tile pipe, assumed to have been installed in 1922, and have exceeded its design life. Portions of the storm sewer are reinforced concrete pipes installed from 1967 to 1971 and have exceeded their design life.

Funding

This project utilizes multiple funding sources based on item eligibility and cost share percentages. Funding sources, limitations, and cost-share stipulations are outlined below:

- North Dakota Department of Transportation – Urban Grant Program (NDDOT UGP)
 - The grant will fund up to 80.93% of street-related costs, capped at \$2,990,000.
 - Approved scope of work includes reconstruction, curb & gutter, sidewalk, ADA improvements, driveways, storm sewer, decorative lighting, streetscaping and landscaping.
 - Limited to eligible work on 2nd St N and 3rd Ave NE
- North Dakota Department of Transportation – Urban Roads Program (NDDOT URP)
The URP funds will fund up to 80.93% of street-related costs on eligible corridors, capped at \$750,000.
- North Dakota Department of Water Resources (ND DWR Cost-Share)
 - The potential ND DWR award would fund a maximum of 60% of eligible costs associated with municipal water supply.
 - ND DWR award for eligible items is estimated to be approximately \$987,100.
- Municipal Infrastructure Funds (Operation Prairie Dog)
 - Funding is allocated to cities in non-oil producing counties
- Renew & Replacement Fund (Fund 290)
 - Funding is generated from City sales tax, franchise fees and utility fees
- Special Assessments
 - Improvement Districts will cover the remaining cost beyond the other funding limits

Schedule and Opinion of Cost

Construction is scheduled for summer of 2026, with the bid opening anticipated for October 2025.

Following is a summary of the total project costs for the work to be completed in conjunction with Paving Improvement District 131 and other associated districts:

Location	Project Cost	Federal/State Share	Special Assessment	R&R Fund/Prairie Dog Fund
Paving Imp. Dist. 131	\$6,069,700.00	\$3,180,500.00	\$741,769.50	\$2,147,430.50
Water Main Imp. Dist. 107	\$1,577,425.00	\$987,100.00	\$153,999.92	\$436,325.08
Sanitary Sewer Imp. Dist. 71	\$838,950.00	-	\$179,999.96	\$658,950.04
Storm Sewer Imp. Dist. 57	\$1,371,425.00	\$559,500.00	\$108,249.71	\$703,675.29
Total Project Cost	\$9,857,500.00	\$4,727,100.00	\$1,184,019.09	\$3,946,380.91

The preliminary opinion of construction cost for the improvements within the two referenced Paving Improvement Districts are summarized in Appendix 1 while the project map is shown in Appendix 2.

Benefits to the Public

Roadway Paving and Incidentals:

Roadway pavement is essential to ensuring safe and efficient transportation within urban communities. A well-maintained paved road network improves vehicle and pedestrian safety by providing a smooth, stable surface that reduces the risk of accidents and vehicle damage caused by uneven or unpaved roads. Proper pavement also improves traffic flow, reducing congestion and travel time for residents and businesses, thereby enhancing overall quality of life. Additionally, paved roads are more durable and resilient to weather conditions, preventing issues like erosion, dust, and water pooling, which can degrade unpaved surfaces over time and lead to costly repairs.

Unpaved roads, while potentially less costly to install initially, are impractical in urban environments due to their high long-term maintenance costs, susceptibility to weather damage, and poor durability under heavy traffic. Unpaved roads require frequent grading to remain passable, and they deteriorate quickly in adverse weather, leading to erosion, dust, and potholes. These factors not only increase ongoing maintenance costs but also result in poor road conditions that can negatively impact property values, vehicle repair costs, and public safety. While unpaved roads are not a practical solution for urban areas, they serve as the only feasible alternative for comparison in evaluating the costs and benefits of paved road improvements within urban improvement districts.

Unpaved roads require significant ongoing maintenance to keep them functional. Over a 25-year period, the costs of maintaining an unpaved roadway include regular grading, dust control, erosion management, and resurfacing. Below is a breakdown of key expenses:

- Initial Installation Costs
- Routine Maintenance: Grading, Dust Control, Resurfacing
- Vehicle Damage and Safety Implications
- Additional costs to consider are related to delay time to the average user

Pavement preservation is a proactive approach that involves a series of low-cost, preventative maintenance treatments aimed at protecting our roadway network, extending pavement life, and meeting the needs of our citizens. While no pavement lasts forever, the timely application of these treatments can significantly extend the lifespan of the pavement, resulting in substantial cost savings.

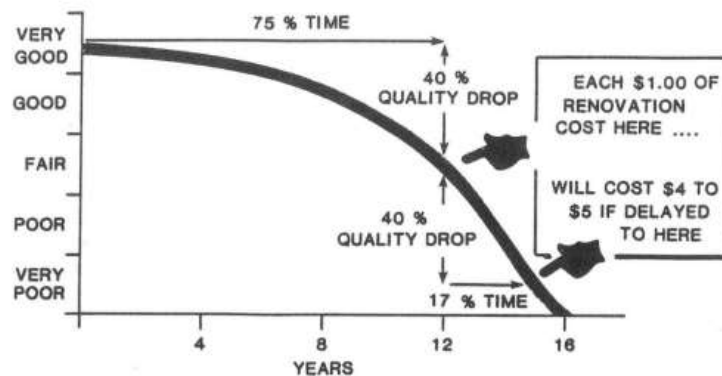


Figure 1. Graph. Concept of increasing repair cost as a function of pavement deterioration.
Reference: Reformulated Pavement Remaining Service Life Framework, Publication No. FHWA-HRT-13-038, November 2013

A failed roadway system not only requires costly repairs but also leads to indirect expenses for road users, including vehicle damage, increased fuel consumption, and more frequent maintenance needs. By implementing timely pavement preservation projects, smoother road surfaces are maintained, reducing these additional costs for the adjacent landowners. The pavement with the project area existed prior to this project and has deteriorated to the point where rehabilitation is no longer an option and reconstruction is now necessary to improve the pavement condition.

Water System Improvements:

There are many benefits to a publicly operated water system for an urban community. The water treatment and distribution system ensure a consistent, reliable supply of potable water to residential, commercial, and industrial properties, meeting the diverse needs of the population. The system is centrally maintained by municipal authorities, who are responsible for inspections, repairs, and upgrades, ensuring water quality and reducing the burden on individual property owners. Water distribution systems are designed to handle varying demand levels, making them scalable to accommodate population growth and future urban development. Additionally, they enhance public health and safety by providing a clean and safe water supply, crucial for drinking, sanitation, and fire protection services. A water distribution system thus increases property values and supports the economic growth of a community by offering dependable and long-term access to clean water, which is essential for both daily life and business operations.

The alternative to a municipal water distribution system is the use of individual wells. However, individual wells pose several challenges, particularly in urban areas. Wells require significant space for installation, making them impractical in densely populated neighborhoods. Moreover, the quality and quantity of water from individual wells can vary depending on local groundwater conditions, often requiring additional filtration systems or treatment to ensure safe drinking water. Wells also place the maintenance responsibility entirely on property owners, including costs related to water testing, pump maintenance, and potential repairs. Given these limitations, individual wells are not a practical solution within city limits, but they can be used as a cost benchmark for quantifying the expenses property owners would face in the absence of a water distribution system.

Owning and maintaining a well system over 25 years comes with a variety of expenses. These include:

- Installation Costs
- Pumping and Routine Maintenance
- Repairs and Component Replacement
- Electricity Costs
- System Failure or Well Replacement

The capital and maintenance costs of a well system would cost at least \$30,000 and upwards to \$100,000 depending on many variables.

It is important to note that many of the water main systems within these Improvement Districts existed prior to the proposed project. Improvements are necessary because the system has either reached the end of its useful life or exhibits conditions indicating likely failure in the near term. A failed water main

system can cause significant damage to properties, potentially resulting in structural damage and loss of personal belongings.

Sanitary Sewer Improvements:

A sanitary sewer system provides numerous benefits for both urban and rural communities. It efficiently manages and transports wastewater from residential, commercial, and industrial properties to treatment facilities, ensuring safe and proper disposal. The centralized maintenance of the system by municipal authorities ensures regular inspections, repairs, and upgrades, reducing the likelihood of failures and minimizing the burden on individual property owners. Sanitary sewers are also scalable, meaning they can accommodate population growth and urban expansion, making them ideal for areas expecting future development. Additionally, these systems help protect the environment by preventing the discharge of untreated wastewater, which helps safeguard local water sources and maintain public health. Overall, a sanitary sewer system enhances the sustainability and livability of a community, while also supporting economic growth through improved infrastructure.

The alternative to a sanitary sewer collection system would be individual septic systems. A septic mound system isn't an actual valid alternative for a few reasons. First, city ordinance does not allow septic systems to be installed within city limits due to concerns over groundwater contamination and other potential environmental hazards. The other reason is because mound systems require a significant amount of space, making them impractical for smaller lots or densely populated areas.

Even though a septic mound system would not be an alternative to a sanitary sewer collection system within the city, it is the most economical alternative that can be utilized for quantifying costs that property owners would incur in the absence of these improvements.

Owning and maintaining a mound septic system over 25 years comes with a variety of expenses. These include:

- Installation Costs
- Pumping and Routine Maintenance
- Repairs and Component Replacement
- Electricity Costs
- Landscaping and Erosion Control
- System Failure or Well Replacement

The capital and maintenance costs of a mound septic system would cost at least \$30,000 and upwards to \$80,000 depending on many variables.

It is important to note that many of the sanitary sewer systems within these Improvement Districts existed prior to the proposed project. Improvements are necessary because the system has either reached the end of its useful life or exhibits conditions indicating imminent failure. A failed sanitary sewer system can cause significant damage to properties, potentially resulting in structural damage and loss of personal belongings.

Storm Sewer Improvements:

There are many benefits to a properly functioning storm sewer system. In addition to mitigating property damage, a well-functioning storm water system enhances public safety by reducing the risk of roadway flooding and erosion, and it helps preserve infrastructure by directing water away from roads and buildings. It also provides environmental benefits by preventing uncontrolled runoff, reducing pollutants entering local waterways, and minimizing the risk of soil erosion.

Underground storm water storage systems, while effective in managing runoff, are often not practical in urban environments due to their high installation and maintenance costs. Despite these limitations, underground storm water storage systems are the only feasible alternative for comparison because they provide a viable solution for storm water management in areas where surface space is constrained and traditional drainage systems are not present. However, given these limitations, underground storm water storage systems will be used as a benchmark for evaluating the costs and benefits of other storm water improvements in urban improvement districts.

Owning and maintaining an underground storm water storage system over 25 years comes with a variety of expenses. These include:

- Installation Costs
- Inspection and Routine Maintenance
- Repairs and Component Replacement
- Landscaping and Erosion Control
- Electricity Costs (if applicable)

The capital and maintenance costs of an underground storm water storage system would cost at least \$100,000 and upwards to \$300,000 depending on many variables.

It is important to note that many of the storm water systems within these Improvement Districts existed prior to the proposed project. Improvements are necessary the existing systems had failures that needed to be corrected or insufficient capacity. A failed or inadequate storm water system can cause significant damage to properties, potentially resulting in structural damage and loss of personal belongings.

APPENDIX 1

Engineer's Opinion of Cost

Cost Estimate

Project Number:	UGP-2-990(068)	Bid Opening:	11/8/2024
PCN:	24181	Estimate Scope:	FINAL
Length	0.681	Tied Project(s):	SU-CPU-2-990(069)
City:	Valley City		
County:	Barnes	Prepared By:	Kyle Huffman
Work Description: Salvaged Base, HMA, Storm Drain, Watermain, Sanitary Sewer			

Location: **2nd St N, 3rd Ave NE, & 4th Ave NE**

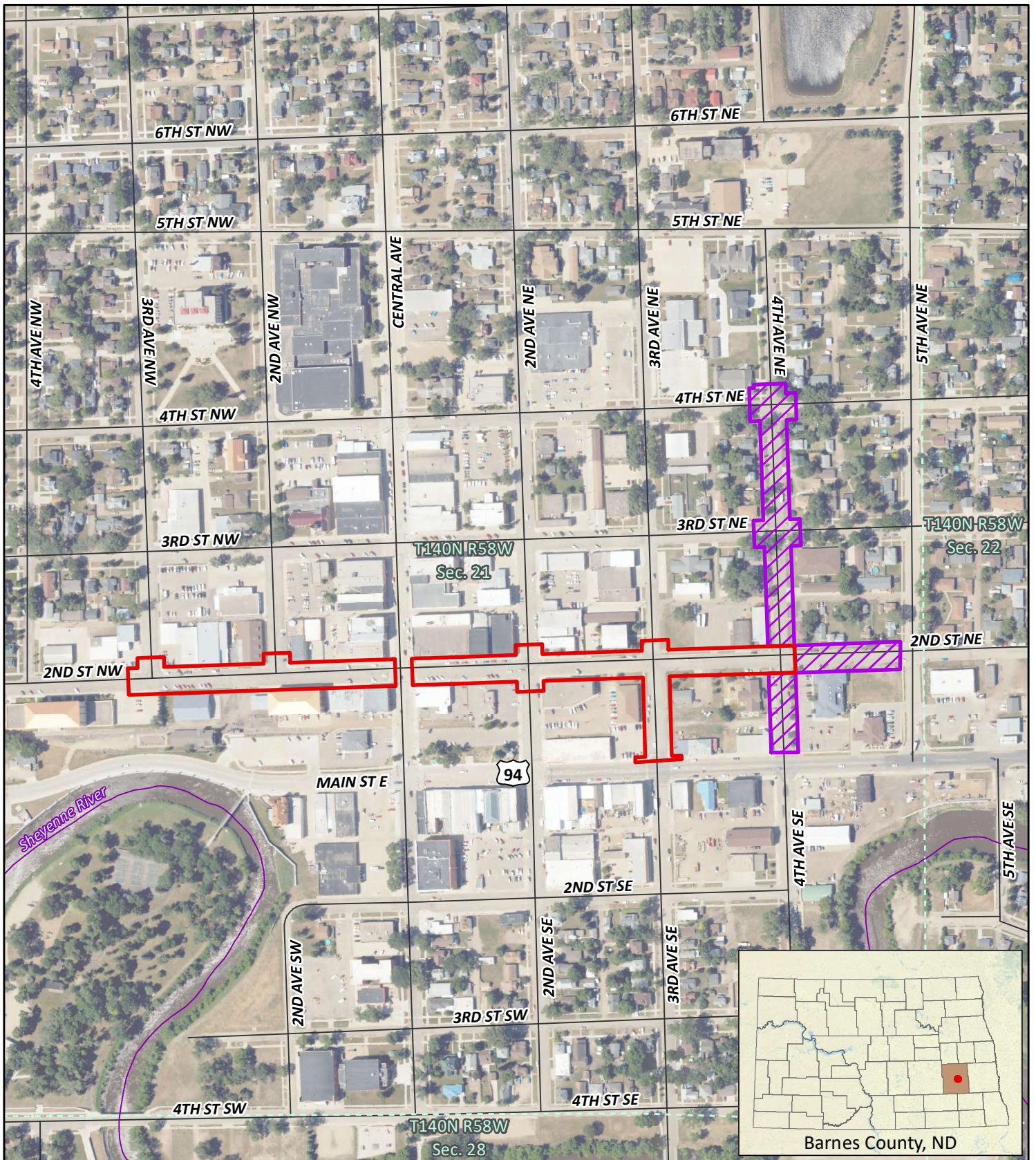
Spec	Code	Item Description	Unit	Quantity	Unit Cost	Total Cost
103	0100	CONTRACT BOND	L SUM	1	\$75,000.00	\$75,000.00
201	0330	CLEARING & GRUBBING	L SUM	1	\$2,500.00	\$2,500.00
201	0370	REMOVAL OF TREES 10IN	EA	9	\$900.00	\$8,100.00
201	0395	STUMP REMOVAL	EA	1	\$750.00	\$750.00
202	0114	REMOVAL OF CONCRETE PAVEMENT	SY	5682	\$22.00	\$125,004.00
202	0130	REMOVAL OF CURB & GUTTER	LF	6780	\$11.00	\$74,580.00
202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	20045	\$18.00	\$360,810.00
202	0173	REMOVAL OF SEWER PIPE	LF	1732	\$25.00	\$43,300.00
202	0174	REMOVAL OF PIPE ALL TYPES AND SIZES	LF	4070	\$22.00	\$89,540.00
202	0210	REMOVAL OF MANHOLES	EA	15	\$1,000.00	\$15,000.00
202	0230	REMOVAL OF INLETS	EA	28	\$800.00	\$22,400.00
202	0332	REMOVAL OF TROLLEY TRACK	LF	200	\$350.00	\$70,000.00
202	0500	ACP WATERMAIN REMOVAL	LF	245	\$30.00	\$7,350.00
203	0109	TOPSOIL	CY	693	\$50.00	\$34,650.00
203	0113	COMMON EXCAVATION-WASTE	CY	10195	\$20.00	\$203,900.00
203	0119	TOPSOIL-IMPORTED	CY	100	\$90.00	\$9,000.00
203	0138	COMMON EXCAVATION-SUBCUT	CY	794	\$25.00	\$19,850.00
203	0238	SUBCUT AGGREGATE	CY	794	\$60.00	\$47,640.00
216	0100	WATER	M GAL	408	\$40.00	\$16,320.00
230	0300	SUBGRADE PREPARATION-TYPE A	STA	35.9	\$2,000.00	\$71,800.00
251	0300	SEEDING CLASS III	ACRE	0.82	\$6,500.00	\$5,330.00
253	0201	HYDRAULIC MULCH	ACRE	1.64	\$6,500.00	\$10,660.00
302	0101	SALVAGED BASE COURSE	CY	8936	\$65.00	\$580,840.00
430	0043	SUPERPAVE FAA 43	TON	5382	\$120.00	\$645,840.00
430	1000	CORED SAMPLE	EA	30	\$35.00	\$1,050.00
430	5803	PG 58S-28 ASPHALT CEMENT	TON	350	\$650.00	\$227,500.00
550	0112	8IN NON-REINF CONCRETE PAVEMENT CL AE	SY	4	\$180.00	\$720.00
702	0100	MOBILIZATION	L SUM	1	\$725,000.00	\$725,000.00
704	1000	TRAFFIC CONTROL SIGNS	UNIT	846	\$3.00	\$2,538.00
704	1052	TYPE III BARRICADE	EA	59	\$100.00	\$5,900.00
704	1054	SIDEWALK BARRICADE	EA	10	\$65.00	\$650.00
704	1058	PEDESTRIAN WALKWAY	LF	1717	\$18.00	\$30,906.00
704	1060	DELINEATOR DRUMS	EA	55	\$25.00	\$1,375.00
704	2108	TEMPORARY CURB RAMP	EA	14	\$450.00	\$6,300.00

Spec	Code	Item Description	Unit	Quantity	Unit Cost	Total Cost
706	0550	BITUMINOUS LABORATORY	EA	1	\$2,500.00	\$2,500.00
706	0600	CONTRACTOR'S LABORATORY	EA	1	\$3,500.00	\$3,500.00
708	1540	INLET PROTECTION-SPECIAL	EA	41	\$250.00	\$10,250.00
708	1541	REMOVE INLET PROTECTION-SPECIAL	EA	41	\$40.00	\$1,640.00
709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	24476	\$4.00	\$97,904.00
714	0210	PIPE CONC REINF 15IN CL III-STORM DRAIN	LF	690	\$150.00	\$103,500.00
714	0315	PIPE CONC REINF 18IN CL III-STORM DRAIN	LF	722	\$170.00	\$122,740.00
714	0620	PIPE CONC REINF 24IN CL III-STORM DRAIN	LF	200	\$190.00	\$38,000.00
714	0825	PIPE CONC REINF 30IN CL III-STORM DRAIN	LF	331	\$250.00	\$82,750.00
714	0910	PIPE CONC REINF 36IN CL III-STORM DRAIN	LF	720	\$340.00	\$244,800.00
714	1010	PIPE CONC REINF 42IN CL III-STORM DRAIN	LF	54	\$390.00	\$21,060.00
714	1110	PIPE CONC REINF 48IN CL III-STORM DRAIN	LF	19	\$425.00	\$8,075.00
714	7028	PIPE PVC 10IN	LF	30	\$80.00	\$2,400.00
722	0110	MANHOLE 60IN	EA	4	\$6,000.00	\$24,000.00
722	0120	MANHOLE 72IN	EA	3	\$7,500.00	\$22,500.00
722	0130	MANHOLE 84IN	EA	4	\$10,000.00	\$40,000.00
722	0140	MANHOLE 96IN	EA	1	\$15,000.00	\$15,000.00
722	0300	MANHOLE SANITARY	EA	4	\$12,000.00	\$48,000.00
722	1110	MANHOLE RISER 60IN	LF	17.2	\$750.00	\$12,900.00
722	1120	MANHOLE RISER 72IN	LF	20.1	\$900.00	\$18,090.00
722	1130	MANHOLE RISER 84IN	LF	37.8	\$1,350.00	\$51,030.00
722	1140	MANHOLE RISER 96IN	LF	7.5	\$1,900.00	\$14,250.00
722	3291	ABANDON SANITARY SEWER MANHOLE	EA	1	\$1,500.00	\$1,500.00
722	3499	INLET	EA	2	\$1,500.00	\$3,000.00
722	3510	INLET-TYPE 2	EA	24	\$6,000.00	\$144,000.00
722	3520	INLET-TYPE 2 DOUBLE	EA	7	\$12,000.00	\$84,000.00
722	3766	INLET SPECIAL-TYPE 2 72IN	EA	1	\$9,000.00	\$9,000.00
722	6140	ADJUST GATE VALVE BOX	EA	11	\$700.00	\$7,700.00
722	6200	ADJUST MANHOLE	EA	11	\$1,200.00	\$13,200.00
722	6240	ADJUST UTILITY APPURTENANCE	EA	19	\$1,000.00	\$19,000.00
722	6241	ADJUST SPRINKLER SYSTEM	L SUM	1	\$25,000.00	\$25,000.00
724	0210	FITTINGS-DUCTILE IRON	LBS	1825	\$25.00	\$45,625.00
724	0270	REMOVE GATE VALVE & BOX	EA	20	\$700.00	\$14,000.00
724	0290	GATE VALVE & BOX 4IN	EA	1	\$3,500.00	\$3,500.00
724	0300	GATE VALVE & BOX 6IN	EA	8	\$4,000.00	\$32,000.00
724	0310	GATE VALVE & BOX 8IN	EA	13	\$5,000.00	\$65,000.00
724	0400	HYDRANT-INSTALL 6IN	EA	7	\$9,000.00	\$63,000.00
724	0430	REMOVE HYDRANT	EA	7	\$900.00	\$6,300.00
724	0488	SLEEVE 4IN	EA	2	\$3,000.00	\$6,000.00
724	0490	SLEEVE 6IN	EA	1	\$3,200.00	\$3,200.00
724	0492	SLEEVE 8IN	EA	3	\$3,500.00	\$10,500.00
724	0496	SLEEVE 12IN	EA	1	\$3,800.00	\$3,800.00
724	0611	WATER SERVICE LINE 1IN	LF	936	\$40.00	\$37,440.00

Spec	Code	Item Description	Unit	Quantity	Unit Cost	Total Cost
724	0621	WATER SERVICE LINE 2IN	LF	80	\$80.00	\$6,400.00
724	0790	WATERMAIN 4IN PVC	LF	24	\$100.00	\$2,400.00
724	0810	WATERMAIN 6IN PVC	LF	149	\$85.00	\$12,665.00
724	0830	WATERMAIN 8IN PVC	LF	2514	\$95.00	\$238,830.00
724	0955	WATER SERVICE CONNECTION 1IN	EA	29	\$2,000.00	\$58,000.00
724	0960	WATER SERVICE CONNECTION 2IN	EA	1	\$2,500.00	\$2,500.00
724	1100	SANITARY SEWER 4IN	LF	685	\$80.00	\$54,800.00
724	1110	8IN SANITARY SEWER PIPE	LF	159	\$95.00	\$15,105.00
724	1115	10IN SANITARY SEWER PIPE	LF	688	\$105.00	\$72,240.00
724	1117	12IN SANITARY SEWER PIPE	LF	40	\$140.00	\$5,600.00
724	1120	6IN SEWER SERVICE PIPE	LF	409	\$85.00	\$34,765.00
724	1121	18IN SANITARY SEWER PIPE	LF	1101	\$145.00	\$159,645.00
724	5040	SANITARY SEWER SERVICE CONNECTION	EA	30	\$2,000.00	\$60,000.00
744	0100	POLYSTYRENE INSULATION BOARD	BD FT	128	\$15.00	\$1,920.00
748	0140	CURB & GUTTER-TYPE I	LF	6992	\$55.00	\$384,560.00
748	0520	CURB-TYPE I	LF	294	\$125.00	\$36,750.00
748	1000	VALLEY GUTTER 36IN	LF	215	\$125.00	\$26,875.00
750	0020	PIGMENTED CONCRETE	SY	1107	\$180.00	\$199,260.00
750	0100	SIDEWALK CONCRETE	SY	3918	\$110.00	\$430,980.00
750	1016	DRIVEWAY CONCRETE 6IN REINFORCED	SY	1670	\$150.00	\$250,500.00
750	2115	DETECTABLE WARNING PANELS	SF	540	\$80.00	\$43,200.00
752	0911	TEMPORARY SAFETY FENCE	LF	500	\$2.50	\$1,250.00
754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	133	\$30.00	\$3,990.00
754	0112	FLAT SHEET FOR SIGNS-TYPE IV REFL SHEETING	SF	38	\$35.00	\$1,330.00
754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	291	\$20.00	\$5,820.00
762	1104	PVMT MK PAINTED 4IN LINE	LF	1251	\$1.00	\$1,251.00
762	1106	PVMT MK PAINTED 6IN LINE	LF	1880	\$4.00	\$7,520.00
762	1124	PVMT MK PAINTED 24IN LINE	LF	367	\$15.00	\$5,505.00
762	1140	PVMT MK PAINTED CURB TOP & FACE	LF	1433	\$10.00	\$14,330.00
770	9400	LIGHTING SYSTEM (ROADWAY)	L SUM	1	\$800,000.00	\$800,000.00
990	0231	TEMPORARY ACCESS	EA	2	\$1,500.00	\$3,000.00
					Subtotal	\$8,064,748.00
					Engineering & Contingency	\$1,792,752.00
					Total	\$9,857,500.00

APPENDIX 2

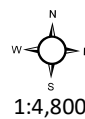
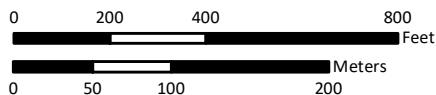
Location Map



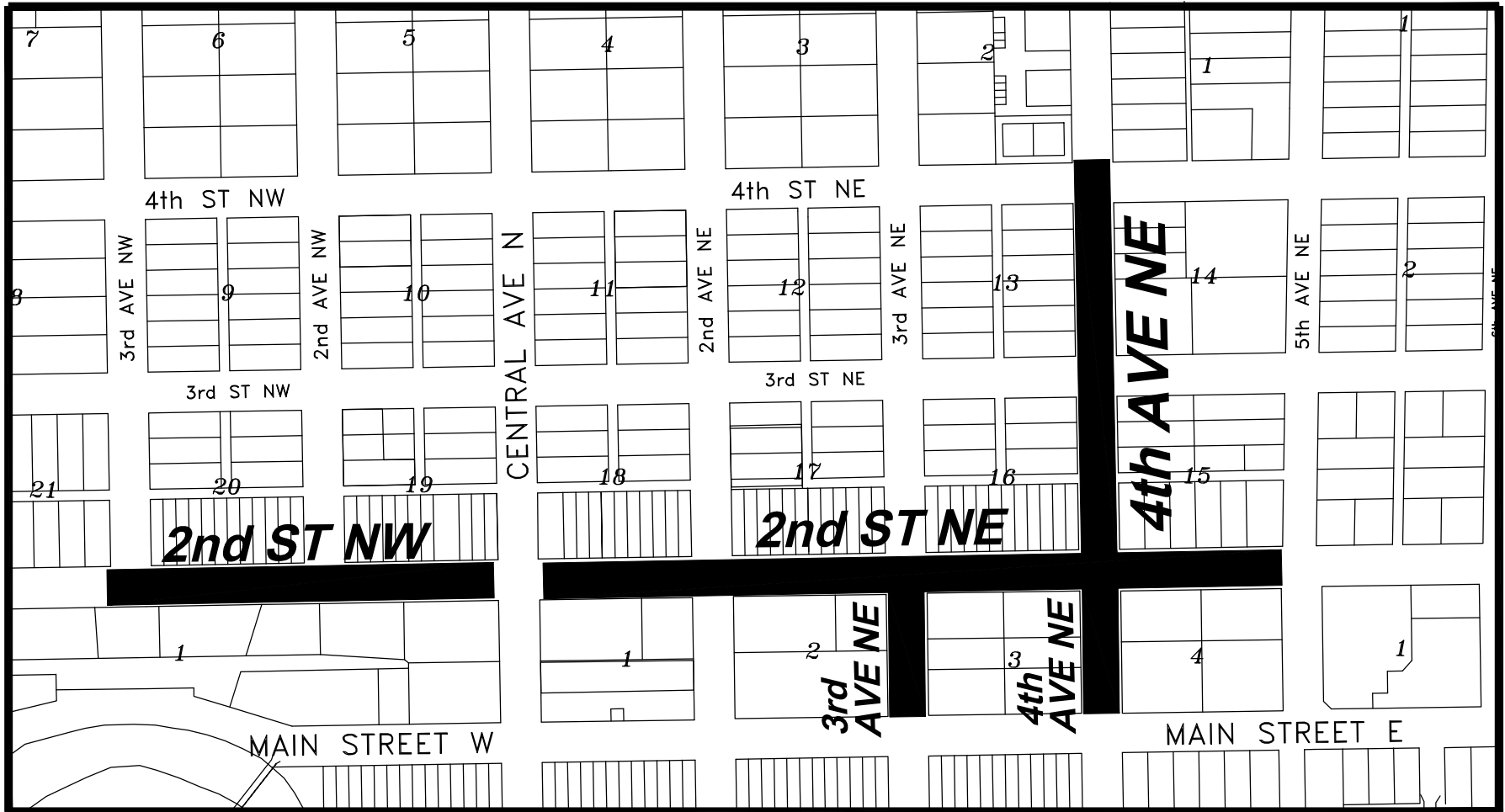
Valley City Urban Grant Program
UGP-2-990(068), PCN 24181
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Valley City, Barnes County, ND

Imagery Source: ©2023, USDA-FSA-APFO

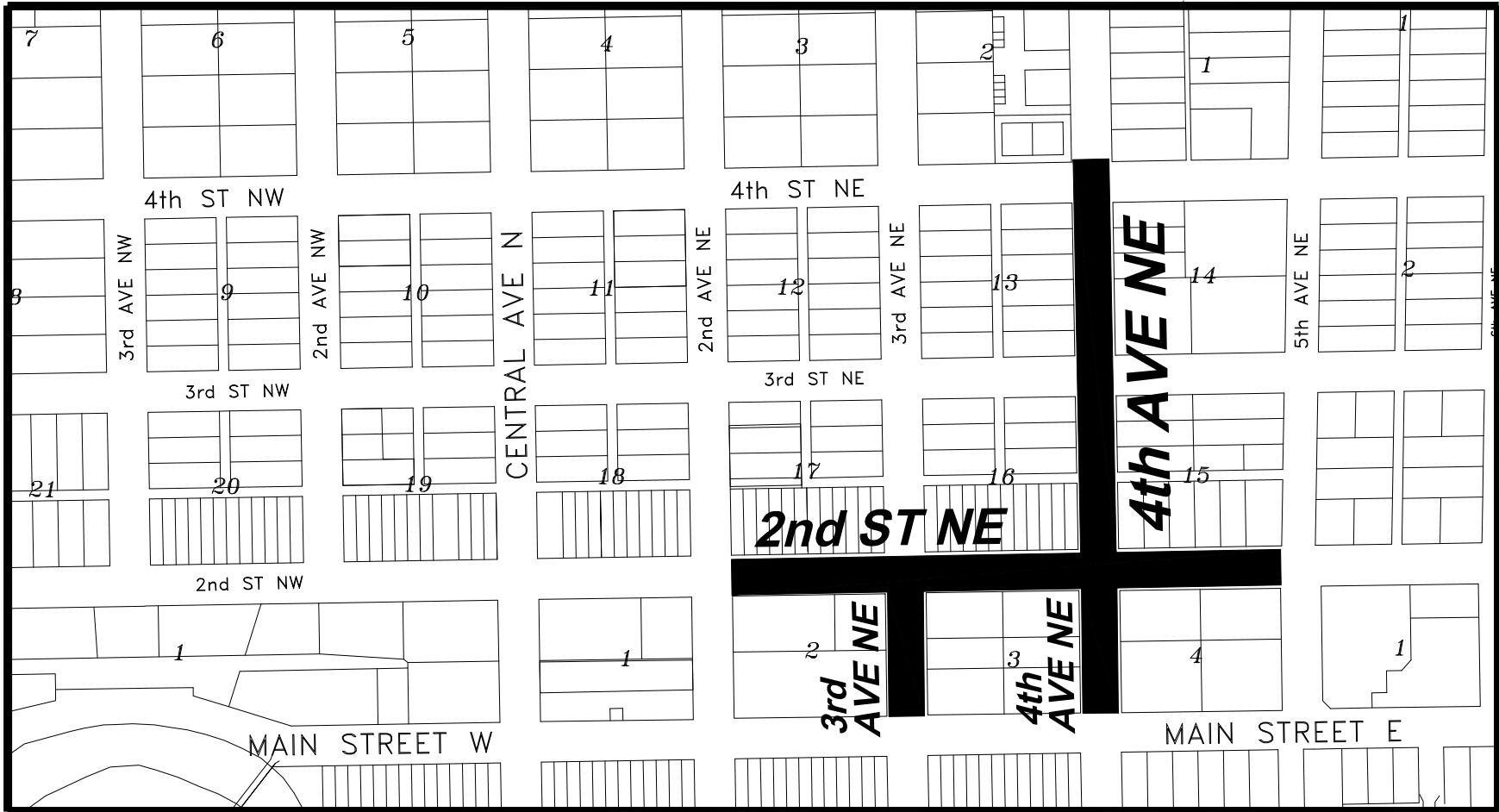
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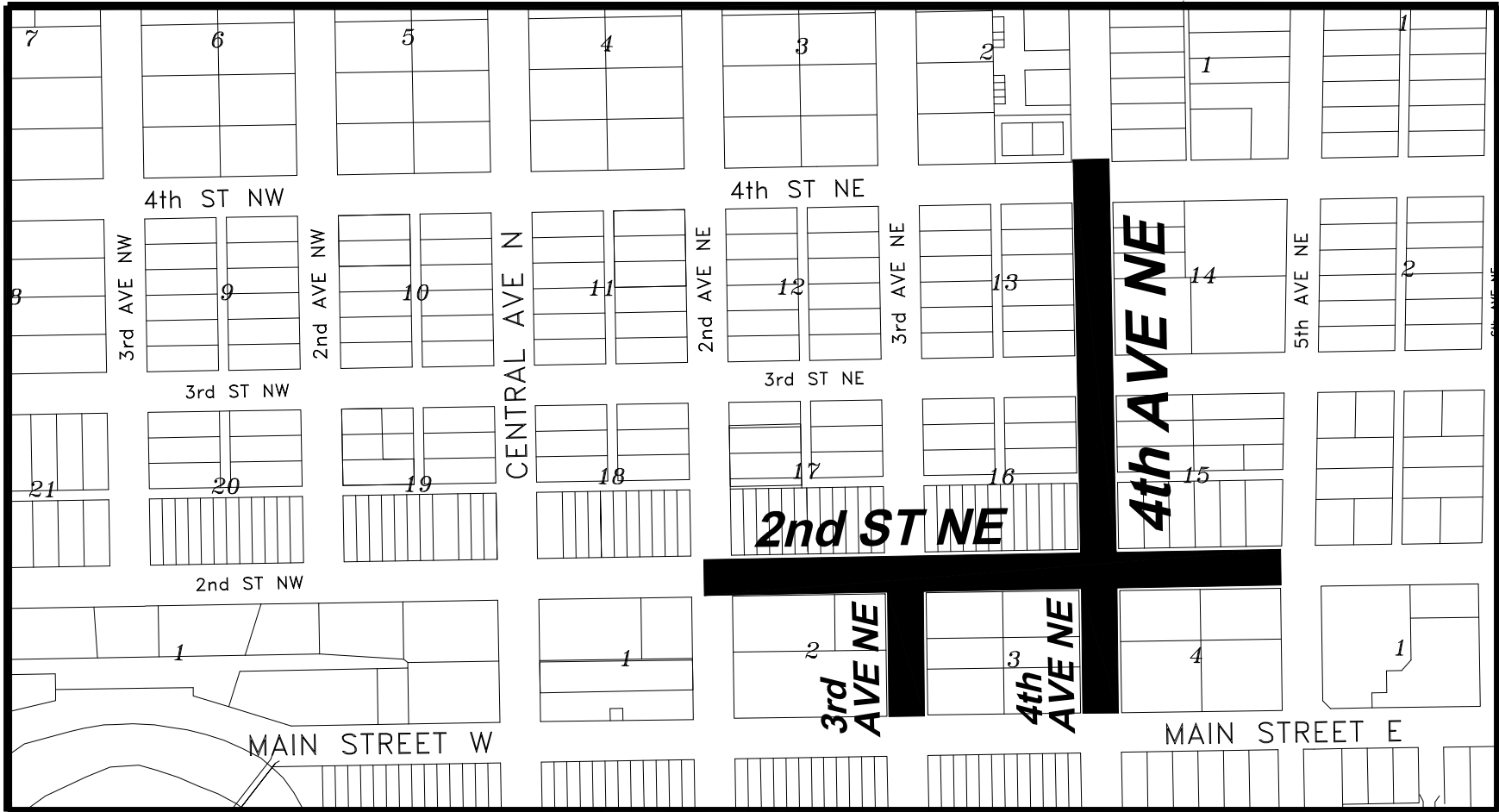
- Project Area (UGP-2-990(068) PCN 24181)
- Project Area (SU-CPU-2-990(069) PCN 24239)
- NHD Flowline



**PAVING IMPROVEMENT DISTRICT NO. 131
VALLEY CITY, NORTH DAKOTA**

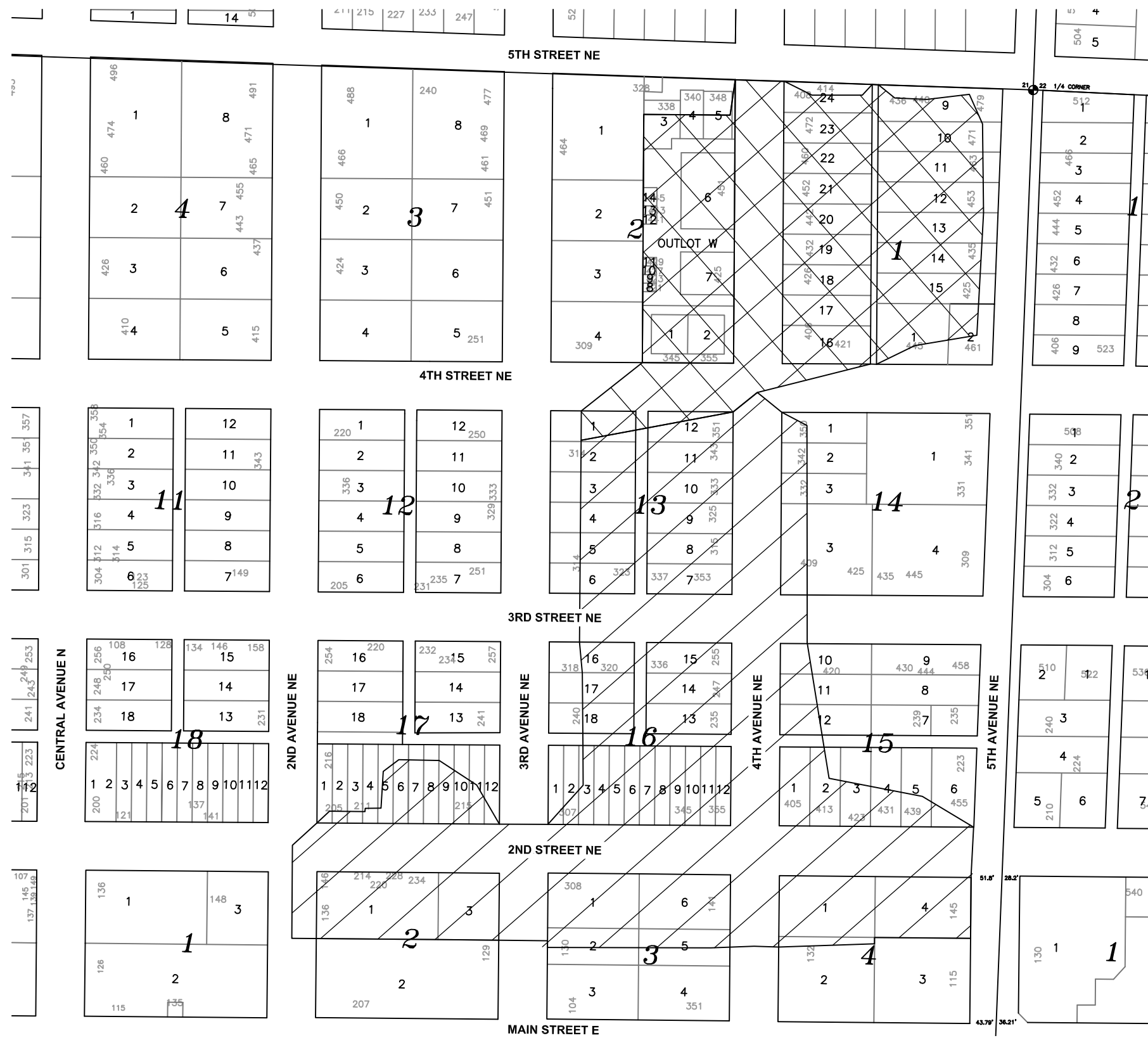


WATERMAIN IMPROVEMENT DISTRICT NO. 107
VALLEY CITY, NORTH DAKOTA



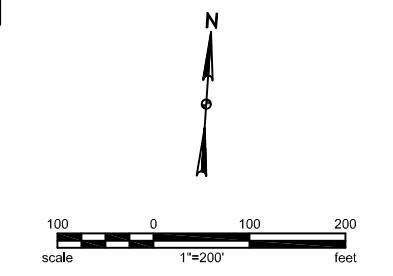
SANITARY SEWER IMPROVEMENT DISTRICT NO. 71
VALLEY CITY, NORTH DAKOTA

Storm Sewer District 57 Assessment Map Valley City, ND



STORM SEWER DRAINAGE AREA A-1

STORM SEWER DRAINAGE AREA A-2



KLJ PROJECT NO. 2304-01676

