Outdoor Heritage Fund Grant Application

The purpose of the North Dakota Outdoor Heritage Fund is to provide funding to state agencies, tribal governments, political subdivisions, and nonprofit organizations to:

Directive A. Provide access to private and public lands for sportsmen, including projects that create fish and wildlife habitat and provide access for sportsmen;

Directive B. Improve, maintain, and restore water quality, soil conditions, plant diversity, animal systems and to support other practices of stewardship to enhance farming and ranching;

Directive C. Develop, enhance, conserve, and restore wildlife and fish habitat on private and public lands; and

Directive D. Conserve natural areas for recreation through the establishment and development of parks and other recreation areas.

Exemptions

Outdoor Heritage Fund grants may not be used to finance the following:

A. Litigation;
B. Lobbying activities;
C. Any activity that would interfere, disrupt, or prevent activities associated with surface coal mining operations; sand, gravel, or scoria extraction activities; oil and gas operations; or other energy facility or infrastructure development;
D. The acquisition of land or to encumber any land for a term longer than twenty years; or
E. Projects outside this state or projects that are beyond the scope of defined activities that fulfill the purposes of Chapter 54-17.8 of the North Dakota Century Code.

Application Deadline

Applications for the first grant round cycle are due on **December 2, 2013 at 5:00 p.m. CST**. All information, including attachments, must be submitted by that date. See instructions below for submission information.

Instructions

It is our intent to have this form available on line. However, until that on-line form is available we are asking that you submit your application as a Word document. Please download this Word document (available on the Industrial Commission/Outdoor Heritage Fund Program website at http://www.nd.gov/ndic/outdoor-infopage.htm) to your computer and provide the information as requested. You are not limited to the spacing provided except in those instances where there is a limit on the number of words. After completing the application, save it and attach it to an e-mail and send it to outdoorheritage@nd.gov .Then submit the Word document as noted in the following paragraph.

Attachments in support of your application may be sent by mail to North Dakota Industrial Commission, ATTN: Outdoor Heritage Fund Program, State Capitol – Fourteenth Floor, 600 East Boulevard Ave. Dept. 405, Bismarck, ND 58505 or by e-mail to outdoorheritage@nd.gov . The application and all attachments must be received or postmarked by the application deadline. You will be sent a confirmation by e-mail of receipt of your application.

You may submit your application at any time prior to the application deadline. Early submission is appreciated and encouraged to allow adequate time to review your application and ensure that all required information has been included. Incomplete applications may not be considered for funding. **Any item noted with an * is required.**

Oral Presentation. Please note that you will be given an opportunity to make a ten-minute Oral Presentation at a meeting of the Outdoor Heritage Fund Advisory Board tentatively scheduled for the week of January 13, 2014. These presentations are strongly encouraged.

Open Record. Please note that your application and any attachments will be open records as defined by law and will be posted on the Industrial Commission/Outdoor Heritage Fund website.

Name of Organization * Primary: Heart & Lung Clinic Foundation 501(c)

Federal Tax ID# * 45-0431923

Contact Person/Title * Karen Hagel / Director

Address * PO Box 2698

City * Bismarck

State * North Dakota

Zip Code * 58501

E-mail Address * karenhagel@hotmail.com

Web Site Address (Optional)

Phone * 701-400-3146

Fax # (if available)

List names of co-applicants if this is a joint proposal

***Spring Creek & Iglehart Lakeview Subdivisions to provide "in-kind" and "other Project Sponsor's share" as well as assist in compliance reporting where applicable.
Contact info: Jeff Stamaris President, 115 Aspen Ave, Bismarck, ND 58503
Cell-701-391-4444 Email- js@mortgagemax1.com
Doug Doerr Vice President, 637 Birchwood Drive Bismarck ND 58504
Cell-701-527-3959 Email- dougd@dakotafence.com

MAJOR Directive: (select the Directive that best describes your grant request)*
Choose only one response

☑ **Directive A**. Provide access to private and public lands for sportsmen, including projects that create fish and wildlife habitat and provide access for sportsmen;

O **Directive B**. Improve, maintain, and restore water quality, soil conditions, plant diversity, animal systems and to support other practices of stewardship to enhance farming and ranching;

O **Directive C**. Develop, enhance, conserve, and restore wildlife and fish habitat on private and public lands; and

O **Directive D**. Conserve natural areas for recreation through the establishment and development of parks and other recreation areas.

Additional Directive: (select the directives that also apply to the grant application purpose)*
Choose all that apply

☑ **Directive A**. Provide access to private and public lands for sportsmen, including projects that create fish and wildlife habitat and provide access for sportsmen;

O **Directive B**. Improve, maintain, and restore water quality, soil conditions, plant diversity, animal systems and to support other practices of stewardship to enhance farming and ranching;

☑ **Directive C**. Develop, enhance, conserve, and restore wildlife and fish habitat on private and public lands; and

☑ **Directive D**. Conserve natural areas for recreation through the establishment and development of parks and other recreation areas.

Type of organization: (select the category that describes your organization)*

O State Agency

O Political Subdivision

O Tribal Entity

☑ Tax-exempt, nonprofit corporation, as described in United States Internal Revenue Code (26 U.S.C. § 501 (c)

Project Name* Spring Creek & Iglehart Subdivisions Concrete Boat Ramp Project (to be known as "Spring Creek Landing") when completed.

Abstract/Executive Summary. An Executive Summary of the project stating its objectives, expected results, duration, total project costs and participants.* (no more than 500 words)

The Heart & Lung Clinic Foundation, a non-profit organization and on behalf of Spring Creek & Iglehart Lakeview Subdivisions of Douglas Bay, Lake Sakakawea are seeking funding to replace a old metal temporary boat ramp on loan from the US Army Corps of Engineers. The new ramp subject to approval by the USACOE, will be a 150'L x 16'W x10"D permanent concrete structure with a handicap-accessible 40' courtesy dock. It will be located 9 miles west of Garrison ND on Highway 37, halfway between Ft Stevenson State Park and Indian Hills recreation area. The ramp will be usable from lake water level elevations of 1810' to 1854'making this boat ramp one of the few on the entire lake that is usable at most lake levels.

Though there are 2 other boat ramps in the area, one ramp has continuous usage problems due to fluctuating lake level conditions, when it is usable it is overflowing with boating enthusiasts. Access for other is approximately a long 11 miles of dusty gravel from Hwy 37 and is often hazardous to drive. The subject ramp mentioned in paragraph one is not only temporary, it is deteriorating badly, hazardous and in need of replacement. The area has grown from handful of cabin owners to approximately 140 privately owned residences. In addition, due to notoriety & convenience of distance, demand for public access to Douglas Bay continues to increase at a rapid pace and boating enthusiasts are taking their chances using the old existing metal ramp as this boat ramp site is their site of choice.

See attachments- ***Proposed Boat Ramp Introduction***
-Brief History of Boat Ramp
-Boat Ramp Location Maps
-Existing Boat Ramp-Photos
-Proposed Boat Ramp-Photos
-Parking Ramp Location Map
-Sample outline of the Boat Ramp Concrete Pour/Push Method
-Preliminary estimate of contractor costs (Northern Improvement)
-Environmental & Archeology Assessment estimate
(Blacktrail Environmental, Inc)

Amount of Grant request $ * $471,295.00

Total Project Costs $* $480,295.00
(Note that in-kind and indirect costs can be used for matching funds)

Amount of Matching Funds $ 5500.00 in-kind, $3500.00 indirect, Total $9,000.00
If applicable
Please indicate if the matching funds will be in-kind, indirect or cash.

Source(s) of Matching Funds- In-kind and indirect funds will come from the cabin owners of Spring Creek & Iglehart Lakeview Subdivisions.

Certifications *
☑ I certify that this application has been made with the support of the governing body and chief executive of my organization.

☑ I certify that if awarded grant funding none of the funding will be used for any of the exemptions noted on Page 1 of this application.

Narrative

Organization Information – Briefly summarize your organization's history, mission, current programs and activities. *
Include an overview of your organizational structure, including board, staff and volunteer involvement. (no more than 300 words)

The Heart and Lung Clinic Foundation was incorporated on May 18, 1993 and has provided opportunities for organizations and individuals over the past 20 years. The Foundation Board is made up of physicians and administration of the Heart & Lung Clinic. There is no paid staff; the Board members donate their time for all Foundation business activity. The Foundation recognizes the need to collaborate with the Spring Creek and Iglehart Lakeview Subdivisions in order to provide an opportunity to apply for the North Dakota Outdoor Heritage Fund grant. The existing boat ramp located at Douglas Bay is unsafe and does not allow any handicapped access to the lake in this region. The metal grates were provided by the US Army Corps of Engineers and currently used as the boat ramp are narrow, broken and a hazard to use. The US Army Corps of Engineers is requiring the Subdivisions to upgrade the boat ramp to Corps specs and for the Subdivisions to finance the project. The increased population growth in the area west and around Douglas Bay, creates a significant need for public access to Lake Sakakawea in this region. The terrain in this area has historically provided one of only a few boat ramps available for public access to the lake when the water was at its lowest levels. This access was accomplished because the Corps allowed the Subdivisions to permit and construct various boat ramps in the bay to follow the water levels. The Corps has now taken a position that they will now only allow a concrete ramp at in a single location that accommodates lake access at all fluctuating water levels. This creates the need for a significant investment to allow lake access to the general public and absorb the public pressure access needs as we continue to see growth of western and central North Dakota. The Foundation is willing to collaborate with the Subdivisions to provide sportsmen access to a handicapped accessible boat ramp.

Purpose of Grant – Describe the proposed project identifying how the project will meet the specific directive(s) of the Outdoor Heritage Fund Program *

Identify project goals, strategies and benefits and your timetable for implementation. Include information about the need for the project and whether there is urgency for funding. Please indicate if this is a new project or if it is replacing funding that is no longer available to your organization. Identify any innovative features or processes of your project.

******New Funding for project with completed survey and engineering process to start immediately upon notice of grant award. Final Project plans & timeline will be submitted to US Army Corps of Engineers for approval with construction to be scheduled for the fall of 2014 after the T & E (Threatened and Endangered) Season which is April 15-September 1. **Completion timeline prior to Lake Freeze-up 2014.**

*****Completion timeline subject to potential delays due to fluctuating fall/winter lake conditions.***

The Boat Ramp Project will meet Directive "A" by fulfilling the public demand for safe and protected access to Douglas Bay for all sportsmen and boating enthusiasts at most lake elevations again from low water of 1810' to high water of 1854'

The Project will meet Directive "C" by deterring and preventing unlawful use of person(s) loading and unloading watercraft on natural public shorelines damaging such shorelines and disturbing fish & wildlife.

The Project will meet Directive "D" by continuing to conveniently provide public access to this beautiful recreation area of McLean County and Lake Sakakawea.

Management of Project – Provide a description of how the you will manage and oversee the project to ensure it is carried out on schedule and in a manner that best ensures its objectives will be met.*

Include a brief background and work experience for those managing the project.

Project engineer/contractor will be required to complete a preliminary chart of weekly construction goals to be preapproved by the Heart & Lung Clinic Foundation as well as the US Army Corps of Engineers. The Heart & Lung Clinic Foundation will require a weekly status report from the Project Engineer/contractor. A full explanation of project delays and recommendation for solutions will also be required. This will be supported by visual progress analysis by cabin owners of Spring Creek & Iglehart Lakeview Subdivisions.

The Heart & Lung Clinic Foundation will report to the Industrial Commission in compliance with section 1-"Statement of Work" between the "Commission" and the "Contractor".

The Heart and Lung Clinic Foundation along with the Spring Creek & Iglehart Lakeview Subdivisions will also report and communicate in compliance with applicable Regulatory Authorities such as, but not limited to, the US Army Corps of Engineers and ND Game & Fish Department.

Evaluation – Describe your plan to document progress and results. *
How will you tell if the project is successful? Please be specific on the methods you will utilize to measure success. Note that regular reporting, final evaluation and expenditure reports will be required for every grant awarded.

Final evaluation and expenditure reports would be in compliance as defined in contract between the "Commission" and the "Contractor"

Upon completion of the project, for a length of time and frequency (if/as required by the Industrial Commission), a report of vehicle usage can be monitored and reported by usage of traffic counter that can be installed across the access road similar to that in which cities use to monitor traffic counts for the purposes of improvements. The usage of this counter would need to be approved by the US Army Corps of Engineers.

The Project will be deemed a success by the continued use and expansion of the recreational opportunities afforded the users of the boat ramp/lake access area; ie, fisherman, pleasure boaters, hunters, hikers and outdoor enthusiasts.

Financial Information

ATTACHMENT: **Project Budget – Using the standard project budget format that is available on the website at http://www.nd.gov/ndic/outdoor-infopage.htm , please include a detailed total project budget that specifically outlines all the funds you are requesting.***
The project budget should identify all matching funds, funding sources and indicate whether the matching funds are in the form of cash or in-kind services. As noted on the standard project budget format, certain values have been identified for in-kind services. Please utilize these values in identifying your matching funds. **NOTE: No indirect costs will be funded.**

☑ I certify that a project budget will be sent to the Commission*

Sustainability – Indicate how the project will be funded or sustained in future years. *
Include information on the sustainability of this project after all the funding from the Outdoor Heritage Fund has been expended and whether the sustainability will be in the form of ongoing management or additional funding from a different source.

This Boat Ramp project is a one-time funding transaction. Once constructed, all maintenance & liability insurance responsibility will be that of local cabin owners which has been done over the life of the lake access site and overseen by the US Army Corps of Engineers as they oversee the management of the entire lake.

Partial Funding – Indicate how the project will be affected if less funding is available than that requested. *

The project will fail at this time should funds not be available.

Scoring of Grants

All applications will be scored by the Outdoor Heritage Fund Advisory Board after your ten-minute oral presentation. The ranking sheet(s) that will be used by the Board is available on the website at http://www.nd.gov/ndic/outdoor-infopage.htm .

Awarding of Grants

All decisions on requests will be reported to applicants no later than 30 days after Industrial Commission consideration. Applicants whose proposals have been approved will receive a contract outlining the terms and conditions of the grant. Please note the appropriate sample contract for your organization on the website at http://www.nd.gov/ndic/outdoor-infopage.htm that set forth the general provisions that will be included in any contract issued by the North Dakota Industrial Commission. Please indicate if you can meet all the provisions of the sample contract. If there are provisions in that contract that your organization is unable to meet, please indicate below what those provisions would be. *

Responsibility of Recipient

The recipient of any grant from the Industrial Commission must use the funds awarded for the specific purpose described in the grant application and in accordance with the contract. The recipient cannot use any of the funds for the purposes stated under Exemptions on the first page of this application.

If you have any questions about the application or have trouble submitting the application, please contact Karlene Fine at 701-328-3722 or kfine@nd.gov

Attachments

- ***Proposed Boat Ramp Introduction***
- ***Brief History of Boat Ramp***
- ***Boat Ramp Location Maps***
- ***Existing Boat Ramp- Photos***
- ***Proposed Boat Ramp-Photos***
- ***Proposed Parking Location Map***
- ***Sample outline of Boat Ramp Concrete Pour/Push Method***
- ***Preliminary Contractor's Estimate Letter (Northern Improvement)***
- ***Environmental & Archeology Assessment Letter (Blacktrail Environmental, Inc.)***

Spring Creek & Iglehart Lakeview Subdivisions
Proposed Boat Ramp
Introduction

Corps of Engineers License # DACW45-3-02-8028
Permit # NOW-2008-2674-BIS

Springcreek & Iglehart Subdivisions are located approximately 9 miles west of the town of Garrison on Douglas Bay within Lake Sakakawea. Once, one of North Dakota's "Best kept Secrets", Douglas Bay is well known today for all types of water recreation. It is a primary bay conveniently located between Fort Stevenson and Indian Hills recreation areas.

Since the early 1960's, Springcreek & Iglehart Subdivisions of Douglas Bay, Lake Sakakawea have grown from a handful of cabin owners driving on section line trails to a significant & growing lake community of approximately 140 privately owned residences. In addition, due to notoriety & convenience, demand for public access & usage of Douglas Bay continues to increase at a rapid pace.

At issue, is boat ramp access to the bay. Currently, there are three boat ramp facilities in Douglas Bay. The first is a primitive campground located at the outer edge or mouth of Douglas Bay and the main lake. Its access is approximately a long 11 miles of dusty gravel county road south of Highway 37. During times of high water levels, this road is often detoured due to water over the road. The second site, known as Zeigler's Boat Landing, is located approximately 2 miles from Springcreek & Iglehart subdivisions on the west end of Douglas Bay. The problem is that this site often unusable with fluctuating water levels, when it is usable, it is overflowing with fishing and boating enthusiasts wanting to gain access to the bay. The third site, located within Springcreek Subdivision is conveniently 2 ½ miles south of Highway 37 on a natural point. Road access to this site has been well maintained and kept clean the last three decades primarily by the local cabin owners. This site has become the site of choice by most boating enthusiasts to enjoy Douglas Bay and is one of the few sites on the entire lake that is usable at most lake elevations. It is now the subject site for which a new concrete boat ramp is being proposed.

For the past several years, the local Cabin Owners Association has taken on the financial responsibility to maintain the existing boat ramp. It is made of sectioned metal grates which are narrow and deteriorating with rust and must be replaced. The proposal is to replace it with a ramp made of concrete placed in an area that is safe and protected from high winds as well as usable at most lake elevations. Funding for this proposed project would not be possible without assistance, therefore, please consider this request & application for funds from the Outdoor Heritage Fund. We believe this application truly reflects "Providing access to private and public lands for sportsmen, including projects that create fish and wildlife habitat and provide access for sportsmen as well as development of this recreation area".

Brief history

Of

Boat ramp

Letter from US Army Corps of Engineers

To local cabin owners association date 09/15/2011

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
GARRISON PROJECT OFFICE
201 1ST STREET, PO BOX 527
RIVERDALE, NORTH DAKOTA 58565-0527

September 15, 2011

Natural Resource Section

Gary Bergstrom, President
Spring Creek Cabin Owners Association
1532 Advent Street
Harvey, North Dakota 58341

Dear Mr. Bergstrom:

This is in response to your letter dated June 17, 2011 regarding your boat ramp located near Spring Creek Subdivision.

The Spring Creek and Iglehart Lakeview Subdivision was granted a five year license, DACW45-3-02-8028, on 1 May 2002 for the operation, maintenance and repair of a public boat ramp and five (5) public access roads/trails. This license was extended for an additional five years by Supplemental Agreement No. 1 for the period 1 January 2007 and ending on 31 December 2011.

The following is a history on the ramps:

(a) In March 1997, the Association submitted a 404 application to construct a concrete plank boat ramp. The ramp was to be 12' wide x approximately 22' long from elevations 1850 to 1846. The concrete planks were furnished by the Corps of Engineers. On May 8, 1997, permit #199760856 was issued for the construction of the boat ramp.

(b) In May 2004, Charles Sorensen sent a letter to then President Chuck Bauer concerning the placement of rock on the shoreline. Mr. Bauer was advised that the placement of rock would not be allowed, but the Association could relocate the concrete planks of the old boat ramp to facilitate the launching of boats. The Association submitted a 404 application to relocate the existing concrete planks from the old boat ramp down to the current water level and was issued permit #20560111 to do this work.

(c) In May 2007, permit #NWO-2007-1375-BIS, was issued to place approximately 20 cubic yards of crushed concrete to fill a void or drop-off at the end of the south or primary ramp.

(d) In May 2008, permit #200560111 was amended to allow the removal of silt and clay from the boat ramp and use 200 tons of rock riprap and crushed concrete to upgrade, extend and protect the ramp.

(e) In October 2008, permit #NWO-2008-2674-BIS, was issued to remove an existing concrete plank boat ramp authorized by Nationwide Permits 199760856 and 199760876 on May 8, 1997 and construct a new 150-foot long by 15-20 foot wide crushed concrete ramp approximately 30 feet west of the existing location.

Your existing license authorizing the public access roads/trails will expire on 31 December 2011. The following stipulations must be agreed to prior to license renewal:

(a) The five (5) public access roads/trails must all be public. Private access trails are not allowed.

(b) All public access trails end at elevation 1854. Driving beyond this point is illegal and individuals will be cited.

(c) The boat ramp must be constructed of approved materials, i.e. concrete, concrete planks, slide-in metal sections.

(d) In the future, the boat ramp will be advertised as a public boat ramp via the North Dakota Game and Fish and Corps of Engineers websites and local newspapers. In addition, signage will be placed along the appropriate roads to direct the public to the location of the ramp.

If you have any questions regarding this issue, please call Charles Sorensen at 701-654-7411, ext 232 or myself, at ext 246.

Sincerely,

Linda M. Phelps

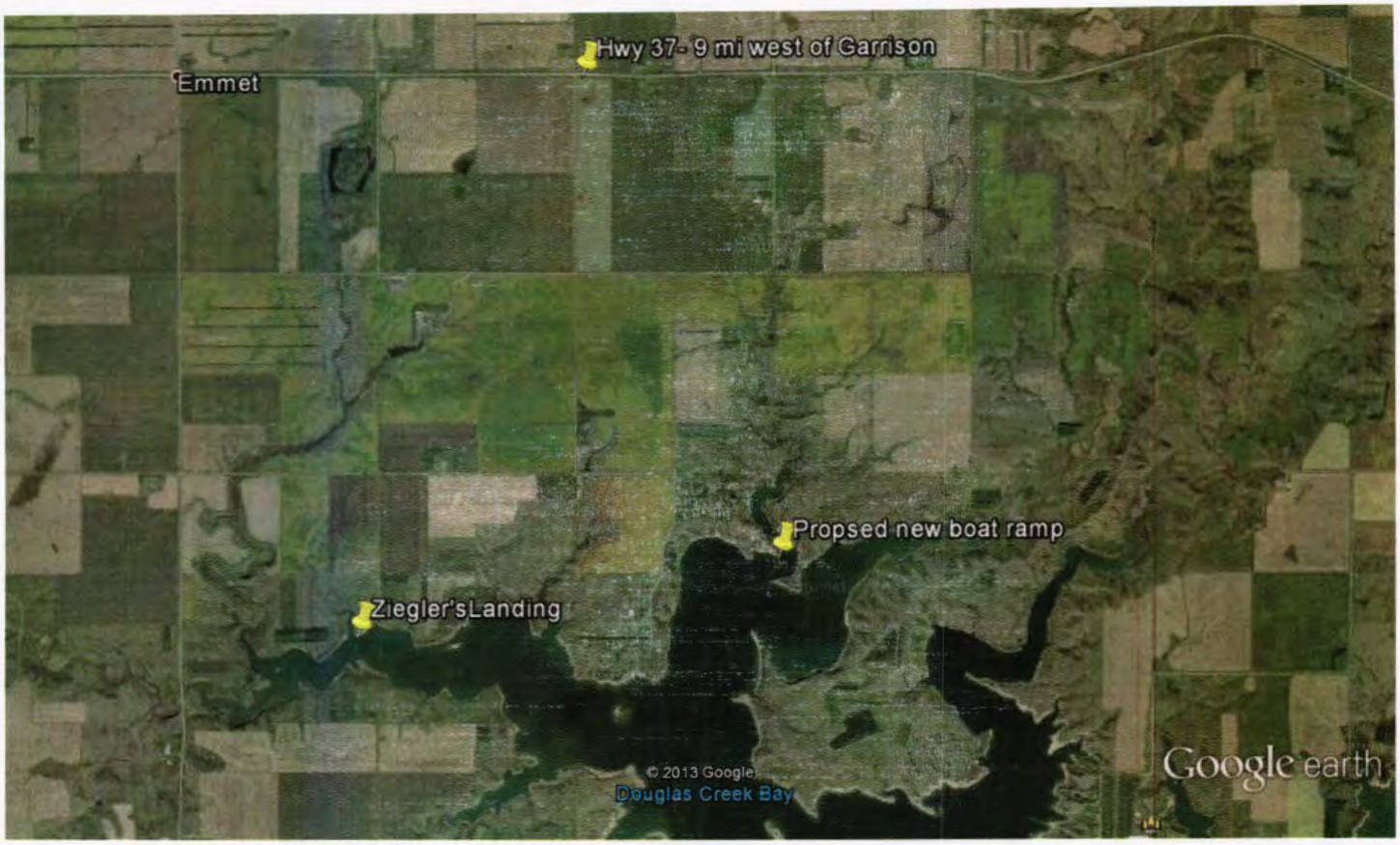
Linda M. Phelps
Natural Resource Manager

Douglas Bay
Boat Ramp
Location Maps


White Shield
Hwy 37- 9 mi west of Garrison
Garrison
Proposed Boat Ramp
Ziegler's Landing
Primitive Campground w/ramps
Pick City
© 2013 Google
Google earth
miles
10
km
10

Google earth

miles 3
km 5



Google earth

miles 3
km 5

Google earth

feet 700
meters 200

Google earth

feet 1000
meters 300

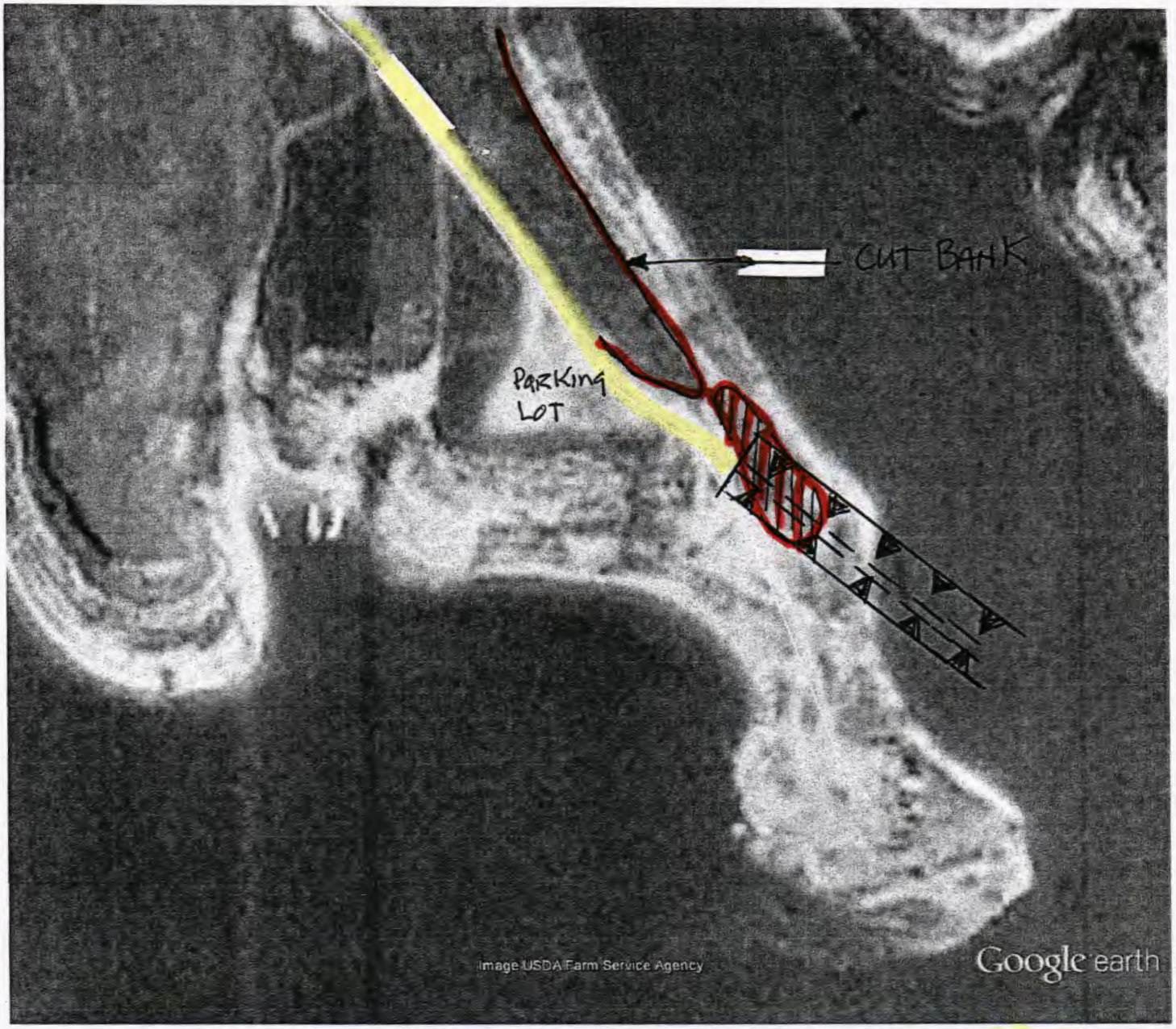
Spring Creek Boat Ramp

0 150 300 600 Feet

Disclaimer: The United States government and USACE furnishes this data and the recipient accepts and uses it with the express understanding that the government makes no warranties, expressed, or implied, concerning the accuracy, completeness, reliability, usability, or suitability for any particular purpose of the information and data furnished. The United States shall be under no liability whatsoever to any person by reason of any use made thereof.
Data displayed on this map are approximations derived from GIS layers and should not be used in place of survey data or legal land descriptions.

Garrison Project	
COE	
Produced By: Swade Hammond	US Army Corps of Engineers ® Omaha District
Production Date: 22 Apr 13	
Revised By:	
Revision Date	
File Location: R:Drive	

Sources:



Google earth feet 1000 meters 300 2003

-REMOVE AND RESLOPE

CUT BANK

EXISTING ROAD

RAMP AREA
EXCAVATE SLOPE & RIPRAP AREA

MAKE AN INLET TO BRING WATER INTO IT.

Spring Creek & Iglehart Lakeview Subdivisions
Existing Boat Ramp-Photos

The following photos will show the condition of existing Public Boat Ramp Facility located in Douglas Bay.

Corps of Engineers License # DACW45-3-02-8028
Permit # NOW-2008-2674-BIS

1. **Gravel access road leading to existing public boat ramp and public parking area.**
   Picture #1 - The parking area (far right) is only partially pictured and access road are maintained by the cabin owners. Access road and parking lot are in need of widening and expansion to accommodate increased public usage.

2. **Crushed concrete base.**
   Pictures #2,3 & 4 visualize large crushed concrete initially used as base material Please notice the soft sand on either side of the crushed concrete. The base material is not solid and is easily rutted with minimum traffic. Two wheel as well as four wheel drive vehicles often get stuck in the soft sand when veering off either side of the crushed concrete.

3. **Existing Metal Boat Ramp**
   Pictures #5, 6,7 and 8 visualize our existing boat ramp. This temporary boat ramp has definitely seen its days and was given to us by the US Army Corps of Engineers as a "No Charge" short term fix until it is replaced by a new concrete public boat ramp. Please note that the existing ramp is 8'X 12' wide sections, persons using this ramp need to be right on when loading and unloading watercraft.
   Many vehicles have gotten a flat tire or stuck when backing down the ramp and going off either side due to the narrowness of the ramp.

   Please notice that this ramp has had many repairs over the years and continuously needs welding to the grates. There is approximately a 6" gap between each section of the ramp which can easily break an ankle of a person not alert to these gaps nor is it handicap accessible.

#1

#7

#3

#4

#5

#10

8 #

Spring Creek & Iglehart Lakeview Subdivisions
Proposed Boat Ramp-Photos

The following photos will show the proposed site of the Public Boat Ramp Facility located in Douglas Bay.

Corps of Engineers License # DACW45-3-02-8028
Permit # NOW-2008-2674-BIS

1. **Gravel access road leading to proposed public boat ramp and public parking area.**
   Picture #1 – The existing ramp faces south and is exposed to open water making it challenging even for the seasoned boater to load and unload watercraft under often windy conditions. The proposed site will face to the east protected by a natural jetty seen in the foreground making loading & unloading watercraft safe even for the novice boaters. The parking area (far right) is only partially pictured and access road will be maintained by the cabin owners. Currently, site encompasses approximately 3.7 acres. Access road and parking lot are in need of widening and expansion to accommodate increased public usage.

2. **Scope of Boat Ramp Site**
   Picture #2- This picture visualizes a more closer view of the natural jetty and the safe width of the water between the proposed ramp site and the jetty. Please also note the sharp bank which continues well below the current water levels. Once excavated, this proposed site will be one of the few sites on Lake Sakakawea that will accommodate safe loading conditions from low to high lake water level conditions.

3. **Ground/soil conditions**
   Picture #3- As stated, the existing public boat ramp rests on crushed concrete over soft sand. This picture visualizes that the proposed site has soil conditions primarily consisting of hard rock & clay which will be less likely to be compromised by erosion and silt. The result is less time & expense to maintain.

4. **Additional Photos**
   Pictures#4 & 5- these pictures visualize the location of the proposed public boat ramp in relationship to the existing site only yards away. The existing crushed concrete may be used as determined by the engineer/contractor and US Army Corps of Engineers.

#1

#3

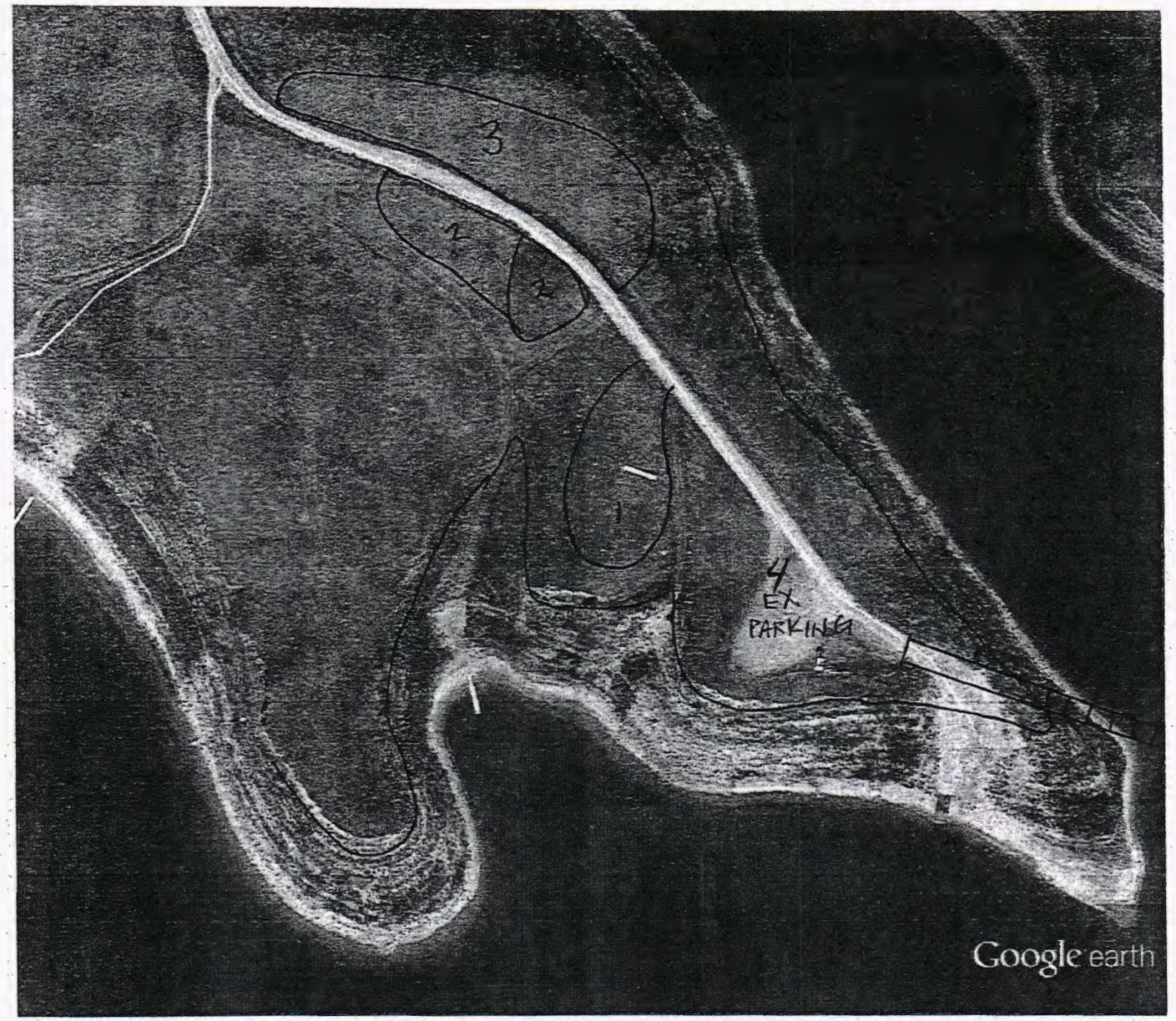

#2

h#


#5

Misc

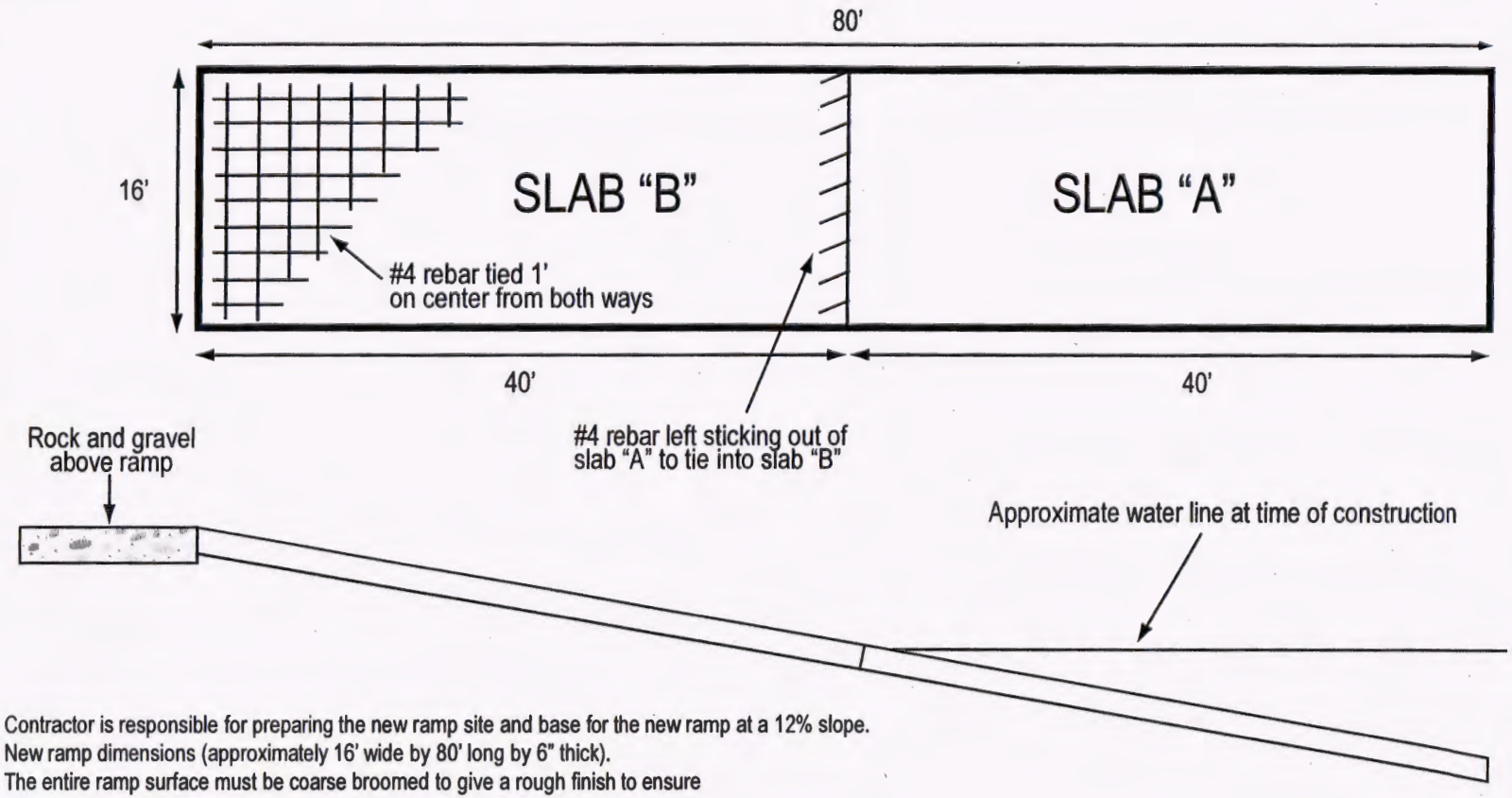
Proposed Boat Ramp Parking Locations



Google earth feet 500 meters 100

PARKING AREAS 1, 2, +3 (4 - Existing)

Sample outline
Of the
Boat Ramp
Concrete
Pour/Push Method



1. Contractor is responsible for preparing the new ramp site and base for the new ramp at a 12% slope.
2. New ramp dimensions (approximately 16' wide by 80' long by 6" thick).
3. The entire ramp surface must be coarse broomed to give a rough finish to ensure vehicular traction.
4. The contractor shall use type 1 cement with a 28 day compressive strength of 4000 lb/sq. inch consisting of a 6-bag mix.
5. Slab "A" will be poured in place on dry ground from the water line upward. After curing, it will be pushed out into the lake using a cat/dozer. Rebar should be left sticking out of the upper end of slab "A" so that slab "B" can be tied together with slab "A" to create one continuous concrete slab.
6. Slab "B" will then be poured in place from the upper end of slab "A", upward to the top of the bank. The top of the ramp must be located above the ordinary high water mark.
7. Class 5 road gravel shall be placed and compacted above the new ramp to provide a consistent and uniform slope and approach and turnaround for the boat ramp.
8. (Optional) Both sides of the ramp shall be rip-rapped the entire length with rock not to exceed 12" in diameter. Rip-rap shall be placed so that it is not higher than the ramp surface. Rip-rap should be bid on a cost per ton basis and listed as a separate item.

Generic Plans - "Pour & Push" Method		
(Boat Ramp Specifications)	DRAWN BY	
	REVISED	
NORTH DAKOTA GAME AND FISH DEPARTMENT		
DATE: 3/31/08	APPROVED BY: (not to scale)	DRAWING NUMBER: 1 OF 1

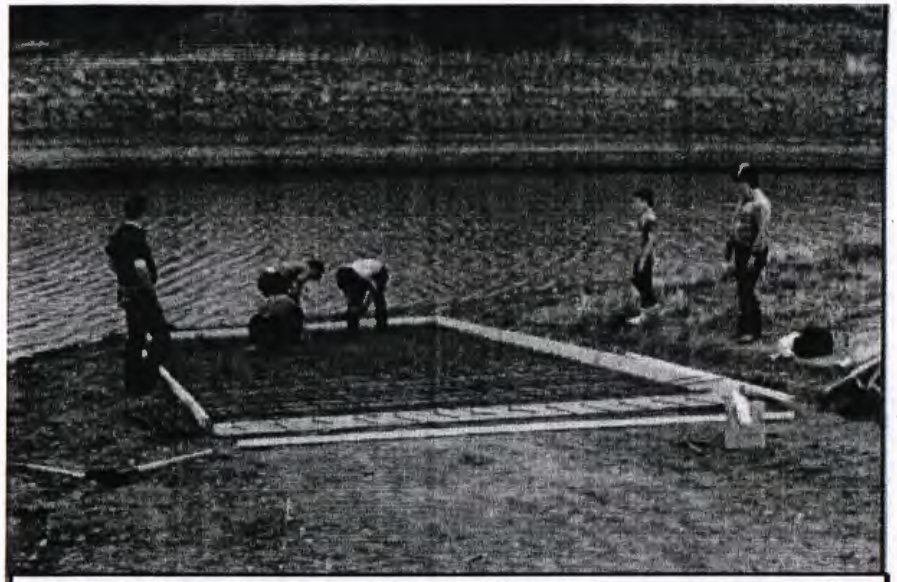


Photo #1 = The base has been prepared at the proper 12% slope and forms are set in place, from the water line upward to pour the first concrete section (Slab A). Notice the rebar tied one foot on center from both ways with rebar left sticking out the top of the forms which will be used to tie into Slab "B".

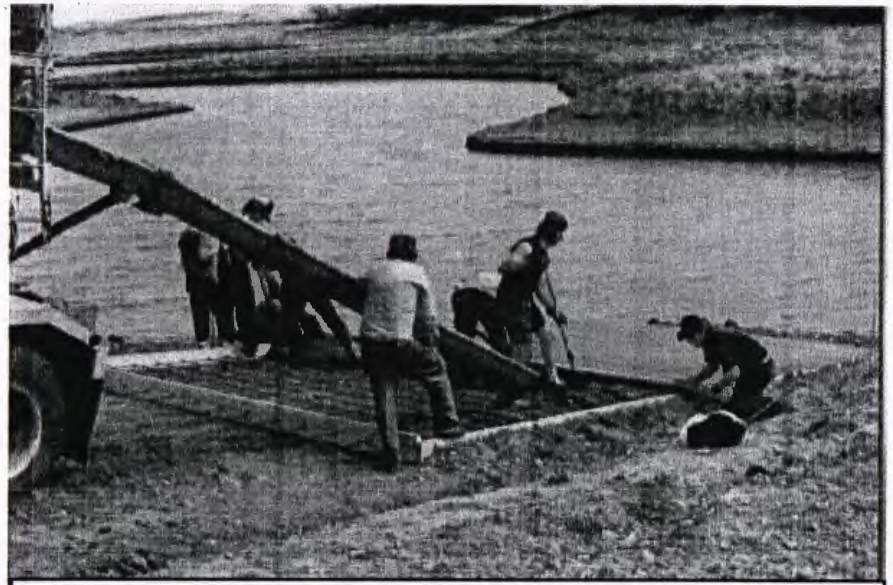


Photo #2 = Slab "A" being poured in place. The entire surface must be course broomed to give a rough finish to ensure vehicular traction. The contractor shall use type 1 cement with a 28 day compressive strength of 4000 lb/sq. inch and consist of a 6-bag mix.

Photo #3 = Slab "A" has been poured and is being finished. Again, note the rebar left sticking out the top form which will be bent upward when Slab "A" is pushed out into the water.

Photo#4 = After proper curing, Slab "A" is pushed out into the water utilizing a cat/dozer or as in this case a rubber tired loader The size of the loader or dozer will vary from project to project depending on the size of the slab, slope and type base material.

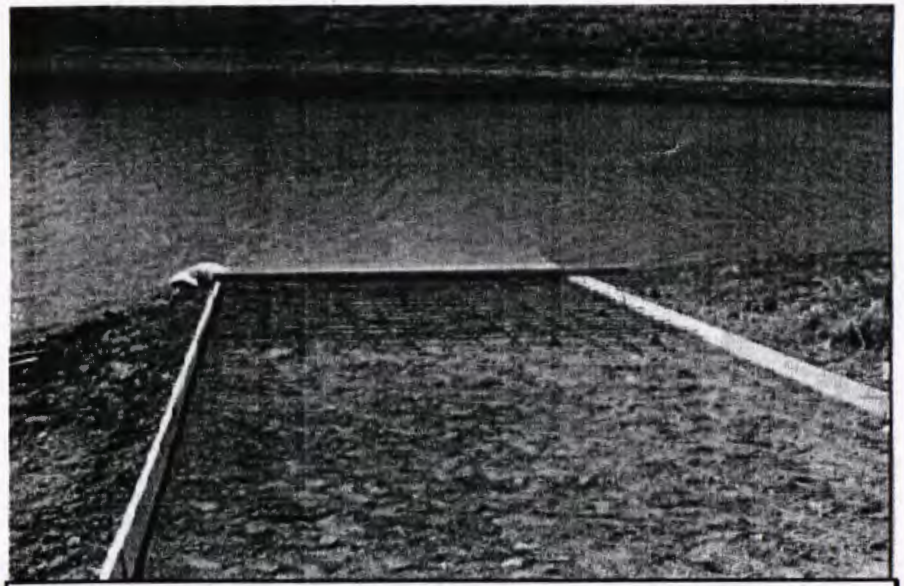


Photo #5 = Slab "A" after being pushed into place with 1-2' left stickingout of the water. Rebar for Slab "B" is being laid in place, again one foot on center from both ways, and is tied into rebar sticking out of top of Slab "A".

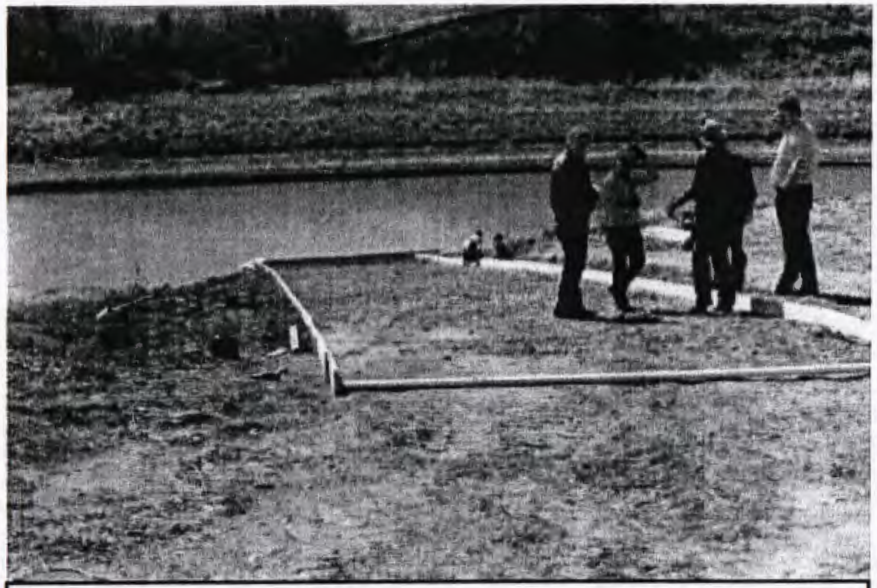


Photo #6 = Forms for Slab "B" are set in place from the top of Slab "A" upward to the top of the new ramp. The top of the new ramp must be above the high water mark of the lake.

Photo #7 = Slab "B" has been poured in place and will be allowed to properly cure. Rock is being placed along bothsides of the ramp to prevent any erosion and undermining fron occurring. Rock utilized as rip-rap should not exceed 2' in diameter and once placed should not be hgher than the surface of the ramp.

Photo #8 = This photo illustrates the finished product which is a continuous poured boat ramp from top to bottom. Class 5 road gravel has been spread and compacted immediately above the ramp to provide a consistant and uniform slope and approach to the new ramp.

Contractor's
Cost Estimate Letter
and
Environmental Engineer's
Cost Estimate Letter

Home Office
Fargo, North Dakota
4000-12th Avenue North
58102-2910
PO Box 2846
58108-2846
Phone 701-277-1225
Fax 701-277-1618

Office
Bismarck, North Dakota
PO Box 1254
58502-1254
Phone 701-223-6695
Fax 701-224-0937

Office
Dickinson, North Dakota
PO Box 1035
58602-1035
Phone 701-225-6197
Fax 701-225-0207

Northern
IMPROVEMENT COMPANY

Thomas McCormick, President/CEO
Steve McCormick, Executive Vice-President

November 27, 2013

Mr. Doug Doerr
PO Box 62
Bismarck, ND 58502-0062

RE: Douglas Bay Boat Ramp
Estimated Construction Cost

Dear Doug,

As per your request and information provided, we have reviewed the preliminary costs to construct the boat ramp and adjacent parking areas. Based on the information, the cost of the project could range between $425,000 - $450,000.

Very Truly Yours,

NORTHERN IMPROVEMENT COMPANY
Bradley A. Ballweber
VP/Treasurer

Proposal to Prepare an Environmental Assessment

Spring Creek and Iglehart Lakeview Subdivisions Boat Ramp Project Douglas Bay - Lake Sakakawea

November 25, 2013

Blacktrail Environmental, Inc.
1112 Southport Loop, Bismarck, ND 58504
www.blacktrail.co • Tel 701.527.0274

Proposal to Prepare an Environmental Assessment Spring Creek and Iglehart Lakeview Subdivisions Boat Ramp Douglas Bay - Lake Sakakawea

TABLE OF CONTENTS

1.0 Introduction

Blacktrail Environmental, Inc. (Blacktrail) is pleased to submit this proposal in response to the request to prepare an Environmental Assessment (EA) for the Spring Creek and Iglehart Lakeview Subdivisions Boat Ramp Project (Boat Ramp Project). The project is located in Douglas Bay, Lake Sakakawea. The involved parties of the boat ramp project are proposing to construct three new parking areas at the site.

Blacktrail will prepare the EA for the proposed project as described in the following sections of this proposal. It is our understanding that this EA does not include a structural and soils review (other than that needed for EA documentation), a utility infrastructure feasibility report, or documentation of conformance with the Davis-Bacon Act.

This proposal does include a physical site survey for cultural resources and/or evaluation of adjacent historic structures (if needed).

2.0 Work Plan

Blacktrail will prepare an EA documenting potential impacts of the project. Typical sections of the EA may include:

- Executive summary;
- Description of project;
- Purpose and need for action;
- Agency consultation and public participation;
- Discussion of project alternatives;
- Description of affected environment including land, soil, water, living, cultural resources, and socioeconomic conditions;
- Environmental justice and consequences; and
- Mitigation measures.

The EA will meet the regulatory and programmatic needs of the National Environmental Policy Act (NEPA), 42 U.S.C. §§ 4321 to 4347; the Council on Environmental Quality (CEQ) regulations implementing NEPA, 40 CFR Part 1500-1508; the Department of the Interior requirements listed in Department Manual Part 5-16, Chapters 1-15; and the Bureau of Indian Affairs NEPA Handbook, 59 IAM 3-H, effective May 5, 2005.

2.1 Draft EA

Blacktrail will prepare a draft for the Boat Ramp Project for review and approval, including graphics, appendices, and text. Draft EA text will be submitted in electronic formats. The involved parties will have the opportunity to provide comments to be incorporated into a final EA.

Numerous work tasks will be completed during the preparation of the draft EA. The initial task will include the collection of available information for project site evaluation. Blacktrail understands the involved parties will provide access to records, files, plans, and studies that contain information pertinent to the project. If necessary, Blacktrail will contact federal, state, and local agencies in order to assess information needed to complete the EA.

In addition to the sections listed above, the EA may include specific sections pertaining to the affected environment. These include:

- Land Resources
- Water Resources
- Air Resources
- Living Resources
- Cultural Resources
- Socioeconomic Conditions
- Resource Use Patterns
- Other Values
- Environmental Consequences
- Mitigation
- Consultation and Coordination

Topics addressed in these sections are described below.

2.1.1 Land Resources

The land resources of the project area will be evaluated with information obtained from the North Dakota Geologic Society (NDGS), Natural Resources Conservation Service (NRCS), and site specific soils review (prepared by others). Land resource topics addressed in the EA will include:

- Topography
- Soils
- Geologic Setting, Mineral and Paleontological Resources

2.1.2 Water Resources

Water resources to be evaluated include:

- Physical impacts on water resources
- Public water supply
- Water-use management district
- Water surface use
- Erosion and sedimentation
- Water quality
- Wastewater

2.1.3 Air Resources

The air resources of the project area will be determined from data obtained from the Environmental Protection Agency (EPA) and the North Dakota Department of Health (NDDH).

2.1.4 Living Resources

Living resources to be evaluated include:

- Vegetation
- Fisheries
- Wildlife
- Federally listed Endangered, Threatened, and Candidate Species, and Designated Critical Habitat (T&E)
- Agriculture

Blacktrail will gather data on vegetation, fisheries, and wildlife from the North Dakota Game, Fish and Parks Department (NDGFP), North Dakota Natural Heritage Program, and the U.S. Fish and Wildlife Service (USFWS). Blacktrail will compile T&E historical documentation and make a biological assessment determination of the potential presence of species in the project area. Agricultural data will be obtained from the NRCS.

2.1.5 Cultural Resources

Cultural resource documentation will comply with Section 106 of the National Historic Preservation Office. Blacktrail will perform the required services as the contractor of record, and Beaver Creek Archeology will be subcontracted as an archaeology company with an eligible Principal Investigator to perform the survey activities. A copy of the report will be submitted to the Bureau of Land Management (BLM) in North Dakota, for review.

2.1.6 Socioeconomic Conditions

Socioeconomic conditions to be evaluated include:

- Employment and Income
- Demographic Trends
- Lifestyle and Cultural Values
- Community Infrastructure
- Environmental Justice

Blacktrail will present the latest Census of Population and Housing data compiled by the United States Census Bureau (USCB). Information will include employment and income; demographic trends; attitudes, expectations, lifestyles, cultural values; and community infrastructure.

2.1.7 Resource Use Patterns

Resource use patterns to be evaluated include:

- Hunting, Fishing, Gathering
- Timber Harvesting
- Agriculture
- Mining
- Recreation
- Transportation Networks
- Land Use Plans

Blacktrail will gather current data on these activities from local and state agencies. Transportation networks (streets, highways, rails) in and around the project area will be described and discussed as to how the proposed projects would affect the traffic on these transportation routes. Patterns of current land use and zoning ordinances will be obtained the proposed projects will be evaluated against current land use practices.

2.1.8 Other Values

Other values to be considered include:

- Wilderness
- Noise and Light
- Visual Impacts
- Public Health and Safety

2.1.9 Environmental Consequences

Blacktrail will analyze the proposed project action and determine any effects it may have on the human environment of the area. Direct, indirect, cumulative, and disproportionate effects will be discussed and analyzed for their short term, long term, irreversible, and irretrievable impacts.

2.1.10 Mitigation Measures

Blacktrail will develop and discuss mitigation measures of the proposed project action (if any). The mitigation measures will reduce or eliminate adverse effects of the project and will address, if necessary, any effects on minority communities and low income communities.

2.1.11 Consultation and Coordination

Blacktrail will provide records of consultation with the various agencies contacted during preparation of the EA. These agencies may include:

- Bureau of Indian Affairs (BIA)
- Environmental Protection Agency (EPA)
- North Dakota Game, Fish and Parks Department (NDGFP)
- North Dakota Department of Health (NDDH)
- North Dakota Geological Survey (NDGS)
- US Department of Agriculture Natural Resource Conservation Service (NRCS)
- US Census Bureau (USCB)
- US Fish and Wildlife Service (USFWS)

Blacktrail will also provide coordination of the EA's compliance with numerous statutes and executive orders. These include:

- National Historic Preservation Act
- Endangered Species Act
- Clean Water Act
- Safe Drinking Water Act
- Clean Air Act
- Fish and Wildlife Coordination Act
- Comprehensive Environmental Response, Compensation, and Liability Act
- Resource Conservation and Recovery Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Toxic Substances Control Act
- Asbestos Hazard Emergency Response Act
- E.O. 13101 Greening the Government
- E.O. 13007 Sacred Sites

2.2 Attend Project and Public Meetings

Blacktrail staff is available to attend project meetings at the site or nearby as designated by the involved parties. A separate cost estimate is provided for attending project meetings, as this is an optional service to be provided at the discretion of the involved parties.

One project meeting will be the "kick-off" meeting, where we can collect the data readily available from the involved parties and perform an initial site assessment, take photographs, etc. It is anticipated that this meeting will also provide a basis and protocol for coordination and correspondence during the project. We are available to attend another project at a time to be determined to discuss progress and/or discuss the draft EA.

A public meeting to discuss the proposed project with affected citizens may be required as part of the NEPA process. We have included time and expenses in our cost estimate to attend one public meeting.

2.3 Prepare and Submit a Final EA

Blacktrail will incorporate comments into the final EA and submit a final version suitable for publication. The final EA will be submitted electronically to the involved parties and the governing NEPA coordinator in a format to be determined. Blacktrail assumes that the involved parties or the NEPA coordinator will publish the EA; therefore, our cost estimate for this work item does not include time or materials for printing, binding, and distributing copies.

3.0 Cost Estimate

Blacktrail's cost estimate to complete the scope of work as described above is $23,750. Based on the information provided by the involved parties to prepare this EA proposal, this cost estimate is a *not to exceed* estimate accrued on a time and materials basis.

Blacktrail's cost estimate for attending on-site project and public meetings is $3,450. As described in Section 2.2, this is an optional task to be approved at the discretion of the involved parties.

Blacktrail is able to begin work in the spring months of 2014, after receiving a notice to proceed. We would be happy to discuss our assumptions and cost estimate with the involved parties.

4.0 Qualifications and Experience

Blacktrail Environmental, Inc. was founded in 2008 as a civil engineering and environmental consulting firm. Our mission is to provide high-quality technical work and personal service in a price-competitive manner. We take pride in our work, and satisfaction in helping our clients achieve their goals. Blacktrail main office is located in Bismarck, North Dakota, and can easily visit the site at costs less than other out-of-state companies.

Staff members that will be included for this project may be civil and geological engineers, biologists/ecologists, environmental scientists, geologists and hydrogeologists, and CADD and GIS technicians with experience ranging from three to over 30 years. In-house staff resources that are particularly relevant to this project include:

- NEPA documentation and compliance (EA and EIS).
- Noise, air, asbestos, mold, and industrial hygiene sampling.
- Biological assessments including T&E and raptor surveys.
- General civil engineering.
- GIS, computerized 3-D modeling, graphic rendering and visualization, and construction plan preparation.

Additional staff experience includes regulatory permitting and compliance; ecological services (botany, wildlife, and fisheries); groundwater and soil remediation; Phase I, II, and III environmental investigations; VIC investigations; and Brownfield development(s).

4.1 Project Team

Key staff members assigned to this project includes John Spilman, CSP, CHMM, and Patrick Spilman, P.E. Brief descriptions of team member qualifications and experience are included in the following paragraphs. These staff members are located in our Bismarck office. Additional staff, if needed, can be accessed on an "as needed basis".

John Spilman, CSP, CHMM, Senior Environmental Engineer
John is a Certified Safety Professional and Certified Hazardous Materials Manager with over 25 years of experience. John will be responsible for management of the project; and to complete the noise, air quality, and public health and safety sections of the EA. John has worked extensively with environmental assessments, Brownfield cleanup projects, mold and asbestos management, and underground storage tank removals.

Patrick Spilman, P.E., Senior Civil Engineer
Patrick is a licensed professional electrical and civil engineer with over 35 years of experience conducting civil engineering designs and soil evaluations in the upper Midwest. Patrick will be responsible for the engineering aspects of the project. He will also be responsible for T&E consultations and evaluations.

C.J. Heidt, Wildlife Biologist/Ecologist,
C.J. is a registered professional soils classifier and a biologist/ecologist with over 25 years of experience providing wetland, botanical, and wildlife investigation services. C.J. will assist with compiling data and writing pertinent sections of the EA.

Wade Burns, M.S., Senior Archaeologist
Senior Archaeologist Wade Burns has several years of experience managing archaeological projects that range in size from one-acre surveys to multi-year mitigations. He also has several years of experience in GIS analysis, receiving GISc certification from the University of North Dakota. In addition, Burns has achieved certification in subsurface geophysical survey from the National Park Service, using a range of sensing technologies, such as Ground Penetrating Radar (GPR). Wade will be responsible for the cultural resource survey for the project.

Contact Us

Blacktrail Environmental, Inc.
1112 Southport Loop
Bismarck, ND 58504

Contact: John Spilman, CSP, CHMM, CMI
Phone: 701.527.0274
Email: jspilman@blacktrail.co

Ph: (701) 527-0274

Blacktrail Environmental, Inc.
Contact: John Spilman, CSP
Email: jspilman@blacktrail.co

1112 Southport Loop
Bismarck, ND 58504

Contact Us Today!

Business Hours
Monday - Friday 8 a.m. - 5 p.m.

To accomodate our customers' busy schedules, leave a message and we will get back to you, even in the evenings or early mornings if requested.

FRIENDS OF
LAKE SAKAKAWEA

P.O. Box 309 | Garrison, North Dakota | 58540 | friends@lakesakakawea.com | www.lakesakakawea.com

Letter of support for the Outdoor Heritage Fund Application of Spring Creek & Iglehart Subdivisions for a Boat Ramp Project

The Friends of Lake Sakakawea appreciate this opportunity to submit this letter supporting Spring Creek & Iglehart Lakeview Subdivisions of Douglas Bay to replace an old metal temporary boat ramp on loan from the U.S. Army Corps of Engineers with a concrete boat ramp.

The current metal grate ramp is deteriorating, hazardous and in need of replacement. Although there are two other ramps in the area, the Iglehart Lakeview Subdivision ramp is the most accessible and available over the greatest range of fluctuating water levels. The current ramp has been maintained by the local cabin owners association and now, with the oversight of the Heart & Lung Clinic Foundation, is ready to proceed with the implementation of permanent, much needed improvements. The new ramp will be fully accessible from elevation 1810 to 1854 and be one of few that are usable at most lake levels.

The Friends of Lake Sakakawea, a 10-year-old organization, was at the forefront when millions were authorized by Congress to improve ramp access on the lake. Since those funds are no longer available, improvements to this ramp are now possible through the generosity of the Outdoor Heritage Fund.

The Outdoor Heritage funds would be used to support a **public** use area that is open to the **public** for recreation with full **public** facilities and is the one of the most popular **public** ramps in the area.

Please give this application your strong support.

Sincerely,

Friends of Lake Sakakawea Board of Directors
Terry Fleck, chairman; Michael Gunsch, vice chairman; Clarence Weltz, treasurer; Jill Denning Gackle, secretary; Larry Kerzman; Emanuel Stroh; Bob Valeu; Corey Paryzek; Eric Jaeger; Marie Johnson; Jim Mossett; Blair Ihmels; Kelly Sorge; Daryl Hill and David Johnson.

Budget Standard Form

Please use the table below to provide a detailed total project budget that specifically outlines all the funds you are requesting and if there are any matching funds being utilized to fund this project. Please note if the matching funds are in the form of cash, indirect costs or in-kind services. The budget should identify all other committed funding sources and the amount of funding from each source. Match can come from any source (i.e. private sources, State and Federal funding, Tribal funding, etc.) Note match funding is not required but an application will be scored higher if match funding is provided. (See Scoring Form.)

Please feel free to add columns and rows as needed. Please include narrative to fully explain the proposed budget.

Note that NO INDIRECT COSTS will be funded from the Outdoor Heritage Fund.

This project is being proposed by the Hear & Lung Clinic Foundation for the replacement of existing metal boat with a 150'x16'x10" concrete boat ramp and courtesy dock with improvements to access road as well as expansion & improvements to vehicle/boat trailer parking area within Spring Creek & Iglehart Subdivisions of Douglas Bay, Lake Sakakawea, North Dakota.

Project Expense	OHF Request	Applicant's Match Share (Cash)	Applicant's Match Share (In-Kind)	Applicant's Match Share (Indirect)	Other Project Sponsor's Share	Totals
Concrete Slab (1)	$28,400.00					$28,400.00
Ramp Base Material (2)	$5,500.00					$5,500.00
Rip Rap Rock(3)	$62,500.00					$62,500.00
Ramp Base Labor (4)	$1,200.00		$1,200.00			$2,400.00
Removal of existing metal ramp (5)			$2,000.00			$2,000.00
Excavation & earthwork (6)	$111,665.00					$111,665.00
Removal of excavated materials (7)	$50,900.00					$50,900.00
Heavy Equipment Mobilization costs (8)	$50,000.00					$50,000.00
Engineering Fees (9)	$16,000.00					$16,000.00
Courtesy Dock(10)	$8,000.00					$8,000.00
Re-seeding of disturbed grasses (11)	$320.00		$300.00			$620.00
Required Signage (12)					$1,500.00	$1,500.00
Annual Maintenance (13)			$2,000.00			$2,000.00
Liability Insurance (14)					$2,000.00	$2,000.00

Rip Rap Placement labor(15)	$10,000.00					$10,000.00
Rebar-Labor & materials (16)	$27,760.00					$27,760.00
Gravel –front & aprons of ramp (17)	$2,250.00					$2,250.00
Parking lot topsoil removal & Disposal(18)	$17,700.00					$17,700.00
Gravel –parking lots (19)	$52,050.00					$52,050.00
Road Widening(20)	$2,700.00					$2,700.00
Culvert Extensions(21)	$600.00					$600.00
Environmental Study (22)	$23,750.00					$23,750.00
Total Project Costs	$471,295.00	$	$5,500.00	$	$3,500.00	$480,295.00

Douglas Bay Boat Ramp Project Expense Reference:

(1) 150'x16'x10" will take approximately 71 cubic yards of concrete @ $400.00 per yard including labor for a total of $28,400.00
(2) Base material for under concrete as well as for widening access road to better accommodate two way traffic flow. Ramp base 20'Wx175'Lx10"D. Balance of material will be used to expand and improve parking area. 156 tons of gravel equals 11 loads @ $500 per load for a total of $5,500.00
(3) Large rock or rip-rap will be used on either side of ramp to minimize erosion.50'Wx150'Lx2"D x 2 sides. 2500 tons of rip-rap needed. 2500 tons equals 125 loads at $500 per load for a total of $62,500.00.
(4) Cost for the placement of rock for base material would be 1 person and equipment for 8 hours at $150.00 per hour subtotaling $1200 plus equal in-kind labor provided by local cabin owners for a total of $2400.00
(5) Removal and return of existing metal boat ramp the US ARMY Corps of Engineers. $2,000.00 based on original cost of equipment, transport & labor to install. This will be provided as 100% in-kind labor by local cabin owners.
(6) Excavation & earthwork. Ramp-16'Wx average 25'Dx 300'L is 4,444 cubic yards@$5 per yard equals $22,220.00. Embankment on each side of boat ramp-50'Wx average 25'Dx 300'L x 2 sides is13,889 cubic yards@ $5 per yard equals $69,445.00. Man & Machine could take up to 80 hours a $250 per hour equaling $20,000.00 Total excavation costs are 111,665.00
(7) Removal of excavated materials-18,333 cubic yards of material will need to be removed from site. It will take 1018 loads @ $50 per load. That totals $50,900.00.
(8) Mobilization of Heavy Equipment would be the cost of transporting the big dozers etc to and from the project site. Some require special permits from NDDOT. Total costs $50,000.00
(9) Professional Engineering and survey fees. 80 hours at $200.00 per hour equals $16,000.00
(10) A 40'x4' handicap accessible courtesy dock is needed at a cost of $200 per foot totaling $8000.
(11) 4- 100# bags of rural grass seed is needed to replant disturbed soil at $80 per bag for a total of $320.00 Labor to plant Grass seed will be in-kind labor provided by local cabin owners at 20 hours x $15.00 per hour totaling $300.00 for a grand total of $620.00
(12) Required signage is needed leading to and at the Boat Ramp site for a total cost of $1,500.00 of which the ND Game & Fish will may provide, if not, Spring Creek and Iglehart Lakeview Subdivisions will provide.
(13) Annual and Long term maintenance of boat ramp, access road and parking lot will be provided by Spring Creek and Iglehart Subdivisions. This will include undercutting, silting in and removal of silt which will need to be properly disposed off site. Total maintenance will cost approximately $2000.00 per year
(14) Initial and ongoing Liability Insurance is required by the US Army Corps of Engineers for this project. The cost of the insurance will be paid for by Spring Creek & Iglehart Cabin Owners Association of behalf of Friends of Lake Sakakawea. Costs-$2000.00
(15) Rip rap placement labor- large rock and/or boulders need to be placed with equipment 40 hours at $250 per hour equals $10,000.
(16) Rebar-Labor & materials. The cost of 300 pieces of 16'L and 288 pieces of 20'L rebar is calculated by the lb. Total weight of the rebar is15,840lbs x$1.50 per lb equals $23,760.00; labor for placement of the rebar in the concrete will take 40 hours x $150.00 per hour equals $4000.00. Total costs are $27,760.00

(17) Gravel is needed for front of ramp and aprons. 6 loads at $300.00 per load equals $1,800.00; labor to spread this gravel is 3 hours at $150.00 per hour equals $450.00. Total cost is $2,250.00

(18) There will be 4 vehicle/trailer parking areas marked #1-4 on attached map. Parking #4 is an existing parking lot that will be used as a watercraft loading/unloading turnaround area. 4 inches of topsoil for the 3 lots need to be removed. The lot sizes are #1-155'x155'; #2-155'x155'; #3-236'x236' totaling 1153 cubic yards of topsoil. It will take 16 hours at $150.00 per hour equaling $2400. This topsoil also needs to be disposed of offsite. 1153 cubic yards of topsoil equals 1730 tons will take 116 loads at $50.00 per load equals $5800.00. Additional Compaction and Scarification is $9500.00 Total is $17,700.00.

(19) Gravel for parking lots will be 2883 tons which is the equivalent of 160 loads at $300.00 per load equaling $48,000.00; labor to spread this gravel will take 27 hours at $150.00 per hour equaling $4050.00. Total is $52,050.00.

(20) Road Widening- the access road needs to be widened to 24' to better accommodate incoming/outgoing traffic. It is 1400'L and will take 130 cubic yards of gravel which is 7 loads at $300.00 per load equaling $2,100.00; Labor is 4 hours at $150.00 per hour for $600.00. Total is $2,700.00.

(21) Culvert Extensions. There are currently 2 culverts that need to be widened under the road. 20' of culvert is needed at $15.00 per foot totaling $300.00. Labor to install culvert extensions is 2 hours at $150.00 per hour equaling $300.00. Total is $600.00.

(22) Environmental & archeology study will need to be completed. This cost is $23,750.00 and is attached for your review.

In-kind services used to match the request for Outdoor Heritage Fund dollars shall be valued as follows:

• Labor costs	$15.00 an hour
• Land costs	Average rent costs for the county as shown in the most recent publication of the USDA, National Agricultural Statistics Services, North Dakota Field Office
• Equipment	Any equipment purchased must be listed separately with documentation showing actual cost.
• Equipment usage	Actual documentation
• Seed & Seedlings	Actual documentation
• Transportation	Mileage at federal rate
• Supplies & materials	Actual documentation

More categories will be added as we better understand the types of applications that will be submitted. We will use as our basis for these standards other State and Federal programs that have established rates. For example the North Dakota Nonpoint Source Pollution Management Program has established rates. If your project includes work that has an established rate under another State Program please use those rates and note your source.

Approved by OHF Advisory Board: October 17, 2013
Approved by Industrial Commission: October 22, 2013