

**Bismarck-Lincoln-Burleigh Appendix B-1
Beltway and Interchange Justification Information**

I. Beltway and Interchange Justification

There are two fundamental questions that must be answered to assist decision makers in choosing between build and no-build alternatives. They are:

- Is there justification for a beltway corridor?
- Is there justification for a new I-94 interchange?

This Study provides answers to these two questions by explaining the merits of the beltway corridor and the I-94 interchanges. Based on the discussion that follows, there is sufficient evidence to conclude that a beltway corridor is needed on the Burleigh County side of the River.

Justification for an interchange along I-94 must follow requirements that have been established by FHWA. Until those requirements are met, no final determination on interchange justification can be made.

However, this Study has examined the status of those requirements and has conducted a preliminary investigation of the existing transportation system as it pertains to the need for a new interchange. Based on that examination, there is sufficient evidence to conclude that an interchange will be justified at some point in the future.

A. Is there justification for a beltway corridor?

In order to adequately respond to the question of justification, it is important to consider how a beltway can address existing and future issues. The following items outline the benefits of a beltway as they relate to existing and future issues:

1. Relieves traffic on parallel arterial routes

While construction of a north-south beltway would have the ability to reduce travel on certain east-west routes, this Report has considered the traffic relief on parallel north-south routes. These routes include US Highway 83 and Centennial Road/Bismarck Expressway.

Portions of these routes are congested today. Key areas along US Highway 83 have been constructed to their maximum capacity within existing right of way. Improvements along Centennial Road are now in the planning phase to maximize roadway capacity within the vicinity of Interstate 94.

Future traffic projections indicate that even with planned improvements along Centennial Road, traffic volumes along these routes will exceed their combined capacity by over 28,000 vehicles per day by the year 2025 if the beltway is not constructed. The proposed beltway is expected to draw much of this traffic, resulting in a more balanced roadway system.

2. Provides alternative truck route

Trucks that currently use US Highway 83 and Centennial Road would travel with fewer stops and in a potentially safer driving environment than they do today. Given the projected high levels of congestion on those corridors, removal of a portion of the truck traffic would provide needed relief.

3. Protects local roadways from through traffic & truck traffic

As arterial roadways become more congested, commuter traffic and truck traffic often will seek short cuts or other routes that save travel time. This can result in undesirable traffic on local roadways. It can also lead to wear and tear on roads that were not designed to handle the heavier traffic loads.

A beltway can add more traffic capacity to the arterial roadway system, thus reducing the occurrence of commuter and truck travel on local streets.

4. Provides future roadway capacity and connectivity

As was stated above, construction of a beltway can add needed capacity to handle traffic increases on the arterial roadway system. Connectivity would be achieved via a bridge over I-94. Construction of an interchange at I-94 would reduce the length of travel on roadways by providing a more direct connection to the Interstate.

5. Improves mobility for regional travel and commuters

As Bismarck grows outward, the time to commute will increase. Travel times along north US Highway 83 have increased as more signalized intersections are installed and travel volumes increase. Southeast of Bismarck, residents of Lincoln have seen their commuting time increase as well. The beltway would reduce commuting time and improve commuting safety.

6. Maximizes potential for future interchange connections

Access to the Interstate Highway is regulated by the Federal Highway Administration. A number of criteria must be met before construction of an Interstate Interchange will be granted. Additionally, an interchange is a costly public facility to build. Placement of new interchanges must be carefully considered to assure that they are needed and that they will provide service that benefits the region.

As the City of Bismarck continues to grow to the east, it is reasonable to assume that interchange access will be needed at a spacing that is similar to what exists today (one interchange every 2 miles). Construction of a beltway would provide a well-defined, transportation facility to bring traffic to and from a future interchange.

7. Facilitates future area growth

Quality transportation facilities are desirable for all types of development. Users want to be able to travel in a safe and timely manner to get to their destination. A beltway with interchange access would open a large portion of eastern Bismarck to better opportunities for convenient access to development.

B. Is there justification for a new I-94 interchange?

There are strong reasons to believe that a new interchange at I-94 will be needed on Bismarck's east side in the future. There are also other reasons why it would be prudent to plan for the future interchange now rather than later:

1. Traffic Relief

Based on existing traffic and future traffic projections, the vicinity surrounding the US Highway 83 and Centennial Road interchanges will be the most heavily traveled and congested areas in Bismarck. Construction of a new north-south corridor with interchange access to I-94 appears to be the most effective method to reduce traffic and congestion in these areas.

2. Interchange Spacing

Typical Interstate interchange spacing in developed urban areas in North Dakota ranges from one to two miles apart. The 66th Street corridor is located 2 miles from Centennial Road.

3. Reduces Impacts From Adverse Development

Interchanges require a substantial amount of right of way. The longer decisions are delayed about future interchange need and location, the more likely it is that adverse development will increase the difficulty and expense in building an interchange.

4. Enables Time For Process to Complete

The interchange implementation process takes time. The timeline includes FHWA justification, identification and programming of funding, planning, environmental analysis and documentation, design, right of way acquisition and construction.

C. Review of Federal Highway Administration (FHWA) Interchange Criteria

FHWA's criteria pertaining to interchange justification were reviewed. The FHWA has specific requirements that must be met before new access to the Interstate System will be granted.

While the Study does include an effort to explore interchange justification, it was not the intent of this Study to fulfill all of the requirements included in the FHWA's Interchange Justification Report (IJR). The following is a list of FHWA's requirements and the current status associated with these requirements.

1. **Requirement:** The existing interchanges and/or local roads and streets in the corridor can neither provide the necessary access nor be improved to satisfactorily accommodate the design-year traffic demands while at the same time providing the access intended by the proposal.

Status: Using a design year of 2025, combined projected traffic volumes at the US Highway 83 and Centennial Road interchanges without a beltway interchange will exceed 106,000 vehicles per day. A detailed level of service analysis has not been completed for these interchanges under projected traffic conditions.

It is estimated that following planned improvements in the Centennial Road Interchange vicinity, the projected traffic volumes will exceed capacity of the existing interchanges by about 28,000 vehicles per day. This is approximately the capacity that a 4 lane beltway facility.

The Interchange Justification Report will need to provide a scenario consistent with the Regional Land Use Plan that shows how the beltway interchange would address localized access whereas the existing interchanges cannot.

2. **Requirement:** All reasonable alternatives for design options, location and transportation system management type improvements (such as ramp metering, mass transit, and HOV facilities) have been assessed and provided for if currently justified, or provisions are included for accommodating such facilities if a future need is identified.

Status: Other reasonable alternatives for design options have not been assessed. This effort should coincide with the preparation of an Interchange Justification Report. It is anticipated that these design options will not reduce or eliminate the need for a new interchange on the east side of Bismarck.

Part of the challenge in responding to this requirement will be in defining reasonable alternatives. It may be prudent to meet with NDDOT and FHWA representatives to discuss how this requirement can best be addressed.

3. **Requirement:** The proposed access point does not have a significant adverse impact on the safety and operation of the Interstate facility based on an analysis of current and future traffic. The operational analysis for existing conditions shall, particularly in urbanized areas, include an analysis of sections of Interstate to and including at least the first adjacent existing or proposed interchange on either side.

Crossroads and other roads and streets shall be included in the analysis to the extent necessary to assure their ability to collect and distribute traffic to and from the interchange with new or revised access points.

Status: A traffic analysis of interstate safety and operations on the Interstate System is beyond the Scope of this Study. This effort should coincide with the preparation of an Interchange Justification Report.

It is anticipated that a new interchange along I-94 would not have a detrimental effect on the Interstate System. This analysis would also need to show the level of improvements needed on the local street network to effectively collect and distribute traffic to and from the interchange.

- 4. Requirement:** The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" for special purpose access for transit vehicles, for HOV's, or into park and ride lots may be considered on a case-by- case basis. The proposed access will be designed to meet or exceed current standards for Federal- aid projects on the Interstate System.

Status: It is recommended that only full interchanges that provide for all traffic movements be considered. Potential interchange configuration alternatives will be explored within this Report.

- 5. Requirement:** The proposal considers and is consistent with local and regional land use and transportation plans. Prior to final approval, all requests for new or revised access must be consistent with the metropolitan and/or statewide transportation plan, as appropriate, the applicable provisions of 23 CFR part 450 and the transportation conformity requirements of 40 CFR parts 51 and 93.

Status: Past MPO LRTP's and the recently adopted Regional Future Land Use Plan account for a new interchange on the east side of Bismarck.

- 6. Requirement:** In areas where the potential exists for future multiple interchange additions, all requests for new or revised access are supported by a comprehensive Interstate network study with recommendations that address all proposed and desired access within the context of a long-term plan.

Status: This Beltway Study considers whether planning should account for the possibility of more than one future interchange.

7. **Requirement:** The request for a new or revised access generated by new or expanded development demonstrates appropriate coordination between the development and related or otherwise required transportation system improvements.

Status: At this time, no specific development activity is sparking the request for interstate access. If this type of activity does occur, an Interchange Justification Report will need to address coordination between the development and improvement activities.

The Interstate System is not intended to be a route for local traffic. There could be an expectation from FHWA that the collector roads that will parallel either side of the should be in place in order to provide adequate non-localized access to the interchange, and to allow localized traffic to travel routes other than on the Interstate System. Completion of the beltway to the extent possible and in advance of the Interchange would bolster a response to this requirement.

8. **Requirement:** The request for new or revised access contains information relative to the planning requirements and the status of the environmental processing of the proposal.

Status: The Interchange Justification Report will need to contain required information regarding the need for additional planning or environmental processing activities.

II. Bismarck Traffic Analysis For I-94 Interchange

A. I-94 Interchange vs. Overpass Alternatives

Three scenarios were evaluated. The Do Nothing scenario assumed no interstate access was provided for a beltway and that the existing US Highway 83 and Centennial Road corridors would need to carry projected traffic without the benefit of a nearby beltway corridor.

The second scenario assumed that a nearby beltway corridor was available, but with only an interstate overpass. It was thought that an interstate overpass might serve as a viable interim alternative to interchange access.

The third scenario assumed that a nearby beltway corridor with interstate interchange access was available. Each of these three scenarios and their respective analyses are discussed in the following paragraphs.

1. Do Nothing

This scenario does not address the future need to reduce traffic congestion on both US Highway 83 and Centennial Road. The combined ADT for the network is projected to

be 106,000 vehicles per day. With this scenario the majority of the ADT (105,500) would be carried by US Highway 83 and Centennial Road.

The combined ADT of 105,500 on US Highway 83 and Centennial Road would exceed the combined capacity of the corridors by 27,500 vehicles per day. This is calculated with Centennial Road improved to a 5-lane facility. Therefore, this scenario would not address the future capacity needs of the network.

2. Build Overpass Only

This scenario would provide a beltway connection across Interstate 94; however it would not pull enough traffic from US Highway 83 and Centennial Road to the proposed new beltway to alleviate the traffic congestion. The combined ADT for the network is projected to be 106,000 vehicles per day. With this scenario the proposed beltway would carry 3,000 vehicles per day.

Therefore; the remaining projected total of 103,000 ADT on US Highway 83 and Centennial Road would exceed the combined capacity of the corridors by 25,000 vehicles per day. This is calculated with Centennial Road improved to a 5-lane facility.

3. Build Interchange

This scenario would provide full access to I-94. The combined ADT for the network is projected to be 106,000 vehicles per day. With this scenario the proposed beltway would carry 16,000 vehicles per day.

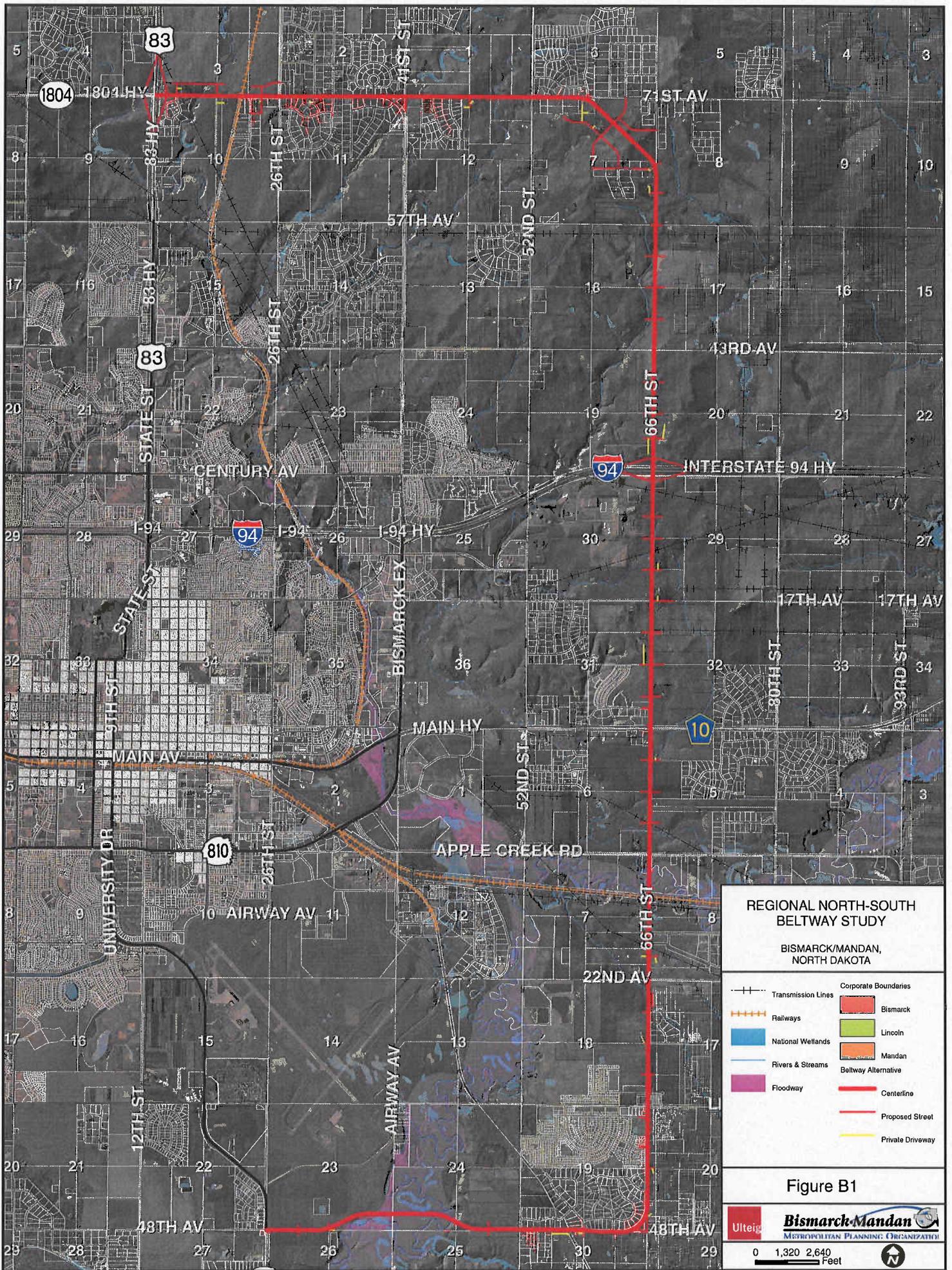
Therefore; the remaining projected total of 90,000 ADT on US Highway 83 and Centennial Road would exceed the combined capacity of the corridors by 12,000 vehicles per day. This is calculated with Centennial Road improved to a 5-lane facility. This scenario would provide the most traffic congestion relief to US Highway 83 and Centennial Road.

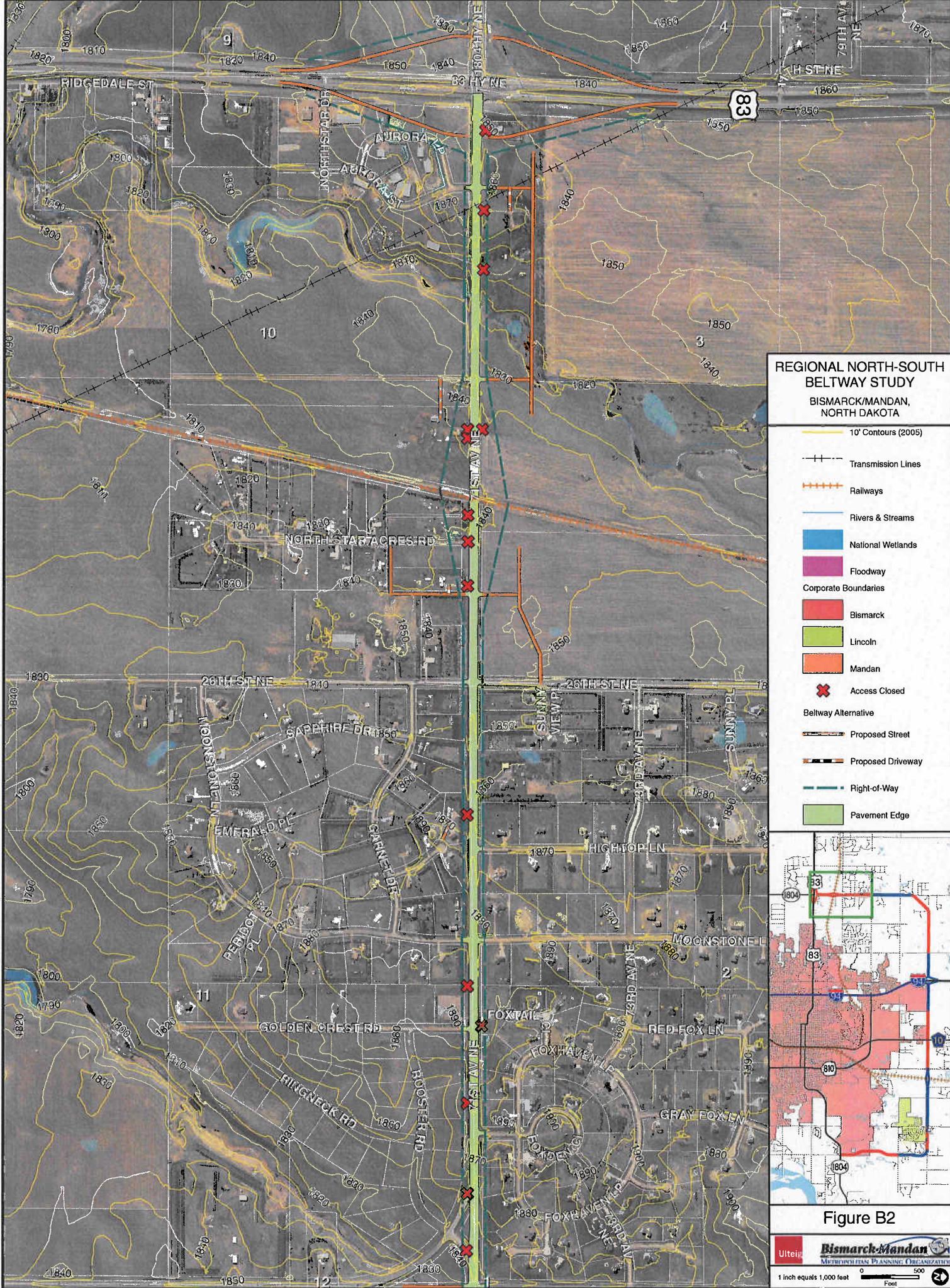
Table 1 - Bismarck Beltway Traffic Projections

Alternatives	Capacity (US 83 & Centennial)	Capacity Beltway	Combined ADT	ADT of Beltway	ADT Remaining (US 83 & Centennial)
Do Nothing (2007)	57,000	0	56,000	0	40,000
Do Nothing (2030)	*78,000	0	106,000	500	105,500
Overpass (2030)	*78,000	12,000	106,000	3,000	103,000
Interchange (2030)	*78,000	12,000	106,000	16,000	90,000

*45,000 ADT for US 83 & 33,000 ADT for Centennial

**Bismarck-Lincoln-Burleigh Appendix B-2
Beltway Corridor Graphics**





REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours (2005)
- +—+— Transmission Lines
- +—+— Railways
- Rivers & Streams
- National Wetlands
- Floodway
- Corporate Boundaries**
- Bismarck
- Lincoln
- Mandan
- ✗ Access Closed
- Beltway Alternative**
- +—+— Proposed Street
- +—+— Proposed Driveway
- +—+— Right-of-Way
- Pavement Edge

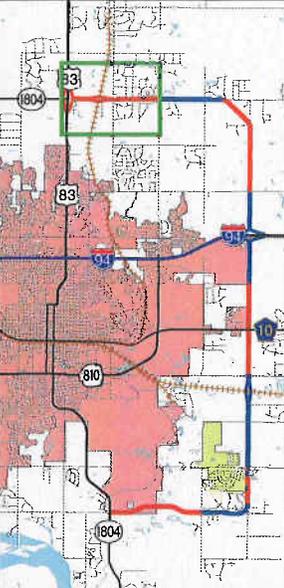
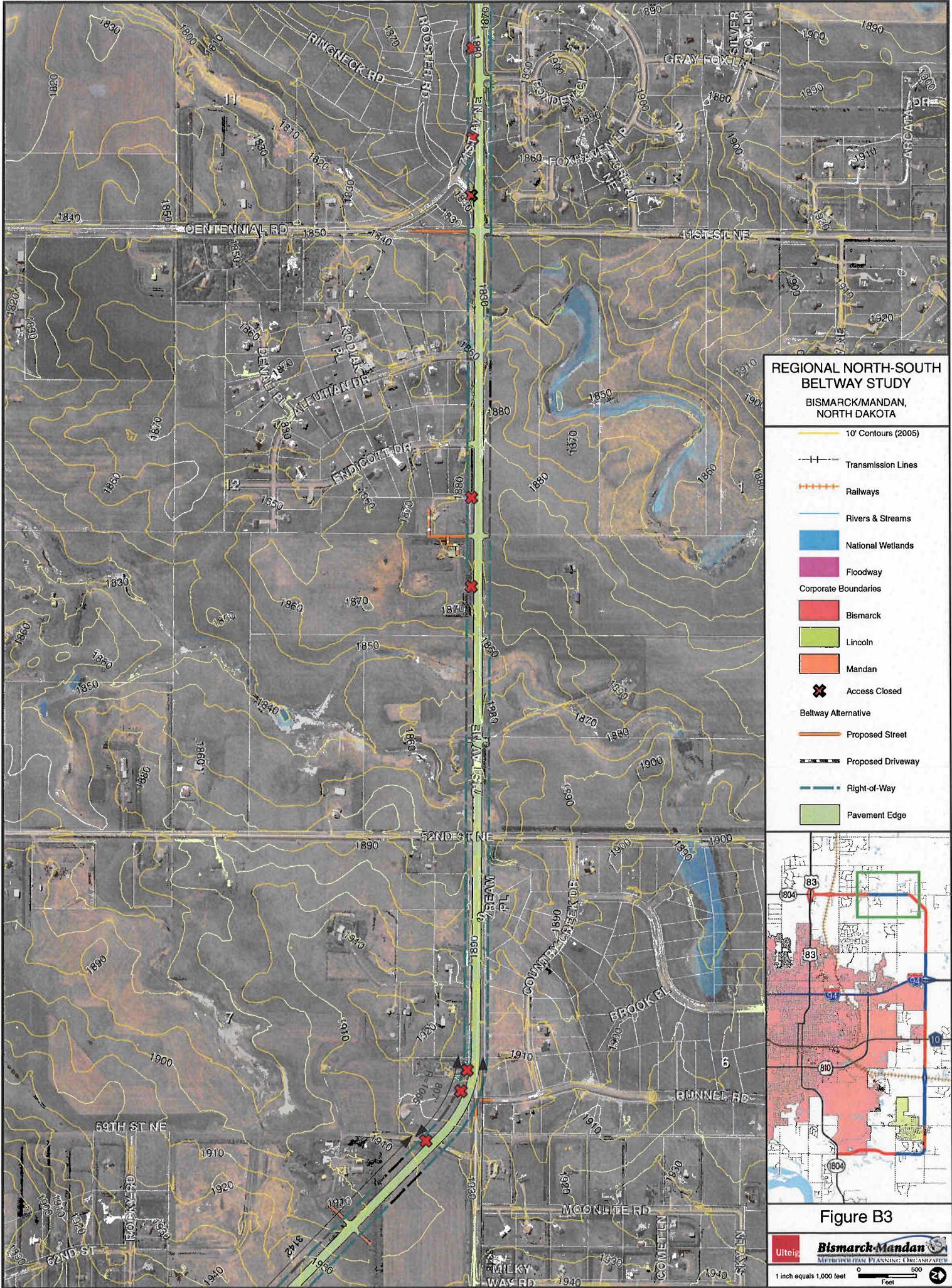


Figure B2



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours (2005)
- Transmission Lines
- Railways
- Rivers & Streams
- National Wetlands
- Floodway
- Corporate Boundaries
 - Bismarck
 - Lincoln
 - Mandan
- Access Closed
- Beltway Alternative
 - Proposed Street
 - Proposed Driveway
 - Right-of-Way
 - Pavement Edge

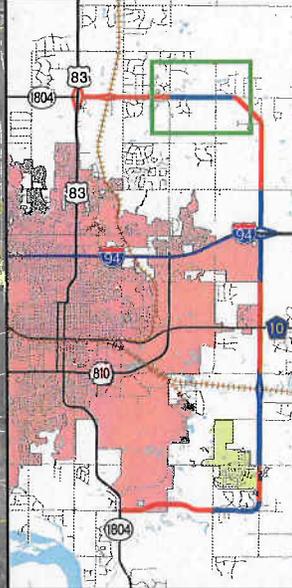
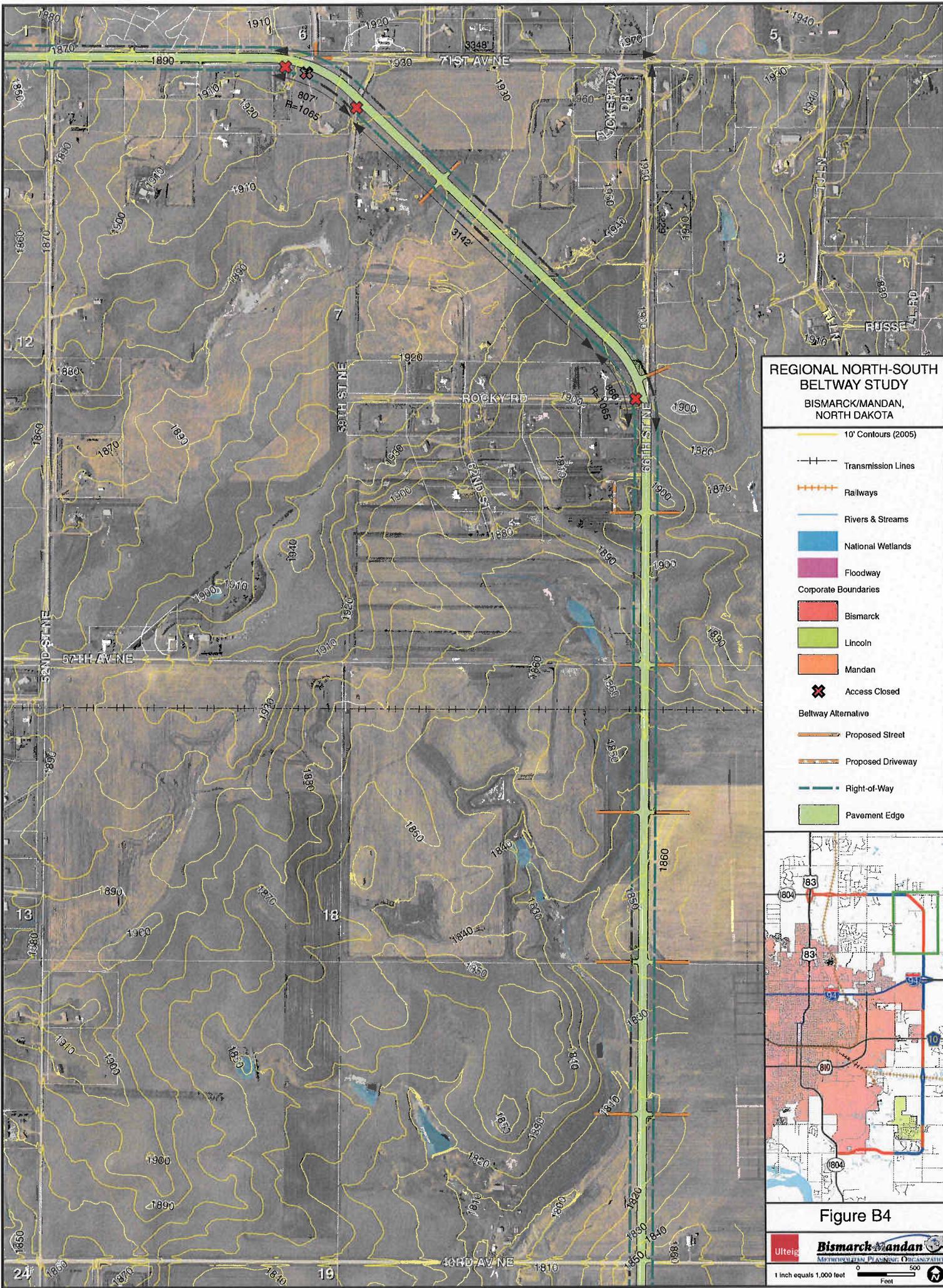


Figure B3



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

10' Contours (2005)

Transmission Lines

Railways

Rivers & Streams

National Wetlands

Floodway

Corporate Boundaries

Bismarck

Lincoln

Mandan

Access Closed

Beltway Alternative

Proposed Street

Proposed Driveway

Right-of-Way

Pavement Edge

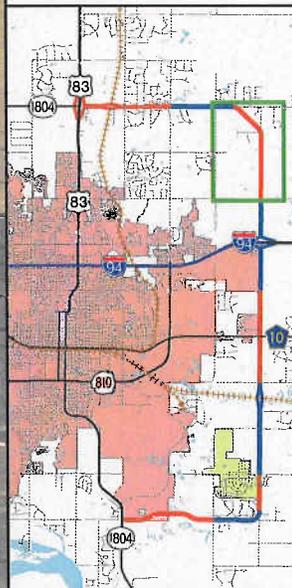
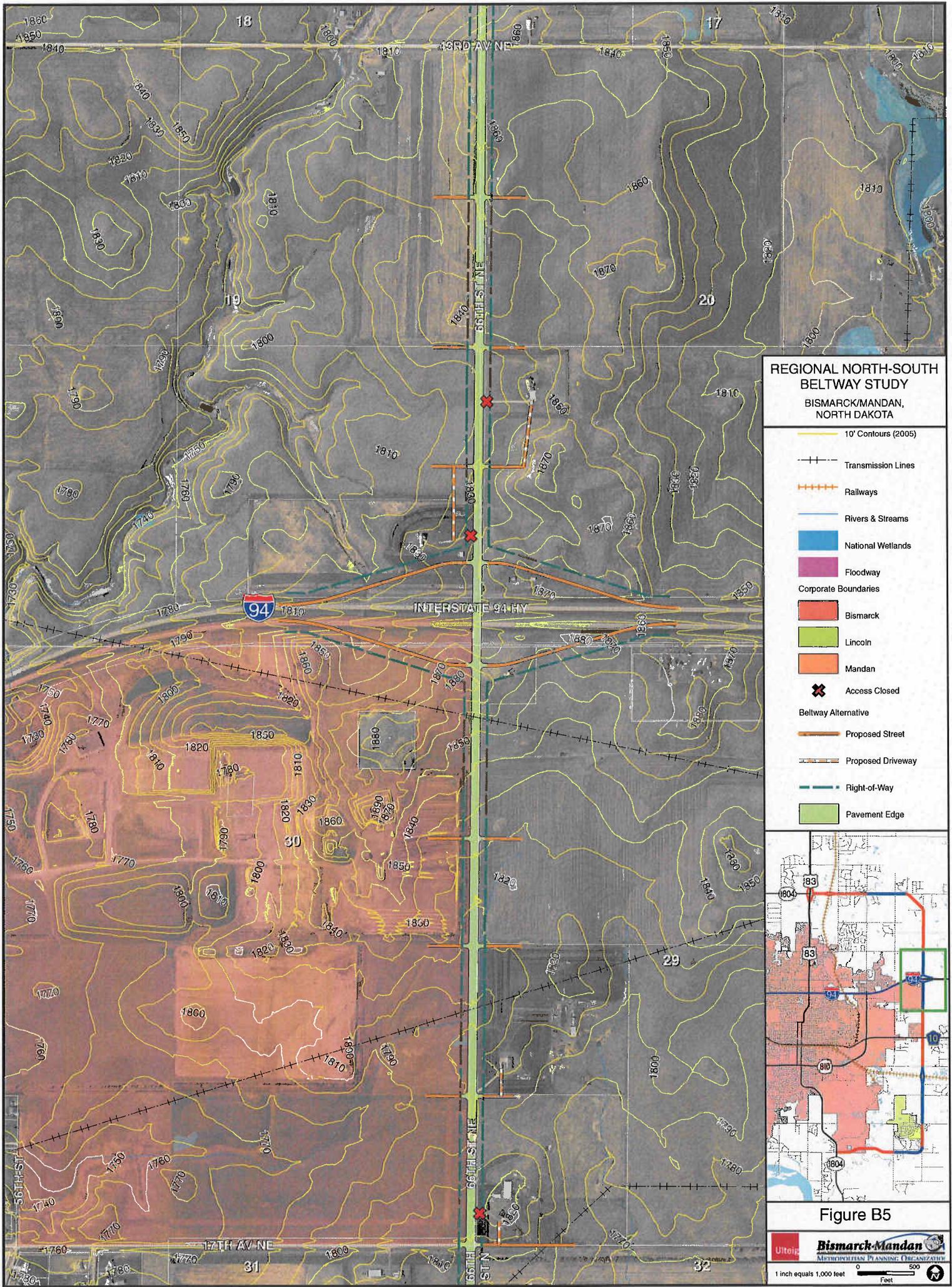


Figure B4



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours (2005)
- Transmission Lines
- Railways
- Rivers & Streams
- National Wetlands
- Floodway
- Corporate Boundaries
- Bismarck
- Lincoln
- Mandan
- Access Closed
- Beltway Alternative
- Proposed Street
- Proposed Driveway
- Right-of-Way
- Pavement Edge

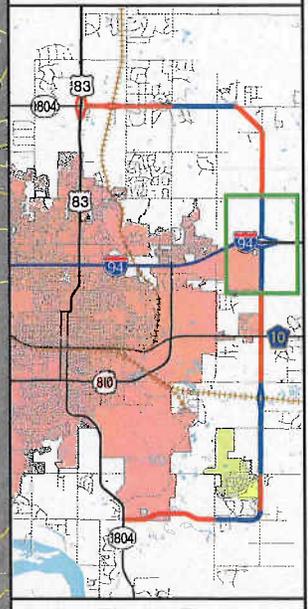
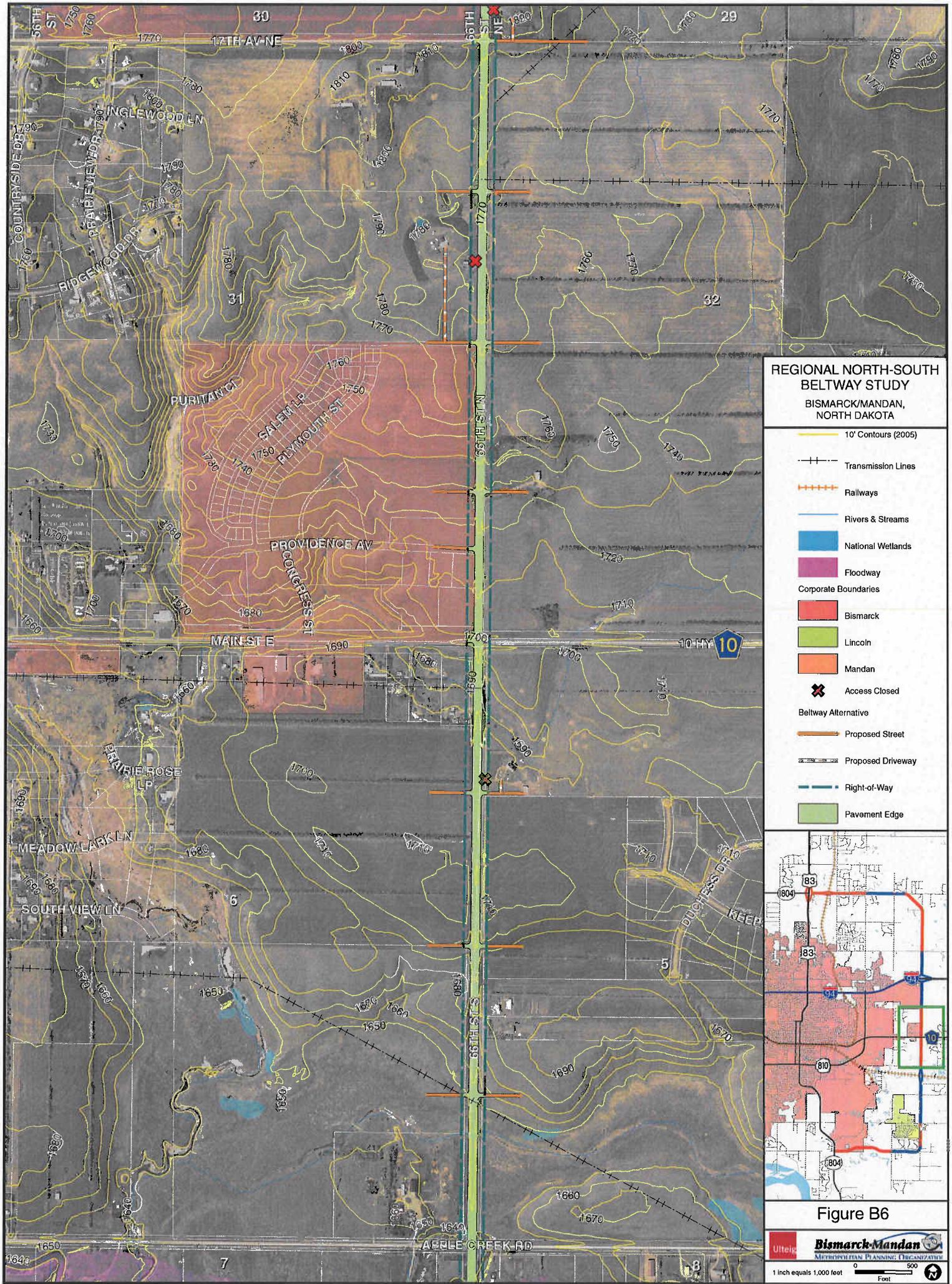


Figure B5



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours (2005)
- Transmission Lines
- Railways
- Rivers & Streams
- National Wetlands
- Floodway
- Corporate Boundaries
- Bismarck
- Lincoln
- Mandan
- ✕ Access Closed
- Beltway Alternative
- Proposed Street
- Proposed Driveway
- Right-of-Way
- Pavement Edge

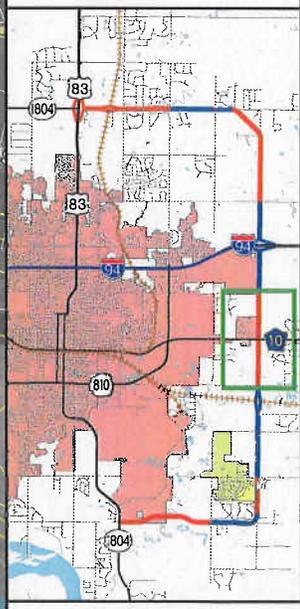
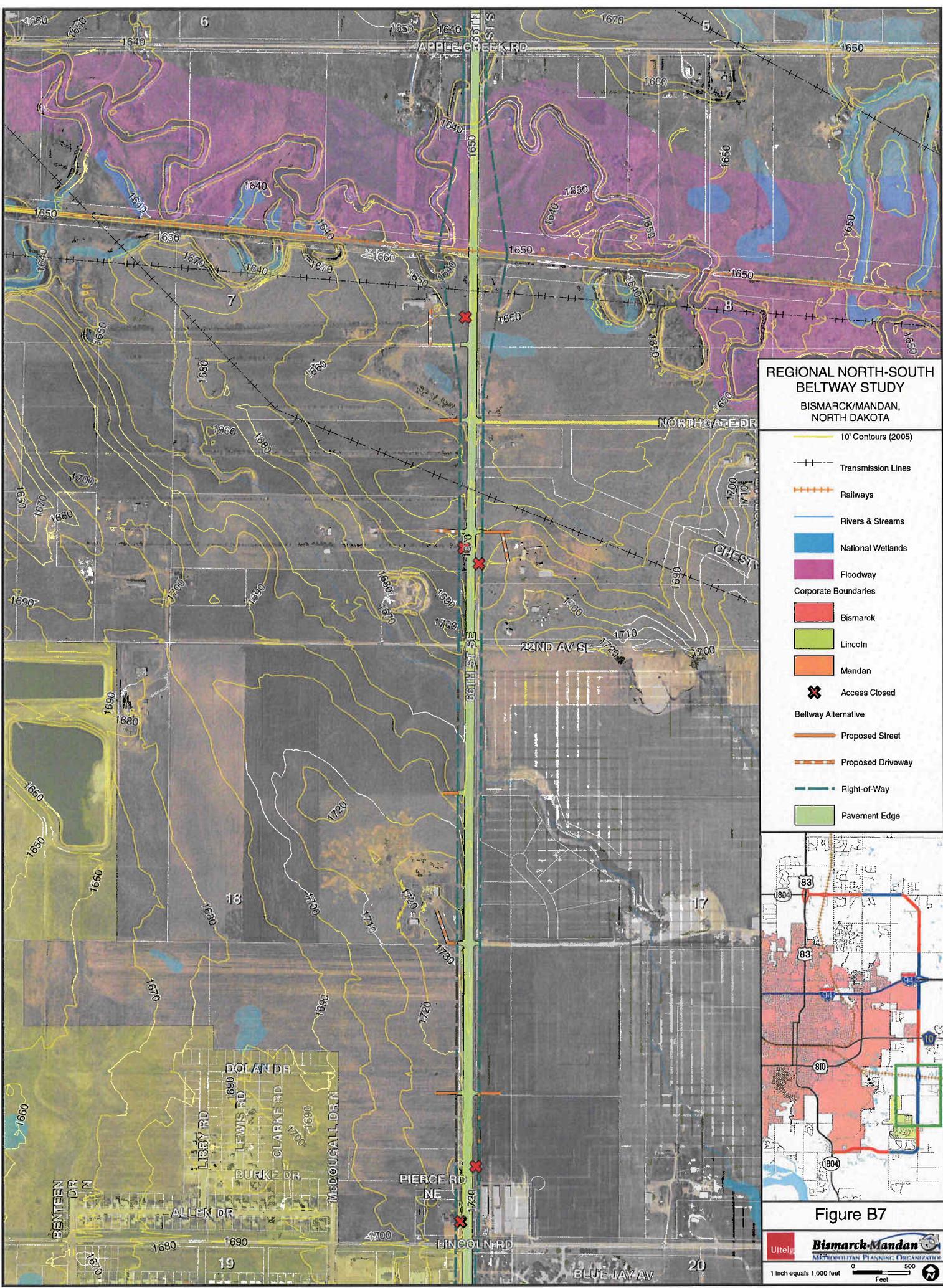


Figure B6



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours (2005)
- Transmission Lines
- Railways
- Rivers & Streams
- National Wetlands
- Floodway
- Corporate Boundaries**
- Bismarck
- Lincoln
- Mandan
- Access Closed
- Beltway Alternative**
- Proposed Street
- Proposed Driveway
- Right-of-Way
- Pavement Edge

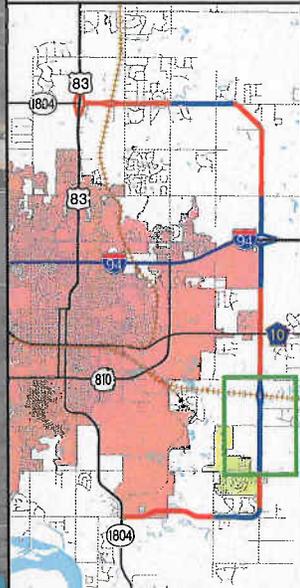
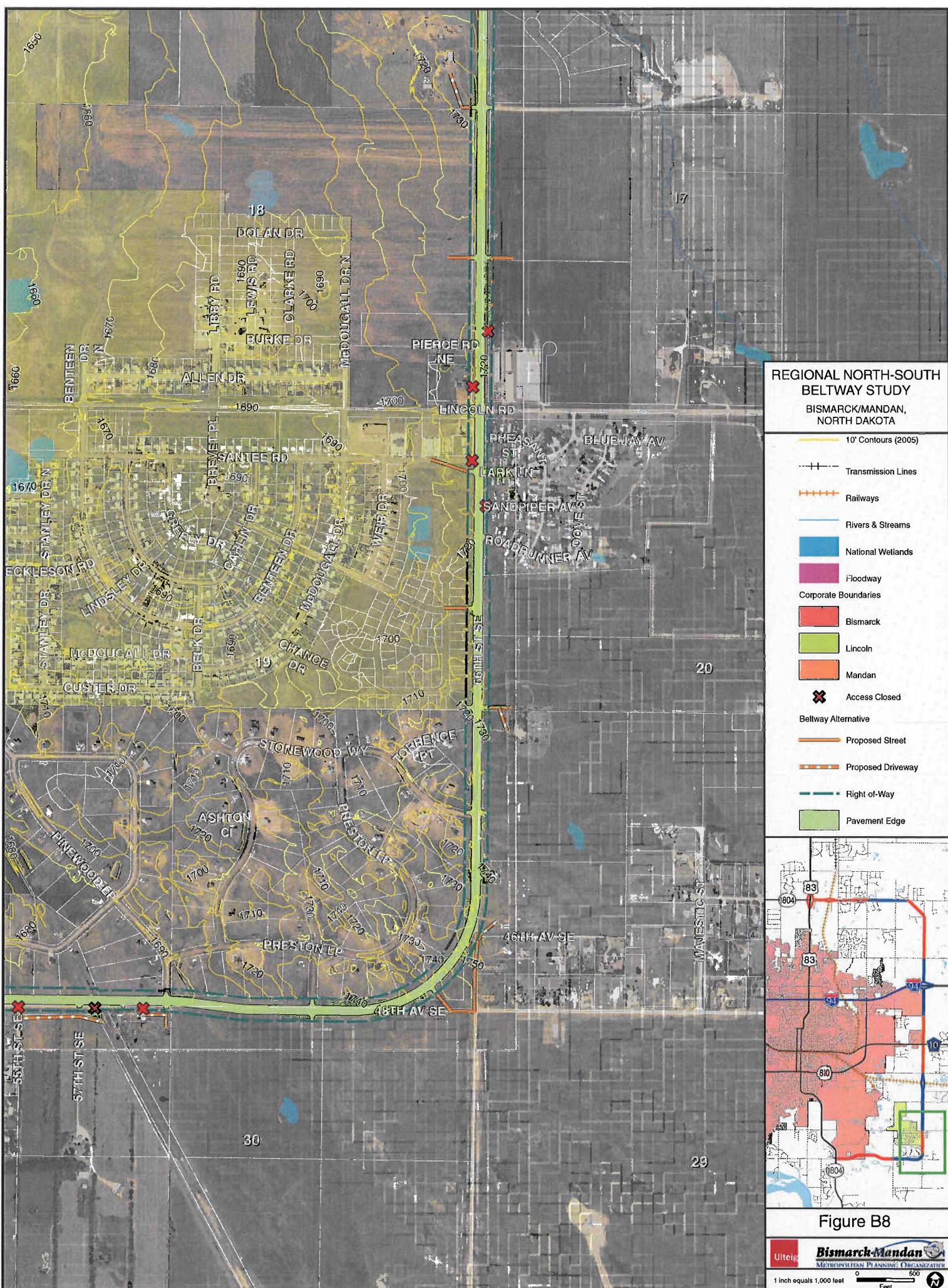
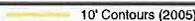
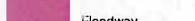
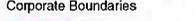
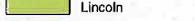
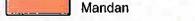
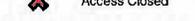


Figure B7



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

-  10' Contours (2005)
-  Transmission Lines
-  Railways
-  Rivers & Streams
-  National Wetlands
-  Floodway
- Corporate Boundaries
-  Bismarck
-  Lincoln
-  Mandan
-  Access Closed
- Beltway Alternative
-  Proposed Street
-  Proposed Driveway
-  Right-of-Way
-  Pavement Edge

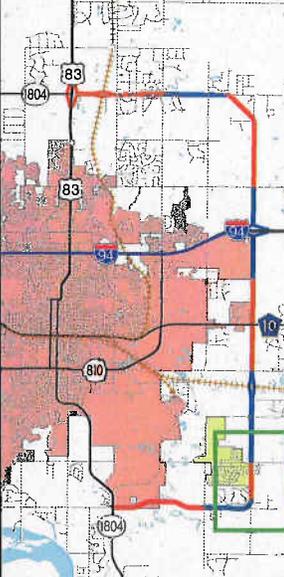
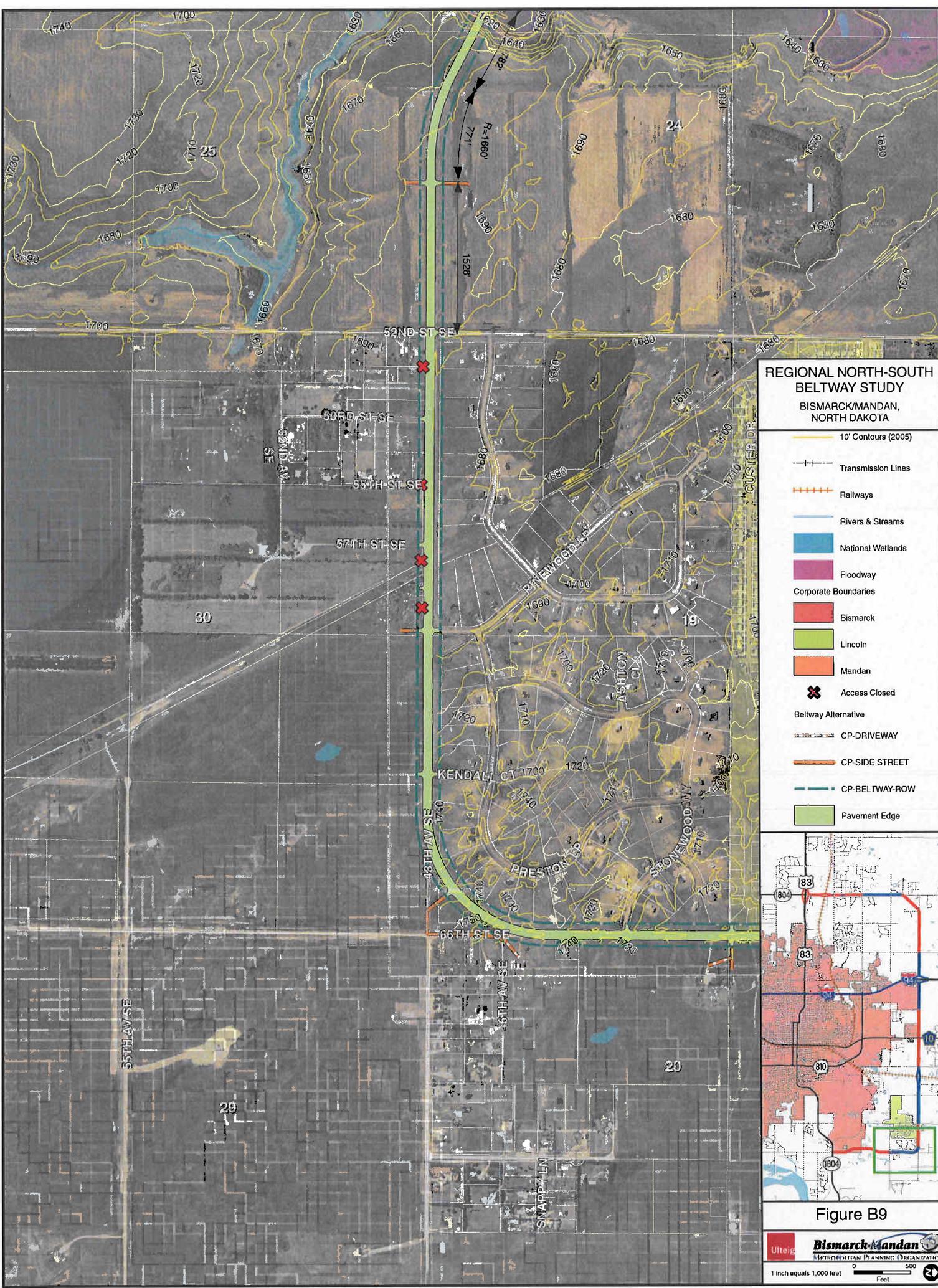


Figure B8



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours (2005)
- Transmission Lines
- Railways
- Rivers & Streams
- National Wetlands
- Floodway
- Corporate Boundaries
- Bismarck
- Lincoln
- Mandan
- Access Closed
- Beltway Alternative
- CP-DRIVEWAY
- CP-SIDE STREET
- CP-BELTWAY-ROW
- Pavement Edge

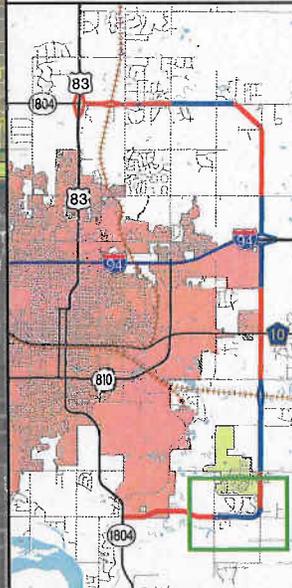
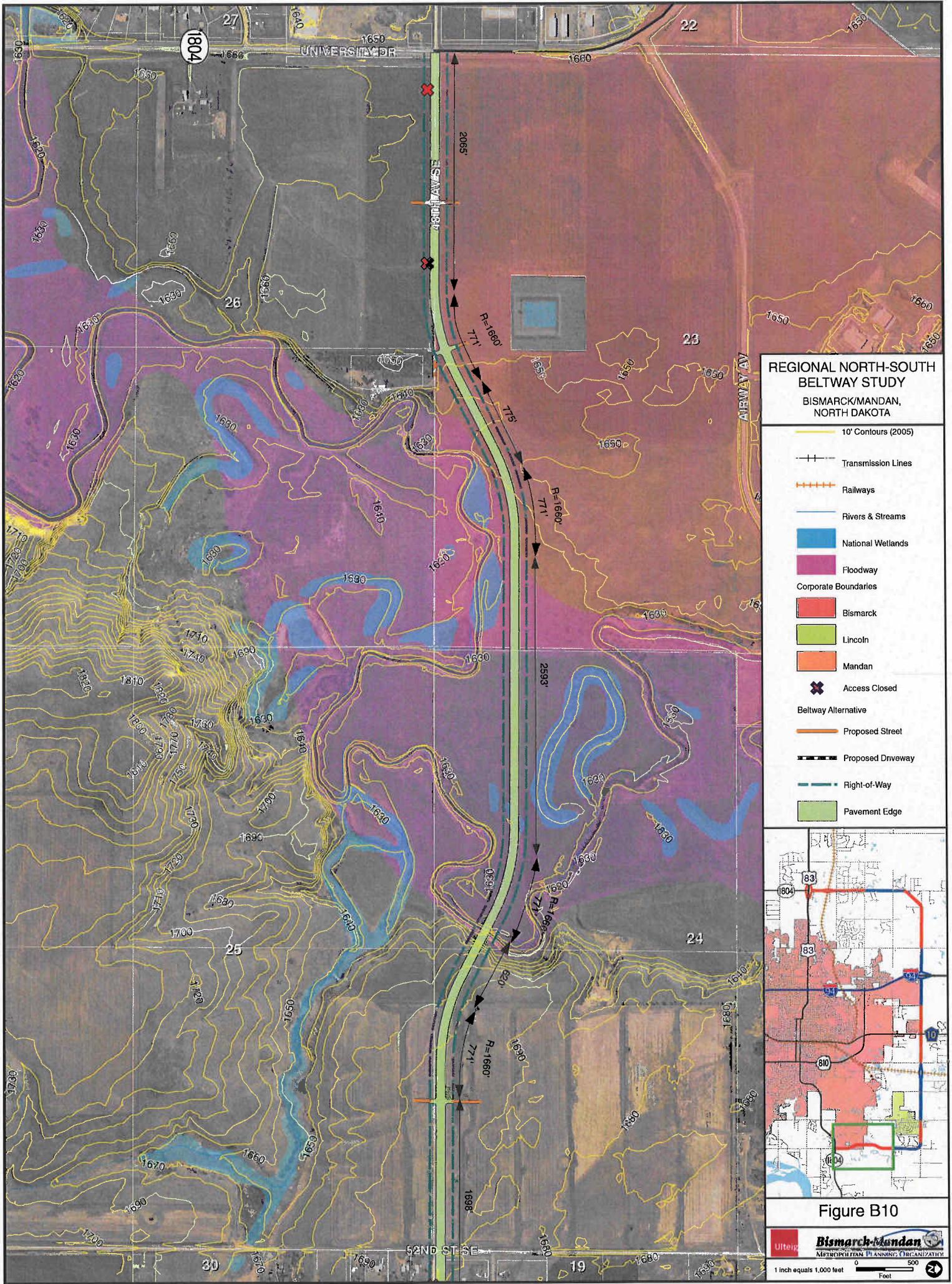


Figure B9



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours (2005)
- Transmission Lines
- Railways
- Rivers & Streams
- National Wetlands
- Floodway
- Corporate Boundaries**
- Bismarck
- Lincoln
- Mandan
- Access Closed
- Beltway Alternative**
- Proposed Street
- Proposed Driveway
- Right-of-Way
- Pavement Edge

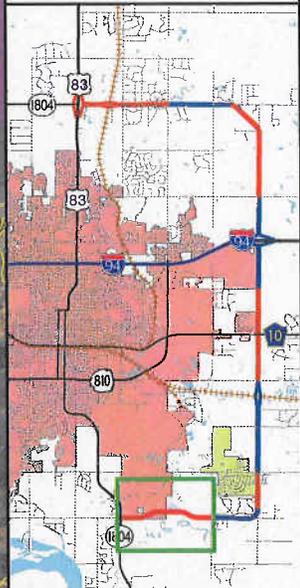
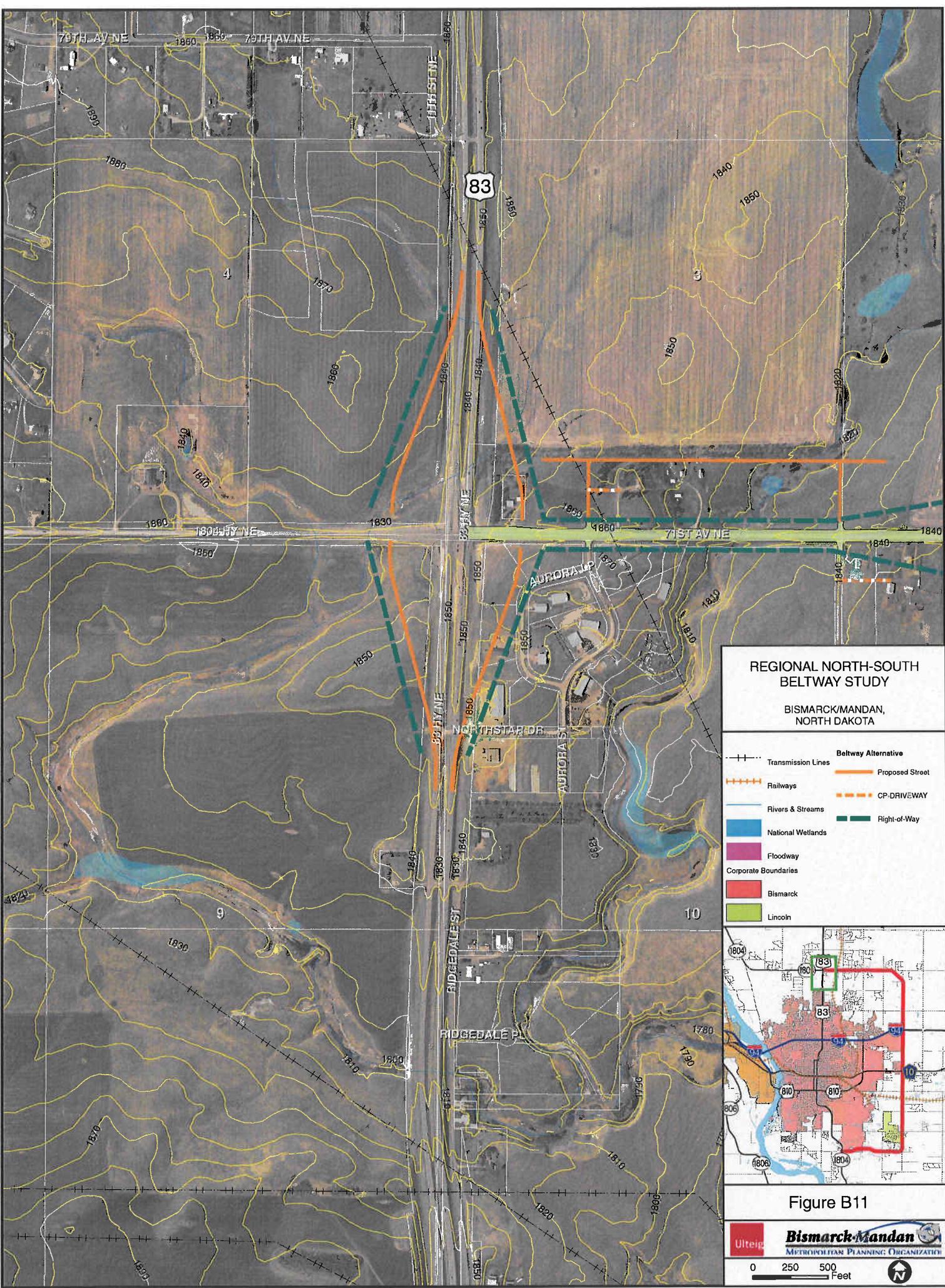


Figure B10



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- | | |
|---------------------------------|---------------------|
| Beltway Alternative | |
| ---+---+---+ Transmission Lines | --- Proposed Street |
| ---+---+---+ Railways | --- CP-DRIVEWAY |
| --- Rivers & Streams | --- Right-of-Way |
| --- National Wetlands | |
| --- Floodway | |
| Corporate Boundaries | |
| --- Bismarck | |
| --- Lincoln | |

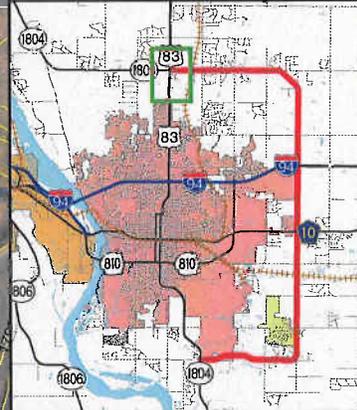
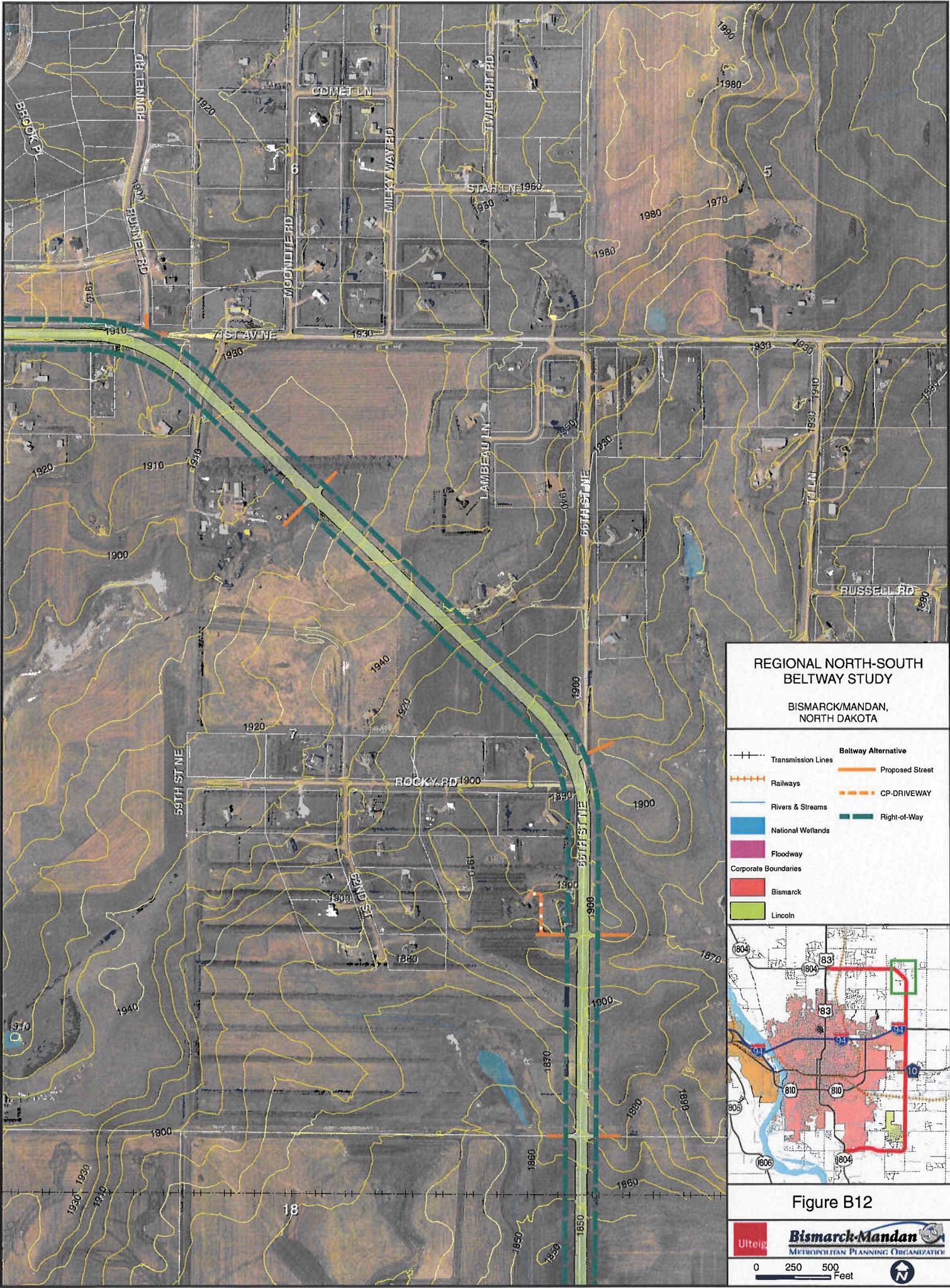


Figure B11



REGIONAL NORTH-SOUTH BELTWAY STUDY
 BISMARCK/MANDAN,
 NORTH DAKOTA

- | | | | |
|-------|----------------------|--|----------------------------|
| —+—+— | Transmission Lines | | Beltway Alternative |
| —+—+— | Railways | | Proposed Street |
| | Rivers & Streams | | CP-DRIVEWAY |
| | National Wetlands | | Right-of-Way |
| | Floodway | | |
| | Corporate Boundaries | | |
| | Bismarck | | |
| | Lincoln | | |

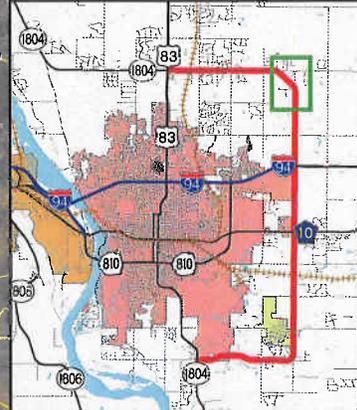
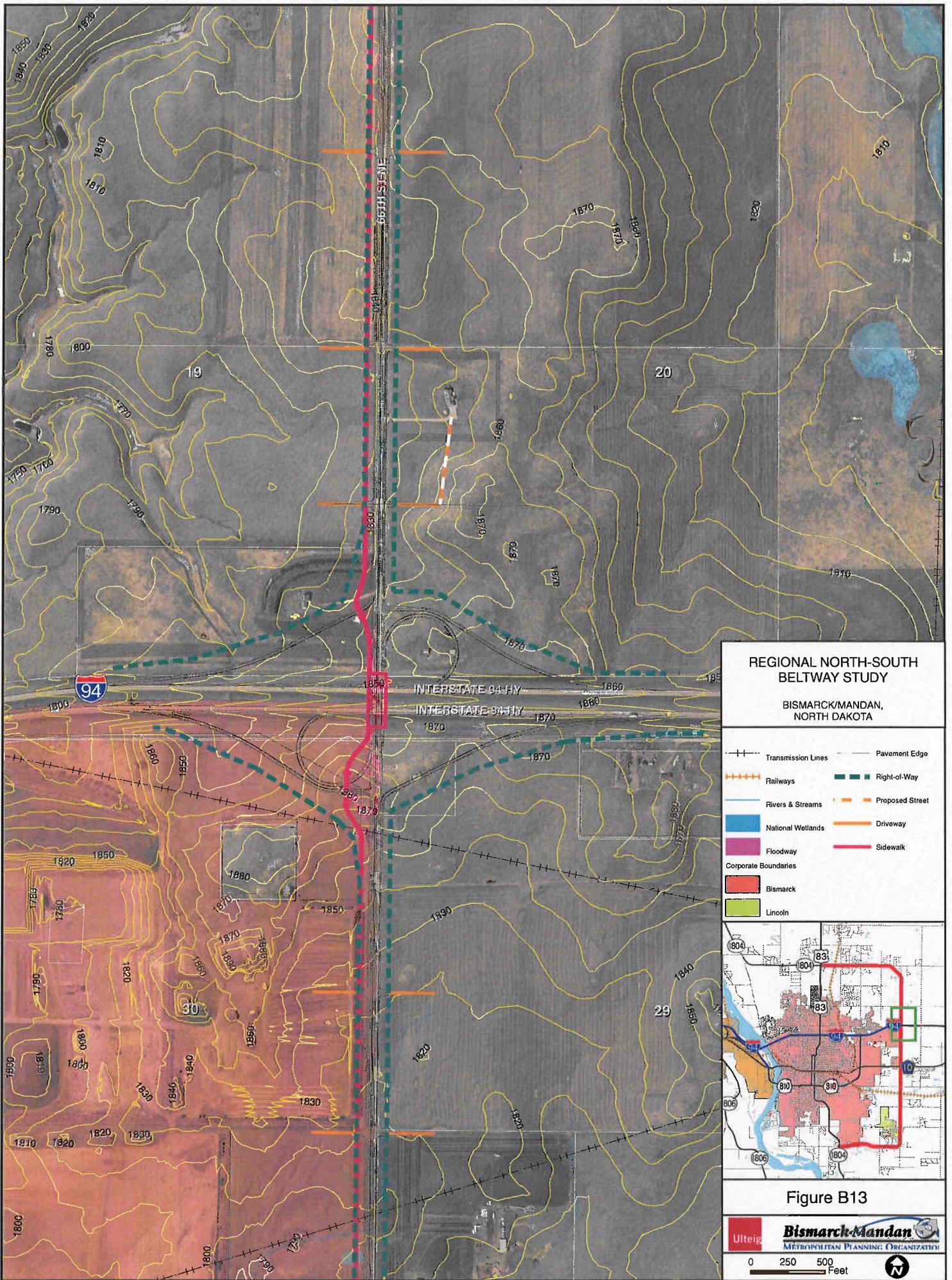


Figure B12



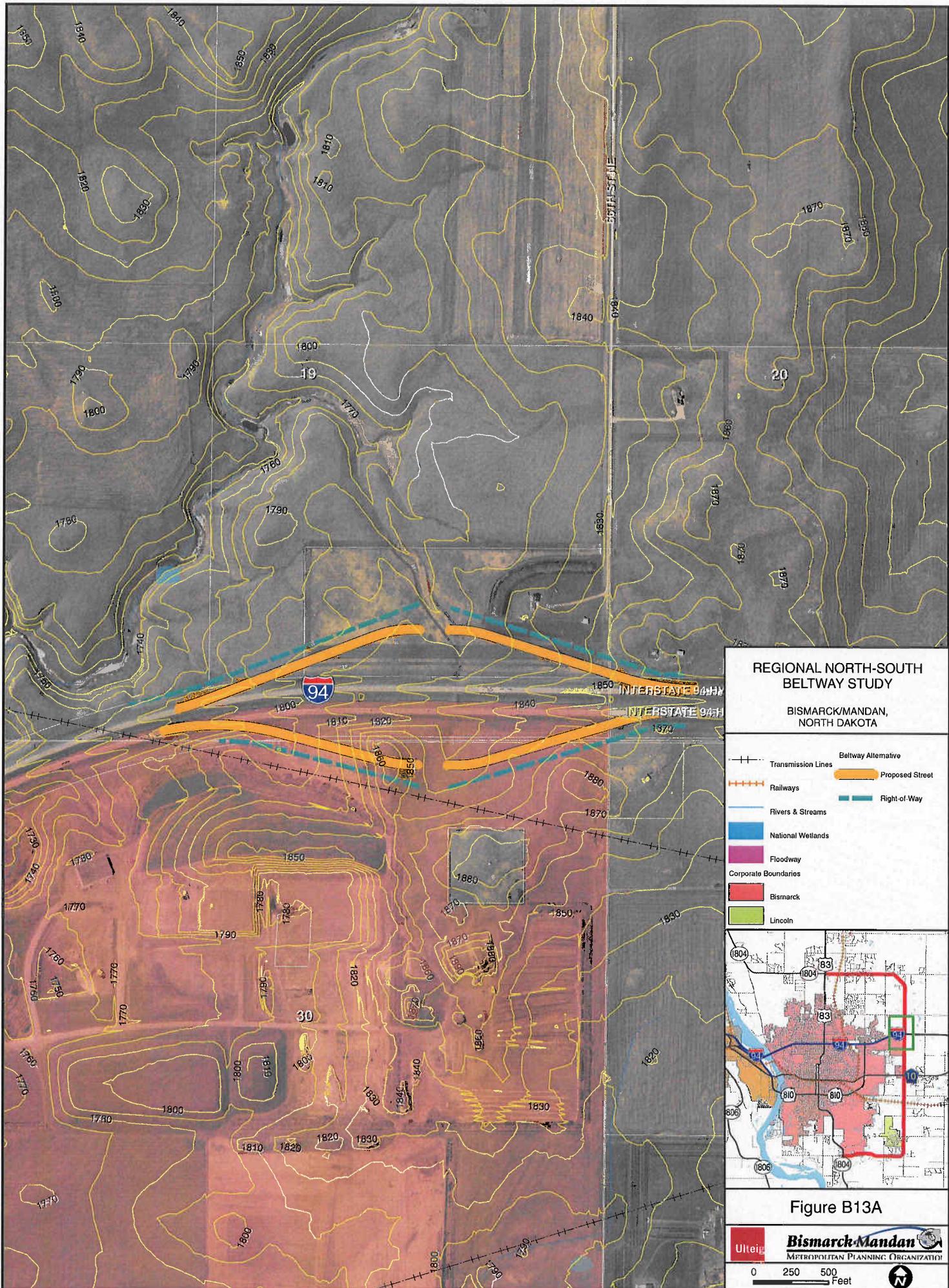
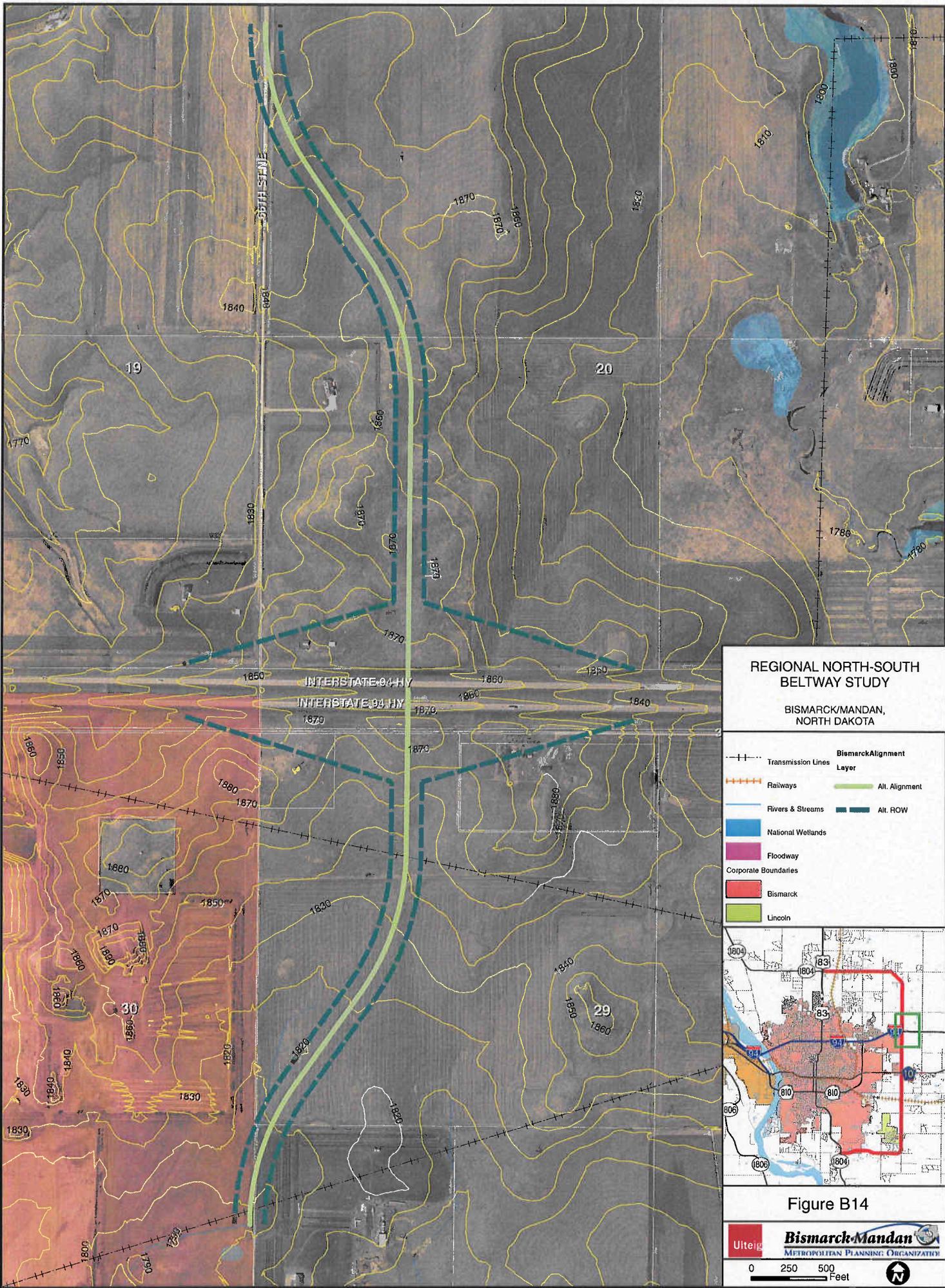


Figure B13A




0 250 500 Feet





REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- Bismarck Alignment Layer**
- Transmission Lines
 - Railways
 - Rivers & Streams
 - National Wetlands
 - Floodway
 - Corporate Boundaries
 - Bismarck
 - Lincoln
- Bismarck Alignment Layer**
- Alt. Alignment
 - Alt. ROW

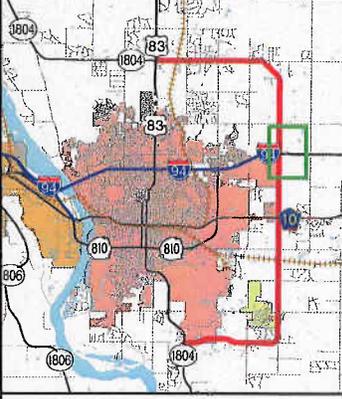
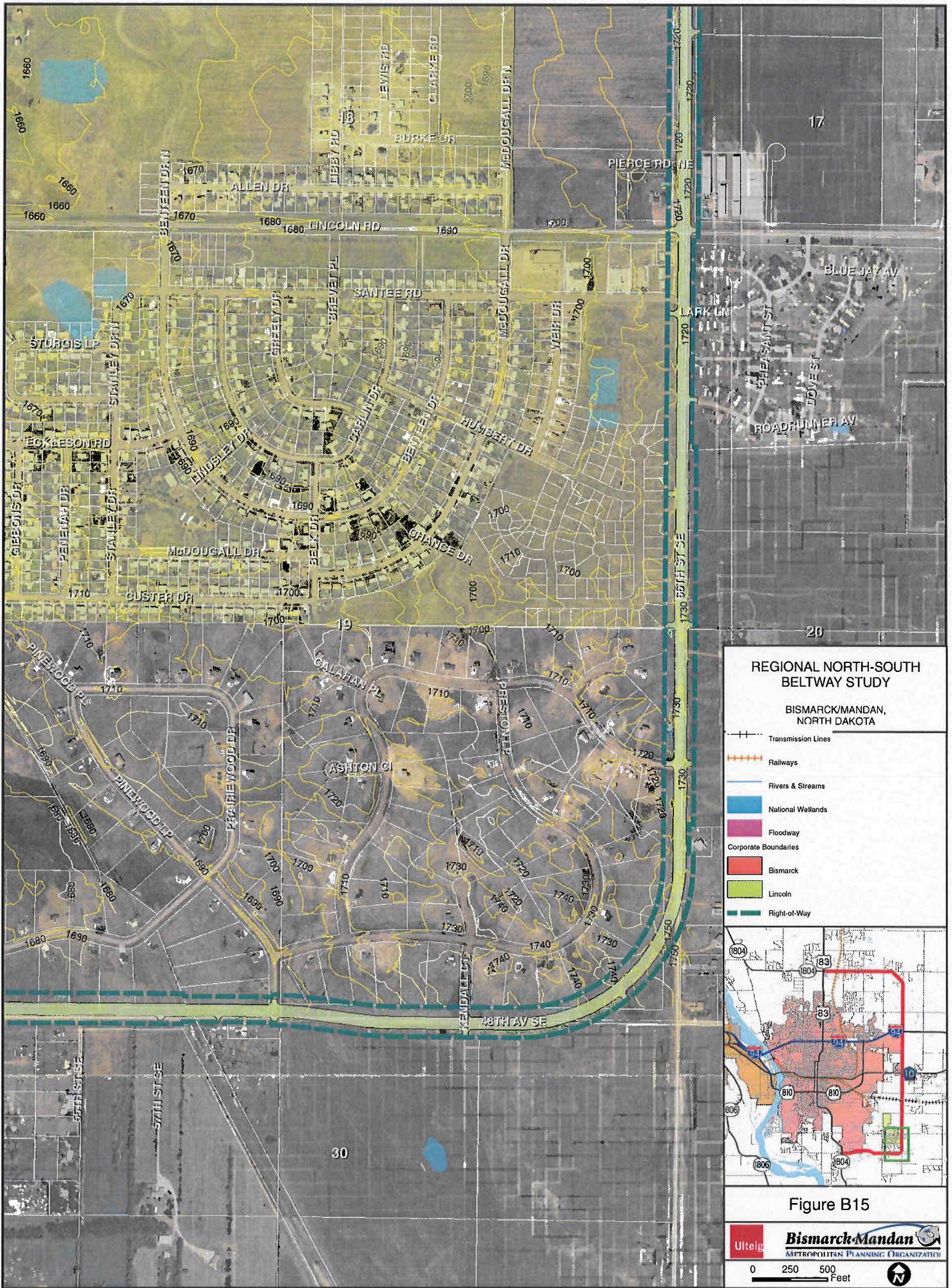


Figure B14



**REGIONAL NORTH-SOUTH
BELTWAY STUDY**

BISMARCK/MANDAN,
NORTH DAKOTA

- Transmission Lines
- Railways
- Rivers & Streams
- National Wetlands
- Floodway
- Corporate Boundaries
- Bismarck
- Lincoln
- Right-of-Way

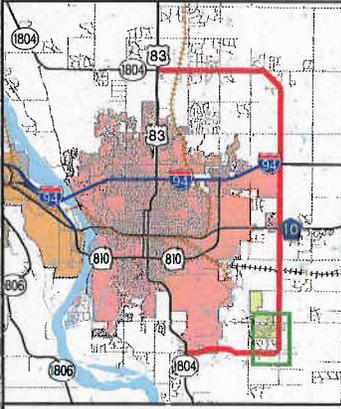
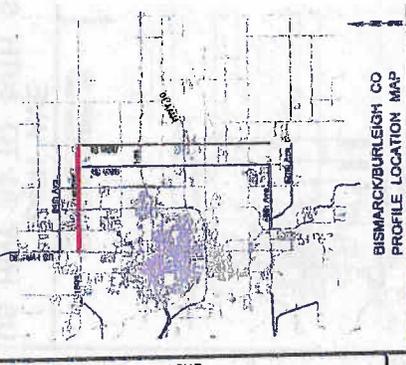
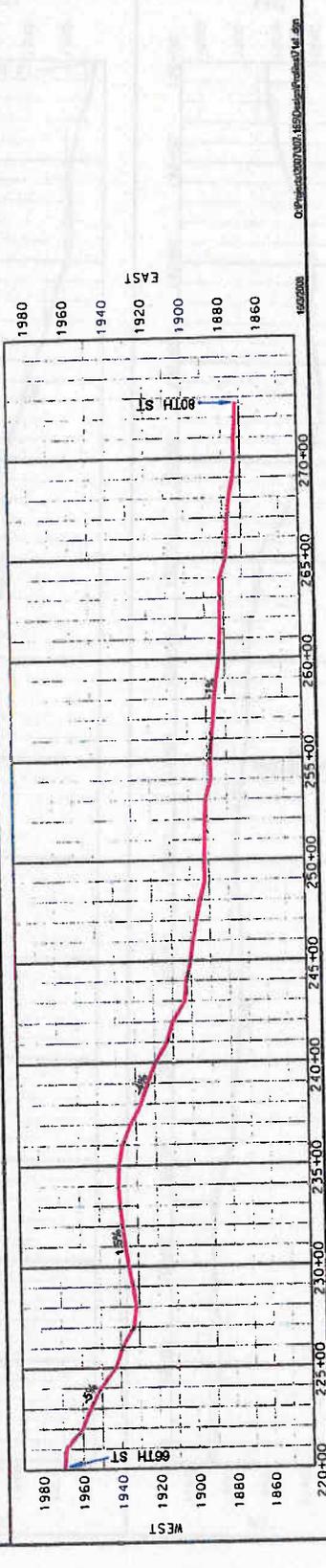
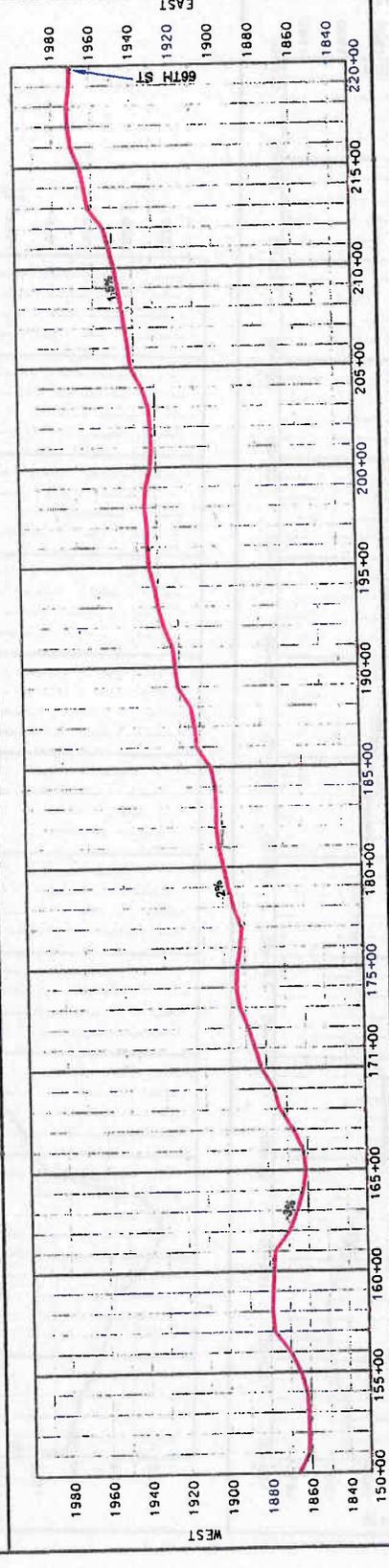
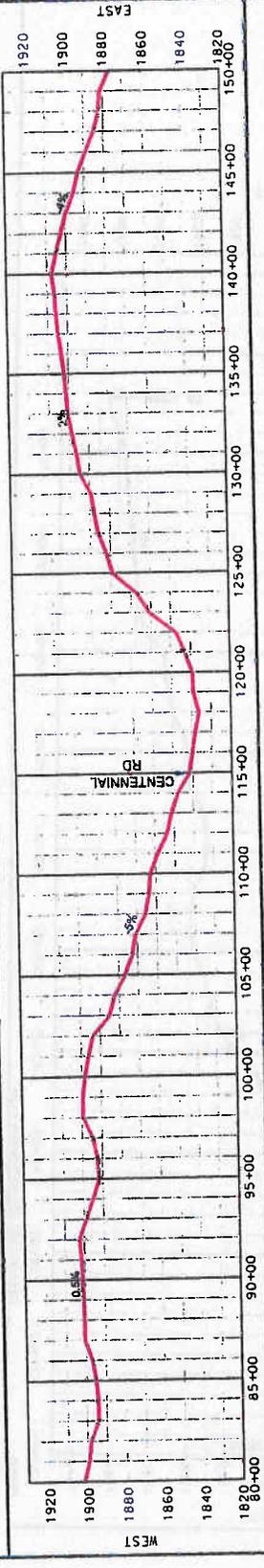
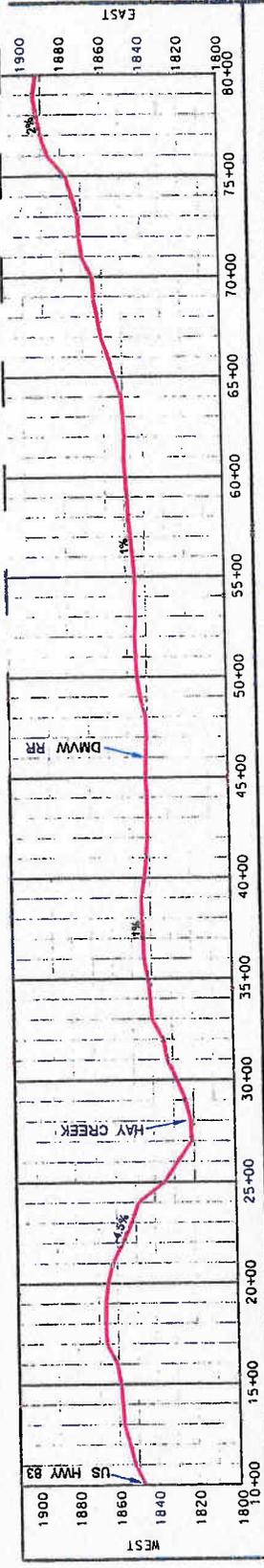


Figure B15

**Bismarck-Lincoln-Burleigh Appendix B-3
Beltway Corridor Profiles**

REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA



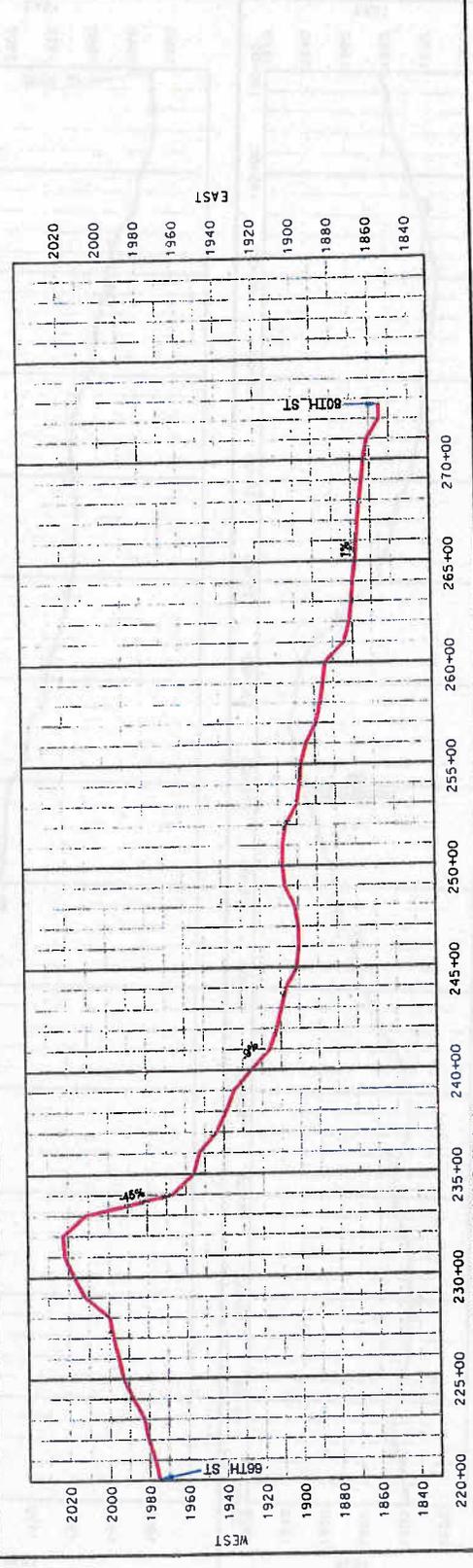
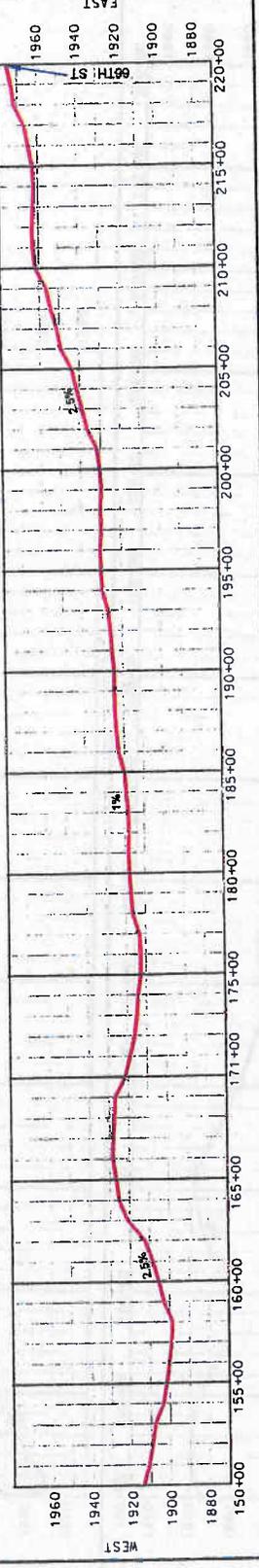
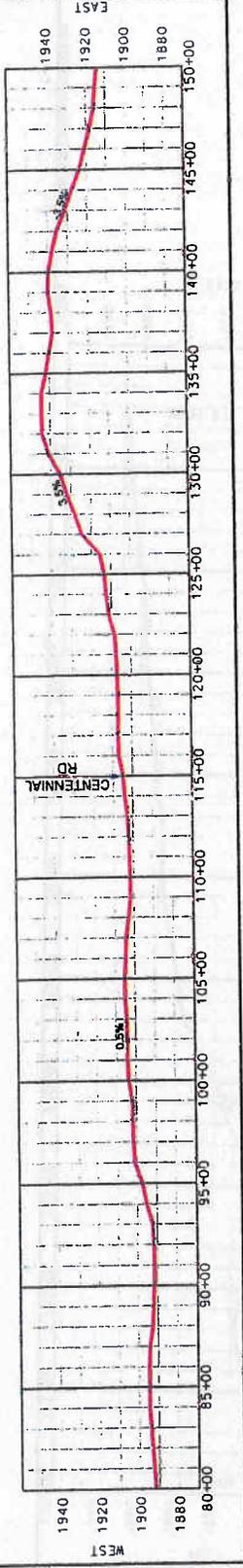
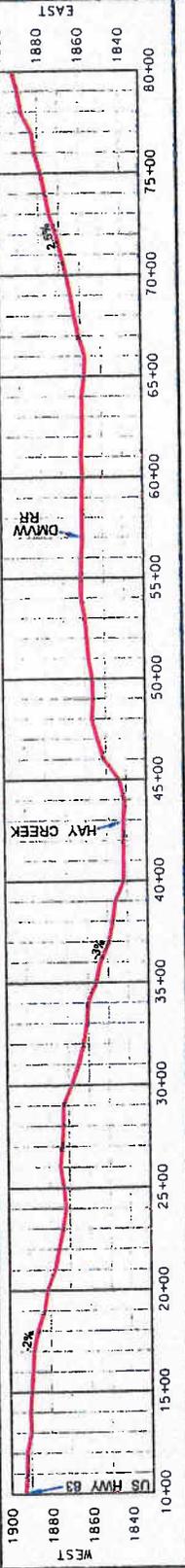
71ST AVE
US HWY 83 TO 80TH S
EXISTING GROUND
PROFILE

(Sheet 1 of 6)

FIGURE P1

SCALE:
HORIZ = 1"=600'
VERT = 1"=60'

REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA



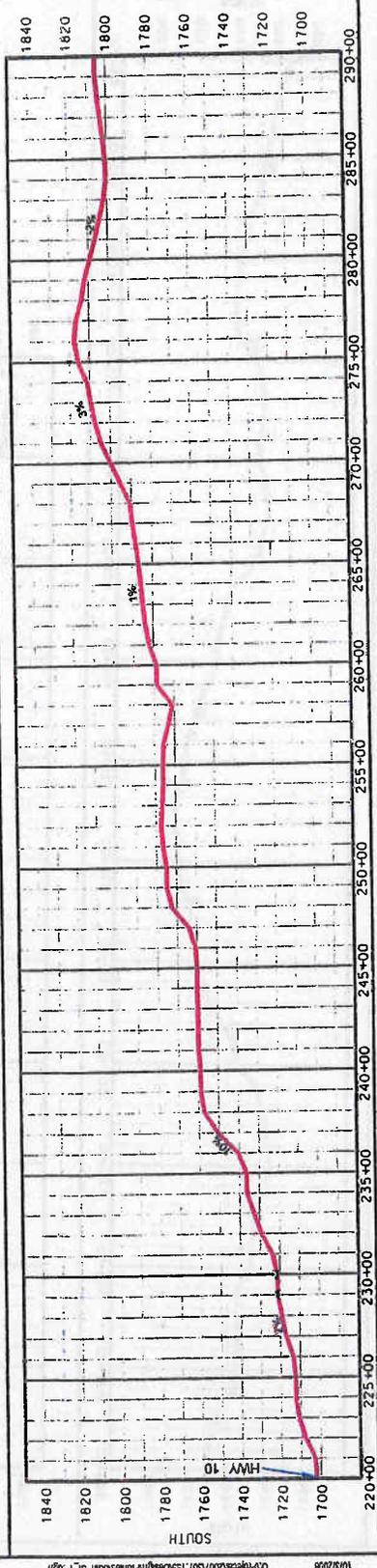
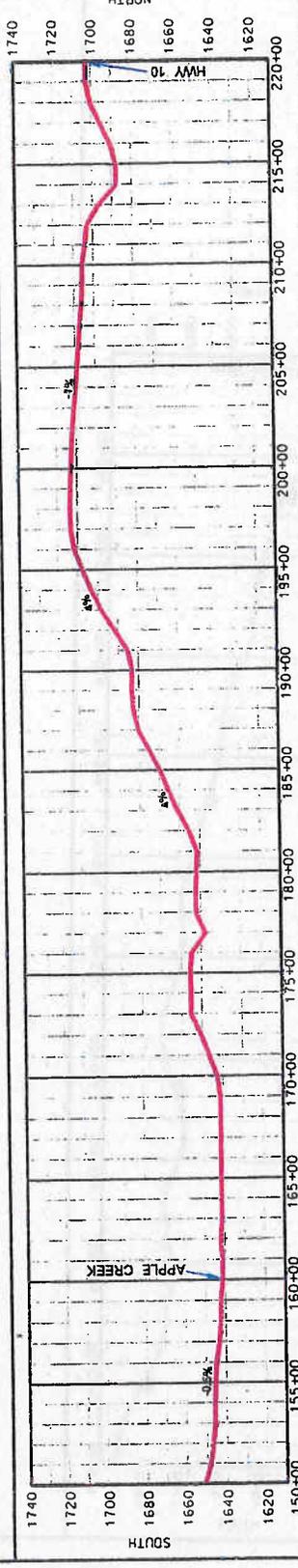
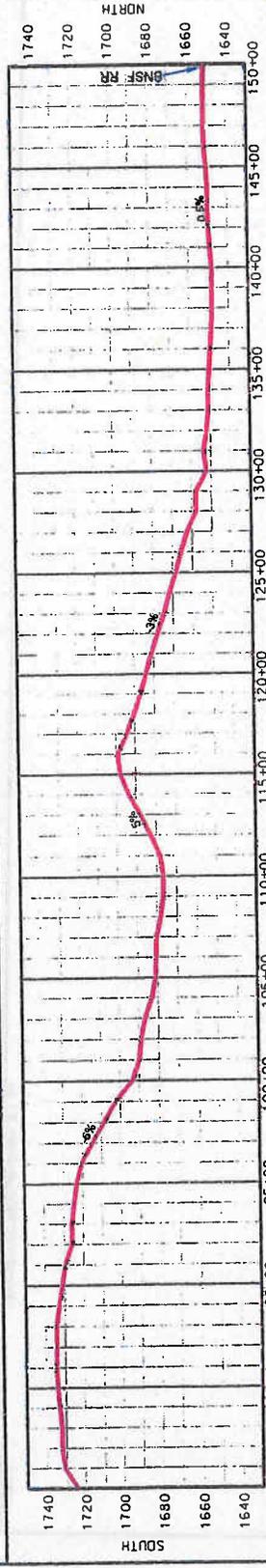
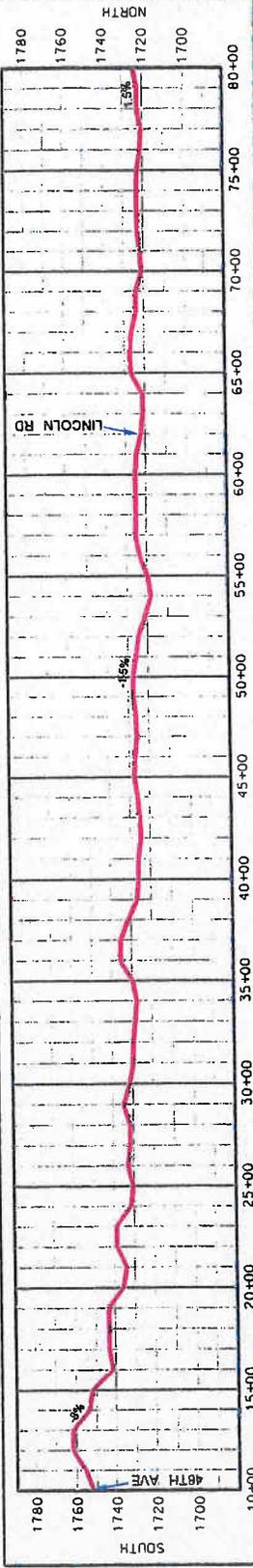
BISMARCK/BURLINGAME CO
PROFILE LOCATION MAP
84TH AVE
US HWY 83 TO 80TH S

FIGURE P2

SCALE:
HORIZ = 1"=600'
VERT = 1"=60'

0:\Projects\3007307\1550\Drawings\Profile\84th Ave.dwg
10/25/2006

REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK-MANDAN,
NORTH DAKOTA



BISMARCK-BURLINGHAM CO
PROFILE LOCATION MAP

66TH STREET
48TH AVE TO 71ST AVE

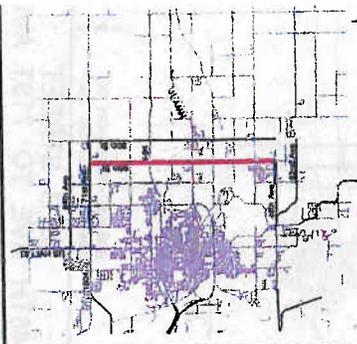
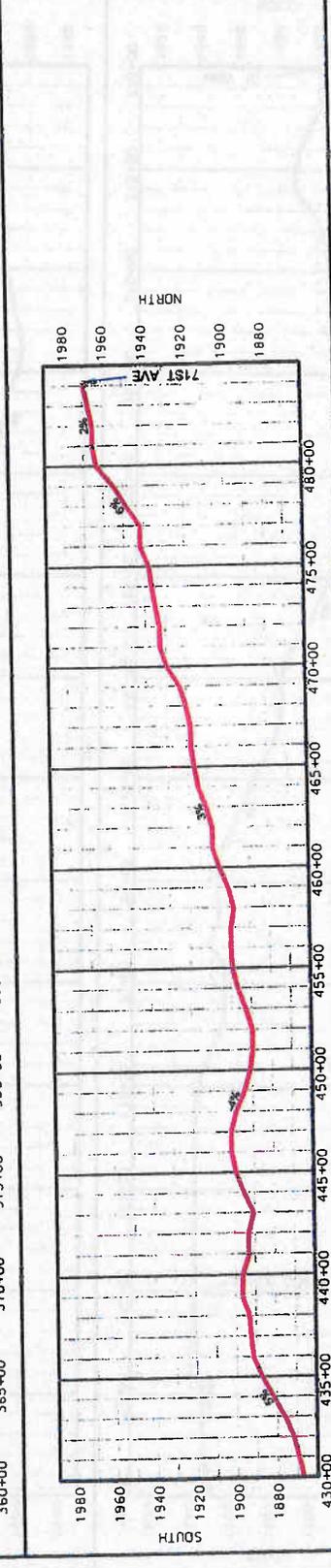
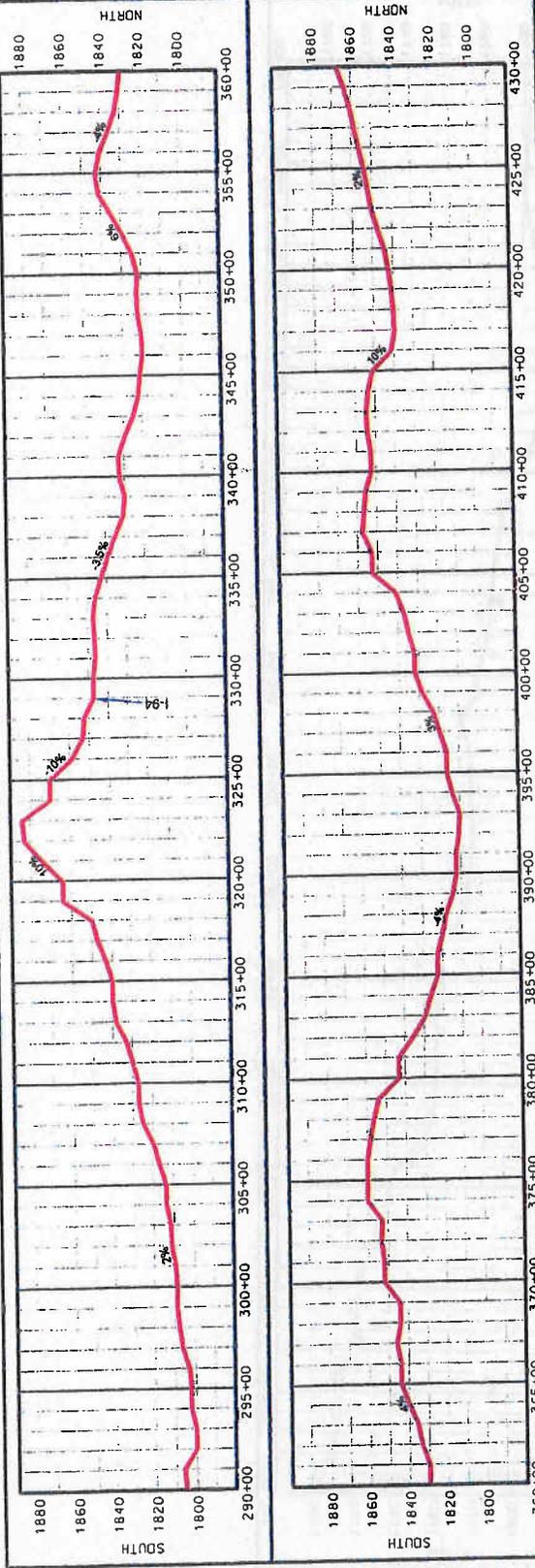
EXISTING GROUND
PROFILE

(Sht 1.0)

FIGURE P3

SCALE:
HORIZ = 1"=600'
VERT = 1"=60'

REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA



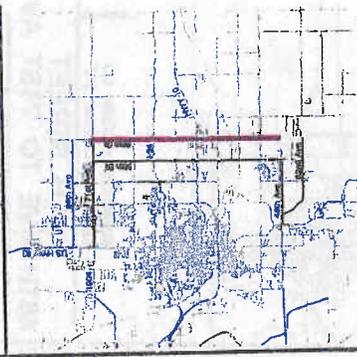
66TH STREET
48TH AVE TO 71ST AV
EXISTING GROUND
PROFILE

FIGURE P4

SCALE:
HORIZ = 1"=500'
VERT = 1"=50'

Ulterior

REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA



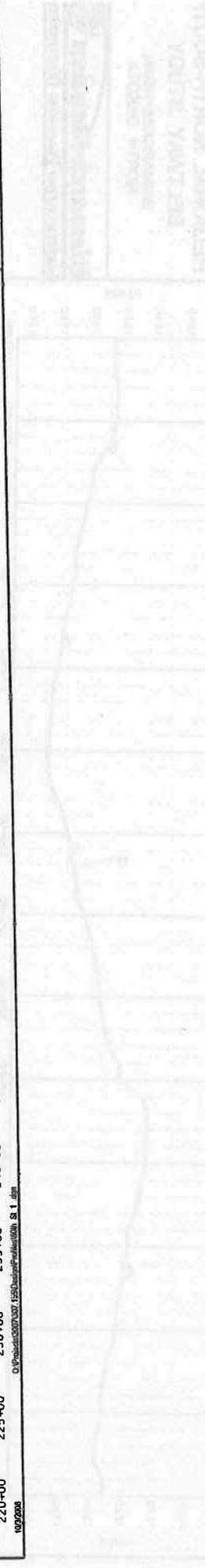
80TH STREET
EXISTING GROUND
PROFILE

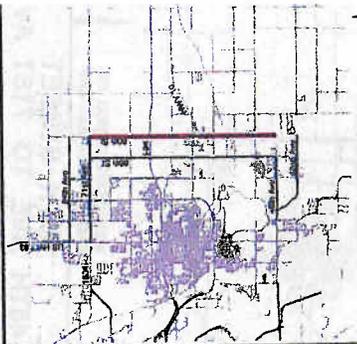
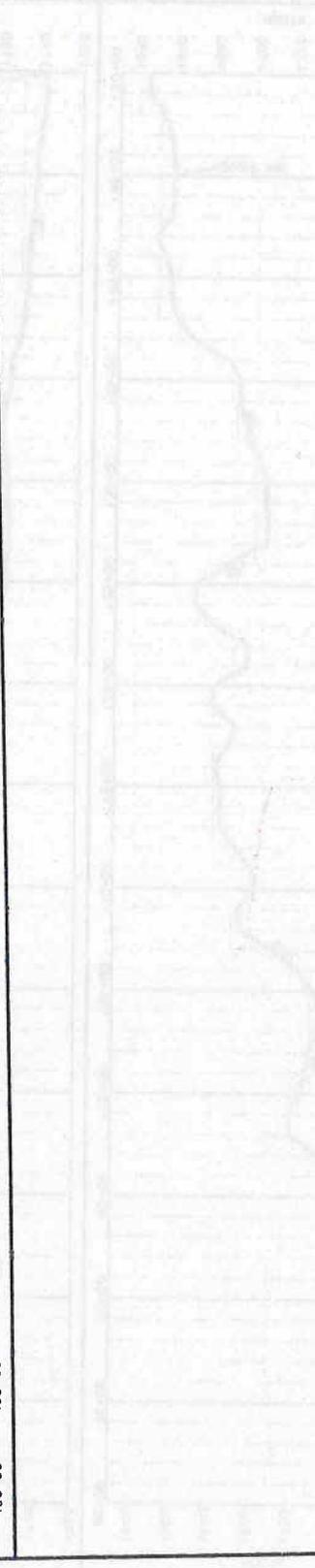
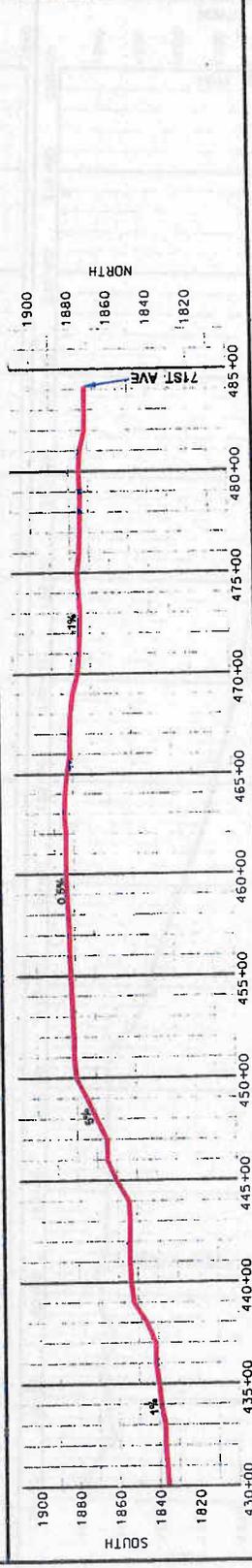
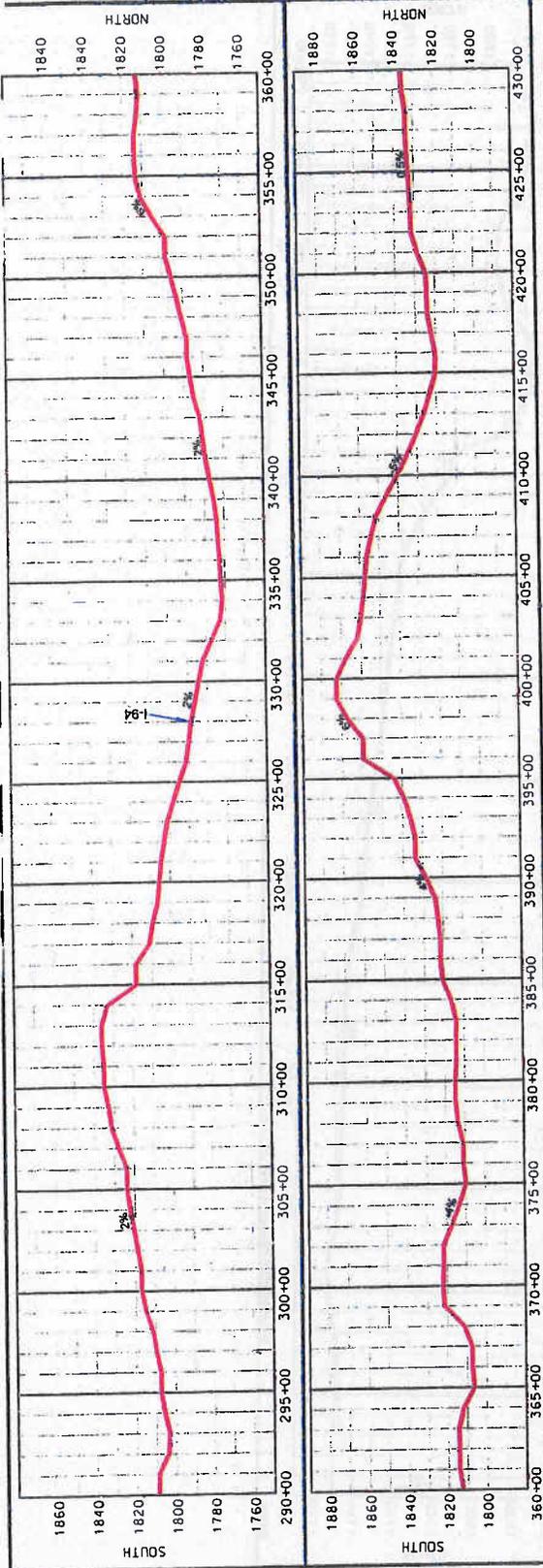
(Sht 1)

SCALE: HORIZ = 1"=600'
VERT = 1"=60'

Ulite

FIGURE P5





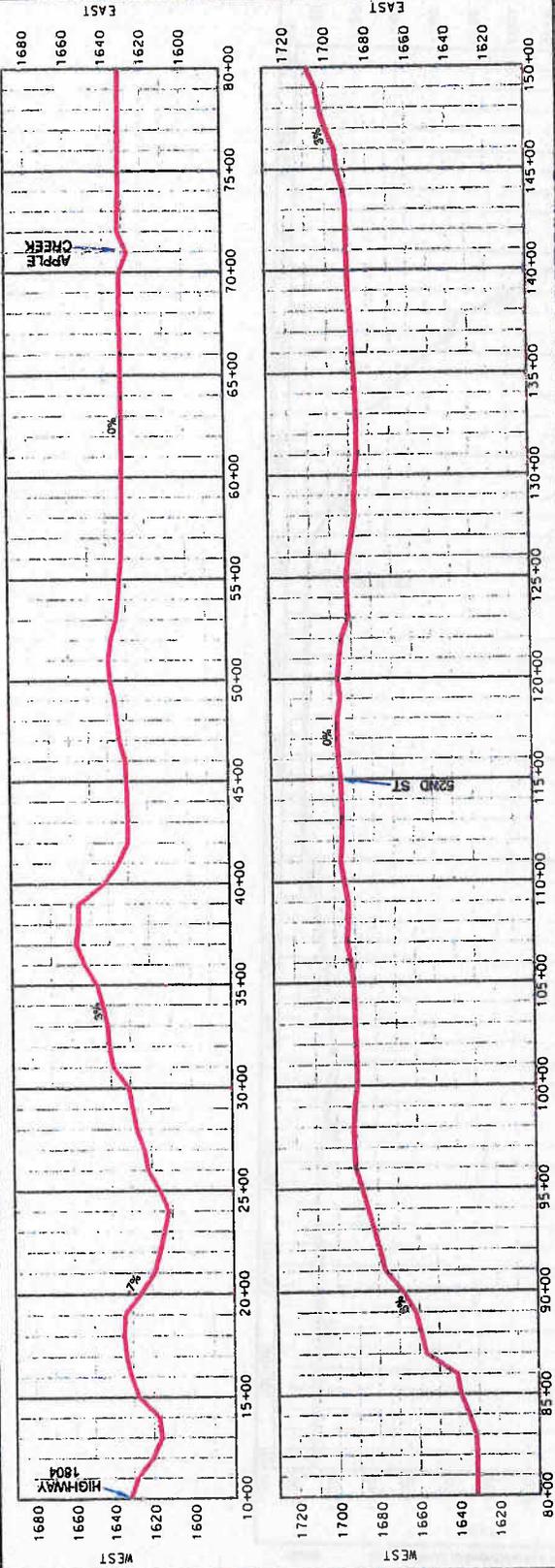
BISMARCK/BURLINGHAM CO
PROFILE LOCATION MAP

80TH STREET
EXISTING GROUND
PROFILE

(Sht 2)

FIGURE P6

SCALE:
HORIZ = 1" = 500'
VERT = 1" = 50'



BISMARCK/BURLINGHAM CO
PROFILE LOCATION MAP

**48TH AVENUE
HWY 1804 TO 66TH ST**
**EXISTING GROUND
PROFILE**

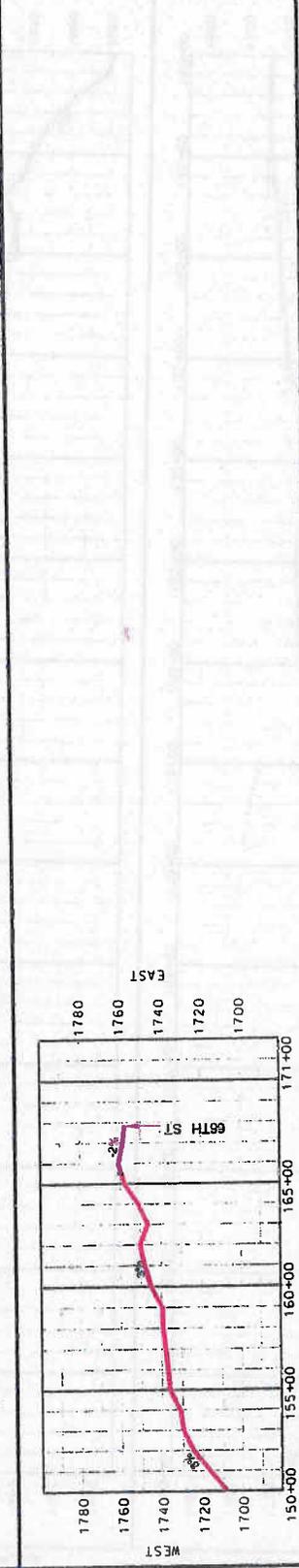
(SHEET 1 OF 2)

FIGURE P7

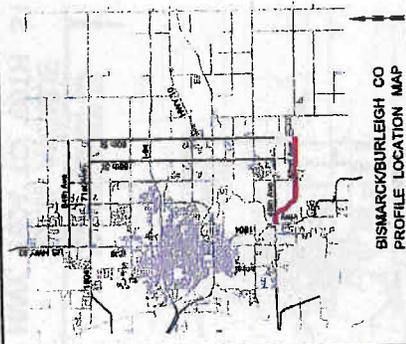
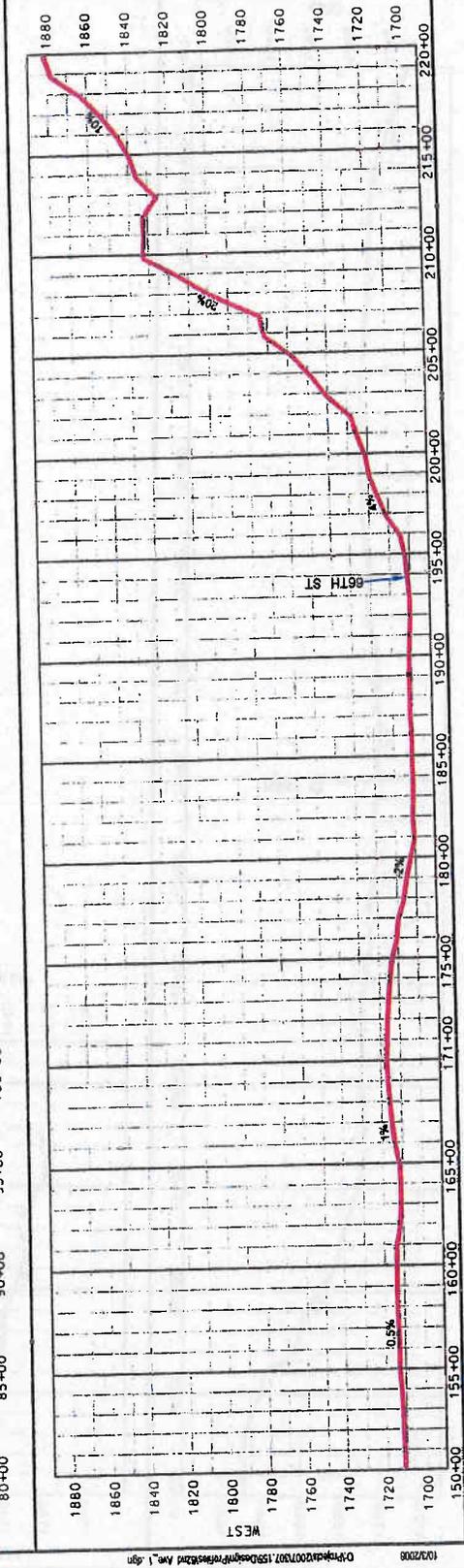
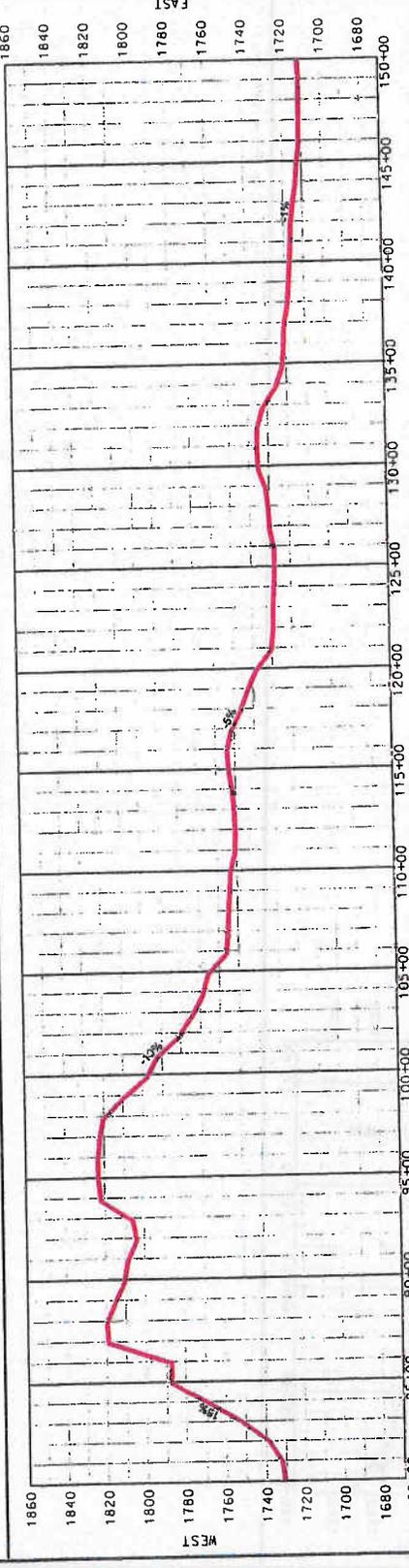
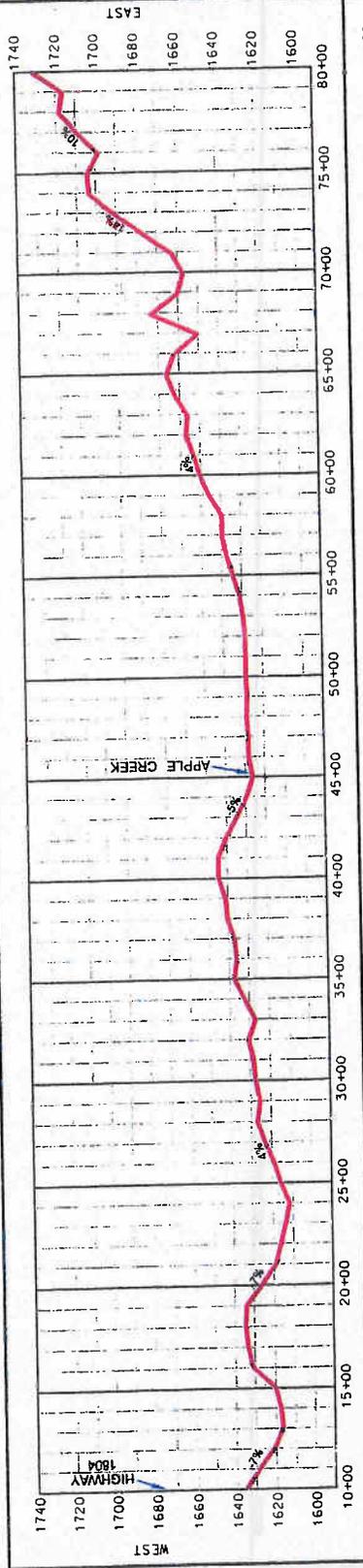
SCALE:
HORIZ = 1" = 600'
VERT = 1" = 60'

0 200 400

Uitei



REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA



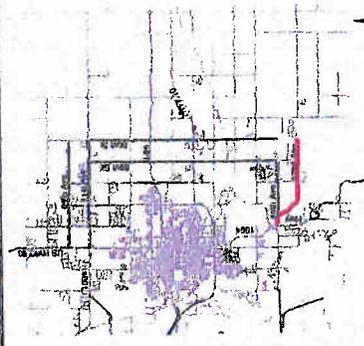
62ND AVENUE
HWY 1804 TO 80TH ST
EXISTING GROUND
PROFILE

FIGURE P8

SCALE:
HORIZ = 1"=500'
VERT = 1"=50'

Ulite

REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA



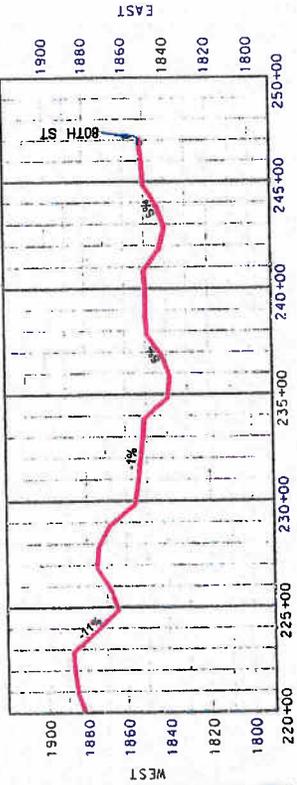
BISMARCK-BURLINGTON CO
PROFILE LOCATION MAP

62ND AVENUE
HWY 1804 TO 80TH ST
EXISTING GROUND
PROFILE

(SHEET 2 OF 2)

FIGURE P8

SCALE:
HORIZ = 1"=500'
VERT = 1"=50'



Mandan-Morton Appendix M-1
Beltway and Interchange Justification Information

I. Beltway and Interchange Justification

There are two fundamental questions that must be answered to assist decision makers in choosing between build and no-build alternatives. They are:

- Is there justification for a beltway corridor?
- Is there justification for a new I-94 interchange?

This Study provides answers to these two questions by explaining the merits of the beltway corridor and the I-94 interchanges. Based on the discussion that follows, there is sufficient evidence to conclude that a beltway corridor will be needed on the Morton County side of the River.

Justification for an interchange along I-94 must follow requirements that have been established by FHWA. Until those requirements are met, no final determination on interchange justification can be made.

However, this Study has examined the status of those requirements and has conducted a preliminary investigation of the existing transportation system as it pertains to the need for a new interchange. Based on that examination, there is sufficient evidence to conclude that an interchange will be justified at some point in the future.

A. Is there justification for a beltway corridor?

In order to adequately respond to the question of justification, it is important to consider how a beltway can address existing and future issues. The following items outline the benefits of a beltway as they relate to existing and future issues:

1. Relieves traffic on parallel arterial routes

While construction of a north-south beltway would have the ability to reduce travel on certain east-west routes, this Report has considered the traffic relief on parallel north-south routes. These routes include Sunset Drive, Collins Avenue and ND Highway 1806 north.

Portions of Sunset Drive are congested today. There is limited ability to increase the roadway's capacity within existing right of way. The proposed beltway would have the ability to draw some of the future traffic, resulting in a more balanced roadway system.

2. Provides alternative route for trucks

Trucks that currently use Sunset Drive and Collins Avenue would travel with fewer stops and in a potentially safer driving environment than they do today. Given the projected levels of congestion on those corridors, removal of a portion of the truck traffic would provide needed relief.

3. Protects local roadways from through traffic & truck traffic

As arterial roadways become more congested, commuter traffic and truck traffic often will seek short cuts or other routes that save travel time. This can result in undesirable traffic on local roadways. It can also lead to wear on roads that were not designed to handle the heavier traffic loads.

A beltway can add more traffic capacity to the arterial roadway system, thus reducing the occurrence of commuter and truck travel on local streets.

4. Provides future roadway capacity and connectivity

As was stated above, construction of a beltway can add needed capacity to handle traffic increases on the arterial roadway system. Connectivity would be achieved via a bridge over Interstate 94, and potentially with a northern bridge crossing over the Missouri River. Construction of an interchange at I-94 would reduce the length of travel on roadways by providing a more direct connection to the Interstate.

5. Improves mobility for regional travel and commuters

As Mandan grows outward, the time to commute will increase. Without an interchange connection to I-94 between Sunset Drive and ND Highway 25, commuting from future western developments could add congestion to east-west corridors such as Old Red Trail. The beltway would reduce commuting time and improve commuting safety.

6. Maximizes potential for future interchange connections

Access to the Interstate Highway is regulated by the Federal Highway Administration. A number of criteria must be met before construction of an Interstate Interchange will be granted.

Additionally, an interchange is a costly public facility to build. Placement of new interchanges must be carefully considered to assure that they are needed and that they will provide service that benefits the region.

As the City of Mandan continues to grow to the west, it is reasonable to assume that interchange access will be needed at a spacing that is similar to what exists today (one interchange every 2 miles). Construction of a beltway would provide a well-defined, transportation facility to bring traffic to and from a future interchange.

7. Facilitates future area growth

Quality transportation facilities are desirable for all types of development. Users want to be able to travel in a safe and timely manner to get to their destination. A beltway with interchange access would open a large portion of western Mandan to better opportunities for convenient access to development.

B. Is there justification for a new I-94 interchange?

There are strong reasons to believe that a new interchange at I-94 will be needed on Mandan's west side in the future. There are also other reasons why it would be prudent to plan for the future interchange now rather than later:

1. Based on existing traffic and future traffic projections, the vicinity surrounding the Sunset Drive interchange will be one of the most heavily traveled and congested areas in Mandan. Construction of a new north-south corridor with interchange access to I-94 appears to be the most effective method to reduce traffic and congestion in this area.
2. Typical Interstate interchange spacing in developed urban areas in North Dakota ranges from one to two miles apart. The 24th Avenue corridor is located 3 miles west of Sunset Drive and 2 miles east of ND Highway 25.
3. Interchanges require a substantial amount of right of way. The longer decisions are delayed about future interchange need and location, the more likely it is that adverse development will increase the difficulty and expense in building an interchange.
4. The interchange implementation process takes time. The timeline includes FHWA justification, identification and programming of funding, planning, environmental analysis and documentation, design, right of way acquisition and construction.

C. Review of Federal Highway Administration (FHWA) Interchange Criteria

FHWA's criteria pertaining to interchange justification were reviewed. The FHWA has specific requirements that must be met before new access to the Interstate System will be granted. While the Study does include an effort to explore interchange justification, it was not the intent of this Study to fulfill all of the requirements included in the FHWA's Interchange Justification Report (IJR). The following is a list of FHWA's requirements and the current status associated with these requirements.

1. **Requirement:** The existing interchanges and/or local roads and streets in the corridor can neither provide the necessary access nor be improved to satisfactorily accommodate the design-year traffic demands while at the same time providing the access intended by the proposal.

Status: Using a design year of 2025, projected traffic volumes at the Sunset Drive interchange without the 24th Avenue interchange will exceed 12,000 vehicles per day. A detailed level of service analysis has not been completed for the Sunset Drive interchange under projected traffic conditions.

It is assumed that the Sunset Drive interchange will be improved to handle projected traffic volumes in the future. However, it cannot adequately provide or accommodate the access intended by the proposed 24th Avenue interchange.

The Interchange Justification Report will need to provide a scenario consistent with the Regional Land Use Plan that shows how the 24th Avenue interchange would address localized access whereas the Sunset Drive or ND Highway 25 interchanges cannot.

2. **Requirement:** All reasonable alternatives for design options, location and transportation system management type improvements (such as ramp metering, mass transit, and HOV facilities) have been assessed and provided for if currently justified, or provisions are included for accommodating such facilities if a future need is identified.

Status: Other reasonable alternatives for design options have not been assessed. This effort should coincide with the preparation of an Interchange Justification Report. It is anticipated that these design options will not reduce or eliminate the need for a new interchange on the west side of Mandan.

Part of the challenge in responding to this requirement will be in defining reasonable alternatives. It may be prudent to meet with NDDOT and FHWA representatives to discuss how this requirement can be addressed outside the typical discussion of roadway capacity.

3. **Requirement:** The proposed access point does not have a significant adverse impact on the safety and operation of the Interstate facility based on an analysis of current and future traffic. The operational analysis for existing conditions shall, particularly in urbanized areas, include an analysis of sections of Interstate to and including at least the first adjacent existing or proposed interchange on either side. Crossroads and other roads and streets shall be included in the analysis to the extent necessary to assure their ability to collect and distribute traffic to and from the interchange with new or revised access points.

Status: A traffic analysis of interstate safety and operations on the Interstate System is beyond the Scope of this Study. This effort should coincide with the preparation of an Interchange Justification Report.

It is anticipated that a new interchange at 24th Avenue and I-94 would not have a detrimental effect on the Interstate System. This analysis would also need to show the level of improvements needed on the local street network to effectively collect and distribute traffic to and from the interchange.

- 4. Requirement:** The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" for special purpose access for transit vehicles, for HOV's, or into park and ride lots may be considered on a case-by- case basis. The proposed access will be designed to meet or exceed current standards for Federal- aid projects on the Interstate System.

Status: It is recommended that only full interchanges that provide for all traffic movements be considered.

- 5. Requirement:** The proposal considers and is consistent with local and regional land use and transportation plans. Prior to final approval, all requests for new or revised access must be consistent with the metropolitan and/or statewide transportation plan, as appropriate, the applicable provisions of 23 CFR part 450 and the transportation conformity requirements of 40 CFR parts 51 and 93.

Status: Past MPO LRTP's and the recently adopted Regional Future Land Use Plan account for a new interchange on the west side of Mandan.

- 6. Requirement:** In areas where the potential exists for future multiple interchange additions, all requests for new or revised access are supported by a comprehensive Interstate network study with recommendations that address all proposed and desired access within the context of a long-term plan.

Status: As part of this Beltway Study, there should be discussion on whether planning should account for the possibility of more than one future interchange.

- 7. Requirement:** The request for a new or revised access generated by new or expanded development demonstrates appropriate coordination between the development and related or otherwise required transportation system improvements.

Status: At this time, no specific development activity is sparking the request for interstate access. If this type of activity does occur, an Interchange Justification Report will need to address coordination between the development and improvement activities.

Coordination of other required transportation system improvements could be a challenge in this regard. Interchanges are not typically built for the sole use of localized development. Requirement 4 addresses connection to public roads.

The Interstate System is also not intended to be a route for local traffic. There could be an expectation from FHWA that the collector roads that will parallel either side of the Interstate between Sunset Drive and ND Highway 25 should be in place in order to provide adequate non-localized access to the interchange, and to allow localized traffic to travel routes other than on the Interstate System.

8. **Requirement:** The request for new or revised access contains information relative to the planning requirements and the status of the environmental processing of the proposal.

Status: The Interchange Justification Report will need to contain required information regarding the need for additional planning or environmental processing activities.

I. Mandan Traffic Analysis For I-94 Interchange

A. I-94 Interchange vs. Overpass Alternatives

Three scenarios were evaluated. The Do Nothing scenario assumed no interstate access was provided for a beltway and that the existing Sunset Drive and ND Highway 1806 corridors would need to carry projected traffic without the benefit of a nearby beltway corridor.

The second scenario assumed that a nearby beltway corridor was available, but with only an interstate overpass. It was thought that an interstate overpass might serve as a viable interim alternative to interchange access.

The third scenario assumed that a nearby beltway corridor with interstate interchange access was available. Each of these three scenarios and their respective analyses are discussed in the following paragraphs.

1. Do Nothing

This scenario would not address the future need to reduce traffic congestion on Sunset Drive. The current capacity of Sunset Drive is 12,000 vehicles per day. The projected ADT of 13,200 on Sunset Drive would be 1,200 vehicles per day over capacity. The current capacity of 1806 is 12,000 vehicles per day. The projected ADT of 5,000 on ND Highway 1806 would be well below the roads' capacity. Therefore; there are no capacity concerns on ND Highway 1806. This option would not address the future capacity concerns of Sunset Drive.

2. Build Overpass Only

This scenario would provide a connection across Interstate 94; however it would only see a projected total ADT of 500. The combined average daily traffic (ADT) for the north to south network with this option is projected to be 18,200. The proposed beltway would carry 500 ADT. Therefore; the remaining projected total of 17,700 ADT would include 12,700 ADT on Sunset Drive and 5,000 ADT on ND Highway 1806. Sunset Drive would be at or slightly over capacity and ND Highway 1806 would be well under capacity with this option.

3. Build Interchange

This scenario would provide full access to Interstate 94. The combined average daily traffic (ADT) for the north to south network with this option is projected to be 22,500. The proposed beltway would carry 5,300 ADT. Therefore; the remaining projected total of 17,200 ADT would include 12,200 ADT on Sunset Drive and 5,000 ADT on ND Highway 1806. Sunset Drive would be at or slightly over capacity and ND Highway 1806 would be well under capacity with this option.

The corridor capacities were analyzed with the Northern Bridge Corridor and without the Northern Bridge Corridor. The results indicate that building the Northern Bridge corridor would decrease average daily traffic on the combined north to south corridors by approximately 3,000 vehicles per day.

Table 2 - Mandan Traffic Projection (Sunset Drive & ND Highway 1806)

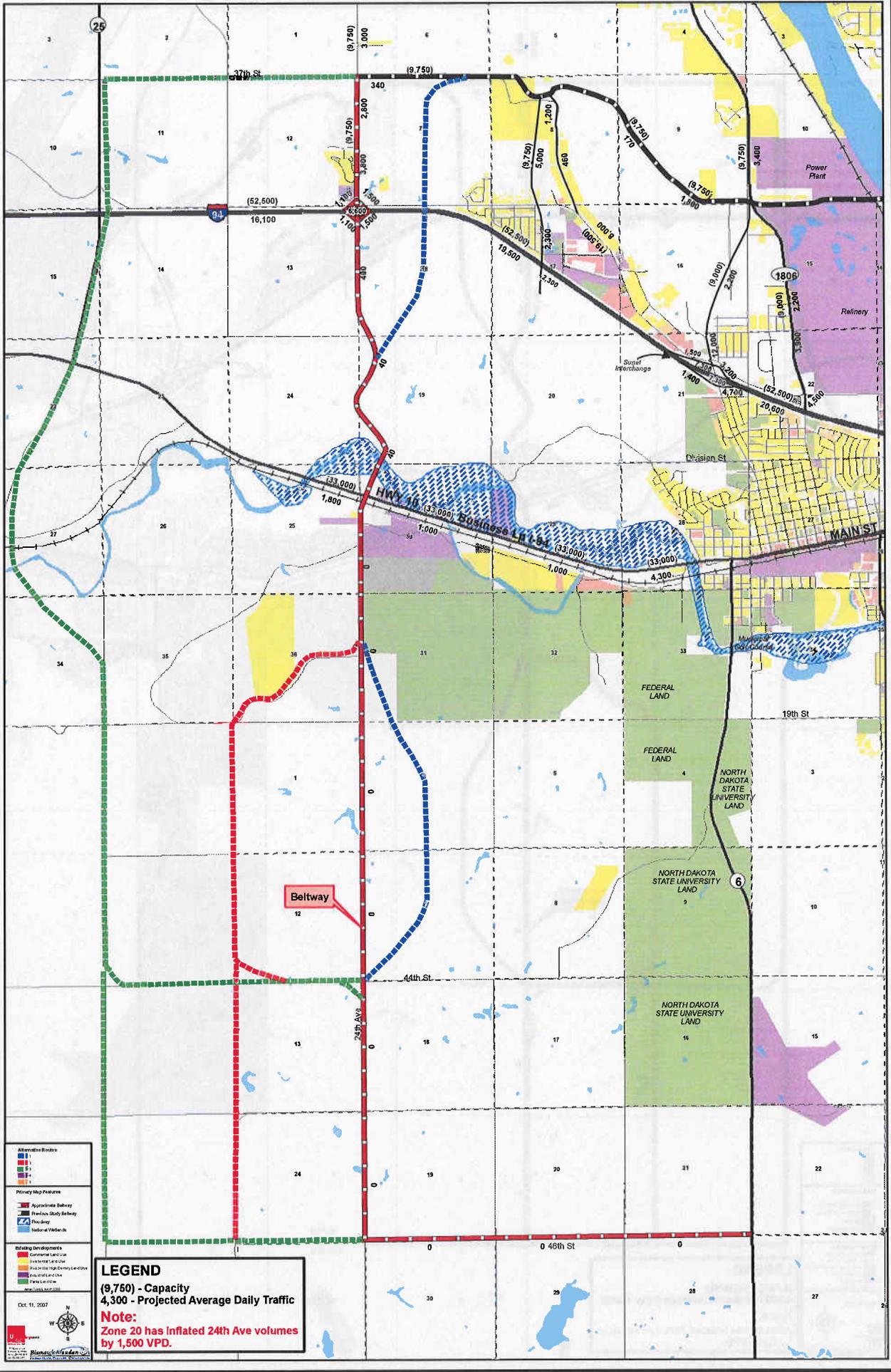
Alternatives	Capacity Sunset Dr	ADT Sunset Dr	Capacity 1806	ADT 1806	Total N-S Capacity	Total N-S ADT
With Northern Bridge:						
Do Nothing (2007)	12,000	10,000	12,000	4,650	24,000	14,650
Do Nothing (2030)	12,000	13,200	12,000	5,000	24,000	18,200
Overpass (2030)	12,000	12,700	12,000	5,000	24,000	17,700
Interchange (2030)	12,000	12,200	12,000	5,000	24,000	17,200
Without Northern Bridge:						
Do Nothing (2007)	12,000	10,000	12,000	4,650	24,000	14,650
Do Nothing (2030)	12,000	16,000	12,000	5,000	24,000	21,000
Overpass (2030)	12,000	15,000	12,000	5,000	24,000	20,000
Interchange (2030)	12,000	13,100	12,000	5,000	24,000	18,100

Table 3 - Mandan Traffic Projections - Including Beltway

Alternatives	Capacity Beltway	ADT Beltway	Capacity Sunset Dr & 1806	ADT Sunset Dr & 1806	Total N-S Capacity	Total N-S ADT
With Northern Bridge:						
Do Nothing (2007)	12,000	0	24,000	14,650	36,000	14,650
Do Nothing (2030)	12,000	0	24,000	18,200	36,000	18,200
Overpass (2030)	12,000	500	24,000	17,700	36,000	18,200
Interchange (2030)	12,000	5,300	24,000	17,200	36,000	22,500
Without Northern Bridge:						
Do Nothing (2007)	12,000	0	24,000	14,650	36,000	14,650
Do Nothing (2030)	12,000	0	24,000	21,000	36,000	21,000
Overpass (2030)	12,000	1,000	24,000	20,000	36,000	21,000
Interchange (2030)	12,000	2,900	24,000	18,100	36,000	21,000

Map 1

Modeled with Interchanges, without Northern Bridge



Alternative Routes

- 1
- 2
- 3
- 4
- 5

Primary Map Features

- Approximate Beltway
- Precinct Study Beltway
- Proposed
- Natural Wetlands

Building Developments

- Commercial Location
- Industrial Location
- Public and High Density Location
- Residential Location
- Park Location

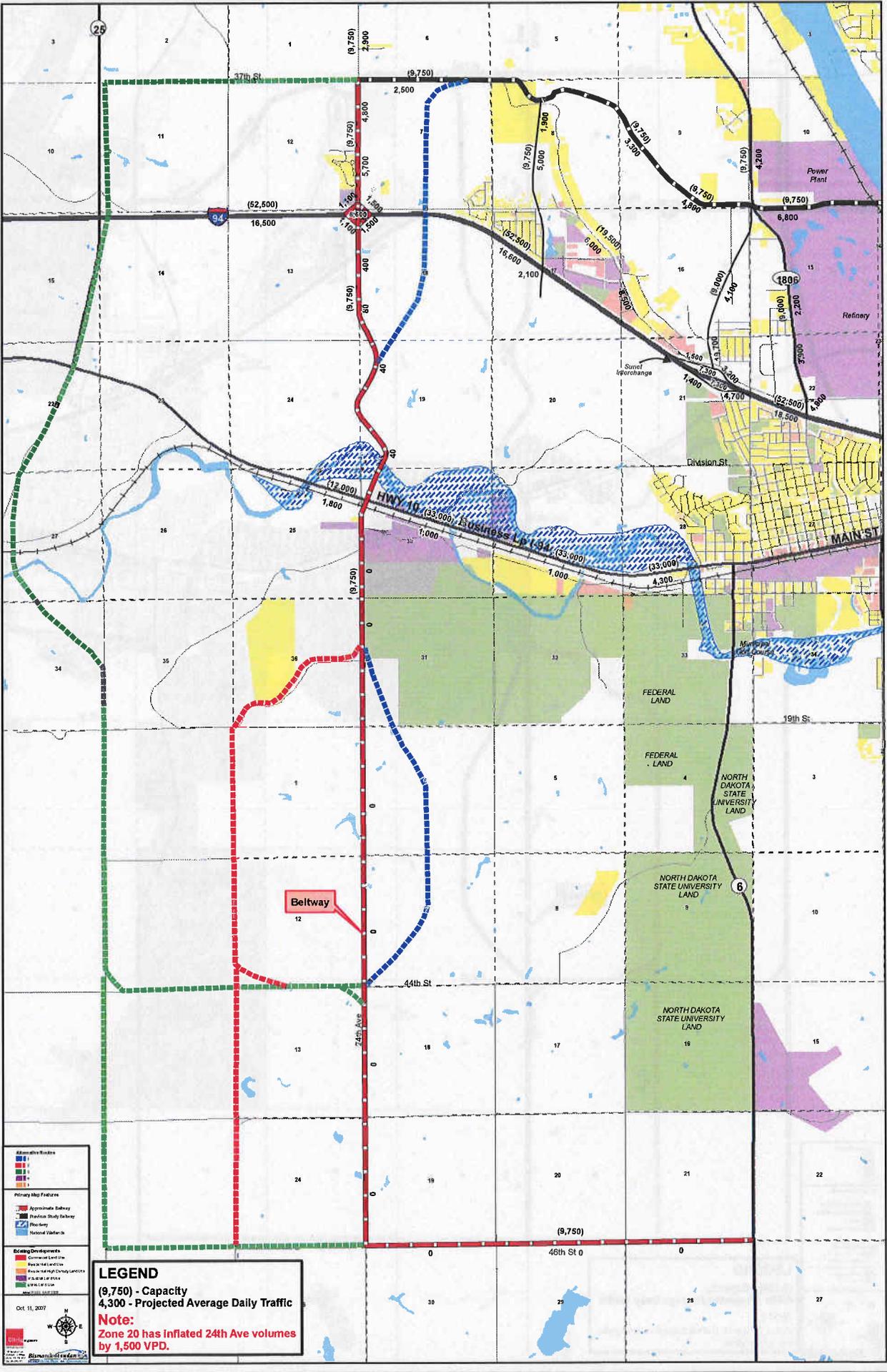
Oct. 11, 2007

North Dakota State University

LEGEND
 (9,750) - Capacity
 4,300 - Projected Average Daily Traffic
Note:
 Zone 20 has inflated 24th Ave volumes by 1,500 VPD.

Map 2

Modeled With Interchanges and Northern Bridge



Map Features

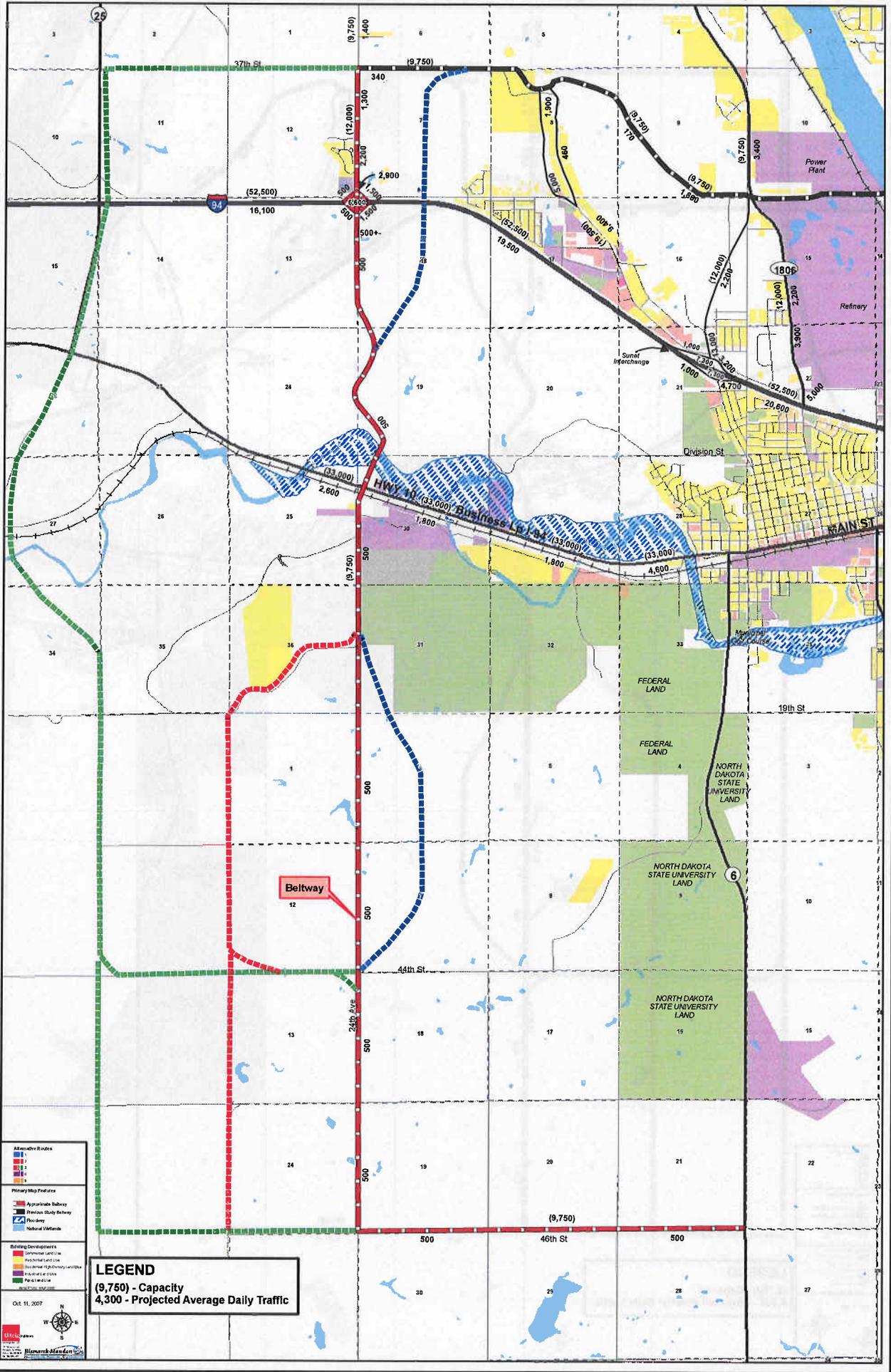
- Abandoned Routes
- Primary Map Features
- Secondary Map Features
- Building Developments

Oct 11, 2007

LEGEND
 (9,750) - Capacity
 4,300 - Projected Average Daily Traffic
Note:
 Zone 20 has inflated 24th Ave volumes by 1,500 VPD.

Map 3

Adjusted With Interchanges and Without Northern Bridge



Alternative Routes

- 1
- 2
- 3
- 4

Primary Map Features

- Appropriate Beltway
- Previous Study Beltway
- Interchange
- National Wetlands

Building Developments

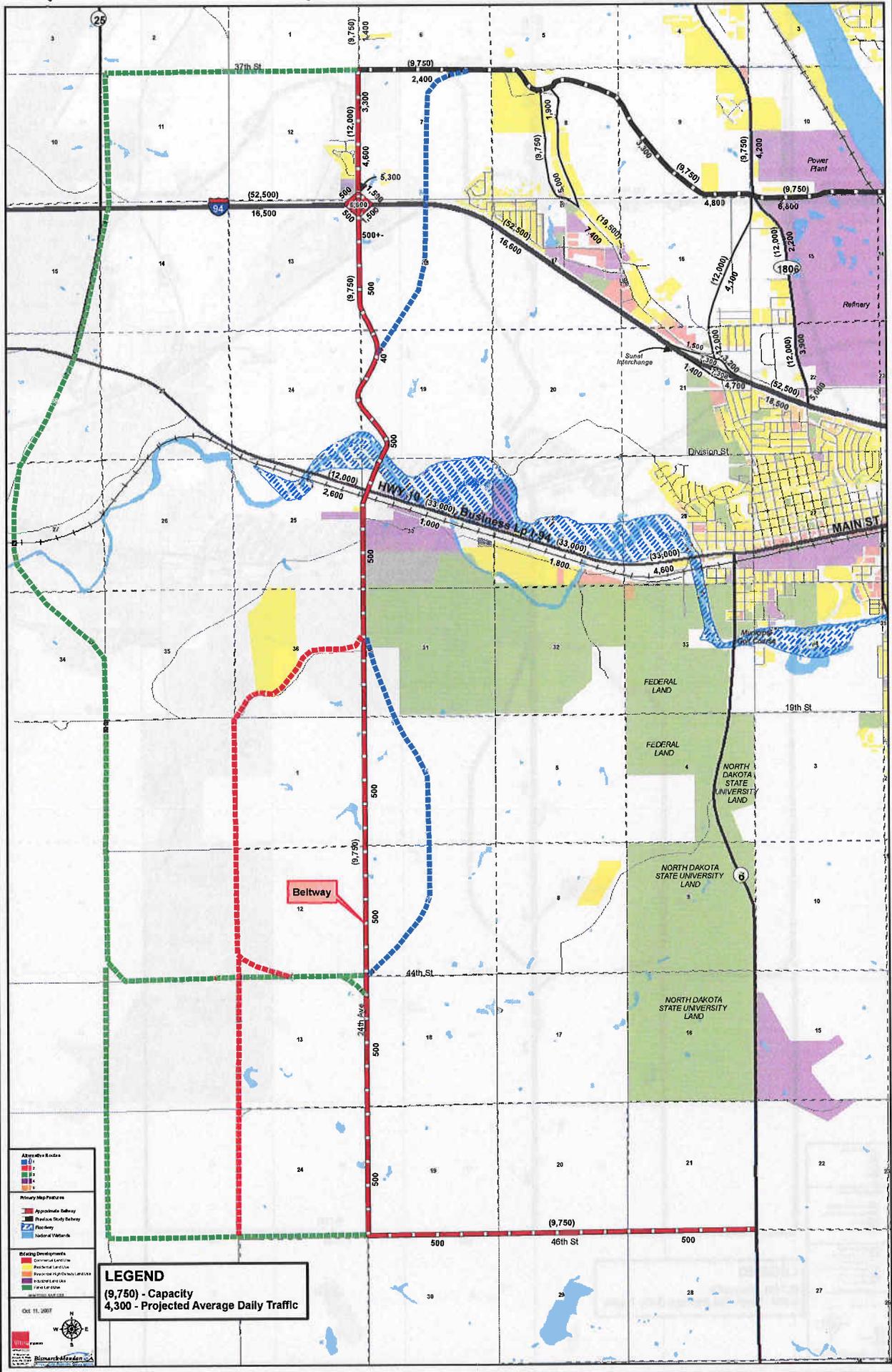
- Commercial Land Use
- Residential Land Use
- Industrial/High Density Land Use
- Medium Density
- Perforation
- Other Land Use

Oct 11, 2007

LEGEND
(9,750) - Capacity
4,300 - Projected Average Daily Traffic

Map 4

Adjusted With Interchanges and Northern Bridge



Alternative Routes

- 1
- 2
- 3
- 4
- 5

Primary Map Features

- Approximate Delivery
- Produce Study Delivery
- Flourberg
- National Veterans

Existing Developments

- Commercial Land Use
- Residential Land Use
- Produce High Density Land Use
- Industrial Land Use
- Recreation

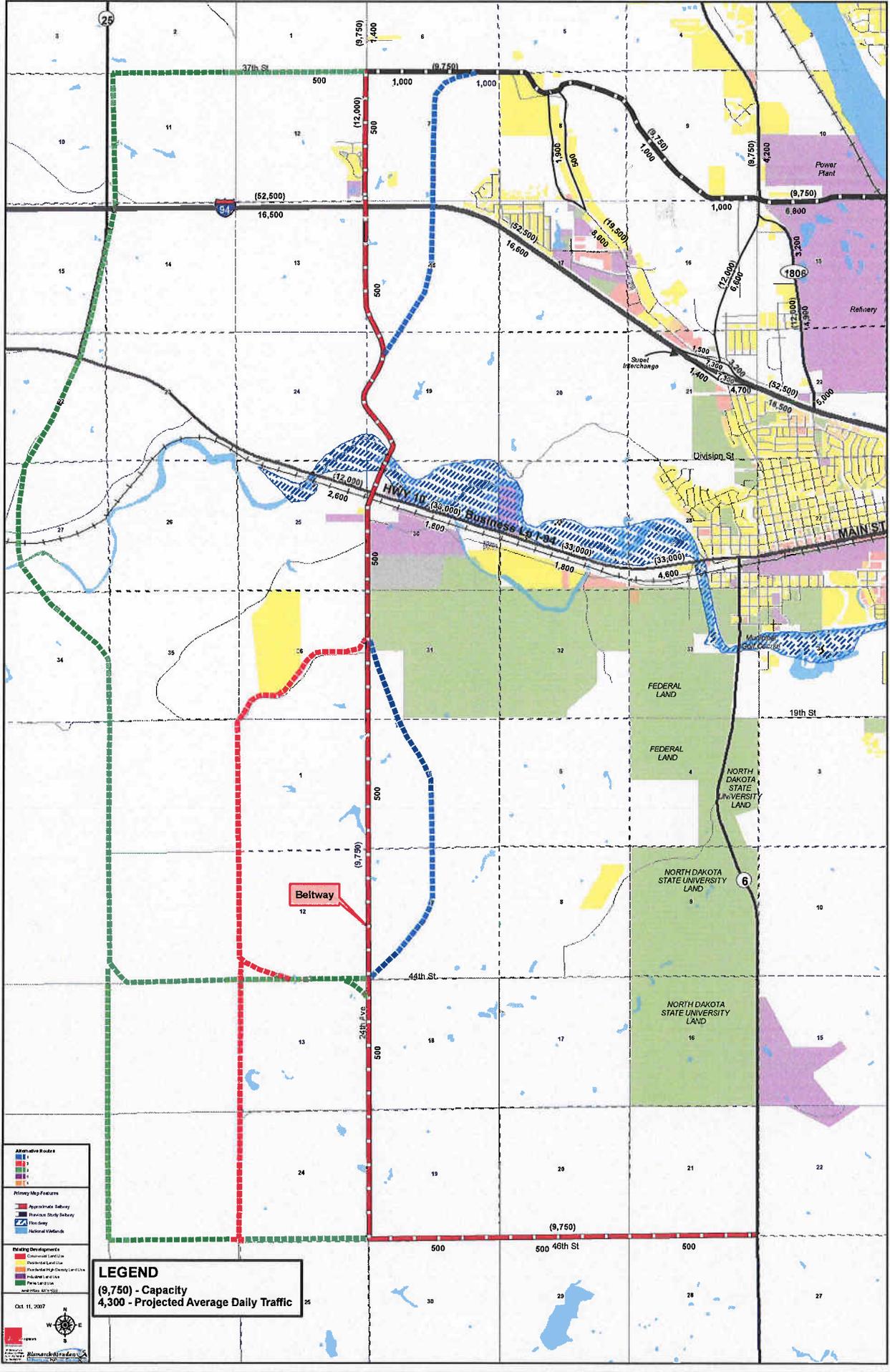
Oct 11, 2007

Blumenthal & Associates, Inc.

LEGEND
 (9,750) - Capacity
 4,300 - Projected Average Daily Traffic

Map 5

Adjusted Without Interchanges and With Northern Bridge



Alternative Routes

- A1
- A2
- A3
- A4
- A5

Primary Map Features

- Approximate Beltway
- Revised Study Beltway
- Flow Way
- National Watermark

Existing Developments

- Commercial Land Use
- Residential Land Use
- Public Office Land Use
- Industrial Land Use
- Park Land Use
- Water Use

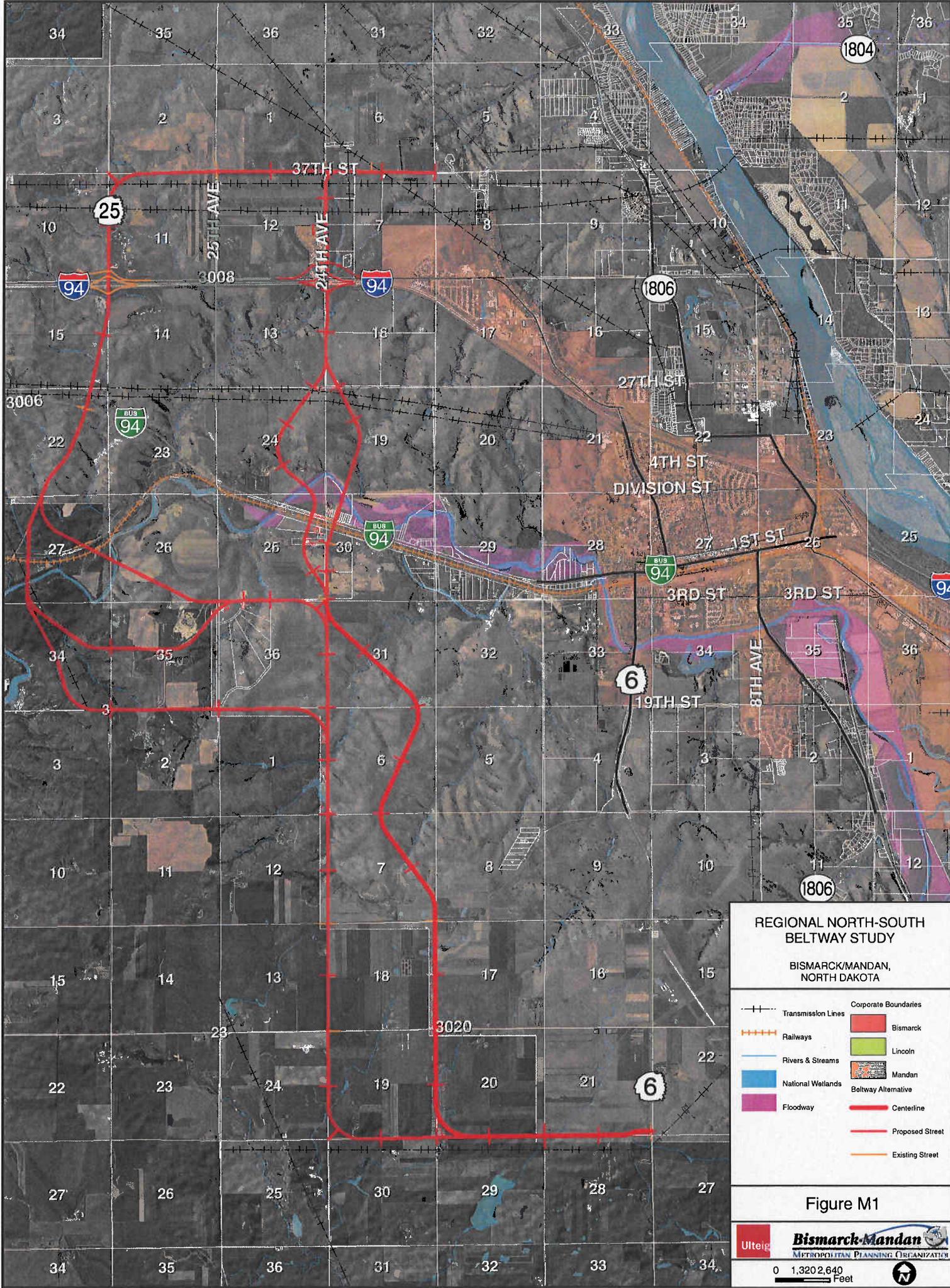
Oct. 11, 2007

North

Blumhardt & Partners

LEGEND
 (9,750) - Capacity
 4,300 - Projected Average Daily Traffic

**Mandan Morton Appendix M-2
Beltway Corridor Graphics**

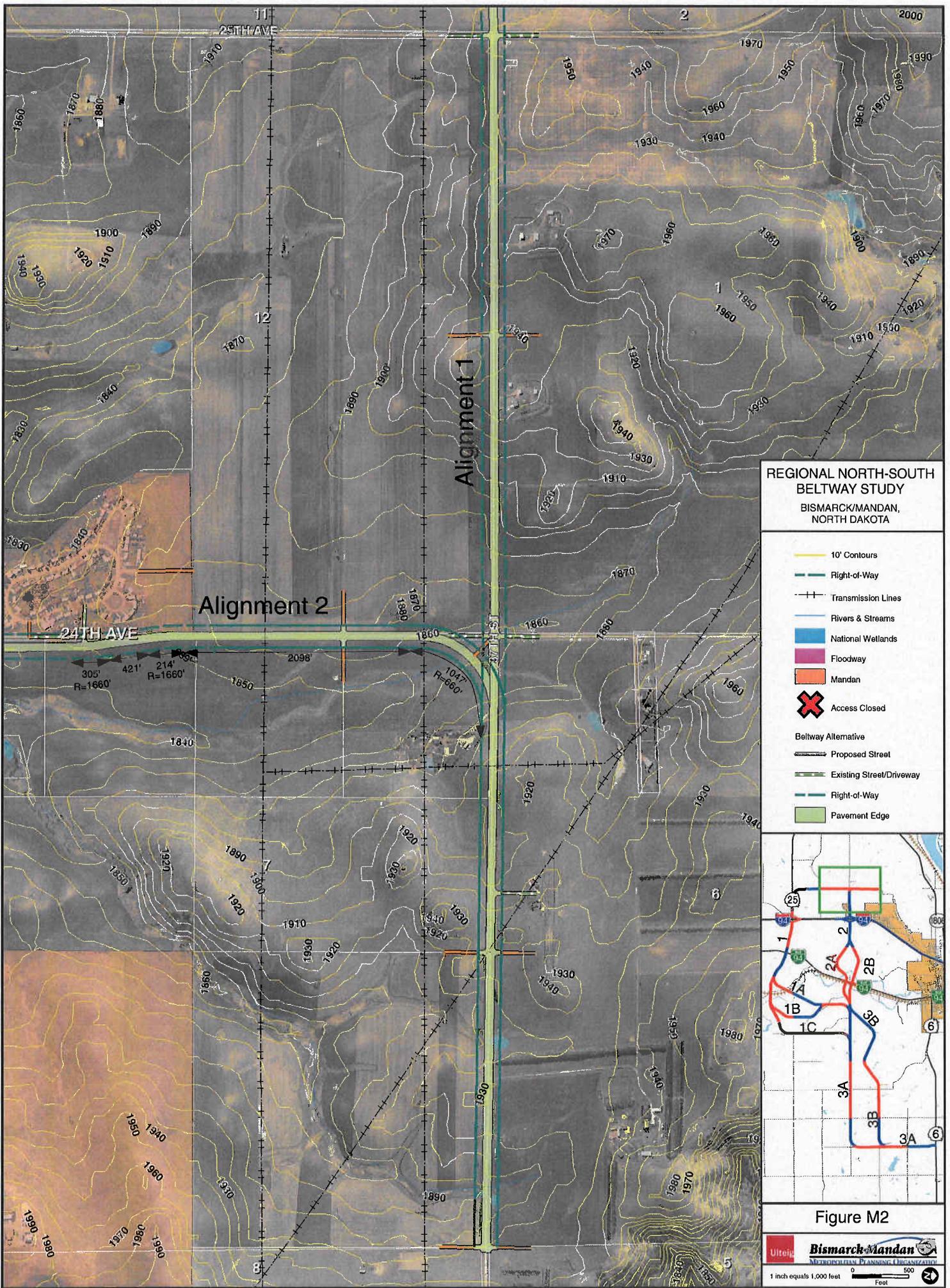


REGIONAL NORTH-SOUTH BELTWAY STUDY

BISMARCK/MANDAN, NORTH DAKOTA

- | | |
|-----------------------------|----------------------|
| ---+---+ Transmission Lines | Corporate Boundaries |
| ---+---+ Railways | Bismarck |
| --- Rivers & Streams | Lincoln |
| --- National Wetlands | Mandan |
| --- Floodway | Beltway Alternative |
| --- Centerline | Proposed Street |
| --- Existing Street | |

Figure M1



Alignment 2

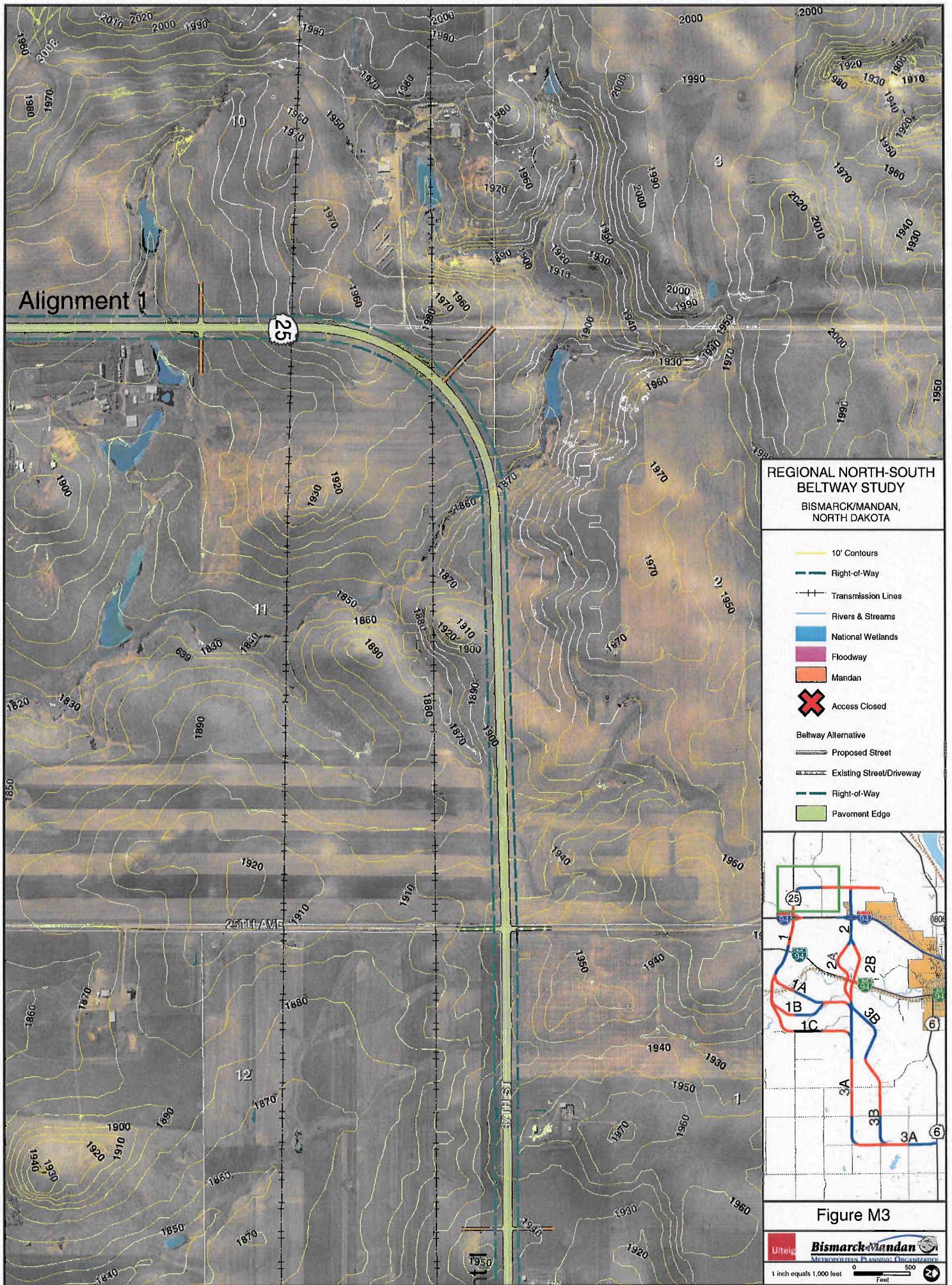
Alignment 1

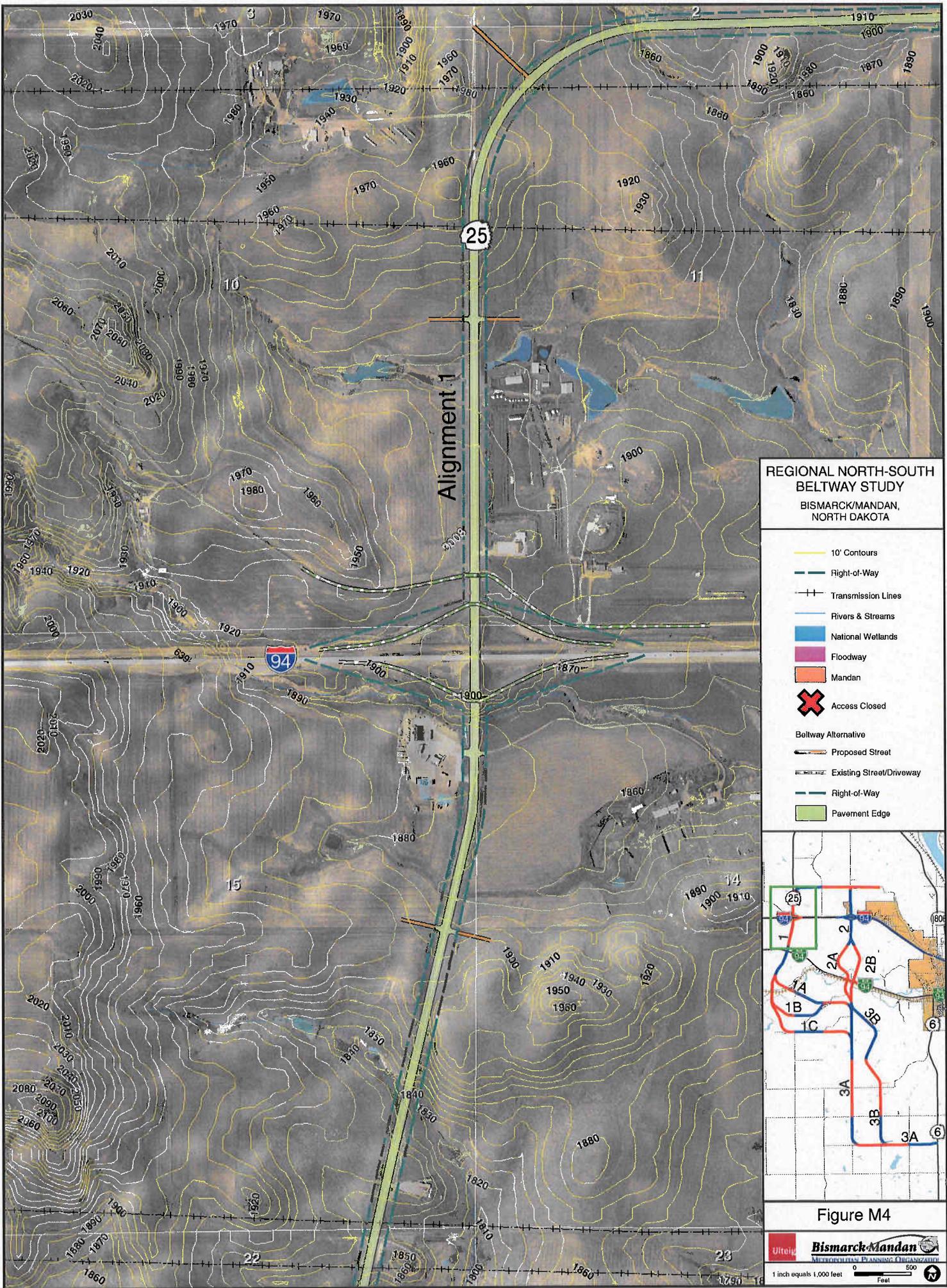
25TH AVE

24TH AVE

421' 214' 305'
 R=1660'

1047' 277' 1047'
 R=660'





REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours
- Right-of-Way
- Transmission Lines
- Rivers & Streams
- National Wetlands
- Floodway
- Mandan
- Access Closed
- Beltway Alternative**
- Proposed Street
- Existing Street/Driveway
- Right-of-Way
- Pavement Edge

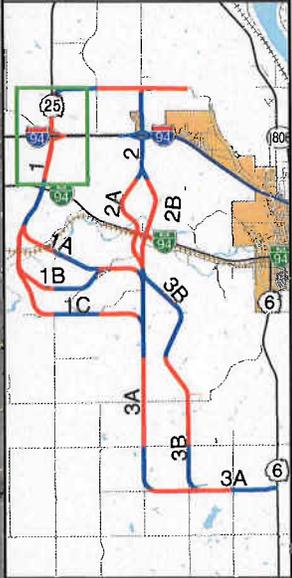
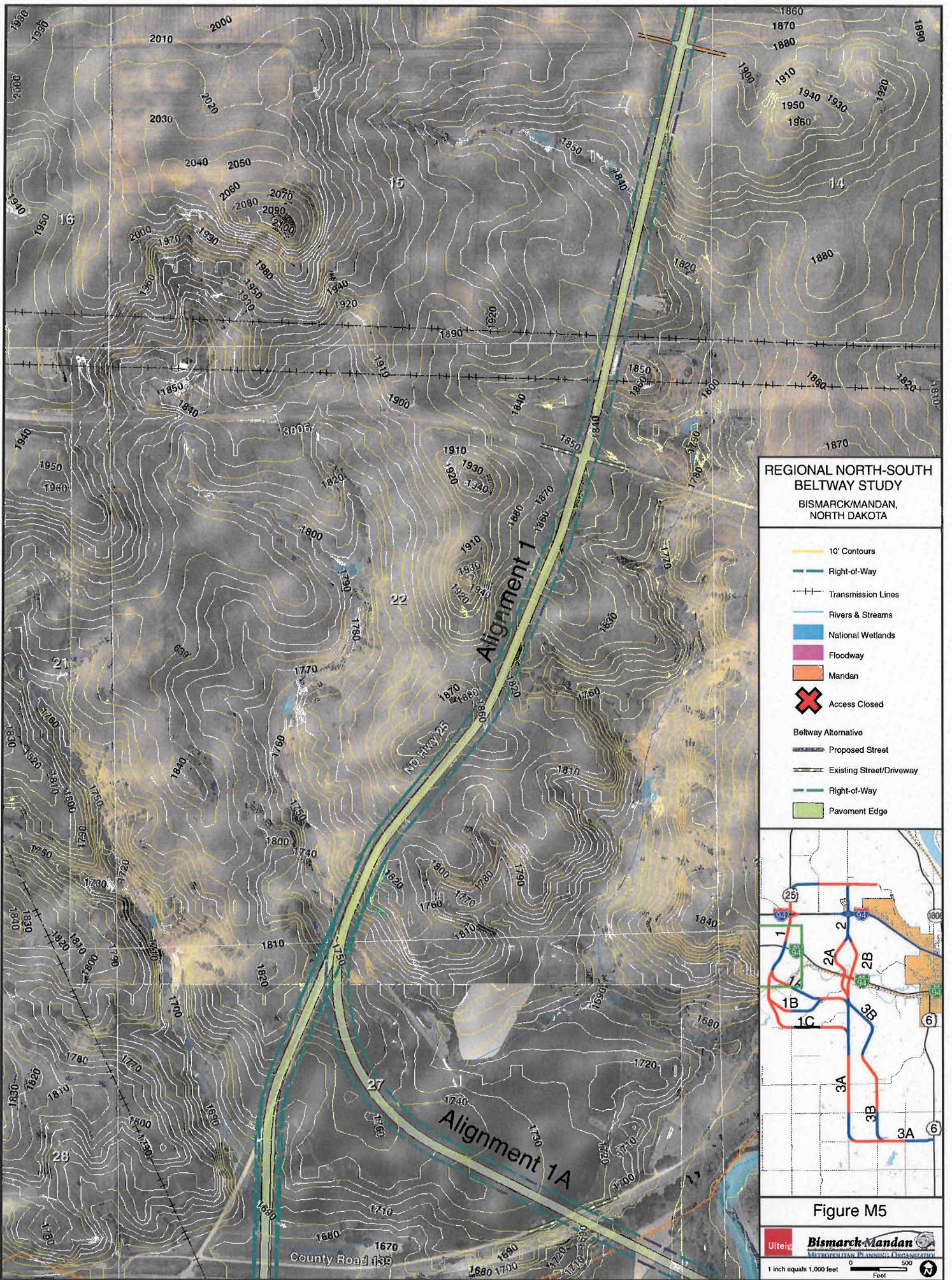


Figure M4



REGIONAL NORTH-SOUTH BELTWAY STUDY
 BISMARCK/MANDAN,
 NORTH DAKOTA

- 10' Contours
- Right-of-Way
- Transmission Lines
- Rivers & Streams
- National Wetlands
- Floodway
- Mandan
- Access Closed
- Beltway Alternative**
- Proposed Street
- Existing Street/Driveway
- Right-of-Way
- Pavement Edge

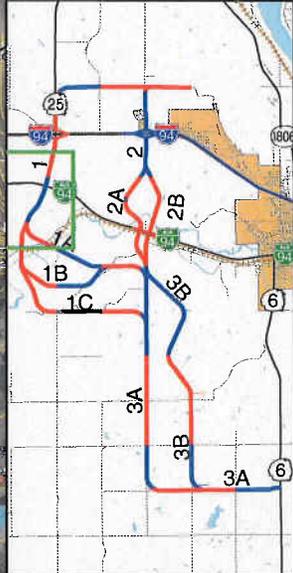
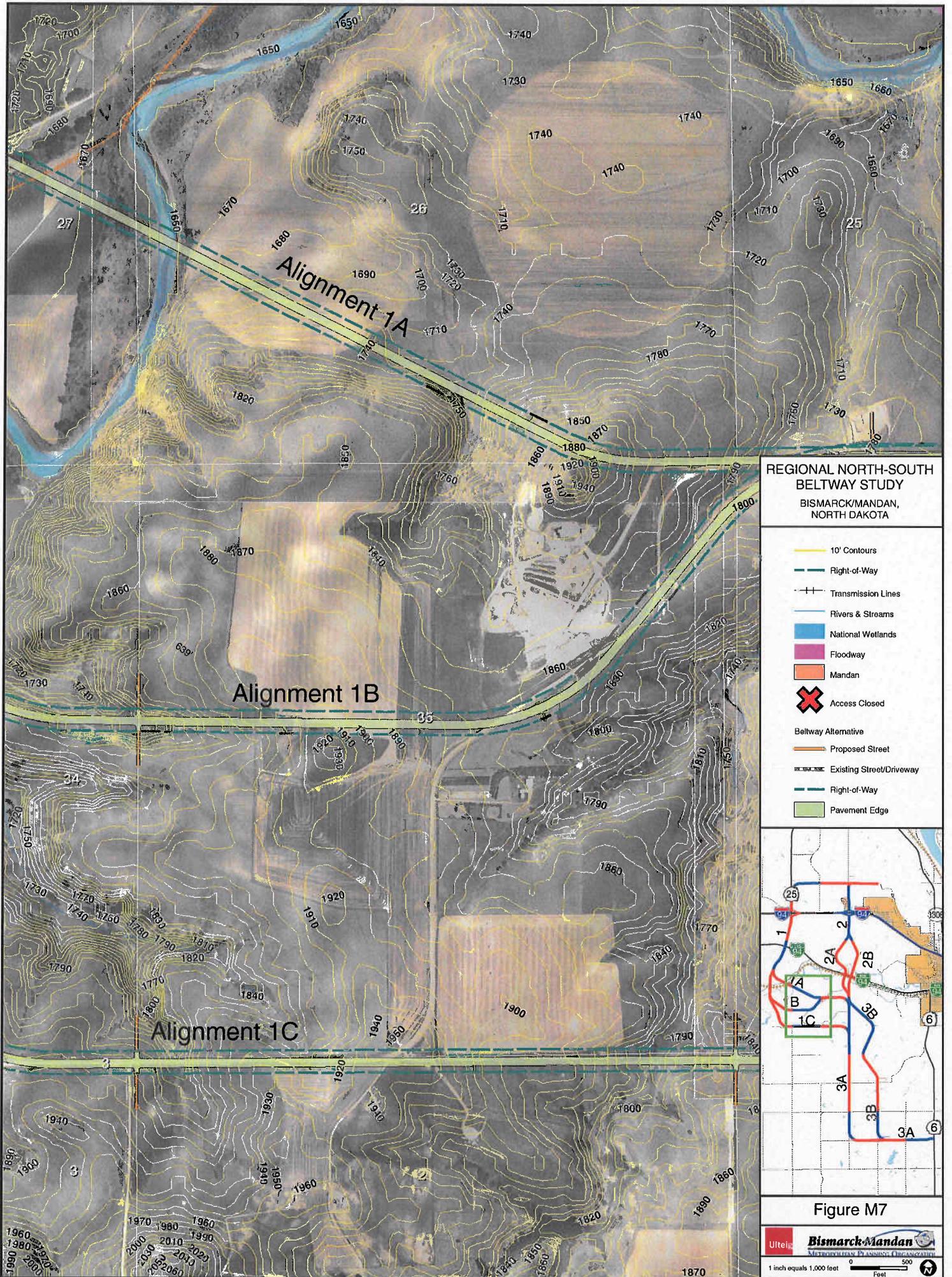


Figure M5



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours
- Right-of-Way
- Transmission Lines
- Rivers & Streams
- National Wetlands
- Floodway
- Mandan
- Access Closed
- Beltway Alternative**
- Proposed Street
- Existing Street/Driveway
- Right-of-Way
- Pavement Edge

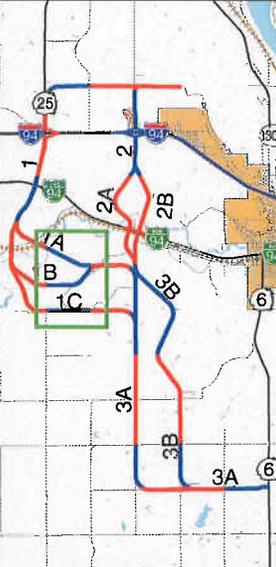
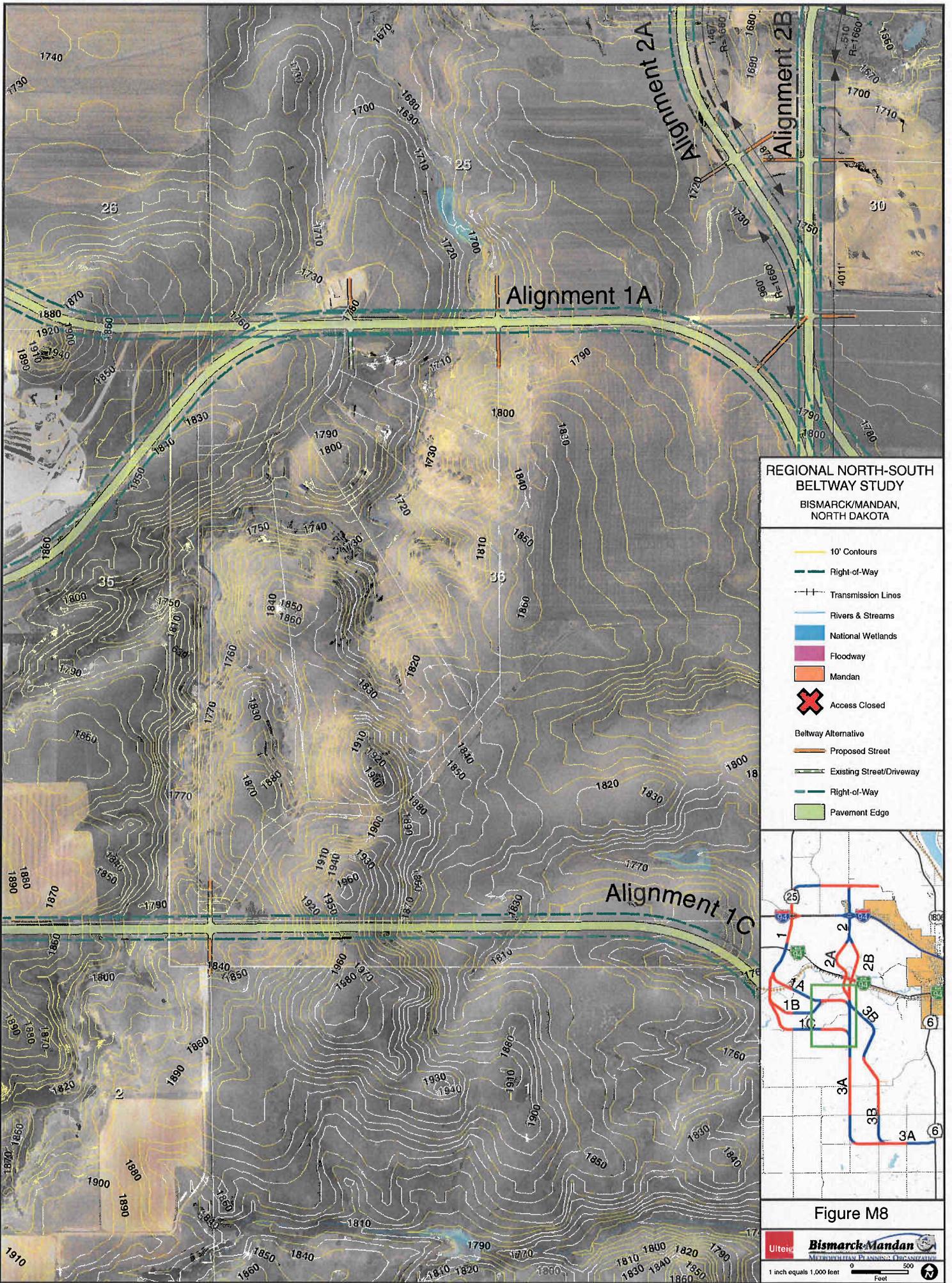
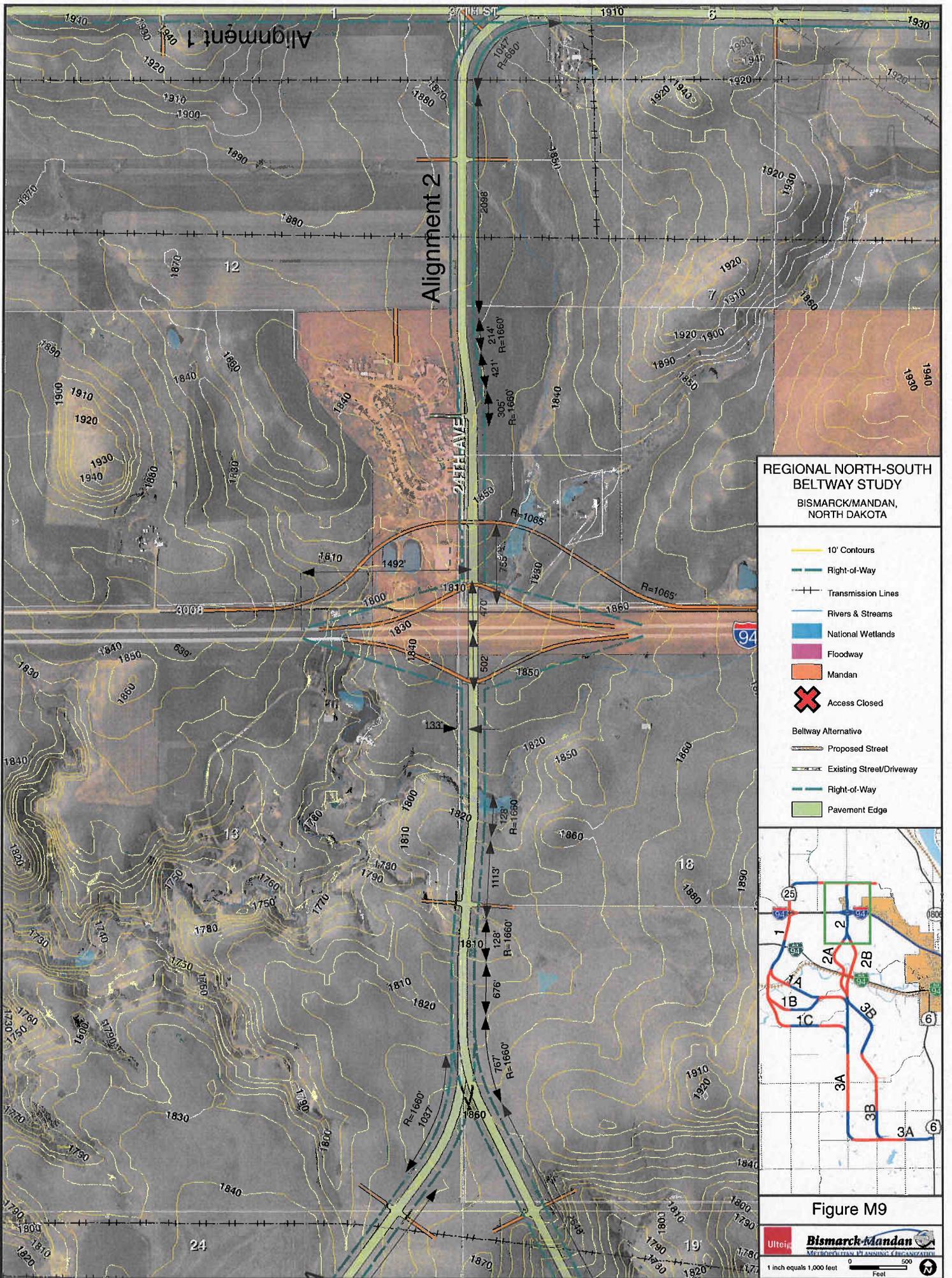
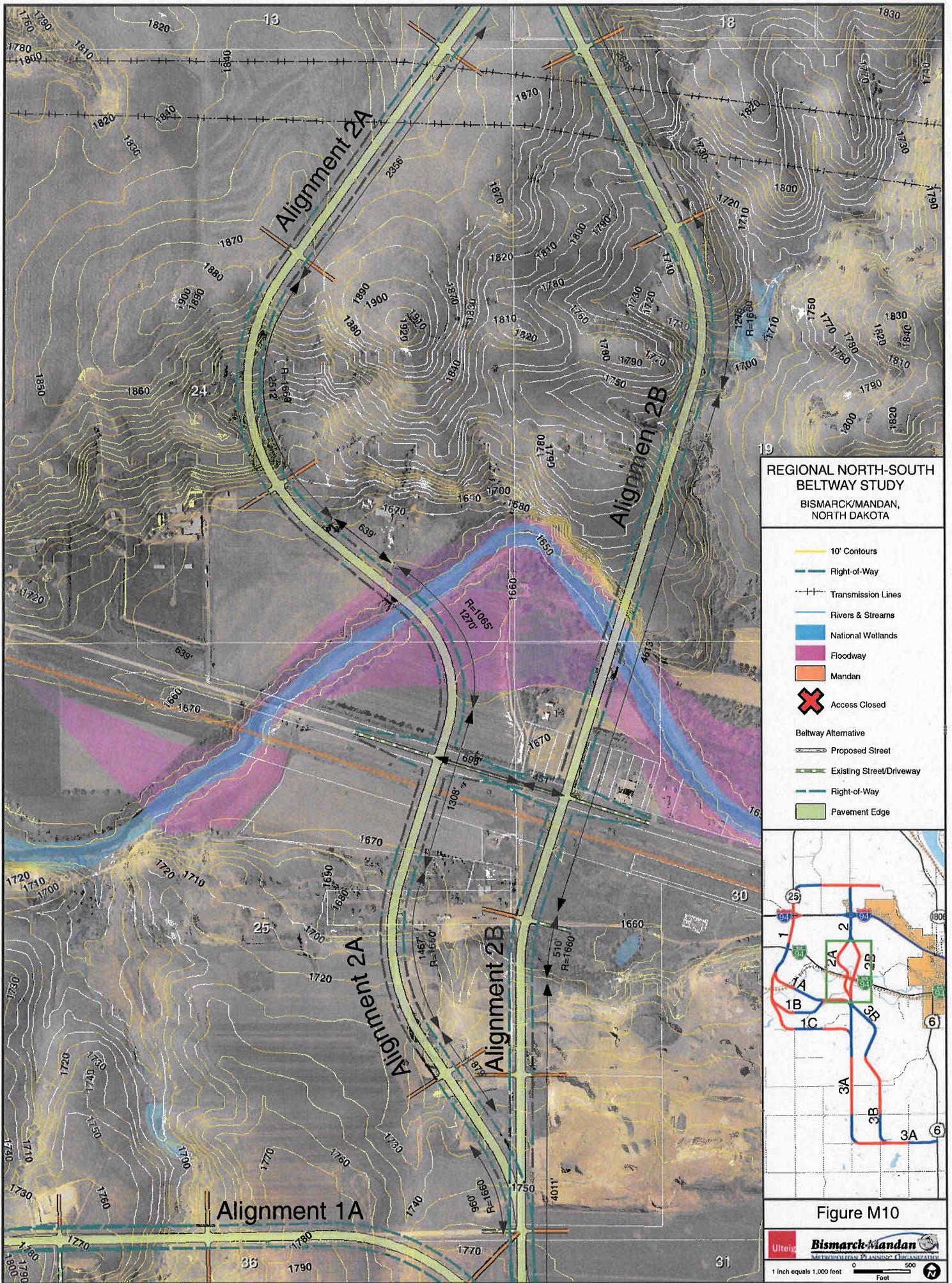


Figure M7







Alignment 1A

Alignment 2A

Alignment 2B

REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours
 - Right-of-Way
 - Transmission Lines
 - Rivers & Streams
 - National Wetlands
 - Floodway
 - Mandan
 - Access Closed
- Beltway Alternative**
- Proposed Street
 - Existing Street/Driveway
 - Right-of-Way
 - Pavement Edge

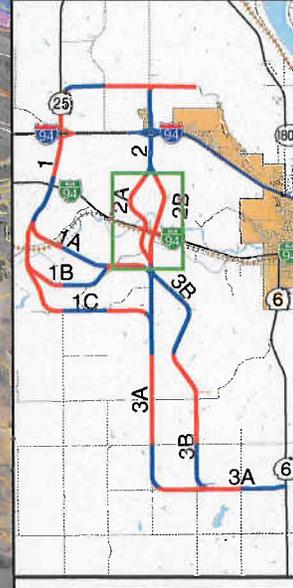
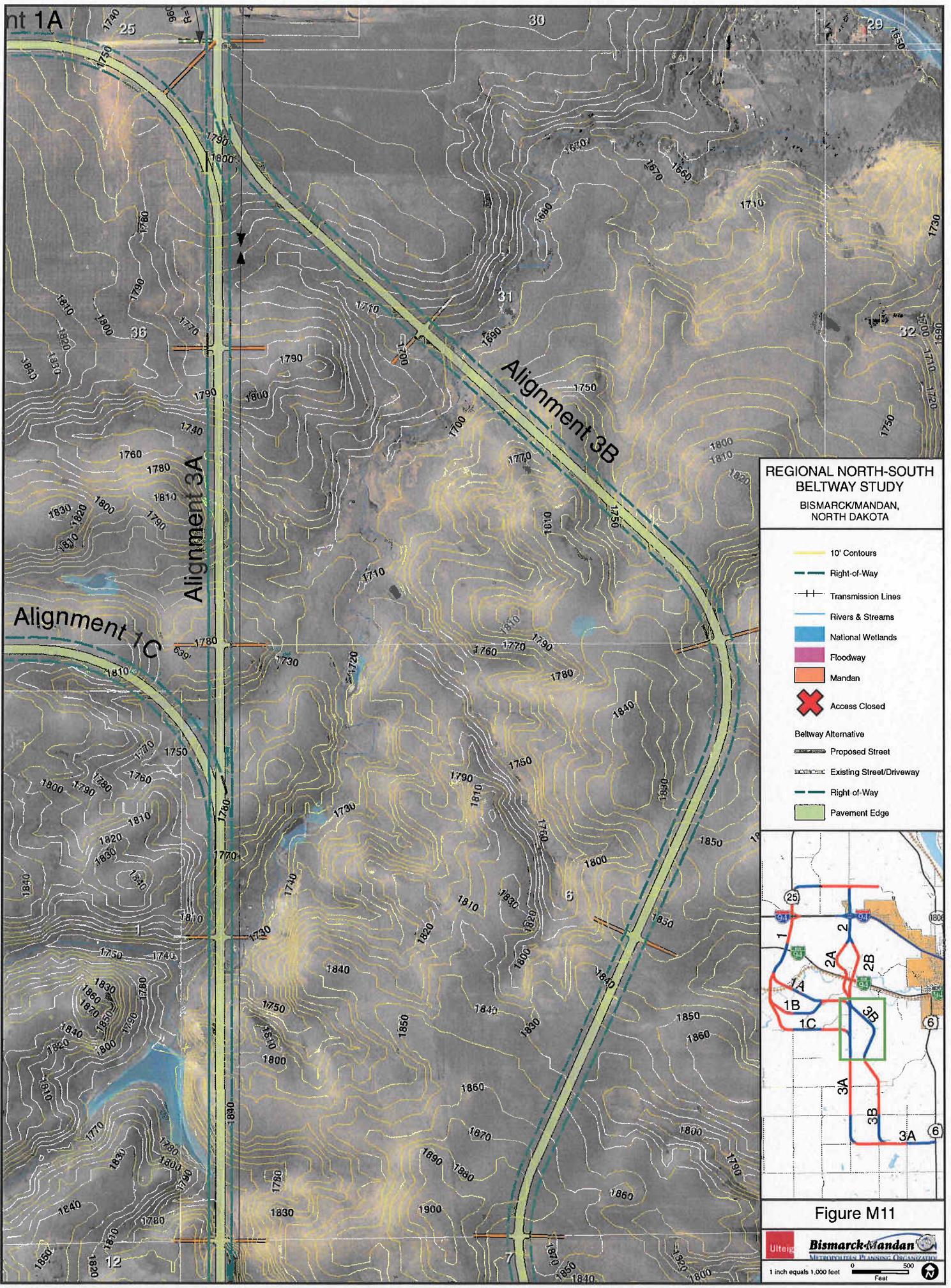


Figure M10



REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours
- Right-of-Way
- Transmission Lines
- Rivers & Streams
- National Wetlands
- Floodway
- Mandan
- Access Closed
- Beltway Alternative**
- Proposed Street
- Existing Street/Driveway
- Right-of-Way
- Pavement Edge

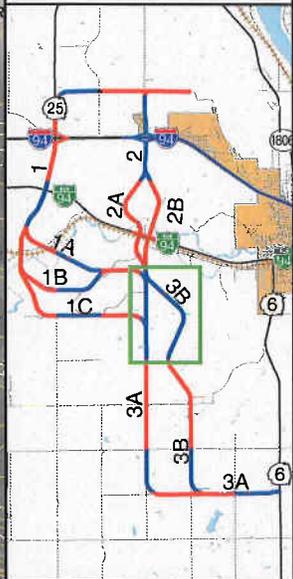
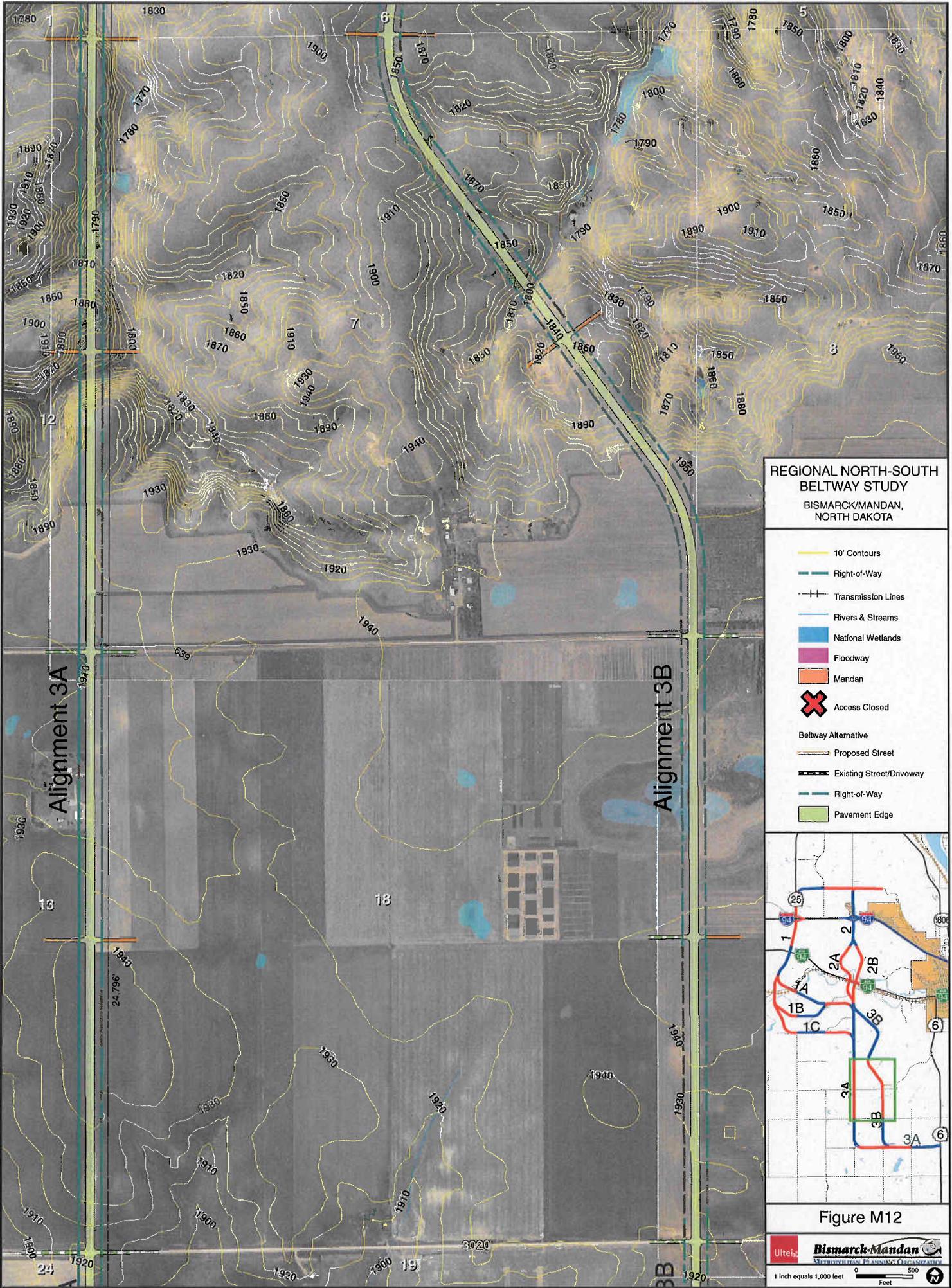
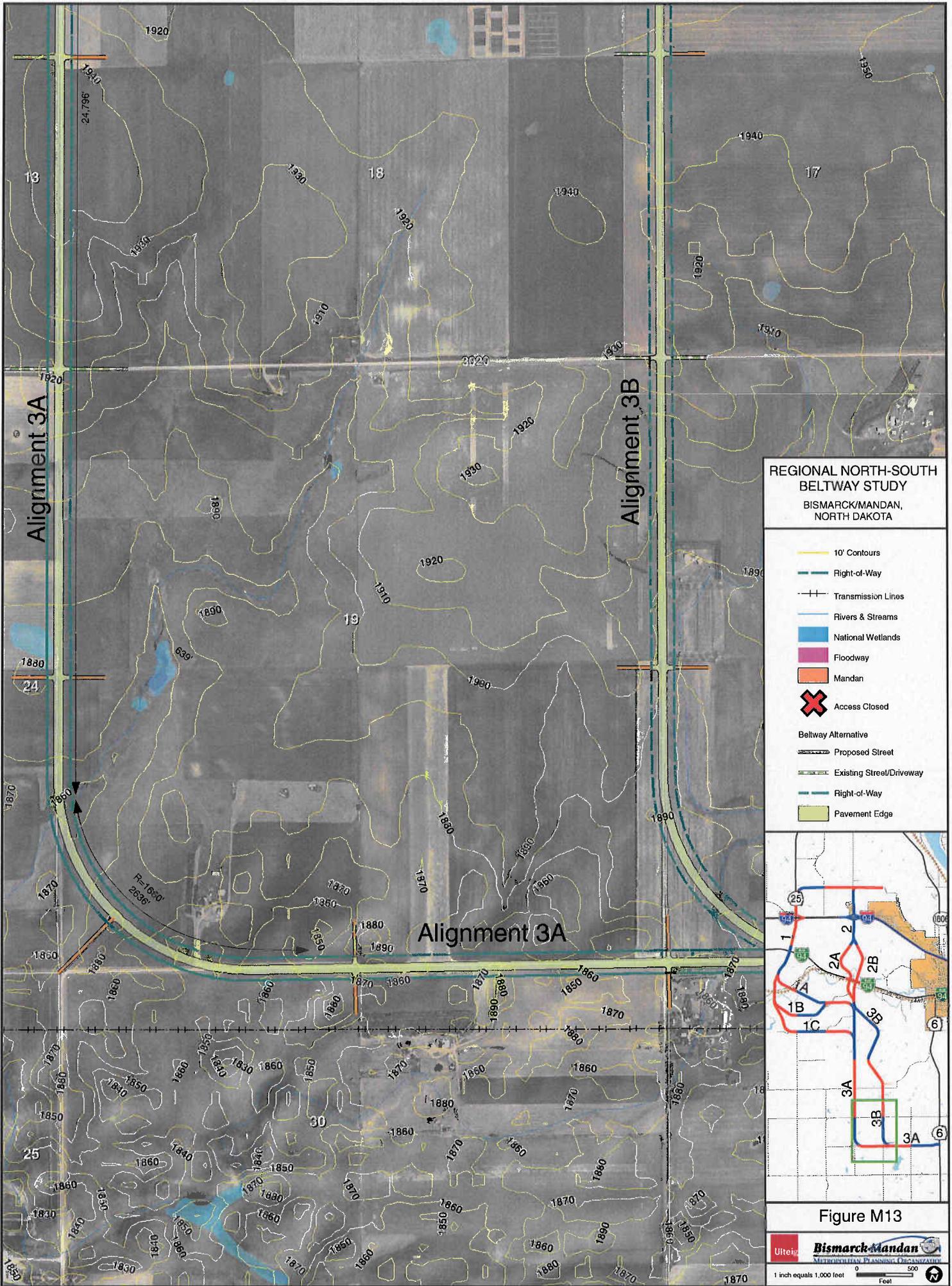
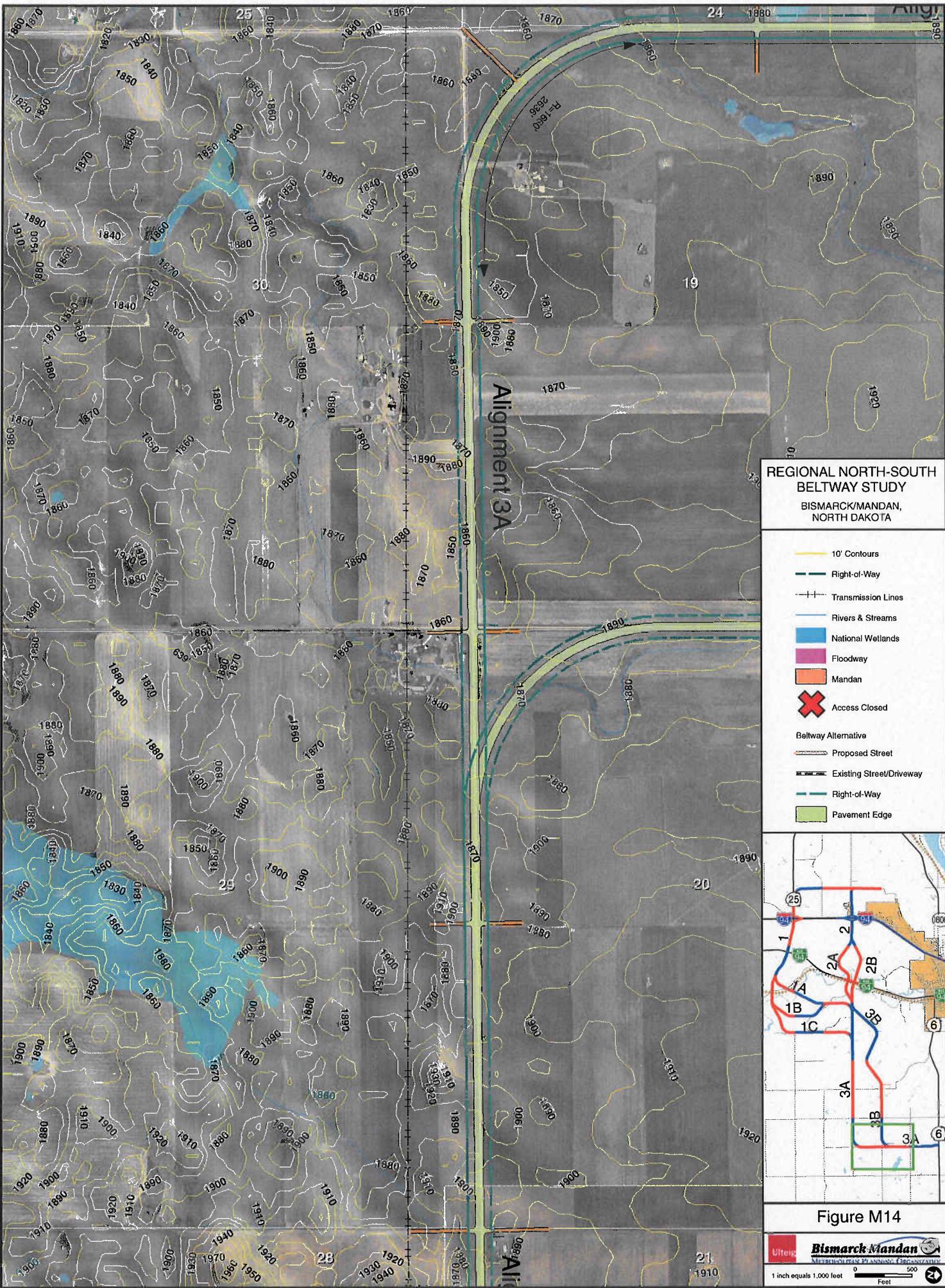
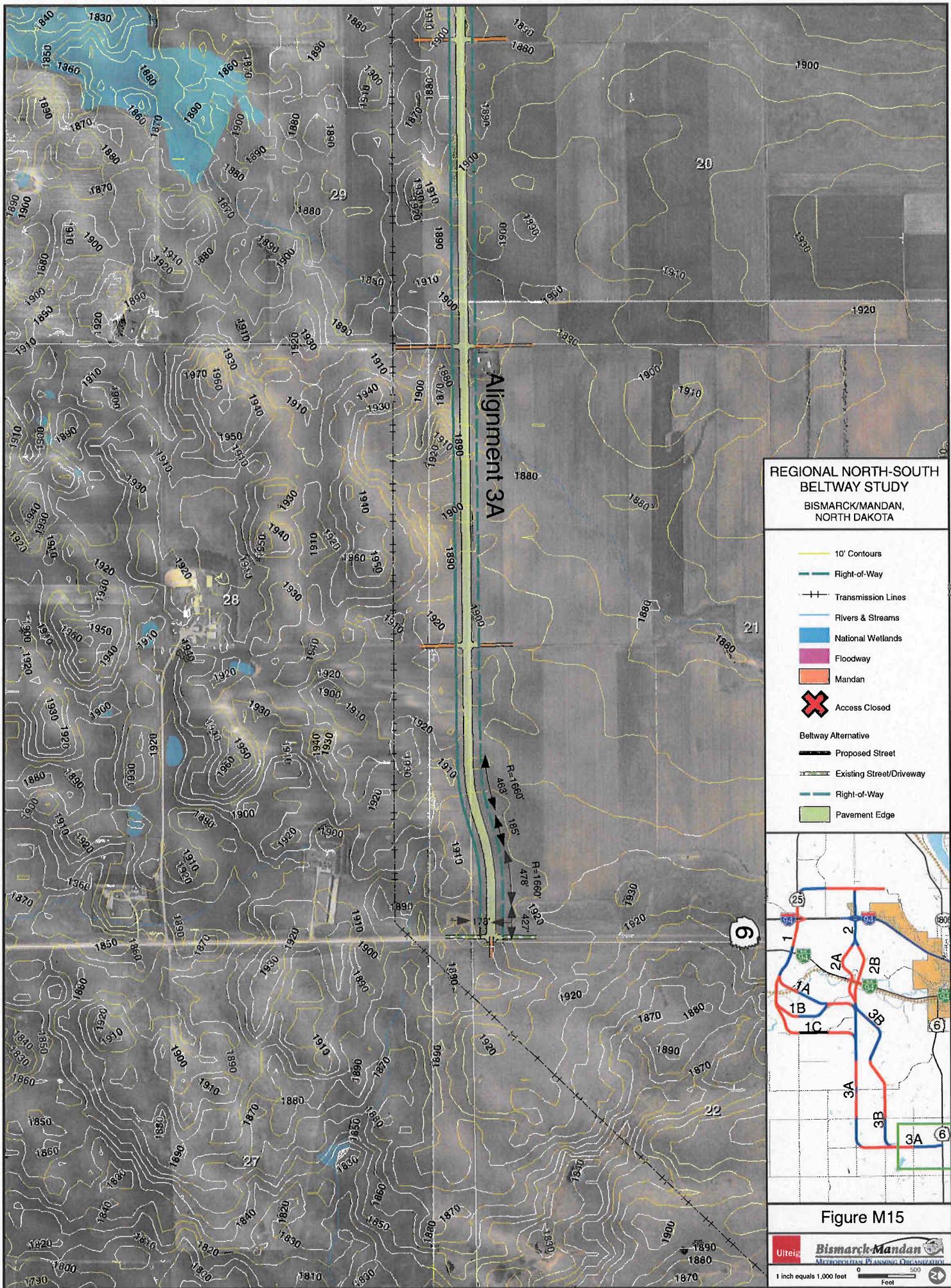


Figure M11









Alignment 3A

REGIONAL NORTH-SOUTH BELTWAY STUDY
BISMARCK/MANDAN, NORTH DAKOTA

- 10' Contours
 - Right-of-Way
 - Transmission Lines
 - Rivers & Streams
 - National Wetlands
 - Floodway
 - Mandan
 - Access Closed
- Beltway Alternative**
- Proposed Street
 - Existing Street/Driveway
 - Right-of-Way
 - Pavement Edge

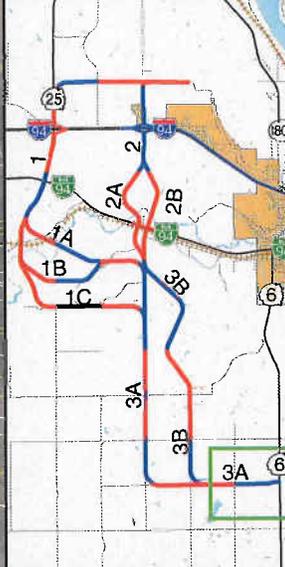
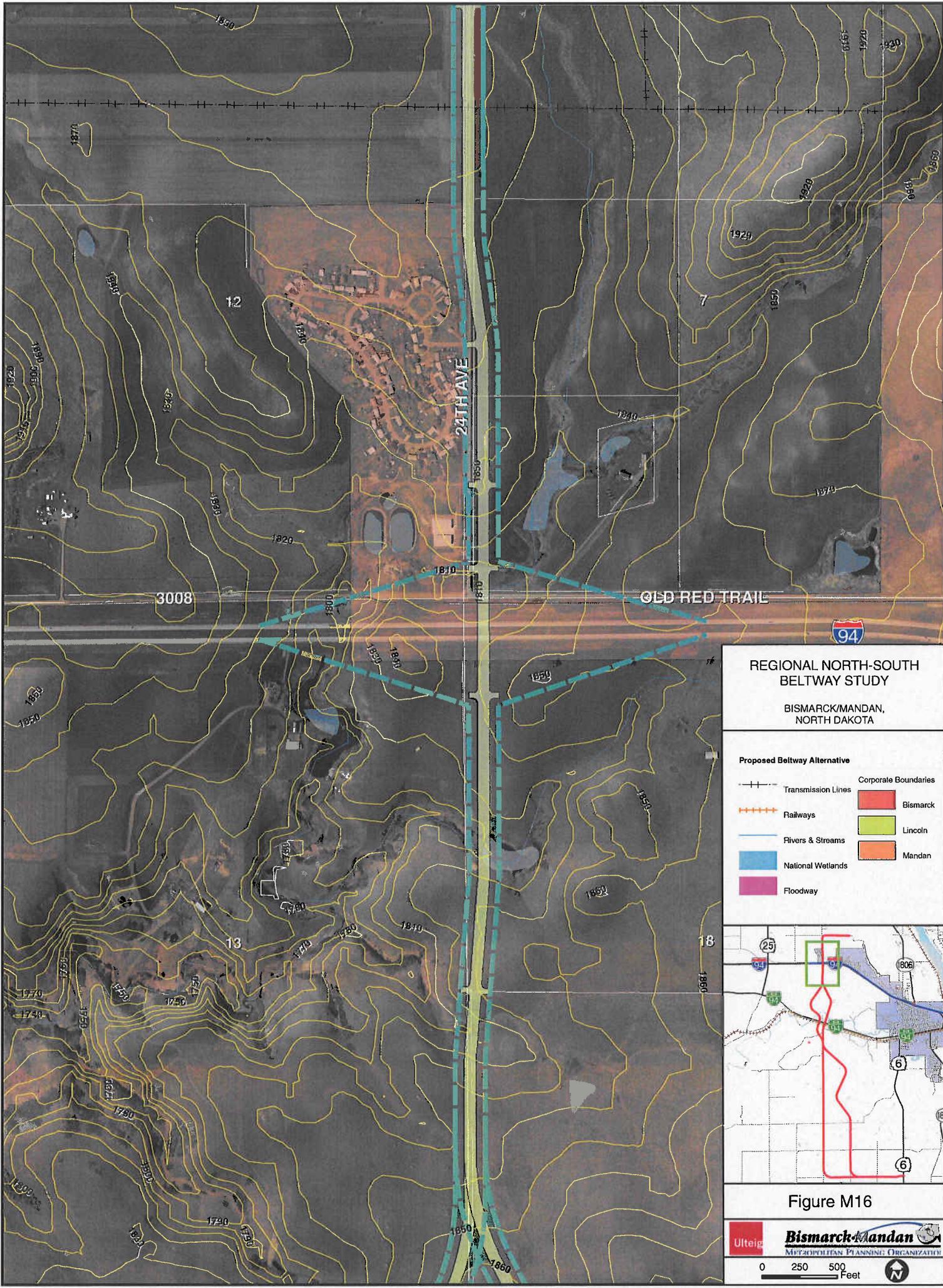


Figure M15



REGIONAL NORTH-SOUTH BELTWAY STUDY

BISMARCK/MANDAN,
NORTH DAKOTA

- Proposed Beltway Alternative**
- Transmission Lines
 - Railways
 - Rivers & Streams
 - National Wetlands
 - Floodway
 - Corporate Boundaries
 - Bismarck
 - Lincoln
 - Mandan

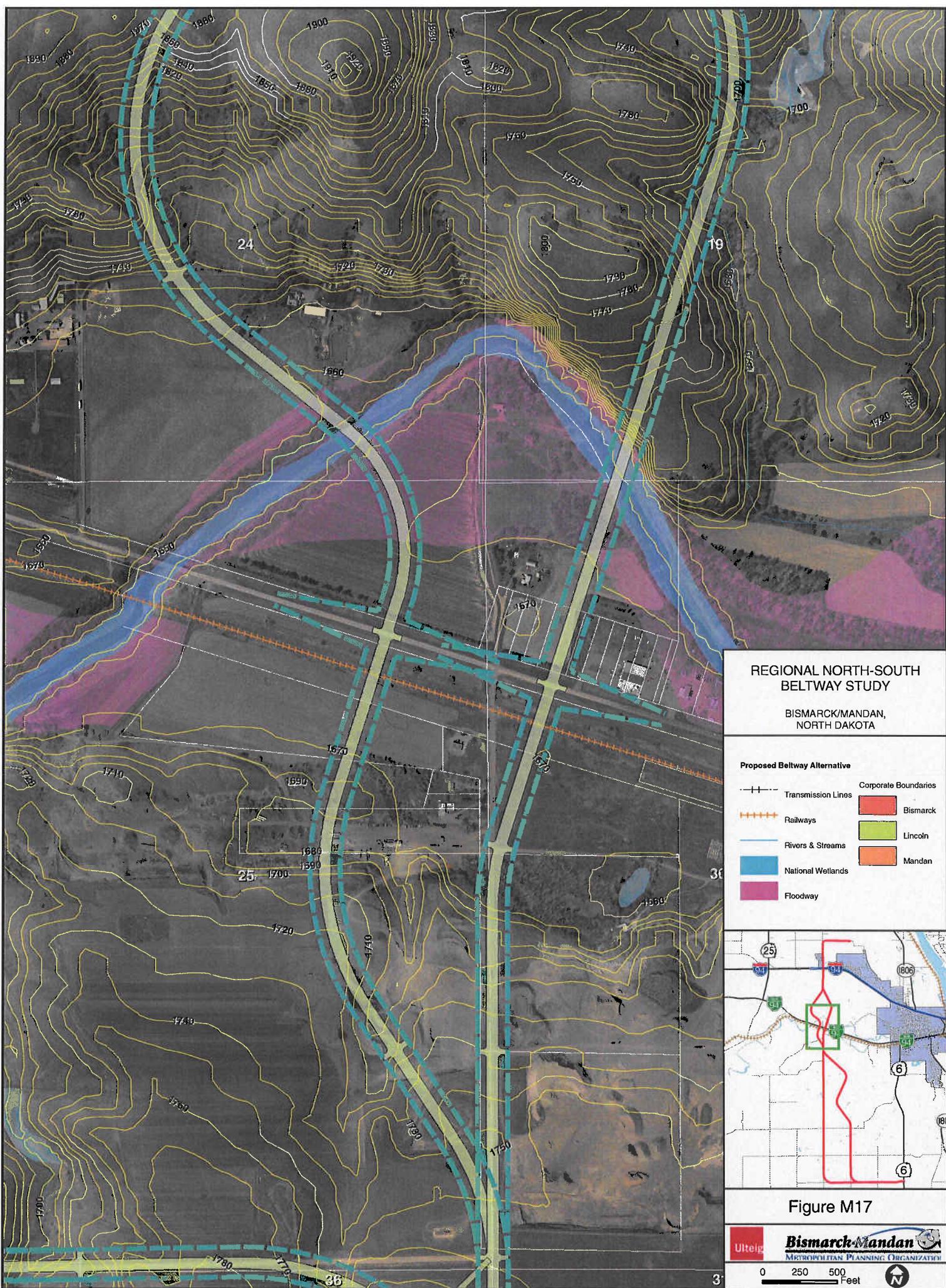


Figure M16




0 250 500 Feet





REGIONAL NORTH-SOUTH BELTWAY STUDY

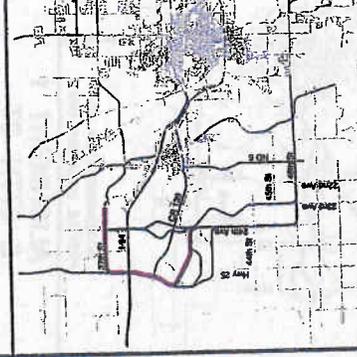
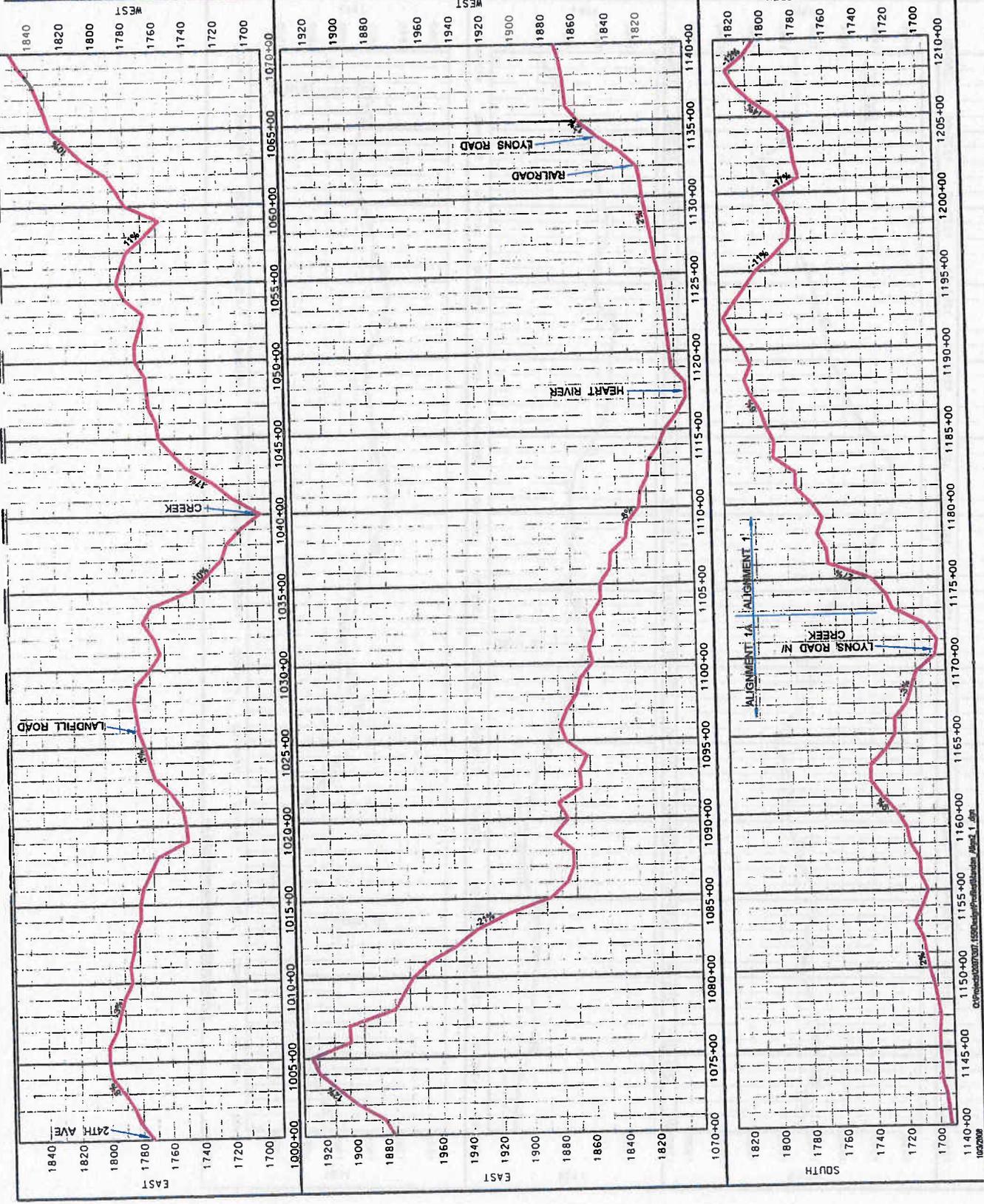
BISMARCK/MANDAN,
NORTH DAKOTA

- Proposed Beltway Alternative**
- Transmission Lines
 - Railways
 - Rivers & Streams
 - National Wetlands
 - Floodway
 - Corporate Boundaries
 - Bismarck
 - Lincoln
 - Mandan



Figure M17

**Mandan Morton Appendix M-3
Beltway Corridor Profiles**



**ALIGNMENTS 1 & 1A
EXISTING GROUND
PROFILE**

(SHEET 1 of 1)

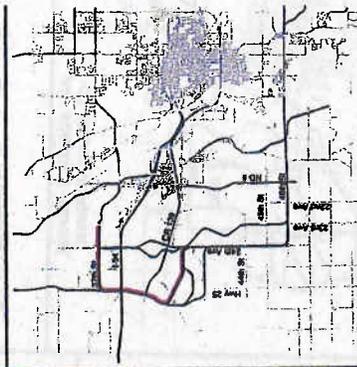
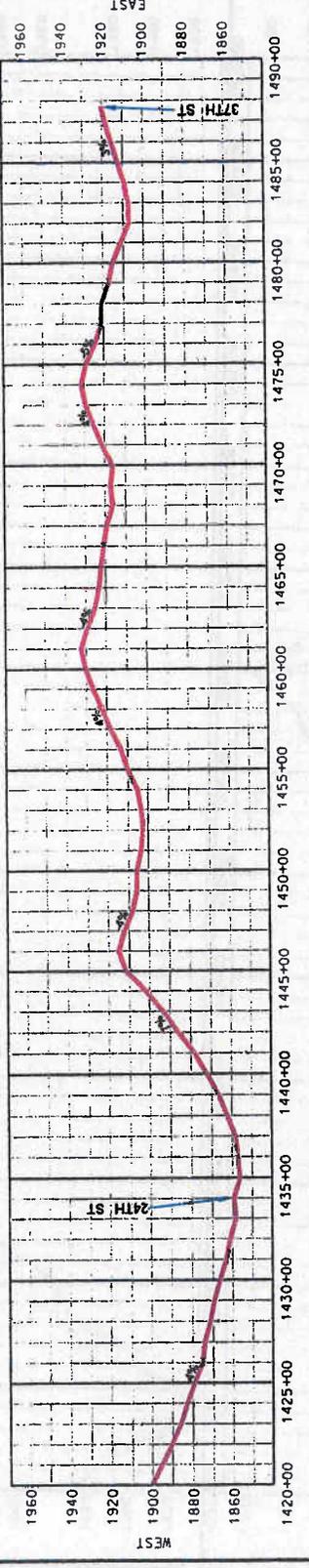
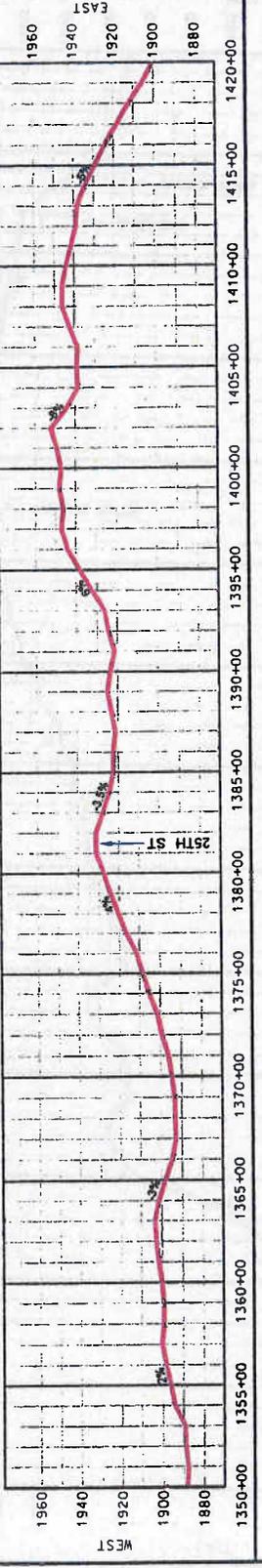
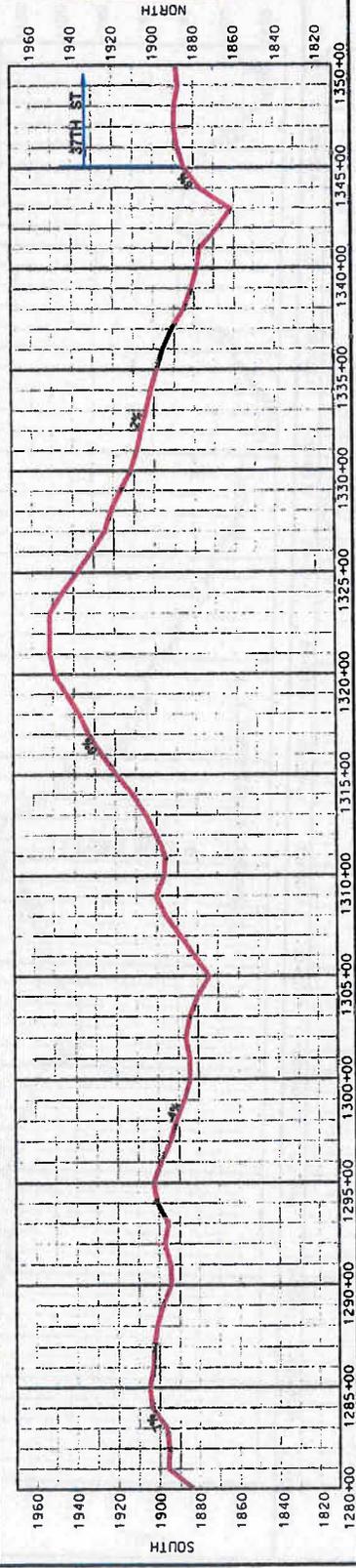
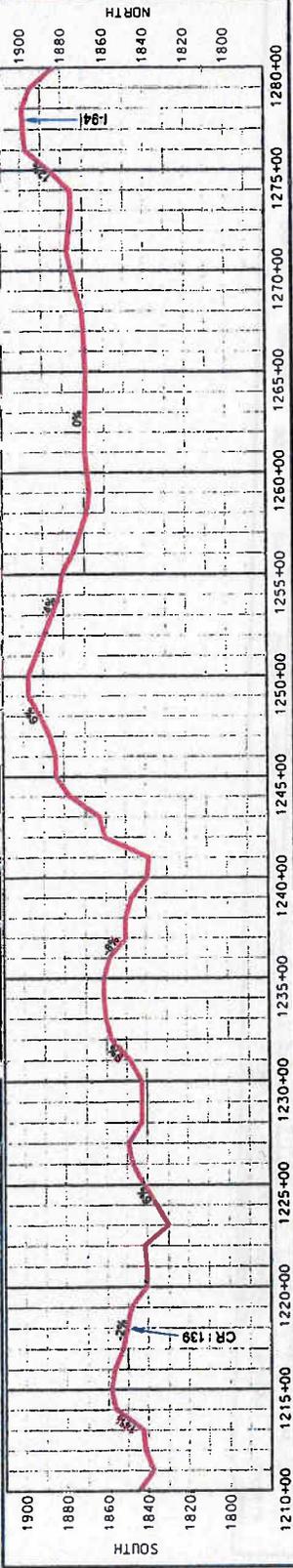
FIGURE P1

SCALE
HORIZ = 1"=800'
VERT = 1"=60'

0 100 200 300 400

10/20/08
C:\projects\2007081550\mop\Profile\Mand_Mort_1.dwg

REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA

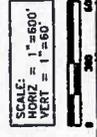


MANDAN/MORTON CO
PROFILE LOCATION MAP

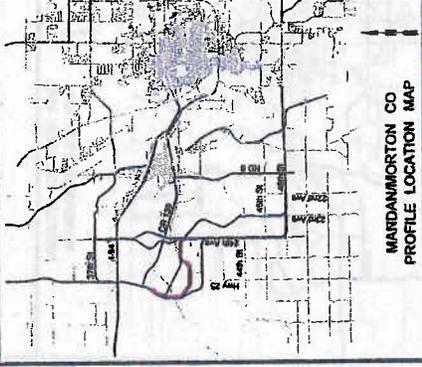
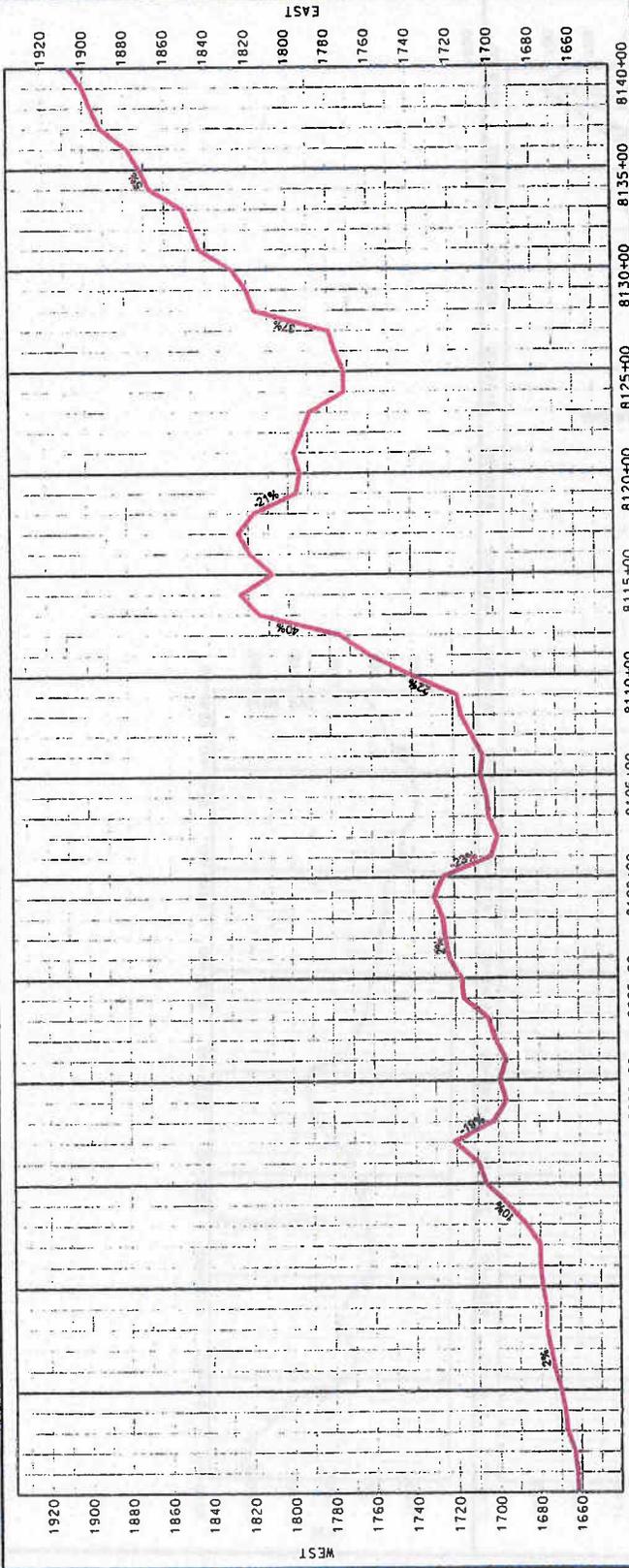
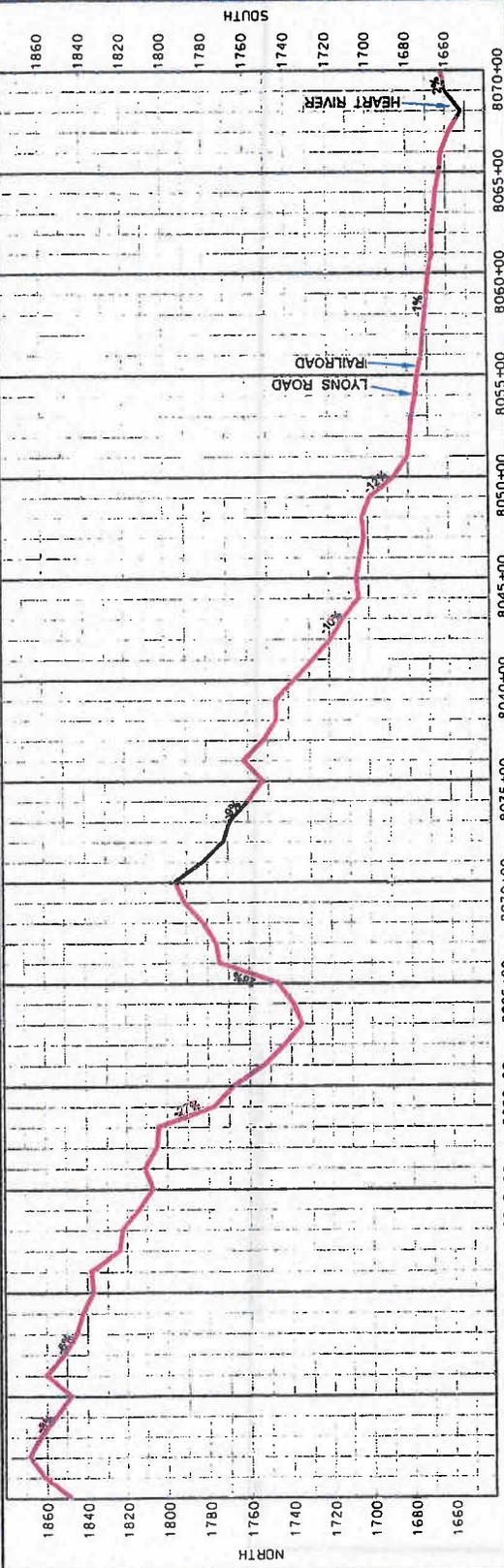
ALIGNMENT 1
& 37TH ST
EXISTING GROUND
PROFILE

(Sht 2 of 2)

FIGURE P2



© Project 2007, 1550 Highway 99, Bismarck, ND 58102



**ALIGNMENT 1B
EXISTING GROUND
PROFILE**

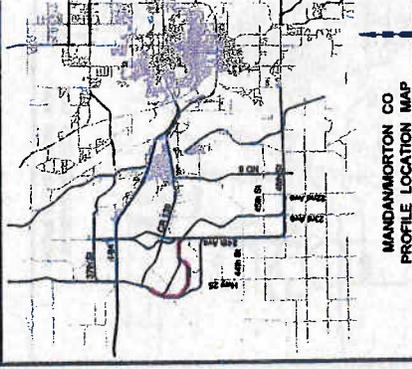
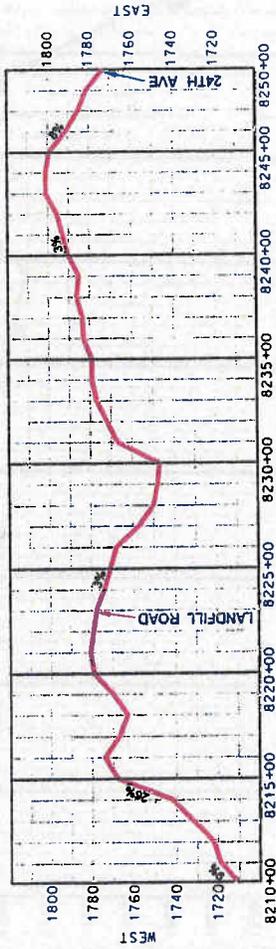
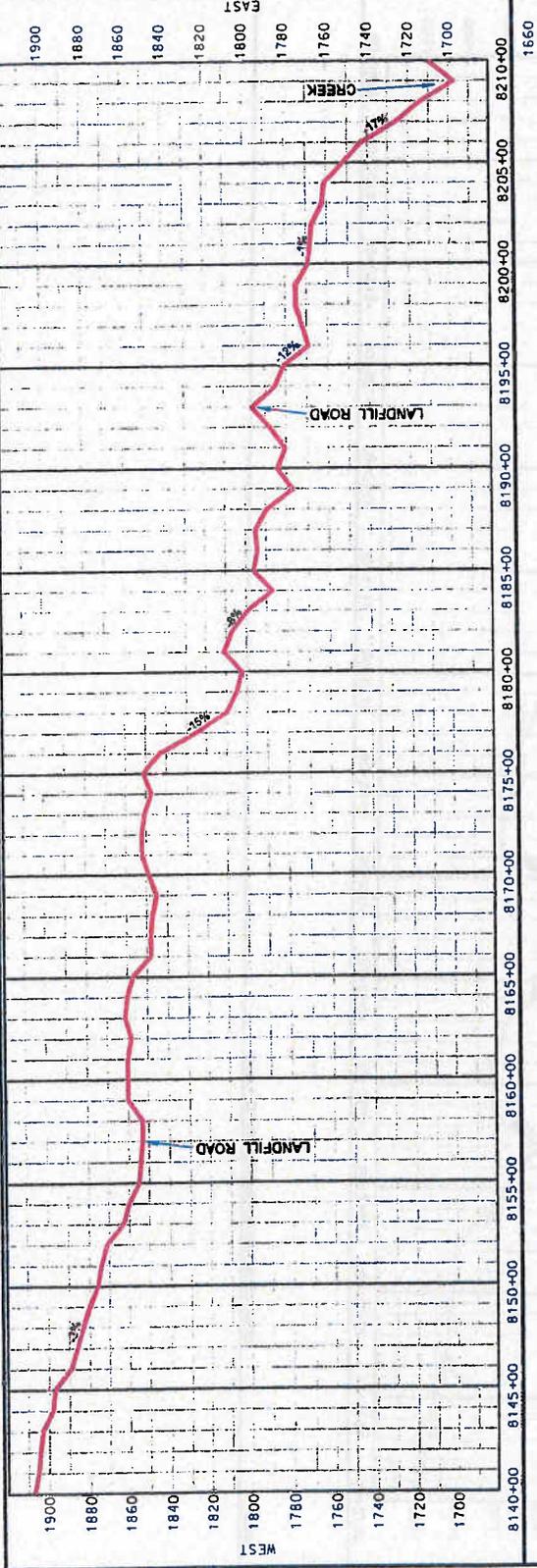
(Sht 1 of 2)

FIGURE P3

SCALE:
HORIZ = 1"=600'
VERT = 1"=60'

0 300 600

Ulteig



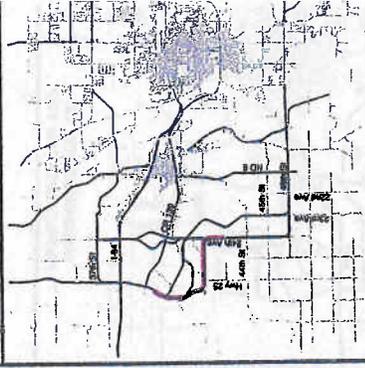
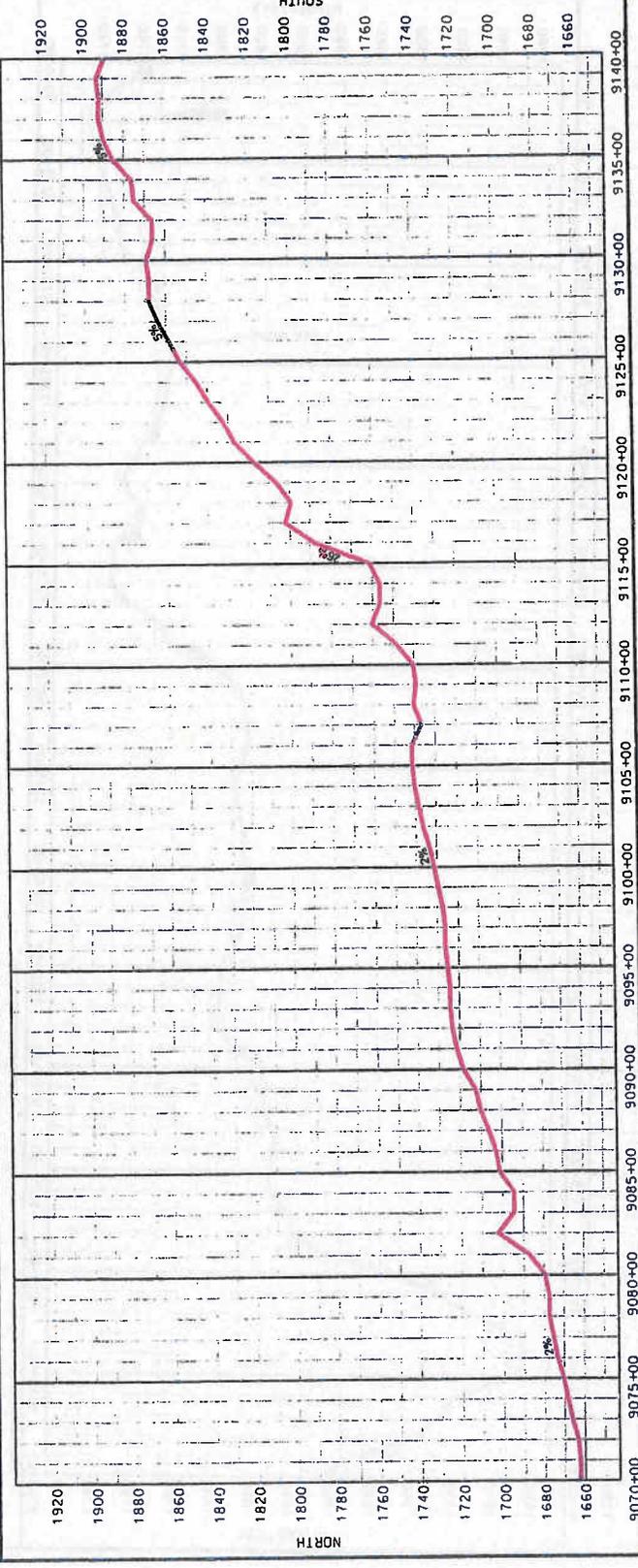
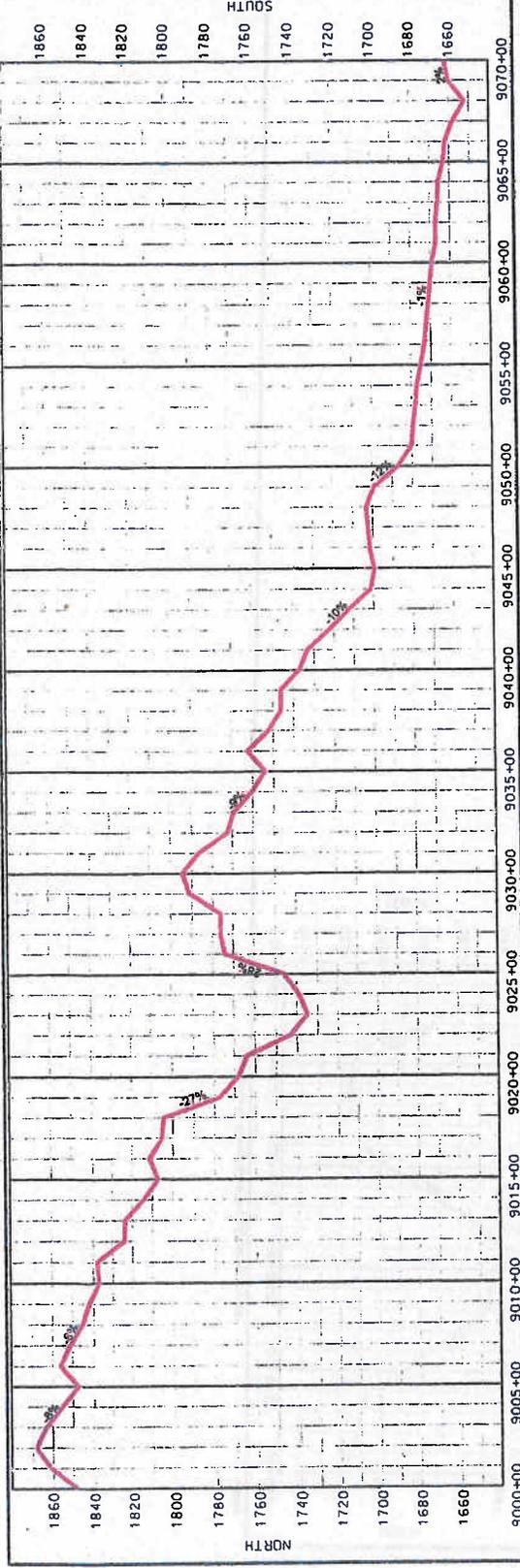
**ALIGNMENT 1B
EXISTING GROUND
PROFILE**

(SN 2 of 2)

FIGURE P4



REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA



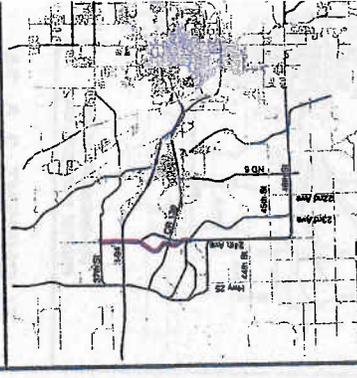
MANDAN/MORTON CO
PROFILE LOCATION MAP

ALIGNMENT 1C
EXISTING GROUND
PROFILE

(SHEET 1 of 1)

FIGURE P5





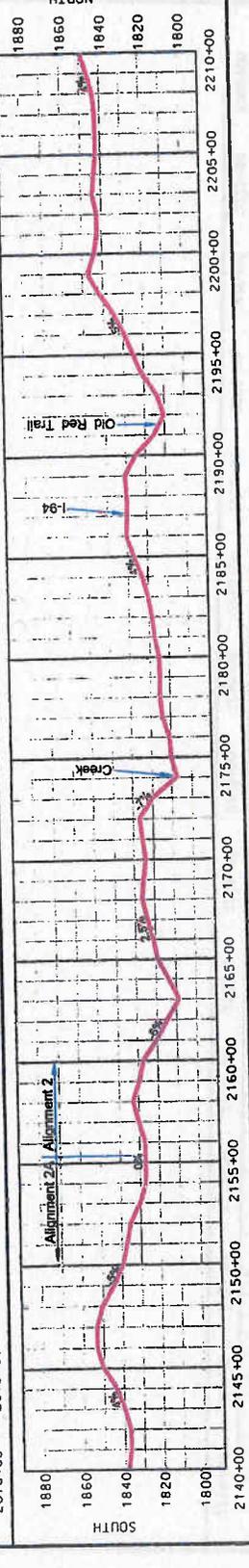
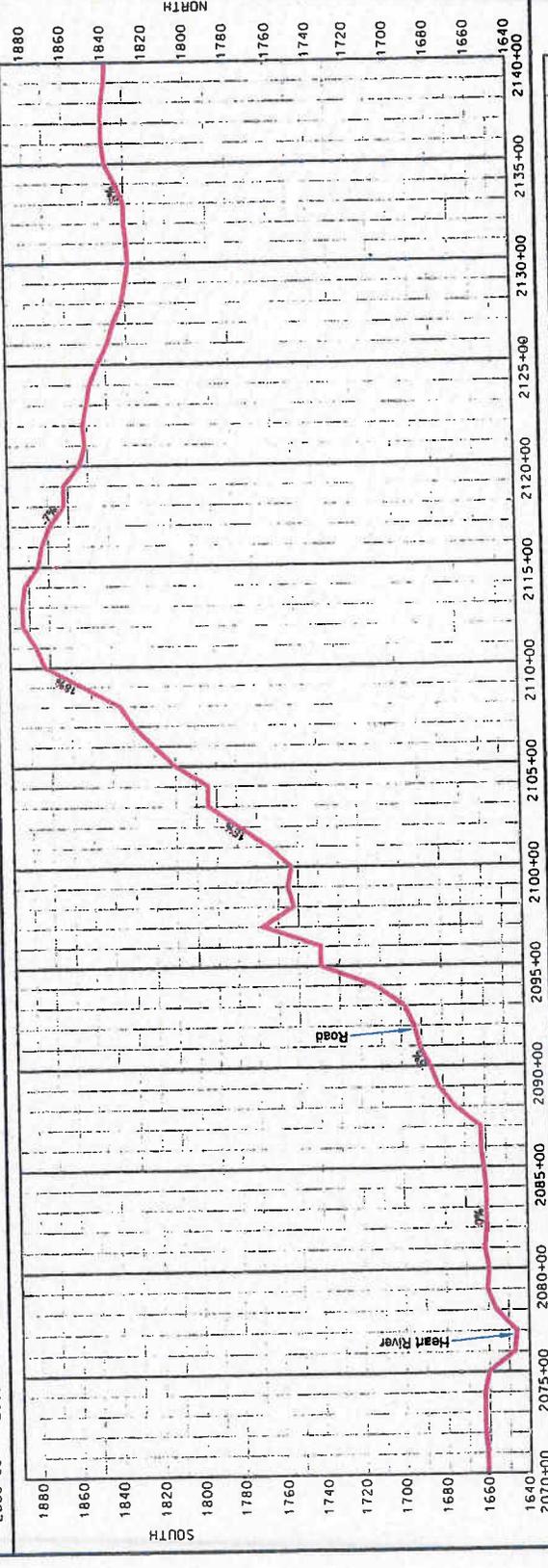
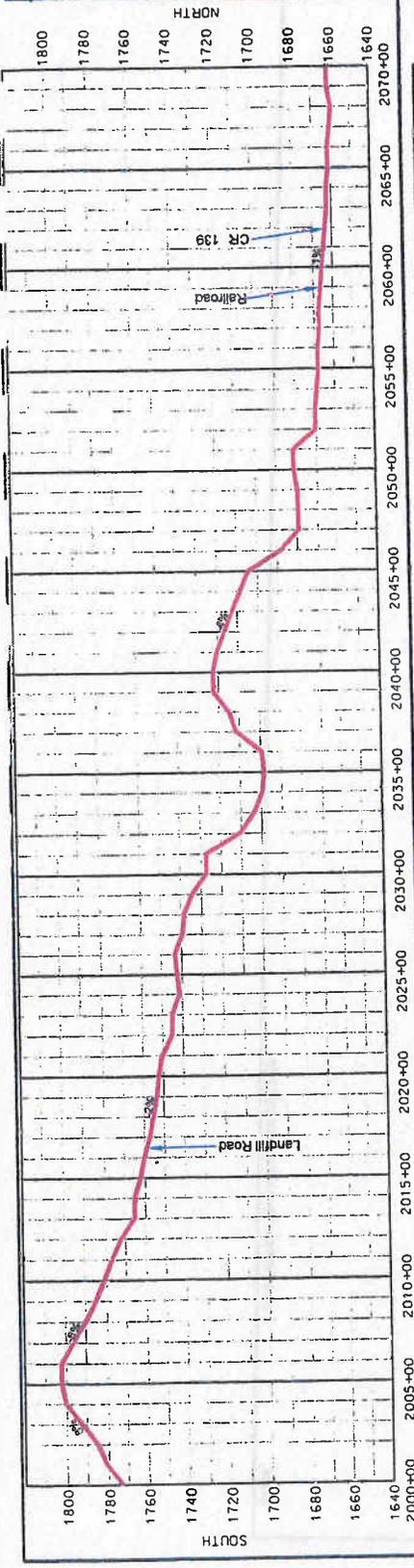
MANDANMORTON CO
PROFILE LOCATION MAP

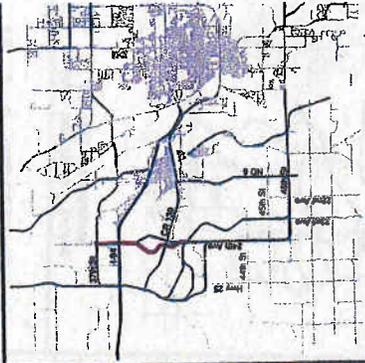
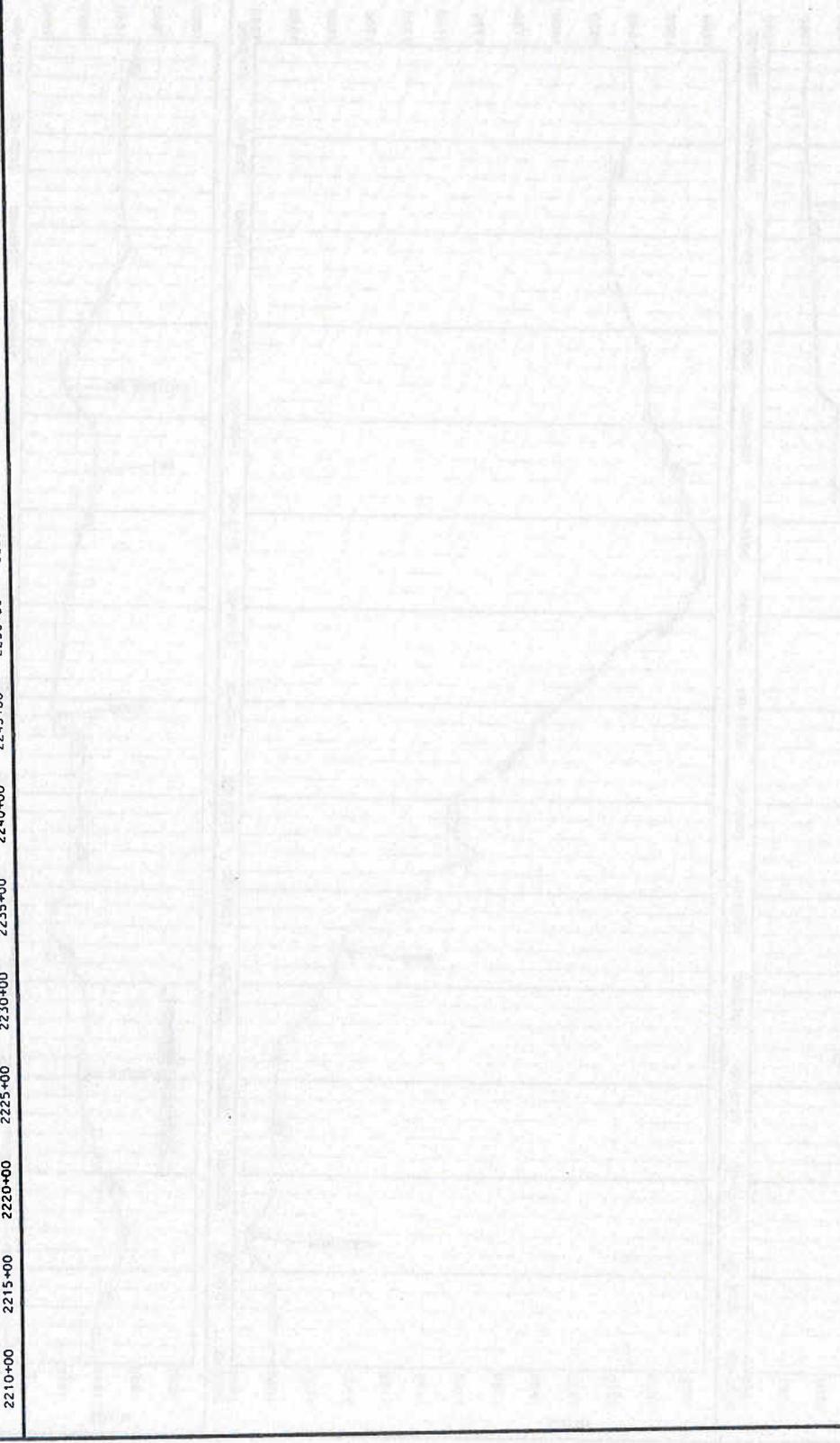
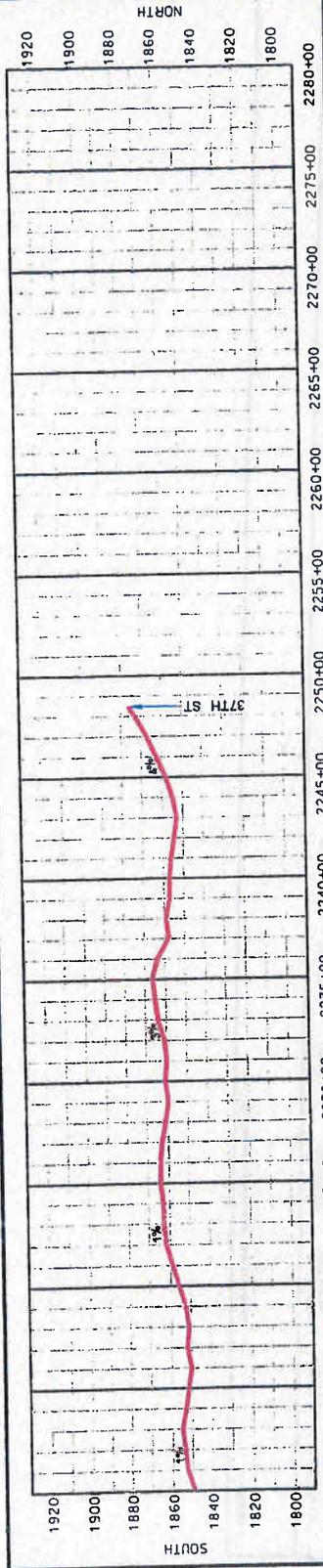
ALIGNMENTS 2 & 2A
EXISTING GROUND
PROFILE

(Sht 1 of

FIGURE P7

SCALE: HORIZ = 1"=500'
VERT = 1"=50'



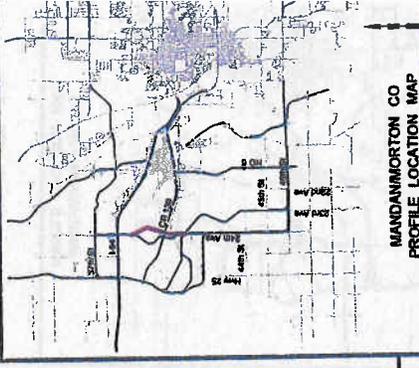


**ALIGNMENT 2 & 2A
EXISTING GROUND
PROFILE**

(SHEET 2 of 2)

FIGURE P8

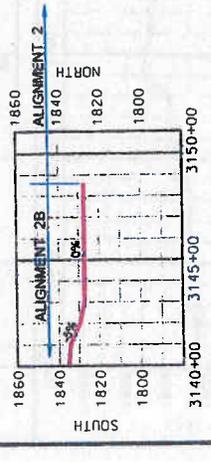
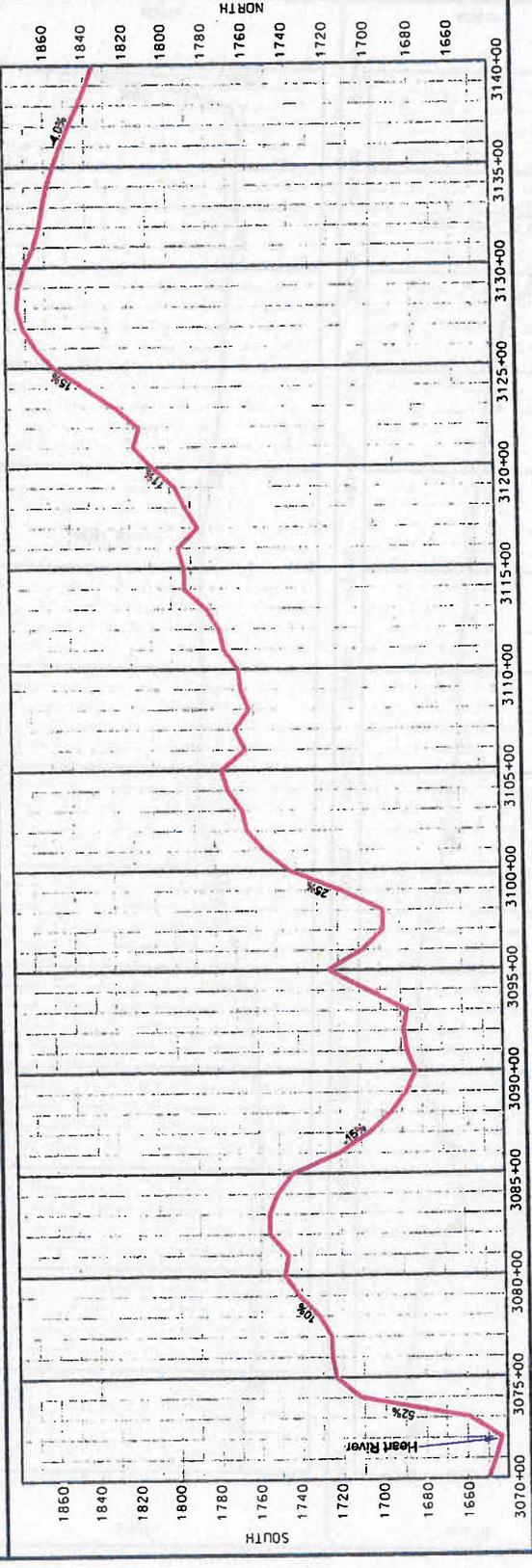
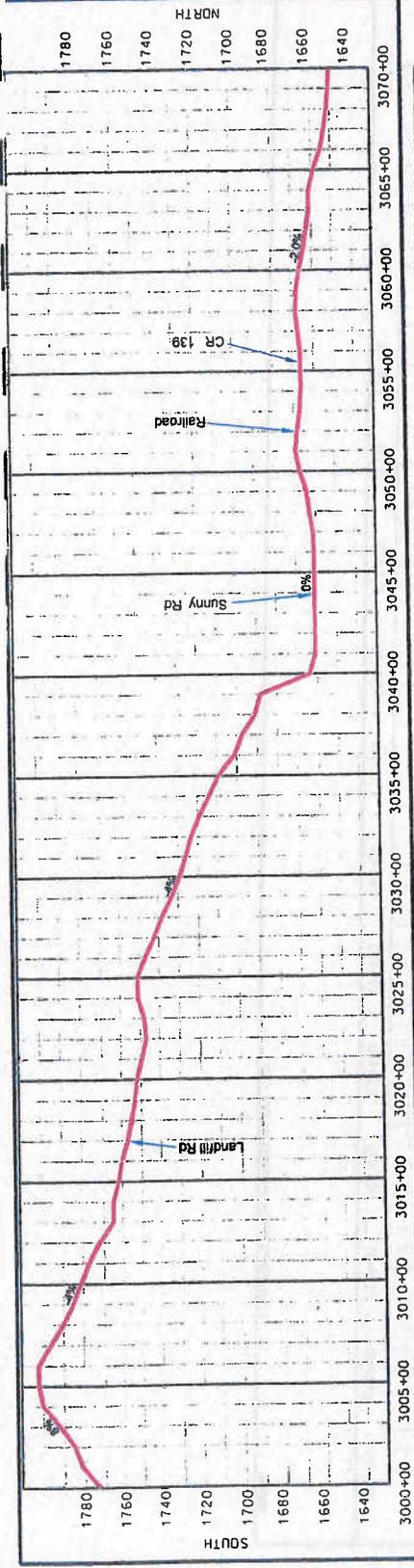




**ALIGNMENT 2B
EXISTING GROUND
PROFILE**

(Sht. 1 of

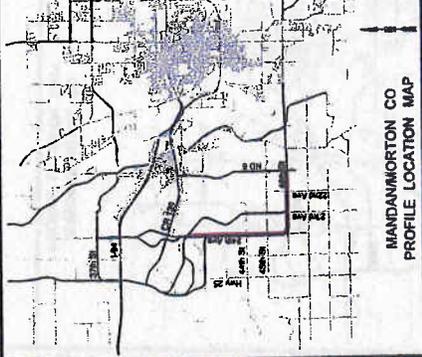
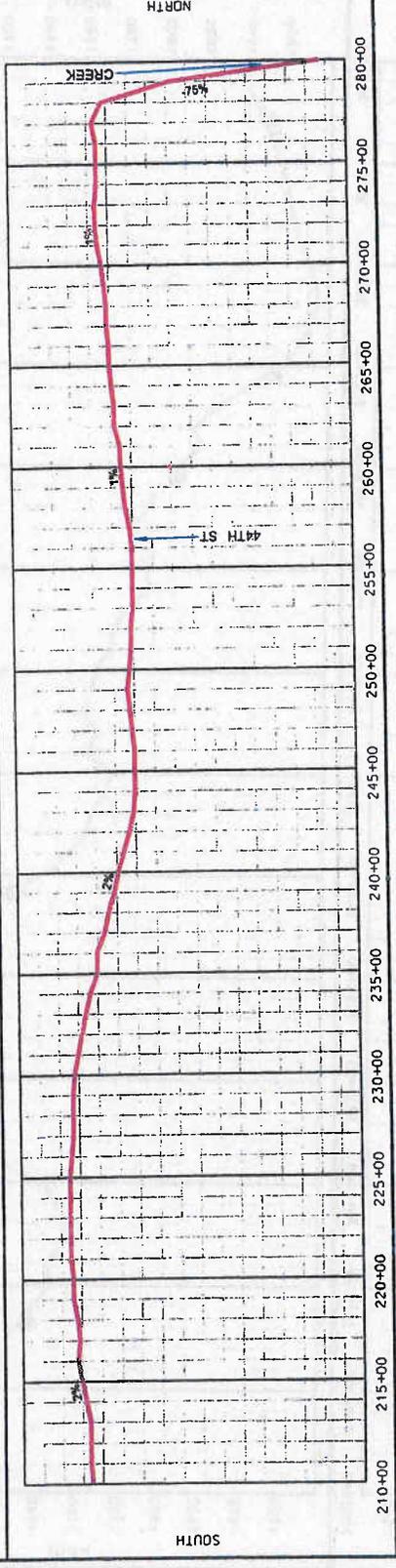
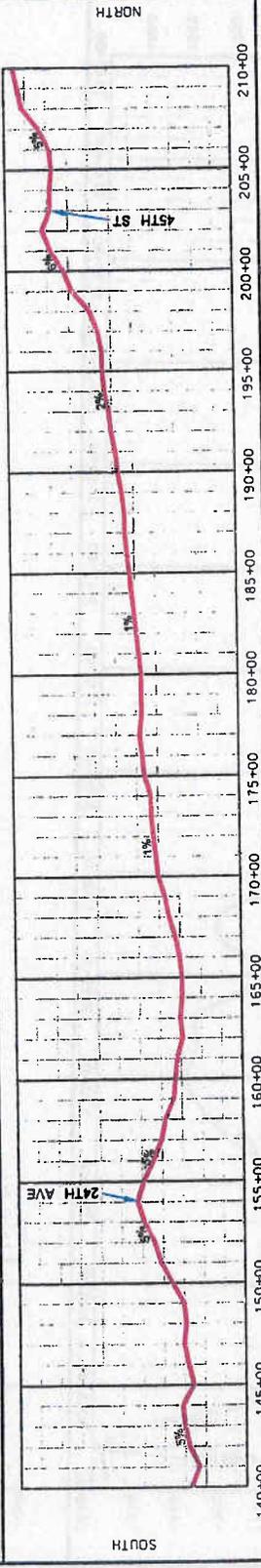
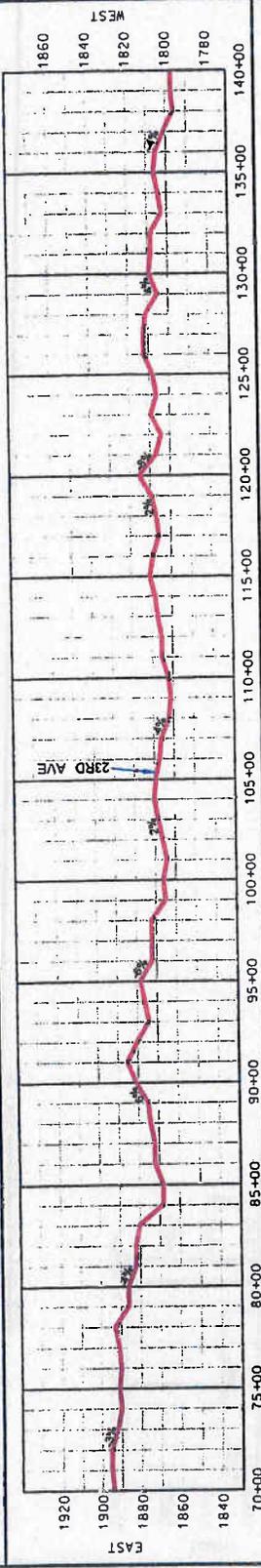
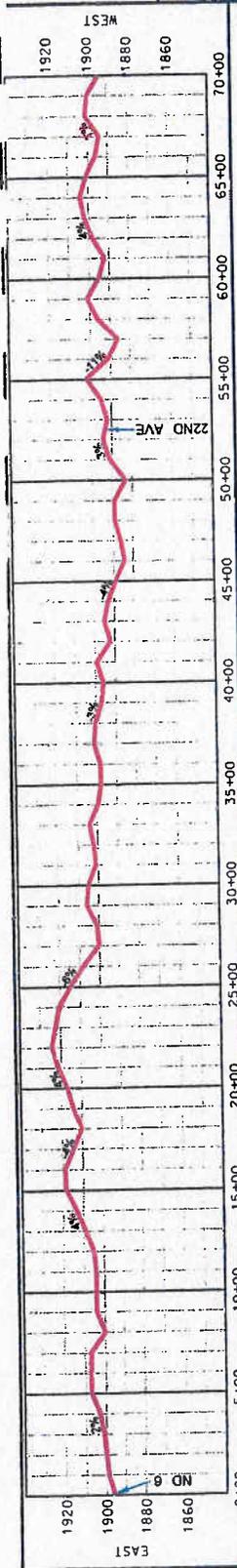
FIGURE P-9



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10/2/2008

REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA



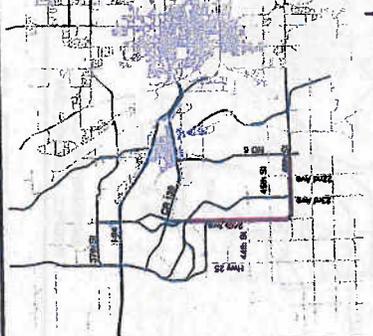
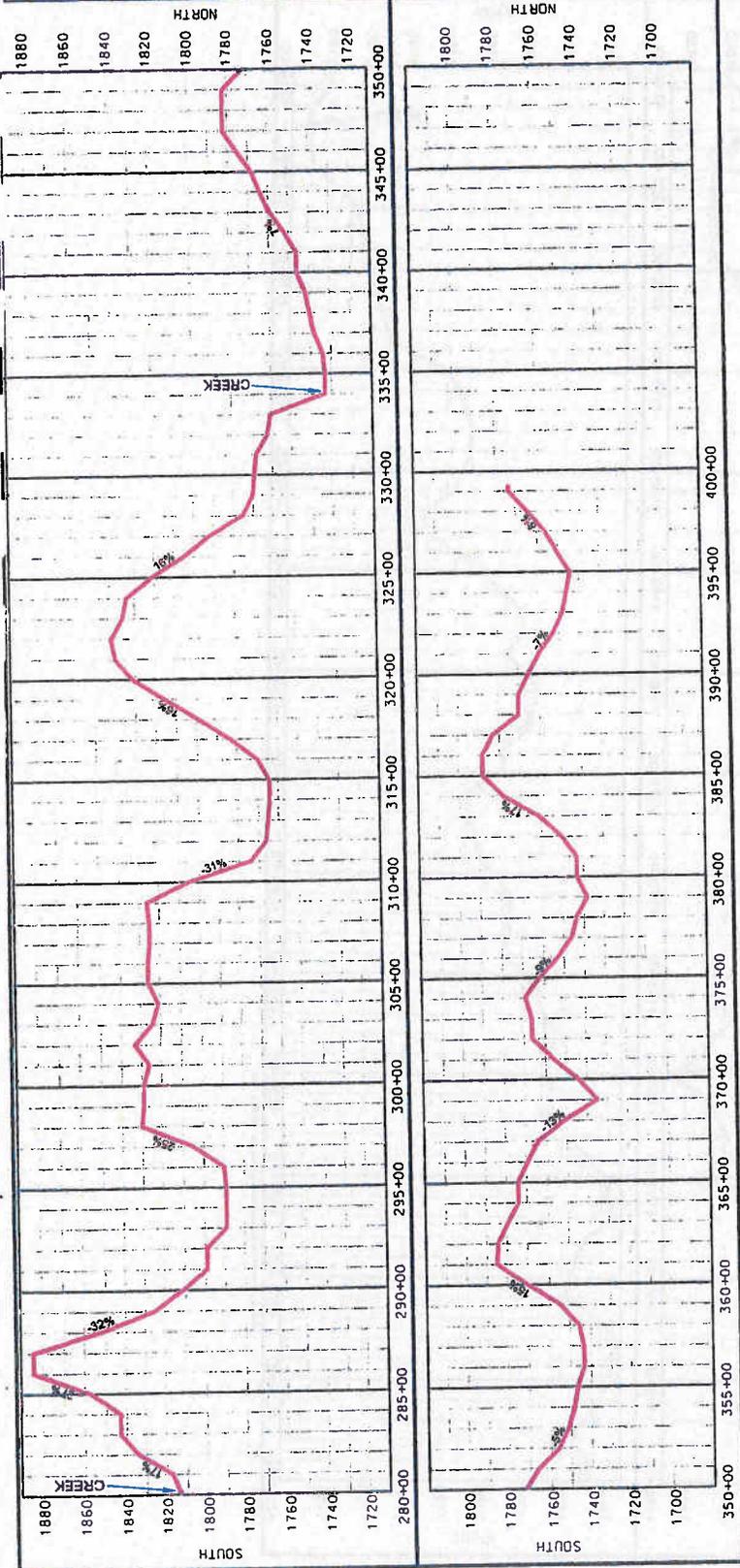
ALIGNMENT 3A
EXISTING GROUND
PROFILE

FIGURE P10

SCALE:
HORIZ = 1"=500'
VERT = 1"=50'



(Sht 1 of 2)



MANDANMORTON CO
PROFILE LOCATION MAP

**ALIGNMENT 3A
EXISTING GROUND
PROFILE**

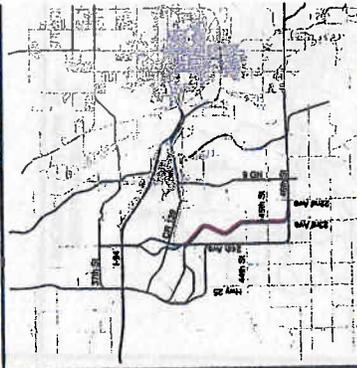
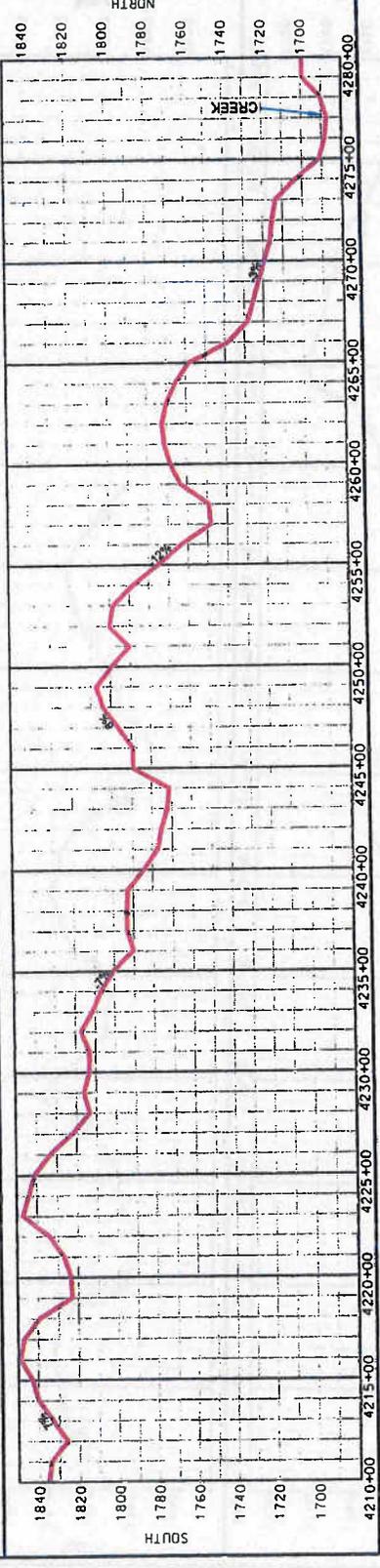
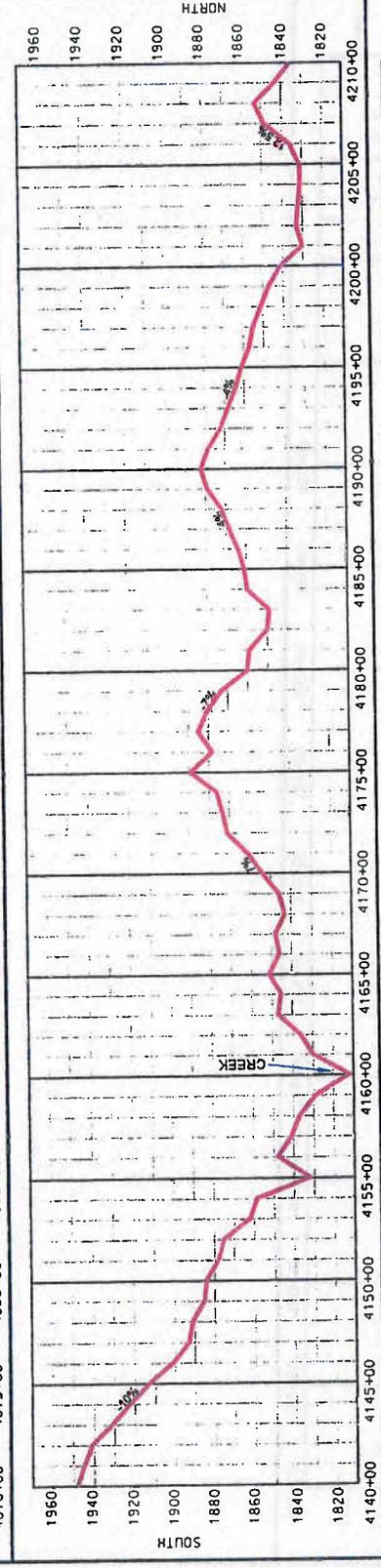
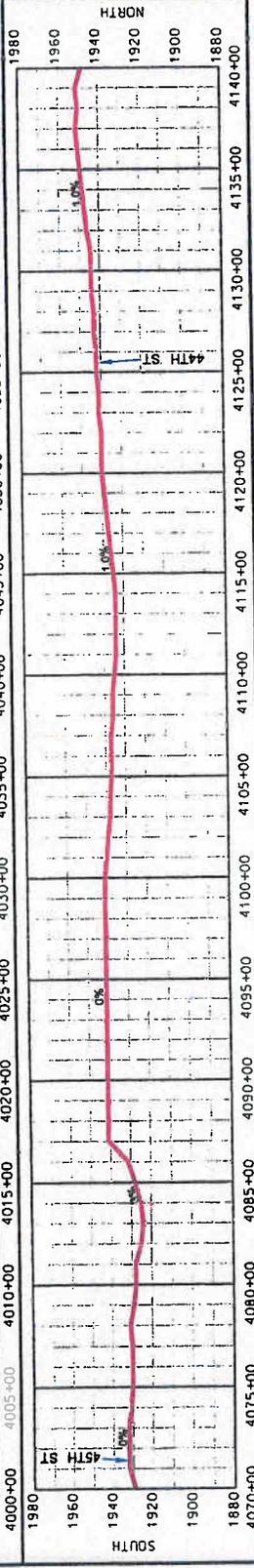
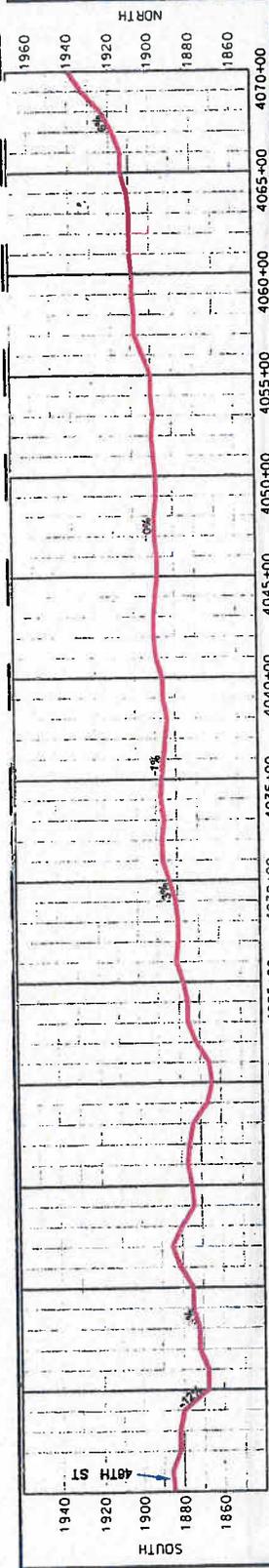
(SHEET 2 of 2)

FIGURE P11

SCALE:
HORIZ = 1"=600'
VERT = 1"=60'



REGIONAL NORTH-SOUTH
BELTWAY STUDY
BISMARCK/MANDAN,
NORTH DAKOTA



MANDANMORTON CO
PROFILE LOCATION MAP

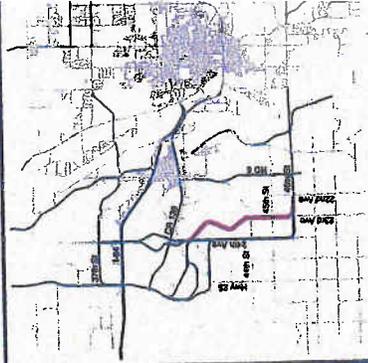
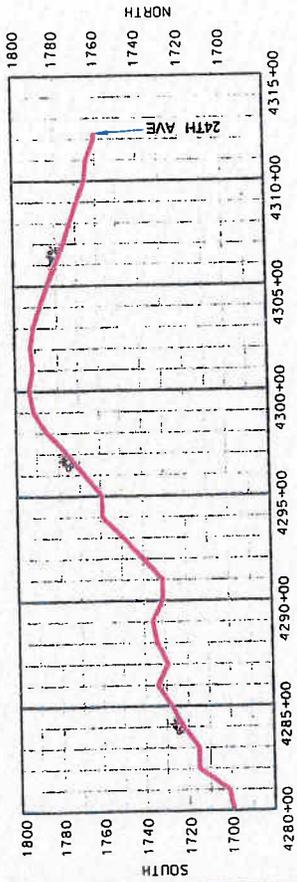
ALIGNMENT 3B
EXISTING GROUND
PROFILE

(SH 1 of 2)

FIGURE P12

SCALE: HORIZ = 1"=600'
VERT = 1"=80'

DATE: 11/11/07 11:00 AM



MANDANMORTON CO
PROFILE LOCATION MAP

**ALIGNMENT 3B
EXISTING GROUND
PROFILE**

(Sht 2 of 2)

FIGURE P13

SCALE:
HORIZ = 1"=600'
VERT = 1"=50'



Appendix 4
Meeting Announcements
&
Media Documentation

PUBLIC HEARINGS

CONDUCTED BY ULTEIG ENGINEERS

on behalf of the

Bismarck-Mandan Metropolitan Planning Organization

TOPIC

Regional North-South

Beltway Corridor Study

4/15/09

Mandan

News

MEETING PURPOSE:

To receive final public input on the Corridor Study and to seek Commission decisions and acceptance on Study Recommendations

Hearing Content & Schedule
Bismarck, Lincoln and Burleigh County meetings will present Report recommendations for future improvements in Burleigh County along the following Corridors:

- 77th Avenue from US-83 to 66th Street
- 66th Street from 71st Avenue N. to 28th Avenue S.
- 28th Avenue S. from 66th Street to Hwy 1804

Bismarck Board of City Commissioners

April 28 at 5:15 p.m.

221 N. 5th Street

Bismarck, ND

Lincoln City Council

May 7 at 7:00 p.m.

74 Santee Road

Lincoln, ND

Burleigh County Commission

May 18 at 5:00 p.m.

201 N. 5th Street

Bismarck, ND

Mandan and Morton County meetings will present Report recommendations for future improvements in Morton County along the following corridors:

- 37th Street N. from Highland Road to Highway 25
- 24th Avenue from 37th Street N. to 46th Street S.
- 46th Street S. from 24th Avenue to Hwy 6

Mandan City Commission

April 21 at 5:30 p.m.

205 2nd Avenue NW

Mandan, ND

Morton County Commission

May 12 at 5:30 p.m.

210 2nd Avenue NW

Mandan, ND

The MPO Policy Board will consider possible adoption of the Study at their May 19, 2009 meeting.

Copies of the Report will be available at the public libraries, at area City and County Planning Departments and on the project website <http://mso.mpls.org>

Representatives from the MPO and Ulteig Engineers will be on hand to answer questions

Requests for special facilities to assist persons with disabilities should be received within one week of the date of the meeting. **WRITTEN STATEMENTS** or comments about this project will be accepted until the time of the Commission meeting for each jurisdiction.

These may be sent to: Steven Windish, PE, Ulteig Engineers, 1442 Basin Avenue, Bismarck, ND 58501, 701-258-6507, email: swindish@ulteig.com

PUBLIC HEARINGS

CONDUCTED BY ULTEIG ENGINEERS

on behalf of the

Bismarck-Mandan Metropolitan Planning Organization

TOPIC

Regional North-South

Beltway Corridor Study

4/16/09

Bismarck

Trail

MEETING PURPOSE:

To receive final public input on the Corridor Study and to seek Commission decisions and acceptance on Study Recommendations

Hearing Content & Schedule
Bismarck, Lincoln and Burleigh County meetings will present Report recommendations for future improvements in Burleigh County along the following corridors:

- 71st Avenue from US-83 to 66th Street
- 66th Street from 71st Avenue N. to 28th Avenue S.
- 28th Avenue S. from 66th Street to Hwy 1804

Bismarck Board of City Commissioners

April 28 at 5:15 p.m.

221 N. 5th Street

Bismarck, ND

Lincoln City Council

May 7 at 7:00 p.m.

74 Santee Road

Lincoln, ND

Burleigh County Commission

May 18 at 5:00 p.m.

201 N. 5th Street

Bismarck, ND

Mandan and Morton County meetings will present Report recommendations for future improvements in Morton County along the following corridors:

- 37th Street N. from Highland Road to Highway 25
- 24th Avenue from 37th Street N. to 46th Street S.
- 46th Street S. from 24th Avenue to Hwy 6

Mandan City Commission

April 21 at 5:30 p.m.

205 2nd Avenue NW

Mandan, ND

Morton County Commission

May 12 at 5:30 p.m.

210 2nd Avenue NW

Mandan, ND

The MPO Policy Board will consider possible adoption of the Study at their May 19, 2009 meeting.

Copies of the Report will be available at the public libraries, at area City and County Planning Departments and on the project website <http://mso.mpls.org>

Representatives from the MPO and Ulteig Engineers will be on hand to answer questions

Requests for special facilities to assist persons with disabilities should be received within one week of the date of the meeting. **WRITTEN STATEMENTS** or comments about this project will be accepted until the time of the Commission meeting for each jurisdiction.

These may be sent to: Steven Windish, PE, Ulteig Engineers, 1442 Basin Avenue, Bismarck, ND 58501, 701-258-6507, email: swindish@ulteig.com

The Bismarck Tribune

04-22-2009: news-local

Beltway study passes first test

**By LEANN ECKROTH
Bismarck Tribune**

The North-South Beltway Corridor Study cleared its first major hurdle Tuesday as the Mandan City Commission approved its decisions document.

That document:

- n Preserves the 24th Avenue corridor to city and county standards as the beltway's minor arterial route.

- n Preserves right of way for an I-94 interchange at 24th Avenue.

- n Designates the preservation of I-94 interchange at 24th Avenue as a beltway corridor.

For Ulteig Engineers, the plan must still be accepted by four more local government boards crossing the Missouri River, including Bismarck, Burleigh County, Morton County and the city of Lincoln. Ulteig is completing the study on behalf of the Bismarck-Mandan Metropolitan Organization.

The study's aim is to ease road congestion and provide alternative travel routes around the perimeter of Bismarck-Mandan. It identifies possible routes that can absorb the extra traffic through at least 2035. If needed, it could result in bridge links in the future.

Earlier on Tuesday afternoon, Ulteig Engineers was given an extension to complete the study by the MPO Advisory

Board. It now has until June 1 to finish.

The engineering firm has been compiling its data for 18 months. The study will help protect the right-of-way corridor for the beltway through the platting process.

The Mandan/Morton County focus of the proposed beltway is south 24th Avenue, spanning from 37th Street to 46th Street. Forty-sixth and 37th Streets also could be the long-range bridge links to Burleigh County if needed.

The proposed area on the Bismarck/Burleigh County side would be 71st Avenue going east, then vertically through 66th Street and connecting to the south side by 48th Avenue.

The matter is scheduled to be heard at the 5 p.m. Bismarck Planning Commission today at the City/County Building in Bismarck.

"One of the things this study would do is help both sides of the river figure out where their next interchange is going to be," Steve Grabill, Ulteig's transportation engineer, told the MPO board. "This study has taken us to a new level where we can move with a more assuredness where the public stands. ... For a majority of the segments, we are looking at a two-lane section with turn lanes. Possibly as you get closer to the interchange, based on traffic needs, you could go to five lanes."

"We've gone through a lot of questions of what these beltways would look like."

He said the engineering firm would seek adoption from the other boards until mid-May.

He told the MPO board that the study has taken longer than expected because of blizzards and floods.

(Reach reporter LeAnn Eckroth at 250-8264 or leann.eckroth@bismarcktribune.com.)

Morton OKs beltway document

By LEANN ECKROTH
Bismarck Tribune - 5/14/09

The Morton County Commission became the fourth government entity to approve the North-South Beltway Study decisions document Tuesday and scheduled its first public meeting about appointing its county auditor.

Morton County's consent to the transportation study leaves only one entity to approve the document before June.

The Mandan-Morton County focus of the proposed beltway is south 24th Avenue, spanning from 37th Street to 46th Street. Forty-sixth and 37th streets also could be the long-range bridge links to Burleigh County if needed.

The Bismarck-Burleigh County side proposed corridor would be 71st Avenue going east, then vertically through 60th Street and connecting to the south side by 48th Avenue.

It is the final step of a 19-month study completed by Ulteig Engineering for the Bismarck-Mandan Planning Organization.

Throughout the process, Ulteig has compiled the data and held a series of public meetings for the study.

The decisions document:

- Preserves the 24th Avenue corridor, according to current city and county standards, as the beltway minor arterial route.

- Preserves right-of-way at the Interstate 94 interchange at 24th Avenue.

- Designates the beltway as a corridor.

The purpose of the beltway is to decrease traffic congestion through alternative routes around the metro area for the next 25 years.

Decisions documents already have been signed by Bismarck, Mandan and Lincoln. At 5 p.m. Monday, it will be presented to the Burleigh County Commission for its final round of consideration.

The first public hearing over the debate on whether to appoint the county auditor is tentatively set for 6 p.m. June 9 at the commission meeting room of the Morton County Courthouse.

Commissioners are proposing the office become appointed by committee and approved by the commission after current county auditor Paul Trauger retires when his term expires in 2010. Trauger has served in the office 30 years.

Commissioner Bruce Strinden said he believes the appointment process would ensure a qualified person is placed in the position.

If someone without all the qualifications is elected, commissioners fear a second person would need to be hired to do the work

Beltway study 5/17/09

Ulteig Engineers will seek approval of its decisions document for Bismarck-Mandan North-South Beltway Study at 5:30 p.m. Tuesday at the Morton County Commission meeting. The beltway proposes a corridor to ease traffic congestion around the Bismarck-Mandan area for the next 25 years. The study is being completed for the Bismarck-Mandan Metropolitan Planning Organization.

The city commissions of Mandan and Bismarck have approved the decisions document. The city of Lincoln, Morton County and Burleigh County also are being asked to give their consent by June.

the elected person cannot. That means an added salary expense.

Strinden said the commission has been able to rely on Trauger to consult them on their financial-related decisions in almost every matter. He said there is a risk of losing that vital information if a non-qualified person is elected to the post.

In a separate matter the commission approved \$25,000 in Bismarck Development Association grant money for the city of Hebron to build a new community center.

The board approved jointly applying for Bureau of Justice Assistance grant money with the city of Mandan. Morton County is eligible for \$24,426 and Mandan could qualify for \$62,364.

The grant is part of President Barack Obama's Recovery Act.

In a memo to the commission, Sheriff Dave Shipman said he intends to use the county portion of the funding to upgrade firearms and replace long guns.

(Reach reporter LeAnn Eckroth at 250-8264 or leann.eckroth@bismarcktribune.com.)

Bismarck approves beltway study

By LEANN ECKROTH

Bismarck Tribune

4/29/09

It's two down and three to go.

The Bismarck City Commission on Tuesday was the second entity to approve a decisions document for the Bismarck-Mandan Regional North-South Beltway Study.

The study's aim is to ease road congestion and provide alternative travel routes around the perimeter of Bismarck-Mandan. It names possible routes that can receive the extra traffic through at least the next 25 years. Where warranted it could mark future bridge connections.

The board action:

- Designates 71st Avenue, 66th Street and 48th Avenue as south corridors to be preserved as part of the beltway facility.

- Designates the corridor as a beltway.

- Directs the city of Bismarck and Burleigh County staff to work with land own-

ers and developers to implement a diagonal connection between 66th Street and 71st Avenue North.

- Preserves the right of way for an I-94 interchange at 66th Street.

- Preserves a right of way for an interchange at U.S. Highway 83 and 71st Avenue North.

Ulteig Engineers has been compiling public feedback and data for the study for over 18 months.

The decision document is the final step of material it is preparing for the Bismarck-Mandan Metropolitan Planning Organization. Mandan approved its version of the document last week.

Ulteig must still garner approval from Burleigh County, Morton County and the city of Lincoln government boards before June.

The Bismarck-Burleigh County side proposed corridor would be 71st Avenue going east, then vertically through 66th Street and connecting to the south side by

48th Avenue.

The Mandan-Morton County focus of the proposed beltway is south 24th Avenue, spanning from 37th Street to 46th Street. Forty-sixth and 37th Streets also could be the long-range bridge links to Burleigh County if needed.

In a separate matter the board also agreed to allow Meriwether's Restaurant to seek a buyer for the business.

"The city owns the land and the building," said city attorney Charles Whitman.

"It is under lease until 2017 to Missouri River Boat Company, owned by Fort Abraham Lincoln Foundation."

Captain Meriwether's Inc. owns the restaurant and subleases from the Missouri Riverboat. Whitman said they may sell the ongoing operation of the restaurant and the remaining term of their lease.

"(Commissioners agreed) they could talk to a potential purchaser about also buying the depot building from

us, but not the land," Whitman said. "It would still be subject to the Missouri Riverboat lease that isn't over until 2017."

He said the matter is complicated because there are many burdens upon the property. "It's also difficult to sell a building without the land. Then you have to discuss the lease that is going to follow. They want to market the business with or without the building, but subject to a lease."

He added it is unknown if a buyer will have an interest in the building, but said the opportunity is there.

Late in the meeting, the board also went into executive session for 15 minutes to discuss a contract negotiation for prospective Bismarck Civic Center entertainment.

Commissioners agreed to move forward with their action, but did not identify what that would be when they returned to the public portion of the meeting.

Lincoln OKs beltway document

By LEANN ECKROTH

Bismarck Tribune - 5/19/09

The city of Lincoln counted itself the third entity to approve the decisions document for the Bismarck-Mandan North-South Beltway Study on Thursday.

The study was completed by Ulteig Engineers on behalf of the Bismarck-Mandan Metropolitan Planning Organization. It defines alternate routes around the Bismarck-Mandan area and aims to decrease traffic congestion over the next 25 years.

The Lincoln City Council action:

- Designates 71st Avenue, 66th Street and 48th Avenue as south corridors to be preserved as part of the beltway facility.

- Designates the corridor as a beltway.

- Directs the city of Bismarck and Burleigh County staff to work with landowners and developers to implement a diagonal connection between 66th Street and 71st Avenue North.

Continued on 2B

- Preserves the right of way for an I-94 interchange at 66th Street.

- Preserves a right of way for an interchange at U.S. Highway 83 and 71st Avenue North.

The decision document is the final step of Ulteig Engineers' 18-month process of compiling public feedback and data for the study.

The Bismarck/Burleigh County side proposed corridor would be 71st Avenue going east, then south through 66th Street and connecting to the south side by 48th Avenue.

The Mandan/Morton County focus of the proposed beltway is south 24th Avenue, spanning from 37th Street to 46th Street. Forty-sixth and 37th streets also could be the long-range bridge links to Burleigh County if needed.

The study must be approved by the cities of Mandan, Bismarck and Lincoln, and Burleigh and Morton counties.

Morton and Burleigh counties must still give their consent on their respective decision documents by June.

City Council President Karen Daly said the project was well explained and the council accepted the study.

"The only question was if the airport is expanded, that were hoping another road will be built before the Airway Avenue is closed," she said.

In separate business, the council tabled action on annexing Bismarck School District property on north McDougal Street.

Burleigh agrees to corridor study

By LEANNE ECKROTH
Bismarck Tribune
5/19/09

Burleigh County became the final entity to approve the Regional North-South Beltway Corridor Study on Monday, but after 90 minutes of testimony, opted to omit the term beltway.

The board agreed to:

- Preserve 71st Avenue North, 66th Street and 48th Avenue South corridors to be preserved as part of a beltway type facility.

- Eliminate the designation of beltway to the corridors.

- The city of Bismarck and Burleigh County staff will work with landowners and developers to implement a diagonal connection between 66th Street and 71st Avenue North.

- Preserves the right-of-way for an interchange at 66th Street and Interstate 94.

- Preserves the interchange at

U.S. Highway 83 and 71st Avenue North.

Rural Lincoln residents hotly contested the term beltway, saying it translated into trucks moving through their residential areas at 55 mph or faster.

Bill Delmore, an attorney representing 40 families of the Prairiewood area, near Lincoln, said residents settled there on the premise they would enjoy rural living. He said the residents were told the developments were zoned rural residential.

The beltway study is intended to create a loop around the Bismarck-Mandan metro area that will ease traffic congestion for the next 25 years. Its data has been compiled for nearly two years by Ulteig, an engineer company completing it for the Bismarck-Mandan Metropolitan Planning Organization.

Steve Grabill of Ulteig said a

majority of the roads on the designated area would not be transformed into five-lane, high-speed roads. He said many would continue as two lanes with a third lane for turning. Most speeds would range between 35 mph and 55 mph. However, five lanes would be designated if the traffic needs merit it.

"We do not oppose a connection between the city of Lincoln and Interstate 94 on 66th Street. We do oppose a five-lane, fully phased beltway," Delmore said.

Cited as the residents' biggest concern was the health and safety of children and other residents there.

He added that a bridge on 48th Avenue across Apple Creek, the Missouri River and the Heart River would create major flooding concerns.

"Arterial would be better because of the potential sale of their property," he said. "Beltway means

more. We can live with 'arterial,'" Delmore said.

County engineer Marcus Hal said he supported staff designation of a beltway and said changing the name makes it more confusing. "All of a sudden people get upset, saying you're trying to sneak something through here. ... Let's just keep calling it a beltway. Let's be consistent. It's not going to change the way design it," he said.

Tim Staloch, a resident near the proposed 71st Avenue and 66th Street diagonal crossing, asked how the changes were going to be paid for.

"I want to see it in writing before it comes in place," Staloch said.

"We will find the alignment either through the diagonal or intersection we would stick with," Hal said. "We would acquire the right-of-way we need either through purchase process or through platting

Continued on 6B

Burleigh approves

process where it's already dedicated to the county."

He said the county has never before assessed people to his knowledge for a construction of a roadway through their property and saw no reason to change.

"I don't have a problem not calling it a beltway," said

Commission Chair Jim Peluso.

Commissioner Doug Schonert reasoned some of the expansion or possible bridge may not happen for 25 years.

"What they're doing is setting aside a corridor so that the development won't

infringe on that, so it can be done," he said. Schonert said it would serve the same purpose no matter what its name was.

The study also had to be approved by the city of Mandan, the city of Bismarck, the city of Lincoln and Morton County.

Continued from 1B

The Mandan/Morton County focus of the loop is South 24th Avenue, spanning from 17th Street to 46th Street.

The approved study is expected to be presented before the Bismarck-Mandan MPO Planning Policy Board at 1 p.m. today.

Board OKs beltway plan

Study looked at traffic congestion for next 25 years

By LEANN ECKROTH
Bismarck Tribune
5/20/09

The Bismarck-Mandan Metropolitan Planning Board approved the North-South Beltway plan Tuesday afternoon in three separate actions.

Consent came after the study was accepted by the city of Man-

dan, the city of Bismarck, the city of Lincoln, Morton County and Burleigh County.

"This study was intended to determine which (roads) would be the future corridor for a future beltway that was originally proposed in the 2001 Long Range Transportation Plan," said Steve Grabill of Ulteig, an engineering firm that completed the study for the MPO. The study aims to ease traffic congestion for 25 years.

The Burleigh/Bismarck/Lincoln decisions document was its first action. That document

■ Preserves North 71st Avenue,

66th Street and South 48th Avenue corridors to be preserved as part of a beltway-type facility.

■ The city of Bismarck and the Burleigh County staff will work with landowners and developers to implement a diagonal connection between 66th Street and 71st Avenue North.

■ Preserves the right-of-way for an interchange at 66th Street and Interstate 94.

■ Preserves the interchange at U.S. Highway 83 and North 71st Avenue North.

The Mandan-Morton County decisions document was the sec-

ond action taken. That document

■ Preserves the 24th Avenue corridor according to current city and county standards as the beltway minor arterial route.

■ Preserves right-of-way at the I-94 interchange at 24th Avenue.

■ Designates the beltway as a corridor.

In its third action, the MPA Planning Board approved the concept of the final document.

All went smoothly for the beltway study process until Monday when Burleigh County rejected wording defining it as a beltway.

Continued on 6B

Beltway plan

"We had a number of residents on the Burleigh side of the river who felt the term 'beltway' had a negative connotation to it," Grabill said. He said Burleigh County will simply call it an arterial.

He said the other four entities kept the beltway name.

Grabill said copies of the report will be made for distribution and the report will be found on the MPO Web site.

He said road work in the corridor will happen on an as-needed basis. "The changes that are made are part of individual projects. There will be more public input meetings," Grabill said. He said details will be given at each project level.

The study vaguely spells out changes that could happen in five-, 10- and 20-year spans. Grabill said some would be done before others.

"I think 71st Avenue North in Burleigh County is probably the leading location," Grabill said. Concerns there are mobility safety, adding turn lanes, shoulders and the ditches. "These are likely to be the first improvements to come," he said.

He said future projects will depend upon funding. Once funded, he said the county can program a project.

Then they can schedule the environmental work and the design. Then, there would be the additional

Continued from 1B
coordination with local landowners."

He said the far east side of the corridor on 71st Avenue could use paving, but all this is pending.

"There's the diagonal with 66th Street that's still something they'll have to decide with how to proceed with that," Grabill said.

He expects speeds of sites will be part of the design process.

"Those decisions will be made by each section of the corridor," Grabill said. "You'll likely have different speeds on 71st as compared to the city of Lincoln."

(Reach reporter LeAnn Eckroth at 250-8264 or leann.eckroth@bismarcktribune.com.)

PUBLIC INPUT MEETINGS

Conducted by Ulteig Engineers
on behalf of the
**Bismarck-Mandan
Metropolitan Planning Organization**

TOPIC

Regional North-South Beltway Corridor Study

MEETING 1

Wednesday, December 3, 5:30 – 7:30 p.m.
Bismarck Public Works Conference Room
601 26th Street South
Bismarck, ND

MEETING 2

Thursday, December 4, 5:30 – 7:30 p.m.
Morton County Commission Room
210 2nd Avenue NW
Mandan, ND

The meetings will begin with an Open House at 5:30 followed by a formal presentation at 5:45. Meeting 1 will present draft Report recommendations for future improvements in Burleigh County along the following corridors:

- 71st Avenue from US 83 to 66th Street
- 66th Street from 71st Avenue N. to 48th Avenue S.
- 48th Avenue S. from 66th Street to Hwy 1804

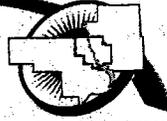
Meeting 2 will present draft Report recommendations for future improvements in Morton County along the following corridors:

- 37th Street N. from Highland Road to Highway 25
- 24th Avenue from 37th Street N. to 46th Street S.
- 46th Street S. from 24th Avenue to Hwy 6

Copies of the draft Report will be available by November 26 at the public libraries, at area City and County Planning Departments and on the project website <http://nscorridors.ulteig.biz>. Representatives from the City, County and Ulteig Engineers will be on hand to receive your input.

Requests for special facilities to assist persons with disabilities in these meetings should be received by November 26, 2008. **WRITTEN STATEMENTS** or comments about this project may be sent to J. Steven Windish, PE, Ulteig Engineers, 1412 Basin Avenue, Bismarck, ND 58504, 701-258-6507, email Steve.Windish@Ulteig.com.

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

P.O. Box 5503 • 221 North 5th Street
Bismarck, North Dakota 58506
Telephone 701 222 6447
TDD Dial 711
Email cobplan@state.ne.us
Web www.bismarck.org

MEMORANDUM

TO: Resident or Business Owner

FROM: J. Steven Windish, PE, Project Manager - Ulteig Engineers, Inc.

DATE: Wednesday, November 14, 2007

SUBJECT: **Public Input Meeting**
Regional North-South Beltway Corridor Study
Location: Mandan High School Auditorium
905 8th Avenue NW, Mandan
Date: Tuesday, November 27, 2007 **Time:** 6:00 p.m.

Dear Resident or Business Owner:

The Bismarck-Mandan Metropolitan Planning Organization, Morton County, the City of Mandan and Ulteig Engineers, Inc. invite you to attend a public input meeting which will be held at the Mandan High School Auditorium in Mandan, North Dakota.

All interested persons are invited to participate in this meeting. The meeting will begin at 6:00 p.m. with an open house and end at 8:00 p.m. on Tuesday, November 27, 2007. A formal presentation will be given at 6:15 p.m. with opportunities to review project materials before and after the presentation.

Meeting Purpose: To discuss alternative locations for a future major north-south roadway and interchange on Mandan's west side. This roadway will extend from 1 mile north of I-94 to 6 miles south of Old Highway 10/County Road 139.

Issues: Right of way needs and impacts, property impacts, environmental impacts, traffic impacts, constructability, access needs and impacts on existing and future development will be discussed.

Additional Information: Additional information regarding the study can be found on the project website: www.nscorridors.ulteig.biz

If you are unable to attend the meeting but still wish to provide comments, please submit comments by Monday, December 3, 2007. Comments or requests for special facilities should be directed to J. Steven Windish at 1412 Basin Avenue, Bismarck, ND 58504; email Steve.Windish@Ulteig.com or by phone at 701-355-2333.

MEMORANDUM

TO: Resident or Business Owner

FROM: J. Steven Windish, PE, Project Manager - Ulteig Engineers, Inc.

DATE: Tuesday, November 13, 2007

SUBJECT:

Public Input Meeting
Regional North-South Beltway Corridor Study
Location: Mandan High School Auditorium
905 8th Avenue NW, Mandan
Date: Tuesday, November 27, 2007 **Time:** 6:00 p.m.

Dear Resident or Business Owner:

The City of Mandan, the Bismarck-Mandan Metropolitan Planning Organization, Morton County and Ulteig Engineers, Inc. invite you to attend a public input meeting which will be held at the Mandan High School Auditorium in Mandan, North Dakota.

All interested persons are invited to participate in this meeting. The meeting will begin at 6:00 p.m. with an open house and end at 8:00 p.m. on Tuesday, November 27, 2007. A formal presentation will be given at 6:15 p.m. with opportunities to review project materials before and after the presentation.

Meeting Purpose: To provide information and to obtain comments from all interested persons regarding issues and improvement concepts associated with establishing the location and right of way needs for a north-south beltway and interchange.

Issues: Beltway justification, benefits of corridor preservation, and potential solutions will be discussed.

If you are unable to attend the meeting but still wish to provide comments, please submit comments by Monday, December 3, 2007. Comments or requests for special facilities should be directed to J. Steven Windish at 1412 Basin Avenue, Bismarck, ND 58504; email Steve.Windish@Ulteig.com or by phone at 701-355-2333.

MEMORANDUM

TO: Resident or Business Owner

FROM: J. Steven Windish, PE, Project Manager - Ulteig Engineers, Inc.

DATE: Tuesday, November 13, 2007

SUBJECT:

<p>Public Input Meeting Regional North-South Beltway & 71st Avenue-Centennial Road Corridor Studies Location: Century High School Auditorium 1000 East Century Avenue Date: Thursday, November 29, 2007 Time: 6:00 p.m.</p>
--

Dear Resident or Business Owner:

The City of Bismarck, the Bismarck-Mandan Metropolitan Planning Organization, Burleigh County and Ulteig Engineers, Inc. invite you to attend a public input meeting which will be held at the Century High School Auditorium in Bismarck, North Dakota.

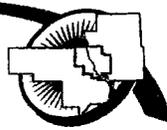
All interested persons are invited to participate in this meeting. The meeting will begin at 6:00 p.m. with an open house and end at 8:00 p.m. on Thursday, November 29, 2007. A formal presentation will be given at 6:15 p.m. with opportunities to review project materials before and after the presentation.

Meeting Purpose: To provide information and to obtain comments from all interested persons regarding issues and improvement concepts associated with existing corridors; and issues associated with establishing the location and right of way needs for a north-south beltway and interchange.

Issues: Beltway justification, benefits of corridor preservation, corridor improvement concepts and potential solutions will be discussed.

If you are unable to attend the meeting but still wish to provide comments, please submit comments by Monday, December 3, 2007. Comments or requests for special facilities should be directed to J. Steven Windish at 1412 Basin Avenue, Bismarck, ND 58504; email Steve.Windish@Ulteig.com or by phone at 701-355-2333.

Bismarck-Mandan



P.O. Box 5503 • 221 North 5th Street
Bismarck, North Dakota 58506
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Web www.bismarck.org

METROPOLITAN PLANNING ORGANIZATION MEMORANDUM

TO: Resident or Business Owner

FROM: J. Steven Windish, PE, Project Manager - Ulteig Engineers, Inc.

DATE: Wednesday, July 9, 2008

SUBJECT: *Special Notice*
Public Input Meeting
Regional North-South Beltway Corridor Study
Location: Century High School Auditorium
1000 East Century Avenue
Date: Thursday, July 17, 2008 **Time:** 5:30 p.m.

Dear Resident or Business Owner:

You are receiving this letter because your property is in the vicinity of the 66th Street/71st Avenue intersection. We have attached a map showing an alternative for rerouting and configuring the existing roadways in a manner that could be of added interest / concern to you. If you have questions or concerns related to the attached alternative, please attend the July 17 meeting. Note that the attached alternative is only one possible solution and that other ideas will be welcomed and considered.

The meeting will begin at 5:30 p.m. with an open house and end at 7:30 p.m. A formal presentation will be given at 5:45 p.m. with opportunities to review project materials before and after the presentation.

Meeting Purpose: To discuss alternative locations for a future major north-south roadway and interchange on Bismarck's east side. This Study has preliminary recommendations for future long range improvements along the following corridors:

- Along 71st Avenue from US 83 to 66th Street
- Along 66th Street from 71st Avenue N. to 48th Avenue S.
- Along 48th Avenue S. from 66th Street to Hwy 1804

Issues: Right of way needs and impacts, property impacts, environmental impacts, traffic impacts, constructability, access needs and impacts on existing and future development will be discussed.

Additional Information: Additional information regarding the beltway study can be found on the project website: <http://nscorridors.ulteig.biz>

If you are unable to attend the meeting but still wish to provide comments, please submit comments by Friday, July 25, 2008. Comments or requests for special facilities should be directed to J. Steven Windish at 1412 Basin Avenue, Bismarck, ND 58504; email Steve.Windish@Ulteig.com or by phone at 701-355-2333.

Bismarck, North Dakota News

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MPO plans northwest Bismarck study

Oct 23, 2008 - 04:06:10 CDT

By LEANN ECKROTH
Bismarck Tribune

The Bismarck-Mandan Metropolitan Planning Organization agreed Tuesday to seek a request for proposals for a consultant on a sub-area transportation study in northwest Bismarck.

The sub-area study area consists of about 13 square miles in northwest Bismarck and portions of Burleigh County.

The study will consider arterial and collector roadways and trails in the area bounded to the north by N.D. Highway 1804, to the west by the Missouri River, to the south by Interstate 94 and to the east by North Washington Street.

The purpose of the study is to develop and evaluate cost-effective alternatives for improving motorized and non-motorized mobility in the area.

Neighborhood concerns will be addressed such as pedestrian safety, roadways and intersections.

Impacts upon residential developments, parks, schools, historical areas and socio-economics will be considered.

Steve Saunders, a transportation planner for the Bismarck-Mandan MPO, said the study is being done because northwest Bismarck is where several new residential developments are surfacing.

He said the need for arterial and collector roads are anticipated there for the future because of higher traffic counts.

Bids for the consultant are expected to be advertised for opening Nov. 20.

The MPO also revisited its Long Range Transportation Plan.

The L RTP discussed will set transportation goals on a short-term basis, up to five years; medium range, five to 15 years; and long-range, 15 years and more.

The plan must be updated every five years. It is about 30 percent complete. "We completed the first round of meetings in July and August," said Ben Ehreth, transportation planner for the Bismarck-Mandan MPO.

"A set of goals and objectives were identified. It drives and identifies what the priorities are," he said. "Right now, they are looking at existing conditions."

(Reach reporter LeAnn Eckroth at 250-8264 or leann.eckroth@bismarcktribune.com.)

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MPO plans northwest Bismarck study

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Beltway proposals presented

Jan 08, 2009 - 04:05:21 CST

By LEANN ECKROTH
Bismarck Tribune

Ulteig Engineering is presenting feedback this month about the Regional North-South Beltway Study to five local boards within the Bismarck-Mandan area.

Ulteig has been contracted to complete the study for the Bismarck-Mandan Metropolitan Planning Organization.

The Lincoln City Council will hear the results at 7 p.m. today at the Lincoln City Hall.

Steve Windish, project manager at Ulteig, said the final public hearings about the draft report will be held in April before each of the entities, and also will be considered by local planning boards.

The boards also will be asked to adopt the draft this spring.

He said the the study's aim is to:

- n Investigate justification for the beltway corridors.
- n Select optimum alignments for the corridors.
- n Identify potential impacts and associated mitigation strategies.
- n Facilitate stakeholder and decision-maker involvement.
- n Secure jurisdictional acceptance of preferred alternatives and implementation strategies.

Burleigh County commissioners were briefed about the Bismarck links Monday.

The beltway's route would be 71st Avenue on the north, vertically through 66th Street and on the south side at 48th Avenue.

"They did not like the use of a five-lane section with a 55 mph design," Windish said. "Most of this will be a rural highway, three lanes."

He said the more densely populated areas would most likely have 35 mph zones.

"They asked why we chose this location and not further out. The reason for this location if it's too far out, people won't use it," Windish said. "Then you defeat the purpose of designating a roadway."

He said access to property will be required in the project area.

Windish said people repeatedly asked who the beltway would serve. He said trucks would benefit the most.

"Building this beltway will not greatly enhance their commute back and forth to town, but it will direct trucks out on to a new route," Windish said. "Truckers will go to the easiest route available. This would be that route at that time."

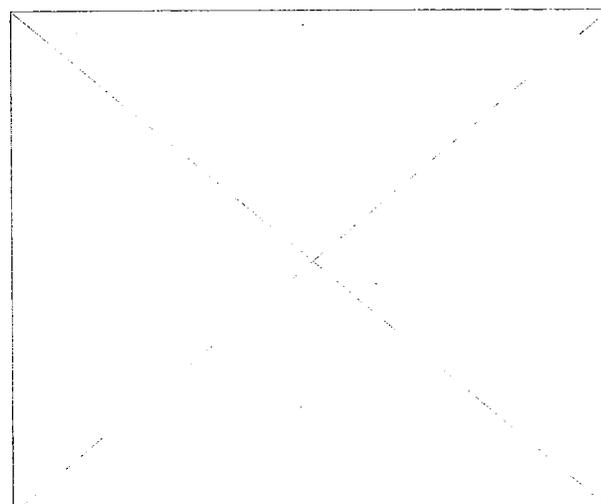
He said the city of Lincoln did express support for the plan because it is growing and needs an access to the north to the interstate.

"There is positive support out there," Windish said to Burleigh County commissioners.

The Mandan City Commission was updated about its affected roadways Tuesday.

Its focus is south 24th Avenue, spanning from 37th Street to 46th Street. Forty-sixth and 37th streets also could be the long-range bridge links to Burleigh County, if needed.

"The major question was why we are looking at building highways when the existing highway functions now," Windish said. "We aren't looking to build highways now. ... What this report is looking to do is to preserve the corridor for the future highway."



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He said as development occurs, the right-of-way can be preserved. "There is nothing planned hardly even in the distant future for improvements. The traffic just isn't being generated by the projections. As development occurs, we need to make sure we are there.

"When the time comes for zoning, platting and building, there will have to be some sort of agreement between Morton County and Mandan," Windish said.

He said the report calls for the preservation of the 24th Avenue corridor as part of the link.

"When that area develops south of the interstate, you will need to say to the developer, 'You will need to provide a footprint for the interchange. If you don't do it and a future need for the interchange comes about, then you will also have to purchase the improvements to that property.'"

Windish said the term beltway was not favored by landowners on both sides. He said staff wants to keep the term beltway to be fair to land buyers. "This would let them know this is a major route for the future."

"It's a very good plan. I think if planning like this would have taken place 50 years ago, the make-up of Mandan and the types of businesses we see in Mandan would have been totally different," Mandan Mayor Tim Helbling said.

Windish said because decisions to be made on the Morton County side are different than those in Burleigh County, separate decision documents will need to be approved.

The beltway study also will be presented before the Morton County Commission at 5:30 p.m. Tuesday. It will be heard by the Bismarck City Commission at 5:15 p.m. Jan. 27 at the Tom Baker Room of the City/County Building.

(Reach reporter LeAnn Eckroth at 250-8264 or leann.eckroth@bismarcktribune.com.)

News > Local



Beltway proposals presented

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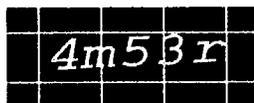
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FISHER IN

MPO moves ahead with Phase II beltway study

By LEANN ECKROTH
Bismarck Tribune

The Bismarck-Mandan Metropolitan Planning Organization is proceeding with Phase II of a study for a beltway roadway to encircle Bismarck-Mandan.

A series of public hearings are pending in December to discuss draft findings about the second phase of the project. Phase II is known as the North-South Beltway Corridor Study. Residents will be invited to give their input by the end of the year.

The plan was revisited last week during a Bismarck-Mandan MPO Board meeting, held at the Bismarck Transit building in Bismarck.

"Now, we are looking at where these roadways should be located," said Ben Ehreth, a transportation planner with the Bismarck-Mandan MPO of the North-South Beltway Study.

Northern bridge

Phase I of the project reviewed the Northern Bridge Corridor Study in 2005. It was adopted as an ideal new river crossing between Bismarck and Mandan from the north side.

The Phase I study eyed linking 24th Avenue from the Mandan side of the Missouri River to N.D. Highway 83 on the Bismarck side.

Its goal was to identify a logical river crossing between northern Mandan and northern Bismarck.

Portions of Phase I run along 37th Street in Morton County and North Dakota 1804 in Burleigh County, Ehreth said. The bridge crossing was adopted by MPO as a possible link site between the cities.

Beltway study

The current North-South Beltway Corridor Study will determine where the north-south legs would be located.

Ehreth said the north-south routes considered for Bismarck in Phase II are 66th Street in Burleigh County and 30th Street in Burleigh County. "You also have to look at how to tie into the Northern Bridge, somehow. So, there we are looking at 71st Avenue and 84th Avenue, which are part of the first phase of the beltway," Ehreth said.

To tie into the south side of the corridor on the Bismarck side of the river, Ehreth said, 48th Avenue and 62nd Avenue appear to be the best roadways at this point.

"Ultimately, the beltway corridors considered from Morton County were 24th Avenue and it would tie into 46th Street South," Ehreth said. "Currently on the Morton County side, there is an interim proposal to use roadways already in place as a temporary beltway facility."

"It would use portions of North Dakota Highway 25 to

tie back in. On 24th Avenue would be the preferred alignment, but there currently is not an interchange," Ehreth said.

He said an interchange would have to be constructed on Highway 25.

The purpose of the North-South Beltway study is to identify optimal alignments for the north and south legs for the corridor.

Phase II the beltway study is scheduled for completion in April of 2009.

South bridge

A third phase of the beltway, which involves a south crossing bridge between Bismarck and Mandan on the Missouri River, remains in the discussion phase. Ehreth said the start of that study is still pending.

He said building any of the phases depends upon development that would really be the driving force of construction of the beltway. Right now, we're looking already trying to

preserve the corridors associated with the beltway," he said. Ehreth said no specific timeline has been mapped out for the projects.

"Ultimately, in the 2001 Long Range Transportation Plan, the beltway concept was first proposed as a way that would enhance the movement of people and goods in Bismarck and Mandan," Ehreth said. This would ease expected congestion.

"There is currently not a problem, but based upon development, we anticipate some existing roadways may experience some level of congestion. This is a way to alleviate that."

Ehreth said criteria considered for optimal locations within the corridor were topography, existing development, river crossings and existing access points.

He added it is too early to project the cost of the projects. He said the ERTP process would prioritize which projects

are most needed compared to other transportation needs within the communities.

While the ERTP highlights possible projects up to 2035, Ehreth said that doesn't mean they will all be completed by that time frame. That includes the corridor.

"The important thing is to look at preserving the corridor. We don't know what portions specifically or if any will be constructed in the next 20 years," he said.

Ehreth said they are in the process of developing a draft for the North-South Beltway. "Out of that there will be suggestions in terms of preferred alignments. In December, some of these draft concepts will be proposed to the public," he said.

Comments may be submitted to <http://nscorridor.littele.biz/default.aspx>. Reach reporter LeAnn Eckroth at 250-8264 or leann@bismarcktribune.com.

Second public meeting set for north-south beltway

By Sue B. Balcom

More public comments are being sought on the progress of the proposed route of the regional north-south beltway.

Keeping elected officials up to date, Ulteig Engineers, Steve Windish and Steve Grabill, attended the Morton County Commission meeting as well as the Mandan City Commission meeting for updates prior to the next public input meeting.

An open house and formal presentation of the progress has been set for 5:30 p.m. Wednesday, July 16, at the Seven Seas Inn in Mandan.

Ulteig Engineer Steve Windish said there would be one more meeting before the final report is published in April 2009.

Working with the Metropolitan Planning Organization, a steering committee selected several routes for a east-west beltway connecting 45th Street on the south side of Mandan and connecting to Highway 1806 on the north side of Mandan.

In addition to updating the Morton County, Burleigh County, Bismarck and Mandan commissioners, an extensive mailing will notify the public in hopes of a good turnout for this next meeting.

(Continued on page 3)

7/14/08
Mandan
News

Beltway proposal to be completed by April

(Continued from page 1)

Grabill said, "There are still concerns about how this ties in with the future northern bridge corridor or southern bridge corridor. It's still on the public's mind. However, this study does not deal with those issues."

He said the steering committee is looking at Highway 25 and connections that will probably serve as the beltway for the short intermediate range. A good portion of that is already there.

"The MPO is very interested in a plan to help the county and city of Mandan respond to future development proposals," Grabill said. "We come before you now, before the public input meeting, if you start to get phone calls asking you what's being considered and when, be prepared to respond."

Maps of the proposed beltway can be found at the website, www.nscorridors.ulteig.biz.

PUBLIC INPUT MEETING

CONDUCTED BY ULTEIG ENGINEERS

on behalf of the
Bismarck-Mandan
Metropolitan Planning
Organization

WHEN?

Wednesday, July 16, 5:30 - 7:30 p.m.
Open House at 5:30 p.m.
Formal presentation at 5:45 p.m.

WHERE?

Seven Seas Hotel
2611 Old Red Trail, I-94 & Exit 152
Mandan, ND

WHY?

To discuss the Regional
North-South Beltway Corridor Study

Do we need an interchange along I-94 west of Mandan? Where along Mandan's west side should a future arterial roadway be located? Representatives from the City, County, and Ulteig Engineers will be on hand to present preliminary recommendations and recent Study efforts, to receive your input. More information is available at www.nscorridors.ulteig.biz

Requests for special facilities to assist persons with disabilities in these meetings should be received by July 11, 2008. **WRITTEN STATEMENTS** or comments about this project may be sent to J. Steven Windish, PE, Ulteig Engineers, 1412 Basin Avenue, Bismarck, ND 58504, email: Steve.Windish@Ulteig.com

Appendix 5
Public Meeting Summaries



Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

AGENDA

Regional North-South Beltway Corridor Study

Bismarck-Mandan Metropolitan Planning Organization Public Input Meeting

**5:30 PM, December 4, 2008
Morton County Commission Room**

1. Open House
2. Introductions (5:45)
3. Discuss Meeting Format (Steve Windish – Ulteig)
 - a. Meeting Purpose
 - b. Comments
4. Review Study Background (Steve Windish – Ulteig)
 - a. Reasons for the Study
 - b. Study Issues
 - c. Corridor Evolution
 - d. Key Facts Regarding the Beltway
5. Review Draft Report (Steve Grabill – Ulteig)
 - a. Corridor Analysis
 - b. Draft Report Conclusions
 - c. Study Recommendations
6. Discuss Remaining Public Participation Process and Schedule
 - a. Comment Forms (On Table as You Entered). Fill one out tonight and return it to the table or take it with you and mail it to:
Steve Windish
Ulteig Engineers
1412 Basin Avenue
Bismarck, ND 58504
7. Visit our Website at <http://nscorridors.ulteig.biz>
8. Receive Public Input
9. Closing/Open House

BISMARCK-MANDAN MPO
NORTH SOUTH REGIONAL BELTWAY CORRIDOR STUDY
PUBLIC INPUT MEETING
DECEMBER 4, 2008

To: Project File – UEI Project No. 307.155
From: Steve Grabill, PE, Steve Windish, PE
CC: SRC, File
Date: December 10, 2008
Re: Regional North-South Beltway Corridor Study
Summary of Public Input Meeting
December 4, 2008

A public input meeting was held on December 4, 2008 at the Morton County Commission Chambers in Mandan, ND. The meeting began at 5:30 pm with an open house. The formal presentation began at 5:45 pm. The meeting was adjourned at 7:00 pm. Approximately Twenty seven property owners and business representatives were in attendance. See attached attendance roster.

Prior to the formal presentation, attendees reviewed project displays and meeting handouts and discussed project issues with staff. Steve Windish opened the meeting with introductions and discussion on the status of the study. Steve Grabill followed by reviewing the analysis completed to-date, and findings and recommendations of the study report. The study includes a future major north-south beltway and interchange on the west side of Mandan. This roadway will extend along 24th Avenue from 1 mile north of I-94 to 6 miles south of Business 94.

Steve Grabill presented the remaining public input process, opportunities for input, and schedule for completing the Report, review and adoption.

The meeting was then opened to questions and comments from the public. The following questions or comments were made:

What is the existing and projected traffic counts on Highway 25, 94 Business Loop, and Highway 6. These routes appear to be adequate for handling the traffic. Why spend on building these roads when State Highways exist 20-30 years?

Short to intermediate timelines recognize that these existing routes will function adequately as a beltway. There is no justification plan in place for the next interchange.

It is important to preserve corridors because we don't want future development to restrict major roadway construction.

With no further discussion, the meeting was adjourned.

PLEASE PRINT

ATTENDANCE ROSTER

SUBJECT Bismarck-Mandan Regional North-South Beltway Corridor Study

MEETING LOCATION Morton County Commission Room, Mandan, North Dakota

DATE/TIME Thursday, December 4, 2008 / 5:30 PM - 7:30 PM

Name	Address/Organization	Phone	Email
Andy Zachmeier	Morton County		
Steve Saunders	MPO	355-1848	ssaunder@nd.d.gov
Joe + Mary Ann Kjelvede	2262 Co. Rd. 138 Mandan	663-5073	
Al Schenwartzbauer	2340 46th St Munday	663-9356	
Bob VAYDA	3904 OLD RED TR. MANDAN	663-5642	RAVADA@aol.com
Leonard Bullinger	3504 - Falcon Pt. S.E.	663-5842	
Bruce Strinded	Morton County	226-6555	Ceterreekranich@yahoo.com
Esther Vogel	PO Box 484	663-6775	
Robert Kelly	2601 8 th Ave NW	663-0589	

ULTEIG ENGINEERS

Bismarck and Fargo, ND
Detroit Lakes and Minneapolis, MN
Sioux Falls, SD

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Name	Address/Organization	Phone	Email
Alemis Marilyn Renner	4538 Hwy 6 NW	667-1982	
Randy Reider	Non-Green-Son	200-82241	
Ken Annette Milk		663-7749	
Matthew Snyderich		663-7257	
DeAnn Gebrold		250- 85 8264	
Wayne Dukewitz	3615 24th Ave	667. 5847	
Pat Sweeney	2525 Lyons Rd	663 9191	
Mike Wm	2425 Kestry Dr	663-8926	
Dick Speck	3009 HORTON SE	667-1888	
EC-Sore Spawda	4405 24 Ave.	663-7158	
Steve Grabill	Ulteig	258-6507	
Paul E Finn	2399 - Business Loop E-99	663-5057	
MARK BITZ	6406 Willow Rd	663-3060	

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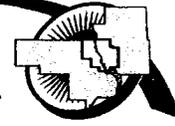
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Name	Address	Phone	Email
Steve Koppa	4536 23 rd Ave. N.W.	667-8790	skoppa@stinet.net
William C. Davis	500 Division St NW	663-1975	
Marv + Edie Kang	2485 44 th St.	663-3343	

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Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION AGENDA

Regional North-South Beltway Corridor Study

Bismarck-Mandan Metropolitan Planning Organization Public Input Meeting

**5:30 PM, December 3, 2008
Bismarck Public Works**

1. Open House
2. Introductions (5:45)
3. Discuss Meeting Format (Steve Windish – Ulteig)
 - a. Meeting Purpose
 - b. Comments
4. Review Study Background (Steve Windish – Ulteig)
 - a. Reasons for the Study
 - b. Study Issues
 - c. Corridor Evolution
 - d. Key Facts Regarding the Beltway
5. Present Draft Report (Steve Grabill – Ulteig)
 - a. Corridor Analysis
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6. Discuss Remaining Public Participation Process and Schedule
 - a. Comment Forms (On Table as You Entered). Fill one out tonight and return it to the table or take it with you and mail it to:
Steve Windish
Ulteig Engineers
1412 Basin Avenue
Bismarck, ND 58504
7. Visit our Website at <http://nscorridors.ulteig.biz>
8. Receive Public Input
9. Closing/Open House

BISMARCK-MANDAN MPO
NORTH SOUTH REGIONAL BELTWAY CORRIDOR STUDY
PUBLIC INPUT MEETING
DECEMBER 3, 2008

To: Project File – UEI Project No. 307.155
From: Steve Grabill, PE, Steve Windish, PE
CC: SRC, File
Date: December 10, 2008
Re: Regional North-South Beltway Corridor Study
Summary of Public Input Meeting
December 3, 2008

A public input meeting was held on December 3, 2008 at Bismarck Public Works building in Bismarck, ND. The meeting began at 5:30 pm with an open house. The formal presentation began at 5:45 pm. The meeting was adjourned at 7:45 pm. Seventy-three property owners and business representatives were in attendance. See attached attendance roster.

Prior to the formal presentation, attendees reviewed project displays and meeting handouts and discussed project issues with staff. Steve Windish opened the meeting with introductions and discussed the status of the study. Steve Grabill followed by reviewing the analysis completed to-date, and findings and recommendations of the study report. The study includes a future major north-south beltway and interchange on the east side of Bismarck.

Steve Grabill presented the remaining public input process, opportunities for input, and schedule for completing the Report, review and adoption.

The meeting was then opened to questions and comments from the public. The following questions or comments were made:

Bill Delmore – Represents 35 households

Clients' Concerns:

- Continued use of "beltway" and "5-lane"
- Only evidence for a major rural arterial corridor is NE of Bismarck from I-94 to US Highway 83
- Zoned, platted, developed residential
- Speeds, volumes, health and safety issues
- Trucks
- Environmental: Crossing Apple Creek and Missouri River will be very difficult
- Residents like the 2-lane alternative with turn lanes

Discussion of term beltway was debated by staff and they feel there is value in keeping the beltway term. However, they will leave it up to elected officials to make the final determination in light of the issues.

Sean Johnson:

Residents trust property to be zoned correctly

Rural residential and 55 mph 5-lane roadways don't mix

Should have been zoned correctly

Want guarantee that it will never be more than 3-lane, 35 mph

No one can guarantee in perpetuity

Citizen: Explain in greater detail the future plans of the 71st and Centennial Road intersection.

Standard 4-leg with turn lanes, safety improvements in short range.

Jon Mill – timing – curves will remain until roadways north and east develop taking traffic off Centennial Road.

Citizen: Why another curve at 66th if current configuration at Centennial is a problem, what is the thought process?

There are existing homes at the intersection. The process looked at the difficulty of acquisition, relocating driveways, and grades at the intersection. The diagonal is another alternative that provides separation from existing homes and good spacing of intersection to enable development of turn lanes.

Citizen: The detail shows 2:1 slopes, how are they to be maintained.

Actual 6:1 or 5:1 on inslopes and 4:1 or 3:1 backslopes

Citizen: What will the slopes be in areas where terrain may be difficult?

These are design issues, this study is conceptual.

Major Glenn Christmann – Lincoln:

- The city is also concerned about speed. The road will be a road whatever the results of the study. Lincoln needs connection to major roadway – interstate. No industrial or commercial planned south. Truck traffic speed is part of purpose and need.
- There is not industry, but do need to develop roadway to move people.
- People work north of Bismarck need to move through.

Bob Johnston – Lincoln Council: Lincoln has 2500 residents, need access; speed is determined by future governing boards, this route is a reasonable alternative.

Citizen: Who is this going to serve? The adjacent residents are impacted by moving traffic away from Centennial. This will result in problems including moving trucks from major highway to residential areas. This roadway won't get the residents to work quicker or school quicker.

Not looking as relocating traffic, but to relieve traffic, moving too far out will not fully develop relief.

Citizen: Trucks will go out of their way.

Citizen: North of Lincoln on 66th is residential. South of Lincoln on 66th and 48th is residential. How can reduced speed make a quicker alternate route? Move the beltway further out.

Citizen: What are the percent of traffic increase?

Depends on the locations.

Citizen: Where is it coming from and going to?

New residential development is biggest factor for increased traffic.

Citizen: Trucks Interstate 94 to Highway 83, it is the same distance moving the corridor to 84th.

Traffic projections on 71st with 66th being developed – not much different than existing traffic due primarily to building other corridors. These routes will take traffic away, providing additional system capacity.

Citizen: On Centennial to Highway 83, what is the percentage of trucks?

Less than 10%. Report states this route is to carry truck traffic. Different portions have different traffic characteristics.

Citizen: It will be hard to build consensus.

Need to find corridors to move additional traffic. Mile line arterial by definition will carry the proposed traffic and be constructed to similar standards.

Citizen: "Preserving an interchange at Highway 83" what is meant by that?

There is undeveloped property in this area. City leaders will have to decide if the right of way will be preserved.

Citizen: When will NDDOT make this decision?

Unlikely NDDOT will, likely local decision.

Jim Silbernagel – Any plans for Centennial Road?

Yes, development of 5 lane improvements to about ½ mile north of Century, nothing programmed further north.

Leonard Brosz – 2-lane with center turn, will there be access?

Yes, report will alert city and county to prepare for where new accesses belong and how to maintain existing access, future access relocation may be sought during construction where select problems exist.

I don't want to drive ½ mile out of the way to access a frontage road.

Not usually the case.

If the roadway develops into a 5-lane will there be more changes to access.

Yes, though reasonable access must be maintained.

Citizen: What is proposed for yards backing the roadways?

Depending on location, could be a multi-use path, or a ditch. Trees or other improvements are considered.

Plan for a retaining wall or barrier?

No, not at this time.

Citizen: In Gibbs Township the intersection of 66th and 71st recently reconstructed is very dangerous.

We have received other similar comments and forwarded them to Burleigh County.

Citizen: Prior meeting it was stated that the improvements may be needed in 8-10 years and could be outdated in 20 years. Why not plan for future?

Goes back to evolution of a beltway, east Century, while use of the term "beltway" gets outdated, local use remains.

Citizen: Can't imagine growth of Bismarck/Mandan is as great as predicted.

Historically 1%- 1 ½% per year.

Discussion on traffic projections.

Is there room for Lincoln to grow that much?

16,000 vehicles per day is the highest projection near the proposed interchange and drops off considerably further south.

Citizen: How will compensation to property owners on 71st diagonal be handled?

Staff is currently working on a process.

If 71st traffic doesn't increase, why construct the proposed improvements?

Safety.

When, and how much will it cost?

It is estimated to cost \$1,000,000 per mile, to be built when the need occurs.

71st and Centennial will become a 4-leg intersection, why not leave curve to continue to carry truck traffic?

The curve will be eliminated due to thru traffic to 66th Street. Increase in traffic is not necessarily developed by Beltway but more likely residential growth.

Open house discussion included: compensation for trees, reduced value of property, increased truck traffic, and other discussion on issues and concerns.

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ATTENDANCE ROSTER

SUBJECT Bismarck-Mandan Regional North-South Beltway Corridor Study

MEETING LOCATION Century Avenue High School, Bismarck, North Dakota

DATE/TIME Wednesday, December 3, 2008 / 5:30 PM - 7:00 PM

Name	Address/Organization	Phone	Email
John Eckroth	Bismarck Tribune	250-8264	leann.eckroth@bismarcktribune.com
Steve Saunders	MPO	355-1848	ssaunders@Dnd.gov
John Hauch	Gibbs Township	258-9371	
Scott Johnson	6405 Reson Loop BS 5884	391-5326	scott.johnson@k5.com
Randy Diehl	5825 71st Avenue BS 5883	258 8918	
Lynn Bunn	7103 91st Avenue P.O. 5883	258-2409	
Ron Sobey	1990 66th St SE	255-6657	
AL Sabetta	501 66th St SE	222-3718	
Lance Allard	8215 44th NE	240-9327	

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Name	Address	Phone	Email
Gary Chepuris	7807 Kennel Rd	226-1908	
Nadeane Silbernagel	1117 77 th	223-9525	
Tarrik Mueller	4905 Kendall St	258-4352	
Kate Graybyli	3321 Moorstone Ln	258-1118	
Kate Hahn	5585 71 ST Ave NE	527-2009	
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Dawn Soder	5000 55 th Street SE	258-5568	
Holly Beck	7001 52 nd St. NE	223-3546	hollybeck@btinet.net
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BOBBA BRILZ	1111 N 1457 BISMARCK	223-9229	
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Meeting Summary
For
Bismarck-Mandan Regional
North South Beltway Corridor Study

November 12, 2008
10:00 am

This constitutes our understanding of items discussed and the decisions reached. In the event that there are any additions or corrections, please contact the undersigned. The attached attendance sheet may be used for contacting parties involved with this project.

1. Introductions and Meeting Agenda

- a. Brief Status Update
- b. PowerPoint Presentation with Draft Study Conclusions and Recommendations
- c. Questions from Attendees
- d. Questions from Ulteig to Attendees

2. Status

- a. Draft Report is scheduled for completion by Thanksgiving
- b. Public Input Meetings in early December
 - Burleigh County December 3
 - Morton County December 4
- c. Elected Officials Presentation January 2009
- d. Final Report Adoption April 2009

3. Review of PowerPoint Presentation

Steve Grabill presented the PowerPoint presentation (attached). The following are highlighted items from the presentation.

- Draft study discusses routes further out.
- Future need for an interchange at Interstate 94 on both sides of the Missouri River.
- All future railroad crossings will be grade separated (overpass) structures.
- Driveways/access management is a safety issue. All property will have access.
- Technical Committees thoughts on the beltway design parameters have changed throughout the study process. Originally 65 mph, limited access, etc. Currently 55 mph and less in certain locations, local access, etc.
- "Beltways" will develop further out due to tiers of development.
- 66th Street will relieve traffic on Highway 83 and Centennial Road
- Corridor will be a 2-lane facility with turn lanes well into the future. This configuration can handle 16,000 vpd. This traffic count is anticipated on 66th Street from Century Avenue to 17th Avenue.
- The study recommends preserving adequate right of way for a 5 lane roadway, though a 3 lane roadway is probably sufficient for the long range traffic volume.
 - Bill Delmore – Where are the highest traffic counts? 71st Avenue and Highway 83 and Centennial Road from the interchange to Century Avenue.
- Corridor Comparison Table
 - Objective criteria, did not consider "subjective" criteria
 - Red "X" indicates what Steering Committee considered Fatal Flaws
- Draft Study includes and expanded alternative discussion at the 66th Street/71st Avenue intersection.

- Diagonal alignment is considered primarily for access management.
- It will be difficult to accomplish
- Local governmental agency (ies) will have to work with the developer/owner.
- I-94 interchange alternatives, final recommendation will be based upon impact avoidance.
- 48th Avenue has adequate right of way for the foreseeable future.
- Not anticipating any right of way acquisition except through the platting process due to lack of funds.
- Two alignment alternatives will be brought forward for 24th Avenue until a later date when a more detailed archeological review and engineering study can be completed.

4. Receive Comments from Attendees

- Bill Delmore expressed clients' concerns
 - Long range growth – the word beltway is a concern when existing homes are sold in the future with “beltway” indicated.
 - Apple Creek floodway will have environmental issues associated with constructing a roadway.
 - Property values will be affected.
 - The primary need is between Interstate 94 and Highway 83.
 - Without the concern for the “beltway” his clients have safety and health concerns, widening the roadway, higher speeds, and increased trucks.
 - Misrepresented by realtors.
- Steve Grabill – If the term “beltway” is dropped, is that acceptable?
- Bill Delmore – would be a good start, however there is still the concern for children's safety.
- Steve Grabill – the study proposes nothing more than a two lane roadway with turn lanes.
- Bill Delmore – for how long
- Steve Grabill – it will be at 1/3 capacity for 20 years, could be 30 to 50 years before other improvements are needed.
- Bill Delmore – in that time frame the need will have moved further out.
- Sean Johnson
 - 20 to 30 years from now the area will still be rural residential
 - Loss of property values due to future roadway construction
 - They are in the ETA of Lincoln, but do not have a voice
 - It is not a safe roadway, it is incompatible with rural residential development.
- Steve Grabill made the following chart on the white board

	Study	Stakeholders
2 Lane Road	√	√
Turn Lanes	√	√
Paved	√	√
“Beltway”	√	No
Right of Way, no additional at this time	√	Never
62 nd Avenue	No (√)	√
Federal Funds ¹	√	√

- Steve Saunders – it appears that the perception of “beltway” is the concern
- Sean Johnson – perception is reality
- Steve Grabill – any mile line corridor in the city or county will become an arterial due to growth. The city and county do not want to prohibit the potential for a 5 lane roadway.

- Sean Johnson – what will speed limits be
- Steve Grabill – normal speeds for arterials, 55 mph rural, 35 mph where required
- Steve Saunders – the study discuss the natural progression of arterial roadways on section lines. The routes recommended in the study will probably not be the ultimate beltway.
- Tim Staloch – need to identify who the “stakeholders” are to identify their concerns
- Steve Grabill – discussions have been held with the technical staff. Technical staff believes the diagonal route is the preferred alignment. However the question is does the elected bodies have the will to make it a reality. There must be cooperation with the landowners to make this work. The 90° intersection is a fallback position.
- Tim Staloch
 - Don’t want to fight, legal fees for all are expensive
 - When alternatives are chosen, it has to be made “right” with the landowners. Accurate land value must be determined.
 - Disclosure of impact has been less than full. Someone in the audience said there would be no increase in truck traffic.
 - The new roadway will be built to handle truck traffic.
 - Has or will there be a noise pollution study, or decibel increase?
- Steve Grabill – noise levels will be within Federal guidelines for residential areas. A noise study was not performed. The noise level will not change much. If an estimated 200 trucks per day the noise level will not increase significantly. This is based on other noise analysis studies. Noise is determined by pavement conditions, speed, and proximity to the receptor.
- Tim Staloch – noise will not be higher, but more constant.
- Steve Grabill – for instance the I-94 study in Fargo from the Red River to I-29. Persons will notice a change in noise level, but it will not meet standards.
- Tim Staloch – also concerned about impacts to property values.
- Steve Grabill made the following chart on the white board

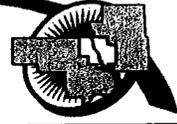
	Study	Stakeholders
Truck Route	√	√ (Better Disclosure)
71 st Avenue	√ Beltway	No Beltway
84 th Avenue	√	√

- Tim Staloch – 84th Avenue is a better route, except for the connection to Highway 1804. Trucks will be traveling on Highway 83; will prefer a route that has fewer driveways, other traffic, etc.
- Steve Grabill – 84th Avenue will function as the truck route, once it is constructed.

A discussion of trucks and other traffic crossing Highway 83 as the corridor develops. This is similar to Century Avenue when it was developed as the major corridor years ago. As development continues, traffic increases.

- Tim Staloch – the traffic count on 71st Avenue is the same in the future as is current. Will there be more traffic as homes are constructed?
- Steve Grabill – yes, the total traffic volume is the same for the segment of roadway. Additional traffic volume is handled by other routes as they develop. There will be growth in overall volume as more and more homes are constructed.

5. Adjourn



Regional North-South Beltway Corridor Study

Bismarck-Mandan Metropolitan Planning Organization

Public Input Meeting

**5:30 PM, July 17, 2008
Century High School**

1. Introductions
2. Discuss Meeting Format
 - a. Meeting Purpose
 - b. Comments
3. Review Study Process
 - a. Purpose & Need
 - b. Study Area
 - c. Approach & Status
4. Discuss Known Corridor Issues
5. Present Regional North-South Beltway Corridor Study Alternatives
 - a. Initial Concepts
 - b. Recent Analysis
 - c. Current Alternatives
 - d. Key Facts Regarding Beltway
6. Discuss Public Participation Process
 - a. Comment Forms (On Table as You Entered). Fill one out tonight and return it to the table or take it with you and mail it to:
Steve Windish
Ulteig Engineers
1412 Basin Avenue
Bismarck, ND 58504
7. Visit our Website at <http://nscorridors.ulteig.biz>
8. Receive Public Input
9. Closing/Open House

To: Project File – UEI Project No. 307.155
From: Steve Grabill, PE
CC: SRC, File
Date: July 17, 2008
Re: Regional North-South Beltway Corridor Study
Summary of Public Input Meeting
July 17, 2008

A public input meeting was held on July 17, 2008 at Century High School in Bismarck, ND. The meeting began at 5:30 pm with an open house. The formal presentation began at 5:45 pm. The meeting was adjourned at 7:45 pm. Seventy-two property owners and business representatives were in attendance. See attached attendance roster.

Prior to the formal presentation, attendees reviewed project displays and meeting handouts and discussed project issues with staff. Steve Windish opened the meeting with introductions. Steve Grabill followed with discussion on where the study started; the analysis Ulteig has completed to-date, and the current alignment alternatives. The study includes a future major north-south beltway and interchange on the east side of Bismarck.

Steve Windish presented the remaining public input process, opportunities for input, and schedule for completing the draft Report, review and adoption.

The meeting was then opened to questions and comments from the public. The following questions or comments were made:

1. Sean Johnson – Read a prepared statement; the following is a summary of the statement: Some citizens south of Lincoln have hired attorney (William Delmore), a position paper will be submitted on the 4th of August. The need for this beltway is questionable. Talked about traffic projections and questioned if the traffic projections are fair. “We are spending a lot of tax payer money on this study, is it worth it?” The housing development the lawyer is representing is not in the City of Lincoln (Prairiewood Development).

Steve Grabill took him through the map and explained how the different alternatives worked.

2. Resident – Why are you not using 84th Avenue? According to the comparison matrix it looks like a preferred alternative.

Steve Grabill responded that 84th does not connect with Highway 1804. He also added that 71st is going to become an arterial roadway no matter what route this beltway study

designates, therefore we need to make improvements to 71st whether it is part of the beltway or not.

3. One resident commented: You are doing a splendid job. Progress is coming, let's prepare for it.
4. One resident commented: Traffic is already increasing on these routes and we were told that this improvement was going to happen. I agree that something like this is needed. It is a good idea.
5. Neal Cary – (PrairieWind 2nd addition) commented: The proposed beltway would make it very tough to sell my property. It is too late for a beltway along 66th Avenue around Lincoln. There have been 86 new homes built in the area.

Steve Grabill responded that some of this planning started as early as 2000 in the long range transportation plan. It is difficult to get the word out that something is planned for in the future and that this was the proposed route.

6. One resident commented: I live in Prairiewood (North side of 48th Ave.). People are moving and building new homes on the South side of 48th. Are you going to take our backyard or move a new house on the south side to make room for the beltway?

Steve Windish responded we are trying to keep the roadway within current right-of-way on the south side of Lincoln.

7. One resident commented: I live in Prairiewood. Is the airport going to expand and take out Lincoln Road?

Steve Windish responded that may happen in the distant future. Steve Grabill added that 66th street would be the primary route for the residents in the Lincoln area to get into Bismarck. Steve Grabill also added that 66th would have a future grade separation at the railroad tracks.

8. Keith Henderson: What will happen with the commerce center, semi-trucks will be using the north part of the beltway?

Steve Saunders responded that at this time the city is still trying to determine how much traffic will be using the commerce center.

9. One resident commented: At your last meeting it was said that truck traffic will also be using the south side of the beltway.

Steve Windish commented that the way he remembered it from the last meeting most of the truck traffic was going through to interstate and ending at the center of the Bismarck. There would be some local trucks using the south side of the beltway, but most of the truck traffic would end at the city center. Steve Grabill added that if the trucks are going to the commerce center, Centennial Road would be the likely route on the north side of town.

10. Keith Henderson commented: Once the connection is made with 71st all the trucks will use the beltway to go through to interstate. Why were they allowed to buy property along a corridor with 150 foot right-of-way if the plan was in the works to build a beltway that required more right-of-way?

Steve Grabill responded that we are trying to work with different alternatives to reduce right of way requirements and impacts to property owners.

11. Wayne Belliment commented: Trees have no affect on the noise level if traffic increases. What can you possibly do about noise if the volume of traffic increases?

Steve Grabill responded that we can do some things to reduce noise. Hills and truck patterns affect noise. Speeds of the trucks also affect the amount of noise, slower speeds reduce noise. Grabill also added that from his experience with noise analysis the projected truck traffic and the speed of the beltway would not be high enough to exceed the Federal guidelines for excessive noise pollution in residential areas.

12. One resident commented: There are 100 trucks a day that come through on 71st Ave. The number of trucks will only increase once the beltway is connected to interstate.

13. One resident commented: The roadway will be in our backyard. Is a beltway totally different than another road? There are a lot of people that will be affected.

Steve Grabill responded that according to the traffic projections a three lane roadway (Two through lanes and a center turn lane) for the beltway would be sufficient for a number of years.

14. Skip Duemeland commented: Many people will be affected by the beltway. His developer will consider exchanging your property for another property further out of town.

15. One resident commented: I don't know what direct affect a beltway will have on my property. This is the first I have heard of it. How will taxes be affected? How will access to properties be determined?

Steve Grabill responded that the question about taxes is difficult to answer, he will take that question back to the steering committee and we will try and get an answer. We picked 1/2 mile access to allow for turn lanes and to increase the safety of the corridor. Specials are very difficult to look into because the improvements to the corridor are too far into the future.

16. One resident commented: It is too late for this area. You should move the beltway further out.

17. One resident commented: Plan for not having homes around the beltway. The number of homes affected would be less if the beltway was moved further out. Speed and safety would increase if the corridor was zoned different.

18. One resident commented: How are hills going to stop noise from Jake-brakes and the rest of the noise from the railroad tracks.

Steve Grabill responded that the railroad tracks would produce some noise and that the railroad crossing would be separated to improve public safety.

19. One resident commented: How about the noise produced by the beltway. There are a lot of kids in the Prairiewood development area that would be affected.

Steve Grabill responded that the noise levels would not be high enough to exceed the Federal guidelines for excessive noise pollution.

20. Cordell Stewart commented: Is this going to be an I-494 or I-694? How are we going to improve traffic around our neighborhood? A beltway should be planned further out.

Steve Grabill responded that it will never operate like I-494 or I-694. We called it a beltway because we wanted to provide connectivity around the metro area. All arterials are intended to carry through traffic. The 5 lane section would be the ultimate build out section. The three lane section would likely handle traffic for 20 to 30 years.

21. One resident commented: It appears that 84th Ave. is a better route from the comparison matrix. Why would you pick 71st Ave. instead of 84th Ave.? You have a lot of existing access along 71st Ave. and not 84th Ave.

Steve Grabill responded that the connectivity to Highway 1804 was a principal reason and also 71st Ave. would still carry a lot of traffic, regardless if it is part of the beltway or not. We agree that 84th Ave. has less access.

22. One resident commented: What is the time table for the beltway.

Steve Grabill responded that 71st Ave would see the first improvement because the need for improvements to that corridor are the greatest. 66th street would be dependant on the need for an interchange and/or the corridor leading up to it (probably 8 to 10 years out or more). Some other improvements would also need to be in place along 66th street before the interchange is built. The airport expansion might dictate the 48th Avenue improvement on the south leg of the beltway.

The public input meeting was adjourned at 7:45 p.m.



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ATTENDANCE ROSTER

SUBJECT Bismarck-Mandan Regional North-South Beltway Corridor Study

MEETING LOCATION Century Avenue High School, Bismarck, North Dakota

DATE/TIME Thursday, July 17, 2008 / 5:30 PM - 7:00 PM

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Steven Fischer	3215 VIEWS Dr UTTC	255-3285	
Darell Baisch	6016 62nd ST NE	258 5559	
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Aunt Carmen Jiedmeier	5355 Prairieview Dr.	222-2317	
Jensrud Hanson	1942 Jackson A.	258-4247	
Peggy Kopf	1948 Jackson Ave	258-6412	
Donald Zacher	7000 NE 26th St.	255-0332	DZACHER@Bismarck10-ND.gov

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AGENDA

Regional North-South Beltway Corridor Study

***Bismarck-Mandan
Metropolitan Planning Organization***

Public Input Meeting

**5:30 PM, July 16, 2008
Seven Seas Hotel**

1. Introductions
2. Discuss Meeting Format
 - a. Meeting Purpose
 - b. Comments
3. Review Study Process
 - a. Purpose & Need
 - b. Study Area
 - c. Approach & Status
4. Discuss Known Corridor Issues
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 - a. Comment Forms (On Table as You Entered). Fill one out tonight and return it to the table or take it with you and mail it to:
Steve Windish
Ulteig Engineers
1412 Basin Avenue
Bismarck, ND 58504
7. Visit our Website at **<http://nscorridors.ulteig.biz>**
8. Receive Public Input
9. Closing/Open House

To: Project File – UEI Project No. 307.155
From: Steve Grabill, PE
CC: SRC, File
Date: July 16, 2008
Re: Regional North-South Beltway Corridor Study
Summary of Public Input Meeting
July 16, 2008

A public input meeting was held on July 16, 2008 at the Seven Seas Hotel in Mandan, ND. The meeting began at 5:30 pm with an open house. The formal presentation began at 5:45 pm. The meeting was adjourned at 7:30 pm. Thirty-four property owners and business representatives were in attendance. See attached attendance roster.

Prior to the formal presentation, attendees reviewed project displays and meeting handouts and discussed project issues with staff. Steve Windish opened the meeting with introductions. Steve Grabill followed with discussion on where the study started, the analysis Ulteig has done to-date, and the current alternative alignments. The study includes a future major north-south beltway and interchange on the west side of Mandan. This roadway will extend from 1 mile north of I-94 to 6 miles south of Old Highway 10/Business Loop 94.

Steve Windish presented the remaining public input process, opportunities for input, and schedule for completing the draft Report, review and adoption.

The meeting was then opened to questions and comments from the public. The following questions or comments were made:

1. Keith Henderson: Wanted to review the overall plan map.

Steve Grabill took him through the map and explained how the different alternatives worked.

2. One resident: What are the dashed lines south of I-94?

Steve Windish responded that one was a gas line and one was a transmission line (WAPA Line). He also added that knowing where existing utilities are or where future utilities are planned for is a very important part of the study.

3. One resident: Do you have a blow-up picture of where the west alternative crosses the Heart River?

Steve Windish responded yes we do, it is located on the back wall.

4. One resident: When will the funding be available from the federal government?

Steve Windish responded that one of the goals of this study is to get this project on the radar of the local decision makers, but in reality the funding for any part of the beltway is at least 5 years out. Steve Grabill added that the local decision makers would decide what part of the beltway to build. When it would be built would be decided by prioritizing it with other projects in the area. Ben Ehreth added that the beltway will likely come into effect in segments.

5. One resident: Why is the Interchange not justified?

Steve Grabill responded that typically there needs to be an existing infrastructure to tie into the interchange before it is justified. There also needs to be a stronger demand for access. It is a difficult situation because you need development to warrant an interchange, but you need an interchange to get more development. There is also the challenge of funding that has to be considered.

6. One resident: Is the ND #25 route stage one and 24th Ave route stage two? No access currently exists to the south side of interchange.

Steve Windish responded that construction of the beltway along 24th Avenue would more than likely take place when an interchange at I-94 is warranted. Developing ND #25 is a no brainer; however we also want to plan ahead. Ben added that the current plan includes an underpass between the interchanges of ND #25 and the Sunset Interchanges to access the property south of I-94.

7. One resident: How do you determine where access roads will be constructed?

Steve Windish responded that we are currently showing access at ½ mile spacing along the corridor. However, we would adjust the access points when development takes place. Steve Grabill added the longer the distance between access points the better for mobility and safety.

The formal questions and answers session was followed by informal discussion at the displays. The public input meeting was adjourned at 7:30 p.m.



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ATTENDANCE ROSTER

SUBJECT Bismarck-Mandan Regional North-South Beltway Corridor Study

MEETING LOCATION Seven Seas Hotel, Mandan, North Dakota

DATE/TIME Wednesday, July 16, 2008 / 5:30 PM - 7:00 PM

Name	Address/Organization	Phone	Email
Steve Grabil	Ulteig Engineers	258-6507	Steve.Grabil@Ulteig.com
Esther Vogel	3820 I-94 Bus. Loop	663-6775	
Don Tashen	2201 Co Rd 138	400-6761	
TODD KRENICKA	Hobbs Inc Loop I-94	663 6363	
Brian Johnson	Johnsons Wrecking	663-3957	
Alby Fleumer	2455 Business Loop 194	663-3076	
Randy Baumgartner	2525 Co Rd 138	319-5584	rbbaumgartner@kfytr.com
Jojo - EC Kaland	4405 24 Ave.	663-7158	
Joe + Mary Ann Kaland	2262 Co. Rd 138	663-5073	

ULTEIG ENGINEERS

Bismarck and Fargo, ND
Detroit Lakes and Minneapolis, MN
Sioux Falls, SD

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Name	Address/Organization	Phone	Email
Josh Olson	W. Heig Engineers	758-6507	
Joe Kulvoda	2717 Harvestood B's 58503	758-6314	
Steve Thimony	4705 South Bay Dr S.E.	663-4457	
Wes Pulkrabek	4523 26th AVE	663-0161	
Krista Leingang	2506 County Rd 138	527-0910	
Tom Lieber	2388 37th St	663-7149	
Toby Huber	2355 37th St	663-2729	
Bob Kelly	Mer-Gran-Sou Electric	663-0297	
Robert Stuenkel	2525 Lyons Rd	663-9111	
Jason Kary	2415 44th St	663-3343	
Jennifer Lee	2487 44th St	663-3343	
Ellen Huber	City of Mandan - Bus. Dev also areas - 359 37th St	667-3485 663-2729	

ULTEIG ENGINEERS

Bismarck and Fargo, ND
Detroit Lakes and Minneapolis, MN
Sioux Falls, SD

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Name	Address/Organization	Phone	Email
Shannon Boehm	5400 old Red trail	391-6208	
Shaun Seeman	4647 74 Ave	663-7154	
Ante Kahala J	4610 23rd Ave.	663-7940	
Bob Lillis	2424 County Rd 137A	663-9587	
Eddie Kang	2485 44th St.	663-3343	
Paul Trapp	2399 Business Loop I-94	663-5087	
Randy Kessler	Nor-Gran-Sou Elec.	220-8884	
Ken & Annate Miller	2465 37th St	663-7749	
Keith Henderson	4525 Co. Rd 82	663-1622	
Jim Neubauer / City of Moor	205 2 Ave NW Moorhead	667-3215	
Klm Riepel	MPO	391.7916	
Pat Sweeney	2525 Byron Rd	663 9191	

ULTEIG ENGINEERS

Bismarck and Fargo, ND
 Detroit Lakes and Minneapolis, MN
 Sioux Falls, SD

AGENDA

Regional North-South Beltway Corridor Study

*Bismarck-Mandan
Metropolitan Planning Organization*

Public Input Meeting

**5:30 PM, July 16, 2008
Seven Seas Hotel**

1. Introductions
2. Discuss Meeting Format
 - a. Meeting Purpose
 - b. Comments
3. Review Study Process
 - a. Purpose & Need
 - b. Study Area
 - c. Approach & Status
4. Discuss Known Corridor Issues
5. Present Regional North-South Beltway Corridor Study Alternatives
 - a. Initial Concepts
 - b. Recent Analysis
 - c. Current Alternatives
6. Discuss Public Participation Process
 - a. Comment Forms (On Table as You Entered). Fill one out tonight and return it to the table or take it with you and mail it to:
Steve Windish
Ulteig Engineers
1412 Basin Avenue
Bismarck, ND 58504
7. Visit our Website at <http://nscorridors.ulteig.biz>
8. Receive Public Input
9. Closing/Open House

AGENDA

*71st Avenue / Centennial Road Corridor Study
&
Regional North-South Beltway Corridor Study*

*Bismarck-Mandan
Metropolitan Planning Organization*

Public Input Meeting

**6:00 PM, November 29, 2007
Century High School**

1. Introductions
2. Discuss Meeting Format
3. Review 71st Avenue / Centennial Road Corridor Study
 - a. Purpose
 - b. Status
 - c. Schedule
4. Review Regional North-South Beltway Corridor Study
 - a. Purpose
 - b. Status
 - c. Schedule
5. Present Preliminary Findings of 71st Avenue / Centennial Road Corridor Study
 - a. Corridor Needs
 - b. Asdf
6. Present Preliminary Findings of Regional North-South Beltway Corridor Study
 - a. Alignment Alternatives
 - b. Corridor and Interchange Justification Information
 - i. Traffic Projection Analysis
7. Receive Public Input
8. Discuss Next Steps & Future Input Opportunities
9. Visit our Websites at **www.nscorridors.ulteig.biz**

and www.71st-Centennial.com
10. Other Business
11. Adjourn

To: Project File – UEI Project No. 307.155
From: Steve Grabill, PE, PTOE & Bill Troe, AICP
CC: SRC, File
Date: November 30, 2007
Re: 71st Avenue / Centennial Road Corridor Study &
Regional North-South Beltway Corridor Study
Summary of Public Input Meeting
November 29, 2007

A public input meeting was held on November 29, 2007 at the Century High School Auditorium. The meeting began at 6:00 pm with an open house. The formal presentation began at 6:15 pm. The meeting was adjourned at 8:30 pm. Approximately one hundred and seventy property owners and business representatives were in attendance. Gordon Weixel with the Bismarck Tribune was in attendance to cover the public input meeting.

Prior to the formal presentation, attendees reviewed project displays and meeting handouts and discussed project issues with staff.

Steve Saunders opened the meeting with introductions and the meeting purpose. Bill Troe covered the purpose, alternatives and options on the 71st Avenue / Centennial Road Corridor Study. This study area extends from the intersection of US 83 to Centennial Road on 71st Avenue and from 71st Avenue to I-94 on Centennial Road. The corridor is approximately five and one-half (5 1/2) miles long.

Steve Grabill followed with the purpose, approach, status, and schedule of the Regional North-South Beltway Corridor Study. The purpose of this first public input meeting was to discuss alternative locations for a future major beltway including two possible interchanges in Burleigh County.

This beltway will extend from the area of the US 83/71st Ave. intersection east four to five miles, then south nine to ten miles to the area of 48th Ave, and finally tie into Highway 1804 three to four miles west. The 66th Street and 80th Street corridors were presented as alternatives for the North-South Beltway.

Steve Grabill presented the project issues, what the study can accomplish, beltway alternatives, interchange foot prints and schedule for completing the draft report, review and adoption.

The meeting was then opened to questions and comments from the public. The following questions or comments were made:

1. One resident commented that the Country Creek Estates – Stream Place cul-de-sac with three houses does not show up on the drawings. The houses are located 500 feet off 52nd Street north of 71st Avenue.
2. One resident asked whether 71st Avenue is the only alternative on the north side of the beltway.

Steve Grabill responded that it was the only route that has been considered to-date. He pointed out that it is an extension of Highway 1804, which also extends westward toward a future planned northern bridge crossing.

3. Gail Erickson – Do you have a footprint of the 66th Street / 71st Avenue interchange?

Steve Grabill responded that there was no plan for an interchange at this intersection at this time.

4. Gail Erickson – What will the intersection look like?

Steve Grabill responded that at this time we have not studied that intersection.

Bill Troe responded that from their study it appears that most trucks are currently using State Street and not Centennial. The trucks using Centennial are those that are hauling somewhere locally. But, this is not to say that some of the trucks wouldn't move out to 66th Street after construction of the Beltway.

5. Gail Erickson – What is the purpose of studying the beltway if we don't think trucks will use it?

Bill Troe responded that some trucks will use it. We are studying the Beltway to answer these questions.

6. Bill Lestmister – Commented that he feels no trucks are using the 71st Avenue to Centennial Road route because besides the local residents, truck drivers don't know it exists. Once they find out it exists more and more trucks will use it.

7. John Hall (Gibbs Township Representative) – We (the Township) feel that 80th Street is a better route for the east leg of the beltway with better sight distance at Interstate 94 because 66th Street is on a hill.
8. Myron Lett – Agrees with John Hall.
9. Jerry Thomas – Do you have a footprint along 71st Ave?

Steve Grabill responded no, not at this time.

10. Jerry Thomas – Has 84th Avenue been looked at? Has it been ruled out?

Steve Grabill responded that not at this time, but that's not too say it could not be added in the future as a possible alternative. You need to remember that our study is part of a larger, long range overall plan for the Bismarck/Mandan area. We need to try and tie into the Northern Bridge Corridor plan, which has been adopted.

11. One resident commented that 66th Street is already too close to the city.
12. Ronny Seinvold – Has the potential for increased truck traffic out of the Bismarck Commerce Center been looked at?

Steve Grabill responded that the truck traffic has not been looked at yet. But, any facility we plan for has to handle truck traffic.

Bill Troe responded that the MPO has a study out on truck traffic on 26th to Main Ave, but not all the way to I-94. He can probably use that study to identify possible truck impacts from the commerce center.

13. One resident commented that the Beltway would provide another opportunity or option for a north/south corridor in Bismarck.
14. Donny Weigum commented that if you move the Beltway too far away from the city that it will not impact current or future traffic.

Steve Grabill responded that the projections we have for the year 2030 on State Street / US 83 is in the range of 70,000 – 80,000 ADT. It is important to provide added north-south capacity to carry some of that traffic.

15. Larry Barnhardt – If the Beltway goes forward, how does it affect taxes?
How will the Beltway be paid for?

Steve Grabill responded segments of the roadway would be built as development occurs, it is very difficult to determine how taxes will be affected at this time. Remember though that a significant use of Federal money would more than likely be used.

16. Donny Weigum commented that in big cities it is a benefit to the people to live by a corridor or beltway such as the one being studied.

17. One resident asked – Will taxes go up?

Steve Grabill responded not as a result of this study.

18. One resident asked – Why not go to Highway 10 and use an existing corridor?

Steve Grabill responded that Highway 10 is part of the overall transportation plan of the area. But, with this beltway we are trying to connect into highway 10.

19. Donny Weigum – Does this Beltway include two new bridges?

Steve Grabill responded that the long range plan includes a beltway around the Bismarck/Mandan Metro Area with two new bridges.

20. Gail Erickson – People on Beltway (living directly on Beltway) don't see any benefits. Will the Beltway have negative impacts to residents?

Steve Grabill responded that there always trade-offs and impacts to adjacent properties that studies like these need to look at. This study will attempt to identify impacts and consider avoidance or remediation.

21. Loyd Holm – We should be restricting the use of "Jake" breaking on 71st Avenue.

Steve Grabill responded that can be passed onto the City or County and taken into account.

22. One resident commented that in the past there has been a problem with flooding in the area of 80th Street & Apple Creek Road. The 66th Street alternative is a better route.

Steve Grabill responded that during the study process we will look into those types of impacts between the different alternatives.

23. Linda McDonald – Currently there is no road on south end of 80th Street, therefore it looks like 66th street or even 93rd Street would be better alternatives.

24. One resident asked if the current infrastructure on 66th Street south of I-94 has been considered. (Including existing bridges, roads, etc.)

Steve Grabill responded that not to this point, but we will be looking at existing facilities during the study process. One other thing to consider is the railroad crossings. We would probably be looking at a grade separation to maintain the high mobility route.

25. Ron Haugen – Short term widening on 71st Avenue to three lanes. Will that include the interchange at US 83?

Bill Troe responded: Yes, it will be planned for from a general standpoint, exactly what type would be decided at a future time. However, short term improvements would not likely include an interchange.

26. One resident commented that there is speculation of a new School at Century Ave. & Centennial Road. With the current truck traffic will safety be considered?

Bill Troe responded that yes they had considered the proposed new School and safety will be addressed. A bike path will be used to separate vehicles from pedestrians and includes plans for pedestrian signals at intersections. We don't want more trucks along Centennial. We will accommodate the trucks we have; however we don't want to attract more trucks. The goal is to try and make it as safe as possible for the trucks that choose to drive along the route.

27. One resident asked if there has been a watershed study on 80th Street south of I-94. Particularly at the intersection of Highway 10 and 80th Street. (Brookedale Estates)

Steve Grabill responded that at this time we are not that far into the study. However, we will be working with the County Engineer to try and identify issues for studied alternatives.

28. Linda Holm – Has safety been looked at in regard to what the trucks can haul? Has there been talk about restricting the kind of material trucks can haul along the 71st Avenue / Centennial Road corridor.

Bill Troe responded no; we are not looking at restrictions on type of materials truck can haul.

29. Linda Holm – Is it possible to sign a corridor No Trucks Allowed / Not a Truck Route?

Bill Troe responded that if there is Federal or State dollars involved in the project, then they can't restrict trucks on the corridor. In order to sign a corridor 'No Truck Route' the cost of the project would have to be all locally funded.

30. One resident asked a question about the high volume of cars.

Bill Troe responded that this corridor has a combination of both cars and trucks. When you share a route with both cars and trucks the idea of sharing causes conflicts. The challenge is balancing the conflicts to plan for the best possible corridor.

31. Sean Johnson – South of Lincoln has several developments including Prairewood Development. Also, 48th Avenue has significant development. Why was 48th Avenue picked? You should reconsider that area of your proposed Beltway. There is a residential development located along 56th Avenue (Copper Ridge). The Apple Creek floodway runs along 93rd Street.

Steve Grabill responded that grades throughout this area of the beltway make it difficult to find a connection point to Highway 1804.

32. One resident asked – What will be built first? Will it be the improvement to Centennial Road or the proposed new school at Century Avenue and Centennial Road?

Bill Troe responded that the goal of the short term planning study is to accommodate both the trucks and the cars that are using the corridor. The study will also try an identify improvements to make the corridor safer.

33. One resident commented that the placement of the beltway is critical. If the beltway is built too far east it will not be utilized.

34. Bob Johnston, City Council Representative, commented that the City of Lincoln would prefer the 66th Street alternative for the north-south leg of the beltway.

35. Kenyon Kruse – We are left in Limbo about the timeline. Also, will we be compensated for improvements we make to our property?

Steve Grabill responded that right know he agrees that the timeline does leave residents in limbo regarding the completion of the Beltway. We will do our best to help committee's identify how quick it will happen. One resource residents can use about future possible improvements to their property and if they would be compensated is the City and County planning staff. Don't be afraid to ask them when you plan on improving your properties.

36. One resident asked if he was to build a \$100,000 structure on his property and right-of-way is needed to build the beltway will he be compensated for the structure?

Steve Grabill responded that the city and/or county may not allow the building permit for the structure.

37. Loren Dewitz – The timeframe for the beltway is very vague.

Steve Grabill responded that the timeframe will be development and need driven. We need to have a purpose and a need for the beltway before we would build it.

38. Earl Snyder – Will the beltway be a federal or state highway? Will that dictate access management?

Steve Grabill responded that the city and county have access standards that would be followed, however the State & Federal agencies have a review process they will use to make sure the Beltway is built to allow it to function the way it was intended.

39. One resident asked what the timeline is to extend Centennial Road to Jericho Road.

Bill Troe responded that federal funds have been set aside to complete the project by 2010.

40. One resident commented that there is much more residential development along 80th Street than along 66th Street.

41. Shane Jorgenson – Would local property owners be compensated for property if it was taken for the Beltway?

Steve Grabill responded that there are many different variables that would contribute to the decision of right-of-way acquisition.

Bill Troe added that if you were not looking at developing the property, then it is likely that you would be compensated for your property. However, if you develop your property, then things could become complicated.

42. One resident asked whether there is a plan to extend 26th street to the south and if so, when that would happen?

Bill Troe responded that to his knowledge there is a plan to extend 26th street south to 43rd. The extension of 26th street would be completed as development occurs and there is a need to proceed.

43. One resident asked that if the Beltway follows 66th street, what is the offset (setback) required to the house or any other building?

Steve Grabill responded that it would depend on the speed of the Beltway, which has not been set.

Bill Troe added that on the 71st Ave corridor for example the minimum setback from the edge of right-of-way to a building is 40' and 71st Ave is planned for a 5-lane section.

Steve Grabill also added that taking that information into account, your setback would be around 150' from the center of the section line on 66th Street.

44. One resident questioned the current access management plan for the 71st Avenue corridor. He stated that we did not show any access management plan for the corridor tonight, however at one time there was a plan on the website.

Bill Troe responded that we have not shown any access management because the referenced information is dated (old data). We have tried to reduce some access on 71st Ave, because with more access you have more conflict points and more decision points.

45. One resident asked if there is a new plan for access management.

Bill Troe responded that if you have access today, that he could not think of a situation that you would lose it.

46. Dick Letteer – The Beltway will create higher volumes of traffic. The City does not have the facilities to handle the increased volume. Why don't we have one ways?

Steve Grabill responded that the city has been reviewing the potential for additional one way corridors in town. This is something they are continuing to explore.

47. Burton Pfliger – Commented that if we place the beltway too far away from the City that people would not use it.

48. One resident asked what development would have to happen before the improvements are made.

Steve Grabill responded that the decision to plan for a future beltway will allow us to work with developers to preserve the corridor.

49. One resident commented that the north side of 71st Avenue has six residents that will get kicked in the teeth because future right of way will be basically right out there front door. The developers must have known because their trees and buildings are further off the current roadway.

50. Jim Jangula – What will be done in the short term to make things safer along 71st Avenue and Centennial Road? Do you feel the current conditions make it safe enough? When will the improvements take place?

Bill Troe responded that there is not any project planned for until federal funding becomes available. The current conditions are not adequate to handle the current traffic; right now things are not safe enough. Plans for improvements are for the short term which could be five, eight or even up to ten years. It all comes down to funding.

51. Jim Jangula – Until the improvements, what can be done?

Bill Troe responded not a whole lot. We can identify the most critical conditions and work on them first. However, we are probably five years minimum to ten years hopefully maximum from the project. Centennial Road up to Jericho is scheduled to start within the next 3 years.

The public input meeting was adjourned at 8:30 p.m.

AGENDA

Regional North-South Beltway Corridor Study

Bismarck-Mandan Metropolitan Planning Organization

Public Input Meeting

**6:00 PM, November 27, 2007
Mandan High School Auditorium**

1. Introductions
2. Discuss Meeting Format
3. Review Regional North-South Beltway Corridor Study
 - a. Purpose
 - b. Status
 - c. Schedule
4. Present Preliminary Findings of Regional North-South Beltway Corridor Study
 - a. Alignment Alternatives
 - b. Corridor and Interchange Justification Information
 - i. Traffic Projection Analysis
5. Receive Public Input
6. Discuss Next Steps & Future Input Opportunities
7. Visit our Website at **www.nscorridors.ulteig.biz**
8. Other Business
9. Adjourn

To: Project File – UEI Project No. 307.155
From: Steve Grabill, PE
CC: SRC, File
Date: November 28, 2007
Re: Regional North-South Beltway Corridor Study
Summary of Public Input Meeting
November 27, 2007

A public input meeting was held on November 27, 2007 at the Mandan High School Auditorium. The meeting began at 6:00 pm with an open house. The formal presentation began at 6:15 pm. The meeting was adjourned at 8:30 pm. Forty-six property owners and business representatives were in attendance. See attached attendance roster. Sue Balcom with the Mandan News was in attendance to cover the public input meeting.

Prior to the formal presentation, attendees reviewed project displays and meeting handouts and discussed project issues with staff. Steve Grabill opened the meeting with introductions and the meeting purpose. The purpose of the meeting was to discuss alternative locations for a future major north-south beltway and interchange on the west side of Mandan. This roadway will extend from 1 mile north of I-94 to 6 miles south of Old Highway 10/County Road 139.

Steve Grabill presented the project objectives, issues, alternatives and schedule for completing the draft Report, review and adoption.

The meeting was then opened to questions and comments from the public. The following questions or comments were made:

1. Loah Clement – You did not discuss the north part of the Beltway & why didn't you discuss the river crossings.

Steve Grabill responded the east/west connection will take off from where the previous study left off on the north part of beltway; we are following what the long range plan started. The river crossings are not part of this study. The northern bridge crossing was already studied and the southern bridge crossing will have to be studied at some point in the future.

2. Jerry Lefave – What is the east west street on the south side of the Study?

Steve Grabill responded that the south leg of the study corridor is 46th Street.

3. One resident asked: Has the north Beltway (Northern Bridge) location been decided.

Steve Saunders responded that the location of the north beltway has been chosen. The furthest south option was chosen for the bridge.

4. Rob Kelly – Is there a timeline for the project?

Steve Grabill responded that the traffic projections we are using for the study are for the year 2030. The analysis shows us that the beltway/interchange would pull traffic from Sunset Drive, and also the traffic projections are dependant on the Northern Bridge corridor.

No timeline for construction of the regional North-South beltway is set right now. He added that it is likely that future construction would need to occur in segments based on need.

5. One resident asked: What is the Speed of the Beltway? Are they highways?

Steve Grabill responded that speeds can vary along the corridor. Speed will dictate design requirements and access. Possible speeds as high as 65 mph were discussed.

6. Steve McCormick – What is the distance from Sunset to new Interchange location at 24th Avenue.

Steve Grabill responded that the distance is approximately three (3) to three and a half (3.5) miles long.

7. Steve McCormick – How will we have additional access to land between Sunset Drive and 24th Avenue

Steve Grabill responded that the long range plan shows an underpass by the existing dam. On future layouts we will show this underpass.

8. Steve McCormick – What is the 2M alternative?

Steve Grabill responded that this is another alternative for an interchange approximately ½ mile east of the 24th Ave. Interchange alternative.

9. Carol Schmidt – The Northern Bridge corridor did not preserve right-of-way. How far into the future before right-of-way is preserved?

Steve Grabill responded that typically right of way is preserved during the preliminary design phase of projects. However if an interchange location is decided and justified, right-of-way may be preserved earlier. The rest of the beltway right-of-way may be preserved when planning or development occurs.

Steve Grabill also responded that local authorities try to work with land owners to preserve right of way, however they typically don't buy right of way upfront because of the cost.

Steve Saunders responded that the Northern Bridge location tried to minimize impacts and that is why you see some of the looping in the adopted corridor. The beltway would probably have 200 feet of right-of-way.

10. Carol Schmidt – Who do we contact to find out about proposed right-of-way impacts?

Steve Saunders responded you would contact the County or the City.

11. Holly Burch – You have proposed that the Bismarck/Mandan area have five (5) river crossing bridges. How will we pay for all the bridges? Taxes are already high, I have relatives that are trying to sell their houses and can't because taxes are already high.

Steve Grabill responded that we are not studying any river bridge crossings.

12. Tom Liebel – Who is going to pay for the beltway?

Steve Grabill responded that it is a long process to identify federal funding and it depends on which jurisdiction is leading the project. At this time it's too early to tell.

City Commissioner Ulmer responded that it depends on when they build the beltway or portions of the beltway. This study and plan is a tool to use for planning and development for the future.

Steve Saunders also responded that this is a corridor preservation study and how fast we grow will dictate who pays for the beltway. He also pointed out that without corridor preservation the cost of right of way acquisition can become much more expensive.

13. One resident said that he agrees that we need a plan for future growth.

14. Bruce Strinden – Do you have any idea about the timeline for the underpass & interchange? Access will dictate future growth.

Steve Grabill responded that Federal Highway has rules to follow before an interchange can be built. We have to meet certain criteria before you can build the interchange. It is a difficult problem, because we probably need some development to take place before the criteria will be met, however you will probably need an interchange to get the development to take place.

15. One resident stated that there is construction planned for a new Transmission line to run along the east side of 24th Ave. from the south end of Section 18 North to 37th Street. This new line may impact the proposed beltway corridor right-of-way. Rob Kelly would have a map showing the new transmission line.

16. One resident – Shouldn't the future river crossings be decided before decisions are made on the location of the beltway.

Steve Grabill responded that on the north side, we anticipate 37th Street will be in existence regardless of the presence of a river crossing and therefore it made a logical termination point for the north-south corridor. The same can be said for 46th Street South.

17. One resident – There are landslide issues along the routes between I-94 and old Highway 10.

Steve Grabill responded that once the number of alignment alternatives are reduced, the Study will need to consider that issue in more detail.

The public input meeting was adjourned at 8:30 p.m.

PLEASE PRINT

ATTENDANCE ROSTER

PROJECT Bismarck-Mandan MPO Regional North-South Beltway Corridor Study

MEETING LOCATION Mandan High School Auditorium, Mandan North Dakota

DATE/TIME Tuesday, November 27, 2007 6:00 PM

Name	Address	Phone	Email
Steve Windish	1412 Basin Ave Bismarck	701-258-6507	steve.windish@ul.ieig.com
GERRY / ZOSTAD	2730 Lyons Rd	701-663-2633	herzog@extendedinc.com
Steve Crabill	1412 Basin Ave Bismarck	258-6507	steve.crabill@ul.ieig.com
CLIFF NORTON	5727 Highland pk	663 8416	
Ken Kohstrater	1100 Kohstrater R.D	663-3807	
Josh Olson	1412 BASIN AVE Bismarck	258. 6507	Josh.Olson@ul.ieig.com
BEN BATEA	1511 N 18th ST, Bismarck	701-471-5186	bjenb@ul.ieig.com
Joe + Mary Ann Kalvoda	2263 Co. Rd. 138 Mandan	701-663-5093	jkalvoda@btinet.net
F R N E S T see MAN	4647 24 Ave. Mandan ND	701-663-7154	

ULTEIG ENGINEERS

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 Sioux Falls, SD

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Name	Address	Phone	Email
Steve Saunders	215 N 5 th St, Bismarck	355-1848	ssgunder@nd.gov
Bruce Strider	2420 County Rd. 137A	226-6555	caterere@yaho.com
Tom Kiebel	2388 37 th St.	663-7149	
Mike Kennitz	2157 Missouri Dr. N	663-9276	
Steve Thilmoney	4705 South Bay Dr	663-4457	sthilmoney@wdata.com
Mitch Kuhn	2457 Hwy 16	663-7474	
Sue Balcom	Mdu Noun	663-6923	
Pat Sweeney	2525 Lyons Rd	663-9191	
Loan Clement	2248 Sunny Rd S	663-6806	
Tom Peters	3550 25 th Ave	663-2097	

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Name	Address	Phone	Email
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Jerry Renner	1619 N. 33 rd St Bismarck, ND	222-7765	
Leonard Bullinger	3504 - Falcon Dr.	663-5121	
Jerry LaFave	3742 Hwy 1806	663-7606	
Esther Vogel	Po Box 484 Mandan	663-6775	
Robert Kelly	2601 8 th Ave. NW	663-0589	
Bob Lillis	2424 County Rd 139A	663-9587	
Carol Schmidt	PO Box 268 Mandan	663-2391	nprairie@bis.midcon.net
Lee Thomas	2337 37 th St	663-8282	
Dan Ulmer	707 Pauls Dr.	663-1408	
Ray Ralsbom	809 Tower Place	663-6248	
Anton Kelvoda	4610 23 rd Ave	663-7946	
Ellen Huber	2359 37 th St	663-2729	ehuber@cityofmandan.com

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Steve McEwen	2700 Wildbloss ^{BIS} Grand	2236695	SMC@arnick@nic.nb
David Hendrickson	PO Box 298 ^{TURKEY} LAKE NO	449-2845	
Paul Traugott	2399 Business Loop E-94	663-5057	PTraugott@no.601
DeAnn Taylor	2521 Lyons Rd	663-0715	dae@northernplains-equipment.com
Bryan Baehl	2595 Cx-Rd 594	657-1799	
Melissa Tander	2055 Co Rd 137A	220 1778	
Bernice Hilber	104 12th St NW	663-8730	
	2652 Cx 139A	222 4488	stanbaehl@hotmail.com
Ken & Annette Miller	2465 37 St. Mand	663-7749	kanda@extendwireless.net
Jolly Burch	4445 Co Rd 82	663-0236	jpb@bekwb.com
Wilfred Volesky	3017 N. White Road, Amandan	663-3150	wilko@b.is.m.dcr.net

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Name	Address	Phone	Email
MARU KARY	2485 44 th St	663 3343	
Jason Kary	2485 44 th St	663-3343	
Zachmeier, Andy	6412 Willow Road NE	226-1240	
Harold & Marilyn Busch	1507-19 th St, S.F.	663-3031	

Appendix 6
Public Input Correspondence

Steve Grabill

From: Steve Windish
Sent: Friday, May 29, 2009 10:20 AM
To: Steve Saunders; Ben Ehreth ; Steve Grabill
Subject: FW: Alternate Microwave site Bismarck Repeater
Attachments: WAPA alternate microwave site.jpg; WAPA site relocated ~1700' west.jpg

Gentlemen

I had a brief conversation with Lyle Thurn, WAPA, earlier today. Please see his email below.

Mr. Thurn will be on vacation next week. We should discuss this as a group next week when Grabill is back from vacation.

Have a good weekend.

J. Steven Windish PE
Ass't Vice President
Surface Transportation & Infrastructure
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504
Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163
Steve.Windish@Ulteig.com
<http://www.ulteig.com>

-----Original Message-----

From: Lyle Thurn [mailto:THURN@wapa.gov]
Sent: Friday, May 29, 2009 9:58 AM
To: Steve Windish
Subject: Alternate Microwave site Bismarck Repeater

Steve

WAPA had plans for improving the existing site next year that maybe should be foregone and a new site developed instead. To hold the existing microwave paths viable without additional intermediate sites (due to terrain issues), plan is to relocate ~1700' west to site described as.

parcel 250'x250' described as beginning at a point 1320' W of NE corner S30 T139 R79W, a parcel described as on a line S 195', 90° R 250', 90° R 250', 90° R 250', 90° R 55' to point of beginning. Site described is mostly in NW1/4 of NE1/4 S30 NW1/4 of NE1/4, small 55' strip to N of section line. Would like to extend to include power line such that no additional easement required to run electrical service underground, also not sure of State ND ROW here S side of I94. Shown on Goggle aerial outlined in white. Is yellow line an acceptable trail for access?

Provide comment on what the states plans are for ROW purchase. Can we proceed with obtaining new site while using a tracking mechanism of costs associated with relocation? Will a meeting be set for discussion issues prior?

Lyle



83



30th St NE

66th St NE

access trail

674 ft

©2009 Google
Earth Point
Eye alt 2337 ft

© 2009 Tele Atlas

46°50'12.92" N 100°41'28.37" W elev 0 ft



Communication Record

Time: 11:00 am	Date: May 13, 2009
----------------	--------------------

I, *Steve Windish*, talked with *Earl Snyder*

Of Home owner, 5307 48th Avenue SE.

Phone Number (xxx) xxx-xxxx

- I Called
- Party Called
- I Visited
- I Returned
- Party Returned
- Party Visited
- Conference Call
- Others on Line *By Name and Company if other than UEI*

UEI Job No. 307.155 Subject Bismarck – Mandan MPO N-S Beltway Corridor Study

Mr. Snyder had questions regarding an exhibit he saw during a recently televised meeting. His memory was a graphic that had a "red" line on 48th Avenue, turning north on 52nd Street, and then west again on the ¼ line between 48th Avenue and Lincoln Road. We reviewed the presentation given in April and the graphics do not include this. I stated I recalled seeing something like that but don't remember where. He was satisfied that the Corridor Study recommends the beltway continue west on 48th Avenue, past 52nd Street, across Apple Creek, and continuing to Hwy 1804.

He then mentioned that some of his neighbors stated that they were unaware of the corridor study, and that they were concerned about access to existing property and taking of land for the roadway. I explained that if there is an access currently, there will be access of some nature in the future. All future development will have access. As for "taking" I explained the roadway construction will most likely include federal funding, and thus right of way acquisition at that time will follow the federal process. If the land is platted prior to roadway construction, then the right of way will be a condition of platting. *I have checked the names Mr. Snyder provided and it appears that they are on the mailing list.*

Action Needed

none

Copied To: Steve Saunders, Ben Ehreth, Steve Grabill

Steve Grabill

From: Steve Windish
Sent: Monday, May 18, 2009 8:20 AM
To: Jon Collado
Cc: Steve Grabill; Steve Saunders; Ben Ehreth
Subject: RE: Read: Bismarck-Mandan Regional North-South Beltway Corridor Study, Comments and Questions
Attachments: Responses to Collado.doc

Mr. Collado,

We have attached responses to your questions and comments regarding this study. These will be included in the final document. Your questions and concerns are similar to other received and have been included in discussions with the steering committee as the Corridor Study was being drafted.

If you have any additional comments or questions, please contact our office.

J. Steven Windish PE
Ass't Vice President
Surface Transportation & Infrastructure
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504
Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Jon Collado [mailto:jkca@bis.midco.net]
Sent: Wednesday, May 13, 2009 5:39 PM
To: Steve Windish
Subject: FW: Read: Bismarck-Mandan Regional North-South Beltway Corridor Study, Comments and Questions

I never received a response from my email. Can you answer my questions? Were my comments considered or shared with any decision makers?

From: Steve Windish [mailto:Steve.Windish@ulteig.com]
Sent: Sunday, December 14, 2008 3:40 PM
To: Jon Collado
Subject: Read: Bismarck-Mandan Regional North-South Beltway Corridor Study, Comments and Questions

Your message was read on Sunday, December 14, 2008 3:40:24 PM (GMT-06:00) Central Time (US & Canada).

<<...>>

Steve Grabill

From: Jon Collado [jkca@bis.midco.net]
Sent: Sunday, December 14, 2008 2:03 PM
To: Steve Windish
Subject: Bismarck-Mandan Regional North-South Beltway Corridor Study, Comments and Questions

I live just south of the city of Lincoln and I have several questions and comments about the Bismarck-Mandan Regional North South Beltway corridor Study.

One purpose and need for the belt way project listed in the draft study is "to relieve traffic on busy, parallel routes such as US Highway 83 and Centennial Road". When considering traffic problems on Highway 83 through the city of Bismarck, what other solutions have been considered by the North Dakota Department of Transportation. What are the specific future traffic problems and does the NDDOT have any plans to address these problems? Does the NDDOT consider these traffic problems on Highway 83 as serious? What specific segments of the Highway 83 will the Level of Service fall below acceptable limits? Which specific intersections on Highway 83 through Bismarck will have serious safety concerns if the Beltway is not completed?

The draft study says "Improvements to existing corridors (Hwy 83 and Centennial Rd) will be made, but those improvements alone cannot address projected traffic needs." If Highway 83 will become deficient and the Beltway is the proposed solution to these deficiencies, why isn't a stronger link between these deficiencies and Federal funding for the entire Beltway (not just the interchanges) being pursued?

Another purpose and need for the beltway listed in the draft study is to provide linkage and system continuity. How has the new discontinuity of Airway Avenue (the Commerce Center) affected the City of Lincoln and Surrounding neighborhoods? Have user delays been measured? How will an additional discontinuity of Airway Avenue (proposed airport expansion) affect the City of Lincoln? The draft study should compare and contrast the linkage and system continuity of the Beltway with a "No Build Option". An appendix of the draft study states "The Interstate System is not intended to be a route for local traffic". Does FHWA consider traffic from Lincoln to Bismarck via the proposed Lincoln interchange and I-94 as "Local Traffic"?

I believe the City of Lincoln and its surrounding neighborhoods have special characteristic that should be addressed in this report. I think the City of Lincoln has a relatively low percentage of industry when compared to other ND cities of similar size. I believe a high percentage of Lincoln residents and neighboring residents work in Bismarck and Mandan. One of the reasons I moved to a neighborhood south of Lincoln is for its special residential characteristics. I feel the Beltway will undermine the residential characteristics of the City of Lincoln and its surrounding neighborhoods. The Beltway will make a very small dent in the characteristics of the City of Bismarck, but Lincoln and its surrounding neighborhoods will be drastically affected.

Page 13, "Social Issues", of the draft report, references "Section B-4 within the common questions and responses narrative." Is this reference part of the Draft Report? Major headings were listed in roman numerals and subsections were listed in capital letters. Please clarify reference.

Thank you for considering my comments and questions.

I live just south of the city of Lincoln and I have several questions and comments about the Bismarck-Mandan Regional North South Beltway corridor Study.

One purpose and need for the belt way project listed in the draft study is “to relieve traffic on busy, parallel routes such as US Highway 83 and Centennial Road”. When considering traffic problems on Highway 83 through the city of Bismarck, what other solutions have been considered by the North Dakota Department of Transportation. What are the specific future traffic problems and does the NDDOT have any plans to address these problems? Does the NDDOT consider these traffic problems on Highway 83 as serious? What specific segments of the Highway 83 will the Level of Service fall below acceptable limits? Which specific intersections on Highway 83 through Bismarck will have serious safety concerns if the Beltway is not completed?

From the standpoint of additional lanes, the US Highway 83 corridor has been built to maximum capacity. To our knowledge, they have no other solutions planned to address future capacity constraints along the corridor. A US Highway 83 study was recently completed for the Bismarck-Mandan MPO and you may visit their office to review recommendations.

Some segments along US Highway 83 are already experiencing issues from a level of service standpoint. Projections indicate segments from I-94 north increasing by as much as 50% if other corridors are unable to relief traffic increases. Questions related to serious safety concerns are difficult to quantify into the future. Safety is often impacted by traffic congestion.

The draft study says “Improvements to existing corridors (Hwy 83 and Centennial Rd) will be made, but those improvements alone cannot address projected traffic needs.” If Highway 83 will become deficient and the Beltway is the proposed solution to these deficiencies, why isn’t a stronger link between these deficiencies and Federal funding for the entire Beltway (not just the interchanges) being pursued?

It is assumed that Federal funding would be included for each segment of the beltway as it is improved. Pursuit of these funds cannot be undertaken until preliminary engineering is undertaken for specific needed improvements.

Another purpose and need for the beltway listed in the draft study is to provide linkage and system continuity. How has the new discontinuity of Airway Avenue (the Commerce Center) affected the City of Lincoln and Surrounding neighborhoods? Have user delays been measured? How will an additional discontinuity of Airway Avenue (proposed airport expansion) affect the City of Lincoln? The draft study should compare and contrast the linkage and system continuity of the Beltway with a “No Build Option”. An appendix of the draft study states “The Interstate System is not intended to be a route for local traffic”. Does FHWA consider traffic from Lincoln to Bismarck via the proposed Lincoln interchange and I-94 as “Local Traffic”?

Analysis pertaining to Airway Avenue and airport expansion was beyond the scope of this study. Discussions with FHWA will occur as part of an Interchange Justification Report undertaken in the future. Until that time, their response to questions regarding local traffic is unknown.

I believe the City of Lincoln and its surrounding neighborhoods have special characteristics that should be addressed in this report. I think the City of Lincoln has a relatively low percentage of industry when compared to other ND cities of similar size. I believe a high percentage of Lincoln residents and neighboring residents work in Bismarck and Mandan. One of the reasons I moved to a neighborhood south of Lincoln is for its special residential characteristics. I feel the Beltway will undermine the residential characteristics of the City of Lincoln and its surrounding neighborhoods. The Beltway will make a very small dent in the characteristics of the City of Bismarck, but Lincoln and its surrounding neighborhoods will be drastically affected.

Comments of similar nature have been documented and addressed in the Report.

Page 13, "Social Issues", of the draft report, references "Section B-4 within the common questions and responses narrative." Is this reference part of the Draft Report? Major headings were listed in roman numerals and subsections were listed in capital letters. Please clarify reference.

This reference number was in error and correctly refers to Section VII in the final Report.

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

P.O. Box 5503 • 221 North 5th Street
 Bismarck, North Dakota 58506
 Telephone 701 355 1840
 TDD Dial 711
 Fax 701 222 6450
 Email copplan@state.nd.us
 Web www.bismarck.org

March 6, 2009

Tim Staloch
 6650 66th Street NE
 Bismarck, ND 58593-6770

RE: Regional North South Beltway Corridor Study

Dear Mr. Staloch:

The purpose of this letter is to provide you with information on the Bismarck/Mandan Regional North South Beltway Corridor Study, which is being conducted by the Metropolitan Planning Organization and its member jurisdictions. In particular, this letter will provide you with information on the preferred alignment included in the draft study as Figure B4.

The beltway corridor alignment in Figure B4 is shown as bisecting your property described as part of the SE¼ of the NE¼ of Section 7, T139N-R79W/Gibbs Township. You met with Steve Saunders and Ben Ehrth from the Metropolitan Planning Organization and Steve Grabill and Steve Windish from Ulteig Engineers on November 12, 2008 to express your concerns with this alignment. You also met with Kim Lee from the City/County Planning & Development Department (now City/County Community Development) on December 1, 2008 and expressed your concerns with this alignment, the impact it would have on any future development of your property and whether or not you would be appropriately compensated for this impact.

Although the Regional North South Beltway Corridor Study has not yet been adopted, the draft is in the process of being presented to the various governmental entities. As part of this adoption process, a decisions document has been prepared for consideration by the Burleigh County Commissioners and the Bismarck City Commission. Project decision #3 states, "Should the City of Bismarck and Burleigh County staff work with landowners and developers to implement a diagonal connection between 66th Street and 71st Avenue North?" The explanation for this decision states, "The diagonal connection does not follow established section lines or property lines and no right-of-way currently exists for this alignment. It was proposed because it provides a limited access connection between the two corridors while avoiding existing homes. Some current landowners have expressed opposition because the new corridor would bisect their property and impact how the area develops. Others are concerned that it places the corridor closer to their homes than was evident from the original alignment." Final jurisdictional action on the Regional North South Beltway Corridor Study, including the project decisions, is scheduled for April 2009. The final Metropolitan Planning Organization's action is scheduled for mid-May 2009.

As the alignment has not yet been approved by the Burleigh County Commissioners or the Bismarck City Commissioners, any commitments as to how the acquisition of your land would be handled would be premature. However, we can provide you with information on how City and County staff would likely proceed if this alignment is selected and the elected official directs staff to work with the current landowners as part of the decision-making process for this Study.

Since the cost of constructing the beltway corridor will be significant, the City and/or County would most likely use Federal funding for a portion of the costs. Whenever Federal funding is used for a project, there is a Federal acquisition method that must be used for the acquisition of property needed for the project. Even if Federal funding were not ultimately used to construct the project, the Federal acquisition method would be used for any acquisition in order to keep Federal funding as an option. In the Federal acquisition method, the value of the land is based on the potential use of the land at the time of appraisal.

If you wanted to plat your property prior to the time that the City and/or County needed the right-of-way for the beltway, the City and/or County would need to make a decision at that time whether or not they would be in a position to acquire the right-of-way for future use. If the City and/or County decided to acquire the right-of-way for future use, then the Federal acquisition method would be used to establish the value and acquire the property. If the City and/or County were not willing to acquire the right-of-way for future use, they would not require this right-of-way to be dedicated within a plat without compensation.

If the roadway alignment that bisects your property is the preferred alignment, the staffs from both the City of Bismarck and Burleigh County are prepared to work with you in an attempt to reach a satisfactory resolution that meets the public's needs for the Beltway Corridor while appropriately compensating you for the impact of this right-of-way on your property.

Copies of the Project Decisions Document and Figure B4 from the Draft Regional North South Beltway Corridor Study are attached for your information. Also attached is a copy of the Federal Highway Administration's (FHWA) brochure titled "Acquiring Real Property for Federal and Federal Aid Programs and Projects," which outlines the Federal acquisition method referenced in this letter.

If you have any questions or need any additional information, please feel free to contact Steve Saunders with the Metropolitan Planning Organization at 355-1848, Kim Lee with the City/County Community Development Department at 355-1846, or Marcus Hall, the Burleigh County Engineer, at 221-6870.

Sincerely,



Carl D. Hokenstad, AICP
Executive Director
Metropolitan Planning Organization

Enc: Project Decisions Document, Draft Regional North South Beltway Corridor Study
Figure B4, Draft Regional North South Beltway Corridor Study
FHWA's "Acquiring Real Property for Federal and Federal Aid Programs and Projects"

Cc: MPO Policy Board
Mel Bullinger, City Engineer
Marcus Hall, County Engineer
Steve Windish, Ullcig Engineers

Steve Grabill

From: Steve Windish
Sent: Thursday, January 08, 2009 1:28 PM
To: Steve Saunders; Ben Ehreth
Cc: Steve Grabill; Marie Baker
Subject: Bismarck Mandan MPO north south beltway corridor study

Gentlemen

At the Burleigh County Commission meeting on January 5, Ulteig was asked to provide estimated costs to construct a grade separation structure on 71st Avenue at the DMVW Railroad crossing. Two alternatives were to be considered, earth fill approaches and a concrete structure for the entire structure. The opinions of costs are:

Alternative #1 – Bridge with fill

Bridge = 200' long x 85' wide x \$90/SF = \$1.5 Million

Fill under roadway = $2 \times (800' \text{ long} \times 85' \text{ wide} \times 28' \text{ high} / 2) / 27 \times \$5/\text{CY} = \$0.4 \text{ Million}$

Fill under slopes = $2 \times (800' \text{ long} \times (28' \text{ high} \times 125' \text{ wide}) / 2) / 27 \times \$5/\text{CY} = \$0.5 \text{ Million}$

Residences to the South = $3 \times \$300,000/\text{EA} = \0.9 Million

Right-of-Way to the North = $2 \times (200' \times 1000' / 2) \times \$1/\text{SF} = \$0.2 \text{ Million}$

Total for Option #1 = \$3.5 Million

Alternative #2 – Bridge with no fill (no additional ROW needed)

Bridge = 1500' long x 85' wide x \$90/SF = \$11.5 Million

Total for Option #2 = \$11.5 Million

J. Steven Windish PE

Ass't. Vice President

Surface Transportation & Infrastructure

Ulteig Engineers, Inc.

1412 Basin Avenue

Bismarck, ND 58504

Phone: 701.355.2333

Cell: 701.471.5621

Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

This message may contain privileged and confidential information. If you think, for any reason, this message may have been addressed to you in error, please reply to me as soon as possible.

Steve Grabill

From: Steve Windish
Sent: Sunday, December 14, 2008 3:41 PM
To: Steve Grabill
Subject: FW: Bismarck-Mandan Regional North-South Beltway Corridor Study, Comments and Questions

Public comment

J. Steven Windish PE

Ass't Vice President
Surface Transportation & Infrastructure
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1412 Basin Avenue
Bismarck, ND 58504
Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Jon Collado [mailto:jkca@bis.midco.net]
Sent: Sunday, December 14, 2008 2:03 PM
To: Steve Windish
Subject: Bismarck-Mandan Regional North-South Beltway Corridor Study, Comments and Questions

I live just south of the city of Lincoln and I have several questions and comments about the Bismarck-Mandan Regional North South Beltway corridor Study.

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neighborhoods? Have user delays been measured? How will an additional discontinuity of Airway Avenue (proposed airport expansion) affect the City of Lincoln? The draft study should compare and contrast the linkage and system continuity of the Beltway with a "No Build Option". An appendix of the draft study states "The Interstate System is not intended to be a route for local traffic". Does FHWA consider traffic from Lincoln to Bismarck via the proposed Lincoln interchange and I-94 as "Local Traffic"?

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Page 13, "Social Issues", of the draft report, references "Section B-4 within the common questions and responses narrative." Is this reference part of the Draft Report? Major headings were listed in roman numerals and subsections were listed in capital letters. Please clarify reference.

Thank you for considering my comments and questions.

Steve Grabill

From: Steve Windish
Sent: Saturday, December 06, 2008 8:13 AM
To: Steve Grabill
Subject: FW: Corridor

Public comment

J. Steven Windish PE
Ass't Vice President
Surface Transportation & Infrastructure
Ulteig Engineers, Inc.
1412 Basin Avenue
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Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Kruckenberg, Kevin K [mailto:KKruckenberg@tsocorp.com]
Sent: Friday, December 05, 2008 10:50 PM
To: Steve Windish
Subject: Corridor

This has got to be the biggest waste of tax payer money ever. Completely unnecessary. Please put it to a vote of the people to see if there is support for this project.

Kevin Kruckenberg

Steve Grabill

From: Steve Windish
Sent: Thursday, December 04, 2008 12:27 PM
To: Jigoe5@aol.com
Cc: Steve Grabill
Subject: RE: MPO Maps

Ms. Igoe

If you visit the website, and click on the draft report link, Appendix B contains the graphics for the Burleigh County portion of the report.

Please let us know if you would like additional information.

J. Steven Windish PE
Ass't Vice President
Surface Transportation &
Infrastructure
Ulteig Engineers, Inc.
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Bismarck, ND 58504
Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

Home - Regional North-South Beltway Corridor Study - Microsoft Internet Explorer

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Address <http://hscorridors.ulteig.biz/default.aspx>

Regional North-South Beltway Corridor Study

Ulteig

REGIONAL NORTH-SOUTH BELTWAY CORRIDOR STUDY

This Site

Regional North-South Beltway Corridor Study Bismarck-Mandan, North Dakota

The Regional North-South Beltway Corridor Study was undertaken to plan future north-south roadways and interstate interchanges on the east side of Bismarck and on the west side of Mandan. These roadways and interchanges would serve as part of the planned beltway around Bismarck and Mandan. They would also become important arterial facilities serving commuter traffic and future area growth.

Background: The Bismarck Mandan Metropolitan Planning Organization (MPO) initiated the Regional North-South Beltway Corridor Study on August 22, 2007. This study, scheduled to be completed by April 1, 2009, has the following objectives:

Study Objectives

- To establish the justification for the beltway corridors and interchanges
- To develop defensible alternatives that maximize the functional attributes of the north - south beltway corridors and interchanges
- To identify potential impacts and associated mitigation strategies
- To facilitate stakeholder and decision maker involvement
- To select the short and long range optimum alignments for the north - south beltway corridors
- To secure jurisdictional concurrence on preferred alternatives and implementation strategies

Calendar

12/4/2008 5:30 PM MEETING 2
Thursday, December 4, 5:30 - 7:30 p.m.
Morton County Commission Room
210 2nd Avenue NW
Mandan, ND

Contacts

Full Name	Business Phone	Email Address
Steve Windish	(701) 355-2333	Steve.Windish@ulteig.com

Meeting Summaries and Reports

Type	Name	Modified by
Draft Report		UECLIENT administrator
Public Meeting Information		UECLIENT administrator
Status Reports		UECLIENT administrator
Steering Committee Meeting Summary	2-22-08	UECLIENT administrator
Steering Committee Meeting Summary	9-20-07	UECLIENT administrator
Steering Committee Meeting Summary	10-15-07	UECLIENT administrator
Traffic Projections Report		UECLIENT administrator

From: Jigoe5@aol.com [mailto:Jigoe5@aol.com]
Sent: Thursday, December 04, 2008 11:57 AM
To: Steve Windish
Subject: Re: MPO Maps

Lincoln, I have properties out in City view Heights, off 80th St and Lincoln. I can handle large print jobs on the internet if you could send them pdf or jpg files. Thank you,

Jeanette Igoe

In a message dated 12/4/2008 12:51:40 P.M. Eastern Standard Time, Steve.Windish@ulteig.com writes:

Ms. Igoe

If you can provide us with the areas that you are interested in, we can provide you with maps. We would like to keep the size down to 11x17 to save on shipping.

Thank you

J. Steven Windish PE
Ass't Vice President

Surface Transportation & Infrastructure
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333

Cell: 701.471.5621

Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Jigoe5@aol.com [mailto:Jigoe5@aol.com]
Sent: Thursday, December 04, 2008 11:37 AM
To: Steve Windish
Subject: MPO Maps

Anyway I can get maps emailed with detail so I can read them.

I am in SW Florida, can't get to Bismarck until late next Spring.

Jeanette Igoe

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Make your life easier with all your friends, email, and favorite sites in one place. [Try it now.](#)

Steve Grabill

From: Steve Windish
Sent: Thursday, December 04, 2008 11:50 AM
To: Steve Grabill
Subject: FW: NS Corridor Study

J. Steven Windish PE
Ass't Vice President
Surface Transportation & Infrastructure
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504
Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Jigoe5@aol.com [mailto:Jigoe5@aol.com]
Sent: Thursday, December 04, 2008 11:29 AM
To: Steve Windish
Subject: NS Corridor Study

In reading the maps, it looks as if a potential connection to I-94 via 66th ST to Lincoln?
About time!
I have property there at City view heights that will be greatly enhanced by access.
Please keep me updated with final results, I will continue to monitor website.
Jeanette Igoe.
239-572-3269

Make your life easier with all your friends, email, and favorite sites in one place. [Try it now.](#)

Steve Windish

From: KL Bonnet [klbonnet@extendwireless.net]
Sent: Wednesday, December 03, 2008 7:59 AM
To: Steve Windish
Subject: 66th St. & 71st
Attachments: image001.jpg

Steve,

I live on 62nd St. NE, using 71st and 66th NE daily. I was very disappointed in the recent construction on 71st. I thought of calling in, but thought for sure that planning would have been done to accommodate and remove enough of 71st west of the 66th St. turn for safety and good visibility. As it is, vehicles at the base of 71st just west of 66th are not visible from either the north or the south stop signs on 66th... even from a semi tractor.

It's a dangerous intersection. I stopped at the stop sign recently, and was startled to see a car top the rise *as I pulled onto 71st*. I stepped on the gas and bolted across to the north side of 71st heading west. Had it been an icy day, there could have been an accident. We have several teen drivers in the neighborhood, and I think this intersection is an accident waiting to happen.

Please bring this up at the meeting tonight. I can't make it.

I no longer come to a dead stop at this intersection. For the interim, please consider putting in a yield sign on both sides of 71st at 66th. When future construction is done, please, please, consider good visibility a priority at the intersection. I don't want to see the watershed changed and flattened, but that intersection can and should be made safer.

Please, would you pass this on to all people involved in this street planning.

Thank you.

Karen Bonnet

6110 62nd St. NE
Bismarck, ND 58503

221-2774

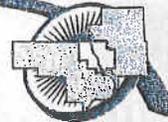
No virus found in this outgoing message.

Checked by AVG.

Version: 7.5.552 / Virus Database: 270.9.13/1825 - Release Date: 12/2/2008 8:44 PM



Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

December 3&4, 2008 COMMENT CARD

(Please return by December 15, 2008)

PUBLIC INPUT MEETING: Bismarck-Mandan Regional North-South Beltway Corridor Study

NAME (please print): James Silbermeyer ADDRESS (please print): 1117-N-34th St

(Comments may also be submitted by email to: Steve.Windish@ulteig.com) Farm on Section 18-19-139-79

I wish to offer the following comments:

Improve Centennial Road - widen so
more traffic can be handled. 71 to Centennial
+ 83 to 94.

Using 6 to 7th will just enlarge
Bismarck Business + new set of
businesses at that intersection.

71 to Centennial is best - improved
Centennial is best + money saver
for present time.

Please leave your comment sheet with us tonight or mail your comments by December 15, 2008 to:

J. Steven Windish, P.E.
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504



Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

December 3&4, 2008 COMMENT CARD

(Please return by December 15, 2008)

PUBLIC INPUT MEETING: Bismarck-Mandan Regional North-South Beltway Corridor Study

NAME (please print): Bruce F McCollom ADDRESS (please print): 7115 Nighthop Lane

(Comments may also be submitted by email to: Steve.Windish@ulteig.com)

I wish to offer the following comments: I still have a concern with the ability
of the 5 lane template to fit within a right-of-way 170' wide requiring
10' from our lot. This was expressed in my e-mail to Steve Windish
dated 7/15/08 which was not acknowledged at the time, but Steve
said tonight that he remembers receiving it.

Please leave your comment sheet with us tonight or mail your comments by December 15, 2008 to:

J. Steven Windish, P.E.
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504



1412 Basin Avenue
Bismarck, ND 58504

Tel 701-258-6507
Fax 701-224-1163

www.ulteig.com

October 30, 2008

Mr. Scott Carlen
3238 66th Street NE
Bismarck, ND 58503

Re: North-South Beltway Corridor Study
Bismarck, North Dakota, UEI Project #307.155

Dear Beltway Corridor Stakeholders,

Per our previous correspondence, we will be providing you a special opportunity to provide input following our next Steering Committee meeting. You are invited to attend a meeting scheduled for 10:30 a.m. on Wednesday, November 12, 2008 at the Bismarck Planning Conference Room. We will present the preliminary findings of the Regional North South Beltway Corridor Study and answer questions you may have. Thank you for your interest and involvement in this important study.

Sincerely,

J. Steven Windish, PE

Cc: Steve Saunders, Bismarck Mandan MPO
Ben Ehreth, Bismarck Mandan MPO
Steve Grabill, PE, PTOE, Ulteig Engineers

Steve Grabill

From: Steve Windish
Sent: Monday, November 03, 2008 1:51 PM
To: Steve Grabill
Subject: FW: Beltway Corridor
Attachments: BismarckPlanning1207_000.pdf

fyi

J. Steven Windish PE
Vice President
Surface Transportation & Infrastructure
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504
Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Steve Saunders [mailto:ssaunder@nd.gov]
Sent: Monday, November 03, 2008 1:45 PM
To: Tim_Staloch@bobcat.com
Cc: Steve Windish
Subject: RE: Beltway Corridor

Hello Mr. Staloch.

Regarding the first portion of your request, I believe you will be meeting with Mr. Windish tomorrow with respect to your easement, statute and compensation questions, so I will let Mr. Windish discuss those issues with you.

The second portion of your e-mail relates to obtaining my records of the Beltway project. Many of my notes relating to the Study are in paper form. I have attached the department's policy for photocopying & retrieval fees. My file is a little voluminous and I would suggest that you might want to personally come to our office and filter out the papers you don't want copied, so as not to reduce cost. I do have some e-mail correspondences on the Study and they could be put on a CD for you, again the compilation would be subject to the Department's fee policy. Please advise me of your wishes on these matters.

The next public meetings are tentatively scheduled for December 3rd & 4th. The Dec 3 meeting will be at the Bismarck Public Works Building and the Dec 4 meeting will be in the Morton County meeting room. Both meetings will tentatively start at 5:30 PM.

Let me know your wishes and any other questions you may have.

Steve Saunders

From: Tim_Staloch@bobcat.com [mailto:Tim_Staloch@bobcat.com]
Sent: Wednesday, October 29, 2008 10:11 AM
To: ssauder@state.nd.us
Subject: Beltway Corridor

I was told by Steve Windish at the last public meeting that there would most likely be no compensation for this road or easement until it is built, you may recognize my name from previous letters or conversations but if not the last proposal that i have seen put this new Beltway Corridor right through the middle of my property.

My request, I need a copy of all legal statutes that are being used for the proposal of being able to put an easement through my land with no compensation for the land. I am also inquiring what it will take to get an electronic copy (should be no cost if electronic) of all notes and studies of this proposed Beltway Corridor, these are public records, correct?

If you have any questions or concerns about fulfilling the request please let me know.

Can you please tell me the proposed date of the next scheduled public meeting regarding the Beltway Corridor as well.

Regards,

Tim Staloch, C. P. M.
Aftermarket Marketing Manager
Bobcat Company Parts Operation
403 Airport Road
Bismarck, ND 58504

Phone: 701-222-5869
Cell: 701-471-5212
Fax: 701-222-5346
Email: tim_staloch@bobcat.com

Steve Windish

From: Steve Windish
Sent: Monday, October 27, 2008 7:40 AM
To: Steve Saunders; Ben Ehreth ; Steve Grabill
Subject: FW: 48th St. south beltway

A very good letter commenting on the Tribune article over the weekend.

We will respond appropriately.

J. Steven Windish PE

Vice President

Surface Transportation & Infrastructure Market Leader

Ulteig Engineers, Inc.

1412 Basin Avenue

Bismarck, ND 58504

Phone: 701.355.2333

Cell: 701.471.5621

Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Laura [mailto:lpro@btinet.net]
Sent: Sunday, October 26, 2008 5:24 PM
To: Steve Windish
Subject: 48th St. south beltway

Mr. Windish,

After reading today's Tribune article and having seen only one other public notice of the impending great expense and property-value-dimishing plans to install large suburban type roadways appropriate for cities having a population comparable to that of our whole state, I decided to look over the website on the proposed beltway and wish to comment on the seemingly inevitable plan for Bismarck.

In minutes from the last public input meeting it is stated that "the" improvements on 48th St. will likely become needed anyway once the airport expands. Why would this require it to become a beltway? Wouldn't it be enough just to pave it as a two-lane road? Public entrance is way up to the northwest and airport personnel drive inside the airport boundary fence to do their work. Lincoln residents' need is to go northwest to get to Bismarck to shop and work, not to drive way south around the southern airport boundary. Right now 48th is a dirt road recently expanded from a dirt farm path that is to the best of my knowledge very rarely used. There is little development on the south side of Bismarck. A Lincoln resident questioned the need for expansion of 66th St. Lincoln residents need to get to Bismarck, not drive due north through other people's home properties to the northwest side of town. Other comments brought up the fact that new homes are being built along 48th and 66th with property owners expecting to enjoy the semi-rural atmosphere and not have their property area diminished by widened roads with more traffic.

The recent expansion of University Ave. serves the airport, UMary, Army Reserve Center and UTTC quite well. Bismarck Expressway is enough. Build and expand in the north. That is where the great traffic expansion is with the more than 1700 new homes. Washburn and Wilton practically meet now and soon Wilton, Baldwin and Bismarck will combine. Pay attention to the north where the need exists, not the south. Don't build roads for the sake of building roads. This will affect the lives of thousands of property owners along the routes you choose to build upon.

Thank you for accepting comments.

October 29, 2008

Re: North-South Beltway Corridor Study
Bismarck, North Dakota, UEI Project #307.155

Dear Ms. Laura,

Thank you for your comments on the North-South Beltway Corridor Study you sent in an email dated October 26, 2008.

We are currently working on the draft Report at this time. Comments received throughout the public input process will be addressed in the Report. It is expected that the draft Report will be available for public review by the end of this year. Shortly after the draft Report has been made available; another set of public input meetings will be scheduled.

We would like to remind you that the time line for improvements in this study is considered to be medium to long term. The time line could range from 15 to 50 years in the future. Due to the high anticipated construction costs, Federal Highway funding will probably be used. Federal regulations require that the projects be need driven. In other words, the projects will not be constructed until requested by the public and approved by the local jurisdictions.

You commented on 48th Avenue being used by the Bismarck Airport for access. Due to security issues, the Airport is required to have an external access route for fire and other emergencies services, as well as an internal route for their maintenance, etc.

As for emergency services, the City of Lincoln and the rural subdivisions in the vicinity cannot depend on 66th Street. If an incident occurred that did not allow traffic on 66th Street, a secondary route must be provided.

Your comments included 48th was dirt farm path and is now a dirt road. You asked why it could not become a two lane paved roadway. What you are describing is the natural evolution of a roadway. This is what occurred on 71st Avenue and Centennial Road in the past. However, now with the increased



Get the job done right

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Ms. Laura
October 28, 2008
Page 2

residential development and associated traffic, the residents have requested improving the roadways to the next step, adding turn lanes, resulting in a three-lane roadway.

One objective of the Corridor Study is to identify the routes that will become major arterial routes and advise planners, developers, and home buyers. The routes included in this study have been identified since the 2001 Long Range Transportation Plan as the primary arterial routes in the Bismarck Mandan Metropolitan Area.

More thorough responses to your questions will be provided through the narrative included in the draft report.

If you have additional questions or concerns, please feel free to contact our office and please attend the Public Input meeting tentatively scheduled for early December.

Sincerely,

J. Steven Windish, PE

Cc: Steve Saunders, Bismarck Mandan MPO
Ben Ehreth, Bismarck Mandan MPO
Steve Grabill, PE, PTOE, Ulteig Engineers

RECEIVED

OCT 06 2008

October 6, 2008

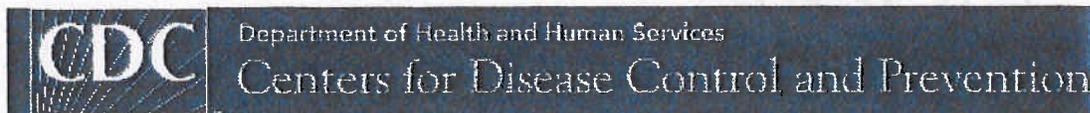
Tim Staloch
6650 66th St NE
Bismarck ND 58503
701-426-8182

Dear Committee members,

This letter is a written notice informing you that I am in opposition to the Beltway project as presented during the last public meeting on July 17, 2008 at Century High School, Bismarck ND.

The proposal does not serve in the best interest of the public or the land owners. A Bismarck Beltway Route Comparison Matrix was completed, the North leg shows that 84th Ave is much better than 71st Ave but it was said that the Beltway will use 71st Ave despite the finding on the Matrix. The connection to 1804 was the reasoning; the reasoning presented does not make sense. The majority of the traffic on the North leg will be from US 83 to I 94 or reversed. The connection to 1804 is of little to no value, the residents that will want to use the North Leg of the Beltway, I am sure will be small in numbers, will be able to continue to use 71st Ave to enter the Beltway if it is moved to 84th Ave. From all of the data that I have seen and that has been presented, the majority of traffic flow from 1804 will not be moving east of US 83.

Moving the proposed route of the Beltway from 71st Ave to 84th Ave would most likely decrease the concern of noise pollution, there is no question that there will be an increase in truck traffic as well as noise pollution compared to what is seen on 71st Ave and Centennial Road. 84th Ave does not have the housing that 71st Ave has. People that are interested in buying property in the future will have knowledge that this Beltway is coming instead of taking an existing high populated area and shoving a Beltway down their throats. There are various documents on the adverse effect of noise pollution, to learn more about these studies please visit www.cdc.gov/nceh/hsb/noise/



My house is also situated next to 66th St, the Matrix that was completed also shows that 66th St is the best route; if 66th St is the best route then I will live with the results. I want to be sure I am understanding correctly, the decision to follow the Matrix is good for one occasion but not for the other occasion, it appears that something is wrong with this picture.

The next issue is access, it was presented that the access to the new Beltway was going to be minimal; access is only every ½ mile. I have contacted Steve Saunders and Steve Windish about this issue along with other issues and have not received an answer to my

questions/concerns about the access. The proposal shows the Beltway dividing my property in half, it does not show any access for the west half of my property. My property is now worthless, it was stated that I have to get access to that from one of the other land owners, if they refuse then what? It is my recommendation and proposal that if the plan is adopted as written, you the committee recommend to purchase all of my property.

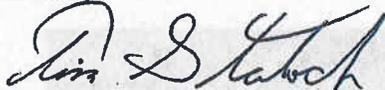
I had a question concerning the taxes and/or the Specials that would or could affect me as a land owner, this question was also raised at the July meeting, as of October 1, 2008 I have not received an answer.

My concerns go on and on, I am sure that there are many other people with the same and with different concerns that should be addressed. The forum that is used to day in my opinion is not the friendliest way, a lot of people are not able to make it to the public meeting, some people will not voice their concerns in a public format. In a lot of cases it has been my experience that other people's questions will spark an idea for a resolution or another at least another question, why can't we have an open debate on this issue. The website should have a place that states the question and the answer, this sounds like a lot of work but remember you are affecting many people's lives.

I am concerned that you as a committee will not look at what is in the best interest of the people that you represent, you will just follow along with the recommendation of Ulteig Engineering Inc. who was hired to find a solution. The Engineering group is proposing a solution, that is what you are paying them to do, they, like all businesses will give you what you asked for in the most cost effective way so the profit for that business will be greater. The problem with this is that no one looks at the entire picture, what about the people, government always seems to forget about them.

I as a member of this community expect that this letter will be posted into the meeting notes.

Sincerely,



Tim Staloch



1412 Basin Avenue
Bismarck, ND 58504

Tel 701-258-6507
Fax 701-224-1163

www.ulteig.com

September 11, 2008

Mr. William Delmore
Kelsch Kelsch Ruff & Kranda
103 Collins Avenue
P.O. Box 1266
Mandan, ND 58554-7266

Re: North-South Beltway Corridor Study
Bismarck, North Dakota, UEI Project #307.155

Dear Mr. Delmore,

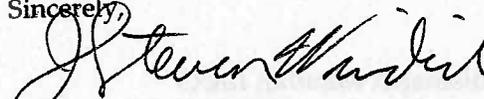
We have received your August 4, 2008 letter concerning the MPO's North-South Beltway Corridor Study. Our client, the Metropolitan Planning Organization (MPO) has authorized us to respond on its behalf.

As the consultant for the MPO we are currently preparing a "draft" Study that evaluates the possibility of a North-South Beltway located on 66th Street and 48th Avenue. This draft Study will be complete and available for public review by the end of the year. All public comments concerning the location of the Beltway received by Ulteig to date, including those expressed in your letter, will be addressed in the draft Study. Once made available to the public, additional public meetings will be scheduled to collect further public comment and input.

Please remember that the time line for the potential improvements considered in this draft Study ranges from 15 to 50 years in the future. In short, our Study is all part of the thoughtful planning process typically associated with such improvements.

We appreciate your clients' concerns and offer of assistance as this evaluation moves forward. As a matter of professional courtesy, I will be happy to forward a copy of the draft Study to you once it is made available to the public, and look forward to your clients input and comments at future public meetings.

Sincerely,



J. Steven Windish, PE

Cc: Steve Saunders, Bismarck Mandan MPO
Ben Ehreth, Bismarck Mandan MPO
Steve Grabill, PE, PTOE, Ulteig Engineers



1412 Basin Avenue
Bismarck, ND 58504

Tel 701-258-6507
Fax 701-224-1163

www.ulteig.com

September 8, 2008

Ms. Margaret Posusta
1601 Newton Avenue North
Glencoe, MN 55336

Re: North-South Beltway Corridor Study Public Input Meeting
Mandan North Dakota, UEI Project #307.155

Dear Ms. Posusta,

As you requested we have attached information regarding the above-referenced project. We apologize for the delay in getting this information to you; it took longer than expected to post the information on the website.

Enclosed please find a packet of information which was presented at the Public Input Meeting dated July 16, 2008. The packet includes a copy of the presentation that was given during the meeting, meeting summary, and a Status Report to the Morton County Commission and the Mandan City Commission.

If you need further information or have questions or comments, please call and we will forward it to you as needed.

Sincerely,

J. Steven Windish, PE

Cc: Steve Saunders, Bismarck Mandan MPO
Ben Ehreth, Bismarck Mandan MPO
Steve Grabill, PE, PTOE, Ulteig Engineers

Enclosures



1412 Basin Avenue
Bismarck, ND 58504

Tel 701-258-6507
Fax 701-224-1163

www.ulteig.com

September 4, 2008

Roberta Hambrick
8200 Arcata Drive
Bismarck, ND 58503

Re: North-South Beltway Corridor Study
Bismarck, North Dakota, UEI Project #307.155

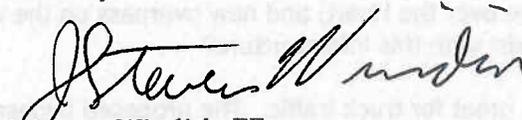
Dear Ms. Hambrick,

Thank you for your comments on the North-South Beltway Corridor Study.

We are currently working on the draft Report at this time. Comments received throughout the public input process will be addressed in the Report. It is expected that the draft Report will be available for public review by the end of this year. Shortly after the draft Report has been made available; another set of public input meetings will be scheduled.

We would like to remind you that the time line for improvements considered in this study is considered to be medium to long term. The time line could range from 15 to 50 years in the future. Due to the high anticipated construction costs, Federal Highway funding will probably be used. Federal regulations require that the projects be need driven. In other words, the projects will not be constructed until requested by the public and approved by the local jurisdictions.

Sincerely,



J. Steven Windish, PE

Cc: Steve Saunders, Bismarck Mandan MPO
Ben Ehreth, Bismarck Mandan MPO
Steve Grabill, PE, PTOE, Ulteig Engineers

Jennifer Hanley

From: Steve Grabill
Sent: Thursday, August 07, 2008 6:15 PM
To: Jennifer Hanley; Josh Olson
Subject: FW: mandan bypass

FYI

From: Steve Windish
Sent: Thursday, August 07, 2008 3:05 PM
To: Steve Grabill
Subject: FW: mandan bypass

Public comment

J. Steven Windish PE

Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333

Cell: 701.471.5621

Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: MIKE ULMER [mailto:mike.ulmer@msn.com]
Sent: Thursday, August 07, 2008 2:25 PM
To: Steve Windish
Subject: RE: mandan bypass

How does the existing bypass (hwy 10); new bridge over the Heart; and new overpass on the west end of Mandan fit into these plans? Doesn't a bypass to hwy 6 already exist with this infrastructure?

Also hwy 10 is presently built on a level floodplain, great for truck traffic. The proposed bypasses are going over the breaks of the Heart and Missouri; very steep terrain; difficult for truck traffic.

Both alternatives do not seem much of an improvement over the existing route. What are the issues/problems with the existing bypass?

Thanks,

Mike Ulmer

From: Steve.Windish@ulteig.com
To: mike.ulmer@msn.com
CC: Steve.Grabill@ulteig.com

Date: Mon, 28 Jul 2008 07:57:16 -0500
Subject: RE: mandan bypass

Mr. Ulmer

The website has not been updated, we are in the process of receiving and compiling public comments. We will notify you when the information has been added to the website.

J. Steven Windish PE
Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504
Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163
Steve.Windish@Ulteig.com
<http://www.ulteig.com>

From: MIKE ULMER [mailto:mike.ulmer@msn.com]
Sent: Saturday, July 26, 2008 2:09 PM
To: Steve Windish
Subject: mandan bypass

Steve,

I missed the information meeting on the July 16; seemed to be fairly short notice.

Do you have any minutes from the meeting? I didn't see anything on the website. Have any decisions been made, any change in the timeframe?

Would appreciate being brought up to date.

Thanks,

Mike Ulmer

Kelsch Kelsch Ruff & Kranda

C.F. Kelsch
1890-1987

Attorneys at Law
Mandan, North Dakota

William C. Kelsch
Retired

THOMAS F. KELSCH
ARLEN M. RUFF, P.C.
THOMAS D. KELSCH, P.C.
TODD D. KRANDA, P.C.*
WILLIAM J. DELMORE
DANIEL NAGLE

*Also Licensed in Minnesota

 MERITAS LAW FIRMS WORLDWIDE

103 Collins Avenue
P.O. Box 1266
Mandan, ND 58554-7266
Phone (701) 663-9818
1-888-663-9818
Fax (701) 663-9810
Website www.kelschlaw.com

August 4, 2008

ATTENTION: J STEVEN WINDISH PE
METROPOLITAN PLANNING ORGANIZATION
ULTEIG
1412 BASIN AVENUE
BISMARCK ND 58504

RECEIVED BY

AUG 05 2008

ULTEIG ENGINEERS

RE: North-South Beltway Corridor Study
UEI Project #307.155, Bismarck, North Dakota
Our File No. 12589

Dear Mr. Windish:

This letter is in regard to a "proposed" beltway serving the Cities of Bismarck and Mandan.

Our office represents several residents living along 66th Street and 48th Avenue who have concerns with siting the proposed beltway. A partial list of our clients with those concerns is attached.

An initial concern of our clients is the ability to attend meetings regarding the proposed beltway and provide input. Enclosed is a June 25, 2008 letter which apparently limits their ability to attend what we believe to be a public meeting. Secondly, it is our understanding that only people directly along the proposed beltway have been given notice of upcoming meetings. Many people who live "near" the beltway have major concerns regarding its potential presence.

Our initial concern involves the past and current zoning of the proposed area and residences which have been constructed in accordance with that zoning. Many families with children (especially small children) live directly along the proposed beltway area or near to it. This raises a serious safety concern. At the time of the purchase of their property and construction of their residences, these clients were not aware of the potential construction of a beltway directly adjacent to or very near to their properties.

Realizing that the beltway will not be constructed for a long period of time, it appears prudent to place its location in areas where residences have not been constructed in reliance on current zoning.

Given the current proposed location (crossing 48th Avenue), it appears that the beltway will encounter major environmental concerns as it crosses the Missouri River, and in particular, the tributaries of Apple Creek on the east side and the Heart River on the west side. Their confluences appear very near to the proposed beltway



August 4, 2008

Page 2

crossing location. Such crossing would cause environmental concerns and potential for ice jams and flooding problems. We are unaware of the proposed route through Morton County and south of the City of Mandan, and currently see topographical concerns regarding an extension of the 48th Avenue crossing into Morton County. It makes no sense to construct a beltway with several right and left turns. The current route does not appear feasible without such type construction.

Based on our understanding of the beltway, its use will be primarily for truck traffic at all hours of the day. The zoning of such areas along this type of proposed beltway should be commercial or industrial with appropriate setbacks for purposes of safety. Residents have relied on the residential zoning in building their homes and planning for their families' growth. Naturally, residents living along and near the beltway are concerned about safety, noise and air pollution, and the impact on their property values. Any truck route further places the concern of an accident regarding hazardous materials. It seems prudent for purposes of long-term planning to establish setbacks and implement appropriate zoning for potential protection in regard to these potential hazardous safety concerns.

Another serious concern of our clients is the message that they have received from the MPO. It is their assumption that members of the Committee believe this is a "done deal" and this route was picked because it was the "path of least resistance". During the last public discussion, the statement was made, "I would not want this in my back yard either." This statement was made by a member of the Committee.

As with any other major project, there are other historical and cultural concerns which need to be considered in regard to the proposed route. Currently, our clients' major concerns are the adverse impact such a beltway will have on the health and safety of their families. They bought the property and built their homes with the expectation that they would not be facing the types of hazards which are associated with the beltway from a metropolitan area. They also assumed that, if indeed such a beltway were ever needed, it would be placed in a position with proper zoning and protection were in place to allow for its utilization.

Although it is quite difficult, we are in the process of meeting with our clients to propose potential alternatives to the proposed beltway location. We are not experts in regard to such potential siting, but will undertake such activity in an effort to work with the MPO.

This correspondence is not just for the MPO, but hopefully for each of the individual commissions who would have final approval over the actual location of a "proposed" beltway.

Respectfully,



William J. Delmore

WJD:mkd

Enc.

c: Burleigh County Commissioners
Bismarck City Commissioners
Mandan City Commissioners
Morton County Commissioners
Lincoln Commissioners

Bismarck-Mandan
Metropolitan Planning Organization
July 17, 2008 Comment Card (return by July 25, 2008)

RECEIVED BY

JUL 28 2008

Public Input Meeting: Bismarck-Mandan Regional North-South Beltway Corridor Study

Name (please print) ARMON WEISS Address (please print) 6550 66th ST
Bismarck, ND 58503

(Comments may also be submitted by email to: Steve.Windish@ulteig.com)

I wish to offer the following comments:

Our home is located south of the 71st Ave. and 66th Street intersection and is last home before the road ends, approximately $\frac{3}{4}$ mile in distance.

I see by looking on the Figure 3 map received by mail some details that do deserve serious comments.

First, the driveway approach used by my family for the past 30 years appears to have been moved south of our property and the driveway appears to come through the south shelterbelt tree rows over to cross through our front yard and over to north side of the house where the garage is attached to our home. If this is the case, it is a total disaster. Has anyone from your company visited our home site and looked at our yard to see what they were actually doing? The driveway was placed at its present location for many obvious reasons. One important reason was to allow ingress and egress especially during the harsh winter conditions. Without a decent access, it could well cause my family an imminent threat. The value of the home would also have a detrimental effect as well.

Second, the proposed road approach and intersection on the south side of our home has no benefit for property owners on the west side of 66th Street. An earlier engineer's master plan of this property identified a road approach of approximately 300 feet south of this location. Again, I am speaking of the west side of 66th street only.

Third, as I am sure you have already heard many times before, the big curve in the 66th Street and 71st Avenue appears to be excessive and duplicates road area already in place. It is quite a contrast to the little curve where, in Bismarck, State Street meets with Boulevard Avenue. Your proposed curve does, additionally, go through a tract of property we own and appears to cut off approximately two acres on the east side of the property. This property could better be used if the proposed curve would be placed a short distance to east.

Fourth, the present easement distance that was given on our east property when our home was built is 66 feet. This is the area that was taken into consideration when our home was built and other improvements to the property were made. Since single family occupied housing and beltway highways don't mix at all, this proposed beltway would

serve everyone better, to include taxpayers, if the proposed beltway were moved further to the east away from our existing home.

In conclusion and on the positive side, the lengthy lead-time of this proposed beltway project does, however, allow ample time to receive all comments. Serious project reconsiderations from these objections and concerns can then ultimately achieve fairness for all.

Phone: 701-223-7308
 220-5603

Steve Windish

From: Todd Krenelka [hobbsonsone@btinet.net]
Sent: Thursday, July 24, 2008 12:28 PM
To: Steve Windish
Subject: north south beltway corridor comments - KK enterprises & Hobbs Inc

Mr. Windish,

I enjoyed speaking with you the other day during the input meeting. We discussed a number of issues at the time and I wanted to follow up. My concerns revolve around the proposed location that takes the eastern path over the heart river by highway 10. I own the property to the east of that proposed location. If I understood the construction requirements, you indicated that I would lose one of my approaches onto the property and that because of the railroad bridge elevation requirements the grade would increase by 15' from my eastern approach going west. I am also assuming that the western edge of my property going north would also be subject to the same grade adjustments.

My concerns are as follows:

- 1 I will lose one of two approaches which essentially routes all of the traffic onto one 30' approach, and
I would expect that it would reduce the overall property resale value. Is it possible that a new approach could be added on the north south roadway.
- 2 Aesthetically the office area view will be looking into the side of a hill.
- 3 Drainage from the road way both east west and north south will collect in the south west corner of the property unless
some significant work is done to re-grade my property under the project design specifications.
- 4 Snow accumulation will be more significant due to the wall effect in that corner, Snow removal will also cost
more going forward because we may need to load and haul to keep the corner clear.
- 5 Maintenance of the side slope of the roadways will be more costly for me,
not only will there be more square
footage, but mowing at the angle will take additional time.
- 6 It is my understanding that major power transmission lines will also be
part of the corridor. I hope they would follow
the west side of the north south roadway.
- 7 The question of how much of my property would not be able to be developed
as a result of the easement was not addressed. That also would have an
impact on value.

I feel that the western route over the heart river would be a better approach. There is no developed property close to the existing roadway. The properties that exist on the north side now,(Trauger's), I believe would be impacted in either scenario.

Thank you for taking the time to review my concerns.

Regards,
Todd Krenelka
Partner - KK Enterprises
President - Hobbs Inc.

Steve Windish

From: rjh@bis.midco.net
Sent: Thursday, July 24, 2008 10:18 AM
To: Steve Windish
Subject: Bismarck-Mandan Regional North-South Beltway

Comments/Questions:

What rights/protection will be provided so property values won't drop due to beltway and make relocating difficult?

If they use 71st instead of 84th, how many years until we need to look at 84th being paved?

If they use 84th how many years until we are affected?

Why is the city not looking further north as the proposed roads are already fairly heavily settled and will likely be in city limits or very close by the time the beltway is supposed to be finished? There are roads further north that cut across to 1804 that are not as settled.

What is the exchange program talked about at the meeting? Will it apply to those on 84th if they use 71st? Our quality of life will still be affected. Is the city prepared to compensate for all the damage this will do? Right now we live minutes from all the conveniences we need. Where are we going to find another horse property within our price range that will be as convenient?

What compensation will there be for the increased risk of injury and crime with this beltway going through?

What compensation will there be for ruining our quality of life? How does the city propose to compensate for the stress/frustration/sadness caused by forcing people to either have to put up with a noisy high traffic area or forcing them to move? The only traffic we currently have on 84th is local neighborhood traffic. It is a peaceful quiet area and we want to keep it that way.

I have horses. If they pave 84th I will lose part of my pasture. What compensation will be given? Again, this will more than likely force relocation.

Why is this beltway necessary? I drive both Centennial and 83 daily and have never experienced trouble with traffic from truckers. The only congestion is local people trying to get to work. Other than the common times of day for heavy traffic, I have never noticed congestion.

What happens if people decide to stay and the area becomes commercialized? Again, increased risk of property damage/crime due to increased volumes of people.

We have a beautiful quiet property and do not want to find it necessary to move or have our quality of life destroyed by increased traffic.

Thank you

Roberta Hambrick
rjh@bis.midco.net

8200 Arcata Drive
Bismarck, ND 58503

Steve Grabill

From: Steve Windish
Sent: Tuesday, July 22, 2008 7:11 AM
To: Steve Saunders
Cc: Steve Grabill
Subject: Bismarck Mandan MPO north south beltway corridor study
Attachments: 4696_001.pdf

Steve

Michael Gunsch's company, Houston Engineering, represents Rod Jacobson who owns the property north of 71st Avenue between 19th Street and the DMVW Railroad.

His client has heard through the grapevine that the corridor study includes a railroad grade separation structure that will require the taking of some of his property. Mr. Jacobson is in the process of platting and will probably want compensation for the unusable portion within the footprint of the grade separation.

We will be forwarding the image to Michael Gunsch this morning, just want to give you a heads up on what will most likely be coming.

J. Steven Windish PE
Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Ulteig Engineers [mailto:kristi.iverson@ulteig.com]
Sent: Tuesday, July 22, 2008 7:08 AM
To: Steve Windish
Subject: Attached Image

Steve Grabill

From: Steve Windish
Sent: Monday, July 21, 2008 9:04 AM
To: Steve Saunders
Cc: Steve Grabill
Subject: FW: Bismarck/Mandan Beltway

Steve

We received several questions regarding reduced lot sizes, particularly regarding the 40 acre ag - residential.

Do you know if existing 40 acre ag - residential lots are grandfathered if the lot size is reduced by a roadway construction project?

Thank you for your assistance in this matter.

J. Steven Windish PE
Transportation Market Leader - Bismarck Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333

Cell: 701.471.5621

Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

-----Original Message-----

From: John Kramer [mailto:jcran@bis.midco.net]
Sent: Sunday, July 20, 2008 4:26 PM
To: Steve Windish
Subject: Bismarck/Mandan Beltway

Hi Steve, are homeowners reimbursed for property loss if a beltway is built that reduces the acreage of lots? thanks.

John Kramer

Steve Grabill

From: Steve Windish
Sent: Friday, July 18, 2008 7:12 AM
To: Steve Grabill; Josh Olson
Subject: FW: Bismarck-Mandan corridor

J. Steven Windish PE
Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Chris Hambrick [mailto:crhambrick75@yahoo.com]
Sent: Thursday, July 17, 2008 8:47 PM
To: Steve Windish
Cc: roberta j hambrick
Subject: Bismarck-Mandan corridor

Steve,

Hello my name is Christopher Hambrick and my wife Roberta and I live at 8200 Arcata drive Bismarck, Which is on the corner of Arcata and 84th ave approx 1 mile east of 26th street. I am concerned that if the belt-way ends up going through on 84th I will not be able to keep and/or ride my horses here and even if it goes through on 71st and they pave 84th i will have the same result.

Could you get me the name of the Realtor that mentioned about exchanging one property for another?

Sincerely,

Chris and Roberta Hambrick



Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

July 17, 2008 COMMENT CARD

(Please return by July 25, 2008)

PUBLIC INPUT MEETING: Bismarck-Mandan Regional North-South Beltway Corridor Study

NAME (please print): NEIL C. CARY ADDRESS (please print): 6550 STONEWOOD WAY
BISMARCK ND 58504

(Comments may also be submitted by email to: Steve.Windish@ulteig.com)

701-202-0507

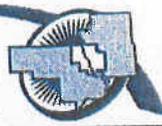
I wish to offer the following comments: I STRONGLY OPPOSE USING
66 SOUTH OF LINCOLN + 48TH. MY PROPERTY JOINS
66TH AND THE BELTWAY IS JUST TOO CLOSE TO
HOUSES IN PRAIREWOOD II. ISSUES OF CONCERN
SAFETY FOR KIDS, PROPERTY VALUES WILL
WILL GREATLY BE REDUCED, IF YOU CAN SEE
A HOUSE NEXT TO THE BELTWAY AT ALL!
TRAFFIC WILL BE HEAVY DAY + NIGHT.
HAZARDOUS MATERIALS COULD BE TRUCKED AROUND
TWO SIDES OF OUR DEVELOPMENT.
IT'S JUST TOO LATE TO MAKE 66TH +
48TH PART OF A BELTWAY.

Please leave your comment sheet with us tonight or mail your comments by July 25, 2008 to:

J. Steven Windish, P.E.
 Ulteig Engineers, Inc.
 1412 Basin Avenue
 Bismarck, ND 58504



Bismarck-Mandan



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JUL 22 2008

(Please return by July 25, 2008)

July 17, 2008 COMMENT CARD

PUBLIC INPUT MEETING: Bismarck-Mandan Regional North-South Beltway Corridor Study

NAME (please print): Janell D. Thomas ADDRESS (please print): 5475 Prairiewood Drive

(Comments may also be submitted by email to: Steve.Windish@ulteig.com)

I wish to offer the following comments: Do not put this Beltway through our established housing development. We moved to our new home in February, 2007, because we love the country setting. We are able to enjoy the singing birds, other wild life, as well as safety for the children, because of the lack of traffic. These will be the impacts to our property should this road be permitted: 1. The noise pollution will be intollerable, as well as the devastation of our view from our deck. 2. Our shelter belt will most likely need to go - we have trees that are 1-4 yrs old now, planted with the hopes that they will be pretty big by the time we retire in about 10-15 yrs. Trees are extremely important to slow down the wind on the prairie, & very hard to grow in the 1st place. 3. Traffic speeds will be too fast for a residential area, causing safety concerns for children, pets, & wild life. An elevated 5 lane Road right in my back yard will be noisy, dangerous, and I believe it will lower my property value. I do not wish to retire in my new home built for that purpose, with a "beltway" in the back yard. A road like this should never go through an established residential area - especially when there still land surrounding Bismarck. Please reconsider this Plan. Thank you

Janell Thomas

ps. it is very hard to put into words in a small space, how I feel about this project. it is definitely not an "improvement" for us.

Please leave your comment sheet with us tonight or mail your comments by July 25, 2008 to:
J. Steven Windish, P.E.
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504



Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

REGIATED BY

JUL 21 2008

July 17, 2008 COMMENT CARD

(Please return by July 25, 2008)

PUBLIC INPUT MEETING: Bismarck-Mandan Regional North-South Beltway Corridor Study

NAME (please print): Sandy Vogel ADDRESS (please print): 4535 Stenwood Way

(Comments may also be submitted by email to: Steve.Windish@ulteig.com)

I wish to offer the following comments: I very strongly oppose using 40th & 48th for a beltway... There are a number of reasons for this... I will highlight (2) of them on this comment card: (#1) CHILD SAFETY!!! We have 4 children, our neighbors each have 2... with a very quick & very rough count we can come up with at least 70+ kids in the Prairie Wood II development alone. Mr. Windish you said during the meeting that "you would NOT want this in your backyard." Why would Ulteig be looking at a project that would do this to so many families? At what point does having an interstate (beltway) running through a community full of children sound like a good option... how is this the "path of least resistance" as you stated to me in the hallway before the meeting?

Please leave your comment sheet with us tonight or mail your comments by July 25, 2008 to:

J. Steven Windish, P.E.
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

To have speeding vehicles & semi's going directly past homes full of children is NEVER a good answer & is certainly NOT the path with least resistance... Imagine an accident involving a minor

Child & a Semi or Speeding Vehicle... Not to mention the hazmat issues that can happen with an accident if vehicles hauling hazardous material through a neighborhood happens. I can only imagine your reaction to a Semi full of fuel with a tanker full of fuel (or worse) speeding past your home... You too will only hope & pray that it never spills / or worse...

(#2) Noise Pollution! We have a very big grievance with this as well. My husband was in Iraq a few years ago. When he came home he owned a home close to a busy road. He could not & did not sleep at night due to the noise & his Iraq experience... When he found our home he had his bed did night sleep. You see Mr. Windish when your job is to be a trail blazer & you are so focused on all the sounds out on the road while you are looking for a road side bomb, the simple act of coming home doesn't stop your body from continuing to be more aware of noise. He has been home for (3) years. It isn't something that will just go away. Our home was chosen for the quiet / peace filled environment... A beltway will definitely cause a huge hardship. Can you imagine being woken up to the noise of a jack brake from a tanker? We chose the quiet rural living... I'm sure there are other alternatives that will prove to truly be "the path with least resistance"...
... this one just isn't it !!!



Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

July 17, 2008 COMMENT CARD

(Please return by July 25, 2008)

PUBLIC INPUT MEETING: Bismarck-Mandan Regional North-South Beltway Corridor Study

NAME (please print): Wagne Balliet **ADDRESS** (please print): 7051 University Dr.

(Comments may also be submitted by email to: Steve.Windish@ulteig.com)

I wish to offer the following comments: _____

What will you do about the noise???

RECEIVED BY

AUG 05 2008

ULTEIG ENGINEERS

Please leave your comment sheet with us tonight or mail your comments by July 25, 2008 to:

J. Steven Windish, P.E.
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504



Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

July 17, 2008 COMMENT CARD

(Please return by July 25, 2008)

PUBLIC INPUT MEETING: Bismarck-Mandan Regional North-South Beltway Corridor Study

NAME (please print): Cordell Dick ADDRESS (please print): 6640 N. Star Ave. Rd.

(Comments may also be submitted by email to: Steve.Windish@ulteig.com)

I wish to offer the following comments:

I believe a future beltway (like 494 + 694) in the Twin Cities ought to be built ^(or considered at this time) much further from current subdivisions so that so many people aren't negatively impacted, since they weren't aware of this when they purchased their property.

The current planning is very good for improving traffic flow around the city. But please ... don't call it a beltway - call it something else.

Plan for a beltway further from the city on the north east.

Please leave your comment sheet with us tonight or mail your comments by July 25, 2008 to:

J. Steven Windish, P.E.
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504



Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

July 17, 2008 COMMENT CARD

(Please return by July 25, 2008)

PUBLIC INPUT MEETING: Bismarck-Mandan Regional North-South Beltway Corridor Study

NAME (please print): _____ **ADDRESS** (please print): _____

(Comments may also be submitted by email to: Steve.Windish@ulteig.com) _____

I wish to offer the following comments: The gentlemen in the front row
stated that he doesn't see traffic growing, I feel
this is not true. I have lived in Bismarck for
many years and the traffic has increased
unbelievably in the past few years. I think
a beltway is definitely needed.

Please leave your comment sheet with us tonight or mail your comments by July 25, 2008 to:

J. Steven Windish, P.E.
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Regional North-South Beltway Corridor Study
July 16, 2008

Comments for ND 25 and
County Road 82/Lyons Road/26th Avenue

Landowners: Esther M. Vogel
3820 I-94 Business Loop
Mandan, ND 58554
701-663-6775

Mavis (Vogel) Wall
102 Holstrom Circle
Novato, Ca 94947
415-897-3934

Property: Morton County
Section 22, Twp 139N, R82W
Section 27, Twp 139N, R82W (all north of Heart River)
Section 26, Twp 139N, R82W (all north of Heart River)

The proposed route for the westernmost beltway of the Bismarck-Mandan North-South Beltway Corridor, as shown in the maps drafted by Ulteig Engineering, represents not only an inefficient use of the land, but also redundancy at the cost of the taxpayers. While a western corridor is desirable to landowners, area residents, the City of Mandan, and Morton County, such a corridor should and must represent the most efficient and cost-effective use of both the land and the current infrastructure. The proposed route meets neither of these criteria for the following reasons:

1. Land Use Issues

- The proposed route is too close to the existing infrastructure, namely Highway 10, to meaningfully increase access to areas significantly further south of Highway 10 that would otherwise be prime locations for future commercial, industrial, or residential development. These areas include: north ½ Township 138N, Range 82W, SW ¼ Township 139N, Range 82W and the SE ¼ Township 139N, Range 83W. If the proposed route were approved, these areas would benefit little, if any, from such a beltway. Such a route would fail to open large areas to the meaningful development of commercial and industrial land use that Mandan and Morton County so desperately needs and wants. As a result the proposed route appears shortsighted at best and justifies neither the impacts to local landowners and business owners, nor the cost to the taxpayers, county and city.
- The proposed route is to be constructed directly over a home planned to be built in the near future. The owners of the land where the home is being built have already invested upwards of \$40,000 to \$50,000 on the construction and improvement of the chosen site. This route would represent development at its worst, punishing those who have planned and invested according to current development plans while providing little benefit.
- The proposed alignment of the road would leave several pastures, totaling 40 acres, without access to water, thereby making them unusable as grazing land. The hardships placed upon lifelong landowners and ranchers would be incalculable.
- Further, these negative effects of the proposed route would not be minor. The current proposal would be built atop a \$50,000 irrigated orchard, which is widely considered one of the highest agricultural uses of non-urban land. Additionally, the current route would make unusable significant amounts, totaling more than 94 acres, of highly productive, irrigated agricultural land. This highly productive, irrigated agricultural land includes 3 center pivots and the accompanying fields located on a flood plain. Though any corridor must cross the Heart River's flood plain for some length, the current route crosses the largest amount of flood plain. As this flood plain is currently unprotected by dikes, any reasonably flat land that may be adjacent or gain access through this corridor would be undevelopable for industrial or commercial use. If protective dikes were to be built, this additional cost *must* be included in the calculus when determining the cost-effectiveness of the proposed route. To fail to include this cost would undermine the entire purpose of this study, i.e. to determine the most efficient and cost-effective method for providing access to land for development.

- In addition to these unassailable reasons against the current proposed route, the proposal also suffers severe limitations. Namely, it provides the least amount of land for development. The proposed route fails to provide access to large amounts of valuable and easily developable land to the south, N½ Township 138N, Range 82W, SW ¼ Township 139N, Range 82W and the SE ¼ Township 139N, Range 83W. It therefore also fails provide this land access to and makes no use of the existing airport, railroad and Interstate 94 infrastructure. As providing access to the existing infrastructure to facilitate growth and development is the stated goal of this corridor, the proposed route fails to meet the criteria of this study. It fails to link large amounts of developable land to the existing infrastructure, it necessitates the building of large and costly protective berms to allow for any development, and it removes from productive use large swaths of valuable land that are unsuitable for commercial or industrial development.

2. Cost Issues

- Given the above problems with the proposed route, the proposed location must be justifiable on cost-effective grounds. This, however, is not the case. The proposed route utilizes the least amount of existing county roadway infrastructure; infrastructure that has been specifically and intentionally built to the highest county standards so that it can be developed into a highway at little cost. Utilizing more of the existing infrastructure avoids all of the aforementioned problems, namely: removing and destroying irrigated orchards and farmland, building the corridor in an undevelopable flood plain with the accompanying costs, and failing to provide access to large amounts of prime land for industrial and commercial development to the south. A route that utilizes more of the expensively built county infrastructure is neither shortsighted nor unreasonable. It would allow for easier building and lower construction costs, while providing access to significantly more developable land and minimizing resistance from landowners who have built their homes and livelihoods around the current location of the roads.
- Further, there seems to be little benefit in building such a costly corridor only ½ mile away from an existing highway. Little if any land is opened up for industrial and commercial development that is not already sufficiently served by the existing Highway 10. While none of these powerful objections to the proposed route are meant to derail or arrest development, infrastructure *must* be planned and built to most cost-effectively utilize the assets of the area. In this case the assets are: existing highways and county roads, which can be brought up to DOT standards for an extremely low cost, and topography that would allow for development. The proposed route does not capitalize on either of these assets while both being redundant and significantly burdening lifelong landowners and residents.
- The topography of the region, namely the Heart River and the surrounding terrain, must also influence the route of the western corridor. It is not disputed that another bridge across the Heart River will be beneficial to westward expansion and development. With this in mind, the placement of any new bridge across the Heart River must be a key factor in determining the location of the western

beltway. Since the nearest bridge across the Heart River is 13 miles upstream from the Bridge on the Highway 10, it would seem illogical to place another bridge only 3.5 miles away from the current bridge. This represents an inefficient and costly plan, especially considering moving the route to one of the proposed alternatives that can be built at a lower cost would help mitigate this disparity in access.

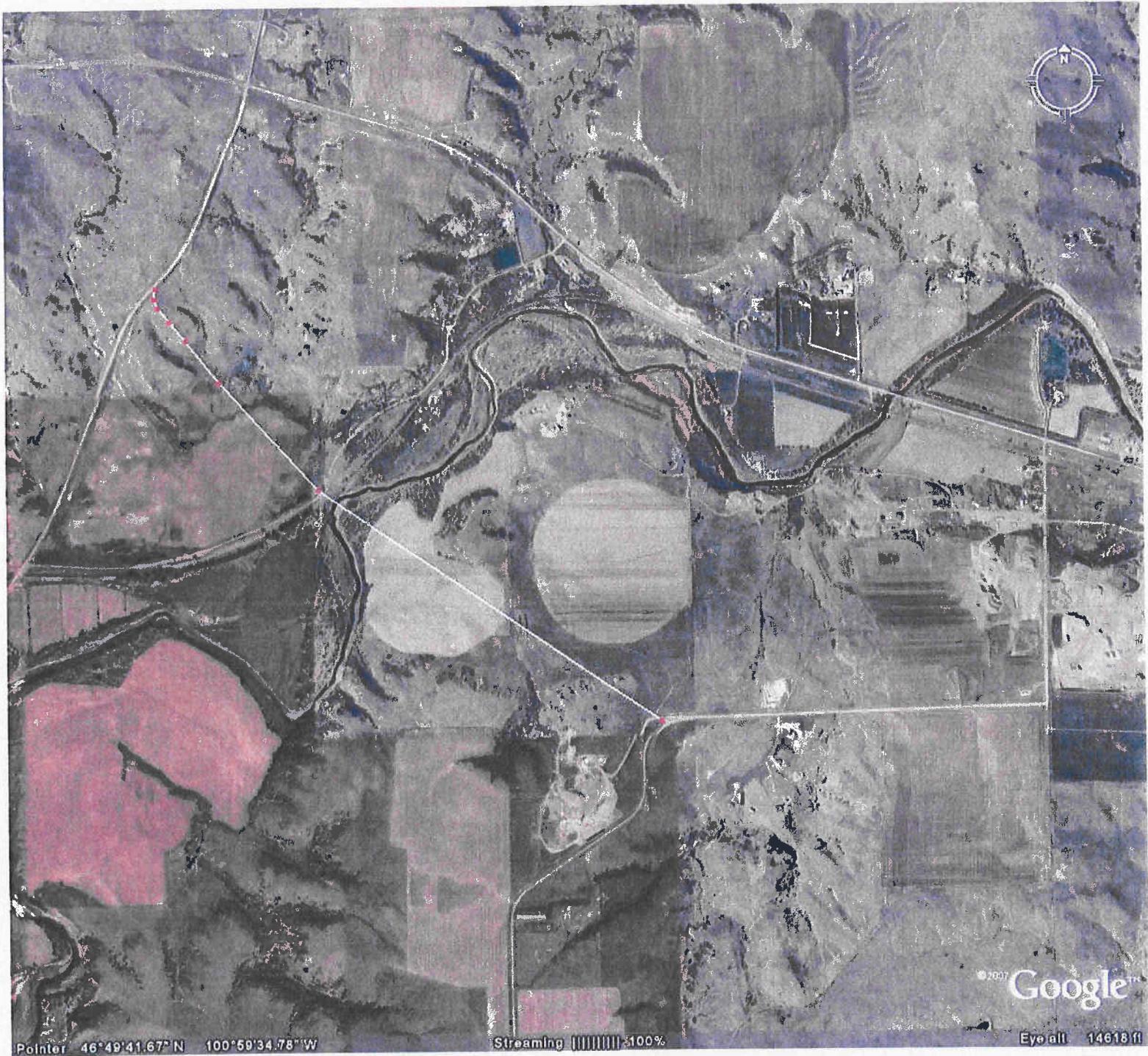
- Aside from the multitude of problems identified above, there is the simple fact that the proposed route of the corridor is significantly more expensive than the alternative proposed here. As you can see from the estimated costs documents, the proposed alignment would cost roughly \$5,798,000 to build, while removing over \$188,000 dollars of irrigated crop from use. The proposed alignment would place a significant and unnecessary hardship on local landowners at the same time that it provides none of benefits that the corridor seeks to provide. Alternative Alignment 1 provides many of the benefits that the proposed route does not, including the possibility of direct rail access to developable industrial land, while costing the city, county, and state only \$3,455,700. Alternative 1 represents a more logical and cost-effective route and saves taxpayers over \$2.34 million. Alternative Alignment 2 also provides many of the benefits that the currently proposed route fails to, but also, at a cost-to-build estimate of \$3,520,000, almost \$2.28 million of savings over the currently proposed route. These alternative alignments also would involve condemning less private land for construction; the current proposal would require the condemnation of over 2 miles of private, irrigated, and productive farmland, while the alternative alignment would only require the condemnation of 1.8 miles of private land, little of which is used as farmland. Thus, the alternatives avoid placing significant hardship on the current landowners, to the tune of almost \$200,000 of irrigated crop land lost, while saving the taxpayers over \$2.34 million. Taking these facts into consideration, it is absolutely clear the currently proposed route fails to meet its stated objectives and is, therefore, not a logical or reasonable route for the western corridor.

We, as landowners and lifelong residents of the area, wholeheartedly agree that more access must be provided for areas west of Mandan. We believe that such infrastructure improvements, provided they are *cost-effective*, *reasonable*, and *logical*, can only benefit our communities of Mandan and Morton County. With this in mind, the proposed route represents the worst of both worlds. It provides little, if any, benefit for landowners, the city or the county, while placing onerous hardships on the landowners who have lived on and worked the land for generations. It gives no additional access to developable industrial or commercial land, while being built at significant cost in a major flood plain. It removes from productive, taxable use 94 acres of prime, irrigated agricultural land and 64 acres of great pastureland, while providing Mandan and Morton County with no additional developable land that they so desperately need and seek. It fails utterly to utilize the current infrastructure, including Highway 10 and the county road, while attempting to provide redundant access to land already serviced by the highway. It fails to capitalize on taxpayer dollars already spent in the form of a county road, while destroying the plans and investments of those who planned and built around the current county road. It represents an inefficient, expensive, and redundant access corridor that provides few if any benefits. In summary, by the stated objectives of and reasons for the study, the proposed route is

unsatisfactory. Its benefits fail entirely to justify the impacts and hardships associated, while systematically failing to provide anything meaningful in the way of future growth, which is the entire purpose of both the corridor and this study.

Proposed Alignment

...to provide the best possible alignment for the proposed project, which is the primary purpose of this study.



Proposed Route Cost Estimate

BNSF Railroad runs too close to the Heart River to build just a river crossing structure. Any proposed structure over the river would include bridging over the railroad. A Railroad separation requires 23 feet of clearance. Estimated cost for a bridge over the railroad and Heart River is **\$3,080,000**.

2 miles of private property would need to be condemned for this corridor which does not follow any section line right of way while inundating some of the most productive agricultural property in Morton County.

Right of way required: 50 acres - **\$100,000**

Impacts 3 irrigation center pivots

Loss of irrigated crop land: 94 acres (loss of irrigation due to the reduction in length of the center pivots) - **\$188,000**

Cost to built new 2 mile roadway - **\$2,250,000**

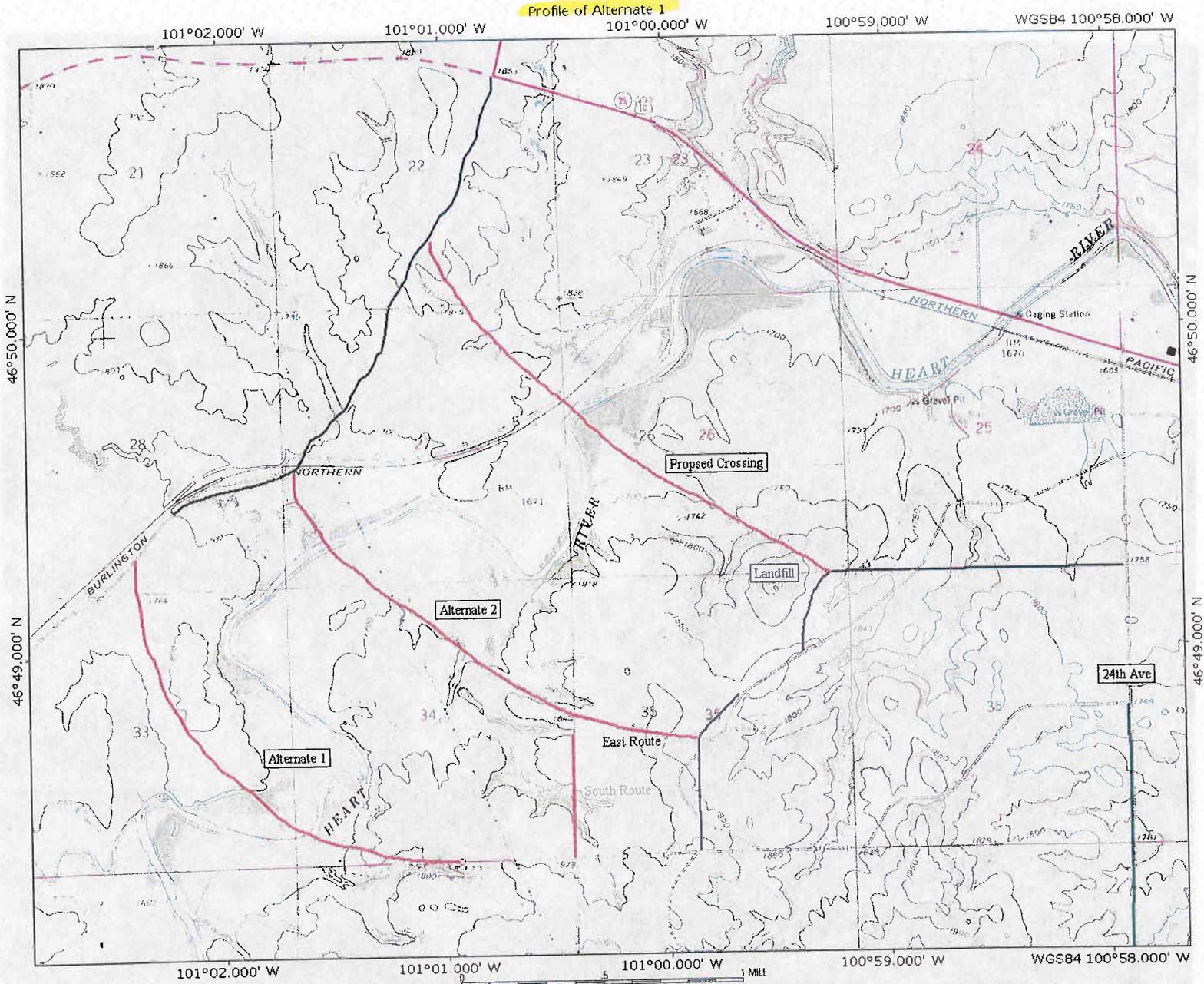
Cost to paving County road 84 - **\$180,000**

Minimum estimated cost of proposed roadway: **\$5,798,000**.

Alternate 1

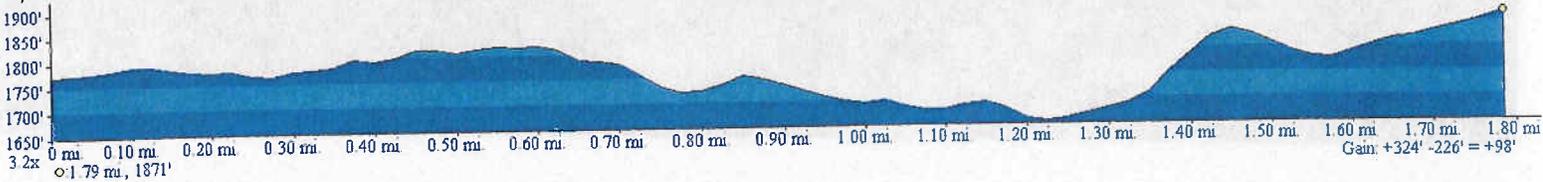


Profile of Alternate 1



Map created with TOPO!® ©2002 National Geographic (www.nationalgeographic.com/topo)

TN MN
7 1/2°



Alternate 1 Cost Estimate

Section 28, 33 and 34, Township 139, Range 84

BNSF railroad has at grade crossing on county road system. Estimated cost for a bridge over Heart River is **\$880,000**.

1.8 miles of private property would need to be condemned for this corridor which does not follow any section line right of way. This alternate impacts two small dry land fields with the remaining right of way through pasture land.

Right of way required: 44 acres -**\$11,700**

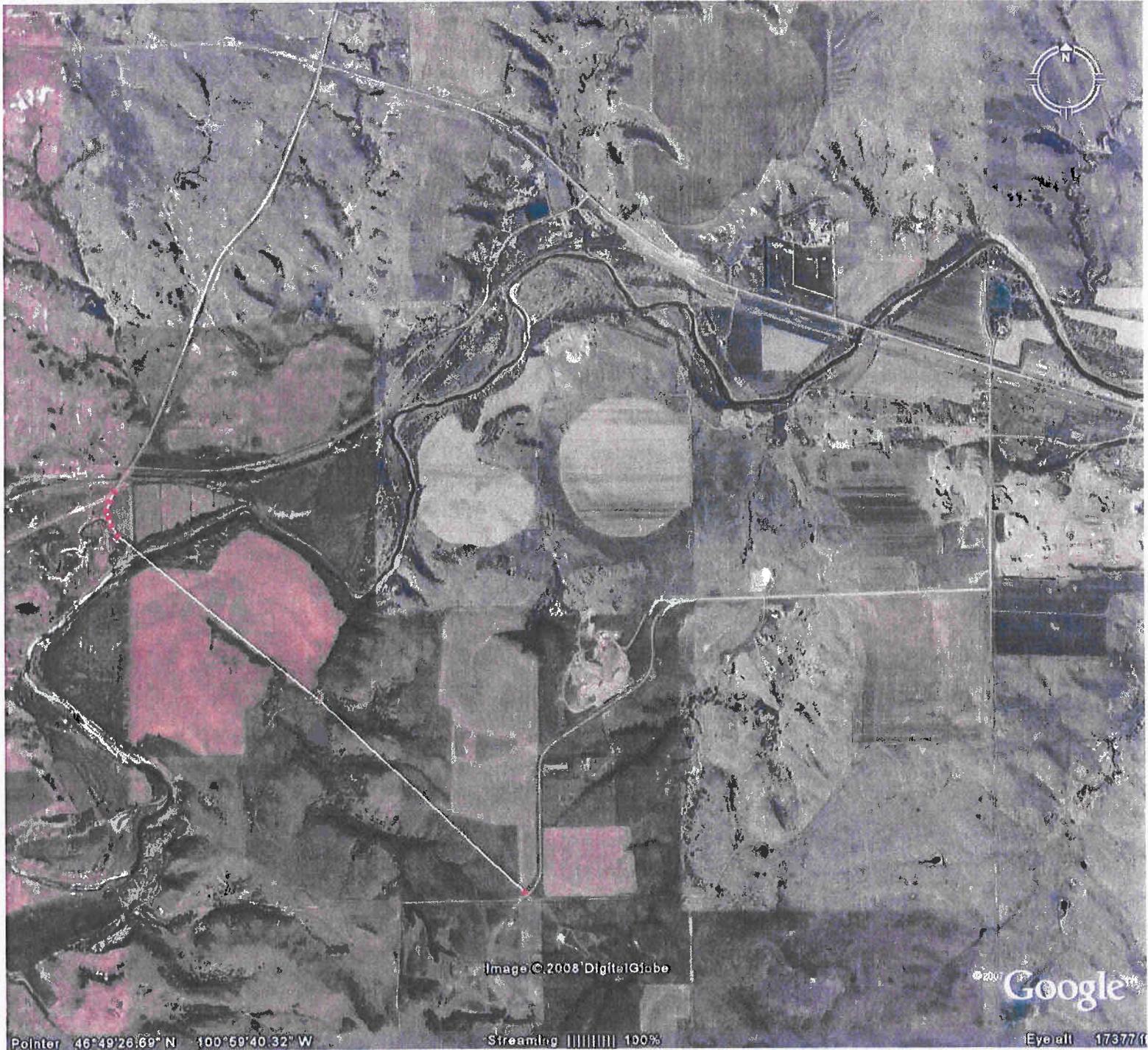
Cost to built new 1.8 mile roadway - **\$1,926,000**

Cost to paving County road 84 - **\$638,000**

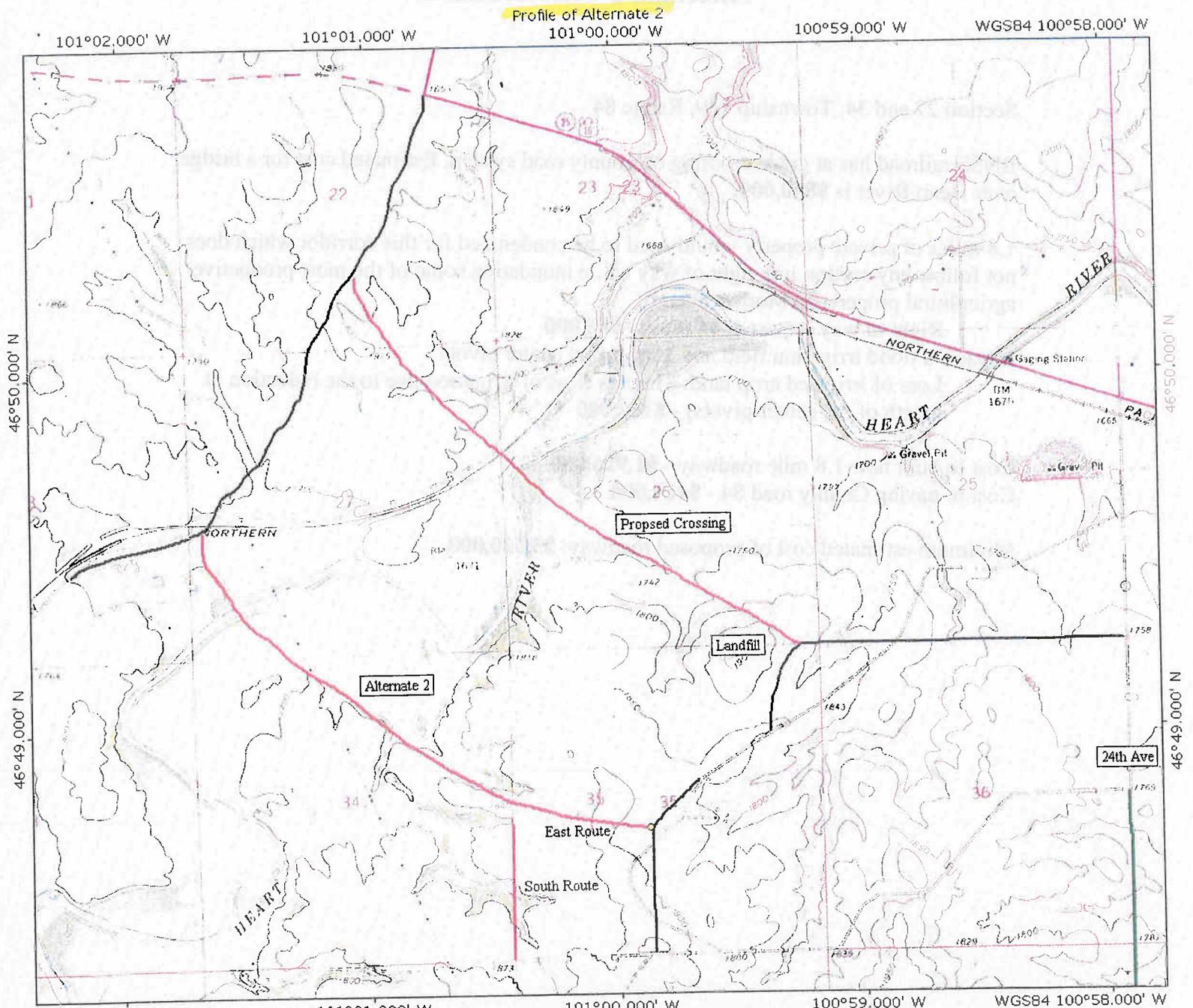
Minimum estimated cost of proposed roadway: **\$3,455,700**.

Alternate 2 has the potential to develop rail access. The BNSF has a rail siding 1 mile to southwest and the land slope is ideal for industrial development.

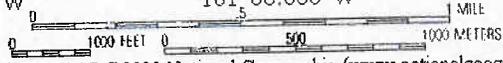
Alternate 2



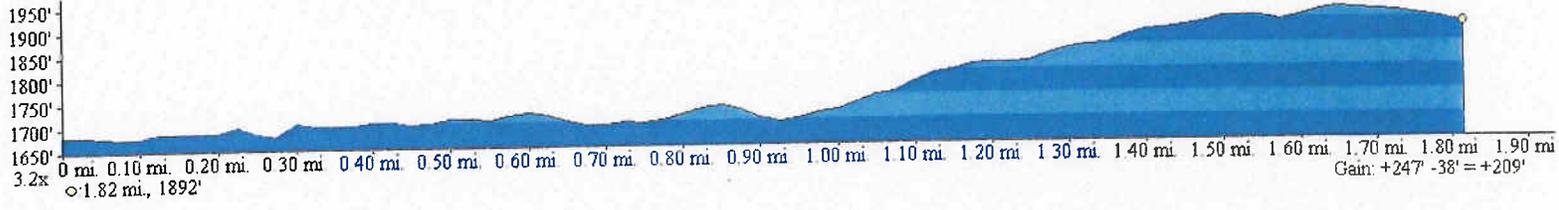
Profile of Alternate 2
101°00,000' W



TN MN
7 1/2°



Map created with TOPO! © 2002 National Geographic (www.nationalgeographic.com/topo)



Alternate 2 Cost Estimate

Section 27 and 34, Township 139, Range 84

BNSF railroad has at grade crossing on county road system. Estimated cost for a bridge over Heart River is **\$880,000**.

1.8 miles of private property would need to be condemned for this corridor which does not follow any section line right of way while inundating some of the most productive agricultural property in Morton County.

Right of way required: 44 acres - **\$88,000**

Impacts a flood irrigation field and 2 irrigation center pivots

Loss of irrigated crop land: 81 acres (loss of irrigation due to the reduction in length of the center pivots) - **\$162,000**

Cost to built new 1.8 mile roadway - **\$1,926,000**

Cost to paving County road 84 - **\$464,000**

Minimum estimated cost of proposed roadway: **\$3,520,000**.

Steve Grabill

From: Steve Windish
Sent: Tuesday, July 15, 2008 2:37 PM
To: Steve Grabill
Subject: FW: Corridor Study

J. Steven Windish PE
Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: BruMccoll@aol.com [mailto:BruMccoll@aol.com]
Sent: Tuesday, July 15, 2008 2:12 PM
To: Steve Windish
Subject: Corridor Study

I have been out of town and cannot be at the meeting tomorrow night.

I own property at 71 St. & Hightop Lane (North-East quadrant).

At the Feb. 20, 2008 public hearing, it was stated that the R/W width along our property would be 170' and would require only 10' from us. The existing 71 St. grade is in a cut section (approx. 4.5' from crown to our SE prop. cor.) at our East property line and in a fill section (approx. 6.5' from crown to our SW prop. cor.) at our West property line.

Is the proposed template four lanes plus turn lanes plus a bike/pedestrian path? Would there be turn lanes at 71 St.? Is the proposed template going to fit within the proposed R/W? Have any preliminary cross-sections for my area been prepared?

Bruce McCollom

Get the scoop on last night's hottest shows and the live music scene in your area - [Check out TourTracker.com!](http://www.tourtracker.com)

Steve Grabill

From: Steve Windish
Sent: Monday, July 14, 2008 1:30 PM
To: Steve Grabill
Subject: FW: Proposed Beltway Meeting

J. Steven Windish PE
Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Jeremiah Bohn [mailto:bohnzo@yahoo.com]
Sent: Monday, July 14, 2008 12:53 PM
To: Steve Windish
Subject: Proposed Beltway Meeting

Mr. Windish,
I recently recieved a letter regarding a meeting on July 17th for the proposed beltway. My property is on 6105 Preston Loop in the Prairiewood 2 development. 48th Avenue is in my back yard. The proposed beltway segments that run through 48th Ave gives rise to some concerns. Of those concerns, my largest is what type of easements are you proposing? I purchased this property last year with plans on using all of it. I have not planted any trees in the back yard, along 48th Ave. because I am making well thought out plans.

I would like to express my preference for the route along 71st Ave to 66th St.

Something just came up and I have to cut this letter short. However, I believe my concerns were addressed.

Sincerely,
Jeremiah D. Bohn



Ulteig

1412 Basin Avenue
Bismarck, ND 58504
Tel 701-258-6507
Fax 701-224-1163

www.ulteig.com

July 14, 2008

Mr. Jerome Gangl
Mandan City Commission
2608 12th Avenue NW
Mandan, ND 58554

Re: North-South Beltway Corridor Study
Bismarck, North Dakota, UEI Project #307.155

Dear Commissioner Gangl,

The Steering Committee has received a number of requests from private citizens who are interested in attending our committee meetings. We are pleased with your interest in the Study and want to give you the opportunity to become educated on the technical aspects of the project. Further, we value your input regarding issues and alternatives.

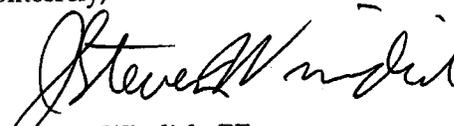
Our Steering Committee meetings are intended to provide technical staff a forum for the exchange of ideas and views outside of the public setting. Therefore, future Steering Committee meetings are reserved for Steering Committee members only.

In response to your request, we will be dedicating time immediately following each Steering Committee meeting to meet with non-Steering Committee members. This time will be dedicated solely for the benefit of interested stakeholders such as yourself. During this time, we will:

- Summarize project analysis
- Present study alternatives
- Receive feedback
- Answer questions
- Discuss other issues

In the future, we will be notifying you in advance of each Steering Committee meeting when you may attend, talk with technical staff, and review study information. If you need further information or have questions or comments, please contact us.

Sincerely,



J. Steven Windish, PE

Cc: Steve Saunders, Bismarck Mandan MPO
Ben Ehreth, Bismarck Mandan MPO
Steve Grabill, PE, PTOE, Ulteig Engineers

Steve Windish

From: Steve Grabill
Sent: Thursday, July 10, 2008 3:39 PM
To: maberg@nd.gov
Cc: Steve Windish; Josh Olson
Subject: RE: Lincoln route...

Hi Mark,

Our concept drawings reflect both wider shoulders and a new separated bicycle facility along 66th Street. We will include this comment in an appendix of the report.

From: Mark Berg [mailto:maberg@nd.gov]
Sent: Thursday, July 10, 2008 3:28 PM
To: Steve Grabill
Subject: FW: Lincoln route...

I received this and am forwarding it to you. Should this be included in your beltway study?

From: Dale Heinert [mailto:dheinert@nd.gov]
Sent: Thursday, July 10, 2008 9:03 AM
To: 'Mark and/or Susan Liebig'
Cc: 'Ben Ehreth'; Berg, Mark
Subject: RE: Lincoln route...

Mark:

I forwarded your message to MPO and City of Bismarck Traffic Engineer for their input and documentation of the need. The sudden rise in usage by bikes is quicker than any funding sources for trails, shoulder widenings, etc I am sure. I have heard nothing about trails to Lincoln. Since this is outside of Bismarck Parks jurisdiction they probably have little interest in this unless another entity sponsors like City of Lincoln, State or County. In a more distant future the airport may expand its south runway moving the major roads around some and at that time trails may enter into the equation.

Hope this helps some.

Dale

From: Mark and/or Susan Liebig [mailto:liebig@bis.midco.net]
Sent: Monday, July 07, 2008 9:47 PM
To: dheinert
Subject: Fw: Lincoln route...

Dale,

Hello. Hope you're having a good summer.

Regarding the message below... Do you know of any near-term efforts to widen any of the roads she mentions? Any plans for a bike trail? I'm guessing 'no' to both questions, but it never hurts to ask.

Thanks in advance,

Mark

----- Original Message -----

From: Holly Carlson

To: liebigs@bis.midco.net

Sent: Monday, July 07, 2008 7:20 AM

Subject: Lincoln route...

Mark,

We've lived in Lincoln since 1996, and have noticed a big increase in bike traffic from here to Bismarck - especially this year. Do you know if the DOT or Parks and Rec have any plans in the near future for a bike path along Lincoln Road to University Road, or along 66th Street to Old Highway 10? With no shoulders along these roads or bike paths, it's getting down right dangerous for cyclists and motorists alike. Our 17 year old daughter would like to bike to town to save gas (she goes to school and has 2 part time jobs), but we've really discouraged it since we don't feel it's safe.

Are you the person to contact on this?

Holly

nsac2@bis.midco.net



1412 Basin Avenue
Bismarck, ND 58504
Tel 701-258-6507
Fax 701-224-1163

www.ulteig.com

June 25, 2008

Mr. Sean Johnson
6405 Preston Loop
Bismarck, ND 58504

Re: North-South Beltway Corridor Study
Bismarck, North Dakota, UEI Project #307.155

Dear Mr. Johnson,

The Steering Committee has received a number of requests from private citizens who are interested in attending our committee meetings. We are pleased with your interest in the Study and want to give you the opportunity to become educated on the technical aspects of the project. Further, we value your input regarding issues and alternatives.

Our Steering Committee meetings are intended to provide technical staff a forum for the exchange of ideas and views outside of the public setting. Therefore, future Steering Committee meetings are reserved for Steering Committee members only.

In response to your request, we will be dedicating time immediately following each Steering Committee meeting to meet with non-Steering Committee members. This time will be dedicated solely for the benefit of interested stakeholders such as yourself. During this time, we will:

- Summarize project analysis
- Present study alternatives
- Receive feedback
- Answer questions
- Discuss other issues

In the future, we will be notifying you in advance of each Steering Committee meeting when you may attend, talk with technical staff, and review study information. If you need further information or have questions or comments, please contact us.

Sincerely,

Steven Windish, PE

Cc: Steve Saunders, Bismarck Mandan MPO
Ben Ehreth, Bismarck Mandan MPO
Steve Grabill, PE, PTOE, Ulteig Engineers

Steve Grabill

From: Sean M. Johnson [smj58501@yahoo.com]
Sent: Monday, June 23, 2008 11:47 AM
To: Steve Windish
Cc: Bill Delmore; Steve Grabill
Subject: MPO and MPO TAC Meeting Notice



Steve-

As you requested last Monday (so you have our email addresses), this email serves as a formal request for reasonable and timely notification of our attorney (Mr. Delmore, cc'ed) and myself regarding future MPO TAC and MPO meetings. We can be notified via email at:

- Bill Delmore- delmore@kelschlaw.com
- Sean M. Johnson- smj58501@yahoo.com

Mr. Delmore's office number is 701-663-9818. I can be reached at 701-391-5326.

Thank you for your consideration in this regard.

Very respectfully,

Sean M. Johnson
6405 Preston Loop
Bismarck, ND 58504

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JUN 24 2008
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1412 Basin Avenue
 Bismarck, ND 58504
 Tel 701-258-6507
 Fax 701-224-1163

www.ulteig.com

June 13, 2008

Mr. Paul Zent
 5100 93rd Street NE
 Bismarck, ND 58504

Re: North-South Beltway Corridor Study
 Steering Committee Meeting
 Bismarck, North Dakota, UEI Project #307.155

Dear Mr. Zent,

As requested, please find attached a Steering Committee meeting notice emailed to the committee on June 12, 2008.

The special Steering Committee meeting will be at the Transit Conference Room, 3750 East Rosser Avenue, Bismarck from 1:00 PM to 2:00 PM.

If you need further information or have questions or comments, please contact us.

Sincerely,

J. Steven Windish, PE

Cc: Steve Saunders, Bismarck Mandan MPO
 Ben Ehreth, Bismarck Mandan MPO
 Steve Grabill, PE, PTOE, Ulteig Engineers

Enclosure

RECEIVED

JUN 16 2008

ULTEIG ENGINEERS
 FARGO ND

Steve Windish

From: Steve Windish
Sent: Thursday, June 12, 2008 1:56 PM
To: Ben Ehreth ; Carl Hokenstad; Chuck Morman ; Chuck Peterson ; Glenn Christmann ; J Mark Nesvig; Jon Mill ; Kevin Levi; Mark Berg; Paul Benning; Sarah D Baehurst ; Steve Grabill; Steve Saunders; Steve Windish
Subject: special steering committee meeting

Dear Steering Committee members,

We will be in attendance at the MPO TAC and Policy Board meetings held next week. There are some important decisions that need to be considered which will likely require more time than is available during those meetings.

Therefore, we will be conducting a Steering Committee meeting at the Transit Conference Room from 1:00 – 2:00 on Monday, June 16 to continue discussion from the TAC meeting. Please let us know if you will not be able to attend this meeting.

J. Steven Windish PE
Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

This message may contain privileged and confidential information. If you think, for any reason, this message may have been addressed to you in error, please reply to me as soon as possible.



PROJECT NO. _____ BY _____ DATE _____
PROJ. TITLE _____ CHKD BY _____ DATE _____
PRELIMINARY _____ FINAL _____
ITEM _____ SHEET _____ OF _____

7-8-08 ??

Mrs. Millissa Schwab 222-8811

71st

country creek estates

north of 71st

her back yard is 71st

- 1) how much more r-o-w will be needed
- 2) how close can the road be to a house
- 3) timeline - at least 15 years
need driver
development
capacity on other routes

existing - 75'
10' utility easement

From: Lyle Thurn
To: marie.baker@ulteig.com
Date: 6/5/2008 9:24 AM
Subject: Fwd: Re: new interchange I94 exit ? 163 and WAPA communications site.
Attachments: Bismarck Repeater legal description.pdf; 2400'x1200' bounds.jpg; BSR looking NE.JPG; BSR looking E.JPG; Guyed structure rotated 35° CW wht line to anchor.jpg

Marie

I have received a plan of a proposed interchange on Interstate 94 by the state of North Dakota, as it may impact our microwave site on the SE side of same. The plan centers the interchange on the N-S section line. Our conversation proved there may be some leeway and adjustment that may be made.

Please provide a print that shows adjustments that could be made to the interchange, shifting the location east or west, identifying our property bounds (provided in attachment), so that we may judge what area remains of our Bismarck Communications site. Identify any setback requirements the state or city zoning may ask for.

I am providing three options and costs. The state would incur any and all costs regardless, should they be over my stated minimum. These estimates include moving/removing/erecting: towers, concrete (anchors, foundation, footings, & slab), building, fencing, electrical service, and propane storage; provision for new microwave path studies, license changes, land costs and ROW access; any costs for a new tower or alteration to existing towers making them suitable for use on radio paths (height adjustment to towers at either end of path to clear new path profiles). If forced off site with final site location left open I cannot identify height requirements for antenna on the far end over unknown paths. This cannot be estimated, and will remain as an unknown that the state will need to cover.

I used my best effort to sketch out a 2400'x1200' rough ROW for the interchange centered between I94 lanes and N-S section line, with thoughts we might be able to keep our site. If we need to move, this option should be identified by June 1, 2009, as I will be proceeding with site renovations at that time and cannot forestall these renovations any later than that date. (WAPA incurs heavy investment in radio and building replacements starting with purchases in fall of 2009 and placement in spring of 2010 (estimated at \$200,000 in equipment, \$100,000 in labor). The reason for these investment costs is a forced move off our licensed frequencies by the FCC. Should the state not resolve our location dilemma and a workable site not be found prior to June 2009, WAPA will request monies for covering stranded costs on the existing site. Time is a factor in the stranded costs).

SITE OPTIONS:

These costs do not include the appraised value of the existing land parcel, and access to it. Value will be based on best use, its present use as a microwave communications site. We will need to get appraisals, but estimate the site's land value to be close to \$40,000.

- A. \$250,000 Adjust interchange ROW to allow WAPA to keep fenced area with guyed tower rotated approximately 35°; costs cover new concrete anchors and labor to rotate tower. Anchors located ~150' from base of tower.
- B. \$500,000 Keep all communications within the WAPA property bounds, but shift the site to the southeast as far as allowed. Propose a new self supporting 115' tower, existing towers are removed.
- C. \$750,000 Relocate off site completely. Open unknown costs on radio paths Bismarck Substation - Crown Butte - & Driscoll, with far end alterations.

As mentioned above, we must have a plan of action by June 1, 2009 to avoid stranded costs.

Lyle Thurn
Western Area Power Administration
PO Box 1173
707 N Bismarck Expressway
Bismarck, ND 58502-1173
phn (701)221-4542
fax (701)221-4526

Steve Windish

From: Neal Prichard [neal.harlows@midconetwork.com]
Sent: Tuesday, April 01, 2008 11:21 AM
To: Steve Windish
Subject: RE: Beltway

Appreciate the map, Steve. Thanks.

Neal Prichard, Manager
Harlows Bus Service
3800 East Century Avenue
Bismarck, ND
701-224-1767
701-224-1127 Fax
1-800-450-1767

-----Original Message-----

From: Steve Windish [mailto:Steve.Windish@ulteig.com]
Sent: Tuesday, April 01, 2008 9:17 AM
To: neal.harlows@midconetwork.com
Cc: Striefel, Ardin L.
Subject: FW: Beltway

Neal

We have attached the most current layout of the beltway on the Burleigh County Side.

The following is the website on which you can find general information, maps, and minutes from various meetings.

<http://nscorridors.ulteig.biz/default.aspx>

if you have any questions, please don't hesitate to call.

J. Steven Windish PE
Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333

Cell: 701.471.5621

Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: steve windish [mailto:swindish1@hotmail.com]
Sent: Tuesday, April 01, 2008 10:05 AM
To: Steve Windish
Subject: FW: Beltway

From: neal.harlows@midconetwork.com
To: swindish1@hotmail.com
Subject: Beltway
Date: Fri, 21 Mar 2008 09:09:52 -0600

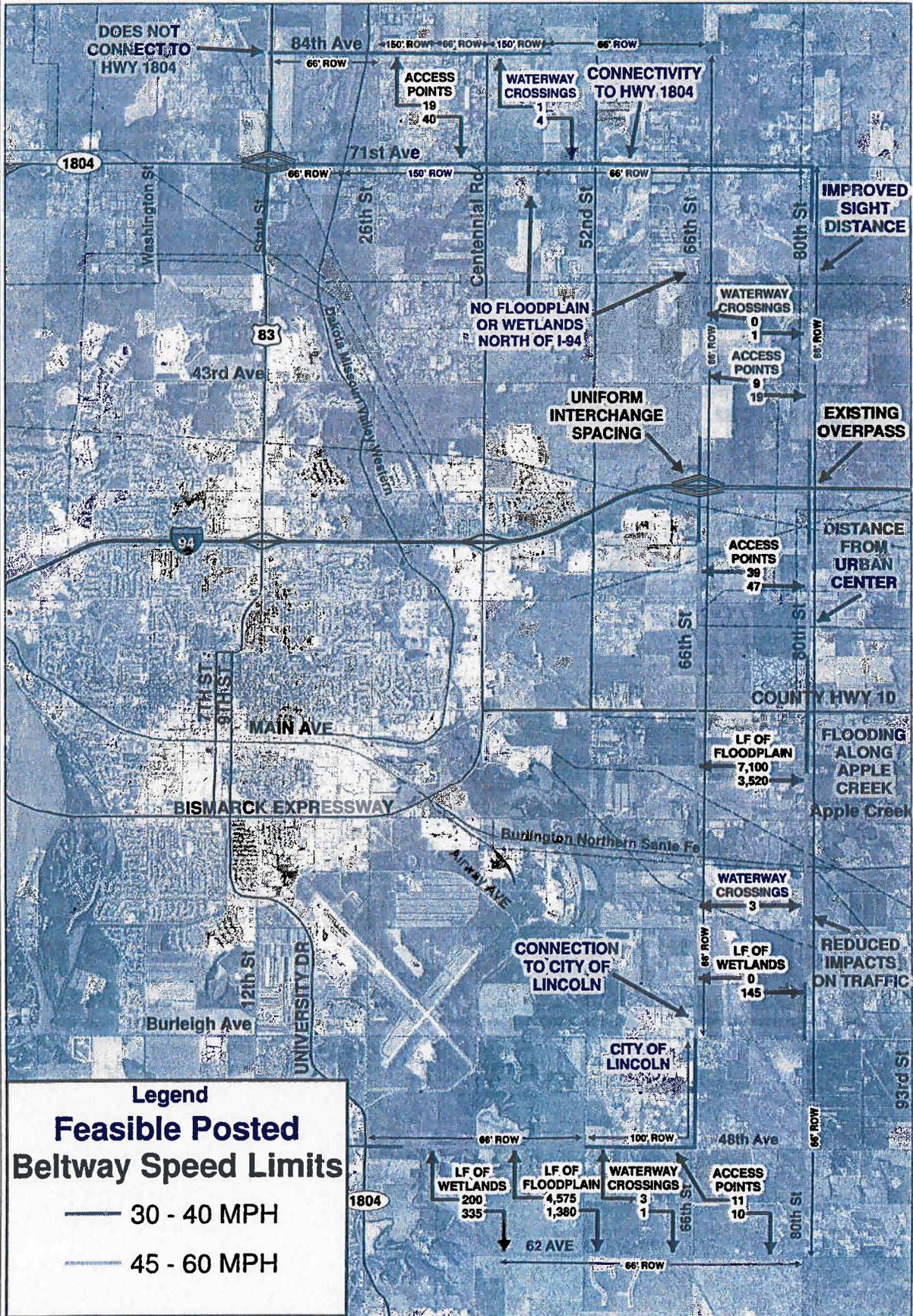
Hello Steve,

I read, with interest, the new beltway idea that you're working on in the paper. I am hoping to purchase some land on 66th to the southeast and was wondering if you had a drawing of the proposed beltway around the city that I could have to make sure that I am looking at the right tract of land. Would you have something that you could fax or email me? My fax number is below. Thanks.

Neal Prichard, Manager
Harlows Bus Service
3800 East Century Avenue
Bismarck, ND
701-224-1767
701-224-1127 Fax
1-800-450-1767

Get in touch in an instant. [Get Windows Live Messenger now.](#)

BELTWAY ALTERNATIVE ANALYSIS



Legend

Feasible Posted Beltway Speed Limits

- 30 - 40 MPH
- - - 45 - 60 MPH



1412 Basin Avenue
Bismarck, ND 58504

Tel 701-258-6507
Fax 701-224-1163

www.ulteig.com

February 28, 2008

Mr. Perry Lee
1300 71st Avenue NE
Bismarck, ND 58503

Dear Mr. Lee:

We received a copy of the comment sheet you submitted after the 71st Avenue – Centennial Road public meeting on February 21, 2008.

In response to your comments and questions, we offer a brief review of the several studies that have been completed and are currently active.

The Bismarck Mandan MPO contracted with URS to complete the June 2006 US Highway 83 Corridor Transportation Study. That study included a future need for an interchange at the intersection of US Hwy 83 and 71st Avenue due to year 2030 traffic forecasts.

The Bismarck Mandan MPO contracted with URS to complete the 71st Avenue and Centennial Road Corridor Study (the current Study is in the final stages of development). This study is considering short term and mid term improvements to the corridors. Short and mid term traffic projections will not generate the volumes required to warrant an interchange.

The Bismarck Mandan MPO contracted with Ulteig Engineers to complete a corridor study for a beltway around the Cities of Bismarck and Mandan (the current Study is in the early stages of development). The 71st Avenue corridor was originally recommended as a beltway corridor by the Long Range Transportation Plan that was last adopted in 2005. The regional beltway corridor study is considering long term traffic demands. At this time, the beltway study will consider alternatives for an interchange at the intersection of 71st Avenue and US Hwy 83. The decisions regarding an interchange must be based upon data and analysis including: traffic projections, construction costs, right of way costs, relocation costs, etc.

A future at-grade intersection will also be considered for the 71st Avenue and US Hwy 83 intersection in the beltway corridor study. Lane layouts, access locations, and other items will need to be considered.

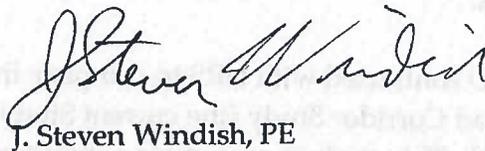
Mr. Perry Lee
February 28, 2008
Page 2

We realize this doesn't answer your questions regarding if and when an interchange will be constructed and how it will impact your property. The beltway study is approximately 30% complete. We will be analyzing the data in order to develop the information required to make informed decisions. Input from the public will be included in the document. These comments are considered in the decision making process.

We are anticipating a public meeting in June 2008, at which time the routes for the beltway with preliminary analysis results will be presented. In the meantime, you may also visit our website at <http://nscorridors.ulteig.biz>. This website will be updated again within the next week or two.

Do not hesitate to contact Steve Windish in our Bismarck office if you would like to discuss this further.

Sincerely,



J. Steven Windish, PE

Cc: Steve Saunders, Bismarck Mandan MPO
Ben Ehreth, Bismarck Mandan MPO
Steve Grabill, Ulteig Engineers



Communication Record

Time: 8:00 am Date: February 25, 2008

I, *Steve Windish*, talked with *Scott Carlen*

Of Home owner, located north of I-94 on the west side of 66th Street.

Phone Number (xxx) xxx-xxxx

- I Called
 - Party Called
 - I Visited
 - I Returned
 - Party Returned
 - Party Visited
 - Conference Call
- Others on Line *By Name and Company if other than UEI*

UEI Job No. 307.155 Subject *Bismarck – Mandan MPO N-S Beltway Corridor Study*

Mr. Carlen cannot open the website. I told him not to type www. just type ns corridors.ulteig.biz. Mr. Carlen wants to be kept informed of upcoming meetings. He had heard that a steering committee meeting was just held, he was not informed of. He asked what decisions were made. I said that the committee is strongly leaning toward 66th Street. The complete meeting summary will be posted on the website, probably the week of March 3.

Mr. Carlen asked when the improvements are planned for construction. I said that the time line has not been determined yet, that the time line would depend on several items, not least of which is funding. The beltway corridor study is looking mid-term to long-term. This would be anywhere from 10 to 15 to 50 years. Discussed diamond versus folded diamond interchange.

Mr. Carlen stated that he has invested \$350,000 into his house and property, and that he will not be selling.

Action Needed

Copied To: Steve Grabill, Steve Saunders,

RECEIVED
 FEB 29 2008
 ULTEIG ENGINEERS
 FARGO ND

Steve Windish

From: MIKE ULMER [mike.ulmer@msn.com]
Sent: Saturday, January 19, 2008 10:38 AM
To: Steve Windish
Subject: RE: North-south beltway

Follow Up Flag: Follow up
Flag Status: Completed

Steve,

I finally had a chance to view the corridor map for Mandan. Are you accepting written comments? Addressed to who? Have you developed budget/costs for the various alternatives? What is the time frame for this project? Is the north or south branch a priority?

It seems to me that Old Hwy 10 to Interstate is a viable bypass; especially with the new rail grade separation on Hwy 6 and new Heart River bridge. Is improving/widening existing 10 being considered as an alternative?

Thanks for the info.

Mike Ulmer

Subject: RE: North-south beltway
Date: Mon, 31 Dec 2007 09:00:03 -0600
From: Steve.Windish@ulteig.com
To: mike.ulmer@msn.com
CC: Steve.Grabill@ulteig.com

Mr. Ulmer

If you type nscorridors.ulteig.biz in the address box of your internet explorer, the site should open. If this does not work, please send me an email and we will continue to get this to work for you

J. Steven Windish PE
Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504
Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163
Steve.Windish@Ulteig.com
<http://www.ulteig.com>

From: MIKE ULMER [mailto:mike.ulmer@msn.com]
Sent: Friday, December 28, 2007 5:27 PM
To: Steve Windish
Subject: RE: North-south beltway

Steve,

The web site asks for an users name and password. I couldn't get in.

My neighbor explained what the project entailed. I certainly do want more information about.

What timeframe is this project under. Are you accepting written comments?

Mike Ulmer

Subject: RE: North-south beltway
Date: Sun, 9 Dec 2007 14:39:56 -0600
From: Steve.Windish@ulteig.com
To: mike.ulmer@msn.com
CC: Steve.Grabill@ulteig.com

Mr. Ulmer

The website www.nscorridors.ulteig.biz has maps and other information.

Please check out the website. If you have additional questions, please contact us.

J. Steven Windish PE
Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504
Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163
Steve.Windish@Ulteig.com
<http://www.ulteig.com>

From: MIKE ULMER [mailto:mike.ulmer@msn.com]
Sent: Saturday, December 08, 2007 8:38 PM
To: Steve Windish
Subject: North-south beltway

Steve,

I missed the information meeting in Mandan concerning the beltway.

Do you have a map you can send me with the proposed corridor so I can see if it affects me.

Thanks,

Mike Ulmer
2485 Mustang Dr.
Mandan, ND 58554

Steve Windish

From: ezrental@bis.midco.net
Sent: Tuesday, January 15, 2008 9:40 AM
To: Steve Windish
Subject: Regional N-S beltway corridor

Hi Steve

I attended the public input meeting on 11/29/07 about the Bismarck Regional North-South corridor study. First, thanks for the information and the good meeting. I spoke with a person from a design/consultant team I think it was USR and he asked to contact him about some specific design criteria. Do you have his contact info?

Also, I think that 66th is a better N-S alternative. It is close enough to town to be utilized, it will tie right into Lincoln, and this is the time to get the project in progress.

Thanks

Erv

ezrental@bis.midco.net



1412 Basin Avenue
Bismarck, ND 58504
Tel 701-258-6507
Fax 701-224-1163

www.ulteig.com

January 4, 2008

Ms. Margaret Posusta
1601 Newton Avenue North
Glencoe, MN 55336

Re: North-South Beltway Corridor Study Public Input Meeting
Mandan North Dakota, UEI Project #307.155

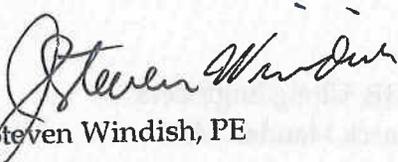
Dear Ms. Posusta,

With regard to our telephone conversation dated November 27, 2007, you requested information regarding the above-referenced project that Ulteig Engineers is involved with. We apologize for the delay in getting this information to you; we were having technical difficulties with the website.

Enclosed please find a packet of information which was presented at the Public Input Meeting dated November 27, 2007. The packet includes a preview on paper of the website, a report of the meeting, and copies of the presentation that was given during the meeting.

If you need further information or have questions or comments, please call and we will forward it to you as needed.

Sincerely,



J. Steven Windish, PE

Cc: Steve Grabill, PE, PTOE, Ulteig Engineers
Steve Saunders, Bismarck Mandan MPO

Enclosures

JSW:st



1412 Basin Avenue
Bismarck, ND 58504
Tel 701-258-6507
Fax 701-224-1163

www.ulteig.com

January 4, 2008

Mr. Scott Carlen
3238 66th Street NE
Bismarck, ND 58503

Re: North-South Beltway Corridor Study Public Input Meeting
Bismarck, North Dakota, UEI Project #307.155

Dear Mr. Carlen,

As requested, please find graphics showing Interchange at I94 and 66th Street that Ulteig Engineers provided at the November 29, 2007, Public Input Meeting.

A summary report of the meeting and copies of the presentation that was given during the meeting are included.

If you need further information or have questions or comments, please contact us.

Sincerely,

J. Steven Windish, PE

Cc: Steve Grabill, PE, PTOE, Ulteig Engineers
Steve Saunders, Bismarck Mandan MPO

Enclosures

JSW:st

Steve Grabill

From: Bill_Troe@URSCorp.com
Sent: Tuesday, December 18, 2007 4:26 PM
To: mhalvorson@nd.gov
Cc: ssaunder@nd.gov; Steve Windish; Steve Grabill

Mr. Halverson:

I would like to thank you for attending the public meeting and for taking the additional time to provide the project team with comments. Your email included several questions/comments that we wanted to make sure to get back to you on. I have attached the body of your email and we have included responses to your comments, based on the information we know to this point. Your comments are in black type the team responses are in red. If you have any additional questions on either the Regional Beltway information or the 71st Avenue-Centennial road information, please let us know. If your questions/comments are strictly for the Beltway, please send them to Steve Windish at steve.windish@ulteig.com. If your comments/questions are strictly for 71st Avenue-Centennial Road, please send them to bill_troe@urscorp.com. If you have a mixture, please direct them to Steve Windish and he will make sure they get distributed to the right people.

1. The impact upon Apple Creek wetlands and the necessary Environmental Impact Statements necessary to pass through the region are the same as the 80th Street Corridor

We will take the wetlands issue into consideration when comparing the two corridors.

2. This maintains a roughly 2 mile interval between interchanges currently in existence and proposed - US 83 & Centennial Road, etc.

We see this as one of the strongest indicators that 66th Street would provide a good location for a beltway facility.

Regarding north - south traffic on Centennial between US 94 & 1804

1. My property is adjacent to the road and I have noted an increased traffic count to the point that I have had to change my work schedule with my employer in order to accommodate the congestion coming out of Sattler's various additions. I've lived on Lexington for 10 years now and have been amazed at the increase in traffic from the north. I think staff from the city and MPO would agree with you that volume on both Centennial and Century east of Centennial has increased quite a bit in the last 5 years. During the course of the traffic study we have observed morning and evening traffic at Century/Centennial and have witnessed the congestion and vehicle queuing that occurs. The preliminary recommendations that would address the growing traffic problem include:

- Expanding Centennial Road to a five-lane cross section (similar to Bismarck Expressway south of I-94) from I-94 to north of Jericho Avenue.
- Expanding Century Avenue east of Centennial to include two westbound left turn lanes, a westbound through lane and a westbound right turn lane.

These improvements, along with the Century Avenue expansion west of Centennial will improve the situation quite a bit. In addition, the plat for the undeveloped parcel(s) between the Sattler subdivision north of Century Avenue will include two additional access points to/from Centennial Road. Where today everyone from the subdivisions to the north have to use Century (conflicting with your trips), more will have the opportunity to use the access routes to Centennial. There will still likely be backups on Century Avenue to or beyond Yorktown Drive, but the period should be shorter. With the distance between Centennial Road and Yorktown being less than 400 feet, it would be very difficult to completely resolve the issue of the westbound Century Avenue cars in the peak stacking to Yorktown. In addition, adding a signal at Yorktown would not likely help the situation to any measurable extent, and could very well cause more harm than good (eastbound cars would stack back to Centennial in the peak). Improvements on Centennial through Century Avenue are anticipated over the next two to three years.

2. If the Bismarck Public School district builds a new elementary school to the north of the Century Road, somewhere off Centennial, I hope that someone looks at any "bottle necks" that may be caused by parents sitting in the turn lane, prior to turning in to deposit or retrieve children. Yes, the traffic impacts of drop-off/pick-up would be assessed as part of the planning/design for a school.

3. Traffic noise is part of the urban environment, I'll be planting additional bushes in an attempt to provide noise reduction, wildlife habitat, and visual screening of the flotsam and debris that is scattered to the wind by passing motorists. I pick it up out of the ditch when it accumulates, but am constantly amazed at the type and amount scattered. Additional ROW may be required to support expansion of Centennial Road to 5-lanes north of I-94. It is anticipated that the majority/all of the ROW expansion would occur to the west. Thus, as long as your plantings are located outside the existing ROW, there would not be the need to disturb them during a reconstruction project.

4. Does the city anticipate that United Parcel Service or Hartley's (Harlow's) Bus Service, or any of the other heavy industrial users to the north and west of the Centennial Road and Century interchange will be re-locating or will this area continue to have heavy night-time traffic of UPS triples (tractor & trailer + 2 pony trailers). The area in the northwest quadrant of Centennial Road/Century Avenue is expected to remain in an industrial use category. How long UPS and/or Harlow's remain in their present locations is up to them. The city has not plans to encourage/promote redevelopment nor has any one submitted a redevelopment plan for that area. Thus, for the foreseeable future, those uses will likely remain.

Regarding linking the north south corridor with the traffic on the north side of the University of Mary; I'm not sure what to suggest there, since you have to deal with the issue of Apple Creek drainage and Environmental Impact Statements. If you can keep the crossings to minimum, that would be the best solution for the water and the species that inhabit the Apple Creek ecosystem, such as the red-winged blackbird, muskrat, mink, painted turtle, cottontails, and jackrabbits, that I have observed in my routine wanderings.

Thank you for your comments.

Bill Troe, AICP
Vice President - Surface Transportation

12120 Shamrock Plaza, Suite 300
Omaha, NE 68154
402.952.2522
402.334.1984 (Fax)
402.319.6331 (Mobile)

Steve Windish

From: Bullinger, Charlie GRE/CCS [cbullinger@GREnergy.com]
Sent: Sunday, December 09, 2007 2:41 PM
To: Steve Windish
Subject: 71st-Centennial comments/questions

Mr. Windish,

My wife and I live on 80th ST and are wondering, if 80th is selected, how much right-of-way will be required, how many lanes, will a 10' recreation path be included South of 94 as well as North of 94? Any idea what the speed limit might be?

We have many mature trees bordering 80th North to South on our property and are worried we need to do something and when to either keep them or move them and when.

Please re-direct me if these questions are for others & Thanks for your time.

Charlie Bullinger

Steve Windish

From: MIKE ULMER [mike.ulmer@msn.com]
Sent: Saturday, December 08, 2007 8:38 PM
To: Steve Windish
Subject: North-south beltway

Steve,

I missed the information meeting in Mandan concerning the beltway.

Do you have a map you can send me with the proposed corridor so I can see if it affects me.

Thanks,

Mike Ulmer
2485 Mustang Dr.
Mandan, ND 58554

Steve Windish

From: Lepp, Myron - Bismarck, ND [Myron.Lepp@nd.usda.gov]
Sent: Friday, November 30, 2007 8:48 AM
To: Steve Windish
Subject: Comments from Last Nights Meeting

Steve, we are trying to understand the logic of put another beltway on 66th Street...It just seems way to close to Centennial... and will not really improve the current traffic bottle-neck situations...If you go out and watch the traffic flow, 80th Street is already being used very heavily as well as highway 10.

What is really confusing is what you are trying to accomplish by having the highway go through Lincoln and all the way down to highway 1804. Are you really trying to support truck traffic to the Commercial Distribution Center or to connect to 1804...and what for? Highway 10 and Highway 83 South are used almost exclusively by truckers to avoid Highway 1804....because of all the curves and hills on Highway 1804. Highway 1804 is a more scenic route, but not used much by heavy trucks because of the curves and hills. The majority of all trucks go up and down highway 83.

I don't believe the Lincoln citizens even realize what they are asking for...why would they want a major beltway (66th Street) going through part of their city? If, if the beltway even needs to go South of Lincoln, we believe 80th Street would be a much wiser choice because the I-94 over-pass would be on a more leveled ground location...instead on the edge of the hill like 66th street would be...Plus, 80th street would connect with 84th avenue and reduce the traffic congestion...if you are sincerely concerned about the citizens safety and the well-being of the community.

We strongly believe you could reduce traffic congestion for Burleigh County and the City of Bismarck if the beltway was on 80th street and then improvements were made to the Apple-Creek road and the Lincoln road which goes all the way out to Highway 83 South. Hundreds of trucks use Highway 83 South for freight, lumber, and cattle...and many of them come or go to the Southwest side of Bismarck. If the Lincoln road was improved (made wider and paved) all the way East to Highway 83 you would greatly reduce the traffic congestion coming and leaving Bismarck every day.

The biggest, biggest complaint we all have is that the City, County, and Townships are not doing their planning together....each entity is doing their planning independently and there is no coordinated effort... Why aren't the City, County and Township Leaders up in front on the stage with you when these proposals are being presented to the public. Why are independent contractors called in to lay down a template? Why were we told last night, where the rest of the trucks go to when they are heading South...What is the hidden agenda??? Those trucks certainly, certainly do not go down to highway 1804 when they go South of I-94. Those trucks are freight trucks going to STAMART-TRUCK STOP, Walmart, Melroe, MCQUADEs, Coca-Cola, Lumber Yards, Farmers Livestock, etc...(I am one of those truckers) ...and if those trucks were routed on 84th Avenue to 80th Street down to Apple Creek road...we the truckers could get to all the locations we needed to get to...without all the stop lights that we have on Centennial Road and 71st Avenue. Truckers do not like congestion and multiple stop lights anymore than anyone else does...and every intersection is a possible accident...

Putting a beltway on 66th Street seems like a tremendous waste of money because you are stacking one beltway right next to the existing Centennial beltway...and you will still have all the same bottlenecks on Centennial road. If you listen to what the public said last night...and use 84th Avenue East to 80th Street South and then develop Apple Creek road or Lincoln Road...We the truckers could avoid all the pedestrian areas...and could get to the South side of town with the least amount of congestion, stop lights, and intersections...We could come off of a off-ramp of Highway 83 NON-STOP....go East to 80th Street...NON-STOP...head South to Highway 94, or Highway 10 interchange, or to Apple Creek/Lincoln exchange and keep going right into Bismarck.

You said you wanted to plan for the future...But it still seems like your trying to do quick fixes...or short term patches to fix a larger problem....and your not completely following the trucks SOUTH... Going South of Lincoln to highway 1804 seems like a tremendous waste of highway dollars...I believe you need to track the truckers destinations.

In regards to JAKE-BRAKES, the way citizens drive cars in and around trucks...If it were not for Jake-Brakes or compression brakes, many truckers would not be able to stop in time to avoid accidents...Citizens in cars do not signal, or if they do signal... they signal at the last minute and expect a 84,000 pound load to slow down as quick as a light four cylinder car...That does not happen...Furthermore, the JAKE-BRAKE volume and sound is as much for the car drivers as it is for the truckers...To let everyone know the trucker is coming and is trying to slow down...and that the little car that just

hit the brakes in front of the truck...better get going or they will be hit from behind....But the best recommendation would be to get the truckers farther North of 71st Avenue...There are times we avoid that road (71st Avenue) and go on the gravel road farther North anyway...and then head down 80th Street to Apple Creek Road.

All in all, if your going to plan for the future...Then get ahead of this problem and build up on 84th Avenue East/West, 80th Street South, and then Apple Creek/Lincoln Road so we the truckers have a separate truck route with the least congestion, the least stop signs, and the least intersections....A beltway, should be a beltway...or a bypass should be a bypass with the least intersections and stop lights possible...The only way to make that happen will be to use 84th Street and 80th street and improve Apple Creek road or Lincoln road.

Myron C. Lepp
701-255-2471

Steve Windish

From: BILLY JACKSON [millstrm@btinet.net]
Sent: Thursday, November 29, 2007 8:23 AM
To: Steve Windish
Subject: 71 st Avenue

MR. Steve Windish, P.E.
Ulteig Engineers, Inc.

Steve,

This is in response to your letter dated November 14, 2007 @ Public Input for Road Improvements.

I am a property owner on North Star Acres Road, south of 71 St. Avenue. I would like to make known some concerns of my neighbors - whom I have spoke with, as well as myself and family. It has been our understanding for a sometime that 71 St. Avenue would be widened to 4 lanes to accommodate the increasing traffic and also be used as a truck by-pass. Also, due to the large increase in the number of homes built in this area, a large increase in traffic has occurred along 71 St. Avenue, which I am sure you are well aware of.

The problem for residents on North Star Acres Road is making a turn south onto North Star Acres Road from 71 St. Avenue whenever going east or west on 71 St.

The traffic has become much heavier and it seems other drivers do not realize that North Star Acres Road is there, probably since there is no road to the north. I have been in several close calls by nearly being rear ended by semis and others even though I have my turn signals on and flash my brake lights several times. It is a bit scary to look in your rear view mirror and see a vehicle closing fast on you when you are trying to slow down to make a turn. I have driven to the next intersection several times to avoid being in an accident. Neighbors have reported much the same situation. Other vehicles have nearly been in the ditches when they finally realize that I am slowing to turn onto North Star Acres Road. The speed limit seems to be mostly ignored but that is another matter.

We would very much appreciate your serious consideration for adding turning lanes in the eastbound and westbound lanes of 71 St. Avenue when road improvements are made. This is a somewhat dangerous condition as it exists today and will only get worse as traffic increases. With the inclusion of turning lanes as a traffic safety measure perhaps a tragic accident at this intersection could be avoided.

Please contact me if I can be of any assistance.

Sincerely,

Billy E Jackson.
6607 N Star Acres Road
Bismarck, ND 58503

702-258-7892

Construction Representative, Retired
U.S.B.R.

Steve Grabill

From: Steve Windish
Sent: Thursday, November 29, 2007 3:54 PM
To: Steve Grabill; Bill Troe
Subject: FW: 71 st Avenue

fyi
J. Steven Windish PE
Transportation Market Leader - Bismarck Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333

Cell: 701.471.5621

Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

-----Original Message-----

From: BILLY JACKSON [mailto:millstrm@btinet.net]
Sent: Thursday, November 29, 2007 8:23 AM
To: Steve Windish
Subject: 71 st Avenue

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Ulteig Engineers, Inc.

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rear view mirror and see a vehicle closing fast on you when you are trying to slow down to make a turn. I have driven to the next intersection several times to avoid being in an accident. Neighbors have reported much the same situation. Other vehicles have nearly been in the ditches when they finally realize that I am slowing to turn onto North Star Acres Road. The speed limit seems to be mostly ignored but that is another matter.

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Please contact me if I can be of any assistance.

Sincerely,

Billy E Jackson.
6607 N Star Acres Road
Bismarck, ND 58503

702-258-7892

Construction Representative, Retired
U.S.B.R.

Steve Grabill

From: Steve Windish
Sent: Wednesday, November 21, 2007 9:20 AM
To: Dave Wolfer
Cc: Steve Grabill
Subject: RE: Public Input Meeting

Mr. Wolfer

Thank you for your comments, they will be included in the documentation

J. Steven Windish PE

Transportation Market Leader - Bismarck
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

Phone: 701.355.2333
Cell: 701.471.5621
Fax: 701.224.1163

Steve.Windish@Ulteig.com

<http://www.ulteig.com>

From: Dave Wolfer [mailto:davewolfer@gmail.com]
Sent: Wednesday, November 21, 2007 9:12 AM
To: Steve Windish
Cc: Scott R; Kristy Wolfer Rose
Subject: Public Input Meeting

We are Karen and David Wolfer. We reside at 6725 Apple Creek Drive, Bismarck, 58504. Our Telephone number is 701-250-1830.

We submit our comments in advance of the Public Input Hearing by this email.

We believe improvements to roadways and improved access for 83 and 94 are good projects. However, we are not in favor of any increase in taxes, specials or other assessments to property owners. We are not in favor of public domain methods of obtaining right of ways.

Thank you,

David and Karen Wolfer

Steve Grabill

From: Steve Grabill
Sent: Wednesday, November 21, 2007 8:33 AM
To: 'ChErnst@Ashleyfurniture.com'
Cc: Steve Windish; 'Steve Saunders'
Subject: RE: bismarck mandan mpo n-s beltway study

Hi Christopher,

Thank you for your input and questions regarding the Regional North-South Beltway Corridor Study. It is early in our study process and it is still too early to draw any conclusions. It is fair to say that the 66th Street Corridor is the leading candidate for the location of the beltway given that it was the location identified in the Metropolitan Transportation Plan and that it serves the City of Lincoln.

It is also likely that if 66th Street is chosen as the preferred beltway location, additional right of way along 80th Street would still be needed at some point in the future to enable 80th Street to serve as an arterial roadway. This would typically require 100-150 feet of right of way.

Also bear in mind that this study will try to be responsive to long term needs on Bismarck's east side. Some of the plans that are developed may not be implemented for many years. If you have further questions, please feel free to contact us at your convenience.

From: Ernst, Christopher [mailto:ChErnst@Ashleyfurniture.com]
Sent: Tuesday, November 20, 2007 8:35 PM
To: Steve Windish
Subject:

I was wondering if you are leaning more on 66th or 80th for the proposed beltway? I live in the Pine Meadows sub-division so I am not crazy about the idea of this beltway on 80th. Myself along with a number of others in this sub-division and Apple Meadows to the west built a nice new neighborhoods and we would hate to see our property values go down the tubes with the addition of this beltway right next to our homes. I am unable to attend the meeting on the 28th as I will be out of town for work, my main question is how much if any additional right of way will be needed along 80th next to Pine Meadows? In your traffic studies I would assume that a large part of the problem is the amount of traffic leaving Lincoln in the am and returning in the pm. I believe that 66th would better serve the needs of Lincoln as a direct northern route to the interstate. What sense does it make for Lincoln residents to travel a mile east, than north to gain access to the interstate and travel that mile west again back into town. In past discussions I have heard 66th mentioned and that made sense, why would 80th be a good option as it is 3 miles out of Bismarck?

Thanks for the info,
Chris Ernst
8109 Burr Oak Loop
Bismarck, ND 58501

Steve Windish

From: Ernst, Christopher [ChErnst@Ashleyfurniture.com]
Sent: Tuesday, November 20, 2007 8:35 PM
To: Steve Windish

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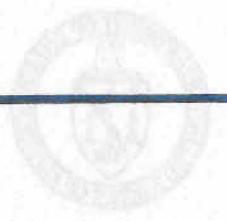
Thanks for the info,
Chris Ernst
8109 Burr Oak Loop
Bismarck, ND 58501

Steve Windish

From: Cedric & Mary Theel [cmtheel@gmail.com]
Sent: Monday, November 19, 2007 8:50 PM
To: Steve Windish

Follow Up Flag: Follow up
Flag Status: Completed

After reading the info and spending more time in the area, I believe there should be 5 lanes all the way on 71st and Centennial. The bypass is needed. cedric theel



[Faint, mirrored text from the reverse side of the page, including phrases like 'As per our telephone conversation on July 2, 2007, we understand that the University Administration Planning Organization is in the process of having a consultant to study creating a new interchange at the intersection of I-94 and US 292 in Howard County, Maryland. This project is also listed in Table 2. Long Range Roadway Projects Year 2011-2020' and 'Western Area Power Administration owns and operates a communication site located in the Northwest Quarter of the Northwest Quarter of Section 28, T 12N, R 12W, Howard County, North Dakota, which is in the vicinity of the proposed interchange mentioned above. Attached is an aerial photograph which shows the location of our communication site.']

[Faint signature and name, possibly 'L. Alan Wood']

RECEIVED
NOV 20 2007
UNIVERSITY OF MARYLAND
PACIFIC MD

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Department of Energy
Western Area Power Administration
North Dakota Maintenance Office
P.O. Box 1173
Bismarck, ND 58502-1173

JUL -2 2007

Mr. Steve Saunders
Bismarck-Mandan
Metropolitan Planning Organization
P.O. Box 5503
Bismarck, ND 58506

Dear Mr. Saunders:

As per our telephone conversation on July 2, 2007, we understand that the Bismarck-Mandan Metropolitan Planning Organization is in the process of hiring a consulting to study creating a new interchange at the intersection of I-94 and 66th Street in Bismarck, North Dakota, just east of the Bismarck landfill. This project is also listed in Table 2, Long Range Roadway Projects Years 2011-2030.

Western Area Power Administration owns and operates a communication site located in the Northwest Quarter of the Northwest Quarter of Section 29, T.139N. R.79W, Burleigh County, North Dakota, which is in the vicinity of the proposed interchange mentioned above. Enclosed is an aerial photograph which shows the location of our communication site.

We are planning to upgrade our communication site and would like to know what impact, if any, the proposed interchange may have on our site. Please provide us with information regarding this project as it becomes available. If you have any questions please call me at (701) 221-4500.

Sincerely,

A handwritten signature in black ink that reads "L. Alan Wood".

L. Alan Wood
Realty Specialist

Enclosure

cc:
Mr. Steve Grabill
Ulteig Engineers, Inc.
3350 38th Avenue South
Fargo, ND 58104-7079

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JUL 05 2007

ULTEIG ENGINEERS
FARGO, ND



ASSUMED NW COR SEC 29

Bismarck Repeater

BEG. AT NW COR SEC. 29,
T139N, R79W, THENCE EAST
500'; THENCE SOUTH 500';
THENCE WEST 500'; THENCE
NORTH 500' TO THE P.O.B.

WAPA-BISMARCK
REPEATER SITED

BS-JT1 230KV



Appendix 7
Commission Status Reports

January, 2009
Report 5

Regional North-South Beltway Corridor Study Bismarck – Lincoln – Burleigh Status Report

Special Interest:

- The final commission updates will be completed in January. Adoption meetings will follow.
- Ulteig continues to update the TAC and Policy Board monthly.
- Prior Status Reports:
January 2008
February 2008
April 2008
August 2008

Inside This Issue:

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What's been done –
January update

Commission Food For
Thought

Major Comments
Received at Public Input
Meeting No. 3

What's Next?

Upcoming Events:

- 3rd Commission Update
Meeting – January 2009

Provided by: *Ulteig Engineers*

In Every Issue

The Bismarck-Mandan Metropolitan Planning Organization (MPO) initiated the Regional North-South Beltway Corridor Study on August 22, 2007. This study, scheduled to be completed by April 1, 2009, has the following objectives:

- To investigate the justification for the beltway corridors
- To select optimum alignments for the north-south beltway corridors
- To identify potential impacts and associated mitigation strategies
- To facilitate stakeholder and decision maker involvement
- To secure jurisdictional acceptance of preferred alternatives and implementation strategies.

Ulteig Engineers, as the MPO's consultant, will be providing updates to keep you informed of the Study's progress throughout the course of the Study.

We have appeared before you on two occasions to discuss key project activities at strategic times in the Study process. The January appearance will be the final opportunity for your input prior to the adoption meetings.

What's Been Done?

Through December 31, 2008

In November, Ulteig made the draft Report available to the public for review. The project website was also updated.

The third set of public input meetings was conducted in December. The Bismarck/Lincoln/Burleigh County meeting was held on Dec. 3. Approximately 78 people attended the input meeting to provide their comments and insights on the preferred alignment alternative and the draft Report.

Commission Food For Thought

We are fast approaching the meetings that will seek adoption of the Report. Staff has asked that in addition to the Report, a Decisions Document be prepared to more strongly reinforce the positions of the governing bodies.

Ulteig will be appearing before planning commissions and elected bodies through the month of April seeking adoption of the Report. Elected official meetings will be held as public hearings.

The adopted Report and Decisions Document will serve as tools for planning commissions and staff to respond to development as it occurs.

Future planning will likely be needed in the future to solidify the beltway alignment in certain locations. Planning for a new I-94 Interchange east of Bismarck will also require further study and cooperation between the City and County.

Draft Decisions Documents are being distributed with this newsletter for discussion purposes only.

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Carl Hokenstad
Jon Mill/Marcus Hall
Chuck Morman
Glenn Christmann
Paul Benning/Stacy Hanson
Kevin Levi
Chuck Peterson
Steve Saunders
Ben Ehreth
Steve Grabill
Steve Windish

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Major Comments Received at Public Input Meeting No. 3:

The draft Report calls for selection of the 71st Avenue, 66th Street and 48th Avenue South corridors for the proposed beltway (See Map below). An interchange is proposed for the 66th Street intersection along I-94.

A number of the comments received from the public are listed as follows:

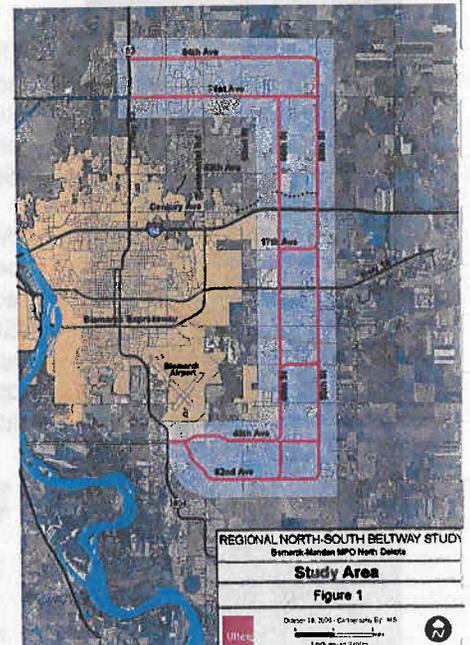
- Concerned about the term "beltway", and the ultimate 5-lane section.
- Environmental issues may arise when crossing the Apple Creek and Missouri River.
- Suggested the area should have been zoned differently from the start.
- Disapproval of a 55 mph, 5-lane roadway, want a 35 mph, 3-lane roadway at the most.
- What are the plans for the 71st and Centennial Road intersection?
- What will the slopes be in areas where terrain may be difficult?
- North of Lincoln on 66th is residential. South of Lincoln on 66th and 48th is residential. How can a reduced speed make this alternative quicker? The beltway should be moved further out.
- If the road develops into a 5-lane section, will there be more changes to access?
- Is there any plan for a retaining wall or barrier?
- The recently reconstructed intersection of 66th and 71st is dangerous.
- Can't imagine that growth of the area will be as much as predicted.
- Is there room for Lincoln to grow that much?
- How will property owners on the 71st diagonal be compensated?
- If 71st traffic does not increase, why construct the improvements?
- Why not leave the curve at 71st and Centennial to carry truck traffic?

- Who is this going to serve? This will increase the truck traffic in residential areas and won't get residents to work any quicker.
- What is the current percentage of trucks? How much will traffic increase?
- What is proposed for yards backing the beltway?
- Lincoln has 2500 residents who need access to the north, and a connection to the interstate.
- Lincoln residents are concerned about speed.

What's Next?

Ulteig will update the elected bodies on project status through the month of January. Following that, we will incorporate remaining comments into the final Report and schedule meetings with the planning commissions for final review.

Once the planning commissions have responded to the final Report, Ulteig will appear before each governing body to seek responses to the Decisions Document and acceptance of the final Report.



January, 2009
Report 5

Regional North-South Beltway Corridor Study

Mandan – Morton

Status Report

Special Interest:

- The final commission updates will be completed in January. Adoption meetings will follow.
- Ulteig continues to update the TAC and Policy Board monthly.
- Prior Status Reports:
January 2008
February 2008
April 2008
August 2008

Inside This Issue:

Steering Committee Members

What's been done – January Update

Commission Food For Thought

Major Comments Received at Public Input Meeting No. 3

What's Next?

Upcoming Events:

- 3rd Commission Update Meeting – January 2009

Provided by: Ulteig Engineers

In Every Issue

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- To facilitate stakeholder and decision maker involvement
- To secure jurisdictional acceptance of preferred alternatives and implementation strategies.

Ulteig Engineers, as the MPO's consultant, will be providing monthly updates to keep you informed of the study's progress throughout the course of the study.

We have appeared before you on two occasions to discuss key project activities at strategic times in the Study process. The January appearance will be the final opportunity for your input prior to the adoption meetings.

What's Been Done?

Through December 31, 2008

In November, Ulteig made the draft Report available to the public for review. The project website was also updated.

The third set of public input meetings was conducted in December. The Mandan / Morton County meeting was held on Dec. 4. Approximately 28 people attended the input meeting to provide their comments and insight on the preferred alignment alternative and the draft Report.

Commission Food For Thought

We are fast approaching the meetings that will seek adoption of the Report. Staff has asked that in addition to the Report, a Decisions Document be prepared to more strongly reinforce the positions of the governing bodies.

Ulteig will be appearing before planning commissions and elected bodies through the month of April seeking adoption of the Report. Elected official meetings will be held as public hearings.

The adopted Report and Decisions Document will serve as tools for planning commissions and staff to respond to development as it occurs.

Further planning will likely be needed in the future to solidify the beltway alignment in certain locations. Planning for a new I-94 Interchange west of Mandan will also require further study and cooperation between the City and County.

Draft Decisions Documents are being distributed with this newsletter for discussion purposes only.

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Ulteig

Major Comments Received at Public Input Meeting No. 3:

The draft Report calls for preservation of the 24th Avenue corridor as shown in alignments 2, 2A, 2B and 3A on the map below. Selection of the other studied routes was not recommended.

Minimal feedback was received in opposition to the proposed Morton County alignments. Some site specific concerns were raised, many of which would need to be addressed during platting and development, or during design and construction.

Some questioned the need for the corridors or the justification for spending money on the corridors. It was clearly stated that for the most part, the existing roadway system will serve the region for many years without construction of the proposed beltway.

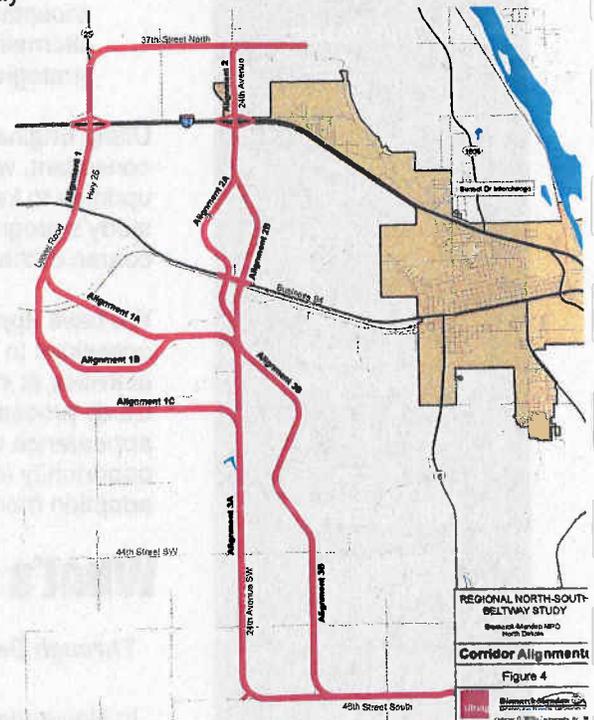
Discussion centered on the corridor preservation benefits of identifying corridor locations now. These will allow the County and City to respond to development proposals without damaging the ability for a good roadway facility to be built in the future.

The ultimate goal for beltway development is to identify safe, high mobility alignments that attempt to minimize impacts to adjacent property. Cost associated with the alternatives will limit the ability to implement solutions in the near future.

What's Next?

Ulteig will update the elected bodies on project status through the month of January. Following that, we will incorporate remaining comments into the final Report and schedule meetings with the planning commissions for final review.

Once the planning commissions have responded to the final Report, Ulteig will appear before each governing body to seek responses to the Decisions Document and acceptance of the final Report.



August, 2008

Report 4

Regional North-South Beltway Corridor Study Bismarck – Lincoln – Burleigh Status Report

Provided by: *Ulteig Engineers*

In Every Issue

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- To secure jurisdictional acceptance of preferred alternatives and implementation strategies.

Ulteig Engineers, as the MPO's consultant, will be providing updates to keep you informed of the Study's progress throughout the course of the Study.

We also will appear before you on three occasions to discuss key project activities at strategic times in the Study process.

What's Been Done?

Through August 30, 2008

In June, Ulteig conducted the second of three face-to-face meetings with the commissions to update them on the status of the study.

The second public input meeting for Bismarck, Lincoln, & Burleigh County was held on July 17, 2008. Approximately 72 people attended the meeting to provide their comments and insights on the preliminary preferred alignment alternative for the proposed beltway.

Commission Food For Thought

What is the definition of a beltway?

What is the definition of a beltway? A beltway is a major, usually limited access road that follows a circular route around a city, town, or some other entity.

Our proposed beltway is not similar to an I-494 or I-694 beltway. The following attributes have been identified for the North-South regional beltway and are very similar to design attributes for a Major Arterial:

- 20 Year Traffic – 3 lane section
- Future Speed – 35 to 55 mph
- Local Access – Accommodated
- Railroad Crossings – Overpass

The primary difference between a beltway corridor and any other major arterial is the beltway will be a strong indicator of where the next I-94 interchange will be located east of Bismarck.

One question that may still remain: Is there a possibility of another Beltway further out? Current efforts with the Long Range Transportation Plan should strive to answer this question.

Special Interest:

The second of three commission updates was completed in June.

Ulteig continues to update the TAG and Policy Board monthly.

Prior Status Reports:
January 2008
February 2008
April 2008

Inside This Issue:

Steering Committee Members

What's been done – August update

Commission Food For Thought

Major Comments Received at Public Input Meeting No. 2

What's Next

Upcoming Events:

• Draft Study Submittal - October 2008

• 3rd Set of Public Meetings - December 2008

• 3rd Commission Update Meeting – December 2008

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Major Comments Received at Public Input Meeting No. 2:

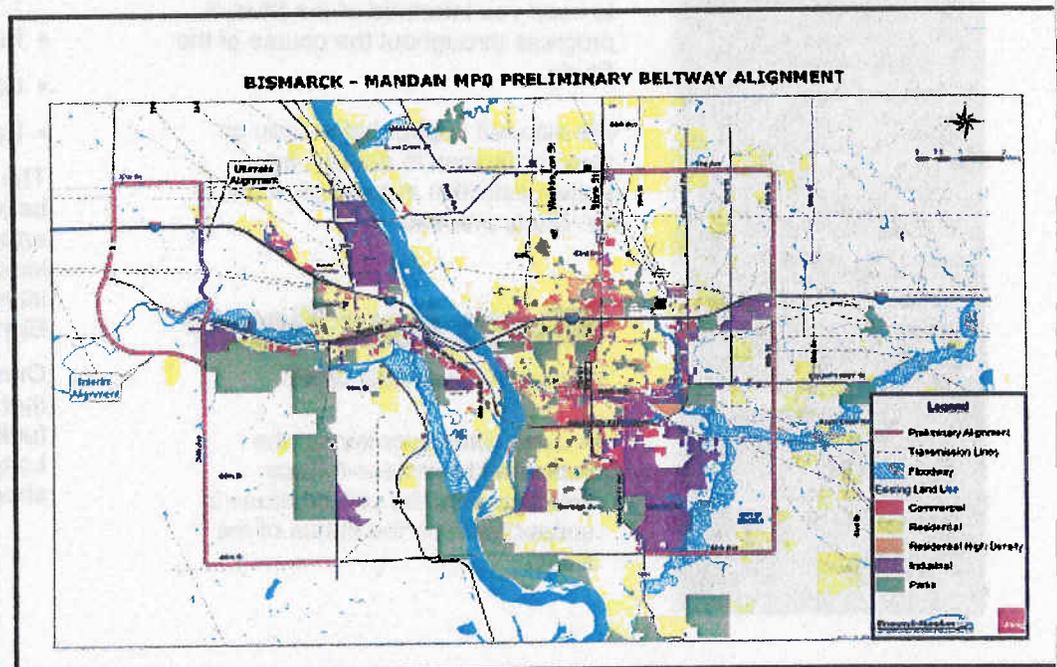
- Why are you not using 84th? According to the comparison matrix it looks like a preferred alternative.
- Progress is coming, let's prepare for it.
- Traffic is already increasing on these routes and we were told that this improvement was going to happen. I agree that something is needed.
- The proposed beltway would make it very tough to sell my property. It is too late for a beltway along 66th Avenue around Lincoln.
- People are moving and building new homes on the south side of 48th. Are you going to take our backyard or move a new house on the south side to make room for the beltway?
- Is the Airport going to expand and take out Lincoln Road?
- What will happen with the commerce center, Semi-trucks will be using the north part of the beltway?
- At your last meeting it was said that truck traffic will also be using the south side of the beltway.
- Once the connection is made with 71st all the trucks will use the beltway to go through to Interstate.
- Trees have no affect on the noise level if traffic increases. What can you possibly do about noise if the volume of traffic increases?
- Is this going to be an I-494 or I-694? How are we going to improve traffic around our neighborhood?

- Why were we allowed to buy property along a corridor with 150 foot right-of-way if the plan was in the works to build a beltway that required more right-of-way?
- There are 100 trucks a day that come through on 71st Ave. The number of trucks will only increase once the beltway is connected to interstate.
- Is a beltway totally different than another road? There are a lot of people that will be affected.
- This is the first I have heard of it. How will taxes be affected? How will access to properties be determined?
- It is too late for this area. You should move the beltway further out.
- Speed and Safety of the beltway would increase if the corridor was zoned different.

What's Next?

Ulteig will continue to analyze impacts, to consider input that has been received, and to prepare the draft Report. The draft Report is scheduled to be submitted in October 2008.

The next public input meeting and commission updates are scheduled for December 2008. Below is a current Beltway map with the preliminary beltway alignments highlighted.



August, 2008

Report 4

Regional North-South Beltway Corridor Study

Mandan – Morton

Status Report

Special Interest:

The second of three commission updates was completed in June.

Ulteig continues to update the TAC and Policy Board monthly.

Prior Status Reports:
January 2008
February 2008
April 2008

Inside This Issue:

Steering Committee Members

What's been done – August Update

Commission Food For Thought

Major Comments Received at Public Input Meeting No. 2

What's Next?

Inside This Issue:

Draft Study Submittal – October 2008

3rd Set of Public Meetings – December 2008

3rd Commission Update Meeting – December 2008

Provided by: *Ulteig Engineers*

In Every Issue

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Ulteig Engineers, as the MPO's consultant, will be providing monthly updates to keep you informed of the study's progress throughout the course of the study.

We also will appear before you on three occasions to discuss key project activities at strategic times in the Study process.

What's Been Done?

Through August 30, 2008

In June, Ulteig conducted the second of three face-to-face meetings with the commissions to update them on the status of the study.

The second set of public input meetings was conducted in July. The Mandan, Morton County meeting was held on July 16th. Approximately 22 people attended the input meeting to provide their comments and insight on the preferred alignment alternative for the proposed beltway.

Commission Food For Thought

One of the questions we are trying to answer is "When will a new interchange for I-94 be justified between ND Highway 25 and Sunset Drive?"

This is a complex question to answer. The Federal Highway Administration regulates new access to interstate and has criteria that must be met before new interstate access is granted.

The interchange will not be justified until at least some of the infrastructure and development requiring the interchange is in place.

The challenge for Mandan and Morton County will be to coordinate infrastructure and development activity between Sunset Drive and ND Highway 25 to justify a new interchange onto I-94.

Further planning beyond the scope of this study will be needed to facilitate optimum infrastructure and development activity in this region.

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Steve Windish

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Major Comments Received at Public Input Meeting No. 2:

- What are the dashed lines south of I-94?
- Do you have a larger scale picture of where the west alternative crosses the Heart River?
- When will the funding be available from the federal government?
- Why is the proposed interchange not justified?
- Is the ND Highway 25 route stage one and the 24th Avenue route stage two?
- How do you determine where access roads will be constructed?

One resident informed Ulteig of existing irrigated agricultural land and existing residential property that would be impacted by the proposed interim alignment.

The property was located along the proposed southerly extension of Highway 25. The resident presented a number of possible alignment changes or alternative alignments to the interim beltway to prevent the referenced impacts.

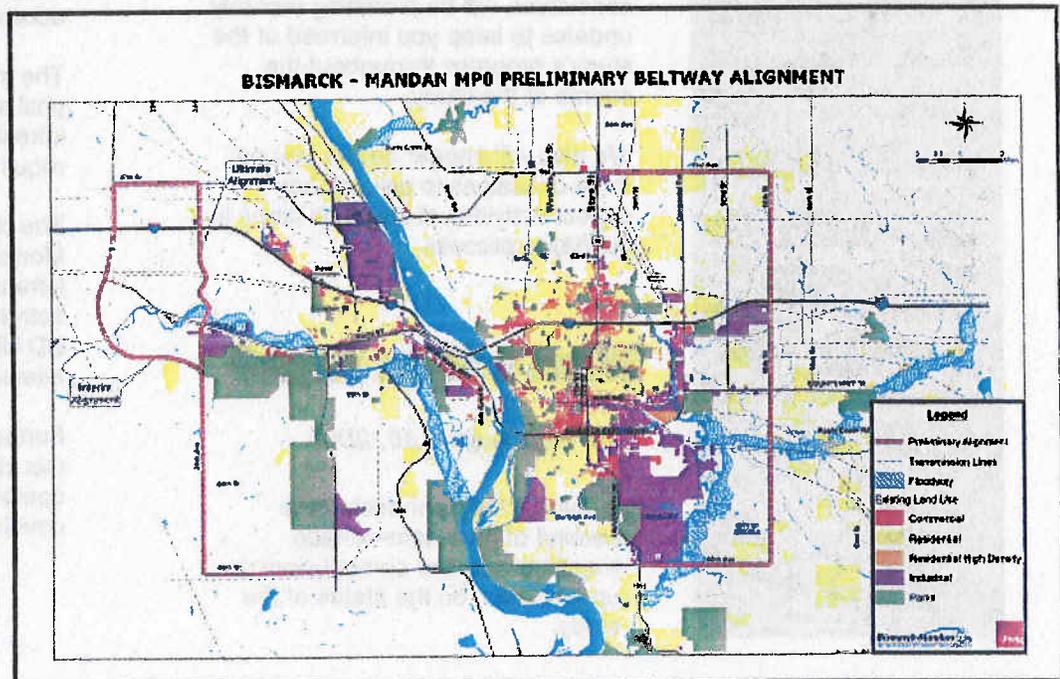
Ulteig has analyzed the proposed alignment changes and will be presenting a modified alignment in the draft Report. The ultimate goal for beltway development is to identify safe, high mobility alignments that attempt to minimize impacts to adjacent property. Cost associated with the alternatives will also be an important gage regarding their long term viability.

What's Next?

Ulteig will continue to analyze impacts, to consider input that has been received, and to prepare the draft Report. The draft Report is scheduled to be submitted in October 2008.

Ulteig is scheduled to meet with the Steering committee once the draft study has been completed. Ulteig will also update both the Technical Advisory Committee and the Policy Board in October 2008 when the draft study is complete.

The next public input meeting and commission updates are scheduled for December 2008. Below is a current Beltway map with the preliminary beltway alignments highlighted.



April, 2008
Report 3

Regional North-South Beltway Corridor Study Bismarck – Lincoln – Burleigh Status Report

Special Interest:

The first of three
commission
updates was
completed in
January.

Ulteig has
updated the
TAC and Policy
Board monthly.

Prior Status
Reports:
January 2008
February 2008

Inside This Issue:

Steering
Committee Members

What's been done
March update

Commission Food
Thought

Steering Committee
makes Preliminary
Selection of Beltway
Route

What's Next

Provided by: Ulteig Engineers

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Ulteig Engineers, as the MPO's consultant, will be providing monthly updates to keep you informed of the Study's progress throughout the course of the Study.

We also will appear before you on three occasions to discuss key project activities at strategic times in the Study process.

Upcoming Events:

- TAC and Policy Board Updates -
Month of April 2008

What's Been Done?

Through November 30, 2008

Through the month of November, Ulteig Engineers conducted two Public Input Meetings: one for Mandan and Morton County and one in conjunction with URS for Bismarck, Lincoln and Burleigh County.

Through February & March, 2008

Ulteig updated the TAC and the Policy Board on the status of the study. Ulteig also met with the steering committee to redefine study corridors.

Commission Food For Thought

Some citizens have voiced concerns regarding impacts that may result from future interchanges at 66th Street and at US Highway 83.

The 66th Street, 80th Street, 84th Avenue, and 71st Avenue corridors will all eventually become arterial roadways as the metro area continues to grow.

It will be important to explain to area residents that beltway or not, these corridors will need to be preserved with adequate right of way to enable reconstruction as traffic carrying arterial corridors.

Steering Committee makes Preliminary Selection of Beltway Route

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BURLEIGH COUNTY BELTWAY ROUTE COMPARISON MATRIX

EVALUATION CRITERIA	EAST LEG		NORTH LEG		SOUTH LEG	
	65 th Street	66 th Street	64 th Ave	71 st Ave	48 th Ave	62 nd Ave
Cost / Environmental						
Waterway Crossings		No Difference				
Floodplain		No Difference	No Difference		No Difference	
LF of Wetlands Crossed			No Difference		No Difference	
LF of Floodplain Crossed			No Difference			
Existing Ground Profile						X
Operational						
Feasible Posted Speed Limit						No Difference
Number of Access Points						No Difference
Early Interchange Justification						No Difference
Traffic Relief from US 83 & Centennial Rd				No Difference		No Difference
Connection to City of Lincoln			NA	NA		
Connectivity to 1804		NA				No Difference

KEY

√ = Better Alternative

X = Fatal Flaw

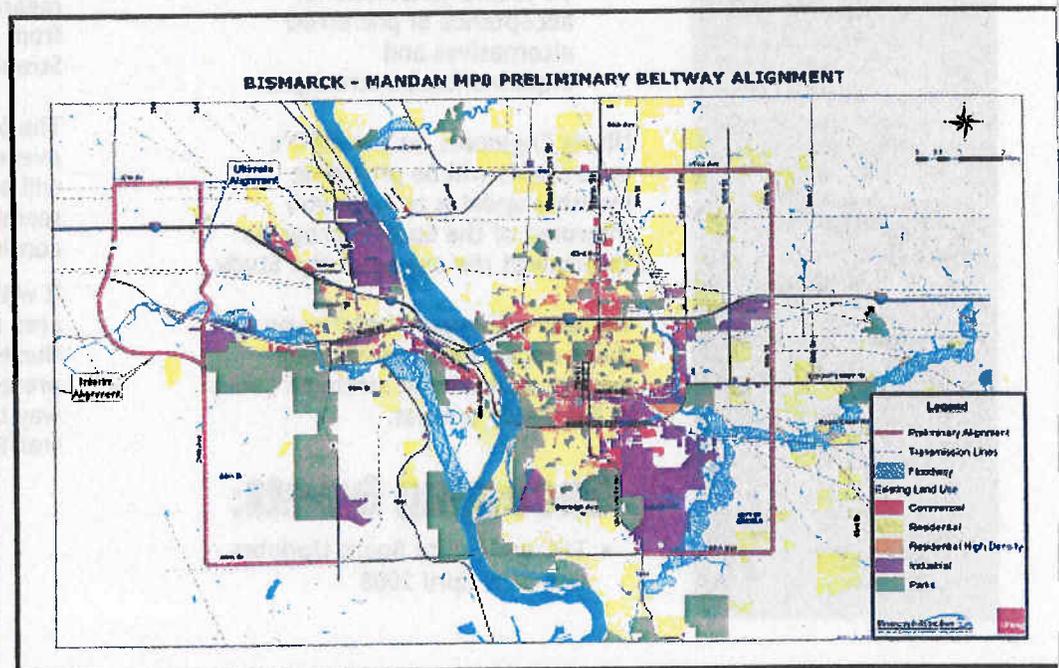
Recommended Alignment Alternatives: 66th Street, 71st Avenue, & 48th Avenue

The steering committee used the above comparison matrix to evaluate different corridor options. After much discussion, a decision was made to continue with analysis of one preliminary beltway alignment along 71st Ave. N., 66th Street, & 48th Ave. S. The following table compares the primary differences between a beltway and an arterial corridor:

BELTWAY vs ARTERIAL DESIGN FEATURES		
Design Feature	Beltway	Arterial
Design Speed (mph)	65	45
Desired Access Spacing (ft.)	1320	860
Optimum Right-of-Way (ft.)	200	150

What's Next?

Further analysis will investigate right of way impacts; access management, design speed, beltway geometrics, beltway surfacing, and construction cost for the preliminary beltway alignment. Issues will need to be identified in order to prevent major design or construction problems in the future. Below is an updated Beltway map with the preliminary beltway alignments highlighted. The next public process is scheduled for June 2008.



April, 2008
Report 3

Regional North-South Beltway Corridor Study

Mandan – Morton

Status Report

Special Interest:

- The first of three commission updates was completed in January.
- Ulteig has updated the TAC and Policy Board monthly.
- Prior Status Reports: January 2008 February 2008

Inside This Issue:

Steering Committee Members

What's been done - March update

Commission Food For Thought

Steering Committee makes Preliminary Selection of Beltway Route

What's Next?

Provided by: *Ulteig Engineers*

In Every Issue

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Ulteig Engineers, as the MPO's consultant, will be providing monthly updates to keep you informed of the Study's progress throughout the course of the Study.

We also will appear before you on three occasions to discuss key project activities at strategic times in the Study process.

Upcoming Events:

- TAC and Policy Board Updates - Month of April 2008

What's Been Done?

Through November 30, 2008

Through the month of November, Ulteig Engineers conducted two Public Input Meetings: one for Mandan and Morton County and one in conjunction with URS for Bismarck, Lincoln and Burleigh County.

Through February & March, 2008

Ulteig updated the TAC and the Policy Board on the status of the study. Ulteig also, met with the steering committee to redefine study corridors.

Commission Food For Thought

Two issues were identified on the Mandan/Morton County side of the beltway during the decision making process: the slope stability along the preliminary route and the best location to cross both the Burlington Northern Santa Fe Railroad and the Heart River.

The preliminary alignments for both an interim and ultimate beltway have been identified. Therefore; it will be important to explain to area residents that both the interim beltway alignment and the ultimate beltway alignment corridors will need to be preserved with adequate right of way to facilitate future beltway construction.

Steering Committee makes Preliminary Selection of Beltway Route

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Carl Hokenstad
Jon Mill
Chuck Morman
Glenn Christmann
Paul Benning
Kevin Levi
Chuck Peterson
Steve Saunders
Ben Ehreth
Steve Grabill
Steve Windish

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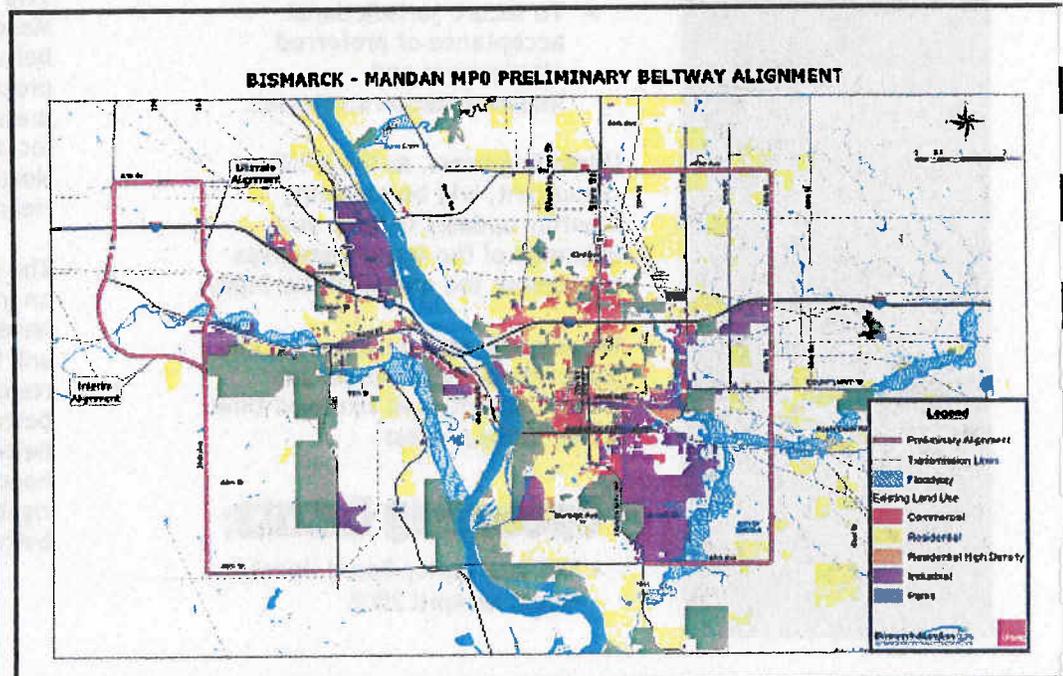
MORTON COUNTY BELTWAY ROUTE COMPARISON MATRIX				
EVALUATION CRITERIA	WEST LEG		NORTH LEG	SOUTH LEG
	24 th Avenue	ND #25/24 th Avenue	37 th Street	46 th Street
Cost / Environmental				
Waterway Crossings	No Difference		Route	Route
Flooding	No Difference			
LF of Wetlands Crossed				
LF of Floodplain Crossed				
Existing Ground Profile				
Operational				
Feasible Posted Speed Limit	No Difference		No Alternative	No Alternative
Number of Access Points				
Early Development Opportunities				
Existing Interchange @ I-94				
Traffic Relief from Sunset Drive & 1806				
Slope Stability Issues				
KEY ✓ = Better Alternative X = Fatal Flaw Recommended Alignment Alternatives: 37 th Street, 24 th Avenue & 46 th Street				

The steering committee was presented the above comparison matrix to evaluate the study criteria between the different corridor options. After much discussion, a decision was made to continue with the analysis of two preliminary alignments; an interim alignment, and an ultimate alignment. The interim alignment would follow 37th St., ND Hwy 25, 24th Ave., and 46th St. and the ultimate alignment would follow 24th Ave, and 46th St. (See graphic below).

What's Next?

Further analysis will investigate right of way impacts, access management, design speed, beltway geometrics, beltway surfacing, and construction cost.

Issues will need to be identified, in order to prevent major design or construction problems in the future. Below is an updated Beltway map with both the interim and ultimate preliminary beltway alignments highlighted. The next public process is scheduled for June 2008.



December, 2007

Report 2

Regional North-South Beltway Corridor Study Bismarck – Lincoln – Burleigh Status Report

Special Interest:

- The first set of public input meetings were held on November 27th and November 29th.
- Over the course of the Study, 3 presentations will be made to each elected body

Inside This Issue:

Steering Committee Members

What's been done – November update

Major Comments Received at Input Meeting

Commission Food For Thought

Provided by: *Ulteig Engineers*

In Every Issue

The Bismarck-Mandan Metropolitan Planning Organization (MPO) initiated the Regional North-South Beltway Corridor Study on August 22, 2007. This study, scheduled to be completed by April 1, 2009, has the following objectives:

- To establish the justification for the beltway corridors
- To select the short and long range optimum alignments for the north-south beltway corridors
- To identify potential impacts and associated mitigation strategies
- To facilitate stakeholder and decision maker involvement
- To secure jurisdictional acceptance of preferred alternatives and implementation strategies.

Ulteig Engineers, as the MPO's consultant, will be providing monthly updates to keep you informed of the Study's progress throughout the course of the Study.

We also will appear before you on three occasions to discuss key project activities at strategic times in the Study process.

What's Been Done?

Through October 31, 2007

Through the month of October, Ulteig Engineers worked with data provided by the Advanced Traffic Data Center (ATAC) to prepare traffic projections analyzing conditions both with and without the proposed beltway corridors.

Through November 30, 2007

Through the month of November, Ulteig Engineers conducted two Public Input Meetings: one for Mandan and Morton County and one in conjunction with URS for Bismarck, Lincoln and Burleigh County. These meetings were the first of a series of four (4) public meeting sets intended to receive public input and build local support.

Approximately forty-six (46) property owners and business representatives were in attendance for the Mandan/Morton meeting and two hundred six (206) property owners and business representatives were in attendance for the Bismarck/Lincoln/Burleigh meeting.

Upcoming Events:

- Elected Body Presentation (Set 1) - Month of January 2008
- TAC and Policy Board Updates - Month of February 2008

Ulteig Engineers

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Bismarck, ND 58504

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Fax:
701.224.1163

Contact Person:
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Project Manager

Phone:
701.355.2333

E-mail:
Steve.Windish@ulteig.com

Project Website:
www.nscorridors.ulteig.biz

Steering Committee Members:

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Tom Little
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Glenn Christmann
Paul Benning
Chuck Peterson
Steve Saunders
Ben Ehreth
Steve Grabill
Steve Windish

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Major Comments Received at Public Input Meeting:

- Why 71st Ave for north leg?
- Why 48th Ave for south leg?
- Gibbs Township prefers 80th Street Alt.
- City of Lincoln prefers 66th Street Alt.
- Potential flooding issues on 80th Street at Apple Creek Road & Highway 10.
- Has 93rd Street been considered?
- Has existing infrastructure been considered (i.e. bridges, roads)?
- Was existing development considered?
- Has the footprint for the beltway components been decided?
- Timeline for the beltway?
- What are the typical right-of-way and setback requirements?
- How will the beltway be paid for?
- Will the beltway affect taxes?
- Will property owners receive fair compensation for impacts?
- Will the beltway become a Federal or State highway and will that affect access management?
- What development needs to take place before beltway is constructed?

Commission Food For Thought

The first public input meeting was completed on November 29th, 2007 in Bismarck. The meeting was conducted in coordination with URS's input meeting on the 71st Avenue/Centennial Road Corridor Study. Direct mailings were sent to area land owners.

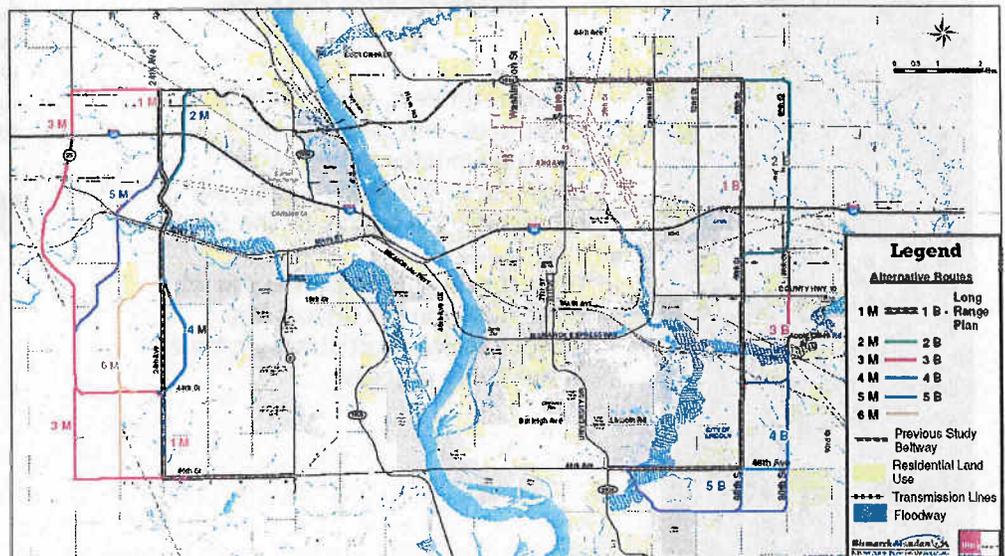
The meeting was intended to present preliminary information on beltway and interchange justification and to seek input on issues pertaining to the broad array of alignment alternatives that were identified by Ulteig and the Steering Committee.

Strong opinions abound regarding the alternative locations for the beltway corridor. The greatest concern seemed to be over which corridor to use as the east leg of the beltway; 66th St. or 80th St? The general public seems to be split. Whichever alternative moves forward will likely receive opposition.

One upcoming effort will be to compare the trade-offs between different alternatives. The information obtained will help your decision making process.

Both 66th Street and 80th Street will eventually become arterial roadways as the metro area continues to grow. Choice of the next interchange location is an important factor in determining which corridor should serve as the beltway facility.

BISMARCK - MANDAN MPO BELTWAY EXISTING CONDITIONS



December, 2007
Report 2

Regional North-South Beltway Corridor Study Mandan – Morton Status Report

Provided by: *Ulteig Engineers*

Special Interest:

The first set of public input meetings were held on

November 27th and November 29th

- Over the course of the Study, 3 presentations will be made to each elected body

Inside This Issue:

Steering Committee Members

What's been done November update

Major Comments Received at Input Meeting

Commission Food For Thought

In Every Issue

The Bismarck-Mandan Metropolitan Planning Organization (MPO) initiated the Regional North-South Beltway Corridor Study on August 22, 2007. This study, scheduled to be completed by April 1, 2009, has the following objectives:

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- To identify potential impacts and associated mitigation strategies
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- To secure jurisdictional acceptance of preferred alternatives and implementation strategies.

Ulteig Engineers, as the MPO's consultant, will be providing monthly updates to keep you informed of the Study's progress throughout the course of the Study.

We also will appear before you on three occasions to discuss key project activities at strategic times in the Study process.

What's Been Done?

Through October 31, 2007

Through the month of October, Ulteig Engineers worked with data provided by the Advanced Traffic Data Center (ATAC) to prepare traffic projections analyzing conditions both with and without the proposed beltway corridors.

Through November 30, 2007

Through the month of November, Ulteig Engineers conducted two Public Input Meetings: one for Mandan and Morton County and one in conjunction with URS for Bismarck, Lincoln and Burleigh County. These meetings were the first of a series of four (4) public meeting sets intended to receive public input and build local support.

Approximately forty-six (46) property owners and business representatives were in attendance for the Mandan/Morton meeting and two hundred six (206) property owners and business representatives were in attendance for the Bismarck/Lincoln/Burleigh meeting.

Upcoming Events:

- Elected Body Presentations (Set 1) - Month of January 2008
- TAC and Policy Board Updates - Month of February 2008

Ulteig Engineers

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E-mail:
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Project Website:
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Steve Windish

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Major Comments Received at Public Input Meeting:

- Timeline for the beltway?
- At what speed will the beltway operate?
- Is the beltway going to be a Highway or a City Street?
- How will the beltway be paid for?
- Timeline for proposed interchange and underpass?
- When will right-of-way be purchased for the beltway?
- Who should we contact to find out about proposed right-of-way impacts?
- Distance between Sunset Drive interchange and proposed new interchange at 24th Ave?
- How will additional access be provided to property between Sunset Drive and 24th Ave?
- Slope stability issues exist along the routes between I-94 and Highway 10.
- New transmission line running along east side of 24th Ave from south end of Section 18 north to 37th Street.

Commission Food For Thought

The first public meeting was completed on November 27th, 2007 in Mandan. Direct mailings were sent to area land owners

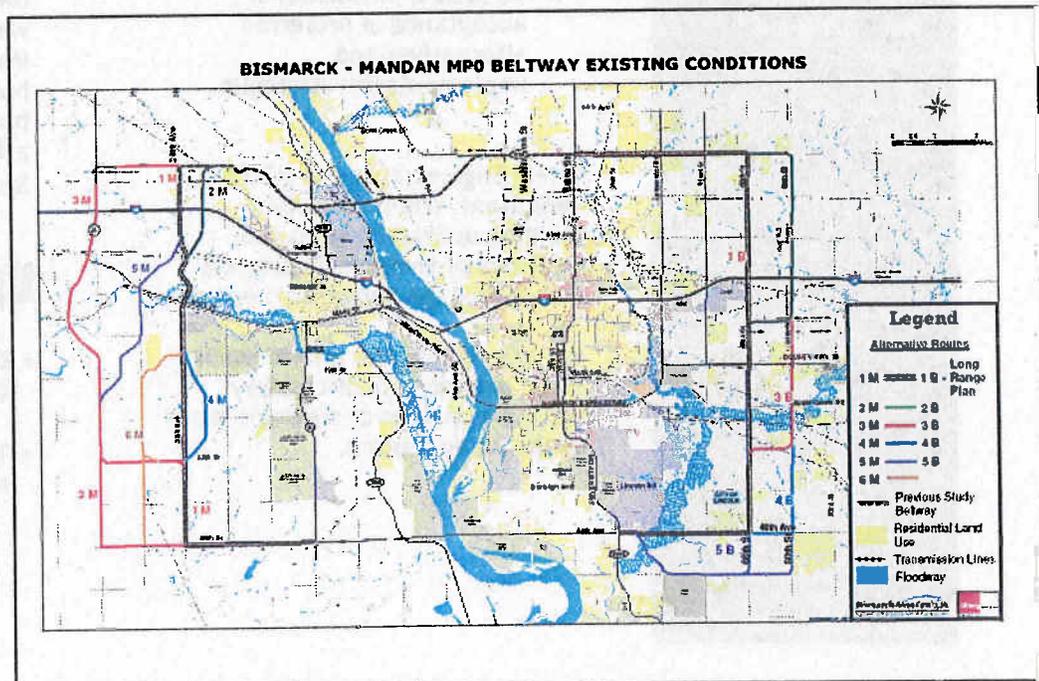
The public meeting was intended to present preliminary information on beltway and interchange justification and to seek input on issues pertaining to the alignment alternatives identified by Ulteig and the Steering Committee.

It was interesting to note that some of the discussion related to the Northern Bridge Corridor study.

Very little opposition was raised over the different alignment alternatives. This may indicate that some key residents were not in attendance.

One up-coming effort will be to compare the trade-offs between different alternatives. We will use this to evaluate the advantages and disadvantages of all the alternatives. The information obtained will help your decision making process.

One important concern was raised indicating that some slope stability issues exist along the alternative routes between I-94 and Highway 10. These stability issues will be addressed later in the study process.



November, 2007
Report 1

Regional North-South Beltway Corridor Study Status Report

Provided by: Ulteig Engineers

Special Interest:

- This is the 1st of planned periodic status reports
- Over the course of the Study, 3 presentations will be made to each elected body.

Inside This Issue:

Steering
Committee Members

Public Meeting
Announcements

Commission Food For
Thought

In Every Issue

The Bismarck-Mandan Metropolitan Planning Organization (MPO) initiated the Regional North-South Beltway Corridor Study on August 22, 2007. This study, scheduled to be completed by April 1, 2009, has the following objectives:

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Ulteig Engineers, as the MPO's consultant, will be providing monthly updates to keep you informed of the Study's progress throughout the course of the Study.

We also will appear before you on three occasions to discuss key project activities at strategic times in the Study process.

What's Been Done?

Through September 30, 2007

To date, a Steering Committee has been assembled to guide and respond to planning efforts undertaken over the course of the Study. The Committee held its first meeting on September 20, 2007. At that meeting the full range of alignment alternatives that should be considered by the Study was discussed. They also considered analysis that should be undertaken to determine the type of implementation that might have future justification.

Through October 31, 2007

Through the month of October, Ulteig Engineers worked with data provided by the Advanced Traffic Data Center (ATAC) to prepare traffic projections analyzing conditions both with and without the proposed beltway corridors.

Public Meeting Announcements

Two public input meetings are scheduled:
Location 1: Mandan High School Auditorium
905 8th Avenue NW, Mandan

Date: Tuesday, November 27, 2007

Time: 6:00 p.m.

Location 2: Century High School Auditorium
1000 East Century Avenue, Bismarck

Date: Thursday, November 29, 2007

Time: 6:00 p.m.

Ulteig Engineers

1412 Basin Avenue
Bismarck, ND 58504

Phone:
701.258.6507

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701.224.1163

Contact Person:
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Steering Committee Members

Mark Berg
Bismarck Traffic Engineer

Carl Hokenstad
Bismarck/Burleigh Planning Director

Jon Mill
Burleigh County Engineer

Tom Little
Mandan City Engineer

Chuck Morman
Morton County Highway Superintendent

Glenn Christmann
City of Lincoln Mayor

Paul Benning
NDDOT

Chuck Peterson
MPO Freight Industry Representative

Steve Saunders
MPO Planner

Ben Ehreth
MPO Planner

Steve Grabill
Ulteig Engineers

Steve Windish
Ulteig Engineers

Commission Food For Thought

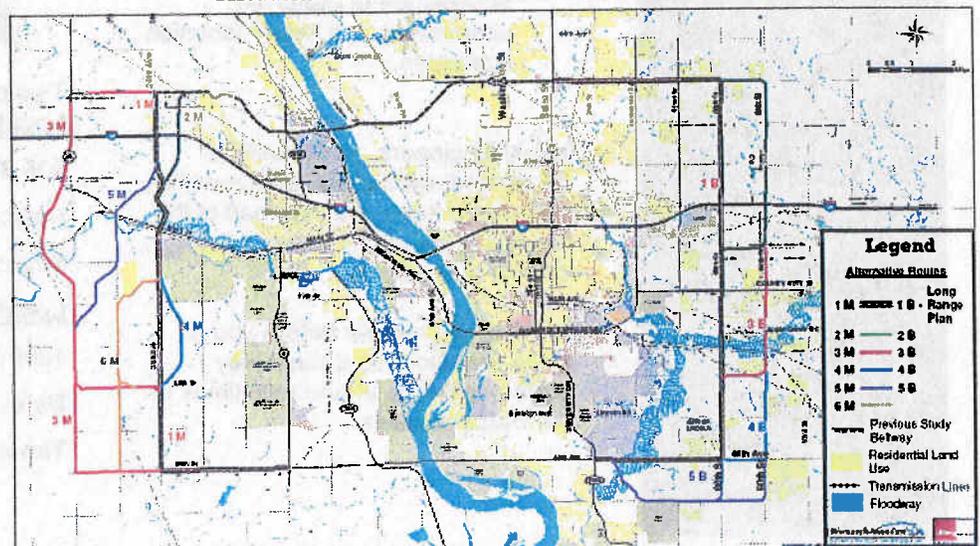
The first set of public input meetings are scheduled to occur on November 27th and November 29th, 2007. The November 29 meeting will also include a presentation by URS on the 71st Avenue/Centennial Road Corridor Study.

These meetings are intended to present preliminary information on beltway and interchange justification and to seek public input on issues pertaining to the broad array of alignment alternatives that exist.

It is important to view this Study from the onset with the end in mind. Our goal is to give each planning commission and elected body a progression of project information over the months. This information will enable them to choose the beltway corridor alignments and future interchange configurations that best serve the future needs of our community.

By keeping informed throughout the Study process, you have an opportunity to weigh in on the Study's direction and recommendations far before it gets to the adoption process.

BISMARCK - MANDAN MPO BELTWAY EXISTING CONDITIONS



Appendix 8
Steering Committee Summaries

PLEASE PRINT

ATTENDANCE ROSTER

SUBJECT Bismarck-Mandan Regional North-South Beltway Corridor Study - Stakeholder Presentation

MEETING LOCATION Bismarck Planning Conference Room

DATE/TIME Wednesday, November 12, 2008 / 10:30 AM - 11:30 AM

Name	Address/Organization	Phone	Email
Steve Strabill	Ulteig Engineers	258-6507	Steve.Strabill@Ulteig.com
Tim Staloch	6650 66th NE	471-5212	staloch.t@exte.net
Bill Delmore	Melsch Law Firm	663-9818	Delmore@MelschLaw.com
Steve Saunders	MPO Office	355-1848	ssaunders@nd.gov
Steve Windish	Ulteig Engineers	258-6507	Steve.Windish@Ulteig.com
BEN ENRETH	BISMARCK-MANDAN MPO	355-1850	bjenreth@nd.gov
Sarah Johnson	Concerned Citizen	391-5326	Suj5650@yuloo.com
Phil C. Cam	6550 Sawenwood way	702-0507	neilcargeo@earthlink.net

ULTEIG ENGINEERS

Bismarck and Fargo, ND
 Detroit Lakes and Minneapolis, MN
 Sioux Falls, SD

AGENDA

Regional North-South Beltway Corridor Study
Bismarck-Mandan
Metropolitan Planning Organization

Project Steering Committee

10:00 AM, November 4, 2008
TRANSIT CONFERENCE ROOM

1. Introductions
2. Review Overall Project Status and Schedule
3. Review and Receive Comments on Draft Report
 - a. Bismarck/Burleigh/Lincoln
 - b. Mandan/Morton
4. Review Public Meeting Advertisement and Notice Letters
5. Discuss Upcoming Public Involvement Efforts
6. Other Business
7. Adjourn

**Meeting Summary
For
Bismarck-Mandan Regional
North South Beltway Corridor Study**

**November 4, 2008
10:00 am**

This constitutes our understanding of items discussed and the decisions reached. In the event that there are any additions or corrections, please contact the undersigned. The attached attendance sheet may be used for contacting parties involved with this project.

1. Introductions

2. Review of Overall Project Status and Schedule

NDDOT Management Presentation - 2:00 pm on November 12th

NDDOT's role – impacts on interstate & us highways, oversee traffic functions, may or may not have ownership – federal funding will be involved

3. Review and Receive Comments on Draft Report

a. General comments

- An appendix will be added which includes public comments & make sure that the report addresses the comments
- Accent the positive things (road will be plowed in winter)
- Rearrange graphics and maps into body of the document
- Page 1 – reword the first bullet at the bottom of the page
- Intersection of 71st and 66th – a matrix of the public comments will be developed following the next public meeting – try to recommend one alignment
- Need to make decisions on the “hot spots”, not revisit study after study – give the commissions enough information to make the decision – tell the commission that the study is expecting a decision – this is the time to reserve right-of-way before additional developments are platted – can't afford to wait and buy out commercial businesses
- Will be adopted at a public hearing – public will have one last opportunity
- Decisions page for each jurisdiction – who gets the first say – who has the first meeting
- Property rights is a big issue right now & the issues are not going away
- Don't want the city to get to the point of congestion with rush hours – need to plan corridors
- 2-lane roadway with turn lanes is the natural evolution
- Need to relate to the timeline – as development continues the roadway needs to develop
- Try to downplay “beltway” – people are comfortable with the small community
- Educational session to shareholders – need to support the commissions
- Don't give too many options to pick from – everyone will have different opinions – facilitate yes or no responses
- Recommend the diagonal and acquire the property
- Page 23- Explain why can't 84th Avenue be used – it looks like the better alternative – fatal flaw – 84th Avenue cannot be continued because of topography, residences,

golf course – expand on the comparisons – make matrix bigger and put matrix map right behind it

b. Bismarck/Burleigh/Lincoln

- Page 2 – will there be higher density in some sections?
- 71st & 66th – The concept of the diagonal route has the least impact presently, but how much will it cost to impact undeveloped land – the houses that are in the corner will probably not be there in 30 years
- Will it be like Centennial Road – started as an intersection, added a curve, now it may be an intersection again

c. Mandan/Morton

- Page 47 – clarification on 1A-1C (interim??)
- CR 139 is actually Business Loop 94
- Don't even talk about crossing BNSF at grade – may not be realistic – they are trying to get rid of them – 20 to 30 trains per day
- Can't ignore 24th Avenue because of the development & economic impacts
- There are no areas to the south that will develop traffic – rough land
- Parallel routes to the Interstate on the south side will help increase traffic – will detour people from using Interstate as a local route
- County 139 to the east – cross the RR at one spot and head south on 24th Avenue
- Grade separation for an interim alignment, too expensive
- 1A,B,C could be considered as fringe roads rather than beltway
- That land will not be developed – it is state and federal land
- Floodways are more serious to the east of 24th Avenue
- May not be able to recommend 2A or 2B until archeological review is done
- 24th Avenue will help Mandan's north-south growth
- Business Loop 94 will be the interim

4. Review Public Meeting Advertisement and Notice Letters

- a. Advertise right after TAC and Policy Board meeting
- b. Graphics are too big to put online – try to break up the report into sections and put on website

5. Discuss Upcoming Public Involvement Efforts

- a. Convey that the beltway will develop as it is needed – with the evolution
- b. Turn lanes on 71st Avenue – no plan – left up to Burleigh County – still waiting on serious (fatal) crashes
- c. Public meetings will be from 5:30 to 7:30
- d. Burleigh County's meeting will be at Bismarck Public Works, December 3
- e. Morton County's meeting will be in the County Commission chambers, December 4

6. Other Business

7. Adjourn



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ATTENDANCE ROSTER

PROJECT Bismarck-Mandan MPO Regional North-South Beltway Corridor Study

MEETING LOCATION Transit Conference Room, Bismarck North Dakota

DATE/TIME Tuesday, November 4, 2008 10:00 AM

Name	Address	Phone	Email
Stacey Hanson	NOOIT Local Govt.	328-4409	shanson@nd.gov
Steve Saunders	City/County Bldgs.	355-1848	ssaunders@nd.gov
Chuck Mammen	Aurora Co	667-3344	cmammen@auroracountynorthdakota.gov
Jon Mill	Burleigh County	221-6870	jmill@nd.gov
Marcus J. Hall	Burleigh County	221-6870	mahall@nd.gov
Chuck Peterson	Jabbers	222-1111	C.Peterson@jabbers.com
MARIE BAKER	ULTEIG ENGINEERS	280-8508	Marie.baker@ulteig.com
Steve Srabill	Ulteig Engineers	280-8533	Steve.Srabill@ulteig.com
Mark A Berg	City of Bismarck	355-1505	maberg@nd.gov

ULTEIG ENGINEERS

Bismarck and Fargo, ND
Detroit Lakes and Minneapolis, MN
Sioux Falls, SD

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Name	Address	Phone	Email
BEN EARETA	Bismarck-Mandan NFD	355-1850	bjehretke@nd.gov
Sarah Baehurst	City of Mandan	667-3225	sbaehurst@cityofmandan.com
Steve Windish	ulteig	258-6507	steve.windish@ulteig.com

**Steering Committee Meeting Summary
Bismarck Mandan MPO
Regional North-South Beltway Corridor Study
June 16, 2008
1:00 p.m.**

Attendees

Steve Saunders and Ben Ehreth, Bismarck-Mandan MPO
Paul Benning and Stacey Hanson, NDDOT
Jon Mill, Burleigh County
Mark Berg, City of Bismarck
Sarah Baehurst, City of Mandan
Sean Johnson, Resident Representative
Steve Windish and Steve Grabill, Ulteig Engineers

Meeting Summary

The meeting was scheduled on short notice to provide technical staff with an additional opportunity to review the current status of alternative development and corridor issues. The meeting was intended to build consensus among technical staff regarding information that would be presented to the general public during the input meetings scheduled for July.

Aerial photography roll plots were displayed and reviewed with the Steering Committee. Comments received included:

1. Quarter mile future access spacing should be completed for the remainder of the corridors. Some of these were in place at the time of the meeting and the remainder needed to be added.
2. Horizontal curves were shown that typically reflected a 55 mph design speed with a 6% super elevation. In one location a 45 mph design speed was used in order to avoid impacts. This was acceptable to the Steering Committee
3. Many typical section alternatives have been considered. The Steering Committee agreed on a rural 5 lane undivided section as the ultimate typical section for the majority of the beltway. A 3 lane undivided section should be presented as a short and intermediate range alternative. A median divided section may be proposed in certain, high access/low speed locations.
4. Anticipated posted speeds should be added to the graphics. These speeds could range from 35mph to 55 mph.
5. Graphics should show an alternative interchange footprint at the US 83/71st Avenue intersection. All interchange and grade separated alternatives should provide a right of way needs footprint. The City of Bismarck would like some of

these provided soon in order to assist them in their responses to development proposals.

6. Burleigh County asked whether a shorter bridge can be used for the 66th Street crossing at Apple Creek. This will be examined.
7. Multiple alternatives were reviewed for the 66th Street/71st Avenue connection. Some of the alternatives were eliminated from further consideration due to the high level of property impacts that would occur.
8. The resident representative raised concerns over whether other corridors should be used as the beltway instead of 66th Street. Information was provided to show comparisons that had been made between 66th Street and 80th Street.

With no further business, the meeting was adjourned at 3:00 p.m.

Respectfully Submitted,

Steve Windish, PE
Ulteig Project Manager

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ATTENDANCE ROSTER

PROJECT Bismarck-Mandan MPO Regional North-South Beltway Corridor Study

MEETING LOCATION Transit Conference Room, Bismarck North Dakota

DATE/TIME Monday, June 16, 2008 1:00 PM

Name	Representing
Steve Spabid	Uteig
Steve Winkish	Uteig Eng
Paul Benning	NDDOT - LOC GOU
Stacey Hanson	NDDOT
Steve Saunders	MPO
BEN ENRETA	BISMARCK-MANDAN MPO
Sarah Baethurst	City of Mandan
Jon Mill	Berkleigh County
Mark A Berg	City of Bismarck
Sean W. Johnson	Neighbors along existing I-29 Beltway ↳ Bismarck Side, SE Station

AGENDA

*Regional North-South Beltway Corridor Study
Bismarck-Mandan
Metropolitan Planning Organization*

Project Steering Committee

**8:30 AM, February 22, 2008
TRANSIT CONFERENCE ROOM**

1. Introductions
2. Review Overall Project Status and Schedule
3. Review Alignment Alternatives
 - a. Bismarck/Burleigh/Lincoln
 - b. Mandan/Morton
4. Select Alignment Alternatives or Consider Further Analysis Needs
5. Discuss Future Public Involvement Efforts
6. Other Business
7. Adjourn

Steering Committee Meeting Summary
Bismarck Mandan MPO
Regional North-South Beltway Corridor Study
February 22, 2008
8:30 a.m.

See attendance roster for those in attendance.

Introductions and General Overview

Steve Grabill reviewed the overall project status and schedule. Today's meeting was scheduled to review analysis and comparison of the alternatives. We are ahead of schedule, but need to sit down and discuss the alternatives. Need to focus on alternatives to study in detail. The public input meetings were very well attended, very good comments, added alternative routes due to feedback received. Feedback from today will allow detailed analysis so that the next public meeting can be held in June, if not sooner. Decisions made today regarding 71st versus 84th may affect the current URS study on 71st Avenue and Centennial Road. Paul Benning asked how things are going with ATAC; information received to date is adequate for this study.

Review Alignment Alternatives

Steve Grabill distributed a handout that indicated various justification criteria for corridor preservation. Steve also distributed a handout comparing various categories for the routes. Profiles of the various routes, as well as aerial photography were used to assist the discussion.

All the evaluation criteria used to compare 66th Street with 80th Street indicate 66th Street to be the more acceptable route. City of Lincoln has gone on the record that it prefers 66th Street as it a straight route to I-94. Gibbs Township has gone on the record preferring 80th Street, due to the vertical geometrics of I-94 at each crossing. All platting that has been completed

Discussion then focused on comparison of 48th Avenue and 62nd Avenue. Again, platting efforts have followed the long range transportation plan, which indicated 200 foot row on 48th and 150 foot row on 62nd. Another strong consideration negative to 62nd is the profile. There are two locations where the existing ground slope approaches 20%.

Significant discussion ensued during the comparison of 71st Avenue and 84th Avenue. 71st Avenue has significant development over most of its length. Considerably less activity has occurred on 84th. Steve Grabill stated that if 84th is the future beltway, there will still be significant traffic on 71st. Mark Berg stated consideration must be given to the origins and destinations of the traffic. Paul Benning added that NDDOT Management will not allow an interchanged to be constructed at the "beltway"

intersection if all other intersections within several miles are at grade. This creates considerable confusion to the traveling public. 84th Avenue west of highway 83 is fully developed, has very difficult terrain, and is 2 miles north of the proposed river crossing.

Consensus of the steering committee is to include 71st Avenue, 66th Street, and 48th Avenue as the beltway for this study.

For the Morton County side, Steve Windish reviewed his meeting with Chuck Morman, County Highway Superintendent. Mr. Morman stated that Hwy 25, and the county road south have been constructed to high standards, have adequate right of way, and would function well as the west beltway for considerable time into the future. 24th Avenue has several negatives. These include:

- Difficult terrain
- Difficult river crossing
- Proximity of CR 139 and BNSF railroad
- Large gravel production facilities
- Serves a small area
- Need to construct local infrastructure

The underpass between 24th and Sunset needs to be constructed first, allowing development of the land south of I-94. Mr. Morman suggested construction of an east-west connection from the Hwy 25 corridor to 24th Avenue could be constructed along the section line just north of the Mandan landfill. Construction of 24th will be driven by private development over time.

Steve Saunders stated that 37th Street between 24th Avenue and Hwy 25 was included in the north beltway study.

The consensus of the steering committee was to include an intermediate beltway plan (37th and Hwy 25) as well as an ultimate beltway plan (37th, 24th, and 46th) be included in this study.

Discuss Future Public Involvement Efforts

Steve Grabill led a discussion concerning the upcoming public meetings for the project. Prior to the next public meeting, the routes selected will need to be studied in greater detail. The next public meeting is tentatively scheduled in June, 2008. Another steering committee meeting should be scheduled prior to the public meeting. This can be sometime in late May. Impacts at the major beltway intersections, i.e. 66th and 71st, 66th and I-94, will be included.

"Newsletter"

A brief discussion of the "preliminary decisions" regarding the beltway route will be included in the next monthly newsletter update for the elected officials.

Respectfully Submitted,

Steve Windish, PE
Ulteig Project Manager

AGENDA

*Regional North-South Beltway Corridor Study
Bismarck-Mandan
Metropolitan Planning Organization*

Project Steering Committee

**2:45 PM, OCTOBER 15 2007
TRANSIT CONFERENCE ROOM**

1. Introductions
2. Review Overall Project Status and Schedule
3. Discuss Data Collection Status
 - a. Typical Sections
 - b. Drainage and Utility Information
 - c. Projected Volumes
 - d. Mailing Lists
4. Review Alignment Alternatives
5. Discuss Corridor and Interchange Justification Progress
 - a. Traffic Projection Analysis
6. Review Commission Update Distribution
 - a. How Should we Handle Each Jurisdiction?
 - b. Methods, Dates and Times
7. Discuss Preparation for Public Meetings
 - a. Meeting Purposes
 - b. Advertisement (Nov. 16)
 - c. Notification
 - d. Meeting Dates and Times (Nov. 29?)
 - e. Locations (Transit Room, ?)
 - f. Meeting Format
 - g. Meeting Content
8. Discuss Website Name and Content
9. Other Business
10. Adjourn

**Steering Committee Meeting Summary
Bismarck Mandan MPO
Regional North-South Beltway Corridor Study
October 15, 2007
2:45 p.m.**

See attendance roster for those in attendance.

Introductions and General Overview

Steve Grabill reviewed the overall project status and schedule. Steve received traffic projections from ATAC and over the past month, Ulteig made a significant effort to make adjustments to them in order to correct deficiencies. The first public involvement meeting will be in the later part of November. Today's meeting was scheduled to review the traffic analysis and to prepare for the public meeting.

Discuss Data Collection Status

- a. Typical sections for the proposed roadways are needed to develop the opinion of costs.
- b. Drainage and utility information – County information for drainage structures was requested.
- c. Projected Volumes – Steve Grabill said that he believed he had received the projection information from ATAC that would meet the needs of the Study.
- d. Mailing Lists – Preparation of mailing lists has become a much larger challenge, especially on the Morton County side where information is only available by whole township.

Review Alignment Alternatives

Steve Grabill distributed a handout that indicated various justification criteria for corridor preservation.

Discuss Corridor and Interchange Justification Process

Steve Grabill distributed maps which identified modeled and adjusted projected traffic volumes throughout the study area. He also provided a narrative which summarized the results of the traffic analysis.

He explained in detail the efforts to develop traffic projections and the preliminary findings.

Review Commission Update Distribution

Steve Windish asked whether any of the Steering Committee members had determined which methods of notification they preferred for their elected officials.

Discuss Preparation for Public Meetings

Steve Windish lead a discussion concerning the upcoming public meetings for the project.

Discuss Website Name and Content

Steve Grabill proposed using www.nscorridors.ulteig.biz as the website name. He suggested that the public meeting notices, corridor alignment maps, and other introductory information pertaining to the study be placed on the website.

Respectfully Submitted,

Steve Windish, PE
Ulteig Project Manager



AGENDA

1412 Basin Avenue
Bismarck, ND 58504
Phone: 701.258.6507
Fax: 701.224.1163

*Regional North-South Beltway Corridor Study
Bismarck-Mandan
Metropolitan Planning Organization*

Project Steering Committee

**10:00 AM, SEPTEMBER 20, 2007
TRANSIT CONFERENCE ROOM**

1. Introductions
2. Review Overall Project Status and Schedule
3. Discuss Data Needs
 - a. Typical Sections
 - b. Drainage and Utility Information
 - c. Projected Volumes?
 - d. Mailing Lists
4. Consider Full Array of Alignment Alternatives
 - a. Should more be considered?
5. Discuss Corridor Justification Methods
6. Review Commission Update Format and Distribution
 - a. Methods, Dates and Times
7. Schedule Next Meeting
8. Other Business
9. Adjourn

Steering Committee Meeting Summary
Bismarck Mandan MPO
Regional North-South Beltway Corridor Study
September 20, 2007
10:00 a.m.

See attendance roster for those in attendance.

Introductions and General Overview

Steve Grabill reviewed the overall project schedule. Steve is working with ATAC to develop traffic projections. The first public involvement meeting will be in early December. Today's meeting is initial gear up for the public meeting.

The next steering committee is scheduled for mid October to discuss what will be included in the public involvement meeting.

Mark Berg asked whether Morton County and the City of Lincoln were invited. They were invited but are not attending. Ulteig Engineers will complete the Study by the contractual completion date, though the process started about a month and a half late. The progress should be on schedule by mid 2008. Monthly status reports will include milestone reports. If any milestones dates are lagging, the report will explain why and what is needed to get back on schedule.

Data Needs

- a. Typical sections for the proposed roadways are needed to develop the opinion of costs. It is anticipated that the typical sections will be similar to 66th Street. Morton County side, 25th Avenue and ND Highway 6. The typical section must be consistent between this study and 71st Avenue study. Steve Saunders is coordinating the two studies.

Steve Grabill said that inclusion of that study consultant with this process will be as needed. Coordination of public process between the two projects will be considered and implemented if it benefits the projects. Jon Mill asked whether the traffic projections from ATAC for the 71st Avenue project are to be used for the beltway study. Steve Grabill stated that they are not looking at projections in that study.

- b. Drainage and utility information can be acquired from the regional land use plan, which contains most of the information needed. Box culvert and bridge size information will be needed. No drainage studies have been completed in Burleigh County for future needs. Ulteig Engineers should speak with Linda Oster regarding watershed master planning.

The railroad grade separation on 66th Street will be tied to the Apple Creek crossing structure.

- c. Ulteig Engineers contacted ATAC early in the project. The discussion included how the information will be used. The data was requested for 66th Street and 25th Avenue with and without northern bridge. They were requested to model this with optional beltway overpasses and interchanges. The data will be used to determine what the interchanges are doing for us. Also, timing of improvements can be determined using this data. We will consider the possibility of needing first a grade separation and then ramps later on.

Mark Berg is concerned that the study was to determine whether interchanges were justified and this approach does not appear to be heading in that direction. It appears the study is focusing on the beltway. The City of Lincoln has been saying they need an interchange to improve access to the City.

Steve Grabill replied that in order to have justification for any interchange the study will need to show what an interchange does compared to no interchange. The study will evaluate a standard diamond interchange, maybe loops, and will be looking at different footprints. There is concern that this is too detailed at this time.

Steve Grabill replied that the study is to determine how much right of way is needed. The study will consider quadrant development and attempt to avoid conflicts. Study should recommend configurations based upon conflicts. The study will not develop profiles, just configuration.

ATAC has collected good data; they just need to have good projections. Steve Grabill mentioned that the projection information may be suspect. The model gives a good idea of how much traffic is out there, but may not be placing it in the correct spot. The study will require careful analysis.

Jon Mill concurred that sometimes he is not comfortable with ATAC projections. The 71st Avenue corridor study for example has projections overly focused on land use. Steve Grabill said this is a tool, not gospel. State Street is shown approximately 50% over capacity. Will discuss with ATAC and review interpretations, let them react.

- d. Mailing lists – large mailing. All property owners within ½ mile of proposed routes. Who should Ulteig Engineers work with in each jurisdiction? The recorder and auditor offices should have this. Reassess the size of mail outs after the first public meeting. Some alternate routes may be eliminated thus reducing size of mailing.

Corridor Justification Methods

Steve Grabill distributed a handout that indicated various justification criteria for the beltway, as well as reasons to pursue corridor preservation. Traffic relief was the only analytical criteria listed. All others were non analysis reasons, warm and fuzzy reasons.

Ulteig Engineers will use the outline as an educational tool. We will keep coming back to these points throughout the process. Elected officials can see the analysis process.

Status reports

The Steering Committee discussed methods of keeping elected officials and appointed officials up-to-date. There will be periodic face to face meeting updates.

Steve Grabill felt the draft Commission Status Report looks “engineer generated”, it needs to be softened up.

Ulteig Engineers asked how to submit these Reports to the commissions. One suggestion is to send to commissioners directly, don’t include in packets. It does not have to be part of public record. Steve Saunders suggested emails and mail outs. Mark Berg will get back to Ulteig Engineer on how to submit to the City of Bismarck.

It was discussed that it is hard to raise level of interest until something needs to be decided. The various commissions will have the information as the project progress. Briefer reports are better, include only what is important, emerging issues, bullet points. Each jurisdiction needs to decide on distribution method. Steve Windish asked Committee members for assistance in determining how their respective Commissions should be kept informed.

Discuss potential routes

Throughout the Northern Bridge Corridor Study the public asked why here, why not somewhere else. This study will need a good answer to this question. The preliminary routes are general locations, not detailed. The final location can move 50 feet or more.

Section 31 south of Lincoln is platted or will be platted as “Cooper Ridge”. There is considerable low density development along 80th Street. The City of Lincoln needs to have input as to what route they prefer. Right of way dedication through development has been based upon the beltway indicated in the Long Range Fringe Area Master Plan.

There are two new industrial developments north of Lincoln on 66th Street, based upon the Master Plan.

The route diagonally crossing Section 24 west of Mandan is through a major hillside slide area. This route should be removed from the drawing. The routes outside the southwest MPO border may be too far out for users to consider.

The map should be posted on the website, as soon as the website is operational.

Respectfully Submitted,

Steve Windish, PE
Ulteig Project Manager

Appendix 9
Cultural Resource Inventory

Class I Cultural Resource Inventory for the Bismarck – Mandan Beltway Project in Burleigh and Morton Counties, North Dakota.

By

Christina Grimsrud Burns, M.S.

Prepared for:
Ulteig Engineering
Bismarck, ND

Prepared by:



Beaver Creek Archaeology, Inc
111 S Broadway, P.O. Box 489
Linton, ND 58552

February, 2008

1.0 Introduction

Ulteig Engineering contracted Beaver Creek Archaeology, Inc (BCA) to perform a Class I Cultural Resource Inventory (Literature Review/File search) of a proposed corridor study for the cities of Bismarck, Burleigh County and Mandan, Morton County, North Dakota. The area of potential effect (APE) covers approximately 800 acres. The Project area in Morton County includes Crown Butte, Crown Butte Lake, Harmon, Mandan, Fallon NE, and Lynwood Quadrangle Maps. The Project area in Burleigh County includes Burnt Butte, Keever Butte, Menoken SW, Sugarloaf Butte, and Bismarck Quadrangle Maps, and Hay Creek, Gibbs, Bismarck, and Apple Creek Townships. Quadrangle maps and Townships are presented below in a tabular format:

Table 1. Project Area Quadrangle Maps in Morton County

Quadrangle Map	Township	Range	Sections
Crown Butte	T139N	R82W	1-3; 10-11
Crown Butte Lake	T139N	R82W	10-11; 14-15; 22; 27; 34-35
	T138N	R82W	2-3; 10-11; 14-15; 22-23
Harmon	T139N	R82W	1-2; 11-12
	T139N	R81W	7
Mandan	T139N	R82W	12-13; 24-25; 36
	T139N	R81W	7; 18-19; 30-31
	T138N	R82W	1-2; 11-14; 23-24
	T138N	R81W	6-7; 18-19
Fallon NE	T138N	R82W	22-23; 26-27
Lynwood	T138N	R82W	23; 26
	T138N	R81W	19-21; 28-30

Table 2. Project Area Quadrangle Maps and Townships in Burleigh County

Quad Map Name	Township							
	Hay Creek		Gibbs		Bismarck		Apple Creek	
	Twp	R	Twp	R	Twp	R	Twp	R
	139N	80W	139N	79W	138N	80W	138W	79N
Section		Section		Section		Section		
Burnt Butte	2-3; 10-11							
Keever Butte	1-2; 11-12		4-9					
Menoken SW			7-9; 16-21; 28-33		23-26		4-9; 16-21; 28-30	
Sugarloaf Butte					25-26; 35-36		28-33	
Bismarck					23; 26			

On November 8, 2007 Christina Grimsrud Burns conducted the file search at the State Historical Society of North Dakota (SHSND). Sixty-four manuscripts, 22 Archaeological sites, Eighteen Archaeological isolated finds/Site Leads, and 6 Architectural Sites, were found within the records.

This report contains information about currently recorded Historic and Pre-historic sites and the potential for such sites within the APE. It also contains an environmental description of the area as well as recommendations for future Cultural Resource Inventories.

2.0 Project Goal

The goal of the Class I Cultural Resource Inventory is to provide Ulteig Engineering with knowledge of the Cultural Resources and the potential of Cultural Resources within the project area. This knowledge can aid in the planning stages of the corridor project by potentially avoiding such resources and thereby complying with Federal and State regulations.

3.0 Environment

The Project Area is located east and west of the Missouri River. On the east side of the Missouri, the majority of the project area is located on an Upland Plain with a number of potholes, lakes and sloughs dotting the landscape. The terrain is characterized as level to rolling, with flats, knolls, ridges, and drainageways. A small portion of the project in Burleigh County is situated on the floodplain of the Missouri River (see maps). In Morton County, part of the project is situated in a Breaks Terrain (see maps). The project crosses the Heart River twice in Morton County, and crosses the Hay Creek once and Apple Creek several times in Burleigh County (see maps).

This area of North Dakota is situated in the mixed grass prairie with wooded areas along terraces and floodplains of rivers and creeks. Cottonwood, willow, box elder, and green ash are found on riparian areas where nuts, berries, and tubers would have been found seasonally (SHSND 1990).

This habitat provided ample food for a number of animals, such as bison, deer, antelope, muskrat, beaver, fox, wolf, and other fur-bearing animals. There was

also an abundance of waterfowl along wetland marshes and prairie potholes, as well as fish, turtles, and mussels in the rivers and creeks.

This biotic diversity along with the availability of water makes this setting favorable for human settlement, both during Pre-historic and Historic time-periods. In addition granite cobbles found in the area were used in construction of dwellings, as well as during cooking and ceremonial sweat baths (SHSND 1990).

4.0 Result

Morton County

BCA conducted a literature review at the State Historical Society of North Dakota and discovered 33 manuscripts, 16 Archaeological sites, 15 Archaeological Site Leads/ Isolated Finds, and 3 Architectural Sites near or in the project area in Morton County.

Table 3: Manuscripts on File as of November 8, 2007 at the Archaeology and Historic Preservation Division, State Historical Society of North Dakota in or near the APE.

Year	MS #	Author	Twp	Location		Title
				R	S	
2002	8351	E. Stine	139	81	5, 817, 18	Class III Cultural Resource Inventory, Interstate 94 From Highway 25 to Grant Marsh Bridge: Morton County, ND
				82	13-14	
2003	8429	A. Dowd et al	139	81	5-8	Bismarck-Mandan Metropolitan Planning Organization's Proposed Northern Regional Beltway Alternate: A Class III Cultural Resource Inventory in Burleigh and Morton Counties, ND
				82	1-3, 10-12	
2006	9941	D. Hiemstra	139	81	30, 31	Sunny Gravel pit: A Cultural Resources Inventory of a Proposed Expansion Area in Morton County., ND.
1990	5312	K. Pool	139	82	28	Testing of Archaeological Site 32MO164 for Lyons Road Improvement, Morton County, North Dakota
1998	7268	W. Kinney	139	82	2-3, 10-11	A Class III Cultural Resource Inventory of Both ROWs of ND highway 25 from I-94 to Center, ND in Morton and Oliver Counties, ND NDDOT Project No. SS-1-025(007)000
2000	7767	W. Bluemle	139	82	23-24	Kuhn Cattle Company Irrigation: A Class III Cultural Resource Inventory, Morton Co., ND
2003	8738	E. Stine	139	82	23, 24	Sunny Slide Test Excavations at 32MO66 Morton County, North Dakota
2004	8771	W. Bluemle	139	82	15	Hoovestol Plant Site: A Class III Cultural Resource Inventory, Morton Co., ND
2005	9367	E. Stine	139	82	12	Mor-Gran-Sou's Proposed Roughrider Substation: A Class III Cultural Resource Inventory in Morton Co., ND
2006	9936	D. Hiemstra	139	82	25	Marmot Gravel Pit: A Cultural resource Inventory of a Proposed Expansion Area in Morton Co., ND
2005	10128	M. Hufstetler	139	82	25	Historic Bridges in North Dakota 2004 Revisited
1980	1286	L. Robson	139	81	30	Bernie Berger Fill Placement Survey, Morton Co., ND
1980	2054	L. Robson	139	81	29-30	Class III Intensive Inventory For All Cultural Resources, Mandan, North Dakota, Flood Control Levee, Morton County, North Dakota
				82	25	
1982	2999	S. Montgomery	139	81	8, 17	A Class III Cultural Resource Inventory for the Proposed Mandan Sewer Improvements, Morton County, ND
1985	3992	V. Gnabasik	139	81	32	Flood Protection, Levee Raise-Upgrade, Heart River at Mandan Area, Morton County,

Class I Inventory, Bismarck-Mandan Beltway Project, North Dakota

Year	MS #	Author	Twp	Location R S		Title
						North Dakota
1988	4595	K. Deaver	139	81	29	Preliminary Report on Pedestrian Sample of the Sprint Line in Stutsman, Kidder, Stark, Billings, Cass, Golden Valley, Burleigh, Morton Counties, North Dakota
1988	4638	K. Deaver	139	81	29-32	US Sprint Fiber Optic Cable Project Spokane, Washington to Fargo, Billings, Stark, Golden Valley, Morton, Kidder, Stutsman, Burleigh, and Cass Co., North Dakota
				82	28, 33	
1993	5952	B. Olson	139	81	8	Missouri West Water Systems, Rural Morton County Segments, Cultural Resources Inventory Grant and Morton Counties, North Dakota
				82	3, 23, 26	
1994	6354	J. Borchert	139	81	8	Missouri West MR&I Water System Cultural Resources Inventory of Selected Segments in Morton County, North Dakota
1990	8750	C. Spath	139	81	7-8	Missouri West Rural Water System Phase I Cultural Resources Survey Morton County, ND
				82	10-12	
1980	1571	W. Roberson	139	82	35	Class III Intensive Inventory for All Cultural Resources At a Proposed Sanitary Landfill for the City of Mandan, Section 35, T139N R82W, Morton County, North Dakota
1981	2566	W. Robeson	139	82	28	Northern Border Pipeline, North Dakota: Historic Sites Testing and Evaluation, Morton Dunn, McKenzie & Williams Counties
1988	4592	T. Del Bene	139	82	25-26	The Archaeological Inventory of the Proposed Arnie Kuhn Water Delivery Contract Morton County, North Dakota
1989	4931	C. Spath	139	82	22, 27-28	Lyons Road Improvement, Morton County, Class III Cultural Resource Inventory
1990	5070	T. Del Bene	139	82	27, 34	A Cultural Resource Inventory of a Proposed Pipeline Related to the Arnie Kuhn Water Services, Morton Co., ND (Report 90-MS-47)
1990	5085	C. Spath	139	82	22, 27-28	An Alternate Route for Lyons Road Improvement, Morton County, Class III Cultural Resource Inventory
1990	5320	B. Long	139	82	25, 33, 36	Survey of Selected State Properties in Grant and Morton Counties, the Evolution of North Dakota State Reform School 1890-1940
1990	5447	C. Spath	139	82	25, 35	Commissary Building Construction Project at fort Abraham Lincoln, Morton County, ND
1995	6449	J. Borchert	139	82	23-25	North Dakota Department of Transportation Safety Project Cultural resource Review 1992-1994
1991	5436	R. Christensen	138	81	27-28	Custer Trail: A Class III Inventory of Mor-Gran-Sou Power Pole Replacement Project in Morton County, North Dakota
1991	5599	C. Spath	138	81	30	Suchy Gravel Pit, Morton County, North Dakota, Class III Cultural Resource Inventory
1991	5651	L. Blikre	138	81	21-22, 27-28	Highway 6 in Morton County, North Dakota, Class III Cultural Resource Inventory Project No. F-1-006(042 UW#1449
1997	6919	S. Rothwell	138	81	8, 19, 21-22, 27-28, 30	Results of a Cultural Resource Inventory for the Missouri West Water System, Phase II and Report 1 for the 1998 Field Season
				82	10-11, 13-15, 22	

One large block survey (MS#8429) has been performed that covers part of the project area. There are also several large linear inventories that have been performed in or around the project area. Only the inventories that are ten years old or less are marked on the maps.

Table 4: Summary Information on Archaeological Sites Recorded near the APE.

SITS #	Location			Affiliation	Description	Recorder	MS #
	Twp	R	S				
32MO1357	139	82	11	Historic	Depression	E. Stine	8351
32MO1355	139	82	11	Unknown	CM Scatter	E. Stine	
32MO1059	139	82	13	Unknown	CM Scatter	E. Stine	
32MO65	139	82	35	Late Prehistoric	CM Scatter	LCT	1571
32MO66	139	82	23, 24	Late Prehistoric	CM Scatter/ Hearth/ Pit	E. Stine	8738
32MO145	139	82	22	Unknown	Stone Circle	C. Spath	5085
32MO151	139	82	3	Historic	Dump	R. Christensen	5436
32MO152	139	82	3, 10	Historic	CM Scatter	R. Christensen	

Class I Inventory, Bismarck-Mandan Beltway Project, North Dakota

32MO158	139	82	3, 10	Unknown	CM Scatter	R. Christensen	
32MO157	139	82	10	Site Destroyed		A. Potter	8429
32MO164	139	82	28	Unknown	CM Scatter	K. Pool	5312
32MO350	139	82	26	Historic	CM Scatter	B. Olson	N/A
32MO1360	139	82	2	Unknown	Stone circle	B. Meidinger	8429
32MO1359	139	82	2	Historic	Depression/ Fortification	E. Stine	
32MO1358	139	82	11	Unknown	Rock Cairn	E. Stine	
32MO1356	139	82	11	Unknown	Rock Cairns	M. Coomer	

There are five Historic, and 11 Pre-historic archaeological sites recorded within the project area. Most of these sites need further evaluation, such as site revisit or evaluative testing.

Table 5. Summary Information on Archaeological Site Leads/ Isolated Finds near the APE.

SITS #	Location			Affiliation	Description	Recorder	MS #
	Twp	R	S				
32MOx175	139	82	27	Unknown	Chipped Stone	?	5085
32MOx284	139	82	26	Unknown	Chipped Stone	?	?
32MOx285	139	82	26	Unknown	Chipped Stone	?	?
32MOx286	139	82	26	Unknown	Chipped Stone	?	?
32MOx287	139	82	26	Unknown	Chipped Stone	?	?
32MOx522	139	82	25	Unknown	Chipped Stone	D. Hiemstra	9936
32MOx174	139	82	22	Historic	Rubber	?	5085
32MOx173	139	82	22	Unknown	Chipped Stone	C. Spath	5085
32MOx172	139	82	22	Historic	Metal	?	5085
32MOx479	139	82	15	Unknown	Chipped Stone	A. Kulevsky	8351
32MOx481	139	82	12	Unknown	Chipped Stone	A. Dowd	8429
32MOx327	139	82	10	Historic	Quarry/ Mine	LCT	NA
32MOx282	139	82	10	Unknown	Chipped Stone	R. Christensen	5436
32MOx281	139	82	10	Historic	Metal	R. Christensen	5436
32MOx480	139	82	2	Unknown	Chipped Stone	A. Potter	8429

There are fifteen recorded isolated finds and site leads in the project area.

Table 6. Summary Information on Architectural Sites near the APE

Twp	Location		Site Number	Feature	Recorder	NRHP Status
	R	S				
139	82	2	32MO1368	House	K. Pool	Unevaluated
139	81	30, 32	32MO147	Barn	B. Long	Listed on NRHP
139	82	25	32MO381	Bridge	M. Hufstetler	Eligible

Three Architectural sites are recorded. One site, a historic barn, is listed on the National Register: 32MO147.

Burleigh County

BCA conducted a literature review at the State Historical Society of North Dakota and discovered 31 manuscripts, 6 Archaeological sites, 3 Archaeological Site Leads, and 3 Architectural Sites near or in the project area in Burleigh County.

Class I Inventory, Bismarck-Mandan Beltway Project, North Dakota

Table 7. Manuscripts on File as of November 8, 2007 at the Archaeology and Historic Preservation Division, State Historical Society of North Dakota in or near the APE.

Year	MS#	Author	Twp	Location		Title
				R	S	
2002	8351	E. Stine	139	81	5, 817, 18	Class III Cultural Resource Inventory, Interstate 94 From Highway 25 to Grant Marsh Bridge: Morton County, ND
				82	13-14	
2003	8429	A. Dowd et al	139	81	5-8	Bismarck-Mandan Metropolitan Planning Organization's Proposed Northern Regional Beltway Alternate: A Class III Cultural Resource Inventory in Burleigh and Morton Counties, ND
				82	1-3, 10-12	
2006	9941	D. Hiemstra	139	81	30, 31	Sunny Gravel pit: A Cultural Resources Inventory of a Proposed Expansion Area in Morton County, ND.
1990	5312	K. Pool	139	82	28	Testing of Archaeological Site 32MO164 for Lyons Road Improvement, Morton County, North Dakota
1998	7268	W. Kinney	139	82	2-3, 10-11	A Class III Cultural Resource Inventory of Both ROWs of ND highway 25 from I-94 to Center, ND in Morton and Oliver Counties, ND NDDOT Project No. SS-1-025(007)000
2000	7767	W. Bluemle	139	82	23-24	Kuhn Cattle Company Irrigation: A Class III Cultural Resource Inventory, Morton Co., ND
2000	7677	L. Rom	139	79	29	Cultural Resources Inventory of Sioux Falls Tower Specialists Inc's Communication Towers in BA, BL, BL, CS, GV, KD, SK, SN, and MO Co., ND
2006	9715	E. Stine	139	79	5, 9	Capital Electric Cooperative's Four Year Construction Plan: A Class II and III Cultural Resources Inventory in Burleigh and Sheridan Co., ND Addendum A
				80	1-2	
				79	9, 17-21	
				80	25, 27, 35-36	
2003	8429	A. Dowd et al	139	80	4	Bismarck-Mandan Metropolitan Planning Organization's Proposed Northern Regional Beltway Alternate: A Class III Cultural Resource Inventory in Burleigh and Morton Counties, ND
2002	8371	D. Hall	138	79	7	Cultural Resource Investigations Fiber Optic Cable Installation Along Four Segments of Transmission Line: Glenham - Bismarck, New Underwood - Rapid City, Philip - New Underwood, Yankton - Gavins Point Burleigh, Emmons Co., ND, SD
2005	9170	D. Klinner	138	79	18	Lincoln Lagoon Expansion Project: Results of a Class III Cultural Resource Inventory, and Evaluative Testing of Site 32BL543, Burleigh Co., ND
2006	9894	D. Hiemstra	138	79	18	Community Transportation Enhancement Grant Program: A Class III cultural Resource Inventory in Burleigh, Grand Forks, Ward and Williams Co., ND
1999	7357	J. Morrison	138	80	27	Apple Creek Fishing Access: A Class III cultural Resource Inventory, Burleigh County, ND
2000	7664	J. Morrison	138	80	22-23, 26-27, 35	Lewis and Clark Exploring the Alternatives: A Class III Cultural Resource Investigation Along Highway 1804 Burleigh County, ND
2001	8044	S. Ahler	138	80	27	Analysis of Curated Plains Village Artifact Collections from the Heart, Knife and Cannonball Regions, Burleigh, Morton, Oliver Co., ND
2001	8045	M. Metcalf	138	80	27	Plains Village Site Evaluations Near Bismarck, North Dakota and Inventory of Selected Missouri River Terraces Burleigh, Morton and Oliver Co., ND
2002	8392	E. Stine	138	80	26	Terry Gravel Pit: A Class III Cultural Resource Inventory, Burleigh County, ND
2005	9178	A. Bleier	138	80	35	Highway 1804: Evaluative Testing at 32BL233, Burleigh Co., ND
2005	9347	A. Bleier	138	80	24	Terry Borrow Area: A Class III Cultural Resource Inventory in Burleigh Co., ND
2005	10128	M. Hufstetler	138	80	24	Historic Bridges in North Dakota 2004 Revision
1993	6161	A. Kulevsky	139	79	6	American Contracting, Inc's Gravel Pit: A Class III Cultural Resource Inventory Burleigh County, North Dakota
				80	1	
1997	6860	C. Kordecki	139	79	30	Radio Tower Locations in a Multi-County Area of Central and Southeastern North Dakota: 1995 and 1996 Cultural Resources Inventory
1996	6636	T. Larson	139	79	7, 18, 28, 32-33	Report of Findings from an Intensive Cultural Resource Inventory in Emmons, Burleigh and McLean Counties, Conducted on Portions of a Proposed Water Project for the Burleigh Water Users Cooperative with Addendum
				80	2-4	
				79	4-5, 8-9, 21, 28, 33	
				80	22-24, 27, 35	
1978	849	J. Snortland-Coles	139	80	3-4	North Dakota State Highway Department Project No. F-1-083(090), US 83 from Bismarck to Wilton Survey, Burleigh Co., ND
1988	4638	K. Deaver et al	138	79	9	US Sprint Fiber Optic Cable Project Spokane Washington to Fargo, Billings, Stark, Golden Valley, Morton, Kidder, Stutsman, Burleigh, and Cass Co., ND
1996	6794	J. Borchert	138	79	18	Lagoon Expansion City of Lincoln, Burleigh Co., Class III Cultural Resource Inventory
1975	80	T. Adamczyk	138	80	27	Archaeological Inventory Missouri River Reach Between Fort Benton, Montana, and Sioux City, Iowa

Class I Inventory, Bismarck-Mandan Beltway Project, North Dakota

Year	MS #	Author	Location			Title
			Twp	R	S	
n.d.	94	T. Hecker	138	80	27	List of Known Earth Lodge Village Sites Above the Grand River
1953	127	P. Cooper	138	80	27	Appraisal of the Archaeological Resources of the Oahe Reservoir, North and South Dakota
1965	130	R. Jensen	138	80	27	An Archaeological Survey of the Oahe Reservoir Area, North Dakota
1985	3845	Cul. Res. & Management	138	80	23	Results of an Intensive Cultural Resource Survey for a Proposed Cross-Wind Runway at the Bismarck Airport, Burleigh County, North Dakota

Table 8: Summary Information on Archaeological Sites Recorded near the APE

SITS #	Location			Affiliation	Description	Recorder	MS #
	Twp	R	S				
32BL228	138	80	26	Unknown	CM Scatter	J. Morrison	8044
32BL232	138	80	26	Historic	Earthworks	J. Morrison	8044
32BL6	138	80	27	Late Prehistoric	Earthlodge Village	M. Metcalf	8045
32BL7	138	80	27	Late Prehistoric	Earthlodge Village	M. Metcalf	8045
32BL542	138	79	18	Historic	CM Scatter/ Foundation	J. Morrison	9170
32BL543	138	79	18	Unknown	CM Scatter	J. Morrison	9170

There are six Archaeological sites in the area, two Historic and four Pre-historic. Sites 32BL6 and 32BL7 are destroyed and are therefore not eligible for listing in the National Register.

Table 9: Summary Information on Archaeological Site Leads/ Isolated Finds near the APE.

SITS #	Location			Affiliation	Description	Recorder	MS #
	Twp	R	S				
32BLx154	139	79	17	Unknown	CM Scatter/ Stone Circle	B. Thomas	N/A
32BLx182	138	80	26	Unknown	Chipped Stone	E. Stine	8429
32BLx39	138	80	27	Unknown	N/A	Benson	N/A

Site Lead 32BLx154 is located close to the APE, and would need to be revisited during a Class III Inventory.

Table 10: Summary Information on Architectural Sites near the APE

Twp	Location			Site Number	Feature	Recorder	NRHP Status
	R	S					
138	80	26		32BL237	Farmstead	L. Hafermehl	Not Eligible
138	79	19		32BL283	Church	C. Christopher	Not Eligible
138	80	13,		32BL267	Bridge	M. Hufstetler	Not Eligible
		24					

None of the architectural sites are eligible for listing on the National Register.

Summary

The project area contains a number of Archaeological, Historic, and Architectural sites. According to State Historical Society of North Dakota, the Southern Missouri River Study Unit, in which the project area is located, has a relatively low site density, one site per 13.3 mi². This is due to sporadic survey work elsewhere in the study unit rather than actual site density around the project area

(1990:5.9). The rolling prairie landscape with hills, knolls, and bluffs combined with an abundance of water makes the project area a high potential area for containing archaeological sites.

5.0 Recommendation

The proposed project area is located in a region that has high potential for archaeological sites based upon the number of known sites in the study area. There are sites recorded in the area surrounding the APE, and there is a potential for sites in areas that have not been previously surveyed.

Most sites recorded within the Southern Missouri River Study Unit are located on terraces and on Hill/Knoll/Bluff landforms as well as on ridgelines (SHSND 1990). As the project area is located within all these settings, it is recommended that a Class II and Class III Cultural Resource Inventory be performed within the proposed project area. Previously surveyed areas that have been inventoried to a Class III standard within the last ten years do not need to be inventoried. Existing sites that are eligible for the National Register for Historic Places, need to be avoided. Sites that need further evaluation need to either be avoided, reevaluated, or have a systematic evaluative testing performed. The recorded site leads needs to be further investigated if the project is to impact these areas.

(1990s). The rolling granite landscape with hills, fields, and ponds contained with an abundance of water makes the project area a high potential area for containing archaeological sites.

2.0 - Recommendations

The proposed project area is located in a region that has high potential for archaeological sites based upon the number of known sites in the study area. There are also records in the area surrounding the AFE and there is a potential for sites in areas that have not been previously surveyed.

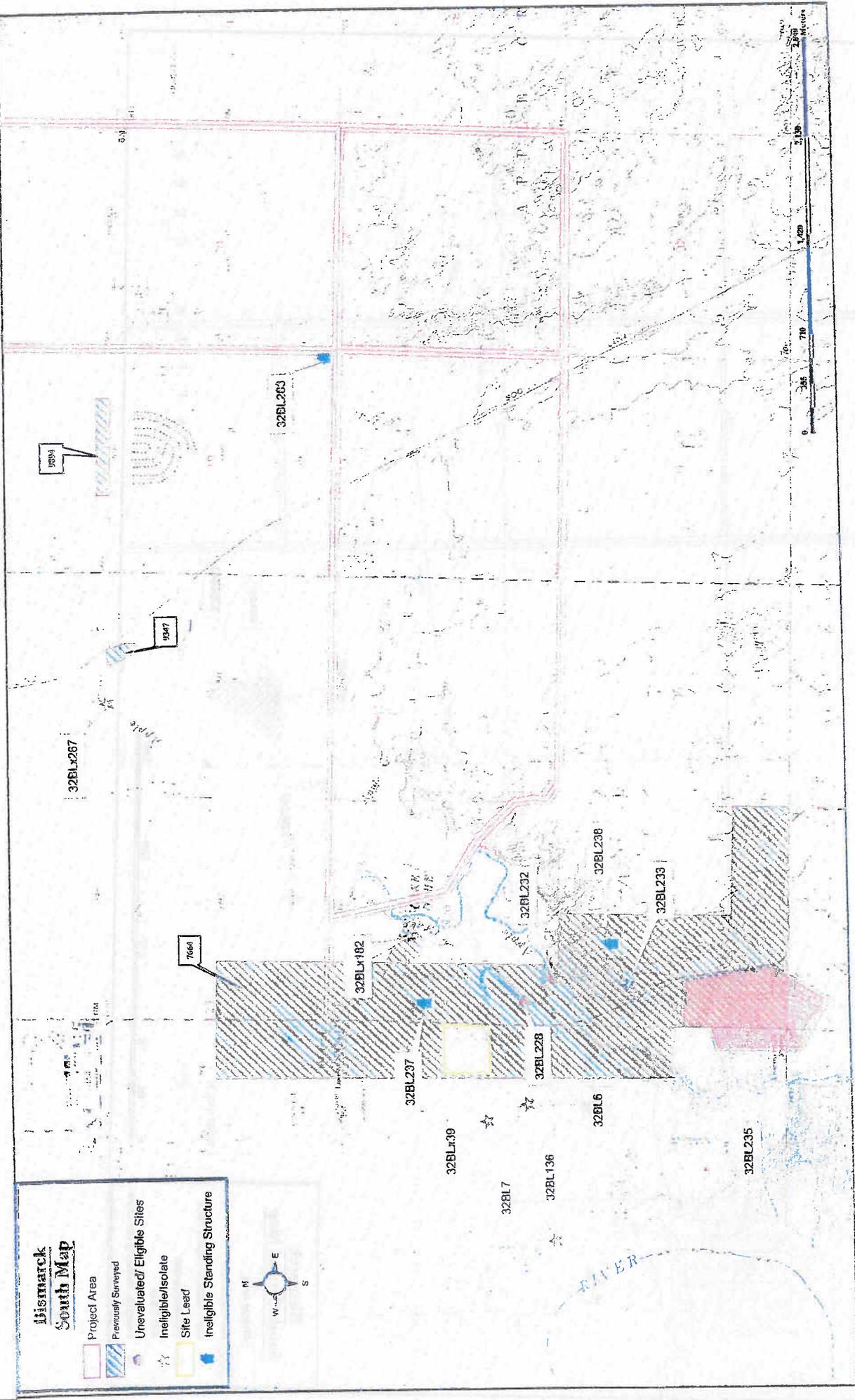
Appendix A: Map Section

Most sites recorded within the Southern Wisconsin River Study Unit are located on benches and on high, rounded landforms as well as on ridges (BFS-30-10). As the project area is located within all these settings, it is recommended that a Class B and Class III Cultural Resource Inventory be performed within the proposed project area. Previously surveyed areas that have been inventoried to Class III standards within the last ten years do not need to be inventoried. Existing sites that are eligible for the National Register for Historic Places need to be avoided. Sites that need further evaluation need to either be avoided, restricted, or have a systematic evaluative study performed. The restricted site lands needs to be further investigated if the project is to impact these areas.

Bismarck - Mandan Beltway Project

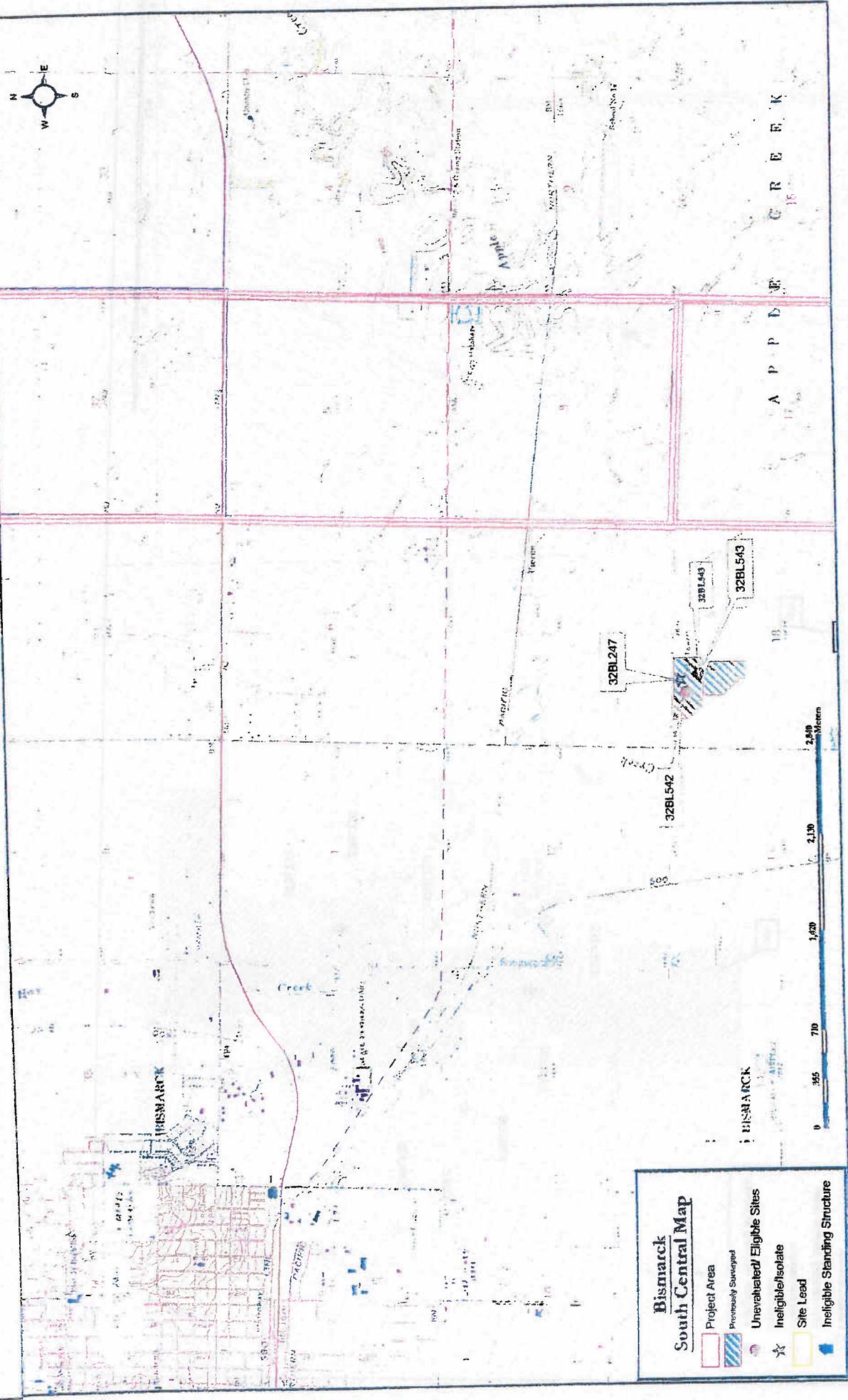
Bismarck South Map

-  Project Area
-  Previously Surveyed
-  Unevaluated/Eligible Sites
-  Ineligible/Isolate
-  Site Lead
-  Ineligible Standing Structure



Bismarck - Mandan Beltway Project

Bismarck - Mandan Beltway Project



Bismarck South Central Map

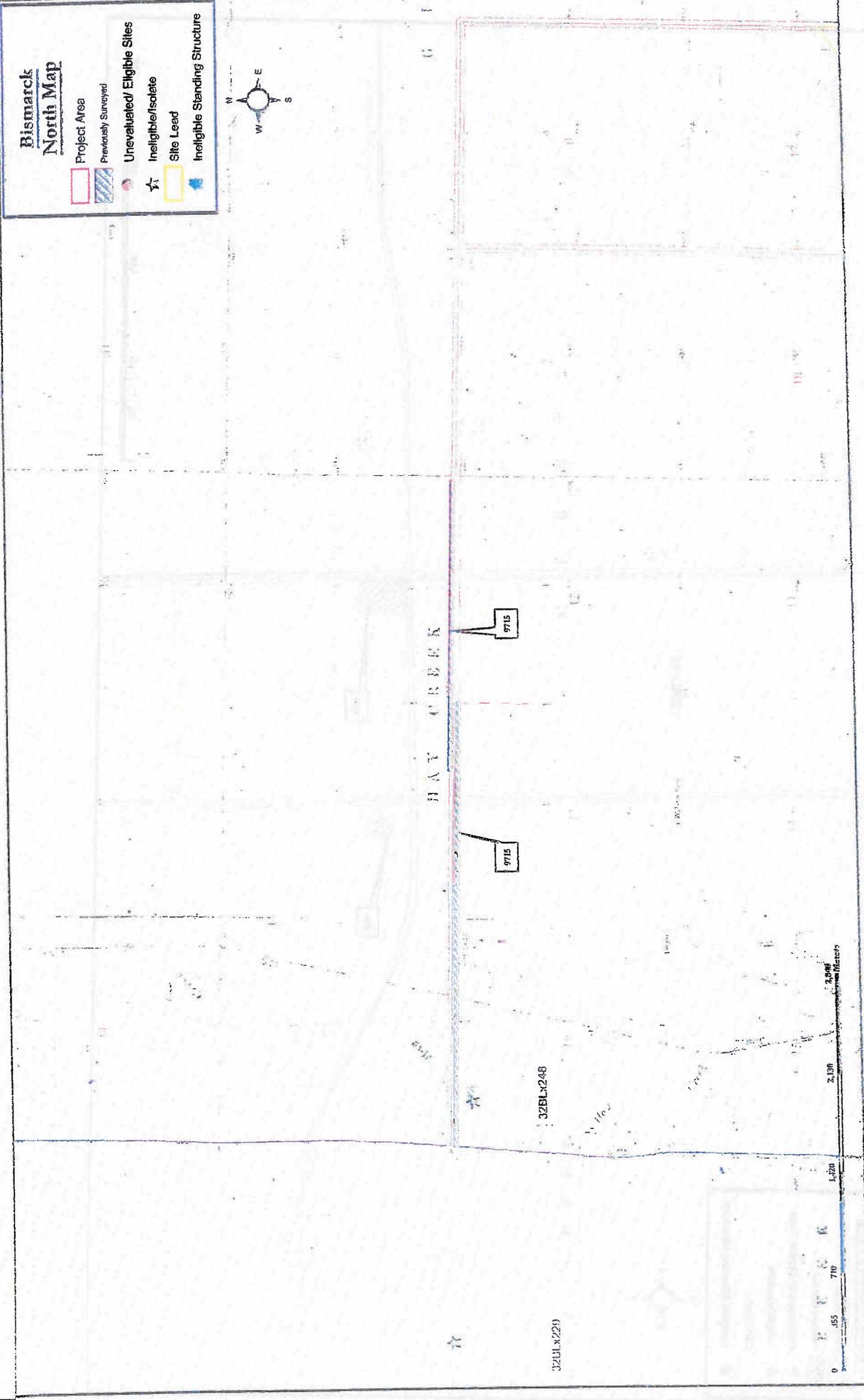
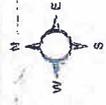
- Project Area
- Previously Surveyed
- Unevaluated/Eligible Sites
- Ineligible/Isolate
- Site Lead
- Ineligible Standing Structure

Bismarck - Mandan Beltway Project

Bismarck - Mandan Beltway Project

Bismarck North Map

- Project Area
- Previously Surveyed
- Unevaluated/Eligible Sites
- Ineligible/Isolate
- Site Lead
- Ineligible Standing Structure

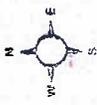


Bismarck - Mandan Beltway Project

Bismarck - Mandan Beltway Project

**Bismarck
North Central Map**

- Project Area
- Previously Surveyed
- Unevaluated/Eligible Sites
- Ineligible/Isolate
- Site Lead
- Ineligible Standing Structure



B I S M A R C K

G I B B S

32BLX154

6869

7677



Bismarck - Mandan Beltway Project

