



FINAL Record of Meeting

SRF No. 10617

Location: SRF Bismarck Office – Badlands Conference Room
Client: Bismarck – Mandan Metropolitan Planning Organization
Date: November 20, 2017
Subject: SRC Meeting 1 – US 83 Alternatives Study
Attendees: Casey Einrem, Burleigh County; Marcus Hall, Burleigh County; Tyler Wollmuth; NDDOT; Chuck Peterson, Jobbers Warehouse; Eric Grove, Magnum Transportation; Steve Saunders, MPO; Michael Johnson, NDDOT; Gabe Schell, City of Bismarck; Mark Berg, City of Bismarck; Jason Gullicks, APEX; Craig Vaughn, SRF; Matt Pacyna, SRF; Jennifer Quayle, SRF; Paul Morris, SRF

1) Introductions

2) Study Review Committee (SRC) Roles and Responsibilities

Craig and Matt provided an overview of the understood roles and responsibilities of the SRF members.

3) Goals and Objectives Discussion

Each member went around the room to provide insight into their desired outcomes or key questions for the study, which are summarized below:

- a) Marcus Hall
 - i) Is there a problem? Lack of infrastructure to support a new interchange at 43rd Avenue.
 - ii) Are there economical solutions?
- b) Steve Saunders
 - i) Goals should reflect the Request For Proposal (RFP) – Effects on Burleigh County, Bismarck/Mandan, and heavy commercial interests.
- c) Tyler Wollmuth
 - i) Bypass traffic away from I-94/Centennial Interchange would make sense, Question - a future interchange at 66th or 80th? – Steve Saunders stated this is on hold (no funding).
- d) Mark Berg
 - i) What to do with the trucks?

- e) Gabe Schell
 - i) Wants to know economically viable options; understanding issues versus perceptions.
 - ii) Needs to get agreement on Measures of Effectiveness (MOEs) - issue versus perception?
 - iii) How do we screen out alternatives?
- f) Michael Johnson – If technically feasible, needs to be carried forward.
 - i) Scoring system/rankings – leads to Planning and Environmental Linkages (PEL) process.
- g) Chuck Peterson
 - i) Freight – Wants good traffic flow (route efficiency); Will we know impacts of a northern bridge alignment?
- h) Eric Grove
 - i) Making freight better/safer.
 - ii) Pushing more freight (larger vehicles).
 - iii) Connected vehicle impacts.
- i) Michael Johnson – Finding a balance for NDDOT and City.
 - i) Health of operations.
 - ii) Should/can US 83 be maintained on this alignment as an Inter-Regional Corridor?

4) Schedule Overview (Attachment 1)

- a) How are we going to stay in compliance with the National Environmental Policy Act (NEPA)?
- b) Craig Vaughn to update the schedule legend from “SC” to “SRC”, related to the Study Review Committee nomenclature being used (**ACTION**).

5) Existing Conditions, Issues, and Opportunities (Attachment 2)

- a) Basemapping.
- b) Traffic Volumes (Existing, Planned).
 - i) Use new data?; Peak periods; VISSIM (I-94 to 71st); a.m.; midday; p.m.
 - ii) Remove time periods if needed moving forward (**ACTION**).
 - iii) SRC agreed to go with 2016 traffic data available before we collect anymore data.
 - iv) Paul Morris commented that Air Sage data is not a complete data set to totally confirm average daily traffic (ADT) volumes.
 - (1) Mark Berg - should check Automatic Traffic Recorder (ATR) data (Michael Johnson to send); 1-ATR on 94, west of State; 1-ATR on 36, east of 83, south of Wilton.

- c) Access Inventory
 - i) Compliance review.
- d) Crash history
 - i) Highway Safety Manual (HSM) Predictive Model; Trends/Hotspots.
 - ii) Double check the frequency and crash severity graphics for consistency (**ACTION**).
- e) Land Use – Is going to be important consideration
 - i) Draw the Extra Territorial Jurisdiction (ETJ) line on map (update) (**ACTION**)
 - ii) Reach out to other county jurisdictions (townships/Boards)? - Steve Saunders said to keep politics out until we know more, but the question is when to engage? We should engage various planners and safety patrols as needed.
- f) Environmental (SEE) Scan
 - i) Noise as a contributing factor?
 - ii) Qualitative consideration – nuisance.
 - iii) What Environmental requirements are there for noise?
 - iv) Gabe Schell – How big do census blocks get outside of study area? - SRF to prepare map (**ACTION**).

6) ATAC Coordination (Origins/Destinations and Modeling)

- a) Facility type, speeds, locations, connections.
- b) Diomo was not able to make the meeting.
- c) Matt Pacyna went through high-level overview of the Origin Destination (OD) process.
 - i) Air Sage Data, Travel Demand Models, Use Google for different routes.
- d) Freight diversion decision making – proportion of travel patterns, can we understand truck volumes on alternative routes?
- e) Truck reliever route?
 - i) Should plan for footprint of larger four-lane roadway (may be a two lane initially).
 - ii) Consider access of potential route.
 - iii) Limited ability of infrastructure to support access.
- f) Side note: Still considering interchange options at 43rd Avenue and 71st Avenue on US Highway 83.
- g) Tyler asked about US Highway 83 Turnback/Jurisdiction
 - i) Jurisdiction will be a big decision when this discussion is had under alternative development.
- h) Gabe Schell, will we understand truck traffic from Dickenson to Minot?
 - i) Eric Grove – Not a lot of Dickenson to Minot trucks.

7) Draft Agency Coordination/Public Engagement Plan Outline (Attachment 3)

- a) Three (3) Public Information Meetings planned: Send out a Doodle Poll for Open House 1.
- b) Went through the Agency Coordination & Public Engagement Plan Outline.
- c) Discussed Study Logo Options (the group was okay with Craig Vaughn's preferred logo).
- d) Additional contacts for engagement advertising plan.
 - i) Gloria David - City of Bismarck
 - ii) Joey Roberson-Kitzman - MPO
 - iii) Casey Einrem - Burleigh County
 - iv) Arik Spencer - Freight Interests
 - v) Al Anderson, Brenda Nagle, - Chamber of Commerce
- e) Website: www.hwy83altstudy.com

8) Next Steps

- a) Refine Existing Conditions/Engagement Outline.
- b) Listening Sessions (targeting December 18/19 at the time of SRC #1).
- c) Public Information Meeting #1 (targeting January at the time of SRC #1).



Location: Bismarck-Mandan Chamber of Commerce
Client: Bismarck-Mandan MPO
Date: 9:00 a.m., January 24, 2018
Subject: US 83 Alternatives Study - Freight Listening Session Meeting Summary
Attendees: Joey Roberson-Kitzman, Bismarck-Mandan MPO
Chuck Peterson, Jobbers
Nick Thueson, Cross Country Freight Solutions
Eric Grove, Magnum LTL
Scott Harmstead, SRF
Craig Vaughn, SRF
Jennifer Quayle, SRF

Purpose of Meeting

Introduce the US Highway 83 Alternatives Study and obtain input from local freight industry leaders regarding study area issues, experiences, and opportunities.

Summary of Meeting

1) Welcome and Introductions

- a) Craig Vaughn and Jennifer Quayle welcomed and thanked the group for their participation, provided a study overview, and discussed goals, objectives, and roles.

2) Freight Interest Discussion

- a) Nick Thueson (Cross Country Freight Solutions)
 - i) Responsible for coordinating logistics for Jamestown west to Eastern Montana.
- b) Eric Grove (Magnum LTL)
 - i) Responsible for freight terminals at Minot, Bismarck, Billings, and Jamestown.
 - ii) Interested in bypass concepts.
 - iii) Higher weight limits are of interest for Magnum.
 - iv) ND Highway 1804 is not a big truck attractor.

- c) Chuck Peterson (Jobbers)
 - i) Used to be a scale where Menards in Bismarck is located, which is how routes used to be influenced.
 - ii) US Highway 83 was previously a two-lane roadway, which had many car accidents.
 - iii) Would like to view different scenarios and a cost/benefit to each scenario, including a thorough analysis and environmental impact understanding.
 - iv) Need a 25-year perspective.
 - v) How is growth going to change situation?

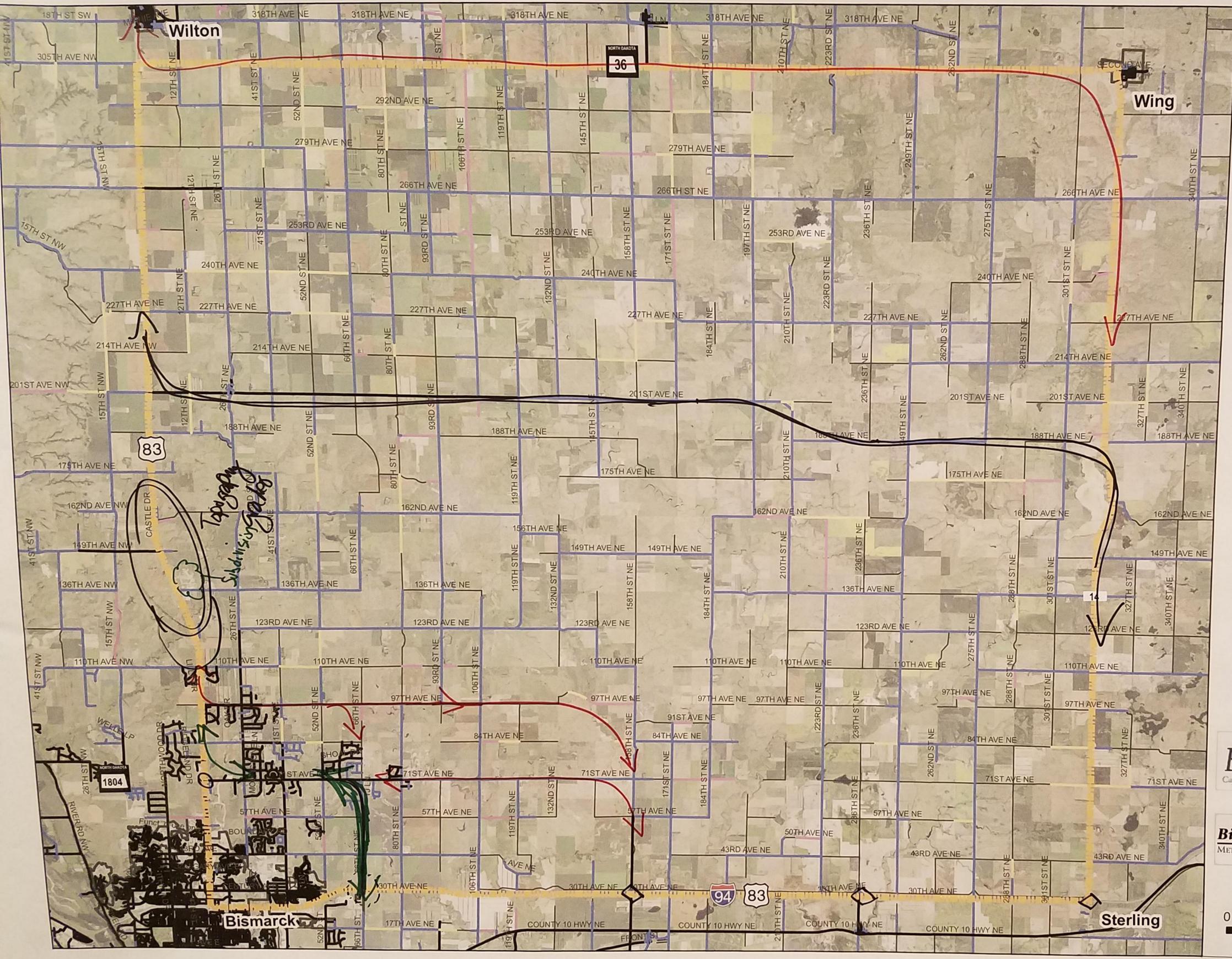
3) Freight Current Issues/Concerns Discussion

- a) Chuck Peterson (Jobbers)
 - i) Conflicts start south of 71st Avenue.
 - ii) The US Highway 83 corridor works well today, no conflicts with trucks.
 - iii) 71st Avenue/US Highway 83 is an improved intersection.
 - iv) Farmers can cause some issues with respect to over-sized equipment.
- b) Eric Grove (Magnum LTL)
 - d) Local people know to avoid State/US Highway 83; Outsiders do not.
 - e) Issue is US Highway 83/I-94 interchange with trucks backed up, causing congestion.
 - f) US Highway 83 has come a long way, stop ahead lights have helped, oil impact - not bad now.
- c) Nick Thueson (Cross Country Freight Solutions)
 - i) Getting on US Highway 83/State Street is difficult at the signals, traffic signal operations at 43rd Avenue or along US Highway 83 could be improved.

4) Amount of Truck Traffic Discussion

- a) Mostly perception of high truck traffic on State Street.
- b) People just want to get ahead of trucks.
- c) Very much driver perception.

5) Alternative Route Discussion (see Study Maps)



Alternatives Study

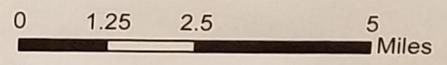
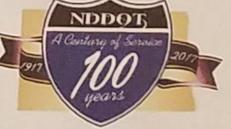
Corridor Boundary

	Hwy 83 Corridor Boundary
	City Boundary
Road Surface	
	Paved
	Graded & Drained
	Gravel
	Unimproved
	Burleigh County Roadway System

Bismarck
Capital City of North Dakota



Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION



*1/24/18
Freight Listening
Session*



Location: Bismarck-Mandan Chamber of Commerce
Client: Bismarck-Mandan MPO
Date: 4:00 p.m., January 24, 2018
Subject: US 83 Alternatives Study - Business Listening Session Meeting Summary
Attendees: Jerry Hauf, Cornerstone Bank
Jeff Hinz, Ace Hardware
Erika Landers, Northside Market
Kevin Dykema, American Bank Center
Brian Ritter, Chamber and Bismarck Mandan Development Association (BMDA)
Steve Saunders, MPO
Craig Vaughn, SRF
Jennifer Quayle, SRF

Purpose of Meeting

Introduce the US Highway 83 Alternatives Study and obtain input from local business owners along the US Highway 83 corridor regarding study area issues, experiences, and opportunities.

Summary of Meeting

1) Welcome and Introductions

- a) Craig Vaughn and Jennifer Quayle welcomed and thanked the group for their participation, provided a study overview, and discussed goals, objectives, and roles.

2) Business Type and Issues/Concerns Discussion

- a) Kevin Dykema (American Bank Center):
 - i) American Bank will expand in the future.
 - ii) Desires a convenient location for customers, visibility is good for business.
 - iii) Feels traffic moves well outside of peak times.
 - iv) Personally avoids driving US Highway 83 during high peak times.

- b) Brian Ritter (Chamber and BMDA):
 - i) US Highway 83/71st Avenue location is a growth area, southwest quadrant is the most influential area with approximately \$230M of development. Could include:

- Catholic High School.
 - Bismarck Motor Company.
 - Sandford Health – Northwest Corner (anticipating 36 to 48-month expansion); Concerned about truck traffic near this investment area. Steve Saunders noted that this study is primarily a truck bypass study.
- ii) The BMDA prefers a turn off at or north of 110th Avenue.
- c) Jerry Hauf (Cornerstone Bank):
- i) What will happen economically going forward if a truck bypass is constructed? Need to understand what is planned for the future.
 - ii) US Highway 83 has heavy truck traffic, with current bottlenecks at the Frontage Road.
 - iii) Personally avoids leaving work at 5:00 pm due to PM peak period; the peak conditions drive travel choice by time of day.
- d) Jeff Hinz (Ace Hardware):
- i) Store location is on US Highway 83 and uses the corridor two to three times daily.
 - ii) Store supplies are delivered by semi-truck; has no access issues.
 - iii) Sees truck operational issues/bottleneck on US Highway 83 going south to I-94.
 - iv) Cross-street traffic/access to US Highway 83 is difficult.
 - v) Customers do not go south on US Highway 83.
- e) Erika Landers (Northside Market):
- i) Located along Frontage Road and has in/out access to US Highway 83.
 - ii) Attracts recreational traffic and is close to local destinations; north to lakes, south to river, camping is located west and east of business. Vehicles pulling campers, boats, snowmobiles stop at business.
 - iii) Semi-trucks regularly deliver food, gas, beer, etc.; they generally drive behind the building between the car wash.
 - iv) Concerned about signal timing near the Hardees and Northside Market.

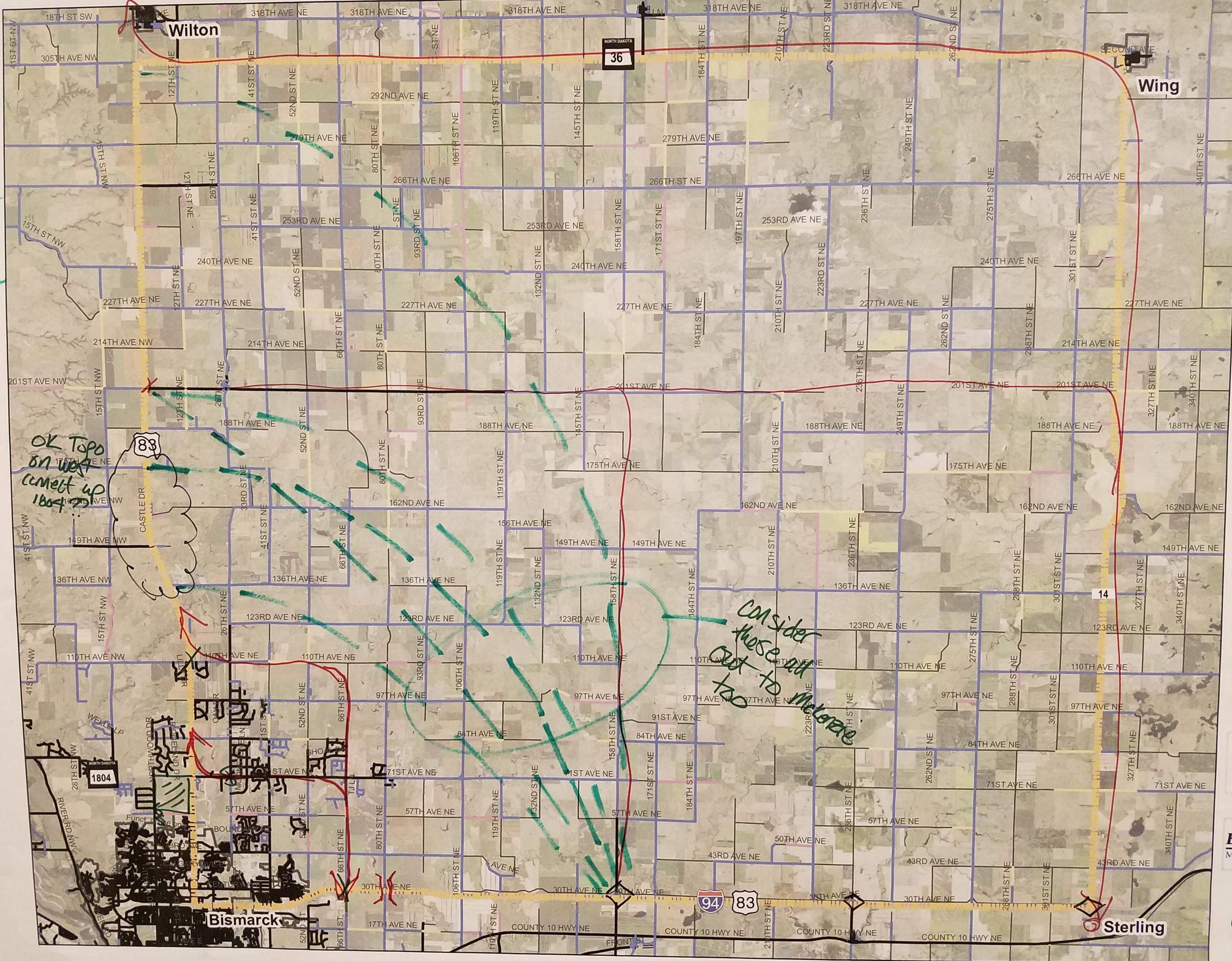
3) Potential Alternative Routes:

- a) Will come down to landowner and property owner rights.
- b) Brian suggested the path of least resistance is the way to go. Avoid current farm houses and rural subdivisions, as well as potential areas of growth in Bismarck.
- c) Natural spacing between interchanges and bridges should be considered.
- d) Residential development will impact land use around railroad.

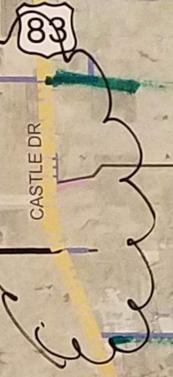
4) Other Business:

- a) Steve Saunders noted that the 66th Street interchange is going to happen at some point.
- b) Capital Electric is a good open house location.
- c) Other business interests to engage could include Sanford Health, Ron Knutson, Hay Creek, and the Aspen Group.

Notes from SRC



OK Topo on west connect up 1804??



Consider these all tied to Melange

Wilton

Wing

Bismarck

Sterling

36

83

14

1804

94

83

Bi MET

0



Record of Meeting

SRF No. 10617

Location: SRF Bismarck Office – Badlands Conference Room
Client: Bismarck – Mandan Metropolitan Planning Organization
Date: January 25, 2018
Subject: SRC Meeting 2 – US 83 Alternatives Study
Attendees: ~~Casey Einrem, Burleigh County; Marcus Hall, Burleigh County;~~ Doug Schonert, Burleigh County; Tyler Wollmuth; NDDOT; Chuck Peterson, Jobbers Warehouse; Eric Grove, Magnum Transportation; Steve Saunders, MPO; Michael Johnson, NDDOT; Gabe Schell, City of Bismarck; Mark Berg, City of Bismarck; Jason Gullicks, APEX; Craig Vaughn, SRF; Matt Pacyna, SRF; Jennifer Quayle, SRF; Scott Harmstead, SRF

1) Welcome

2) Study Schedule and Kick-Off Meeting Minutes (Attachments 1 and 2)

- a) Craig Vaughn provided an update of the study status/schedule and previous minutes and asked for any questions.
- b) Gabe Schell asked if SRF planned to make the meeting minutes public and if so, to clean up any acronyms/shorts-cuts to improve public understanding. He also asked if draft minutes can be provided more quickly following the meeting.
- c) SRF to update the previous minutes and send out the current draft meeting minutes within 10 business days of the meeting (**ACTION**).

3) Listening Session Recap

- a) Freight and Business Groups
 - i) SRF provided an overview of the two meetings. From a freight perspective, they provided good local and geographic context. From a business perspective, it was surprising that moving Highway 83 would not be as negative as one would expect.
 - ii) Eric Grove and Chuck Peterson liked the listening session format and got about as much information as you could expect from the group.
 - iii) Gabe Schell asked about the makeup of the business group. Craig stated it had a good cross-section of stakeholders from the hardware store, area banks (2), grocers, and the chamber of commerce.

4) Existing Conditions Update

- a) Crash Trends (Year, Day, Time, Type, Weather)
 - i) Matt Pacyna presented the revised crash analysis, showing several tables and charts.
 - ii) Gabe Schell and Mark Berg asked to enhance these further to determine more trends relative to volumes (e.g. crash rates or a comparable measure), as well as with respect to trucks/freight.
 - iii) SRF to expand the crash analysis to address Gabe's questions (**ACTION**).
- b) Traffic Operations (Hourly Profiles, LOS, Queues, Travel Times)
 - i) Matt Pacyna presented the traffic operations results.
 - ii) Gabe Schell asked if current signal timing was used. Matt Pacyna stated that SRF received the current signal timing plans from the City.
- c) Travel Patterns
 - i) Matt Pacyna presented the current travel patterns observed, noting that this information is very preliminary and hasn't been vetted due to having just received the information from the Advanced Traffic Analysis Center (ATAC).
 - ii) Doug Schonert stated we need to better understand freight patterns within the area, not just on US Highway 83; we should be considering Centennial Road and 71st Avenue as well. We should also expect industrial development to occur along a new US Highway 83 alternative if constructed.
 - (1) Craig Vaughn added that AECOM is on the study team to help answer this question.
 - iii) Tyler Wollmuth suggested we add more information for I-94 as well, particularly near Exit 161/Centennial.
 - iv) Gabe Schell/Mark Berg discussed adding more clarity to the current travel patterns graphics.
 - v) Steve Saunders asked if 43rd Avenue should be considered from a truck perspective. Mark Berg stated trucks are not encouraged to use 43rd Avenue. Eric Grove stated some trucks still use 43rd Avenue.
 - vi) SRF will expand the travel pattern information, with a focus on widening the area of influence and freight patterns (**ACTION**).

5) Public Engagement Plan/Draft Open House #1 Materials

Note: This discussion occurred after item #7.

- a) Open House #1 Overview.
- b) Advertisement (Newspapers, Newsletters, Facebook Ad, others?).
- c) Online Engagement (website, Wikimaps).

- i) Jennifer Quayle provided an overview of the upcoming open house set for February 20, 2018. She covered the format, location, times, advertising, google voice, and wikimaps.
- ii) Gabe Schell asked if we could modify the Google Voice to go directly to the recording. He also asked if there was a way to make the wikimapping more clear with respect to the instructions.
- iii) Doug Schonert requested the County Commission be notified of the upcoming meeting.
- iv) Mark Berg suggested to check into the ND Game and Fish Plots for wetland impacts. He also suggested to check the Association of General Contractors (AGC) for additional freight business information/additional contacts.
- v) SRF to update the Google Voice and Wiki-mapping (**ACTION**).

6) Traffic Forecasts

- a) Historical Trends/Previous Projections
 - i) Matt Pacyna presented the historical average daily traffic volume trends and various 2040 forecasts that were developed as part of recent previous studies.
- b) Statewide Model Results
 - i) Matt Pacyna presented the preliminary results provided by ATAC regarding the Statewide Freight Regional Travel Demand Model (TDM).
 - (1) Gabe Schell and Michael Johnson asked for additional insight with respect to how adjacent corridors (such as Hwy 36 and Hwy 14) are impacted with respect to an alternative route. They also wanted to understand how the model loads trips into the network.
 - ii) SRF to work with ATAC to provide additional insight into the modeling (**ACTION**).
- c) Bismarck-Mandan TDM Results
 - i) Matt Pacyna discussed this model, but noted that these results were just received and have not yet been reviewed.
 - ii) Michael Johnson asked if the most current model was being use, as well as what the roadway assumptions were for a new alternative route. Matt Pacyna stated yes, the most current model is being use. The new route assumption was a 55-mph 2-lane facility, but ATAC was directed to expand to a 4-lane facility if capacity was constraining the results.
 - iii) SRF will review this information and provide an update at the next Study Review Committee meeting (**ACTION**).

7) Preliminary Alternative Discussion

- a) Craig Vaughn led a discussion regarding potential alternative Highway 83 alignments and connection points. Several options were noted on maps on the wall, many of which were desired north of the current neighborhoods and set to avoid the limits of planned utilities.
- b) Doug Schonert noted to bring Casey Einrem and Marcus Hall into these discussions, who would have a lot of good input. He also noted that the closer an alternative is to Bismarck, there are more issues with residential land use. Moving the alternative further out may make sense and help Bismarck expansion. 175th Avenue could be a good northerly connection, with good access to ND Highway 1804.
- c) Chuck Peterson discussed the importance of having a grade separated rail crossing on new alignment, which is particularly important from a freight perspective. Also important to limit bisecting large swaths of agricultural land with any future alternative.
- d) Gabe Schell noted that the Bismarck urban service area needs to be considered and avoided. He asked if attraction to an alternative is related to the distance. Matt Pacyna stated that the differences are relatively minimal, but more model review is needed.

8) Next Steps

- a) Refine Open House Materials/Advertising Approach.
- b) Open House #1 (February 20th).
- c) 2040 Modeling/Analysis.
- d) SRC Meeting #3 (mid-April).
 - i) Craig Vaughn covered the items listed in the next steps. The group had discussions about an interim (online) study review committee meeting before the next in-person meeting scheduled for April.

HIGHWAY 83 ALTERNATIVE STUDY OPEN HOUSE MEETING

YOUR INPUT IS NEEDED

The first in a series of open house meetings is being held to provide an opportunity for the public to learn about the study and provide feedback. The meeting will have a drop-in style format, with two short presentations given at 5:45 p.m. and 6:45 p.m. Bismarck-Mandan Metropolitan Planning Organization (MPO), City, County, and NDDOT staff – along with the study consultants – will be available to answer questions and provide assistance as needed.

WHY?

The purpose of this study is to:

Identify, evaluate, and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region.

Analyze potential new routes for regional traffic and identify operational improvements for the State Street corridor.

Analyze anticipated outcomes of the US Highway 83 realignment on Bismarck and Burleigh County.

The study area boundaries are: US Highway 83 to the west, I-94 to the south, ND Highway 36 to the north, and ND Highway 14 to the east.

The study is being conducted from October 2017 to November 2018.

WHEN AND WHERE?

Tuesday, February 20, 2018 from 5:30-7:30 p.m.

Capital Electric Co-Op

4111 State St, Bismarck, ND 58503

***Presentations at 5:45 p.m. and 6:45 p.m.**

The Open House is being conducted by the MPO, City of Bismarck, Burleigh County, NDDOT, and SRF Consulting Group, Inc.

Feedback can also be submitted through the study website at

<https://www.hwy83altstudy.com> or by calling (701) 595-0526.

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at 701-355-1332, email mpo@bismarcknd.gov, TTY users may access Relay North Dakota at 711 or 1-800-366-6888 at least five (5) days in advance of the meeting.

Local and State transportation officials study alternative routes for US Highway 83 corridor

Public invited to February 20 open house to learn more and provide feedback

Bismarck, ND – The first public open house to gather input on the future of US Highway 83 is being hosted by the Bismarck-Mandan Metropolitan Planning Organization, City of Bismarck, Burleigh County, and North Dakota Department of Transportation on Tuesday, February 20 from 5:30 to 7:30 p.m. at Capital Electric, 4111 State Street, Bismarck. The meeting will have a drop-in style format, with two short presentations given at 5:45 pm and 6:45pm.

Public input is sought to identify current issues and needs along the US Highway 83 corridor as well as opportunities for potential future highway route alternatives.

The study area boundaries are: US Highway 83 to the west, I-94 to the south, ND Highway 36 to the north, and ND Highway 14 to the east.

Anyone unable to attend the meeting can provide input via the interactive map on the study website (hwy83altstudy.com) or by calling and leaving a message at (701) 595-0526.

The study is being conducted from October 2017 to November 2018.

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at (701) 355-1332, or email mpo@bismarcknd.gov, TTY users may access Relay North Dakota at 711 or 1-800-366-6888, at least five (5) days in advance of the meeting.



ABOUT THE STUDY

The Bismarck-Mandan Metropolitan Planning Organization is completing the US Highway 83 Alternative Study in cooperation with the City of Bismarck, Burleigh County, and the NDDOT. The study area boundaries are: US Highway 83 to the west, I-94 to the south, ND Highway 36 to the north, and ND Highway 14 to the east.

The purpose of the study is to:

- Identify, evaluate, and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region
- Analyze potential new routes for regional traffic and identify operational improvements for the State Street corridor
- Analyze anticipated outcomes of the US Highway 83 realignment on Bismarck and Burleigh County

The Study is being conducted from October 2017 to November 2018.

BE INVOLVED



Visit the study website to share your input, learn about upcoming meetings, review materials.

hwy83altstudy.com



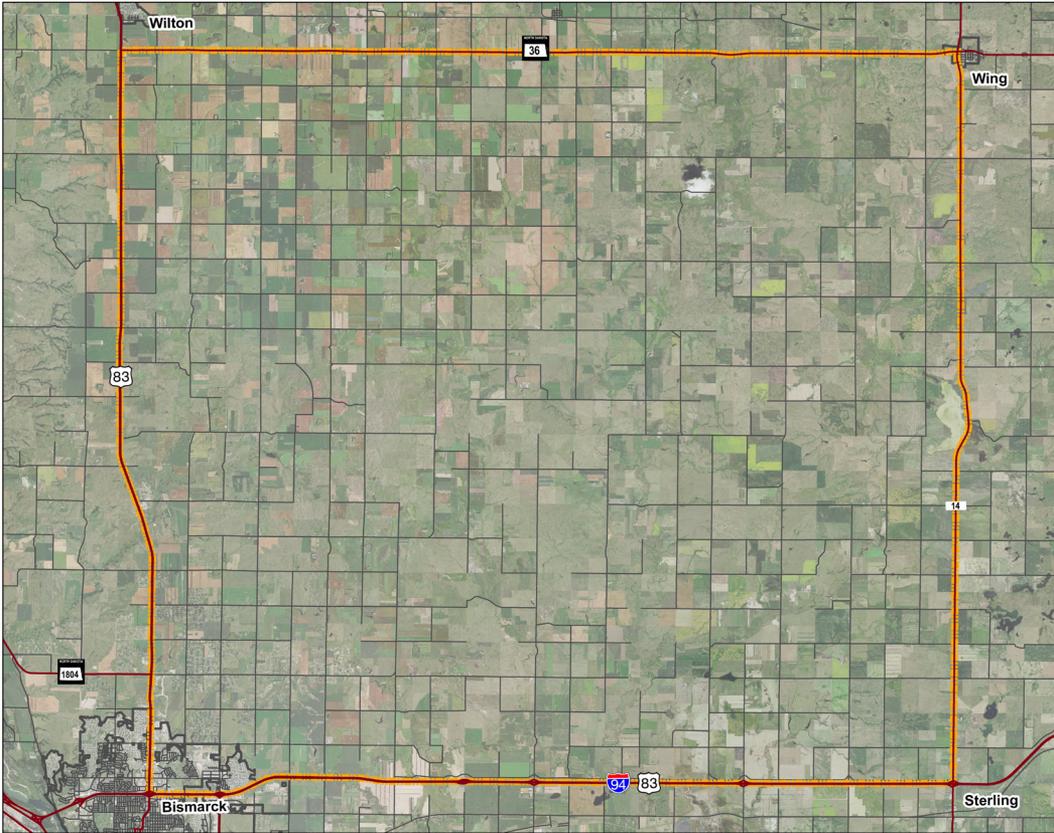
Attend Open House #1 on ***Tuesday, Feb. 20*** from 5:30-7:30 p.m. at Capital Electric Co-Op (4111 State St) in Bismarck.



Can't attend an in-person meeting? Leave your input by calling:

(701) 595-0526

STUDY AREA



Contact Information:

Bismarck-Mandan MPO

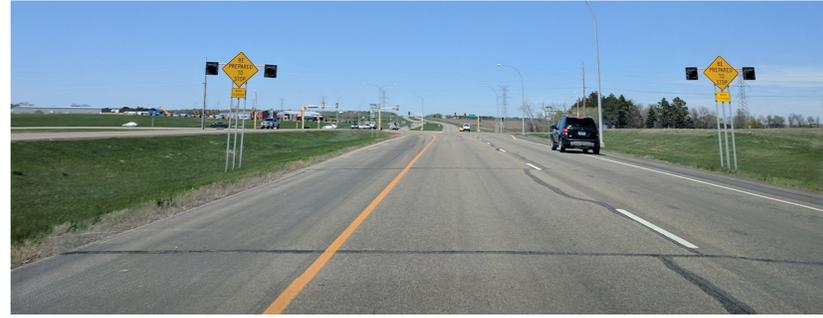
Steve Saunders
MPO Project Manager
(701) 355-1848
ssaunders@bismarcknd.gov

SRF Consulting Group

Craig Vaughn
Project Manager
(763) 475-0010
cvaughn@srfconsulting.com

SRF Consulting Group

Matt Pacyna
Deputy Project Manager
(763) 475-0010
mpacyna@srfconsulting.com



WELCOME!

OPEN HOUSE US Highway 83 Alternative Study



Tuesday, February 20, 2018
Open House 5:30 to 7:30 p.m.
Presentations at 5:45 p.m. and 6:45 p.m.
Capital Electric



STUDY OVERVIEW

Overview

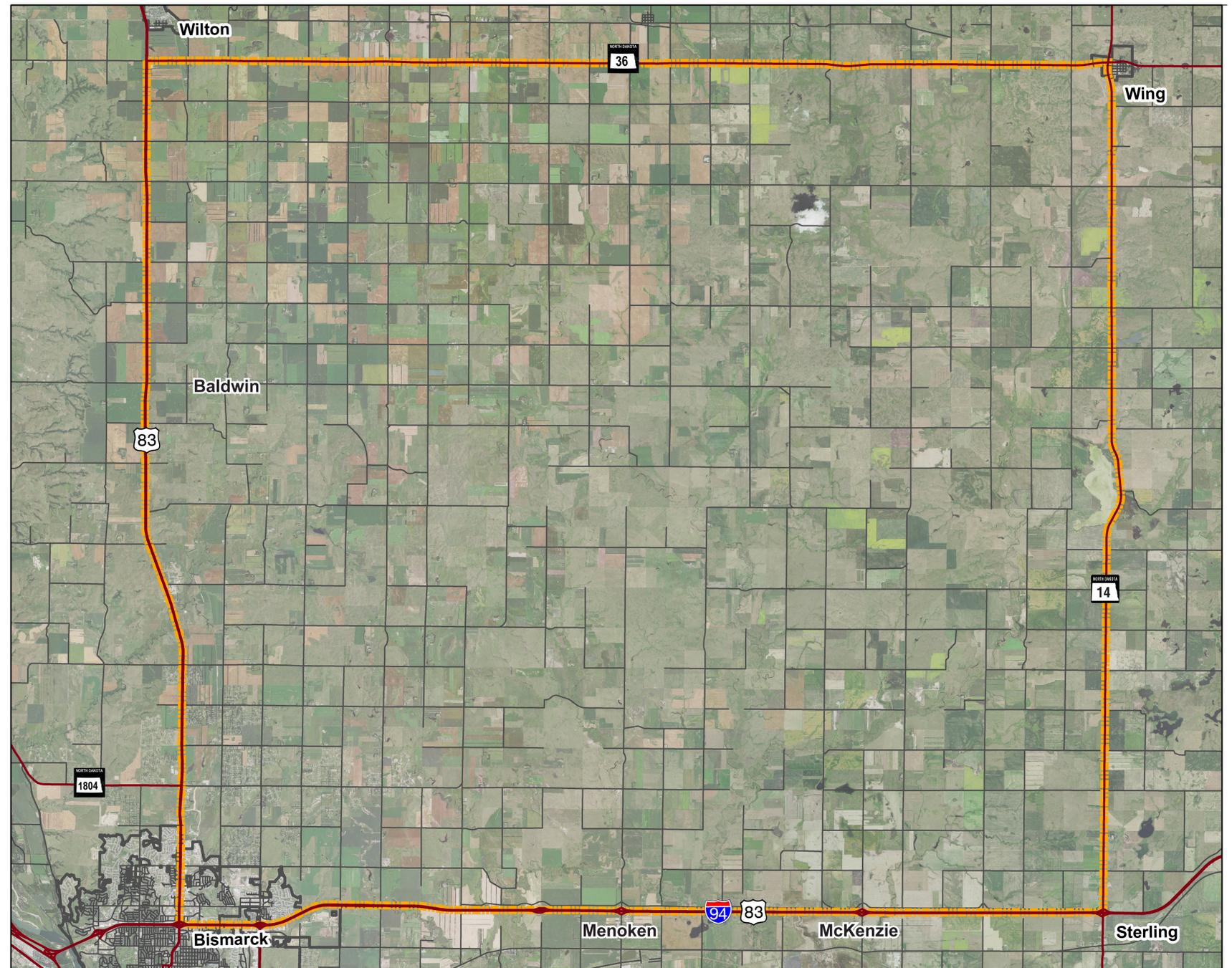
The Bismarck-Mandan Metropolitan Planning Organization is completing a US Highway 83 Alternative Study in cooperation with the City of Bismarck, Burleigh County, and the NDDOT.

The purpose of the study is to:

- Identify, evaluate and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region.
- Analyze potential new routes for regional traffic and identify operational improvements for the state street corridor
- Analyze anticipated outcomes of the US Highway 83 realignment on Bismarck and Burleigh County.

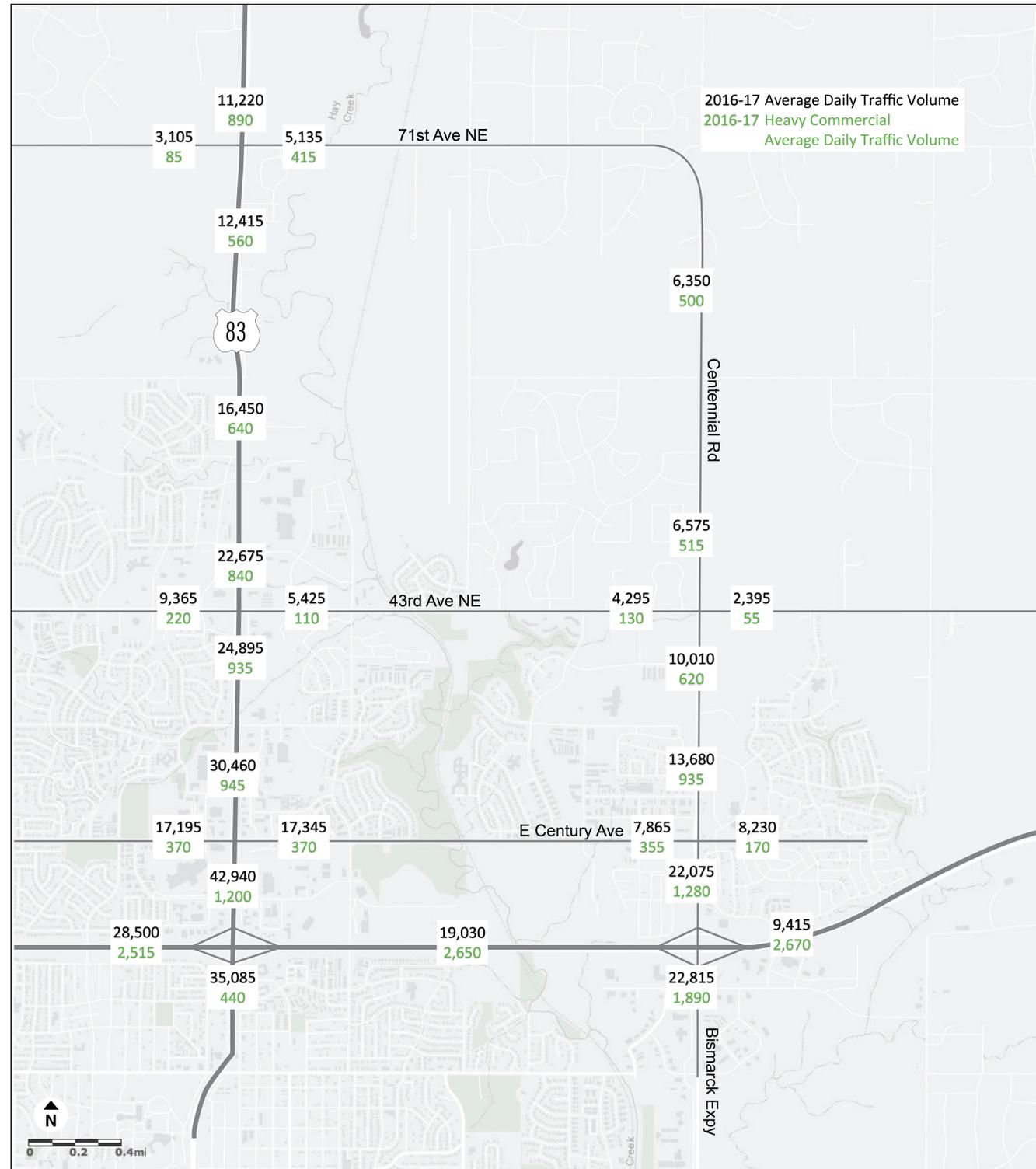
The Study is being conducted from October 2017 to November 2018.

Study Area

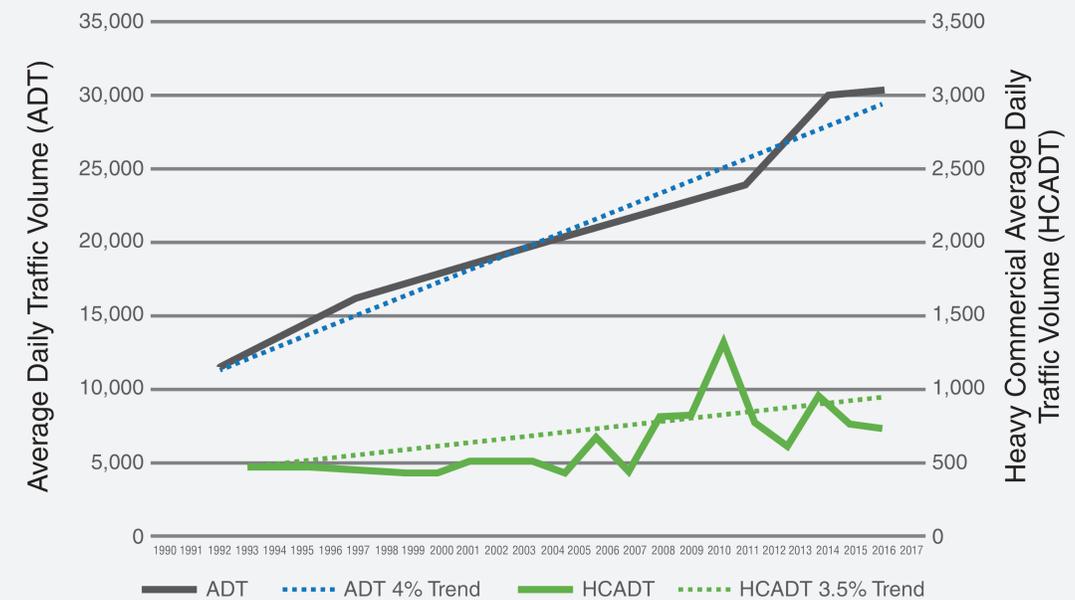


TRAFFIC VOLUMES

Existing Average and Heavy Commercial Daily Traffic



US Highway 83 Average Daily Traffic Historical Trends

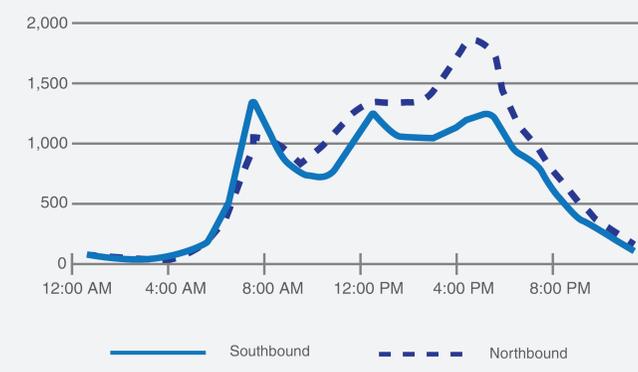


Sources:
 ADT (2012-2016): NDDOT Transportation Info Website - Miovision Counts
 ADT (1992-1997): NDDOT Transportation Info Website - Tube Counts
 HCADT: NDDOT County, Urban and Traffic Info Maps Website

Key Highlights

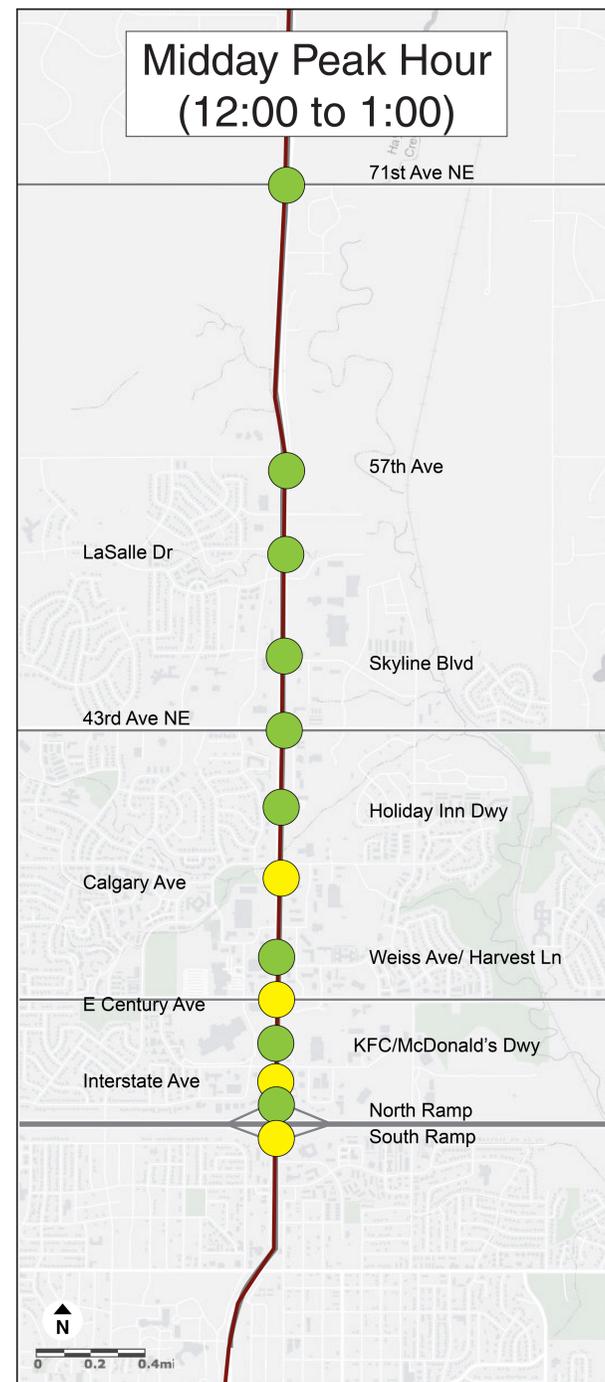
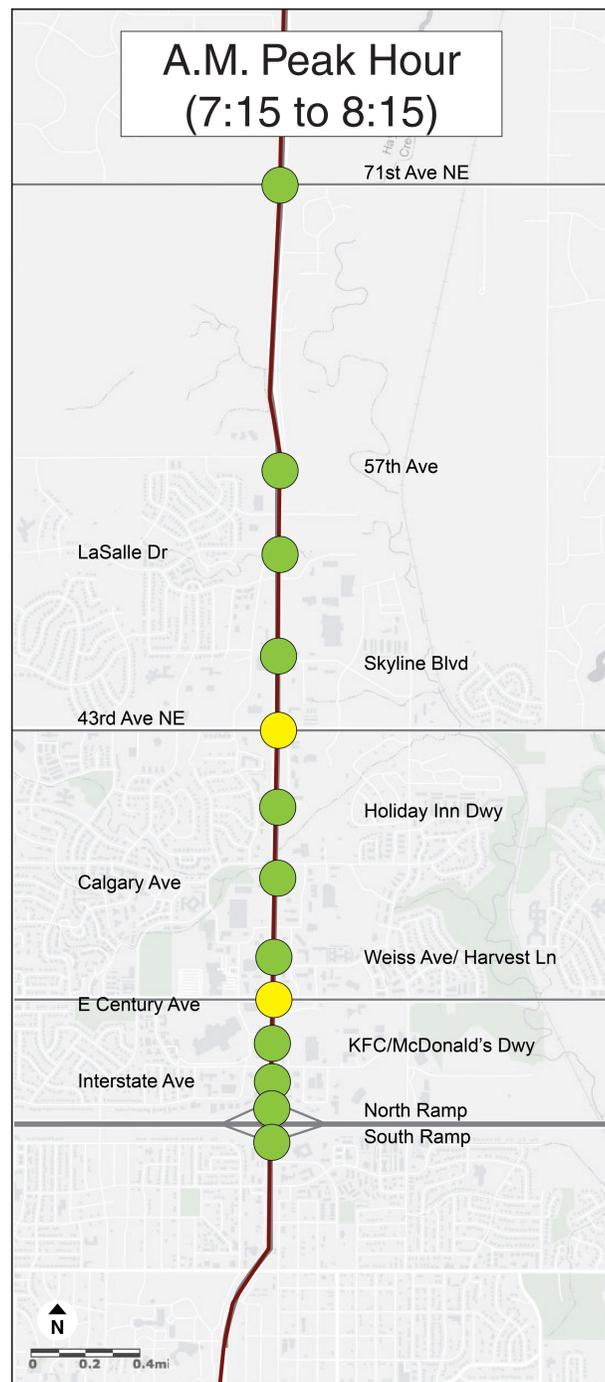
- US Highway 83 daily traffic volumes range from approximately 10,000 to 43,000 vehicles per day.
- During the a.m., approximately two thirds of the traffic is heading southbound on US Highway 83.
- During the p.m., approximately 60% of the traffic is heading northbound on US Highway 83.
- Historically, average daily traffic volumes have grown approximately 3 to 4% per year.

US Highway 83 Hourly Traffic Volume Profile



TRAFFIC OPERATIONS

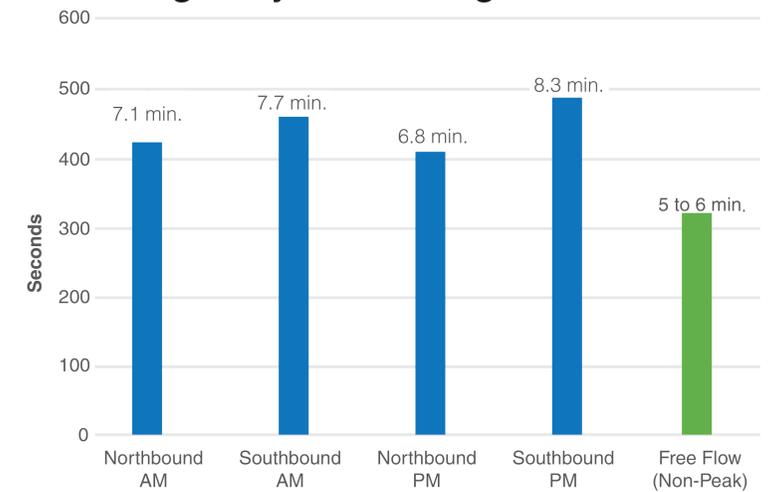
Intersection Level of Service (LOS)



Key Highlights

- All intersections operate at LOS D or better.
- The majority of intersections operate at LOS C or better.
- There are individual movements or approaches that operate at LOS E or F during peak periods within the study area.
- Corridor travel times along US Highway 83 (between I-94 and 71st Avenue) vary between 5 minutes and 8 minutes, depending on the direction and time of day.

US Highway 83 Average Travel Times

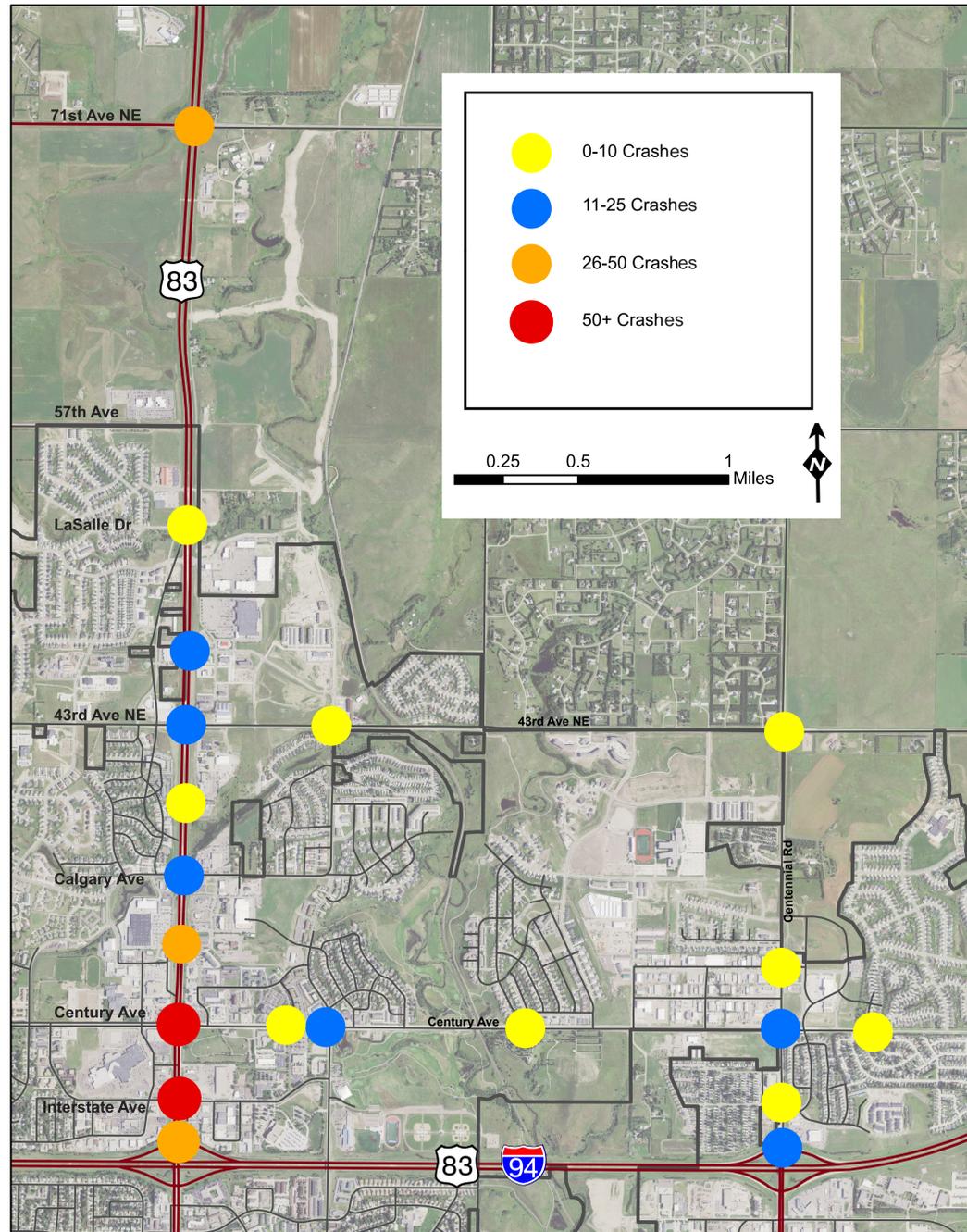


Legend

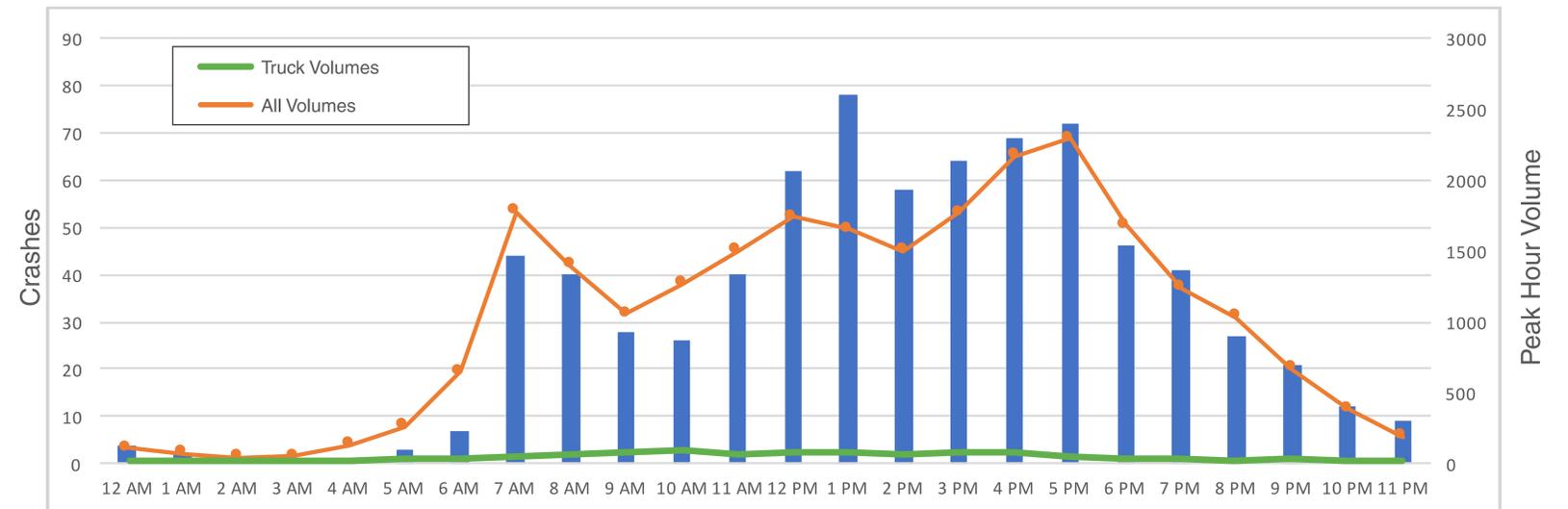
- Level of Service - A or B
- Level of Service - C
- Level of Service - D
- Level of Service - E or F
- State/Federal Highways
- City of Bismarck/Burleigh County Transportation System

CRASH HISTORY

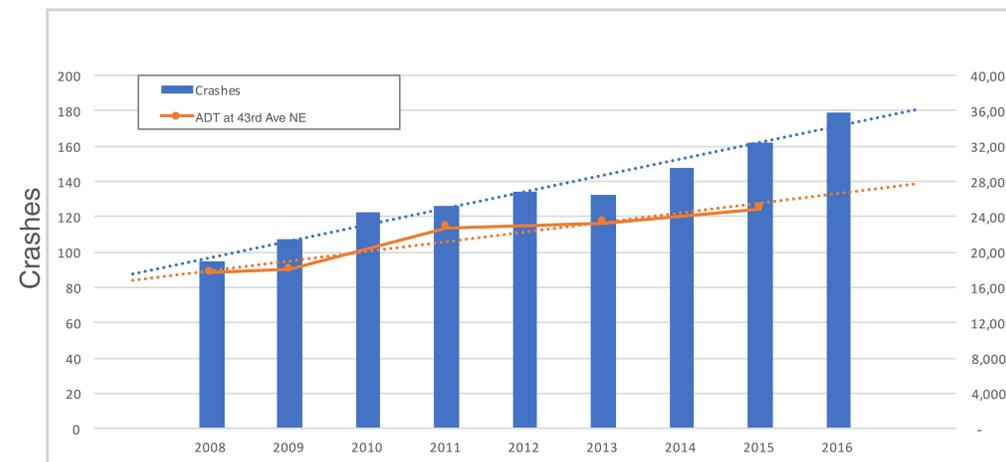
Crash Frequency (2012 to 2016)



US Highway 83 Crashes by Time of Day*



US Highway 83 Crashes by Year*



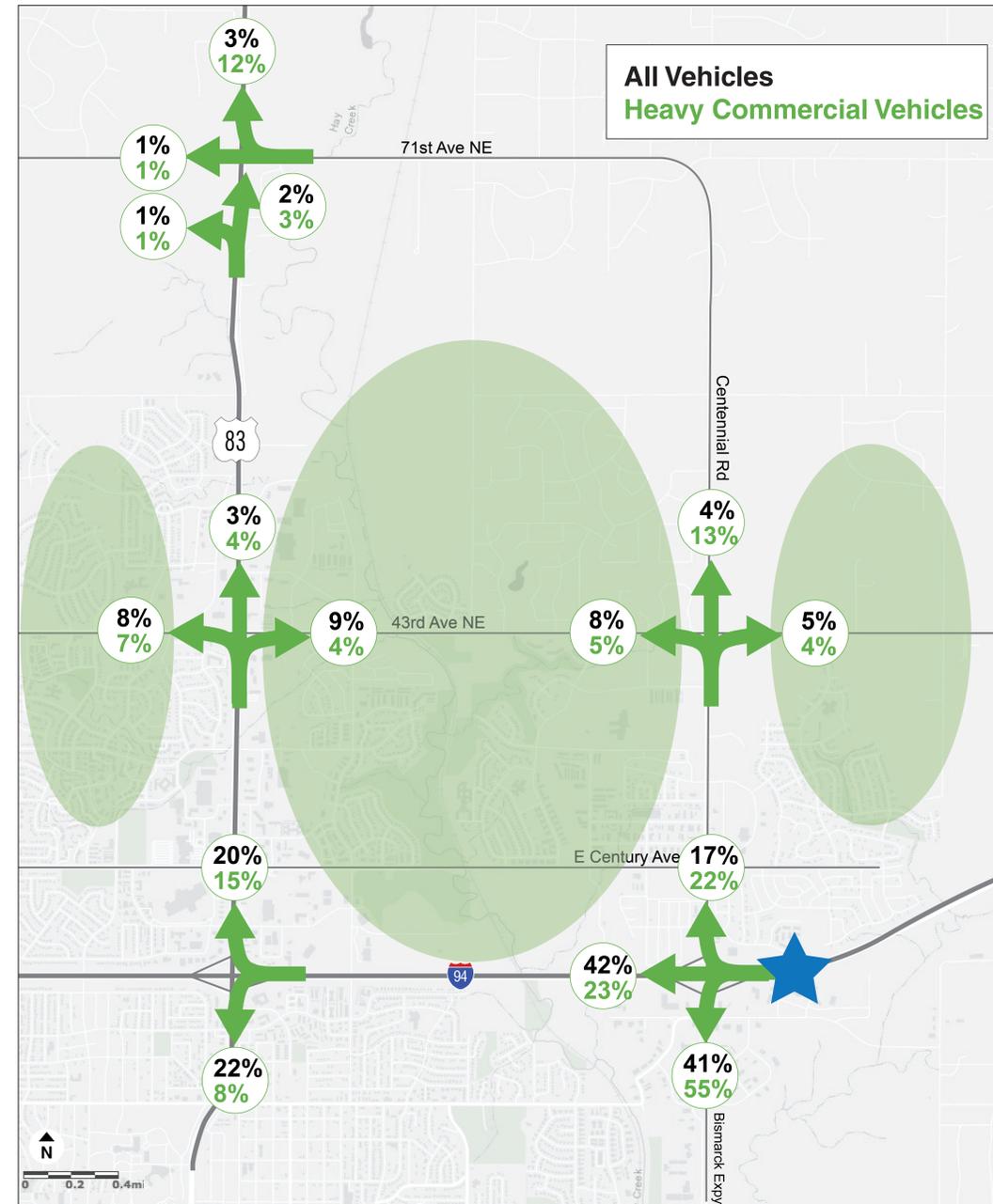
*All crashes are along US Highway 83 from I-94 to 71st Avenue.

Key Highlights

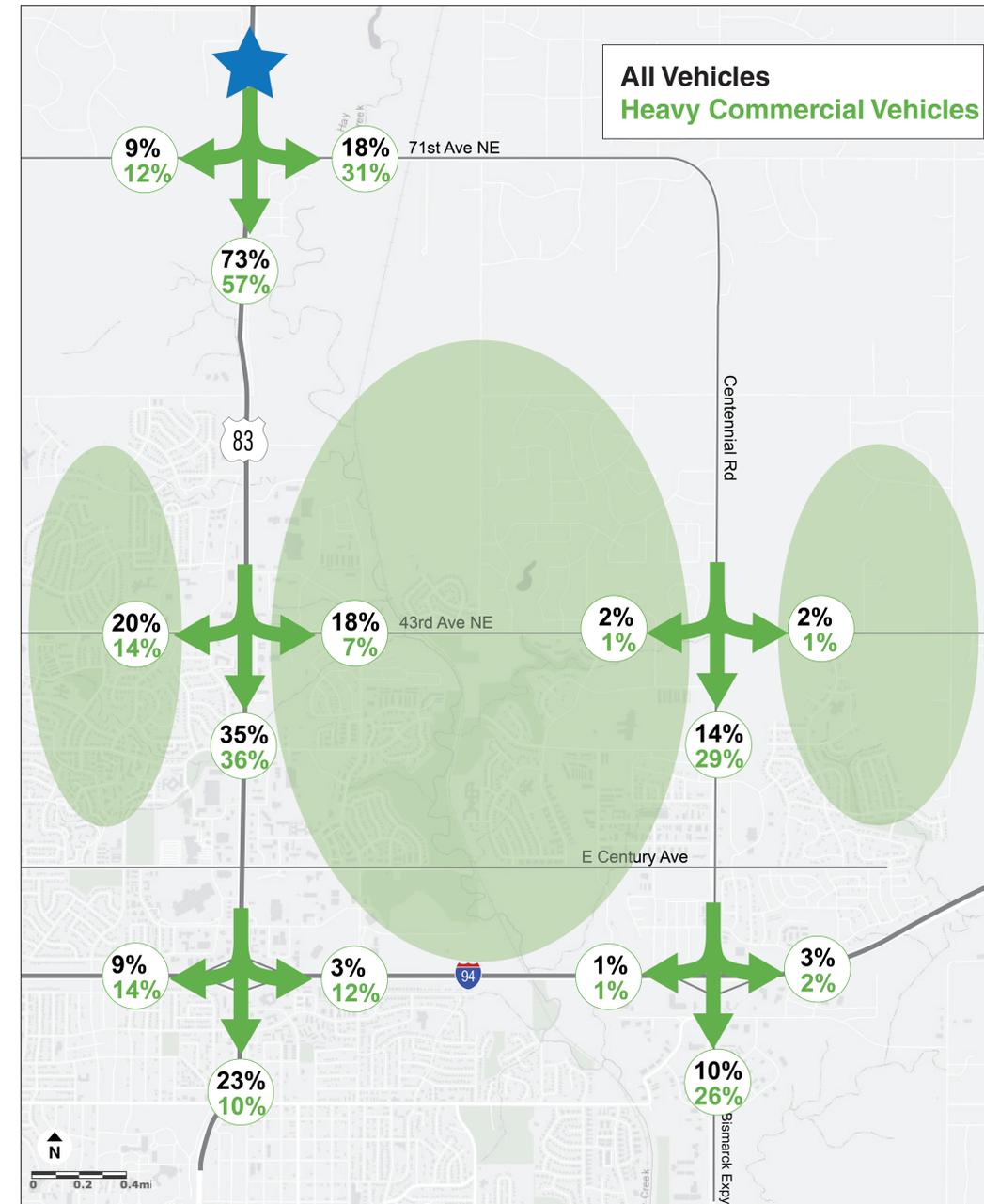
- Crashes along US Highway 83 occur throughout the day in proportion to the hourly traffic volumes.
- Crashes peak between 12 p.m. and 6 p.m. along the corridor.
- Crashes along US Highway 83 have been increasing proportionally to the average daily traffic volume.
- Intersections with higher crash frequency are located in the southern portion of the corridor, where traffic volumes are higher.

TRAVEL PATTERNS

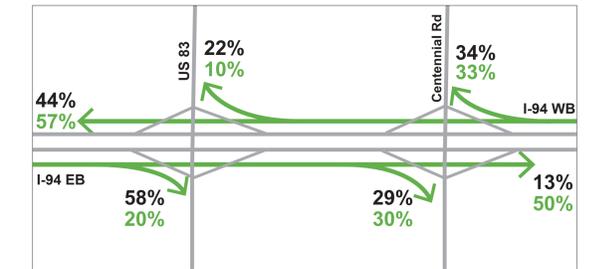
Westbound I-94 Vehicles (Exiting at US Highway 83 or Centennial Road)



Southbound US Highway 83 Vehicles



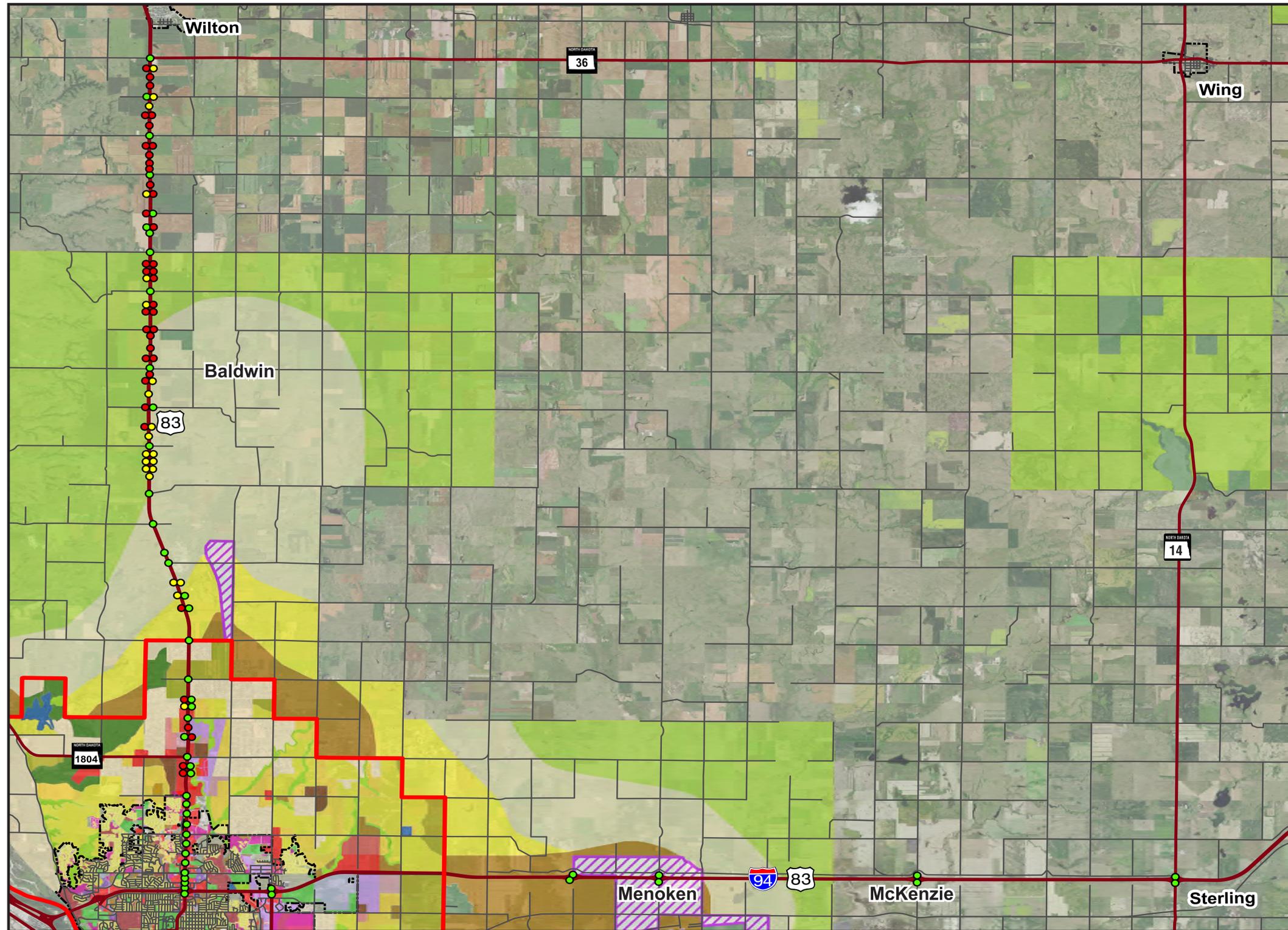
I-94 Travel Patterns



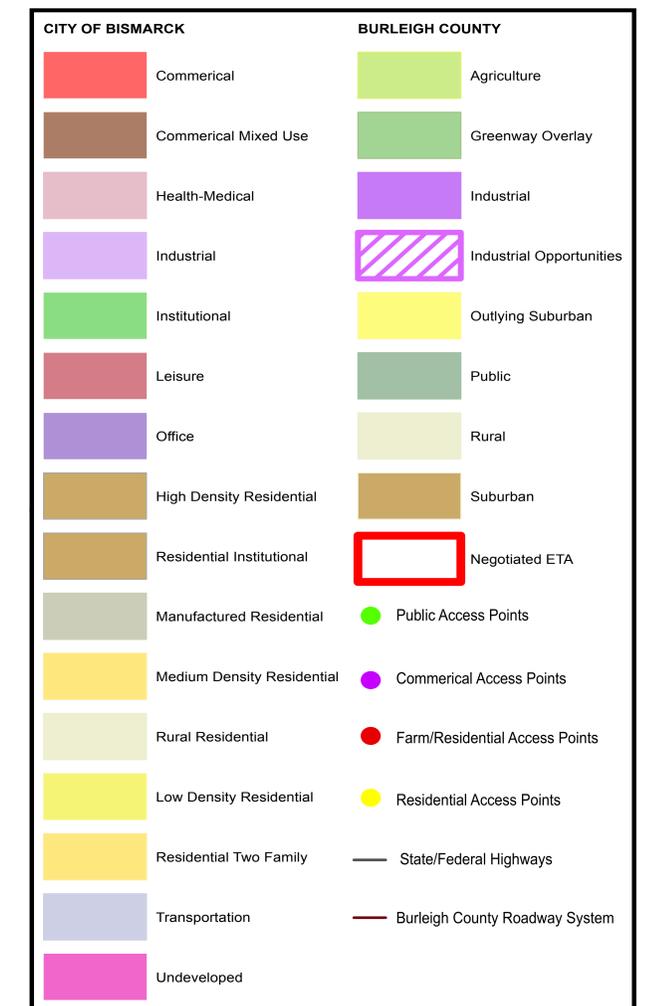
Key Highlights

- Approximately 33% of all trips (36% of heavy commercial vehicles) from US Highway 83 (north of 71st Avenue) are destined to areas south of I-94.
- 16% of all trips (29% of heavy commercial vehicles) from US Highway 83 (north of 71st Avenue) are destined to I-94 (east or west).
- 63% of all westbound I-94 vehicles (63% of heavy commercial vehicles) exiting at Centennial Road or US Highway 83 are destined to the south of I-94.
- Approximately 5% of all westbound I-94 trips (15% of heavy commercial vehicles) exiting at Centennial Road or US Highway 83 are destined to US Highway 83 north of 71st Avenue.

LAND USE AND ACCESS



Future Land Use/Access Inventory



NEXT STEPS

We Want Your Feedback!

Please provide comments on current issues along US Highway 83, as well as any feedback with respect to an alternative US Highway 83 alignment.

Please use the comment form provided or go to the laptop station to provide your feedback electronically.

Example Comments

- ① "I would use a new US 83 route, if provided, assuming the alternative was conveniently located."
- ② "I feel the current corridor functions well and I don't see a need for an alternative route."

Next Steps

- Review and Incorporate Feedback
- Develop Future Traffic Forecasts
- Evaluate Future Corridor Options
- Develop and Evaluate Viable US Highway 83 Alternatives
- Open House #2 Expected May 2018

Be Involved



Visit the study website to share your input, learn about upcoming meetings, review materials: hwy83altstudy.com



Can't attend an in-person meeting? Leave your input by calling: **(701) 595-0526**

We are Here

Schedule and Critical Path Timeline with Deliverables

Study Tasks	2017			2018											
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
T1 - Project Management	[Timeline bar with dots]														
T2 - Existing Conditions	[Timeline bar]														
T3/T4 - Year 2040 Conditions and Issues/Needs Summary	[Timeline bar with star in Apr]														
T5 - Alternative Development and Preliminary Evaluation	[Timeline bar with star in Jun]														
T6 - Alternative Evaluation	[Timeline bar with star in Aug]														
T7 - Documentation and Implementation Plan	[Timeline bar with diamonds in Sep, Oct, Nov]														
T8 - Public Involvement Plan and Agency Involvement	[Timeline bar]														
Public Involvement Meetings and Listening Sessions				LS	PIM1		LS	PIM2		LS	PIM3				
Online Engagement (WEB)			WEB		WEB		WEB		WEB		WEB				
News Releases (NR)				NR			NR				NR				
Technical Advisory Committee Meetings		▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
Policy Board Meetings		■	■	■	■	■	■	■	■	■	■	■	■	■	■
NDDOT Management Meeting												◆			
Study Review Committee Meetings (SRC)		SRC		SRC			SRC		SRC		SRC			SRC	

- Project Manager Coordination
- ▲ TAC Meeting
- Policy Board Meeting
- ◆ NDDOT Management Meeting
- ★ Key Deliverable / Technical Memorandum
- ◇ Draft and Final-Draft Report
- ◆ Final Report



Open House #1
Tuesday, February 20 | 5:30-7:30 p.m.

Name	Phone	Email
Shane Koch	701-214-7473	
Kristin Luederbach	214-8798	
Jim Miller	701-250-7383	
Jerry Sauer	527-4068	



Open House #1
Tuesday, February 20 | 5:30-7:30 p.m.

Name	Phone	Email
Charles Cullen	701-222-1891	ga PC 3435@ gmail . com
JoAnn Holsten	226 6962	HoJomoo@BEKTEL . com
Richard Strand	220 3498	strand@bektel.com
Deborah Strand	701- 378 56	
Orlene Olson	701-943-2672	lnaolson@bektel . com
Dan BM	701 400 8326	Bshlriderhd@hotmail . com
Pam Schmart	701-202-4077	
Glenn Wollan	701-391-0657	
Eric Grove	391-6287	egrove@magnumlog . com
Troy Ripplinger	701-226-0175	troyripplinger@yahoo.com
LOREN DEWITZ	701-220-1788	ldewitz@bektel . com
Angie McClove	701-872-6384	angie . ordahl@gmail . com
Jeremy Wittenberg	701-202-8435	



Open House #1
Tuesday, February 20 | 5:30-7:30 p.m.

Name	Phone	Email
Lila Tennissen	701-425-7289	
Jeff Eslinger	701-471-4287	
Jason DeWitt	(701) 425-7918	
RYAN RYKOWSKY	701-527-2590	
JOHN RYKOWSKY	701-527-4864	
Tammy DeWitt	701-202-8853	
Ryan Schuehle	701 955 0980	
Rachel Schuehle	701 955 0981	
Mandy Nagel	226-2232	
Amber Haman	226-0571	amber@hamanonline.com
Dale Haman	226-8826	
Troy Hamenbers	400-0636	sniper300@ymail.com



Open House #1
Tuesday, February 20 | 5:30-7:30 p.m.

Name	Phone	Email
Gov Klsmann		—
Kurt Anderson		kurt@bektel.com
ERIK JORGENSON		
JERRY DELZER		
DOUG DILLIPLANE		
Judy DeWitz		ljdewitz@bektel.com
Aaron Carranza	612-599-1955	ajcarranza@gmail.com
Greg Schonert		
Angie Duchsherer		
Craig Mizera		craig.mizera@hdinc.com
MYRON RANUM		
Shelly Hegel		shellyhegel@gmail.com



Open House #1
Tuesday, February 20 | 5:30-7:30 p.m.

Name	Phone	Email
Rod Delmore	527-0027	rdog@b5.midco.net
Marv Schonert	223-2643	
Jason Doerr	214-8542	jdoerr@midco.net
Aaron Preabr	425-8522	ixion zero@gmail.com
Debbie Gibbons	258-2092	dgibbons@bektel.com
Bob Gibbons	" "	" "
Steve Krentz	701-323-7808	Mirror@bektel.com
Lon Romsaas		Lromsaas@SorensonHAGEN.com
Angil Wanner - Koper	701-204-8875	awanner-koper@braunintertec.com
Blaine Englestad	701-663-3654	bfeugelstad@live.com
Gabe Schell	395-1505	gschell@bismarck.nd.gov
Tyler Wollmuth	701-328-6958	



Open House #1
Tuesday, February 20 | 5:30-7:30 p.m.

Name	Phone	Email
Susan Kilber	701-391-2650	st.kilber@bis.midco.net
Rebecca Racker	701-943-2880	keverod1@ndmail.com
Casey Einrem	(701) 204-7748	ceinrem@nd.gov
Tom Fischer	701-223-2170	tfischer48@gmail.com
Jason Gullicks	701 323 3950	jason.gullicks@apexenggroup.com
Marcus S. Hall	701-390-3980	mahall@nd.gov
Doug Schowert	220-3279	dp.schowert@msd.com
Dale Walsh	720-9811	dwalsh500@gmail.com
Derek Anderson	701-216-0060	derek.anderson@apexenggroup.com
Mark Berg	701-222-8120	mberg75ul@gmail.com
Jan Myhre	701-2585361	
Rick Opp	701-224-5234	ri

WikiMap Comments

Other ideas (please specify) from west to east

1. Improve existing highways instead of building new highways and bridges.
2. Ask people of Center if they want traffic in town or to bypass town.
3. How about a toll road like I-85 in Gwinnett County? Nobody in Bismarck will want to pay it and you have solved the 83 traffic problem.
 - Consider both sides.
 - I Agree, excellent idea.
4. Hensler Road is very narrow and would need a lot of build-up to make feasible.
 - I agree, but even so, I think this is a viable option.
5. Eastbound traffic from the west needs a way to bypass without backtracking as much or more than westbound traffic from the east.
6. A northern river bypass would be so beneficial and keep trucks out of areas with lots of subdivisions.
7. A river crossing north of Bismarck/Mandan would be so beneficial in bypassing traffic.
8. New far north bridge should be designed for commuter traffic as much as industrial traffic.
9. Highway 36 from Wilton to Wing needs to be addressed already due to truck traffic as well as narrow shoulders, so why not make this 4-lanes from Wilton Wing, the 4 lanes from Wing to Sterling junction with I-94.
 - "I agree. It is difficult now with shoulders having such a steep drop off to move out of the way for wide loads. This highway needs immediate attention, so bring it up to the future truck route now.

This highway is used by residents from Wing/Wilton areas as we have co-op sports."

10. This is on a hill, it would be a terrible location to merge truck traffic with Highway 83.
11. Subdivision
12. Subdivision
13. Keeps the trucks out of town and away from areas that have lots of subdivisions.
Our town is growing lots on the north side, so keep it far up north.
14. It would be interesting to know how much traffic would actually be diverted if a new route was chosen. It seems most traffic would still choose to travel the State Street corridor. There is heavy commuter traffic from Bismarck North and towns north of

Bismarck that goes to large employers and schools in Bismarck via State Street, such as hospitals, schools, state offices, consulting firms, stores, etc. Vice Versa, a large number of commuters from Bismarck go to plants and mines north. At a minimum, carrying 6 lanes north to at least 71st should be considered, as well as studying options for more efficient flow on existing (8 lane, truck lanes, lights, etc). If a truck reliever route is considered to keep trucks out of the mix, then 80th or sending them across from Wilton to Sterling as many truckers East to North are already doing this to avoid congestion.

- Please, please, please do not consider a truck route where they would need to come to a stop to merge onto 83! A bypass is not helpful if you are making the traffic slow and having corners and stops.
- The problem isn't that 83 can't handle the traffic. The problem is that there are only a few places to get on and off 83. There shouldn't be turns off the highway to someone's house, or to a business, there should be a plan in place for those areas so that a frontage road is put in, allowing traffic to exit off 83 NOT STOP and allow people safe quick routes. I have no idea who's in charge of planning, but I know that they need to start taking advice.
- This is an excellent question – who would use the bypass (pertaining to heavy truck traffic)? Eastbound trucks from I-94 headed to north 83? No, they are not going to drive past an exit (State) several miles, just to backtrack because its called a bypass.
- Westbound trucks from I-94 heading north; maybe-maybe not, google/gps isn't going to suggest it. I see lots of truck traffic around the Centennial-94 exit due to all the truck stop and industrial. I don't see many north past the KOA or 43rd Avenue East/West I-94 traffic: obviously not, but they may exit at Centennial to do some business. Truck stop, truck service centers, industrial park etc. maybe head south for pickup/drop-off at the inter-modal depot. Moving a bypass east isn't going to ease any of that local traffic. I would bet < 25 percent of trucks that take the east or west off-ramp exit here to go north past 43rd. I would hope that data was tracked and recorded somewhere. I would like to read it.

Yes, send them down 80th street where the subdivisions are – makes perfect sense! Then turn and go on 71st Avenue and go by those subdivisions as well! Maybe the property owners should file a petition to lower the speed limit to 45 mph on 80th Street and 71st Avenue then the people with the idea of having a truck route going through subdivisions can have them run by their homes!

15. Synchronize the lights so that traffic flows better, lights now cause stop and go, no consistent flow of traffic. This would help the trucks to get out of the city in a more timely manner.

- I agree, also try to add some more safety factor in the "protected" sometimes green, sometimes flashing yellow left hand turn lanes. I fear for my life making left hand turns in this town.
16. Continuing to have bypass traffic merge onto 83 so close to city limits is not in the interest of future growth. It needs to move many miles further north to allow for the growth our community will see over the next 5-10 years.
- 71st Street is not the right place. You may see less accidents on 83, but there will be more on 71st.
17. Lights on State Street not synchronized from 43rd Avenue down to Boulevard Avenue. Why can't they be synchronized like the lights on 7th and 9th Streets?
18. I echo the questioning of why the lights on State Street are not synchronized?
- "Synching" a light is more complicated than one would imagine, and the suite of assumptions that need to be made may not capture reality.
- Adding more lights to stop and slow down the traffic. Traffic needs to be funneled off at those lights onto frontage roads with lower speed limits. Keeping every vehicle on one road until they can get off after one mile or two is not conducive to good traffic flow.
19. I think the Bismarck Police Department should do its job and catch those that are violating local traffic laws when they are caught in the act. Failure to do so means an unsafe city.
- I often see police officers drive right past vehicles that make illegal movements (speeding, running red lights, having headlights out, etc). They're not interested in applying the law equally; they only want to pull over vehicles they deem suspect. I support the police 100 percent, but there is an issue with BPD's enforcement. When they do pull people over, they frequently do it right along main roadways, which backs up traffic and causes congestion.
20. Let the city (Mike Semenery) take care of their traffic problem. I don't need trucks driving by my house; that's why I live in a rural development!
21. Leave trucks on State Street. If an "alternative" route is created development will occur on that new route, signals will likely get put too close together, and trucks will still have to go slow.
- Suggest creating a "truck lane" on State Street to help traffic flow better. Time traffic lights in sequence to keep traffic flowing.
 - Traffic studies will be created to account for these issues.
 - The point of a truck route is to prioritize efficient and rapid truck movements. Zoning must be used to avoid adjacent uses that would otherwise require excessive intersection controls that don't favor the designated route.

- The County/City NEED to implement frontage roads so that normal through traffic can flow. The problem is creating the bottle neck by reducing the speed, but not funneling traffic where it's needed.
 - I agree, as the study has shown only 3-12 percent of heavy commercial trucks currently travel the route a bypass would connect. The money on a bypass would be better spent on improving areas of congestion instead of making a route, which would be barely used.
22. Due to increasing congestion on State Street and the one ways, more and more people are using 12th Street to travel between Divide and Expressway. Most drivers treat 12th Street as a right-of-way between Braman Avenue and Rosser, even though most of the intersections it crosses between those two roads are uncontrolled intersections. On top of that, many drivers travel at 30-35 mph down this stretch of 12th even though it travels through a residential neighborhood. It's extremely dangerous. If 12th is made a right-of-way between Braman and Rosser, speed bumps should be installed to control speeding. If not, yield signs should be placed at uncontrolled intersections throughout this stretch of 12th. Either way, something needs to be done about this issue for the protection of drivers and residents.
23. Isn't 71st and Centennial already being heavily utilized by local traffic coming from all directions as a quick commute? Why mess that up? I say no to 71st and Centennial as an option.
- Do you not already understand that Centennial is the original 83 bypass!?
 - I agree, this is already a bypass. Also, there is no point in making another bypass further out to the northeast, as only 3-12 percent of heavy commercial traffic travels from one end of this in order to continue on Hwy 83. An additional bypass would be a waste of money.
24. Along Centennial, there are a number of homes and developments that will slow traffic for turnoffs. North Centennial has become a major traffic route for numerous home developments. It seems like a better option to place the route further out of town to bypass the residential portions of rural Bismarck.
25. The need to expand Centennial to add additional lanes or shoulders to allow additional traffic on an already busy route may be cost prohibitive because of the costs that would be required to compensate the homeowners for the loss of the numerous trees that line this route in certain areas by the subdivisions. May be better to have a route in a more agricultural area where it would be a less significant problem/expense.
- If a decision is made to expand Centennial or to convert the existing Centennial route to freeway, eminent domain will be used to acquire any necessary land. The homeowners who lose land will get ripped off (as is pretty much standard in eminent domain claims), so there won't be excessive costs to the city.

26. Seems like a bad idea to have a truck route go so close to a high school. Young student drivers are not the best drivers. This option could create a dangerous situation by having the truck route go on Centennial, which is a major route for those high school students.
27. 106th to 97 would be the best option – less housing developments. Add a truck stop out there so the trucks would stay out of town and go around on the bypass.
 - I Disagree, 97th is surrounded by many developments.
28. Subdivision, Kids
 - "I live off Centennial Road and I can tell you that it is already the alternative route for semis. They prefer taking two to three lights, rather than several going up 83. Combining all that truck traffic next to a new high school and elementary school, on an old two-lane road, is not a good mix. In the winter, semis sometimes have a hard time stopping when they are going north coming off of that big hill before they hit the light on 43rd.

Another thing to consider is what happens when/if the land north of 43rd on the east side of centennial would get developed. That part of town is already developing like crazy. I don't think putting more truck traffic down Centennial is the right solution."

29. Lots of undeveloped acres for sale on the northeast side of 66th Street. Having the 83 Alt on 66th would just hinder growth and development because few are going to chose an expensive lot right next to a truck route, when there are other lots in developments available. We support 80th Street as the Hwy 83 Alt.
 - I disagree. It's obvious you must live near 66th street. There are developments along 80th as well.
 - I disagree, 80th is rapidly becoming just as developed as 66th. 10 years ago, 80th would have been a decent idea. It's too late for that now. If necessary, an 83 route would have to go further west.
30. Do not ask Bismarck taxpayers to foot the bill for Lincoln's access to the interstate.
31. 80th Street to 123rd Avenue seems like the least intrusive to existing housing, while keeping costs lower than further east and north. Alternatively, 93rd Street to 136th Avenue would allow more room for future city/rural housing growth and not inhibit future development as much as 80th to 123rd.
32. What's wrong with 80th to 97th?
 - A lot of new construction expected on 80th in the next couple years.
 - I agree. Bring the new highway past the county shop. Turn the overpass into an on-ramp. This new ramp will allow spur development to the east of Bismarck. An area where there is a lot of room to grow.
 - I agree, this seem to make the most sense. Add an interchange ramp at 80th.
 - Use existing infrastructure as much as possible.

- Please, please, please do not consider a truck route where they would need to come to a stop to merge onto 83! A bypass is not helpful if you are making the traffic slow and having corners and stops.
 - Whatever is decided, I would hope that there will be on and off-ramps for trucks and traffic, not stops and turns and slow speeds. That is not what a bypass is.
 - I disagree. There are existing developments along this route with future developments planned. 106th street north to 123rd would be the least intrusive, as well as the Sterling to Wing route. We are all concerned about having a truck route going through our backyards. No one wants that! I'm sure the folks living along 66th Street and 71st Avenue would like it any other place then going by the front of their home. However, I think there are a number of options that should be looked at with our current routes.
 - It would do a lot to redo intersection of 83 & 71st and pave N 26th from 43rd to 71st.
 - I disagree, there are major high water table issues on 97th from 83 to 41st Street (especially 83 to 26th Street) the underlying surface would not be able to support this long term. Spring repair/patching is already an issue on this stretch of road due to light vehicle traffic.
 - I disagree. If the original problem that needs to be resolved is bypassing residential subdivisions, this does not help; it needs to go further out.
 - Do NOT make 97th part of this project. There are too many residential properties north of 97th Avenue along Hwy 83.
 - There is VERY little need for this, as only 3-12 percent of heavy commercial traffic currently travels this route in order to continue on Hwy 83. We are talking ~300 heavy commercial vehicles per day using numbers from this study that currently come to Bismarck and leave Bismarck continuing on Hwy 83. That is one truck every 6 minutes. Miniscule. Consider there is one vehicle every 2 seconds traveling on the heaviest traveled parts of 83 on average.
 - Subdivisions on 80th and just east that would need to cross.
33. 80th would be the best option, DOT and their shop has quick access East to West-Fargo to Dickinson.
- I disagree, it's a county shop they don't do interstates or US Highways. Besides there are developments on 80th. You must live on 66th.
 - Subdivisions on 80th and east.
34. If an alternate route is selected that bypasses Bismarck, consideration should be given to limiting roadway access points or development to keep the route a true

"bypass." In other words, prevent a situation like Washburn and other cities where the "bypass" becomes the main commerce area and necessitates lower speed limits, traffic lights, etc.

- In other words, a freeway should be built. I agree.

35. The only logical solution based on past experience along Hwy 83 is to make the Bismarck/Mandan bypass and Hwy 83 interstate highways. Let's review some history along Hwy 83 for Max, Coleharbor, Underwood, Washburn, and Wilton. The highway solutions in each case simply did not fix any problems long-term. I would submit the solutions actually made things worse. The improved roads gave an illusion of safety at speed. In contrast, compare Highway 83 at Linton, there is no illusion that one must slow down! Any improvement around Bismarck is likely to take the historical path much like our fine neighbors to the north. Build a bigger better bypass, development ensues, many highway approaches are added, people get hurt or dead, home rule takes control, speed limits are lowered, but drivers miss the slower speed limit signs that look out of place on a big highway, and thus the taxpayers have been fleeced of their money yet again. Again, the bypass around Bismarck/Mandan must be "interstate highway" in order to accomplish safety and functional goals!

- I agree, but there should be a study looking at 10 to 15 years' growth in these areas. Plus, consider limited access to these bypasses, but use frontage roads (example: one access every four to five blocks). I feel that the best solution is to keep the bypass in Bismarck as far out as possible, just like what was done on the 52 and 281 bypass in Jamestown.
- I Agree 1000 percent. Bypasses bring a litany of expansion and development and we allow them to be right up to the right of way line. Soon it is just as crowded as what you are trying to fix. No matter how far out a bypass is, it will spur development.
- Do you perhaps mean "controlled access highway" (a.k.a. freeway)? Or do you actually think that a new Interstate Highway route should be added to replace US Hwy 83?
- If I recall correctly, Underwood, Washburn, Wilton bypasses were "controlled access" or "limited access". That did not work! If the locals can add intersections without an overpass interstate highway style interchange, the bypass will be doomed!

36. Lights have turning arrows, which influence light timing.

- While true, addressing turn arrow timing must consider prioritization of subject interchange routes. The roundabout located on Highway 10 has drastically improved traffic patterns in the area, especially the flow coming from the south from Lincoln. High speed roundabouts, sized for intended bypass traffic use, could alleviate timing concerns with the added benefit of reducing the occurrence of potentially fatal collisions.

37. Why is the study boundary only east of the river? Shouldn't the study be the entire corridor from Wilton or Washburn on both sides of the river?
- I Agree. Alternate truck route is to route truck traffic around the exterior of the city. If the project was completed in phases, the addition of a west route with a new bridge crossing the Missouri River north of Mandan/Bismarck would nicely route truck traffic traveling west to connect with I-94 on the west side of Mandan.
38. Spend some money to slightly update this route and call it the "Highway 83 truck bypass". Create plenty of signage to let truck drivers coming Eastbound down the Interstate know that this is the path of least resistance around Bismarck. This keeps the truck traffic off State Street that's heading to Minot.
- I agree, if we keep the traffic on US Highways, the state can pay for it. The other proposed routes will have to be county maintained.
 - I agree. Highway already used by truckers and would need some upgrade. Could even have slower traffic lanes going up hills!
39. Excellent option as Bismarck continues to grow and neighborhoods are developed northeast of Bismarck this is an excellent option. Lots of opportunity with this option for sure.
- I agree, would be nice to have a location that was further out from the fast expanding east/northeast development.
 - I disagree. Do you think trucks will drive 24 miles east then backtrack 24 miles to highway 83 at Wilton!? Don't think so.
 - This is a good option for trucks traveling to/from Minot and Fargo. Would have both positive and negative impacts to Wing/Wilton.
 - I think you should use Hwy 14 from Sterling north to Hwy 52 as an alternate to Hwy 83. Traffic could then take Hwy 52 to the Minot bypass and then north to Canada. This would move a lot of the north/south truck traffic and cost a lot less than building a new bypass around Bismarck. Traffic coming south and needing to go west to Bismarck and MT could then take I-94 west to Bismarck.
40. It appears the data is showing that most of the congestion around State Street and Centennial is local traffic. Creating an on/off-ramp on the I-94 and 66th Street would create a third option for incoming traffic to Bismarck and reduce the load on the other two main entries. However, this would not necessitate it being a part of the 83 bypass. For north and south bound through traffic, use the 14 and 36 corridors already in existence.
41. Improve and widen existing highways. Don't build new roads just for the sake of building new.

- Do you mean westbound traffic? I agree that this intersection is a bad one, but that is entirely off-topic, as a new/improved bypass is not going to be put anywhere near this intersection.

Roadway Concerns from west to east

1. It would take an extensive amount of fill to build up a road through this area, not to mention impacts to wetlands and hydrology. As other commenters have noted, the tie in to 83 would be less than ideal.
2. Bypass Wilton, Washburn, Underwood, Coleharbor, max. Return highway to 70 mph.
 - All have been bypassed previously except Coleharbor, but bypasses just spur development and the towns/cities just expand to that new highway location deeming their functionality less than desired and causing major expenditures for infrastructure which fall on tax payers backs. Take a harder look at options to keep on current alignment. How far do we need to spread Bismarck to the northeast? Envision wherever you put the road, there will be gas stations and strip malls.
 - That's one thing this city needs to get over – growth. Look at a map, or even think about it. Where do you think Bismarck is going to grow? Anything east along 94 has been stifled by the lack of exits. And the plan in place has already been bought up by the McCormicks and Pahlkes, etc. The problem isn't the growth. The problem is the planning. What happened to the Minneapolis company that Bismarck paid over a million dollars to that did an evaluation and recommendation for Bismarck/Burleigh's growth? We can't continue to have one road into town and as soon as houses or businesses start going up, then take the speed down to 45. There needs to be frontage roads to allow through traffic and quicker routes for people to get where they're going. Control the speed when and where they're needed, such as on a frontage road, and allow the rest of the commuters to get to their destination in a normal time frame. Why not change the speed limit to 45 at Wilton?
3. Regardless of where a bypass is eventually built, the US 83/I-94 interchange desperately needs right-hand, 90 entrance ramps from US 83 to I-94. Currently, traffic entering westbound I-94 from northbound 83/eastbound I-94 from southbound 83 must make a left turn. Due to the high density of travel along US 83 at the interchange, left turns require a green arrow, which adds an extra cycle to the traffic signals there, slowing down traffic considerably. On top of that, vehicles constantly run the light when their green arrow is turning red, which blocks north/south traffic for a portion of their green lights in each cycle. It's also incredibly dangerous.

- I agree with this comment. This is a major corridor for commerce, improve traffic flow and off-ramps to these businesses. This is where money should be spent – greatest rate of return.
4. This is a dangerous intersection with frequent accidents that are commonly severe and occasionally deadly. Adding turning lanes for cars turning right from State Street to Capital would greatly help ease congestion on State Street, but something also needs to be done to increase visibility for the vehicles on Capital. Eliminating left turns at this intersection would increase safety for vehicles at all points of the intersection.
 5. Adding a turn lane for vehicles turning right onto Divide from State Street would ease congestion issues at this intersection, where traffic often gets backed up a quarter mile in each direction during peak traffic times.
 6. This intersection is very dangerous. Hidden view from the oncoming east traffic.
 7. Subdivision
 8. High school
 9. Subdivision
 10. 71st is full of housing developments, school busing routes, and kids. Don't make this already busy and dangerous road the trucking route.
 11. Subdivision
 12. Subdivision
 13. This high school sits here with lots of teen drivers and only one intersection with a light. Seems like a very bad idea to have trucks drive down this already super busy road!
 - Seems like it was a bad idea to build a high school in an industrial zone where a truck stop already existed.
 14. Why was a high school built in an industrial zone, along an existing truck route, within a half mile of an actual truck stop?
 - The high school is not within an industrial zone. It is in a residential area.
 15. UPS Bismarck depot and service center.
 16. Industrial Park
 17. Tractor/Trailer sales/service (Allstate Peterbuilt) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
 18. Trailer sales/parts/service (Johnsen Trailer Sales) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.

19. Tractor/Trailer parts/service (North Country Truck Parts) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
 - Not the intent to hurt business.
20. Truck stop (StaMart Travel Centers) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
 - I agree. Would add that Centennial/1804 is essentially an existing bypass for Hwy 83 for heavy commercial vehicles.
21. Tractor/Trailer service (OK Tire Commercial) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
22. Freight transit/depot (P&B Transportation Bismarck) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
23. Freight transit/depot (Jim Ressler Trucking) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
24. Tractor/Trailer sales/leasing/parts (Nelson International of Bismarck) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
25. Tractor/Trailer sales/service (Wallwork Truck Center) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
26. Trailer sales/service (Semi-Trailer Sales/Leasing) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
27. Tractor/Trailer service center (Trucks of Bismarck) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
28. Truck wash (Custom Wash) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
29. Tractor/Trailer parts/service (Inland Truck Parts and Service) busy/frequent destination of tractor/trailer traffic. Moving bypass may do little to reduce traffic at this interchange.
30. Subdivision
31. Stay off 71 – would be too much traffic.
32. Subdivision, Kids

33. In my opinion, it seems very counterproductive to put a truck route right through the center of a housing development. I think 80th is the best option for the route.
- 80th has housing developments as well. I like the Menoken route or Sterling route, or just keep it at State Street.
 - 66th and 80th routes would both go right through housing developments. Suggest a route further north and east, as Bismarck is rapidly expanding those directions.
 - I Agree, we've been telling the study group for years that 66th is a bad choices due to its residential content. And now even 80th is highly residential. Move the choices farther east and north out of highly residential areas.
 - I agree, 66th has developments, 80th as well. Wise to move farther east & north.
 - There's a housing development right on 80th as well! We moved out here to get away from the traffic. We have kids and families that use 80th to walk and ride bikes. Go further east!
 - We, and others, moved out of the city to avoid the traffic and noise. If you want to move through traffic going north on 83 out of the metro area, choose the eastern most route that joins 83 at Wilton.
 - 66th needs to be paved and support the area as a route to get through town. Leaving this a dead end gravel path is not acceptable.
34. One half mile north of the 66th Street and 17th Avenue intersection is not developed, no road bed, sloped ditches, it is a prairie trail. Instead of an interchange (I-94 exit), it should be a cross over (like 80th Street is now) and dead end at the 43rd Avenue intersection; as 66th Street for the next two miles north to 71st Avenue again a prairie trail. I realize that Lincoln would not have a direct quickest route interchange, but not all cities do e.g. Glen Ullin.
35. It might be worth making a freeway bypass to the north side of Bismarck kind of like how there's I-94 to get to south Bismarck from Mandan. That would limit any traffic lights and allow trucks to flow smoothly to the north.
36. A focus for this study should be to use existing roads to bypass traffic, not build completely new alignments.
- I agree. It is apparent that traffic coming into Bismarck fans out to the point where very few vehicles are just trying to continue on the Hwy 83 route. It is also apparent that there are areas of greater concern.
37. Subdivision
38. Subdivision
39. Subdivision

40. 71st is already way too congested. The road itself is too narrow, there are no shoulders on the road and the ditches are too steep. 71st is already hazardous enough.

Route

1. Western bypass already exists. Improve roadway, widen to a Super-2. No need to spend money on a new bridge for industrial traffic.
2. Great choice on/off-ramps already constructed limited development in the area. Washburn bridge has been recently updated.
 - Disagree – not enough services.
 - What kind of socioeconomic and political issues are raised with this option in Morton County? It almost seems like Morton County would be paying for the sins of haphazard development by Burleigh County.
 - This is a very logical alternative. If this is to be a truck route – very viable. The existing roadways could easily be converted/widened to a Super-2 configuration. Rather than creating new routes, use our existing infrastructure more efficiently. This route would also greatly reduce the number of impacts on residences. Consider adding Morton County and other partners. This project is clearly bigger than just Bismarck and Burleigh County.
 - "This alternative has some very valid benefit. While approximately 10 miles of roadway is not part of the state system, working inside of existing right of way and upgrading an existing roadway is cheaper than acquiring new right of way and building new. The "Super-2" highway design should be considered. This route would have the added benefit of most likely reducing miles traveled for truck traffic to the west and trucks coming from the west to head north. Example: Trucks from the refinery heading north.

Bismarck has been wanting another exit on the east side of town constructed since the interstate was constructed. Why should an exit at either 80th, 106th, or somewhere in-between be considered when Centennial Road was supposed to be this bypass? Bismarck will just screw that one up too. Lets give Morton County and Mandan an opportunity to screw it up.

Why wasn't this looked at as a corridor study to involve the other communities?"

- I agree. This needs to be looked at as an option. Mandan is growing too! Bismarck/Mandan is a community and should be treated as such. Work with Morton County on this project. Upgrade Highway 14 and 36 and create a Super-2 from Mandan to Washburn. Use existing infrastructure!

3. Upgrade U.S Hwy 83 from Minot Air Force Base to Bismarck to interstate standards and have an interchange on the east side of Bismarck with I-94.
4. Bypass Bis/Man with North Missouri River Crossing.
5. Why is truck traffic to the east not considered? They also have to go through state street? Bypass Bismarck with an option connecting to 83 on both sides, adding a bridge over north Bismarck would be a huge advantage for everybody.
6. Possible I-94 bypass of Bismarck-Mandan.
7. Improve existing highways, upgrade to Super-2. Minimize costs.
8. Taking it this far North of current city limits moves the route away from any land parcels less than 40 acres per current zoning standards. Using the 80th Street access point from I-94 also keeps the additional traffic away from the eastern part of the city. There is too much traffic congestion on North 83 up to 110th Avenue NE, so the route needs to go north beyond that point before joining into current highway 83.
9. This proposed route realizes the intent of the MPO of a proposed bypass with limited access points to rural communities. The area east of 80th Street, along 71st Avenue, is currently experiencing a rural development expansion and would require additional consideration to cross the future bypass. However, this is an inherent risk of developing and moving to a rural development. While the bypass would likely require watercourse crossings sized to the 25-50 year return interval events, this location along 123rd Avenue happens to straddle the Burnt Creek and Apple Creek HUC10 watersheds, which would result in limited drainage areas contributing to said crossings.
 - I agree with this route! Put exits and future exits at 80th, 106th, 132nd, and 158th (which already exists). Limited impact on RR communities. Will have to look at how to connect in at 123rd & Highway 83.
10. "110th Avenue – 158th Street (Menoken exit). This would bypass majority of existing housing developments while also using the existing interstate exit at 170."
 - I disagree. This would require that a substantial amount of new road be built which will drive up costs significantly and create unnecessary development when there are better options available to use/upgrade existing roads.
 - I agree, least disruption using 110th or even further north.
11. 80th to 110 might be a better option because of low number of developments.
12. Put an interchange at 66th Street so city of Lincoln drivers have access to an interchange. Lincoln is larger than Menoken, McKenzie, Sterling, Steele, etc., but doesn't have its own interchange.

- I agree to an extent, but would prefer it moved over to 80th. Still very close to Lincoln and Lincoln is growing east, but I think 66th is the wrong location.
 - Is the roundabout on 66th and Highway 10 sized/designed for frequent tractor-trailer turning radius and loading?
13. Perfect alternative route which already has an overpass on 80th and would just need ramps. Keeps traffic out of town and away from already congested areas.
 14. Great route for bypass.
 15. 66th to 71st has long been planned, and will encourage denser development. Moving further out will encourage sprawl.
 16. By adding ramps to the overpass on 80th, much of the traffic from the outlying developments would use the interstate, rather than congest 71st and 83.
 17. Great option – uses existing Highways and removes a lot of traffic from State Street and from the residential subdivisions north of Bismarck where there is already a lot of congestion with residents turning off and through traffic going at highway speeds.
 - This is a great route. Hwy 36 has wide easements that could accommodate expanded roadway (2 lane, plus turning lane) and wider shoulder. This is mostly rural area that would relieve traffic congestion in Metro area. Trucks currently use this route frequently. There is much oilfield traffic that diverts around Bismarck using this route. Might need to add traffic control light at Hwy 36 and Hwy 83 intersection. Thanks for opportunity to comment.
 - I think this is a great option down the road. But for now, I think the bypass needs to be closer to Bismarck (80th).
 - This route assumes that truck turning patterns are predominately from the east to head north. Any economic or rural residential tangential benefit of a bypass closer to Bismarck is non-existent for this option, making the reality of shouldering the construction burden much less economically palatable.



Record of Meeting

SRF No. 10617

Location: SRF Bismarck Office – Badlands Conference Room

Client: Bismarck – Mandan Metropolitan Planning Organization

Date: May 3, 2018

Subject: SRC Meeting 3 – US 83 Alternatives Study

Attendees: Casey Einreim, Burleigh County; Marcus Hall, Burleigh County; Tyler Wollmuth; NDDOT; Michael Johnson, NDDOT; Steve Saunders, MPO; Gabe Schell, City of Bismarck; Mark Berg, City of Bismarck; Eric Grove, Magnum; Diomo Motuba, ATAC; Jason Gullicks, APEX; Derek Anderson, APEX, Scott Harmstead, SRF; Matt Pacyna, SRF; Craig Vaughn, SRF

1) Overall Schedule

- a) Matt Pacyna presented the updated schedule.
- b) Gabe Schell asked what is anticipated for second public meeting?
 - i) Matt Pacyna responded that the goal will be to provide insight into the future 2040 operations, issues/needs, present preliminary alternatives and evaluations (for both State Street and an Alternative US Highway 83) and solicit feedback.

2) Open House Recap

- a) Matt Pacyna presented a summary of the advertising, attendance, website activity, and feedback to date.

3) 2040 Analysis Study

- a) Michael Johnson had noted that if projected traffic is as low as projected, evaluating a new route for US Highway 83 is still a good exercise because it might still be serving as a state/federal facility. Gabe Schell asked if we need to evaluate alternative routes if projected traffic will be so low?
- b) Michael Johnson said the model does not capture that a new route is no longer US Highway 83 and does not go through Bismarck. This presents a new dynamic that is difficult to evaluate.
- c) Jason Gullicks asked if the FHWA has provided input regarding future function of US Highway 83 (through town or a new alignment).
- d) Casey Einreim said if considering expense of an alternative alignment, think about how that amount of money could improve operations on State Street?

- e) Marcus Hall stated a limited access facility converted from State Street could be a major social issue, dividing the community.
- f) Marcus Hall asked if most traffic is being driven by existing business?
 - i) Matt Pacyna indicated that State Street users are mostly local trips or regional to local trips and there is not a lot of through (regional to regional) trips.
- g) Steve Saunders asked if you are able to quantify what there will be in terms additional development if there is a new alignment? Also, is development lost from current US Highway 83 to the new alignment?
 - i) Matt Pacyna stated that AECOM will be helping evaluate market conditions to answer these questions. Preliminary review indicates that Bismarck/Mandan is a healthy market and a new US Highway 83 would likely generate new growth (and not displace growth). The economic situation is not an “either or” situation, but what additional development?
- h) Tyler Wollmuth asked where does the model start and end?
 - i) Matt Pacyna illustrated the model limits.
 - i) Michael Johnson asked if the connection of a new alignment to US Highway 83 north of Bismarck would be a direct route or would it have an intersection? Look at the new alignment as a user—what can be done to not lose potential traffic that can use this route? Build the route to limit traffic control and alignment and alignment connections to US 83 and I-94. Is there any benefit to running some sensitivity tests?
 - i) Matt Pacyna stated that additional modeling will be conducted once more information from AECOM is known. Discussion regarding potential connection points occurred later in the meeting.
- j) Marcus Hall asked if 2040 capacity is not too horrible from a “big city” perspective, could LOS E or F be acceptable during certain peak periods?
 - i) Matt Pacyna stated this is a potential solution (i.e. allowing lesser levels of service for peak periods...at some point its difficult to build out of congestion).
- k) Marcus Hall asked if having one or multiple improvement roads to county standards have what effect versus a new state/federal alignment?
 - i) Matt Pacyna stated this type of consideration will be discussed as part of the alternative evaluation and potential phasing.
- l) Gabe Schell stated purchasing and removing several businesses makes any alternative not work, combined with social impacts.
- m) Gabe Schell asked if there is any option to look at the equivalent of an “HOV” or “express” lane?
 - i) Michael Johnson said the express lane would still have to deal with existing intersections.

- n) Michael Johnson indicated State Street already suffers from the lack of major north/south arterials in Bismarck—can't lose sight of this fact.
- o) Casey Einrem asked if the NDDOT is open to opening new north/south routes over I-94?
 - i) Michael Johnson said yes, the NDDOT is open to the concept, adding ramps is the issue. He also noted that there are several in-place already.

4) Issues and Need Discussion (Pacyna)

- a) Gabe Schell asked how much of purpose statement needs to guide both State Street and new alignment.
 - i) Michael Johnson said to make sure statement does not connote state as a business route.
 - ii) Marcus Hall said there is a struggle with state focusing on new alignment/low traffic and locals on existing route/high traffic.
 - iii) Johnson said if need is to ensure US Highway 83 moves from Texas to North Dakota, we need to look at a new alignment.
- b) Gabe Schell said every recent access point added to US Highway 83 has been approved by NDDOT. How do we balance national priority of US Highway 83 (multi-state) with local/regional needs?
 - i) Michael Johnson indicated that original intent of US Highway 83 was to connect national from north to south.
 - ii) Michael Johnson said to envision new US Highway 83 alignment as four-lane expressway, limited access, potential signals. Access controlled to at least a half mile, potentially a mile.
 - iii) Marcus Hall said there is a lack of trust of political leadership to limit highway access and wants to make sure the NDDOT would buy access control. Michael Johnson concurred that if the roadway was built, access control would be desirable.

5) Preliminary Alternatives and Constraints (Apex/Pacyna)

- a) Gabe Schell asked what happened to alternatives further out in the study area?
 - i) Matt Pacyna stated that the benefit to cost appeared to great and did not warrant reviewing routes further away from Bismarck.
 - ii) Constructability limited by cost and existing state highways—36 and 14.
- b) Michael Johnson asked what is sight distance on the 110th connection?
 - i) Matt Pacyna stated that it depends on the connection type/design. More information to come as the alternatives are refined.
- c) Marcus Hall and Gabe Schell indicated that an Orange route should still be considered.

- d) Casey Einrem said that a subdivision of 220 lots is proposed (preliminary) for all residential development on the north side of 110th Avenue.
- e) Tyler Wollmuth said that the 106th Overpass at I-94 is scheduled for replacement in 1-2 years.
- f) Marcus Hall said the 106th interchange connection south makes sense to tie into Old Highway 10 south
- g) Gabe Schell said if a diamond still works for this type of route, that would best.
- h) Michael Johnson suggested making the interchange footprints bigger to allow for cloverleaf addition, particularly at this planning level.
- i) Gabe Schell noted the McDowell Dam recreational area south of 93rd Street; both I-94 connection would still be viable.
- j) Gabe Schell asked if the 106th Street bridge can be built to accommodate a future US Highway 83 alignment? If not, 93rd Street would be a good alternative.
- k) Gabe Schell would like to be shown a grade separation option at existing US Highway 83 connection.
- l) Marcus Hall and Gabe Schell said a connection west to 110th across US Highway 83 should be considered.
- m) Michael Johnson asked if a new alignment doesn't impact State Street significantly, how do we measure need? Maybe flip it in terms of how do we keep US Highway 83 as an acceptable operating route.
- n) Michael Johnson asked if there is any benefit to looking at user costs for this project?
 - i) Matt Pacyna stated this can be added as an evaluation criteria.



Discussion and Questions

Listening Session #2
June 27, 2018

Study Purpose:

The Bismarck-Mandan Metropolitan Planning Organization is completing a US Highway 83 Alternative Study in cooperation with the City of Bismarck, Burleigh County, and the NDDOT. The study area boundaries are: US Highway 83 to the west, I-94 to the south, ND Highway 36 to the north, and ND Highway 14 to the east.

The purpose of the study is to:

- Identify, evaluate, and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region
- Analyze potential new routes for regional traffic and identify operational improvements for the state street corridor
- Analyze anticipated impacts and consequences of the US Hwy 83 realignment on Bismarck and Burleigh County

The Study is being conducted from October 2017 to December 2018.

Study Process to Date:

1) Study Schedule

- a. Listening Sessions #1 in January (Focus on issues/challenges)
- b. Open House #1 in February (Study Intro/Existing Issues)
- c. Study Delayed approximately 6 weeks as forecasts were resolved
- d. Open House #2 in July (2040 Issues/Needs and Preliminary Alternatives)

2) Preliminary Findings (Background talking points)

- a. US Highway 83 (from I-94 to 71st Avenue/ND Highway 1804) will be over-capacity by year 2040
- b. Travel Times are expected to increase, particularly during the peak periods (from 7 minutes up to 20 minutes, depending on the time of day and direction)
- c. Crashes are expected to increase by approximately 70 percent by year 2040
- d. Majority of US Highway 83 users have an origin-destination within the Bismarck-Mandan area
- e. Traffic Modeling suggests a new alternative US Highway 83 alignment is not expected to provide a significant amount of traffic diversion away the current alignment (approximately 1K to 2K vehicles per day travel pattern change)
- f. Economic impacts of an alternative US Highway 83 are relatively negligible to the current US Highway 83 corridor; Minimal economic activity is expected along a new US Highway 83 alignment, unless City services can be connected (based on 10-year case-studies of similar corridors with similar market sizes)

3) Key Point/Question

- a. Building an alternative US Highway 83 alignment will not solely address the long-term needs of the current US Highway 83 corridor. What is the right balance of infrastructure investment to ensure the safety and mobility of the US Highway 83 corridor...invest in the current corridor and to what level, and/or or new US Highway 83 alternative)?

Group Discussion:

- 1) Review Preliminary Alternatives Developed
 - a. Current US Highway 83 Alternatives (Minimal, At-Grade, or Interchanges)
 - b. US Highway 83 Alternative Alignments (Connection Points/Designs, Routes)
- 2) How important is connectivity to ND Highway 1804 (west of 83) or Old Hwy 10 (south of I-94)?
- 3) What should be the priority for each corridor (safety, mobility, connectivity, economic, impact)?
- 4) What level of investment should be considered (maintenance only, minor, mid-level, or major)?
- 5) Are you willing to live with more delay/travel time along US Highway 83? If so, to what extent?
- 6) Would an alternative US Highway 83 impact your business? If so, how?
- 7) Round Robin - What alternatives do you like, dislike, like but with concerns?



Record of Meeting

SRF No. 10617/260/056

Location: Bismarck, ND
Client: Bismarck-Mandan MPO
Date: June 27, 2019
Subject: US 83 Alternative Study - Freight Listening Session Meeting 2 Summary
Attendees: Craig Vaughn, Chuck Peterson, Justin August, Mark Trottier, Rebecca, Michael Breman

Purpose of Meeting:

Provide a preliminary study overview, background of previous engagement activities, and discuss alternative route considerations to evaluate.

Summary of Meeting

Discussion followed the overall meeting outline and included the following key considerations:

- Need to be mindful of vehicle/freight considerations, particularly the ability to accommodate heavier freight carriers.
- Be respectful of century code mileage restrictions, with respect to maintaining mileage numbers
- Keep a separated rail crossing if alt alignment occurs as trucks don't want to have to stop
- Should the study consider autonomous and connected vehicles?
 - Can an interim solution be identified until the AV/CV technology improves
- Group was more interested in having more major investments in transportation, but they need to be strategic and provide value
- Safety is key driver for making improvements



Record of Meeting

SRF No. 10617/240/56

Location: Bismarck, ND
Client: Bismarck-Mandan MPO
Date: June 27, 2019
Subject: US 83 Alternative Study - Business Listening Session Meeting 2 Summary
Attendees: Craig Vaughn, Jennifer Quayle- SRF Consulting, Jessica- Aspen Group, Doug Weisman - MDU, Harvey Silian, Jerry S.- NW Contracting, Toby- MDU, Steve Saunders, Joey Roberson-Kitzmenn

Purpose of Meeting:

Provide a preliminary study overview, background of previous engagement activities, and discuss alternative route considerations to evaluate.

Summary of Meeting

Discussion followed the overall meeting outline and included the following key considerations:

- Should the 71st Avenue/Highway 83-section. 9 area be considered?
- Need to be mindful of existing access and development on the east side of existing US Highway 83
- There are several utility interests in the area
- Should consider transportation investment in both the existing corridor and a future alignment
- Need to be mindful of the existing MDU Service agreements
- Capital Electric will also be a key player in the area to discuss the study with
- There was discuss regarding whether the US Highway 83 alignment could shift to 66th Street



Record of Meeting

SRF No. 10617

Location: SRF Bismarck Office – Badlands Conference Room

Client: Bismarck – Mandan Metropolitan Planning Organization

Date: June 28, 2018

Subject: SRC Meeting 4 – US 83 Alternatives Study

Attendees: Casey Einreim, Burleigh County; Marcus Hall, Burleigh County; Tyler Wollmuth; NDDOT; ~~Michael Johnson, NDDOT~~; Steve Saunders, MPO; Joey Roberson-Kitzman, MPO; Gabe Schell, City of Bismarck; Mark Berg, City of Bismarck; ~~Eric Grove, Magnum~~; Chuck Peterson, Jobbers Warehouse; Diomo Motuba, ATAC; Jason Gullicks, ~~APEX~~; ~~Derek Anderson, APEX~~, Scott Harmstead, SRF; Matt Pacyna, SRF; Craig Vaughn, SRF, Jennifer Quayle, SRF

1) Overall Schedule

- a) Matt Pacyna presented the updated schedule.

2) Listening Session Recap

- a) Craig Vaughn presented a summary of two listening sessions. In general, there were about six participants for each listening session, which covered the study goals, how the study fits within the future needs of the area, and draft alignments.
- b) Gabe Schell asked if the representation was a good cross-section of representatives. Craig responded that this included representatives from real estate, MDU, Northwest Contracting, as well as various freight interests.
- c) Steve Saunders stated that he felt the freight group supported an alternative alignment for US Highway 83.
- d) Joey Roberson-Kitzman stated the freight group was interested in how future technologies (autonomous/connected vehicles) could impact the corridor.

3) 2040 Issues and Needs Summary

- a) Matt Pacyna provided an overview of the draft document and requested any feedback by Friday, July 6 such that a revised draft document can be ready for the website during the following week.
- b) Gabe Schell asked about the county zoning authority on page 25 of the document. The County does not control the various townships and thus should be clarified in the document.

- c) Gabe Schell asked about displaying results for some intersections (Brookside and 64th) and whether the operations should be shown. Craig responded that the intersections shown were agreed upon during the scoping phase of the study and given the planning nature of this study, the focus is more on the access control/spacing, which will be addressed as part of the alternative refinements.

4) Economic Impact Discussion

- a) Matt Pacyna provided an overview of the preliminary economic conditions identified by AECOM, as well as the findings of the case-studies reviewed by AECOM. Research identified that without City services (sewer/water), the amount of development growth will be limited, although some will still occur. A trip generation estimate was provided to illustrate the level of development potential. The level of development is not expected to change the overall roadway capacity need (2-lane versus 4-lane).

5) US Highway 83 Alternatives

- a) Craig Vaughn provided an overview of the State Street and alternative US Highway 83 alignment refinements from the previous SRC Meeting. This included the interchangeable connection point options. These will be tweaked for presentation to the public.
- b) Gabe Schell asked about the Hwy 36/Hwy 14 option. Can that be repurposed as US Highway 83? Tyler mentioned that they are only allowed with adding a certain amount of mileage to the US Highway system and this option may not be feasible. Plus, what becomes of the current alignment would still need to be addressed.
- c) Mark Berg asked about current truck volumes on Hwy 34/Hwy 14. Matt Pacyna provided this information (about 200 per day...which makes up about 33 percent of the total daily traffic). Mark also noted the previous efforts from Tait Engineering for the current State Street corridor that had been developed. The improvements as part of the “at-grade” alternative are generally consistent with these.
- d) Gabe Schell stated that he’s okay with what is shown, just wants to make sure what we do show can work.

6) Evaluation Overview

- a) Scott Harmstead provided an overview of the preliminary evaluation for each corridor option. Craig Vaughn added that we will be simplifying this information for the public meeting. Once updated, SRF will send to the SRC for review/comment.
- b) Gabe Schell asked how we balance the State Street Improvements and US Highway 83 alternatives? Craig stated this will need to be part of the presentation, as both alternatives are somewhat separate from a discussion perspective.

7) Open House Discussion

- a) Jennifer Quayle presented on the open house information, the time, location, and format. We want this to be an interactive meeting (dot exercise), similar to another SRF study along Highway 22 in Minnesota.
- b) Gabe Schell asked that we make sure the study purpose/need is clearly articulated as part of the presentation.

8) Action Items

- a) All - provide SRF comments on 2040 issues/needs document by July 6, 2018.
- b) SRF to refine open house materials and evaluation matrix and send to SRC for review/comment.

HIGHWAY 83 ALTERNATIVE STUDY PUBLIC ENGAGEMENT MEETING

YOUR INPUT IS NEEDED

A second public engagement meeting is being held to provide an update about the study, share preliminary findings, and preview potential alternatives. The meeting will include one presentation at 5:30 p.m. to provide an overview of the materials on display and preview the interactive activities planned for the meeting following the presentation. Study team members will be on hand during the meeting to answer questions and assist with the interactive preference activities that are planned. Feel free to stop by anytime between 5:00-7:00 p.m.

WHY?

The purpose of this study is to:

- Identify, evaluate, and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region.
- Analyze potential new routes for regional traffic and identify operational improvements for the State Street corridor.
- Analyze anticipated outcomes of the US Highway 83 realignment on Bismarck and Burleigh County.

The study area boundaries are: US Highway 83 to the west, I-94 to the south, ND Highway 36 to the north, and ND Highway 14 to the east.

WHEN AND WHERE?

Tuesday, July 17, 2018 from 5:00-7:00 pm.

Capital Electric Co-Op
4111 State St, Bismarck, ND 58503

***Presentation at 5:30 pm.**

The public engagement meeting is being hosted by the MPO, City of Bismarck, Burleigh County, NDDOT, and SRF Consulting Group, Inc.

Feedback can also be submitted through the study website at <https://www.hwy83altstudy.com> or by calling (701) 595-0526.

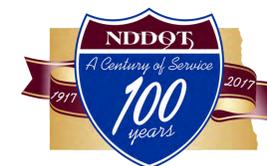


WELCOME!

OPEN HOUSE 2 US Highway 83 Alternative Study



Tuesday, July 17, 2018
Open House 5:00 to 7:00 p.m.
Presentation at 5:30 p.m.
Capital Electric



STUDY OVERVIEW

Overview

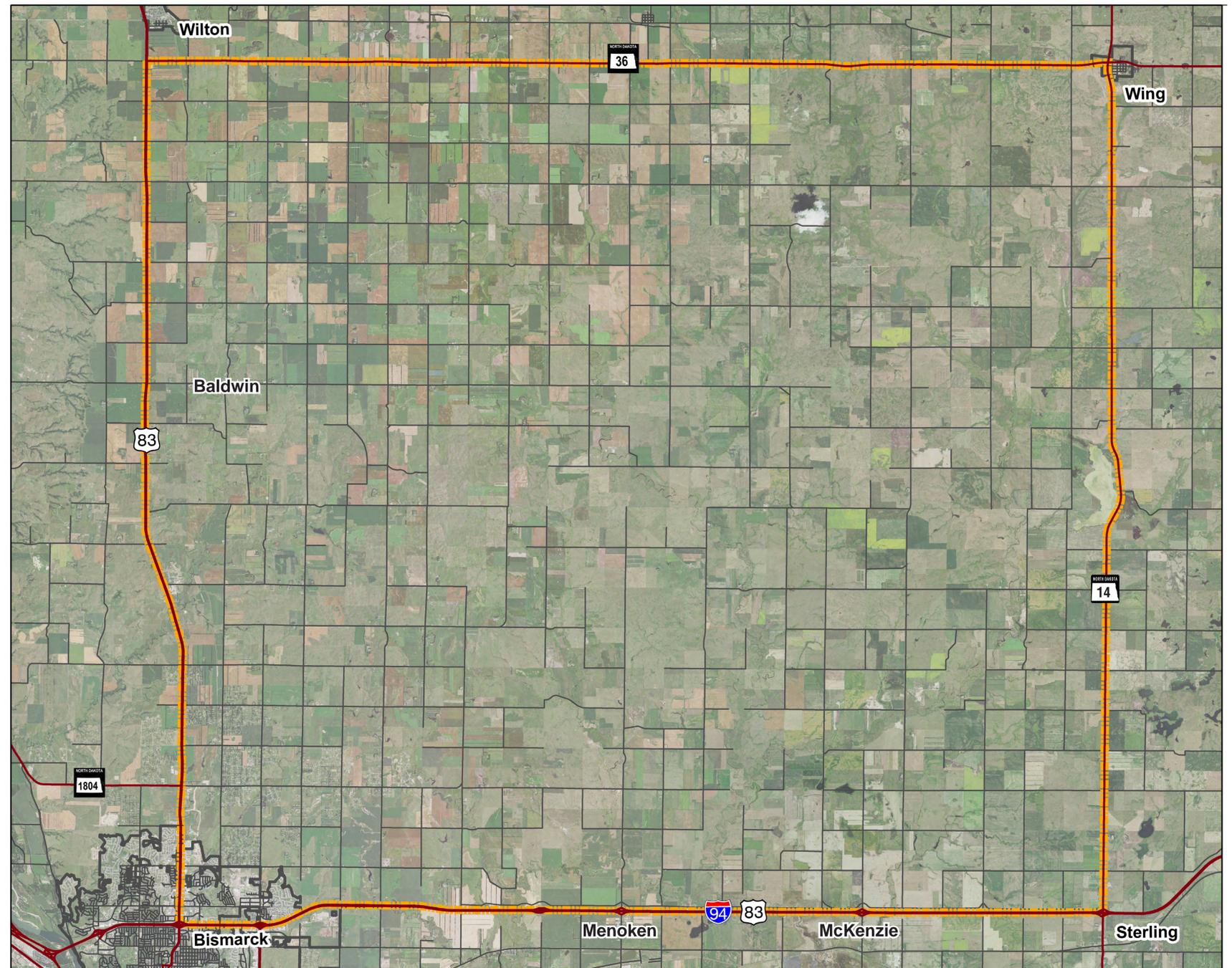
The Bismarck-Mandan Metropolitan Planning Organization is completing a US Highway 83 Alternative Study in cooperation with the City of Bismarck, Burleigh County, and the NDDOT.

The purpose of the study is to:

- Identify, evaluate and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region.
- Analyze potential new routes for regional traffic and identify operational improvements for the State Street corridor
- Analyze anticipated outcomes of the US Highway 83 realignment on Bismarck and Burleigh County.

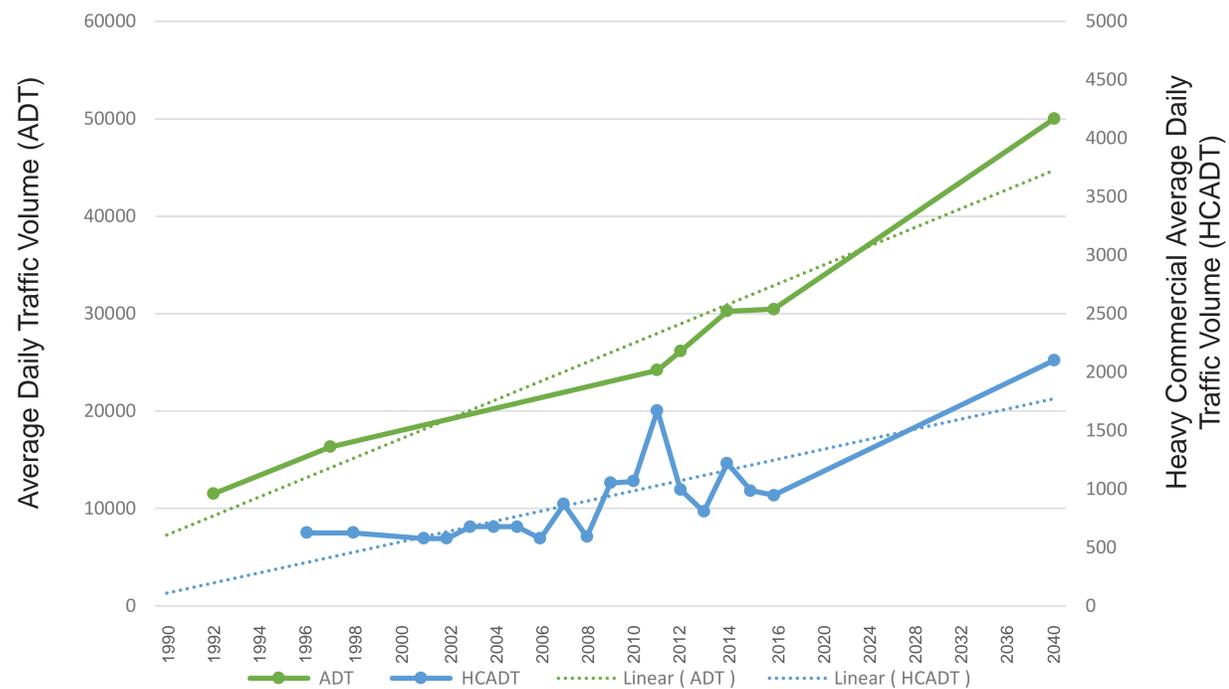
The Study is being conducted from October 2017 to December 2018.

Study Area



2040 ISSUES AND NEEDS SUMMARY

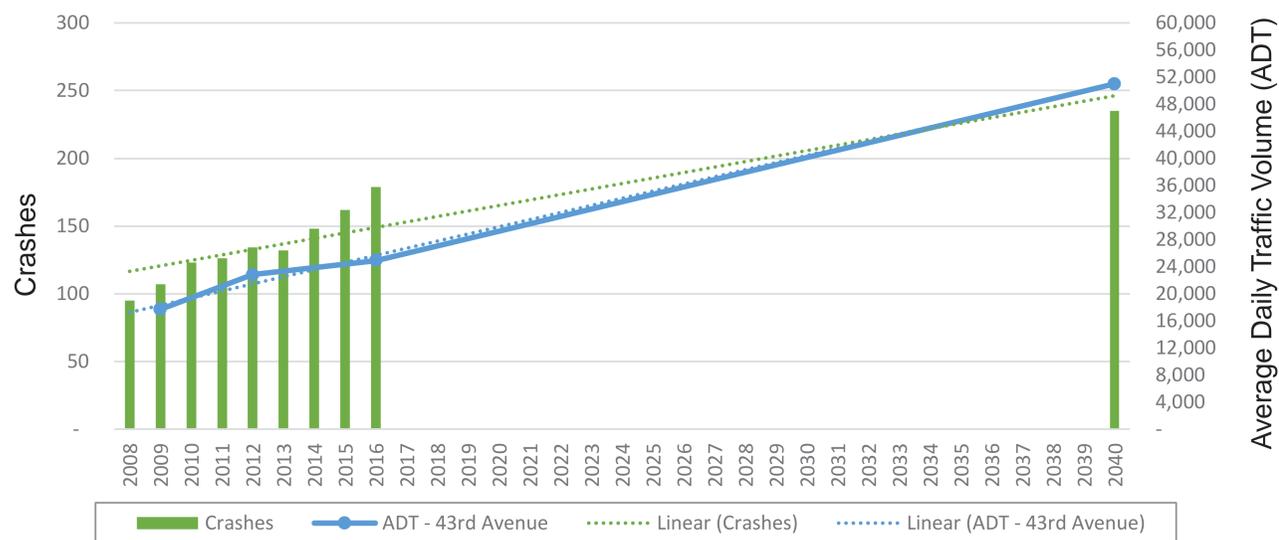
US Highway 83 Average Daily Traffic Trends and Forecast



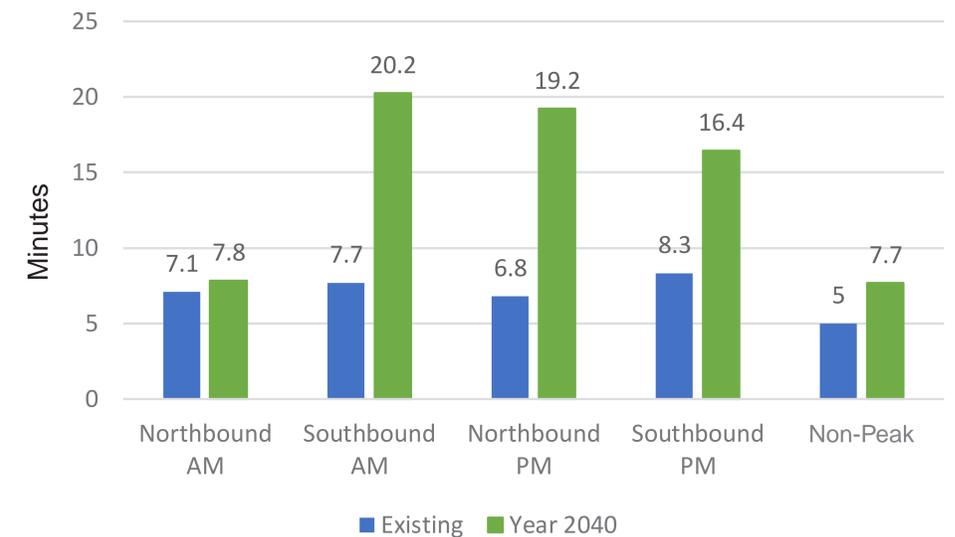
Key Highlights

- Average daily traffic volumes along US Highway 83 expected to range from 28,000 to 63,000 vehicles per day by year 2040.
- Multiple intersections are expected to operate near/over capacity by year 2040.
- Travel times are expected to increase, ranging from eight (8) to 20 minutes by year 2040.
- Crashes are expected to increase by approximately 70 percent by year 2040.

Corridor Crashes vs. ADT (south of 43rd Ave)

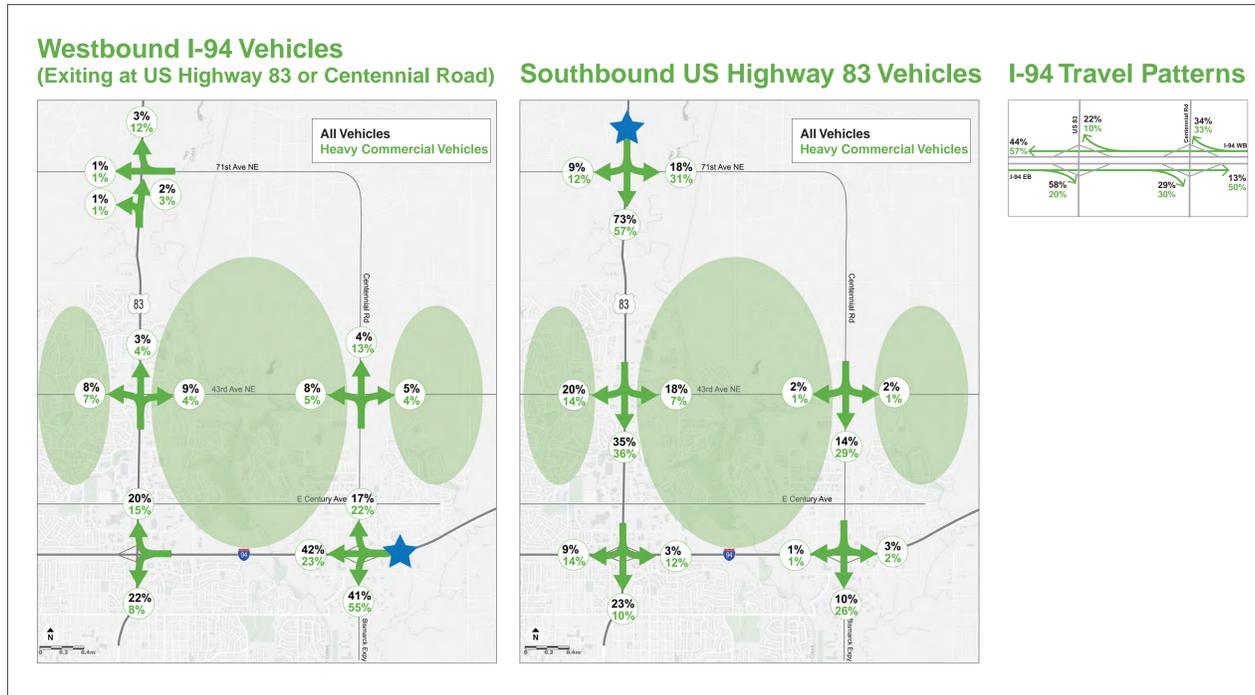


US Highway 83 Average Travel Times

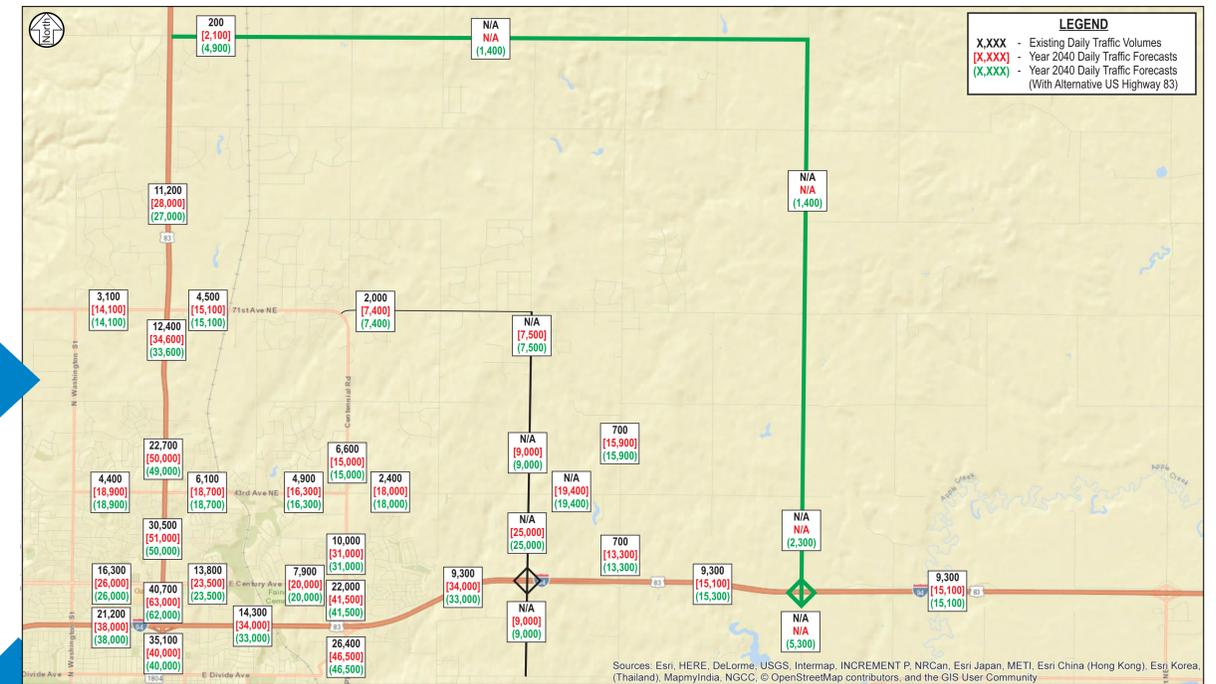


ALTERNATIVE DEVELOPMENT PROCESS

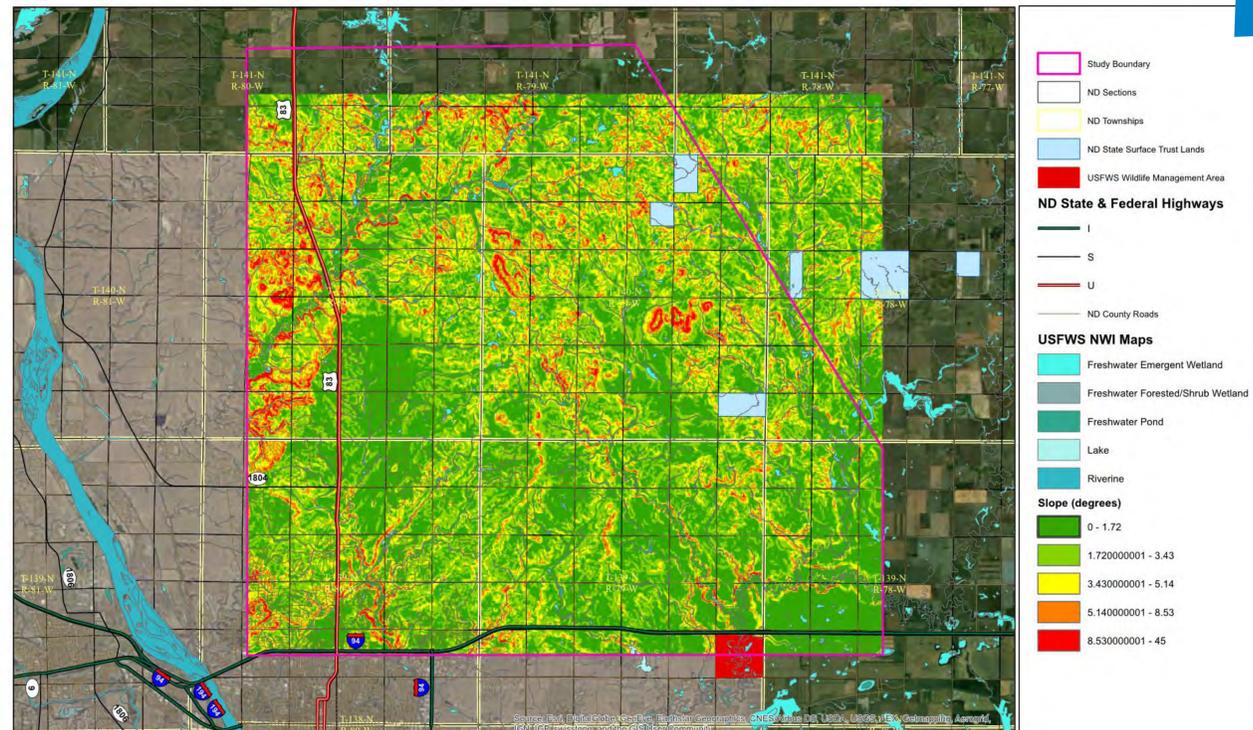
Identify Potential Users and Travel Patterns



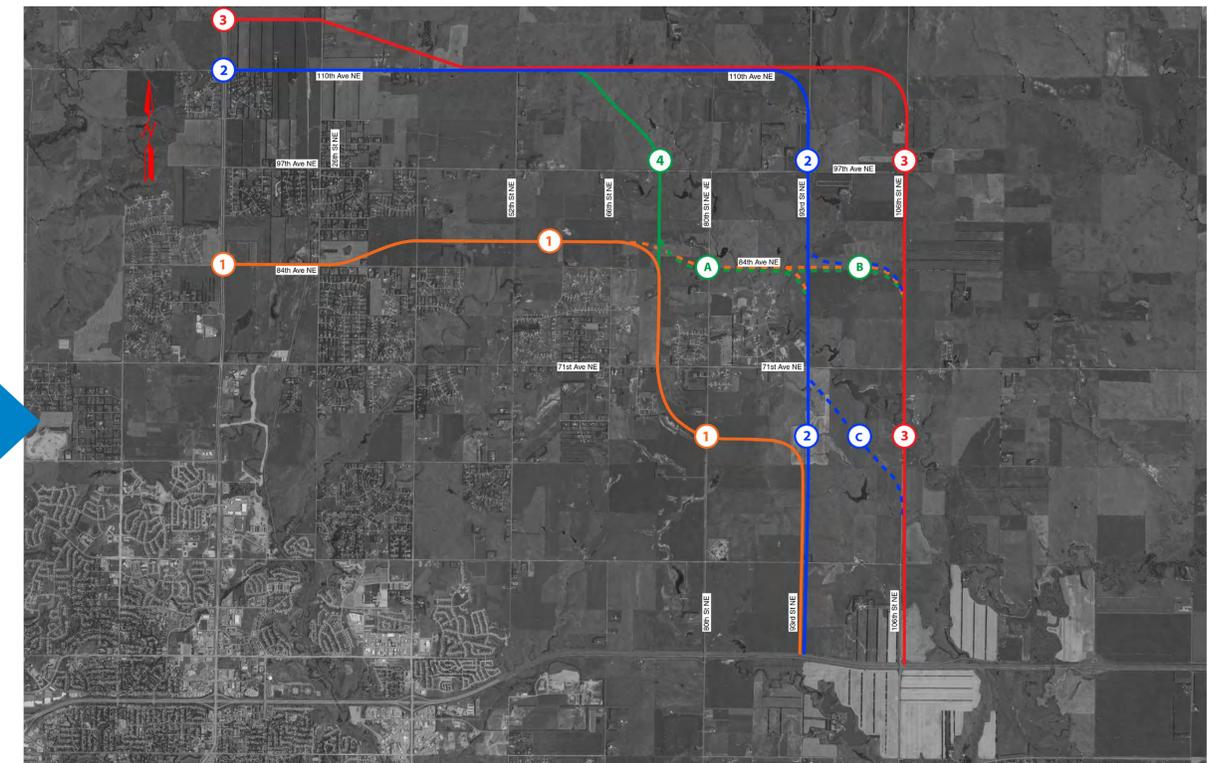
Develop Traffic Forecasts



Understand Environmental Constraints



Develop Preliminary Alternative Alignments



US HIGHWAY 83 ALTERNATIVES: EXISTING CORRIDOR (STATE STREET)

Alternative A

Minimal Improvements

- Signal/Traffic Control Improvements



*Place ● for top choice

Alternative B

Optimize At-Grade Improvements

- Signal/Traffic Control Improvements
- Access Management
- Capacity Improvements (thru lanes and turn lanes)



*Place ● for top choice

Alternative C

Grade Separated Improvements

- Interchanges at 43rd Avenue and 71st Avenue/ND Hwy 1804
- Restricted Cross-street access (overpass/underpass)
- Access Management and Frontage/Backage Roads



*Place ● for top choice

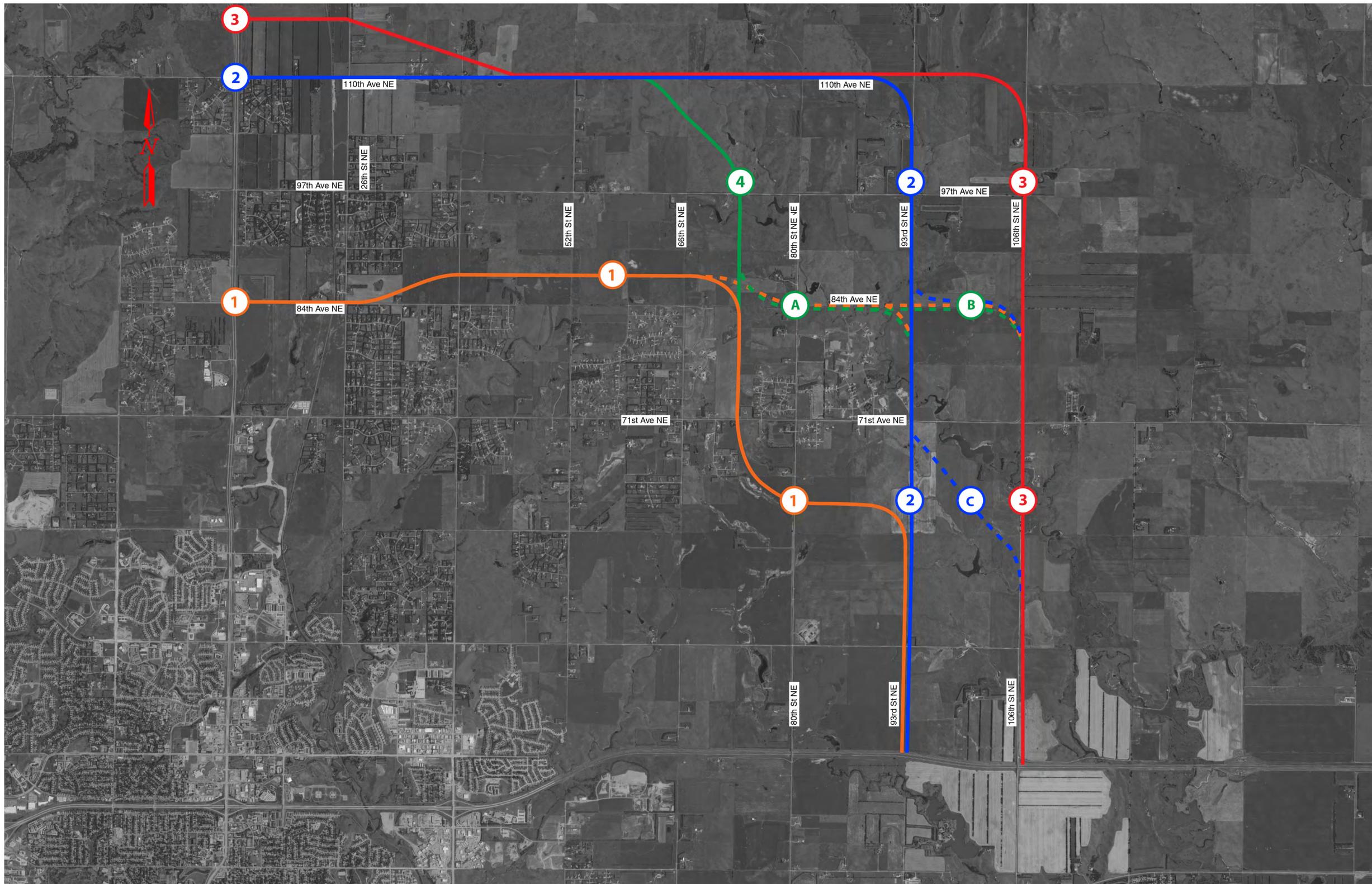
PRELIMINARY EVALUATION SUMMARY

US Highway 83 Alternatives: Existing Corridor (State Street)

	Alternative A	Alternative B	Alternative C
Mobility	●	●	●
Environmental	●	●	●
Safety	●	●	●
Freight	●	●	●
Neighborhood	●	●	●
Constructability	●	●	●
Economic Development	●	●	●
Cost	●	● ● ●	● ● ● ● ●

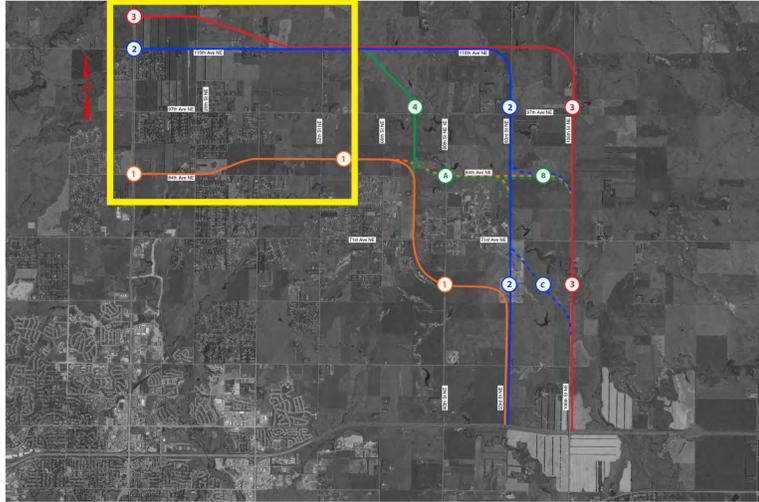
● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

US HIGHWAY 83 ALTERNATIVES (NEW ALIGNMENTS)

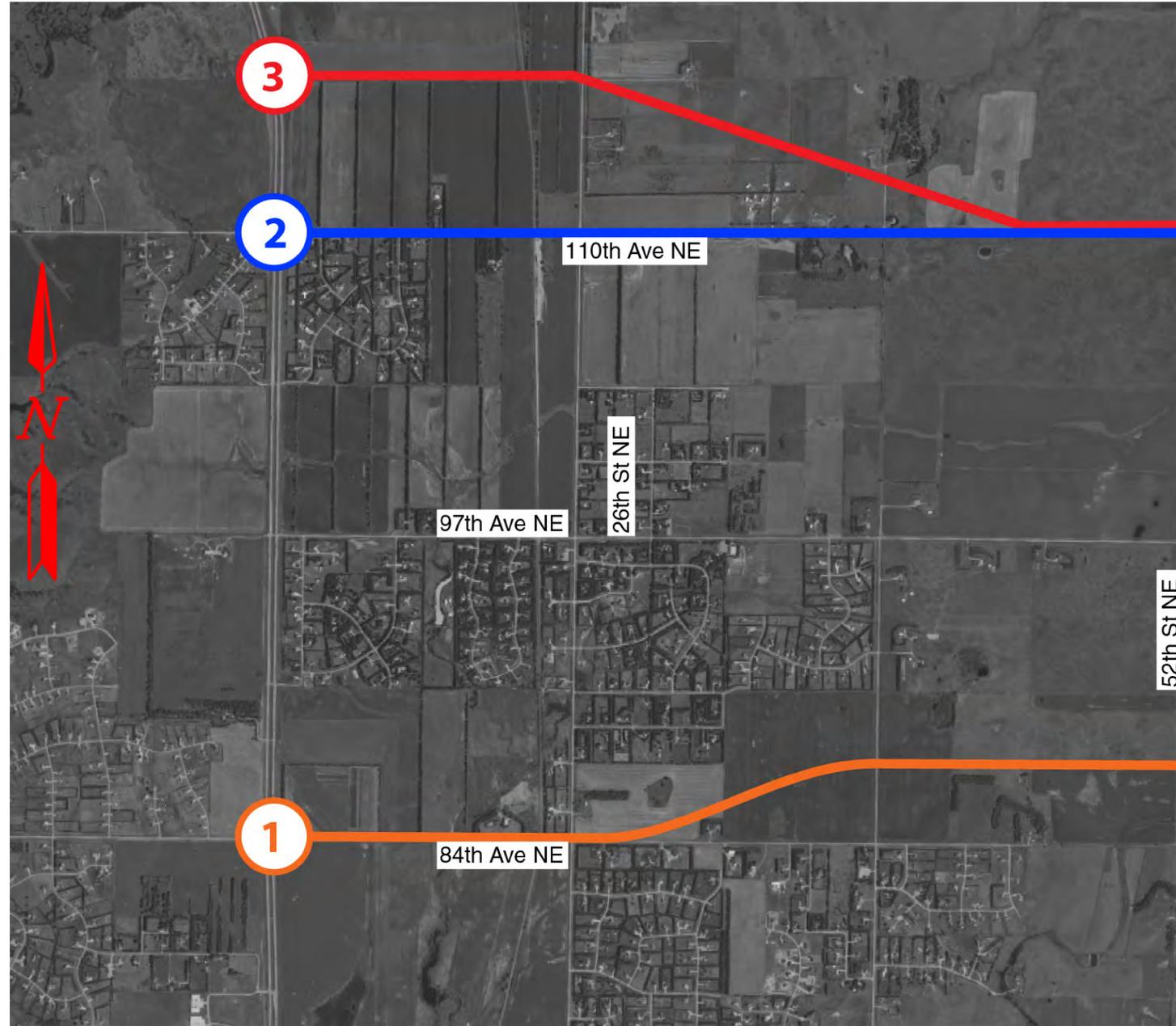


US HIGHWAY 83 ALTERNATIVES (NEW ALIGNMENTS)

Study Area Overview



West Segment Alternative Options



Top Choice

Alternative 3
Alternative 2
Alternative 1

*Place **●** for top choice

PRELIMINARY EVALUATION SUMMARY

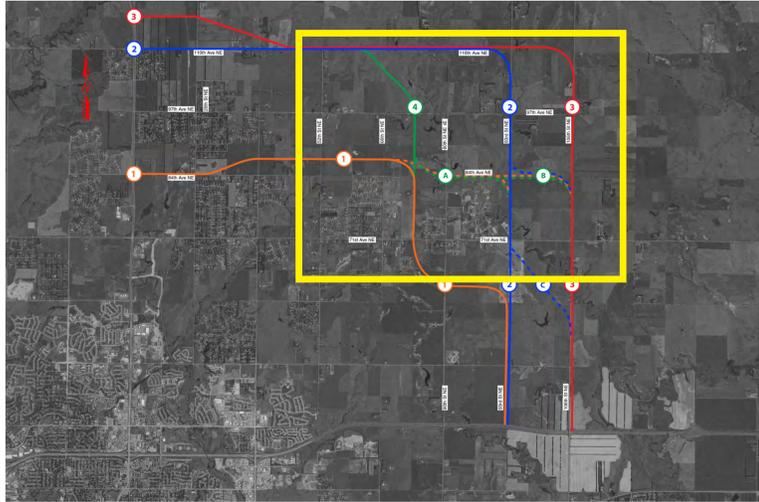
US Highway 83 Alternatives (New Alignments) - West Segment

	Alternative 1	Alternative 2	Alternative 3
Mobility	●	●	●
Environmental	●	●	●
Safety	●	●	●
Freight	●	●	●
Neighborhood	●	●	●
Curvature	●	●	●
Constructability	●	●	●
Economic Development	●	●	●
Cost	\$\$\$	\$\$\$	\$\$\$

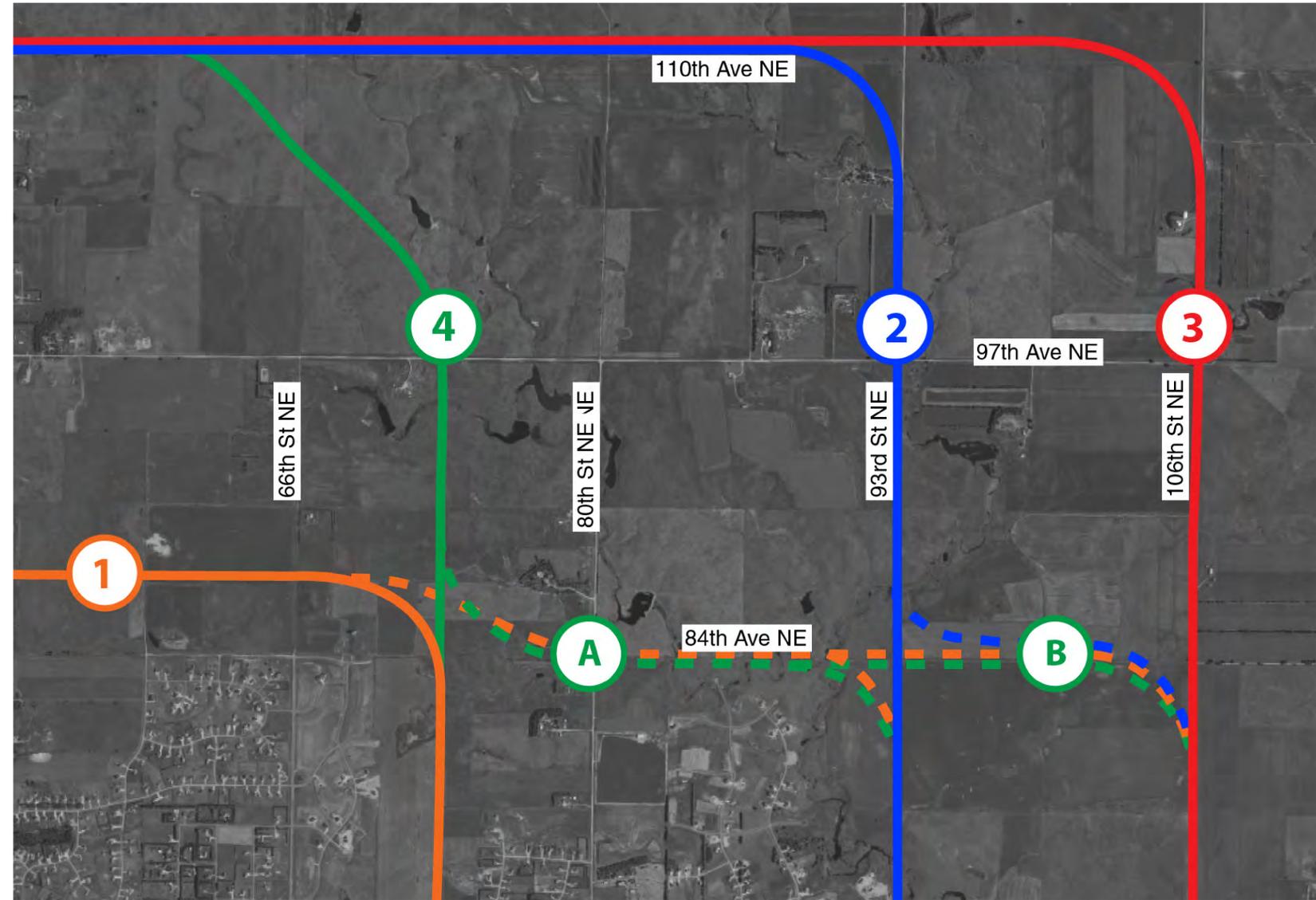
● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

US HIGHWAY 83 ALTERNATIVES (NEW ALIGNMENTS)

Study Area Overview



Central Segment Alternative Options



Top Choice

*Place ● for top choice

Alternative 1	Alternative 1A	Alternative 1B	Alternative 2	Alternative 2B	Alternative 3	Alternative 4	Alternative 4A	Alternative 4B

PRELIMINARY EVALUATION SUMMARY

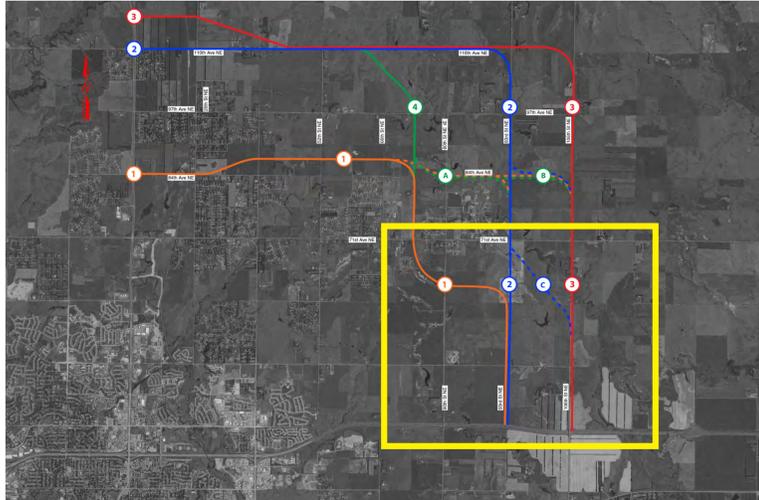
US Highway 83 Alternatives (New Alignments) - Central Segment

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative A	Alternative B
Mobility	●	●	●	●	●	●
Environmental	●	●	●	●	●	●
Safety	●	●	●	●	●	●
Freight	●	●	●	●	●	●
Neighborhood	●	●	●	●	●	●
Curvature	●	●	●	●	●	●
Constructability	●	●	●	●	●	●
Economic Development	●	●	●	●	●	●
Cost	\$\$\$	\$\$\$\$	\$\$\$\$\$	\$\$\$	\$\$	\$\$\$

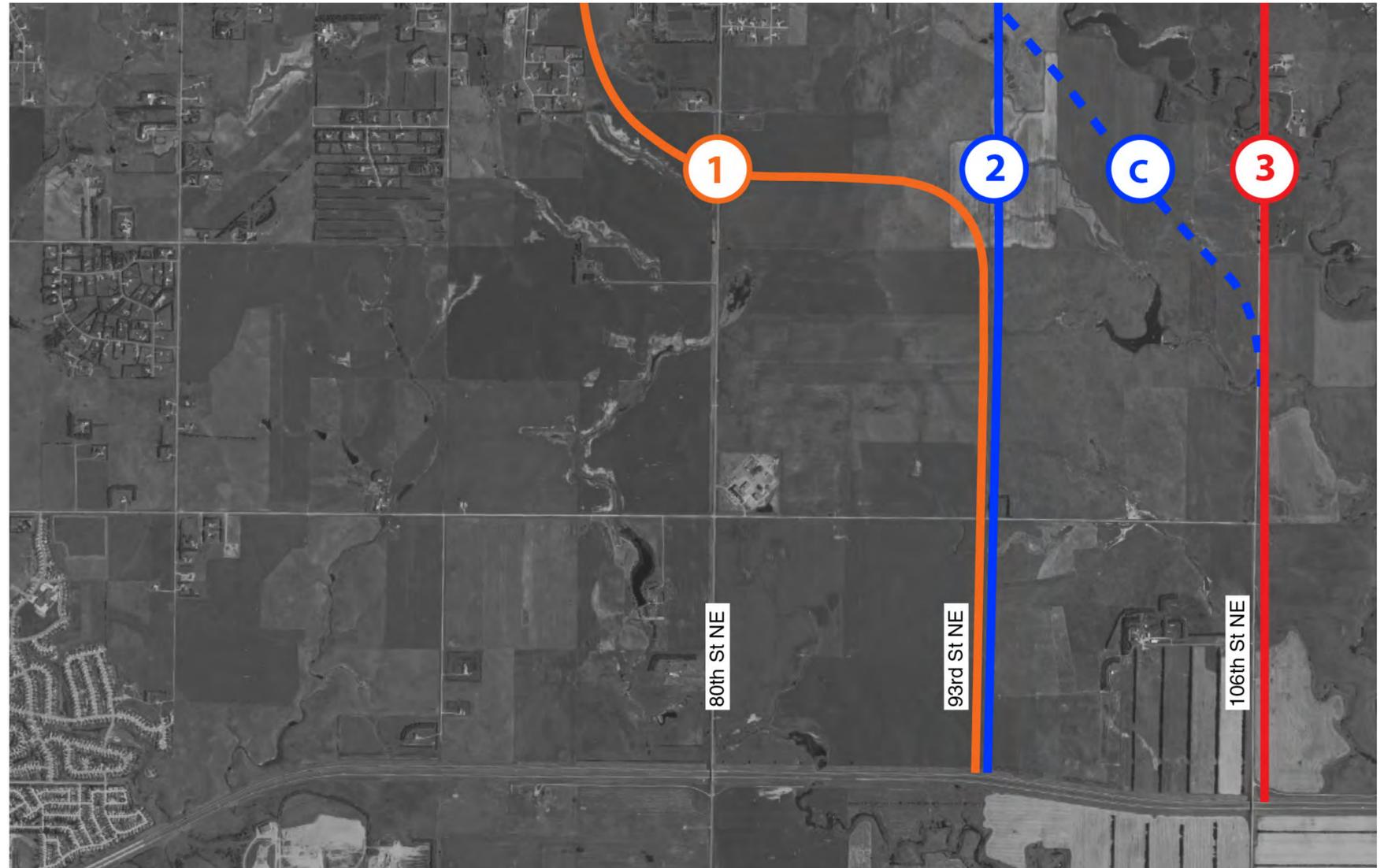
● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

US HIGHWAY 83 ALTERNATIVES (NEW ALIGNMENTS)

Study Area Overview



South Segment Alternative Options



Top Choice

*Place ● for top choice

Alternative ①	Alternative ②	Alternative ②C	Alternative ③

PRELIMINARY EVALUATION SUMMARY

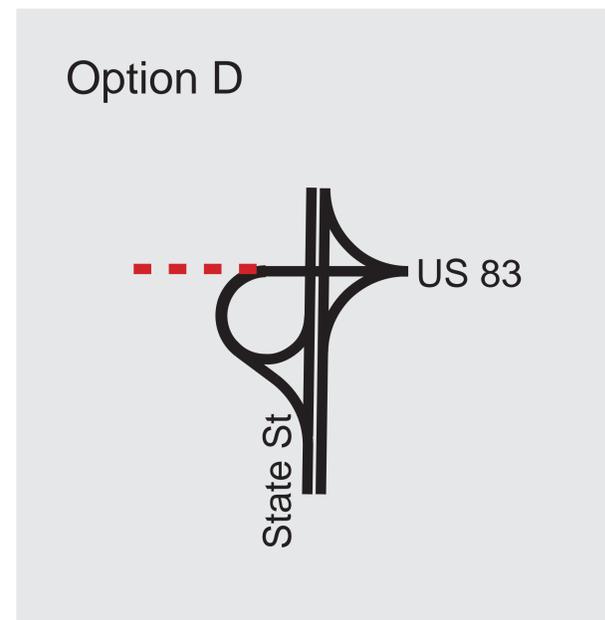
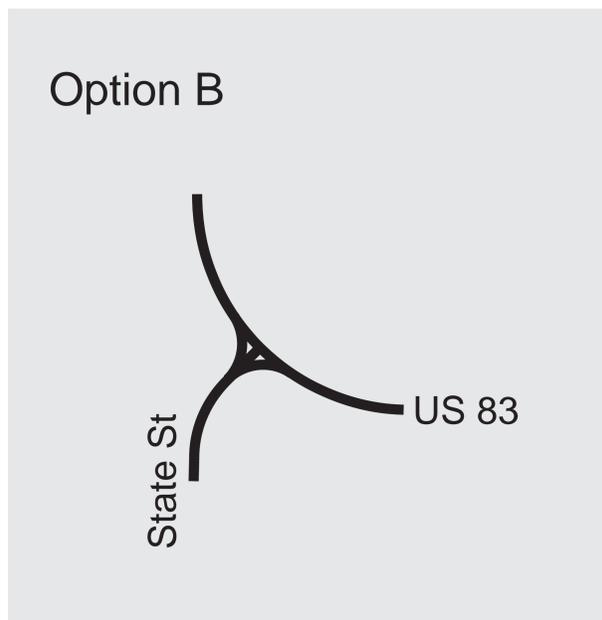
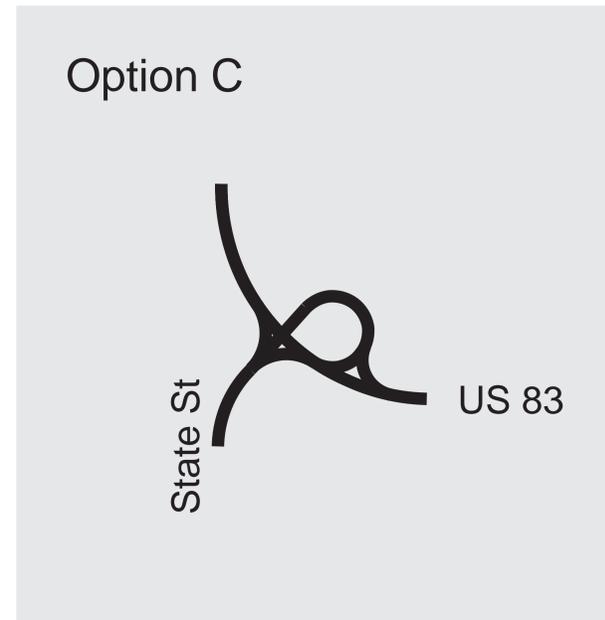
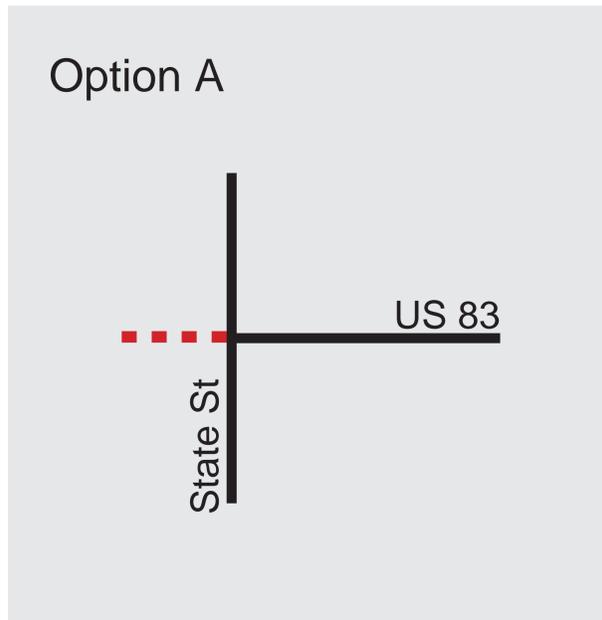
US Highway 83 Alternatives (New Alignments) - South Segment

	Alternative 1	Alternative 2	Alternative 3	Alternative C
Mobility	●	●	●	●
Environmental	●	●	●	●
Safety	●	●	●	●
Freight	●	●	●	●
Neighborhood	●	●	●	●
Curvature	●	●	●	●
Constructability	●	●	●	●
Economic Development	●	●	●	●
Cost	\$\$\$	\$\$\$	\$\$\$	\$\$\$

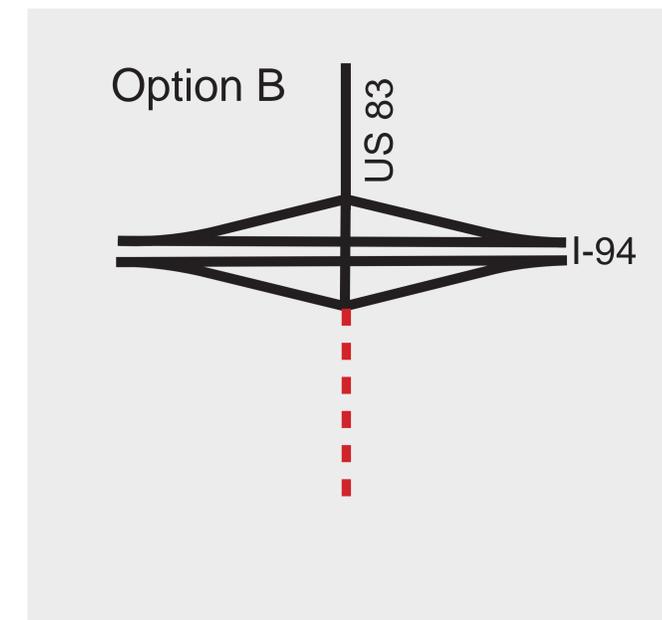
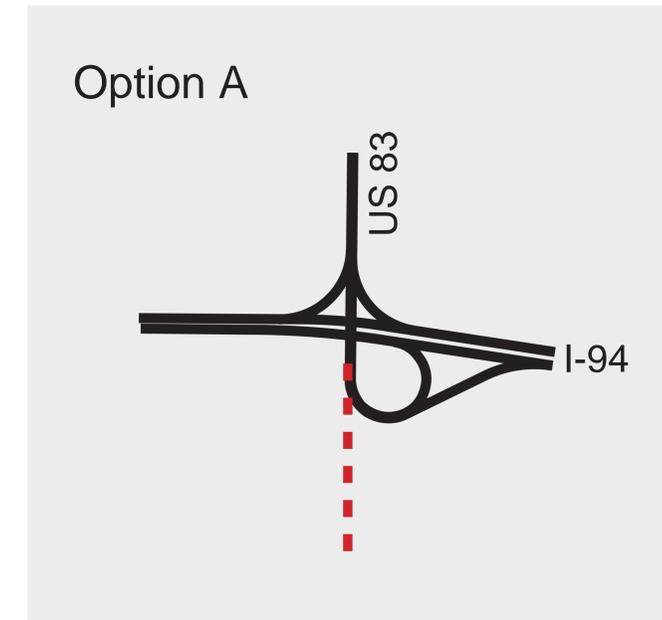
● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

CONNECTION OPTIONS

US 83 Connection Options



I-94 Connection Options



NEXT STEPS

We Want Your Feedback!

Please provide comments on the preliminary alternatives presented.

Please visit the website to leave your comments and fill out a survey.

Example Comments

- ① "I would invest in the current corridor, rather than construct a new US Highway 83 alignment."
- ② "I like the 'red' alternative US Highway 83 alignment and do not like the orange alignment."

Next Steps

- Review and Incorporate Feedback
- Refine Alternatives
- Finalize Alternative Evaluation
- Identify Phasing/Implementation Plan
- Open House #3 expected October 2018

Be Involved



Visit the study website to share your input, learn about upcoming meetings, review materials: hwy83altstudy.com



Can't attend an in-person meeting? Leave your input by calling: **(701) 595-0526**

Schedule and Critical Path Timeline with Deliverables

We are Here

Study Tasks	2017					2018									
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
T1 - Project Management	[Timeline bar with circles]														
T2 - Existing Conditions	[Timeline bar]														
T3/T4 - Year 2040 Conditions and Issues/Needs Summary	[Timeline bar]														
T5 - Alternative Development and Preliminary Evaluation	[Timeline bar with star in Jul]														
T6 - Alternative Evaluation	[Timeline bar with star in Sep]														
T7 - Documentation and Implementation Plan	[Timeline bar with diamonds in Oct, Nov, Dec]														
T8 - Public Involvement Plan and Agency Involvement	[Timeline bar]														
Public Involvement Meetings and Listening Sessions				LS	PIM1					LS	PIM2		LS	PIM3	
Online Engagement (WEB)			WEB		WEB		WEB		WEB		WEB		WEB		
News Releases (NR)				NR					NR				NR		
Technical Advisory Committee Meetings		▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
Policy Board Meetings		■	■	■	■	■	■	■	■	■	■	■	■	■	■
NDDOT Management Meeting													◆		
Study Review Committee Meetings (SRC)		SRC		SRC			SRC		SRC			SRC			

- Project Manager Coordination
- ★ Key Deliverable / Technical Memorandum
- ▲ TAC Meeting
- ◇ Draft and Final-Draft Report
- Policy Board Meeting
- ◆ Final Report
- ◆ NDDOT Management Meeting

Please sign in below

Name	Phone	Email	Sign me up for study updates
Craig Johnson	7634AS.0010	Craig@SF	<input checked="" type="checkbox"/>
Steve Saunders	701-355-1848	ssaunders@bismarcknd.gov	<input type="checkbox"/>
Gerard Wise	214-9620	gerard_wise@hotmail.com	<input type="checkbox"/>
Casey Einrem	204-7748	ceinrem@nd.gov	<input type="checkbox"/>
Pam Schonert	223-2643		<input type="checkbox"/>
Greg Schonert	202-0833	undbiology@gmail.com	<input type="checkbox"/>
Oliver Walsh	220-9911	olwals1500@gmail.com	<input type="checkbox"/>
Brandon Schott	471-9553		<input type="checkbox"/>
Gabe Schell	395-1905	gschelle@bismarcknd.gov	<input type="checkbox"/>
Tyler Wollmyer	328-6958	twollmyer@nd.gov	<input type="checkbox"/>
C.W. Cullen	222-1891	garc3435@gmail.com	<input checked="" type="checkbox"/>
Derek Anderson	216-0060	derek.anderson@epexengr.com	<input type="checkbox"/>
Mark Berg	355-1505	mberg7501@gmail.com	<input type="checkbox"/>
Karen Grosz	425-2844	ITSkillLifeNW@gmail.com	<input checked="" type="checkbox"/>
Paul Ihmels	527-7320	meoutdoors@gmail.com	<input type="checkbox"/>
Angil Hammer-Koper	701-204-8875	awanner@braunintertec.com	<input checked="" type="checkbox"/>
Jan Nyhve	258-5361		<input checked="" type="checkbox"/>
Tammy Delwitt	202-8853	tdelwitt@bepc.com	<input checked="" type="checkbox"/>
Will Huchings	355-1850		<input checked="" type="checkbox"/>
Paul Fitterer	426-9437	paul@capitalelec.com	<input checked="" type="checkbox"/>
Armon Weiss	220-5603		<input type="checkbox"/>
			<input type="checkbox"/>

Please sign in below

Name	Phone	Email	Sign me up for study updates
PHIL BOGNER	701-391-5387	PHILBOGNER@GMAIL.COM	<input checked="" type="checkbox"/>
REBECCA Rindler	701-943-2880	Reverod1@hotmail	<input checked="" type="checkbox"/>
Jason Gullicks	701 391 4958	jgullicks@yahoo.com	<input type="checkbox"/>
Marcus Hall	701-390-3980		<input type="checkbox"/>
Gerald Miller	701 381 0113	geraldmiller2013@yahoo.com	<input type="checkbox"/> ALL Rindler signed up
Doug Schobert	701-220-3279	dschobert@msu.com	<input type="checkbox"/>
Harvey Schilling	701-226-2860		<input type="checkbox"/>
PAUL HUETTL	701-426-2733		<input type="checkbox"/>
Troy Ripplinger	701-226-4066		<input type="checkbox"/>
Kevin Magstadt	701-425-3975	Kevin.Magstadt@KrausAnderson.com	<input type="checkbox"/>
Hayley Akre	701-220-6323	Hayley akrehay@gmail.com	<input checked="" type="checkbox"/>
Aaron Carranza	612-599-1955	ajcarranza@gmail.com ajcarranza@gmail.com	<input checked="" type="checkbox"/>
Tim Riviniw		triviniw@gmail.com	<input checked="" type="checkbox"/>
Jordan Woronicki	701-590-3787		<input checked="" type="checkbox"/>
Roberta Brintrell	701-255-0719	dakotafogals@his.nidco.net	<input checked="" type="checkbox"/>
John Brintrell	701-319-0319	jcbrintrell@gmail.com	<input checked="" type="checkbox"/>
KEN FRICKE	701 471-1191	TNTKENNELS@GMAIL.COM	<input checked="" type="checkbox"/>
Ron & Sandy Haugom	701 391 7998		<input type="checkbox"/>
			<input type="checkbox"/>

US HIGHWAY 83 ALTERNATIVES (NEW ALIGNMENTS)

Study Area Overview



West Segment Alternative Options



Top Choice

Alternative 3



Alternative 2



Alternative 1



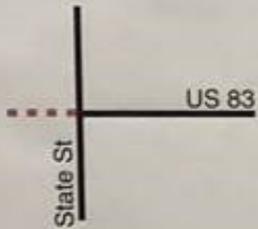
*Place blue dot for top choice



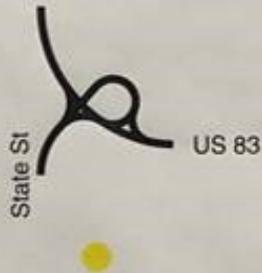
CONNECTION OPTIONS

US 83 Connection Options

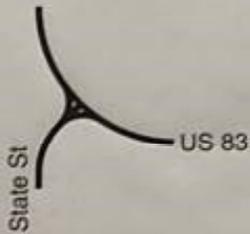
Option A



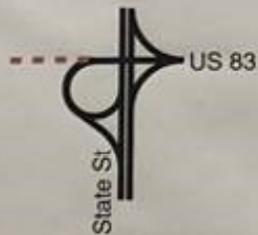
Option C



Option B

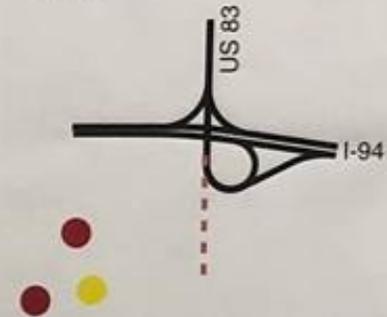


Option D

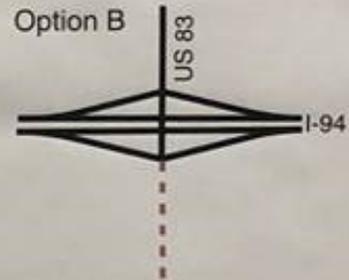


I-94 Connection Options

Option A

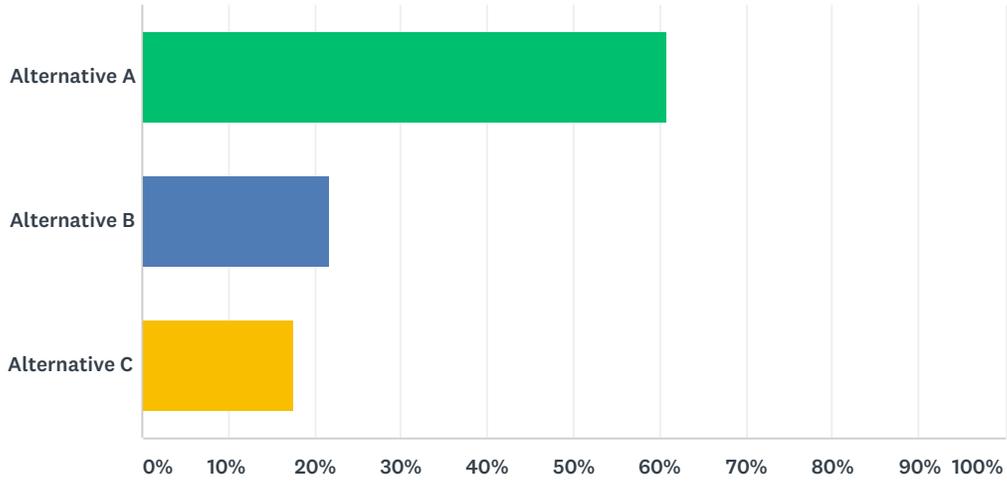


Option B



Q1 My top choice is...

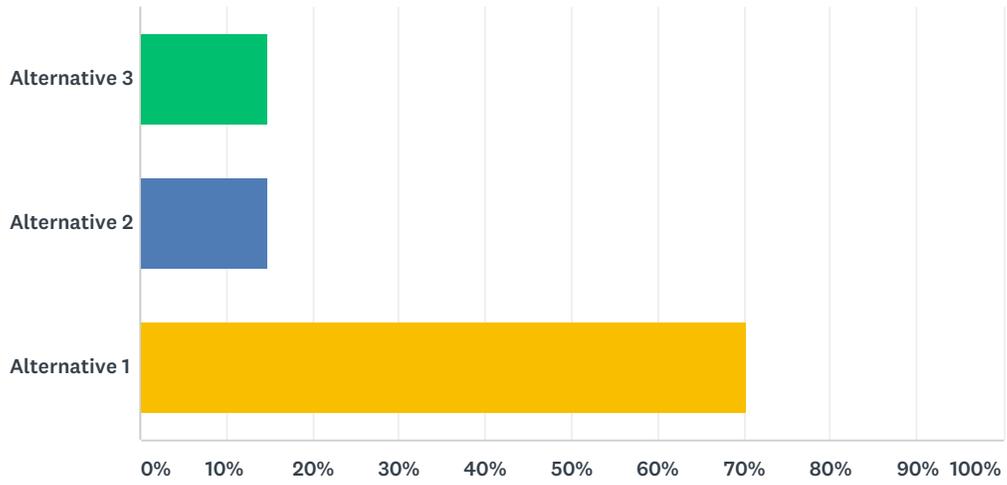
Answered: 217 Skipped: 4



ANSWER CHOICES	RESPONSES	
Alternative A	60.83%	132
Alternative B	21.66%	47
Alternative C	17.51%	38
TOTAL		217

Q2 My top choice is...

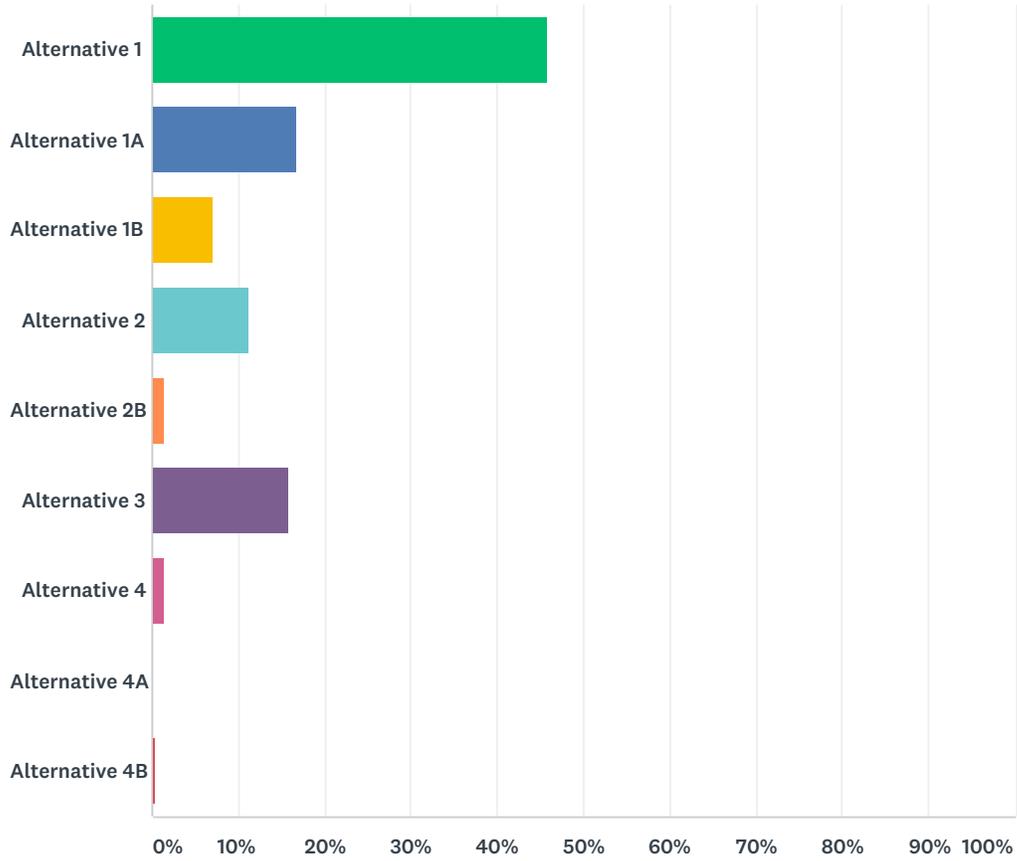
Answered: 215 Skipped: 6



ANSWER CHOICES	RESPONSES
Alternative 3	14.88% 32
Alternative 2	14.88% 32
Alternative 1	70.23% 151
TOTAL	215

Q3 My top choice is...

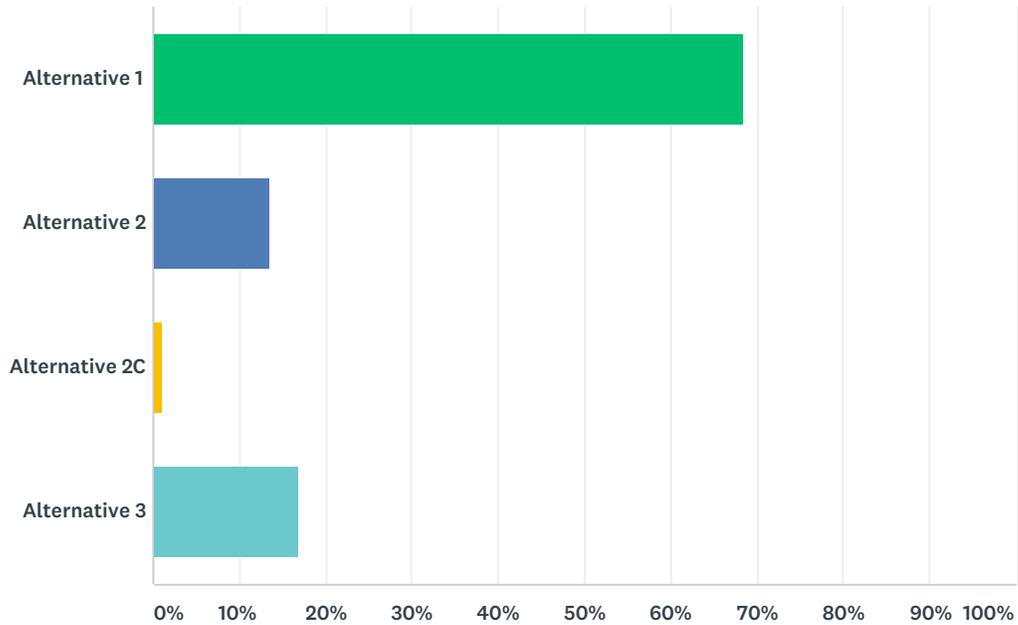
Answered: 214 Skipped: 7



ANSWER CHOICES	RESPONSES	
Alternative 1	45.79%	98
Alternative 1A	16.82%	36
Alternative 1B	7.01%	15
Alternative 2	11.21%	24
Alternative 2B	1.40%	3
Alternative 3	15.89%	34
Alternative 4	1.40%	3
Alternative 4A	0.00%	0
Alternative 4B	0.47%	1
TOTAL		214

Q4 My top choice is...

Answered: 206 Skipped: 15



ANSWER CHOICES	RESPONSES	
Alternative 1	68.45%	141
Alternative 2	13.59%	28
Alternative 2C	0.97%	2
Alternative 3	16.99%	35
TOTAL		206

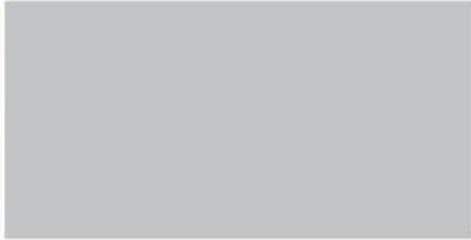
US 83 Alternative Study Survey and Dot Exercise Summary

Alternatives	Central Segment Alternative Options (US 83)								Connection Options (US 83)				
	1	1A	1B	2	2B	3	4	4A	4B	A	B	C	D
Dots (OH 2)	4	1	0	1	0	16	1	0	0	0	0	1	0
Survey	98	36	15	24	3	34	3	0	1				
Totals	102	37	15	25	3	50	4	0	1	0	0	1	0
Color Range					NA - not adding to slide			NA - not adding to slide		NA - not adding to slide			

Alternatives	Connection Options (I 94)		West Segment Alternative Options			South Segment Alternative Options			Existing Corridor (State Street)			
	A	B	1	2	3	1	2	2C	3	A	B	C
Dots	3	0	5	1	11	4	2	0	14	1	8	10
Survey			151	32	32	141	28	2	35	132	47	38
Totals	3	0	156	33	43	145	30	2	49	133	55	48
Color Range	NA - not adding to slide											

Color Range Key:

- Good - best meets criteria 121 plus
- OK - meets criteria well 91 to 120
- Moderate - close to achieving criteria 61 to 90
- Marginal - does not meet criteria 31 to 60
- Poor - fails to meet criteria 30 or below



NDDOT Management Meeting

US Highway 83 Alternative Study



Introductions



Craig Vaughn, PE, PTOE



Matt Pacyna, PE



Study Overview

Overview

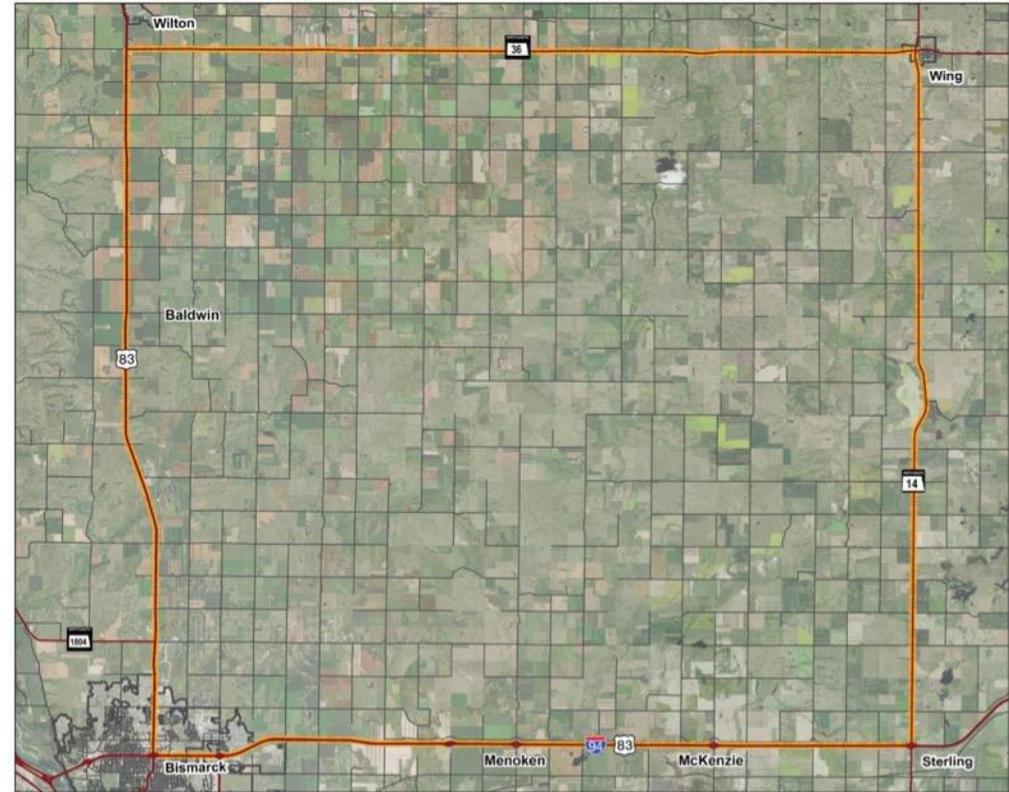
The Bismarck-Mandan Metropolitan Planning Organization is completing a US Highway 83 Alternative Study in cooperation with the City of Bismarck, Burleigh County, and the NDDOT.

The purpose of the study is to:

- Identify, evaluate and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region.
- Analyze potential new routes for regional traffic and identify operational improvements for the State Street corridor.
- Analyze anticipated outcomes of the US Highway 83 realignment on Bismarck and Burleigh County.

The study is anticipated to occur from October 2017 to February 2019.

Study Area

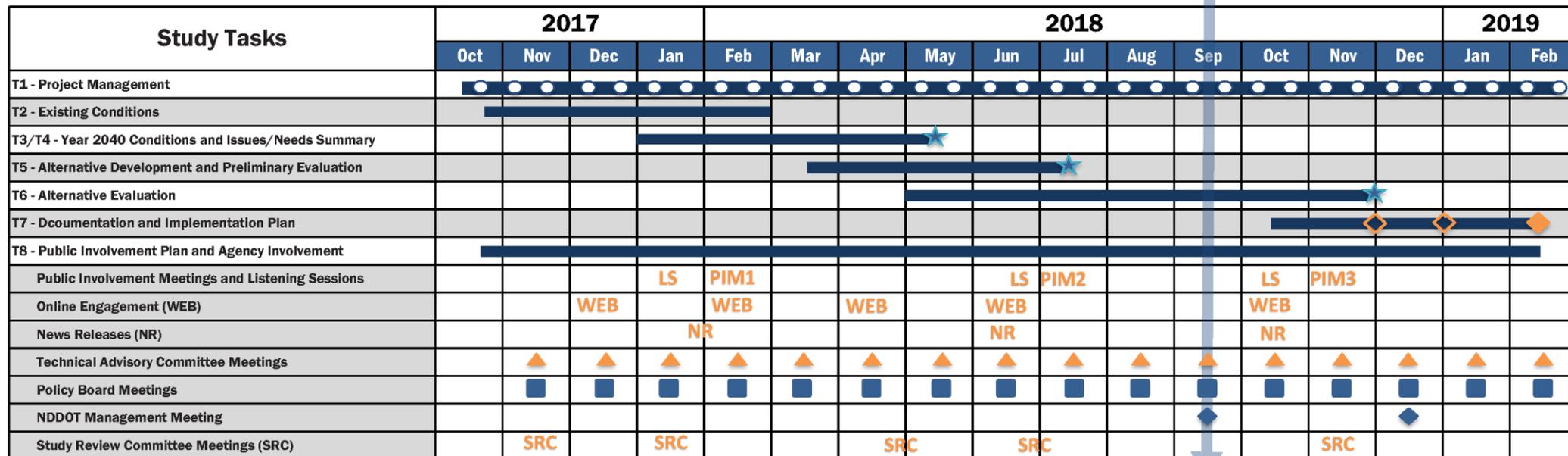


Study Schedule & Management Meeting Purpose

Key Question?

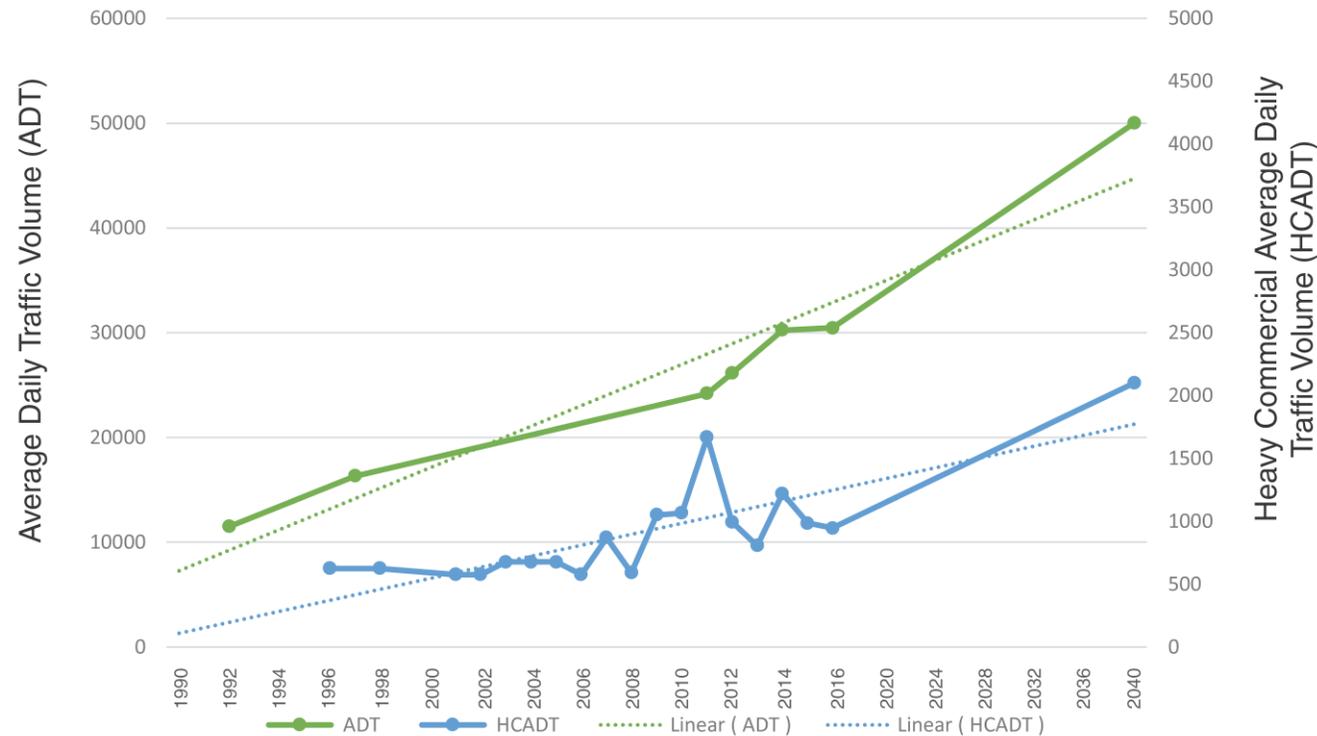
Should the study continue to pursue an alternative US Highway 83 alignment/route or direct its focus on the existing US Highway 83 (State Street) corridor?

Schedule and Critical Path Timeline with Deliverables



2040 Issues and Needs Summary

US Highway 83 Average Daily Traffic Trends and Forecast



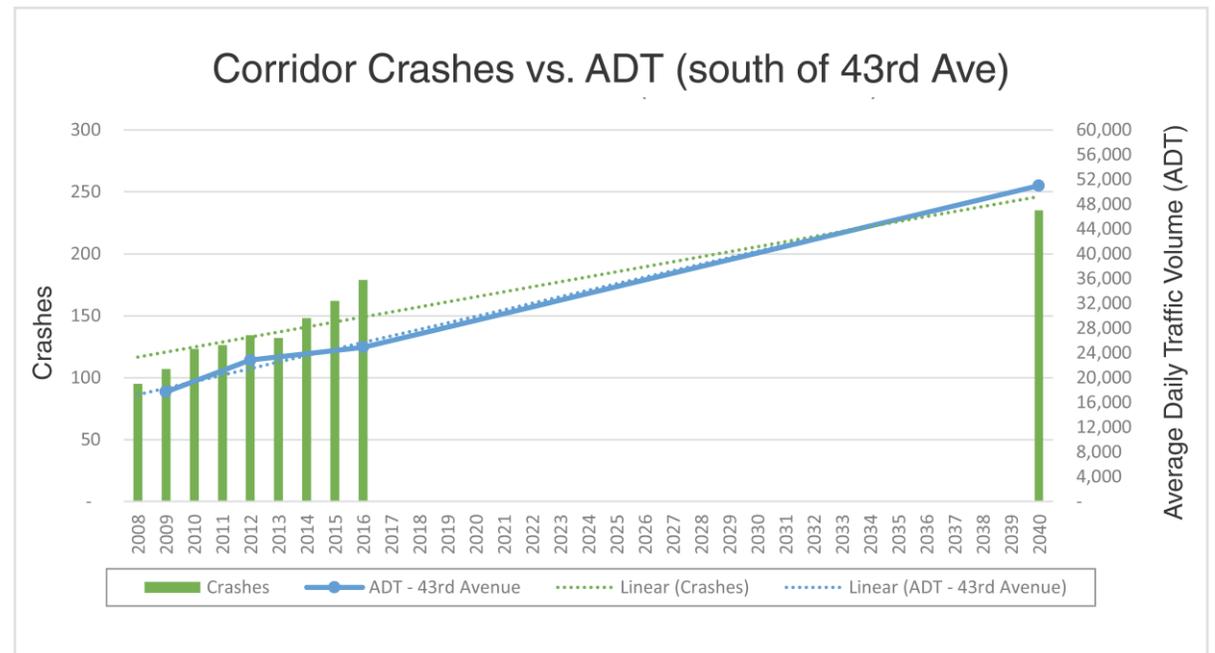
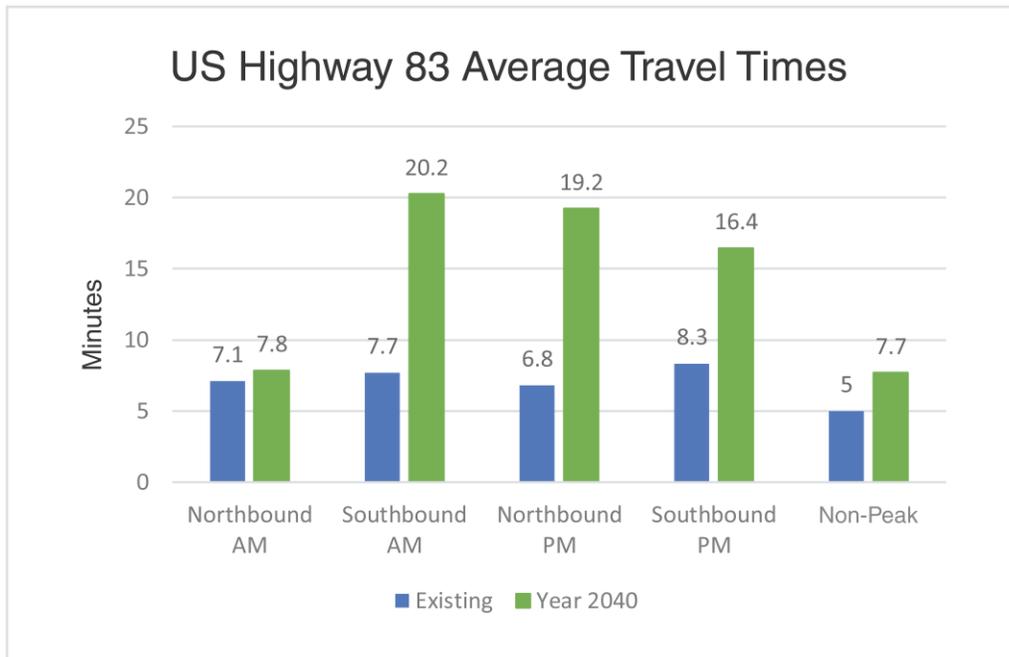
Key Highlights

- Average daily traffic volumes along US Highway 83/State Street expected to range from 28,000 (near ND Highway 1804/71st Avenue) to 63,000 (near I-94) vehicles per day by year 2040.
- Multiple intersections are expected to operate near/over capacity by year 2040.

2040 Issues and Needs Summary

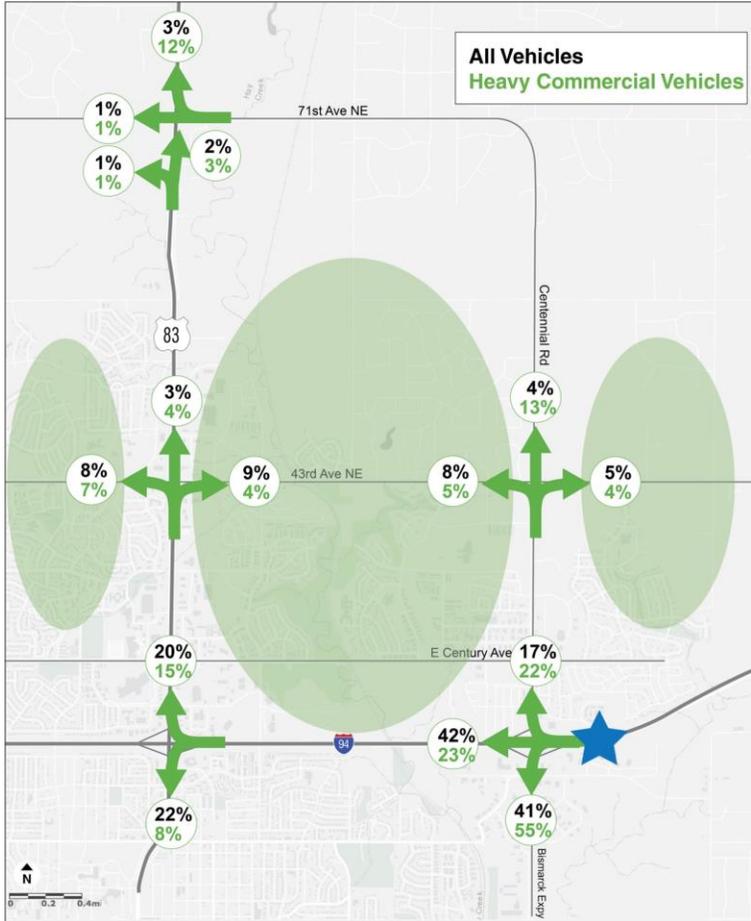
Key Highlights

- Travel times are expected to increase, ranging from an additional one (1) to 12 minutes by year 2040, depending on the time of day and direction of travel.
- Crashes are expected to increase by approximately 70 percent by year 2040.

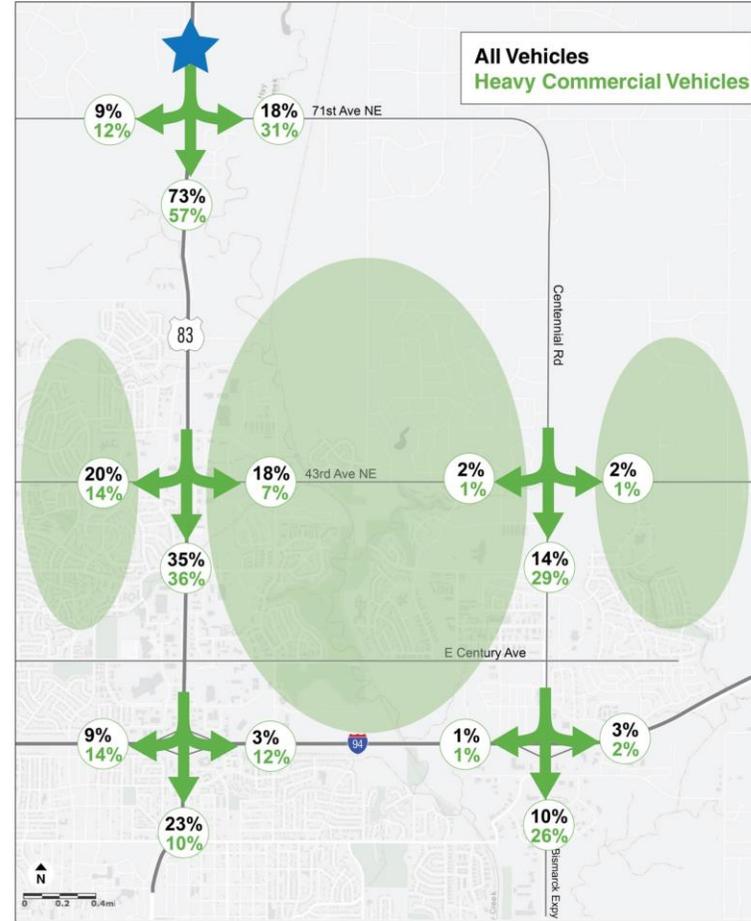


Travel Patterns

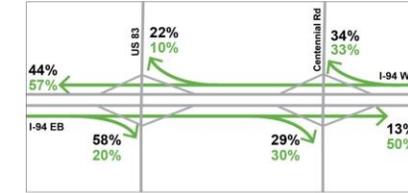
Westbound I-94 Vehicles (Exiting at US Highway 83 or Centennial Road)



Southbound US Highway 83 Vehicles



I-94 Travel Patterns



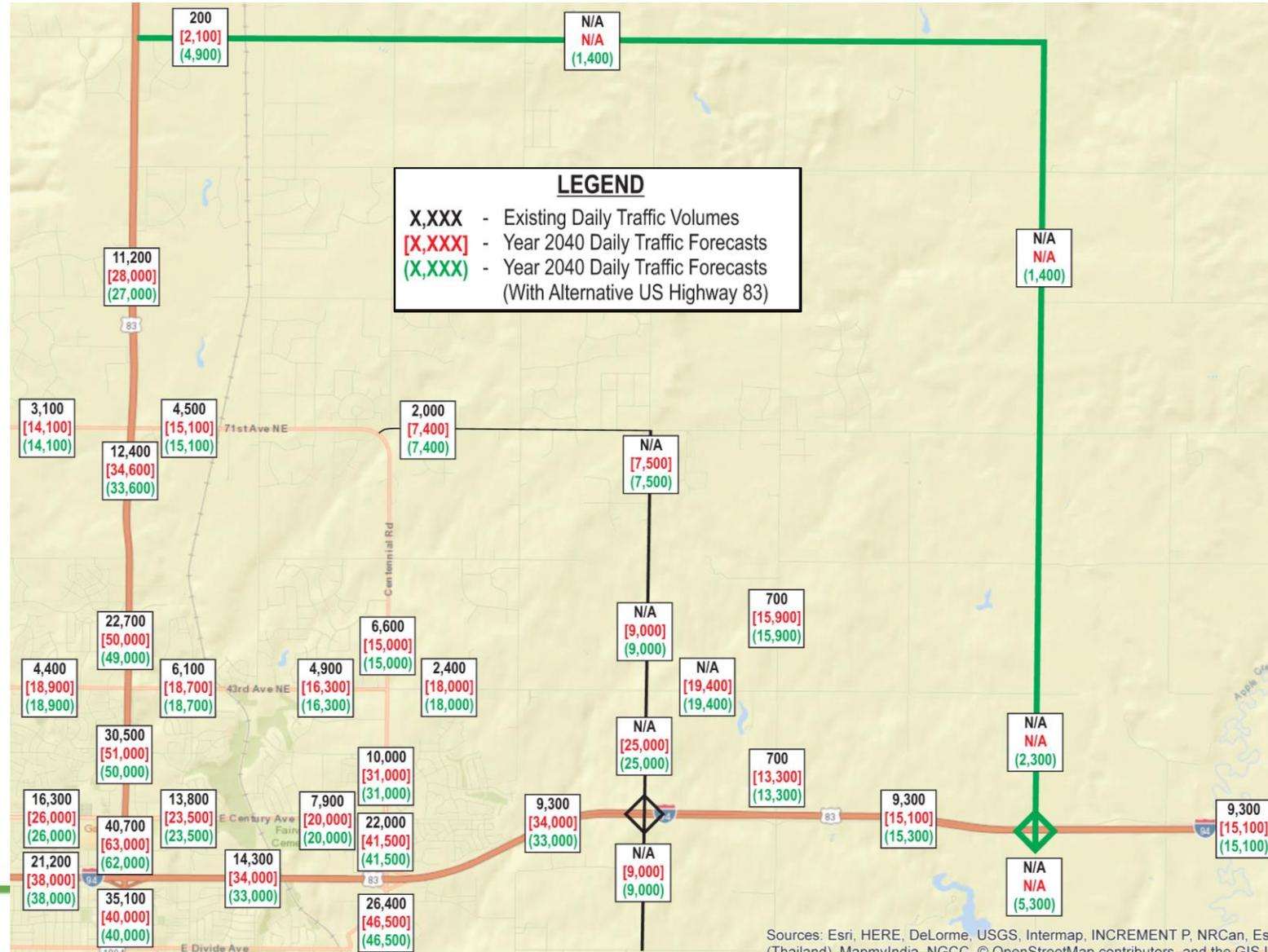
Key Highlights

- Approximately 33% of all trips are destined to areas south of I-94.
- 16% of all trips are destined to I-94 (east or west).
- 63% of all westbound I-94 vehicles exiting at Centennial Road or US Highway 83 are destined to the south of I-94.
- Approximately 5% of all westbound I-94 trips exiting at Centennial Road or US Highway 83 are destined to US Highway 83 north of 71st Avenue.

Traffic Forecasts

Key Highlights

- Leveraged Statewide Freight and Bismarck-Mandan Regional Travel Demand Models (ATAC)
- Forecast year 2040 volumes indicate ~1,400 to 4,900 vpd would use an alternative US 83 route
- State Street volume reduction (~1,000 to 1,500 vpd)



Potential Economic Impact/Benefit

Key Highlights

- Limited economic benefit or impact to current State Street corridor
- Economic opportunity could equate to +1,750 to +4,700 vpd on the alternative route
- Maximum alternative US 83 route ADT volume ~7,250 vpd with increased development

10-Year Post Construction Development

Economic Development / Market Analysis

Base Condition	+ 3,155 residents	+ 1,008 households	+ 549 jobs	+ 104,900 commercial square feet
Conservative Opportunity Condition	+ 230 residents	+ 50 households	+ 200 jobs	+ 35,000 commercial square feet
Aggressive Opportunity Condition	+ 550 residents	+ 140 households	+ 400 jobs	+ 75,000 commercial square feet

The conservative opportunity scenario utilizes the **average change in market share** of comparable interstate case studies as a benchmark for calculating the additional growth captured by an alignment alternative.

The aggressive opportunity scenario utilizes the **average compound annual growth rate** of comparable interstate case studies as a benchmark for calculating the additional growth captured by an alignment alternative.

Source: Bismarck MPO; AECOM

Public Outreach

Engagement Strategies

- Custom Website
- WikiMapping
- Google Voice
- Online Surveys
- Listening Sessions
- Open Houses

Media

- Websites (Study and Partners)
- Email Notifications
- Newspaper
- Facebook Ads

HIGHWAY 83 ALTERNATIVE STUDY

About the Study

Partners:

- Bismarck-Mandan MPO
- City of Bismarck
- Burleigh County
- NDDOT

Study boundaries are:

- US Highway 83 to the west
- I-94 to the south
- ND Highway 36 to the north
- ND Highway 14 to the east

Instructions

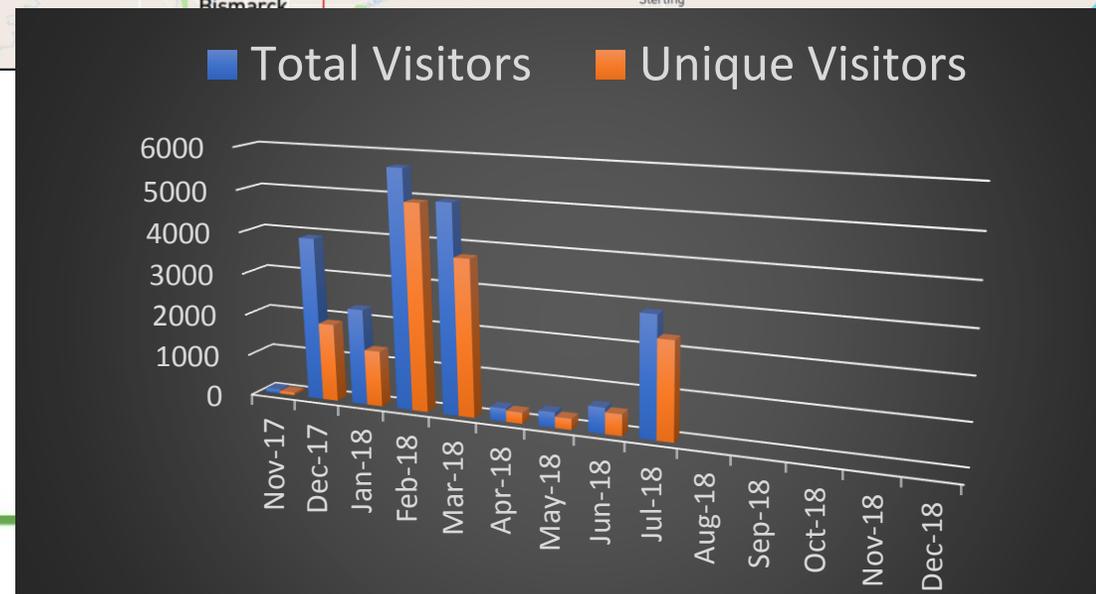
- 1 Add your ideas to the map by clicking on "Add Points" to place icons using the menu bar below.
- 2 Mark your potential new route to the map by clicking on "Identify New Route" using the menu bar below.
- 3 Describe your comment in the text box that pops up.

Provide Your Input!

- Identify roadway concerns (delay and safety)
- Other ideas & concerns (please specify)
- Identify potential new route for Highway 83 (click Route on menu bar)

Highway 83 Alternative Study About & Help Identify New Route Add Points Anonymous G+ f t e +

Map showing Highway 83 route and user input points (green icons) along the route. Locations include New Salem, Center, Mandan, Bismarck, Menoken, McKenzie, Sterling, Driscoll, and Steele.



Alternative Development Process

Key Highlights

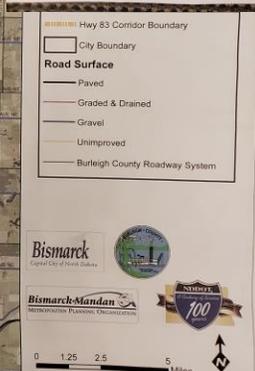
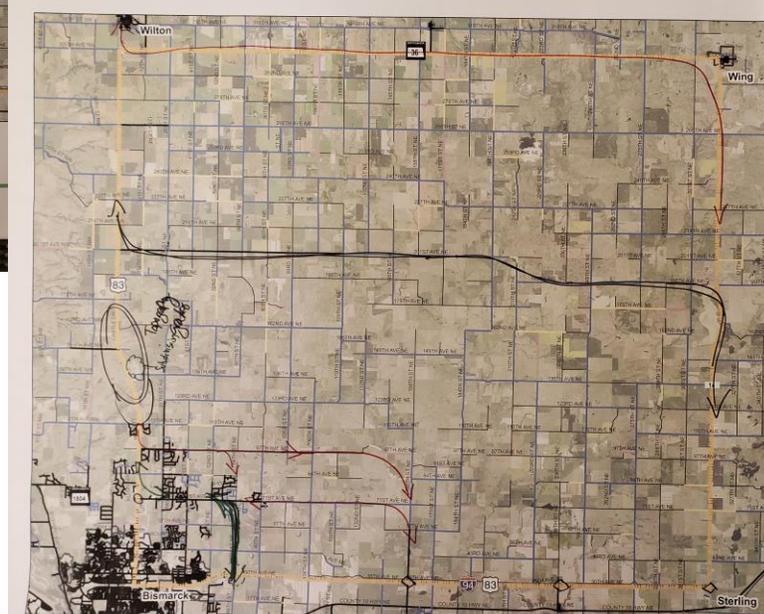
- Considered varying inputs
 - Potential users and travel patterns
 - Forecasted traffic volumes on an alternate route and existing State Street
 - Potential environmental constraints
 - Technical analysis of varying factors (i.e., safety, operations, travel times, freight)
 - Feedback and input from the public via internet, comment forms, and in person responses
 - Economic development opportunity or affect

Alternative Development Process

PLEASE IDENTIFY POTENTIAL NEW ROUTE FOR US HIGHWAY 83



Hwy 83
Alternatives Study

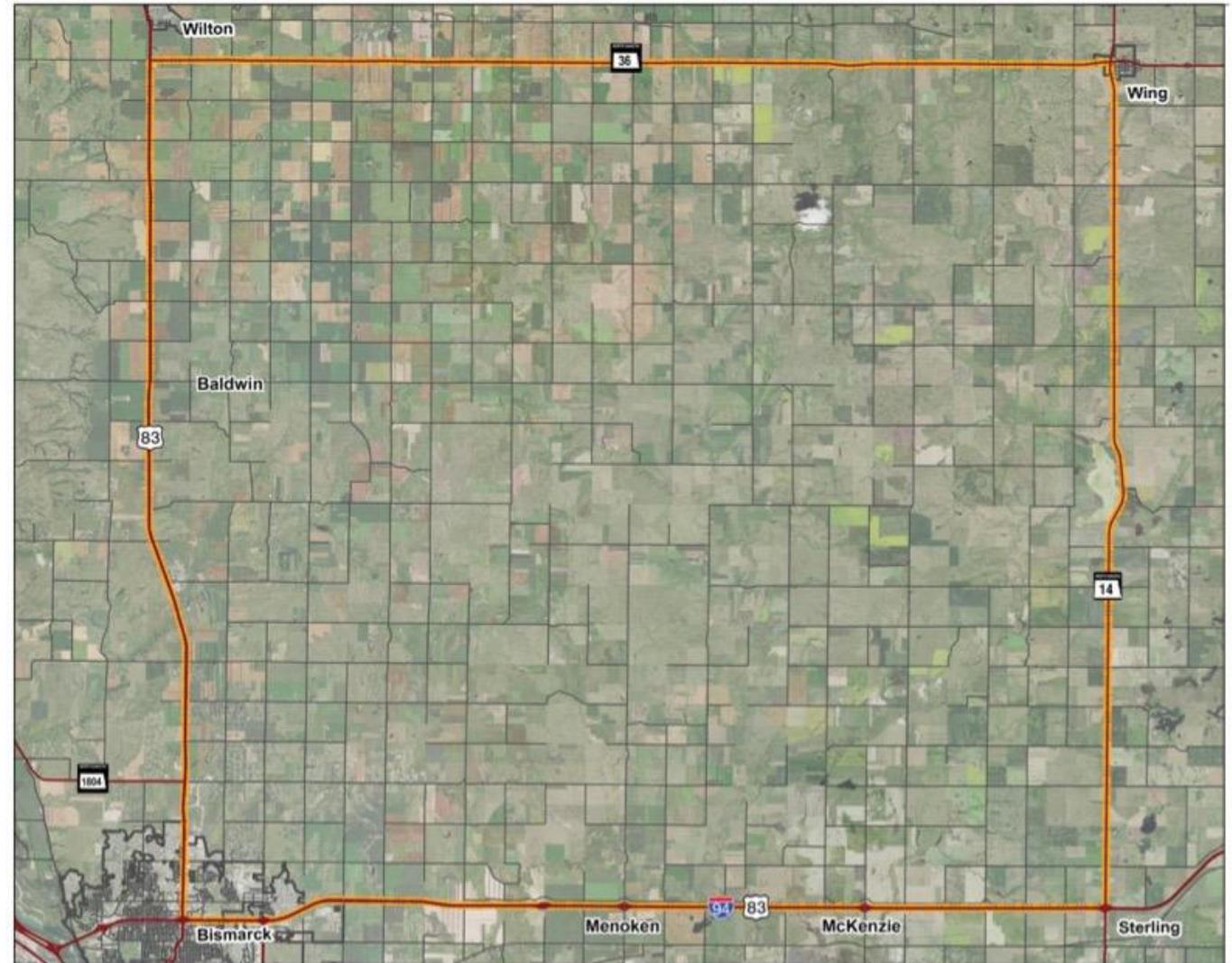


Key Highlights

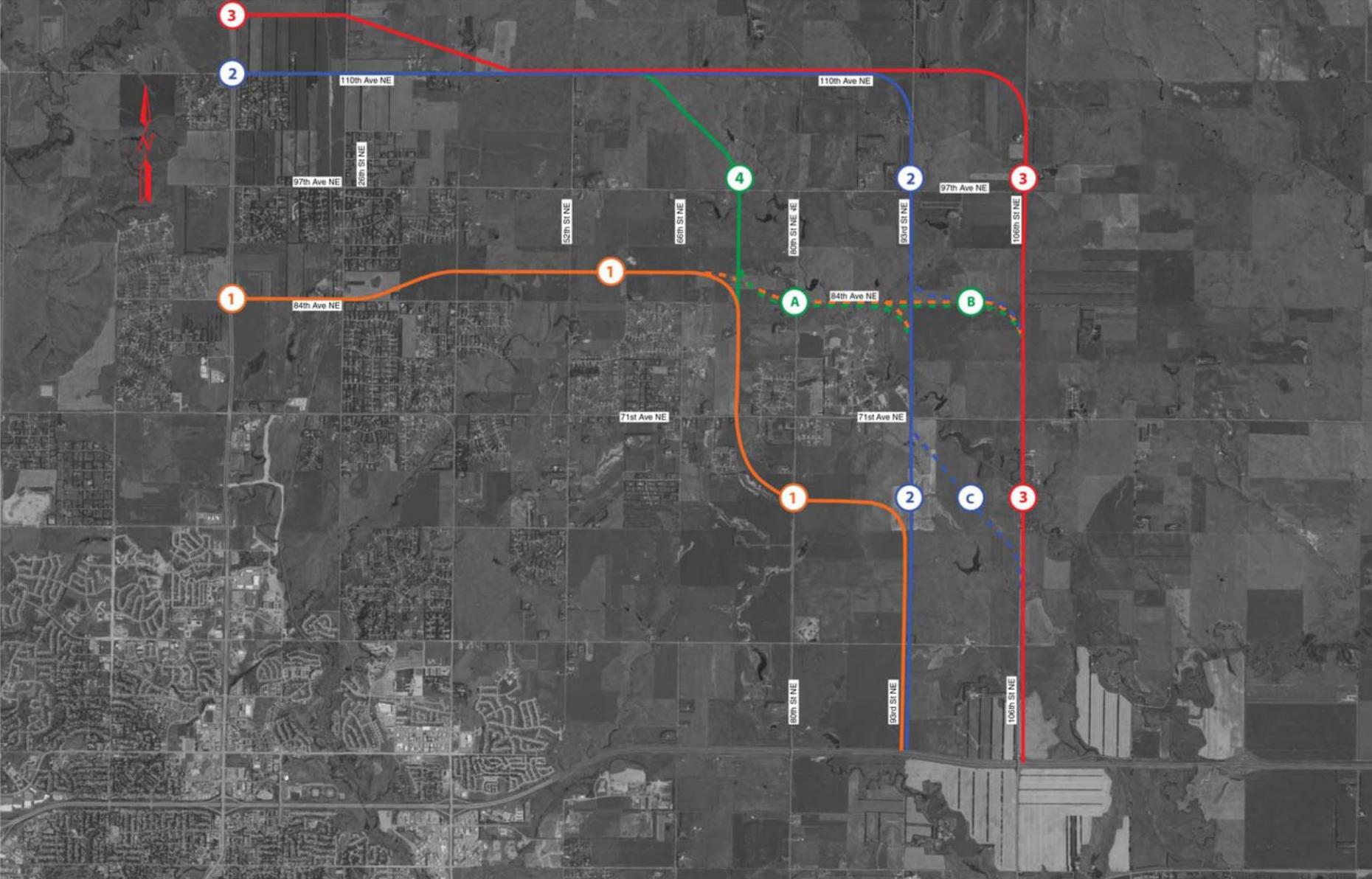
- Public input on potential new routes
 - Wikimap, OH, Listening Sessions

Potential Alternatives Considered

- **ND Highway 36/14**
- **Alternative US Hwy 83 Routes**
 - Alternatives 1 thru 4B
- **US Hwy 83 (State Street) Alternatives**
 - Minimal Improvements
 - At-Grade Improvements
 - Grade-Separated Improvements



Alternative US Highway 83 Routes (1 thru 4B)



US Hwy 83 (State Street) Alternatives

Minimal



At-Grade



Grade-Separated



Preliminary Alternative Evaluation

US Highway 83 Alternatives (New Alignments) - West Segment

	Alternative 1	Alternative 2	Alternative 3
Mobility	●	●	●
Environmental	●	●	●
Safety	●	●	●
Freight	●	●	●
Neighborhood	●	●	●
Curvature	●	●	●
Constructability	●	●	●
Economic Development	●	●	●
Cost	\$\$\$	\$\$\$	\$\$\$

● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

Preliminary Alternative Evaluation

US Highway 83 Alternatives: Existing Corridor (State Street)

	Alternative A	Alternative B	Alternative C
Mobility			
Environmental			
Safety			
Freight			
Neighborhood			
Constructability			
Economic Development			
Cost		  	    

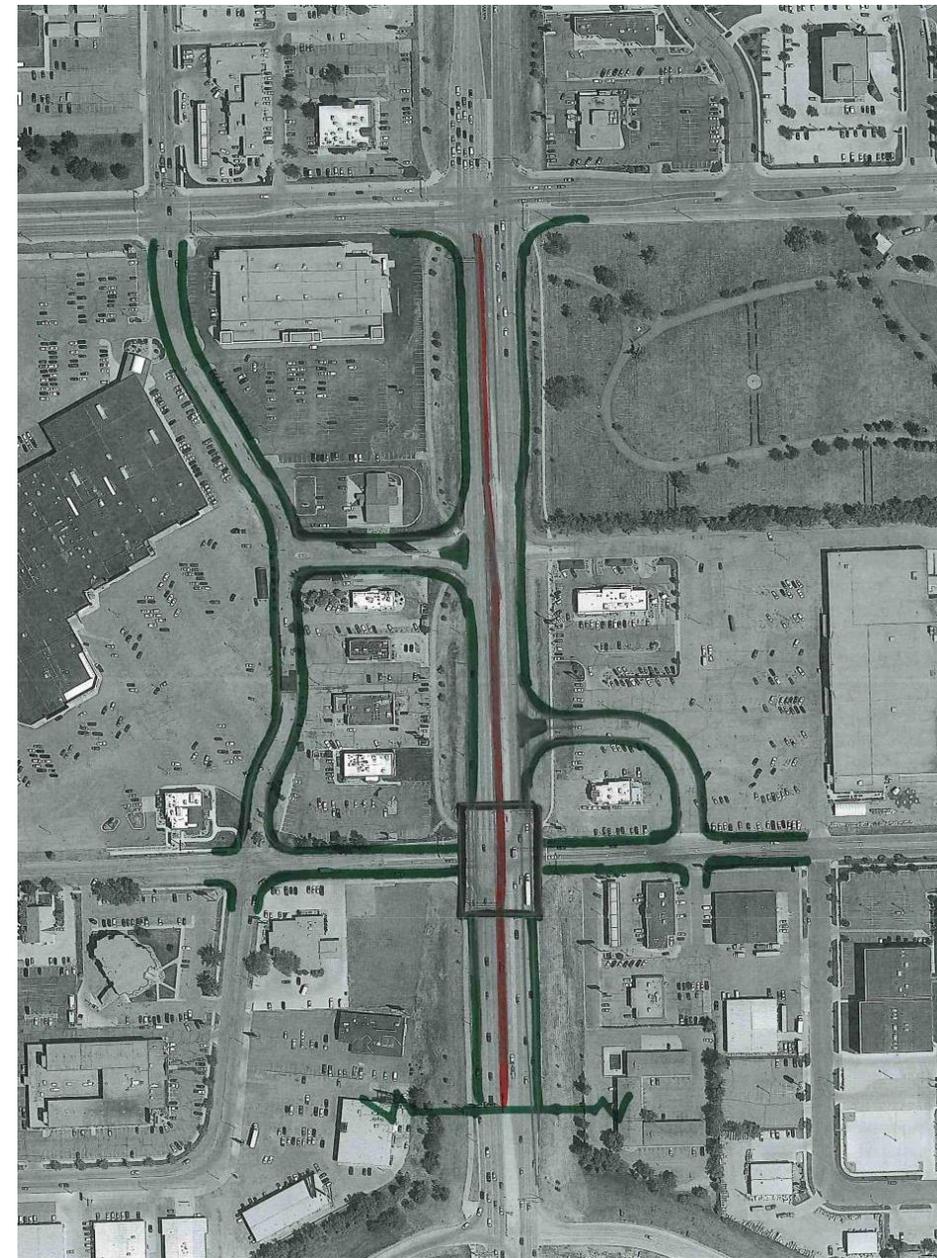
 Good - best meets criteria
  OK - meets criteria well
  Moderate - close to achieving criteria
  Marginal - does not meet criteria
  Poor - fails to meet criteria

Alternative Benefit / Cost Evaluation Summary

Alternative	Length	Cost	2040 ADT	Cost/User	State Street Travel Time (ND Hwy 1804 to I-94)
Convert ND Hwy 36/14 to US Highway Standards (2-Lane)	45 miles	\$80,000,000*	1,000	\$80,000	17 to 20 minutes
Alt Routes 1 thru 4B (2-Lane)	10.2 to 12.4 Miles	\$58,466,667*	7,250	\$8,064	17 to 20 minutes
Alt Routes 1 thru 4B (4-Lane)	10.2 to 12.4 Miles	\$87,622,222*	7,250	\$12,086	17 to 20 minutes
* Does not include improvement costs to the existing US Highway 83 (State Street)					
Alternative B (At-Grade Improvements)	3.5 miles	\$55,000,000	48,800	\$1,127	11 to 13 minutes
Alternative C (Grade - Separated Improvements)	3.5 miles	\$160,000,000	48,800	\$3,279	4 to 5 minutes
Alternative H1 (Urban Hybrid Improvements)	3.5 miles	\$80,000,000	48,800	\$1,639	8 to 12 minutes
Alternative H2 (Expressway Hybrid Improvements)	3.5 miles	\$100,000,000	48,800	\$2,049	5 to 7 minutes

Considerations

- Adding Mileage to the NDDOT System
- Jurisdictional Considerations
- Implementation (Ability to Phase Construction)
- Design Flexibility (I-94 Interchange, etc.)
- Funding Availability



Key Findings Summary

- **2040 Issues**
 - Volume, Capacity, Travel Time, Safety
- **Traffic Forecasts**
 - Travel Patterns, Alternative 83 Route Users, Impact to State Street
- **Economic Impact**
- **Alternatives**
- **User Benefit / Cost**
- **Building an alternative US Highway 83 route does not address current or projected US Highway 83 (State Street) issues**

Key Question?

Should the study continue to pursue an alternative US Highway 83 alignment/route or direct its focus on the existing US Highway 83 (State Street) corridor?

What should the message be regarding the alternatives?

HIGHWAY 83 ALTERNATIVE STUDY PUBLIC ENGAGEMENT MEETING

A third public engagement meeting is being held to provide a study update.

WHY?

It has been determined that the alternative US Highway 83 alignment need and benefit is outside of the year 2040 time-horizon. However, the existing State Street (US Highway 83) corridor is expected to need transportation improvements within the year 2040 time-horizon. Therefore, the remaining study analysis and implementation planning will focus on improvement needs and subsequent benefits to the existing State Street (US Highway 83) corridor.

A presentation will provide:

- A recap of the study to date,
- An update of recent analyses and outcomes,
- An overview of potential implementation plan components.

Study team members will answer questions throughout the evening. Reminder: the study area boundaries are: US Highway 83 to the west, I-94 to the south, ND Highway 36 to the north, and ND Highway 14 to the east.

WHEN AND WHERE?

Monday, February 11, 2019 from 6:30-8:00 p.m.

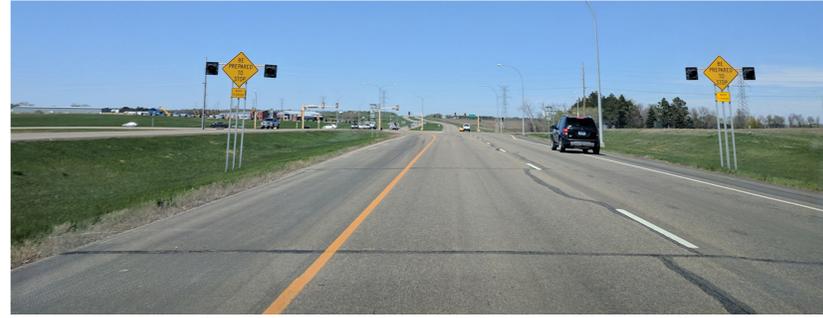
Century High School
1000 E Century Avenue
Bismarck, ND 58503

***Presentation at 6:45 p.m.**

The public engagement meeting is being hosted by the MPO, City of Bismarck, Burleigh County, NDDOT, and SRF Consulting Group

Feedback can also be submitted through the study website at <https://www.hwy83altstudy.com> or by calling (701) 595-0526.

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at (701) 355-1332, or email mpo@bismarcknd.gov, TTY users may access Relay North Dakota at 711 or 1-800-366-6888, at least five (5) days in advance of the meeting.



WELCOME!

OPEN HOUSE 3 US Highway 83 Alternative Study



Monday, February 11, 2019
Open House 6:30 – 8:00 p.m.
Presentation at 6:45 p.m.
Century High School (Auditorium)



STUDY OVERVIEW

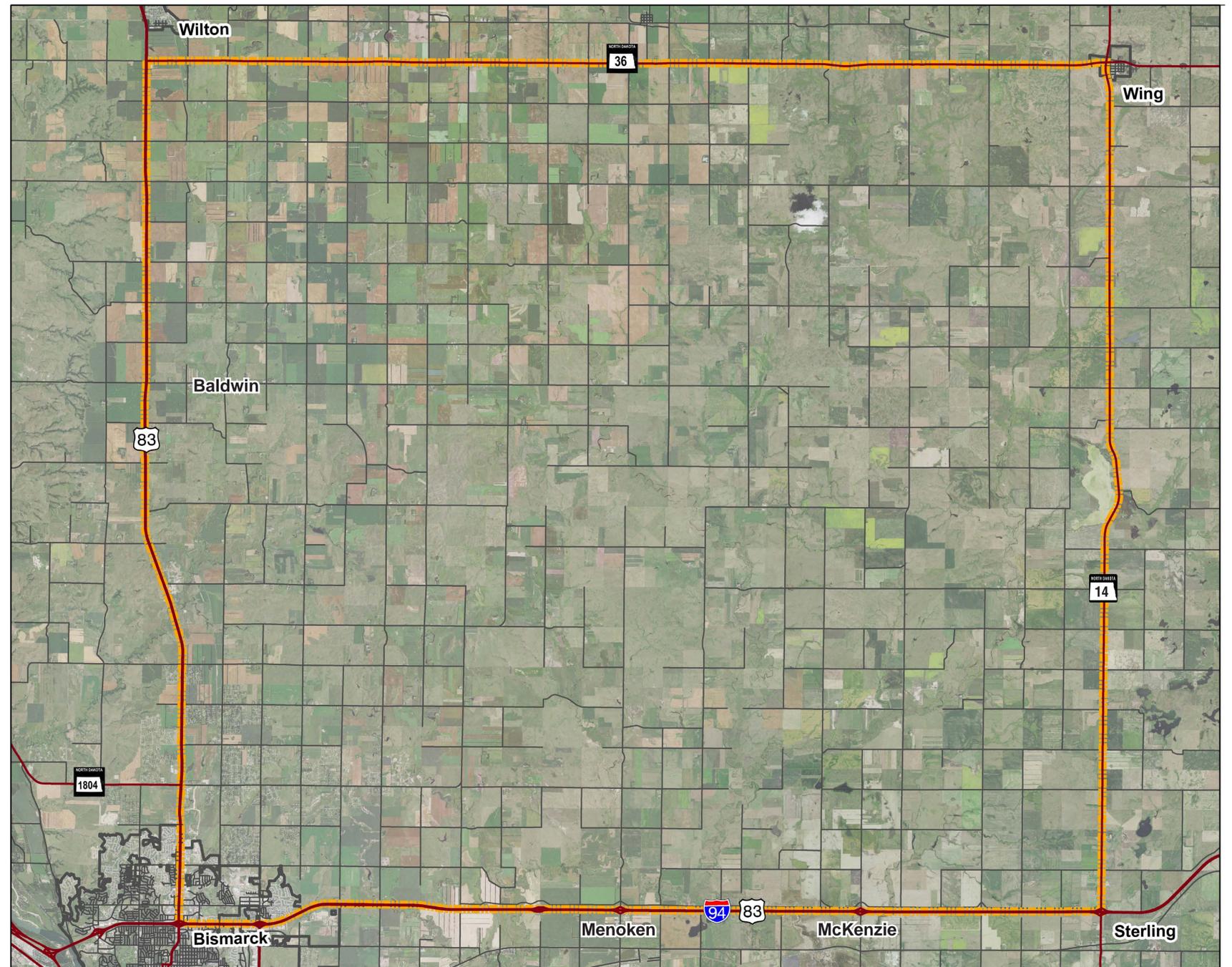
Overview

The Bismarck-Mandan Metropolitan Planning Organization is completing a US Highway 83 Alternative Study in cooperation with the City of Bismarck, Burleigh County, and the NDDOT.

The purpose of the study is to:

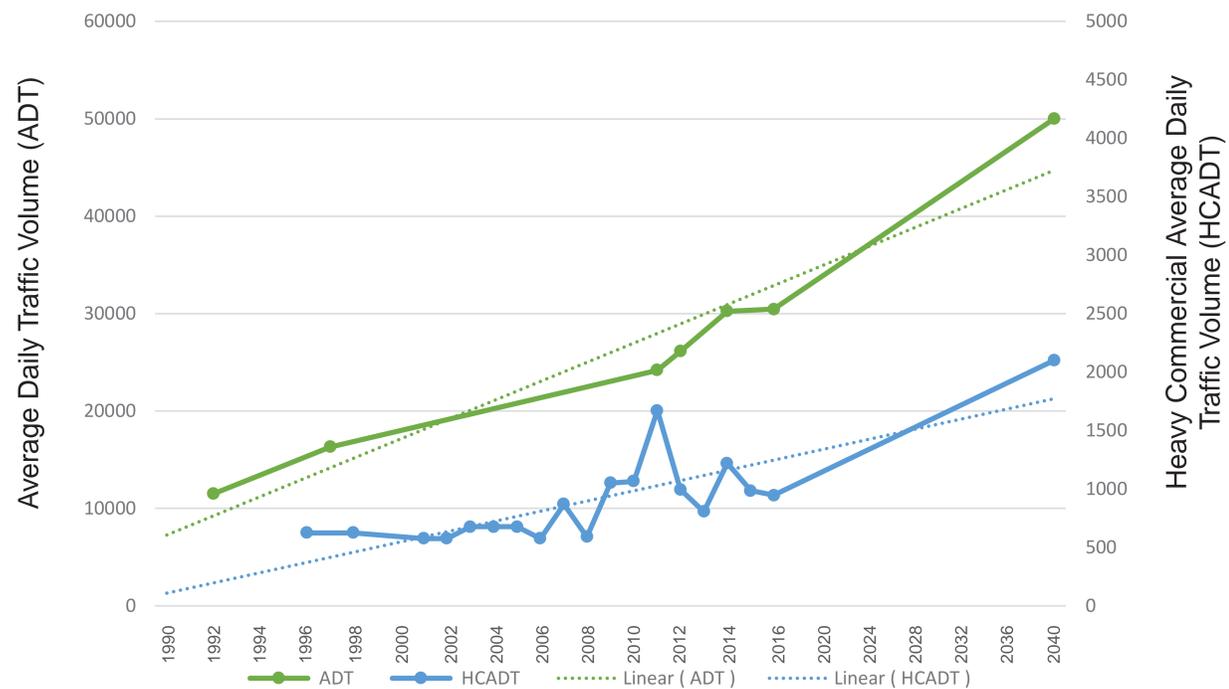
- Identify, evaluate and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region.
- Analyze potential new routes for regional traffic and identify operational improvements for the State Street corridor
- Analyze anticipated outcomes of the US Highway 83 realignment on Bismarck and Burleigh County.
- Evaluate other infrastructure improvements near the State Street corridor to determine if they could help alleviate congestion.

Study Area



2040 ISSUES AND NEEDS SUMMARY

US Highway 83 Average Daily Traffic Trends and Forecast



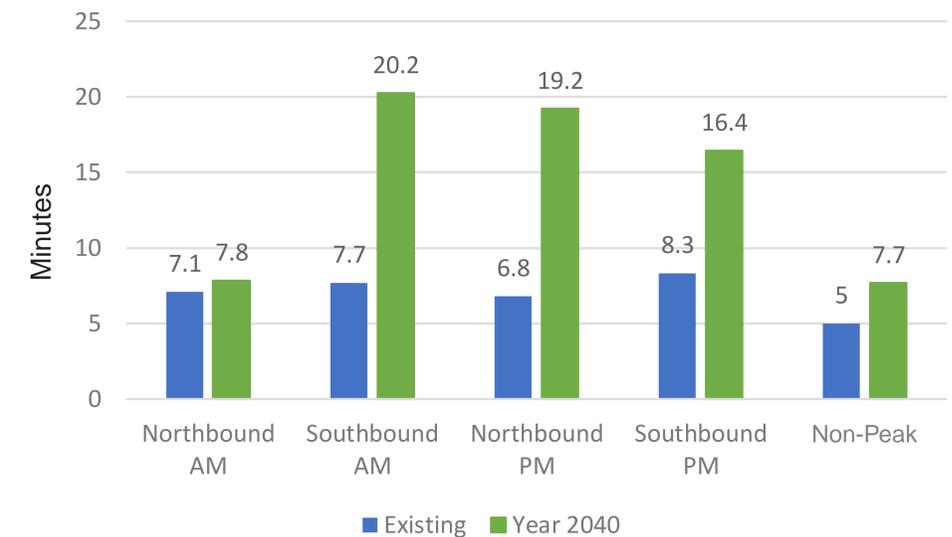
Key Highlights

- Average daily traffic volumes along US Highway 83 expected to range from 28,000 to 63,000 vehicles per day by year 2040.
- Multiple intersections are expected to operate near/over capacity by year 2040.
- Travel times are expected to increase, ranging from eight (8) to 20 minutes by year 2040.
- Crashes are expected to increase by approximately 70 percent by year 2040.

Corridor Crashes vs. ADT (south of 43rd Ave)



US Highway 83 Average Travel Times



US HIGHWAY 83 ALTERNATIVES AND PRELIMINARY EVALUATION

US Highway 83 Alternatives (New Alignments) - West Segment

	Alternative 1	Alternative 2	Alternative 3
Public Input	●	●	●
Mobility	●	●	●
Environmental	●	●	●
Safety	●	●	●
Freight	●	●	●
Neighborhood	●	●	●
Curvature	●	●	●
Constructability	●	●	●
Economic Development	●	●	●
Cost	\$\$\$	\$\$\$	\$\$\$

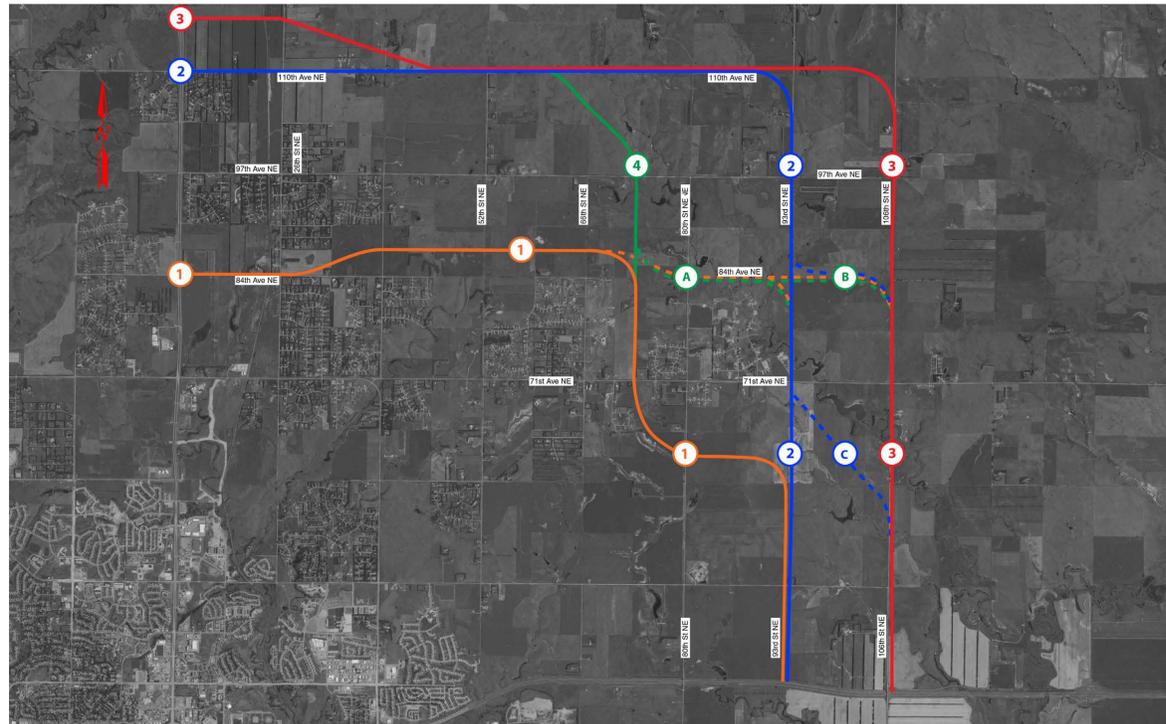
● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

US Highway 83 Alternatives (New Alignments) - Central Segment

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative A	Alternative B
Public Input	●	●	●	●	●	●
Mobility	●	●	●	●	●	●
Environmental	●	●	●	●	●	●
Safety	●	●	●	●	●	●
Freight	●	●	●	●	●	●
Neighborhood	●	●	●	●	●	●
Curvature	●	●	●	●	●	●
Constructability	●	●	●	●	●	●
Economic Development	●	●	●	●	●	●
Cost	\$\$\$	\$\$\$\$	\$\$\$\$\$	\$\$\$	\$\$	\$\$\$

● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

New Alignments



US Highway 83 Alternatives (New Alignments) - South Segment

	Alternative 1	Alternative 2	Alternative 3	Alternative C
Public Input	●	●	●	●
Mobility	●	●	●	●
Environmental	●	●	●	●
Safety	●	●	●	●
Freight	●	●	●	●
Neighborhood	●	●	●	●
Curvature	●	●	●	●
Constructability	●	●	●	●
Economic Development	●	●	●	●
Cost	\$\$\$	\$\$\$	\$\$\$	\$\$\$

● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

US HIGHWAY 83 ALTERNATIVES AND PRELIMINARY EVALUATION - STATE STREET

Alternative A

Minimal Improvements

- Signal/Traffic Control Improvements

Alternative B

Optimize At-Grade Improvements

- Signal/Traffic Control Improvements
- Access Management
- Capacity Improvements (thru lanes and turn lanes)

Alternative C

Grade Separated Improvements

- Interchanges at 43rd Avenue and 71st Avenue/ND Hwy 1804
- Restricted Cross-street access (overpass/underpass)
- Access Management and Frontage/Backage Roads

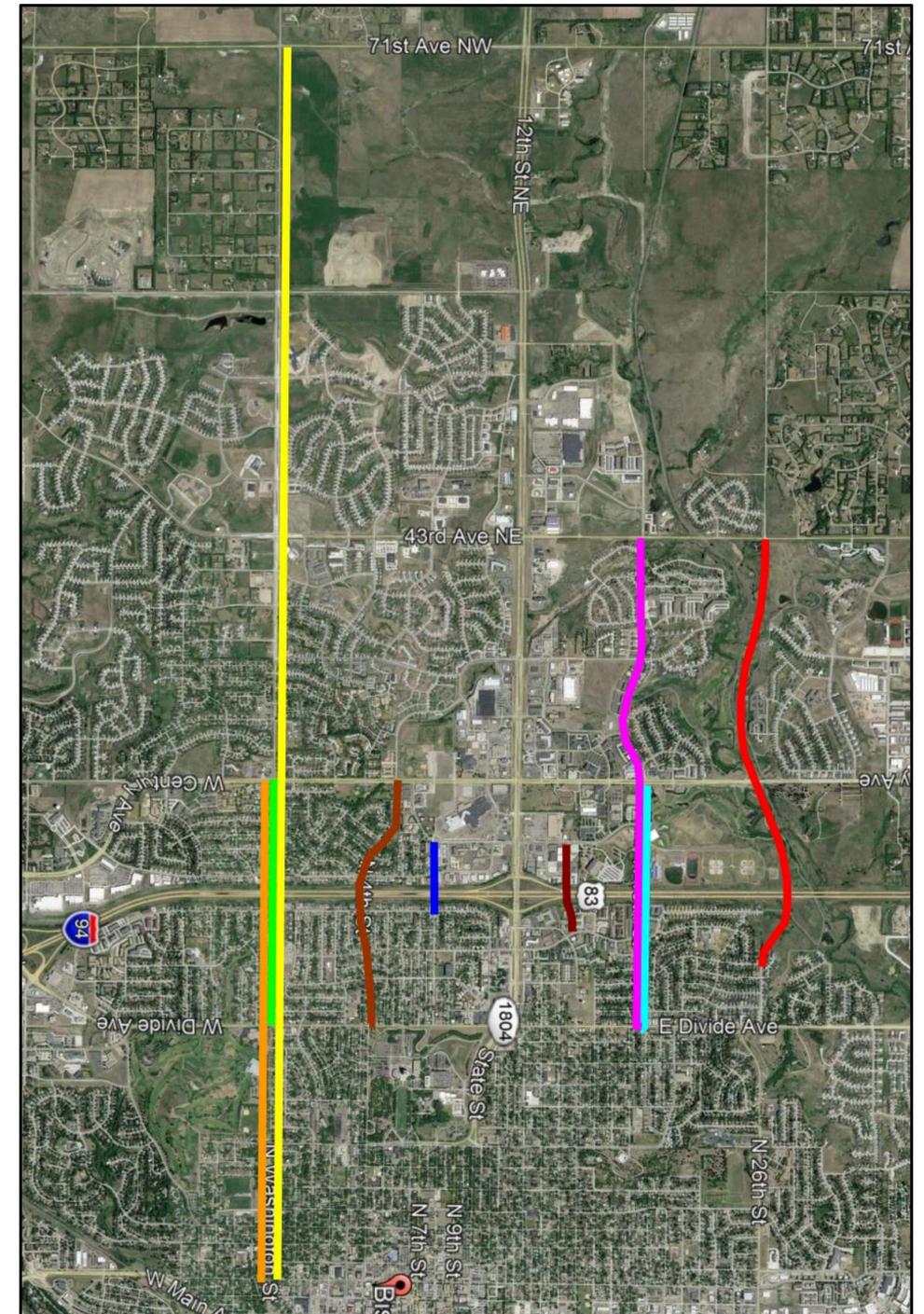


	Alternative A	Alternative B	Alternative C
Public Input	●	●	●
Mobility	●	●	●
Environmental	●	●	●
Safety	●	●	●
Freight	●	●	●
Neighborhood	●	●	●
Constructability	●	●	●
Economic Development	●	●	●
Cost	Ⓢ	Ⓢ Ⓢ Ⓢ	Ⓢ Ⓢ Ⓢ Ⓢ Ⓢ

● Good - best meets criteria ● OK - meets criteria well ● Moderate - close to achieving criteria ● Marginal - does not meet criteria ● Poor - fails to meet criteria

NORTH-SOUTH CORRIDOR TESTS AND OUTCOMES

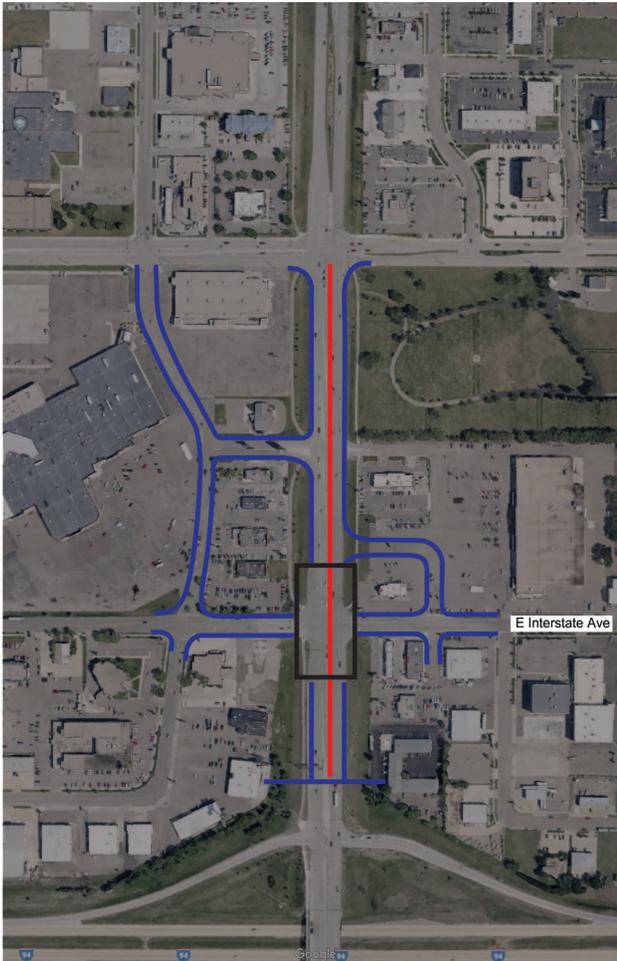
- **Planning exercise to determine if local improvements provide benefit to current US Highway 83 / State Street**
- **Roadways Considered (Traffic Modeling)**
 - Washington Street (3-lane and 5-lane)
 - 4th Street (3-lane)
 - 8th Street (new)
 - Capitol Way/Interstate Loop (new)
 - 19th Street (3-lane and 5-lane)
 - 26th Street (new)
 - Northern River Crossing (new)
 - NE US Highway 83 Alternative Routes (new)
- **Adjacent north-south corridor improvements do not reduce traffic volumes enough on US Hwy 83 / State Street for it to operate acceptably**
 - Benefit / Volume Reduction Range: No Change to - 7,500 vpd
 - Year 2040 Projected US Hwy 83 / State Street Volume: 63,000 vpd
- **However... north-south corridor improvements may be a part of a long-term solution / consideration to address operations**
- **An Implementation Plan outline is needed to provide framework for future consideration**



NEW US HIGHWAY 83 ALTERNATIVES AND BENEFIT/COST EVALUATION

Interstate Ave

Example Grade Separated Intersection



Hybrid 1

At-Grade and Grade Separated Improvements

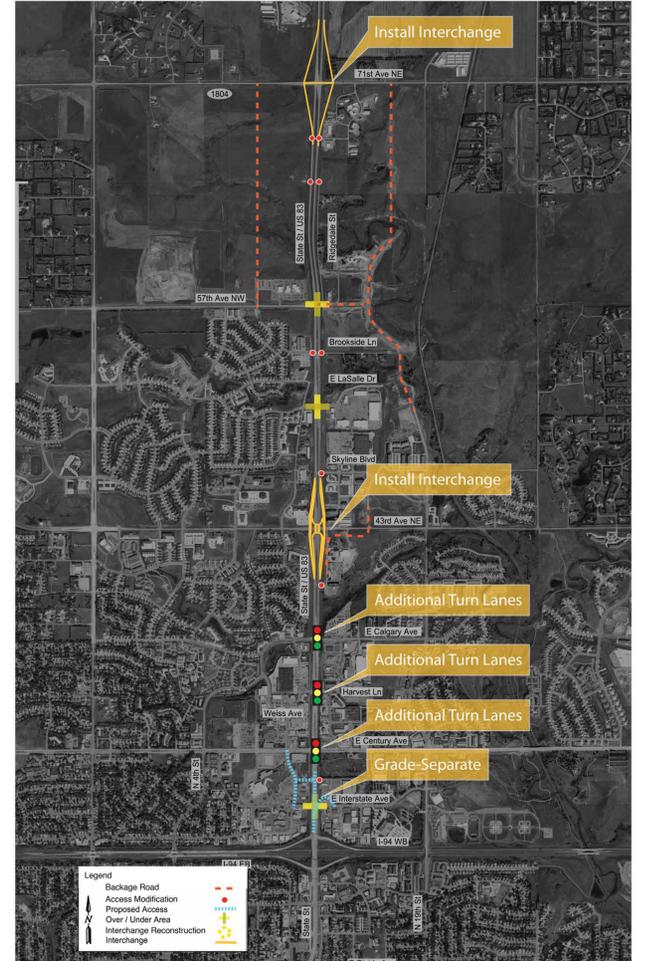
- Grade Separated at Interstate Avenue
- At-Grade Intersections from Century Avenue to the North



Hybrid 2

At-Grade and Grade Separated Improvements

- Grade Separated at Interstate Avenue, 43rd Avenue, and 71st Avenue
- At-Grade Intersections from Century Avenue to Calgary Avenue



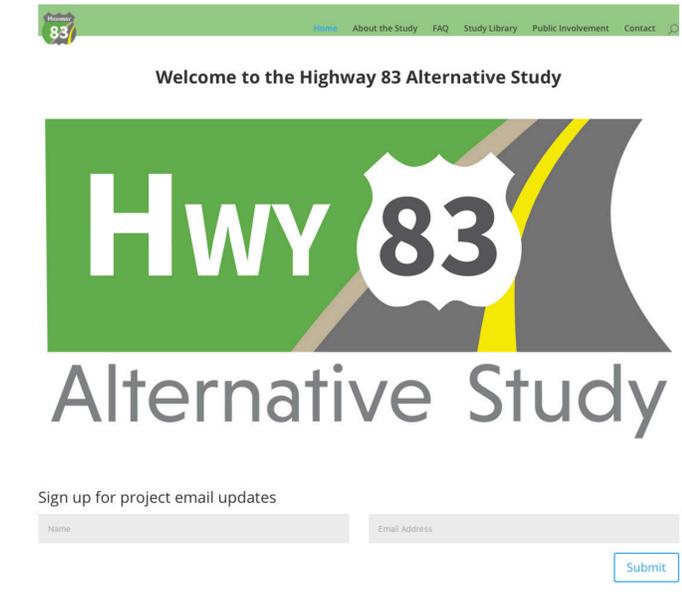
Benefit / Cost Evaluation

Alternative	Length	Cost	2040 ADT	Cost/User	State Street Travel Time (ND Hwy 1804 to I-94)
Convert ND Hwy 36/14 to US Highway Standards (2-Lane)	45 miles	\$80,000,000	1,000	\$80,000	17 to 20 minutes
Alt Routes 1 thru 4B (2-Lane)	10.2 to 12.4 Miles	\$58,466,667	7,250	\$8,064	17 to 20 minutes
Alt Routes 1 thru 4B (4-Lane)	10.2 to 12.4 Miles	\$87,622,222	7,250	\$12,086	17 to 20 minutes
Alternative B (At-Grade Improvements)	3.5 miles	\$55,000,000	48,800	\$1,127	11 to 13 minutes
Alternative C (Grade - Separated Improvements)	3.5 miles	\$160,000,000	48,800	\$3,279	4 to 5 minutes
Alternative H1 (Urban Hybrid Improvements)	3.5 miles	\$80,000,000	48,800	\$1,639	8 to 12 minutes
Alternative H2 (Expressway Hybrid Improvements)	3.5 miles	\$100,000,000	48,800	\$2,049	5 to 7 minutes

NEXT STEPS

We Want Your Feedback!

Please provide comments via the comment form provided.



Please visit the website to stay connected.

Be Involved



Visit the study website to share your input, learn about upcoming meetings, review materials: hwy83altstudy.com



Can't attend an in-person meeting? Leave your input by calling: **(701) 595-0448**

Next Steps

- **Additional Benefit-Cost Scenario Planning**
 - Goal - identify implementation plan(s) to ensure the long-term viability of the US Highway 83 / State Street corridor
- **Develop Study Documentation**
- **Integrate Recommendations into Arrive 2045 Plan**
- **Consider Future Studies**
 - US Highway 83 Corridor Study
 - Bismarck North-South Arterial Study
 - Environmental Review for Alternative Routes
- **Open House 4**

We are Here

Study Tasks	2017			2018												2019				
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
T1 - Project Management	[Timeline bar]																			
T2 - Existing Conditions	[Timeline bar]																			
T3/T4 - Year 2040 Conditions and Issues/Needs Summary	[Timeline bar]																			
T5 - Alternative Development and Preliminary Evaluation	[Timeline bar]																			
T6 - Alternative Evaluation	[Timeline bar]																			
T7 - Documentation and Implementation Plan	[Timeline bar]																			
T8 - Public Involvement Plan and Agency Involvement	[Timeline bar]																			
Public Involvement Meetings and Listening Sessions				LS	PIM1				LS	PIM2							PIM3		PIM4	
Online Engagement (WEB)			WEB		WEB		WEB		WEB			WEB		WEB		WEB	WEB		WEB	
News Releases (NR)				NR					NR						NR					
Technical Advisory Committee Meetings		▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
Policy Board Meetings		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
NDDOT Management Meeting												◆						◆		
Study Review Committee Meetings (SRC)		SRC		SRC				SRC	SRC								SRC			

- Project Manager Coordination
- ▲ TAC Meeting
- Policy Board Meeting
- ◆ NDDOT Management Meeting
- ★ Key Deliverable / Technical Memorandum
- ◇ Draft and Final-Draft Report
- ◆ Final Report

Bismarck-Mandan 

METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number		PCN
Project Description		

Name (Please print) Jessica Rykowsky		Title/Representing	
Address 6813 Lambeau Ln			
City Bismarck	State ND	Zip code 58503	Email

Name (Please print) Brandon Hass		Title/Representing	
Address 7231 Russell Road			
City Bismarck	State ND	Zip code 58503	Email frbig hass@yahoo.com

Name (Please print) BEN EHRETH		Title/Representing	
Address 108 W. AVE C			
City BISMARCK	State ND	Zip code 58501	Email ben-ehreth@hotmail.com

Name (Please print) Michael + Karen Gross		Title/Representing	
Address 10607 Rose Dr			
City Bismarck	State ND	Zip code 58503	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number		PCN
Project Description		

Name (Please print) DAVID OVA		Title/Representing	
Address 9301 CEDAR LANE			
City BISMARCK	State ND	Zip code 58503	Email DOVA2004@LIVE.COM

Name (Please print) DelRay Bergan		Title/Representing	
Address 10580 Olive Lane			
City Bis	State ND	Zip code 58503	Email

Name (Please print) Henry Mulby		Title/Representing Sanford	
Address 4601 Granite Dr			
City Bis	State ND	Zip code 58503	Email

Name (Please print) Rachel Drewlow		Title/Representing MPO	
Address			
City	State	Zip code	Email

Name (Please print) Landon Phillips		Title/Representing	
Address 2770 82nd Ave NE			
City Bismarck	State ND	Zip code 58503	Email

Name (Please print) Armon Weiss		Title/Representing	
Address 6550 66 St NE			
City Bismarck	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number	PCN	
Project Description		

Name (Please print) Wendy + Keith Schmalz		Title/Representing	
Address 10506 Olive Lane			
City BIS	State ND	Zip code 58503	Email SchmalzCoupons@gmail

Name (Please print) PATRICIA Fidge		Title/Representing	
Address 909 N 32nd St			
City Bismarck	State ND	Zip code 58501	Email

Name (Please print) Kathy Ora		Title/Representing	
Address 930 1/2 Cedar Lane			
City Bismarck	State ND	Zip code 58403	Email

Name (Please print) Tammy DeWitt		Title/Representing Jason	
Address 5721 Crested Butte Rd			
City Bismarck	State ND	Zip code 58513	Email

Name (Please print) MIAN RYKOWSKY		Title/Representing	
Address 6813 LAMBEAU LN			
City Bismarck, ND	State ND	Zip code 58503	Email Rykowski@stfconsulting.com

Name (Please print) KEVIN KADING		Title/Representing	
Address 2770 82ND AVE NE			
City BIS	State ND	Zip code 58503	Email Kjejkading@live.com

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Bismarck-Mandan 

METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number	PCN	
Project Description		

Name (Please print) Troy Sigette		Title/Representing	
Address 1525 110 th Ave NE			
City Bis	State ND	Zip code 58503	Email tsigette@yahoo.com

Name (Please print) Pat Volk		Title/Representing	
Address 10300 106 th ST NE			
City Bis	State ND	Zip code 58503	Email

Name (Please print) Brandon Miller		Title/Representing	
Address 10801 52 nd St NE			
City Bismarck	State ND	Zip code 58503	Email brandon_lee_miller@larkmont.com

Name (Please print) Jeanette Hoffmann		Title/Representing	
Address 10601 52 nd ST NE			
City BISMARCK	State ND	Zip code 58503	Email JCHDAKOTA76@Gmail.com

Name (Please print) Ken Fricker		Title/Representing	
Address 1661 WICHITA DR			
City Bismarck	State	Zip code	Email KATEFRICKER@GMAIL.COM

Name (Please print) Deb Bergan		Title/Representing	
Address W 580 Olive Ln			
City Bismarck	State ND	Zip code 58503	Email dbergan@bismidco.net

Name (Please print) Mark Berg		Title/Representing	
Address			
City	State	Zip code	Email maberg501@gmail.com

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location <i>Century H.S.</i>	Meeting Type	Meeting Date
Project Number	PCN	
Project Description		

Name (Please print) <i>Mike Kersten</i>		Title/Representing	
Address <i>11200 41st St NE</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>mkersten99@gmail.com</i>

Name (Please print) <i>Joan Rees</i>		Title/Representing	
Address <i>1435 110th Ave NE</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>jrees@bis.mido.nd</i>

Name (Please print) <i>Pat Rees</i>		Title/Representing	
Address <i>1435 110th Ave NE</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email

Name (Please print) <i>Jenny + Linda O'Shea</i>		Title/Representing	
Address <i>11049 NE 24th St</i>			
City <i>Bismarck</i>	State <i>N.D.</i>	Zip code <i>58503</i>	Email

Name (Please print) <i>Rick Volk</i>		Title/Representing	
Address <i>6416 Oakland Rd</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email

Name (Please print) <i>Shelly Miller</i>		Title/Representing	
Address <i>10801 52nd St NE</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>shdmiller@gmail.com</i>

Name (Please print) <i>Bob Miller</i>		Title/Representing	
Address <i>10801 52nd St NE</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>bobmiller@gmail.com</i>

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location <u>Century</u>	Meeting Type	Meeting Date
Project Number		PCN
Project Description		

Name (Please print) <u>Wayne M Jandt & Valerie</u>		Title/Representing	
Address <u>3202 84th Ave NE</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email

Name (Please print) <u>Keith: Alesha Dockett</u>		Title/Representing	
Address <u>8528 Desperado Pl</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email

Name (Please print) <u>Pam Schonert</u>		Title/Representing	
Address <u>825 N. 1st St</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58501</u>	Email

Name (Please print) <u>Curt WALSH</u>		Title/Representing	
Address <u>3040 Tylon Parkway</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email

Name (Please print) <u>Will Spooner</u>		Title/Representing	
Address <u>3811 Connor Dr</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>Wspooner@hotmail.com</u>

Name (Please print) <u>Michael Goldade</u>		Title/Representing	
Address <u>5921 Connor Drive</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email

Name (Please print) <u>Kirk Cristy</u>		Title/Representing <u>Sanford</u>	
Address <u>3605 Chisholm Pl</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>Kirk.cristy@sanfordhealth.org</u>

Bismarck-Mandan 

METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number		PCN
Project Description		

Name (Please print) Melissa Miller		Title/Representing	
Address 3818 110th Ave NE			
City Bismarck	State ND	Zip code 58503	Email

Name (Please print) Donna Fricke		Title/Representing	
Address 918 Senate Dr			
City Bismarck	State ND	Zip code 58501	Email dbsf14@hotmail.com

Name (Please print) Trevor Oshon		Title/Representing	
Address 2nd Ave NW			
City Mandan	State ND	Zip code	Email

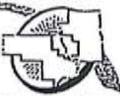
Name (Please print) Chad Barrer		Title/Representing	
Address 816 N 11th St			
City Bismarck	State ND	Zip code 58501	Email cdbarrer@hotmail.com

Name (Please print) Mark Rieger		Title/Representing	
Address 8516 Depporado			
City Bismarck	State ND	Zip code 58501	Email Mriege@Bcu Medco Met.

Name (Please print) Jeremy Wittenberg		Title/Representing	
Address 4319 Crescent Ridge			
City Bismarck	State ND	Zip code 58502	Email

Name (Please print) Warren Schlecht		Title/Representing	
Address 2990 82nd Aven. NE			
City Bismarck	State ND	Zip code 58503	Email Warrenschlecht@gmail.com

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number	PCN	
Project Description		

Name (Please print) Jenny Ellingson		Title/Representing	
Address 11405 26th St NE			
City Bismarck	State ND	Zip code 58503	Email CPAZ4X4@yahoo.com

Name (Please print) Cheryl McCormack		Title/Representing Bismarck Tribune	
Address			
City Bismarck	State ND	Zip code 58501	Email cheryl.mccormack@bismarcktribune.com

Name (Please print) Greg Schonert		Title/Representing MUSC	
Address 12002 26th St NE			
City Bismarck	State ND	Zip code 58503	Email undbiology@gmail.com

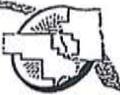
Name (Please print) Nancy Guy		Title/Representing Bismarck City Commissioner	
Address			
City	State	Zip code	Email nguy@bismarcknd.gov

Name (Please print) Tim Klein		Title/Representing SELF	
Address 3000 82nd Ave NE			
City BISMARCK	State ND	Zip code 58503	Email TIM.KLEIN@

Name (Please print) JEANNIE MILLNER		Title/Representing	
Address 1315 N J RD ST			
City BIS	State ND	Zip code 58501	Email

Name (Please print) Bea Streifel		Title/Representing	
Address 11260 41st St NE			
City Bismarck	State ND	Zip code 58503	Email beasdreamjob@bektel.com

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number	PCN	
Project Description		

Name (Please print) Natalie + Bill Miller		Title/Representing	
Address 6311 106 St NE			
City Bismarck	State ND	Zip code 58503	Email ndmiller@bektel.com

Name (Please print) Thomas Seefeld		Title/Representing	
Address 1202 Russell Rd.			
City BISMARCK	State ND	Zip code 58503	Email Seefeld4@BETTEL.COM

Name (Please print) RUSS & SHERT WILSON		Title/Representing	
Address 6080 SKY LANE			
City BISMARCK	State ND	Zip code 58503	Email russ.wilson@bis.midea.net

Name (Please print) Vicki Jose		Title/Representing	
Address 2907 123 Ave			
City Bis	State ND	Zip code 58503	Email

Name (Please print) VERONICA FERNOW		Title/Representing myself	
Address 10800 Rushmore Rd			
City Bismarck	State ND	Zip code 58503	Email Vfernow@aoutlook.com

Name (Please print) Cori Brothers		Title/Representing	
Address 3751 Connor Dr.			
City Bismarck	State ND	Zip code 58503	Email CoriBrothers@hotmail.com

Name (Please print) Richard Torrance		Title/Representing	
Address 10000 Olive Lane			
City Bis	State ND	Zip code 58503	Email

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number		PCN
Project Description		

Name (Please print) <u>MICHAEL JOHNSON</u>		Title/Representing <u>NDDOT-LG</u>	
Address			
City	State	Zip code	Email

Name (Please print) <u>GARY Grueneich</u>		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print) <u>Amy & Josh Gotvaslee</u>		Title/Representing	
Address			
City	State	Zip code	Email <u>amy.gotvaslee@gmail.com</u>

Name (Please print) <u>Jessica Knutson</u>		Title/Representing	
Address <u>Jessica@aspengrouprealestate.com</u>			
City	State	Zip code	Email <u>JessicaKnutson@hotmail.com</u>

Name (Please print) <u>Wally Fernow</u>		Title/Representing	
Address <u>10600 Rushmore Rd</u>			
City <u>Bismarck</u>	State	Zip code	Email

Name (Please print) <u>Michael Anderson</u>		Title/Representing <u>Landowner</u>	
Address <u>11813 Granite Drive</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>mikandrs6@gmail.com</u>

Name (Please print) <u>Jason Gullicks</u>		Title/Representing <u>Apex</u>	
Address <u>600 S. 2nd St. Suite 145</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58504</u>	Email

Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number	PCN	
Project Description		

Name (Please print) Tami Iszler		Title/Representing land owner	
Address 5050 123 Ave NE			
City Bismarck	State ND	Zip code 58503	Email iszlerranch@msn.com

Name (Please print) Justin Anderson		Title/Representing Land owner	
Address 7390 71 AVE NE			
City Bismarck	State ND	Zip code 58503	Email jtr Anderson@bels.tel.com

Name (Please print) PHILIP BOGNER		Title/Representing	
Address 8316 HARVEST HILLS DR			
City BISMARCK	State ND	Zip code 58503	Email PHILBOAN@GMAIL.COM

Name (Please print) Lisa Seefeld		Title/Representing	
Address 7202 Russell Road.			
City Bismarck	State ND	Zip code 58503.	Email Seefeld4@bcktel.com.

Name (Please print) Dennis Fewless		Title/Representing myself	
Address /			
City BIS	State ND	Zip code 5850	Email drfewless@gmail.com

Name (Please print) Trisha Flemmer		Title/Representing myself	
Address 7326 Rock Creek Rd			
City Bismarck	State ND	Zip code 58503	Email tflemmer97@hotmail.com

Name (Please print) Jeff Ellingsen		Title/Representing myself	
Address 11405 26 th ST NE			
City Bismarck	State ND	Zip code 58503	Email jellingsen@abmnow.com

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location Century High School	Meeting Type 6	Meeting Date 2-11-19
Project Number	PCN	
Project Description		

Name (Please print) Lexi Anderson		Title/Representing	
Address 7390 71st Ave NE			
City Bismarck	State ND	Zip code 58503	Email jtranderson@beltel.com

Name (Please print) Steve MARQUANDT		Title/Representing	
Address 3020 Roosevelt Dr.			
City Bismarck	State ND	Zip code 58503	Email MARQUANDTSteve1@yahoo.com

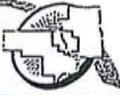
Name (Please print) Kathy Lang		Title/Representing Self	
Address 2229 84th Ave NE			
City Bismarck	State ND	Zip code 58503	Email klang@janisonbryce.com

Name (Please print) Doug SCHWERT		Title/Representing SELF	
Address 14600 201st Ave NE			
City Bismarck	State ND	Zip code 58521	Email

Name (Please print) Gabe Schell		Title/Representing City of Bismarck	
Address			
City Bismarck	State	Zip code	Email

Name (Please print) Dona Reisenauer		Title/Representing	
Address 6543 106th St NE			
City Bismarck	State ND	Zip code 58503	Email

Name (Please print) Chuck and Pam Bosch		Title/Representing	
Address 1006 W Bristol Dr			
City Bismarck	State ND	Zip code 58501	Email

Bismarck-Mandan 

METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Century Auditorium	Meeting Type	Hwy 83 alternate	Meeting Date	2/11/19
Project Number		PCN			
Project Description					

Name (Please print)		Title/Representing			
Jackie Burke					
Address					
26649 Hwy 10					
City	State	Zip code	Email		
McKenzie	ND	58572	jburke@bektel.com		

Name (Please print)		Title/Representing			
Todd Iszler					
Address					
5050 123rd Ave NE					
City	State	Zip code	Email		
Bismarck	ND	58503	iszler@msn.com		

Name (Please print)		Title/Representing			
Cindy Wilson					
Address					
1650 Hwy 14					
City	State	Zip code	Email		
Sterling	ND	58572			

Name (Please print)		Title/Representing			
Robert Suhr		KX News			
Address					
3108 12th Ave NW APT 303					
City	State	Zip code	Email		
Mandan	ND	58554	RSuhr@kx.net.com		

Name (Please print)		Title/Representing			
Layne Jase		SELF			
Address					
2997 123RD AVE NE					
City	State	Zip code	Email		
BISMARCK	ND	58503	a52dak@gmail.com		

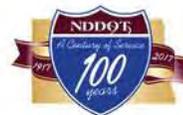
Name (Please print)		Title/Representing			
Adriana Dvorak					
Address					
10655 Olive Ln					
City	State	Zip code	Email		
Bismarck	ND	58502			

Name (Please print)		Title/Representing			
Ruth Rakow & Karl					
Address					
13603 Hwy 83					
City	State	Zip code	Email		
Baldwin	ND	58521	vrakow1@yahoo.com		



NDDOT Management Meeting 2

US Highway 83 Alternative Study



Introductions



Craig Vaughn, PE, PTOE



Matt Pacyna, PE



Scott Harmstead, AICP



Study Overview

Overview

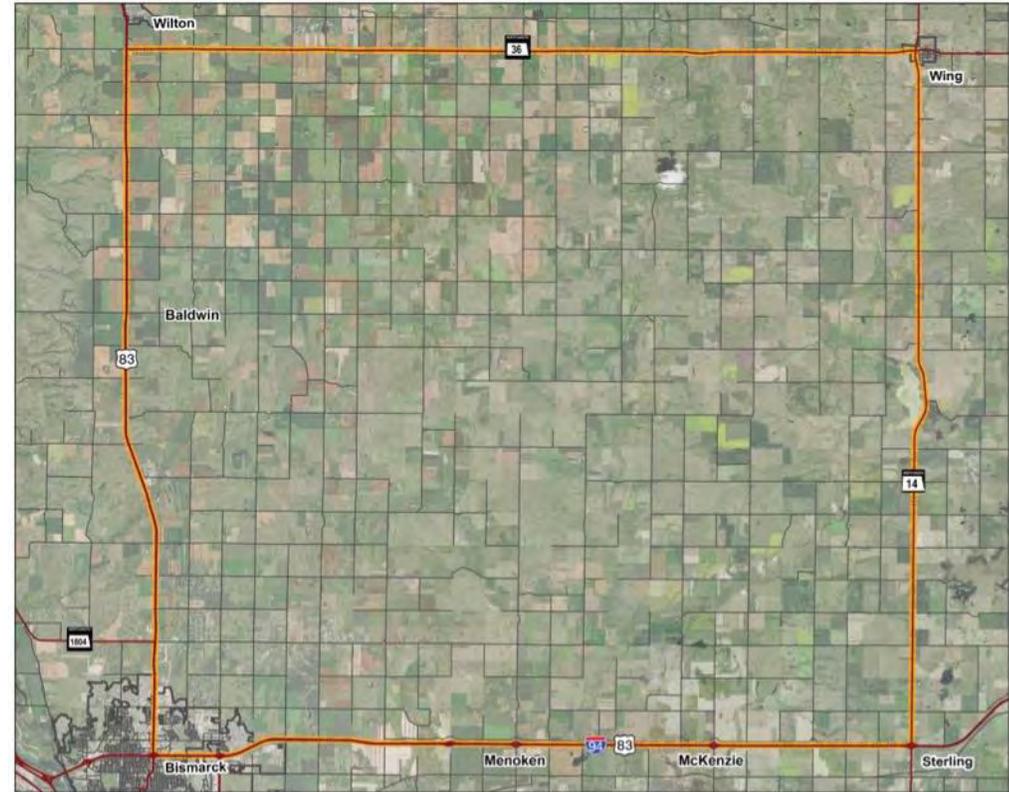
The Bismarck-Mandan Metropolitan Planning Organization is completing a US Highway 83 Alternative Study in cooperation with the City of Bismarck, Burleigh County, and the NDDOT.

The purpose of the study is to:

- Identify, evaluate and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region.
- Analyze potential new routes for regional traffic and identify operational improvements for the State Street corridor.
- Analyze anticipated outcomes of the US Highway 83 realignment on Bismarck and Burleigh County.

The study is anticipated to occur from October 2017 to June 2019.

Study Area



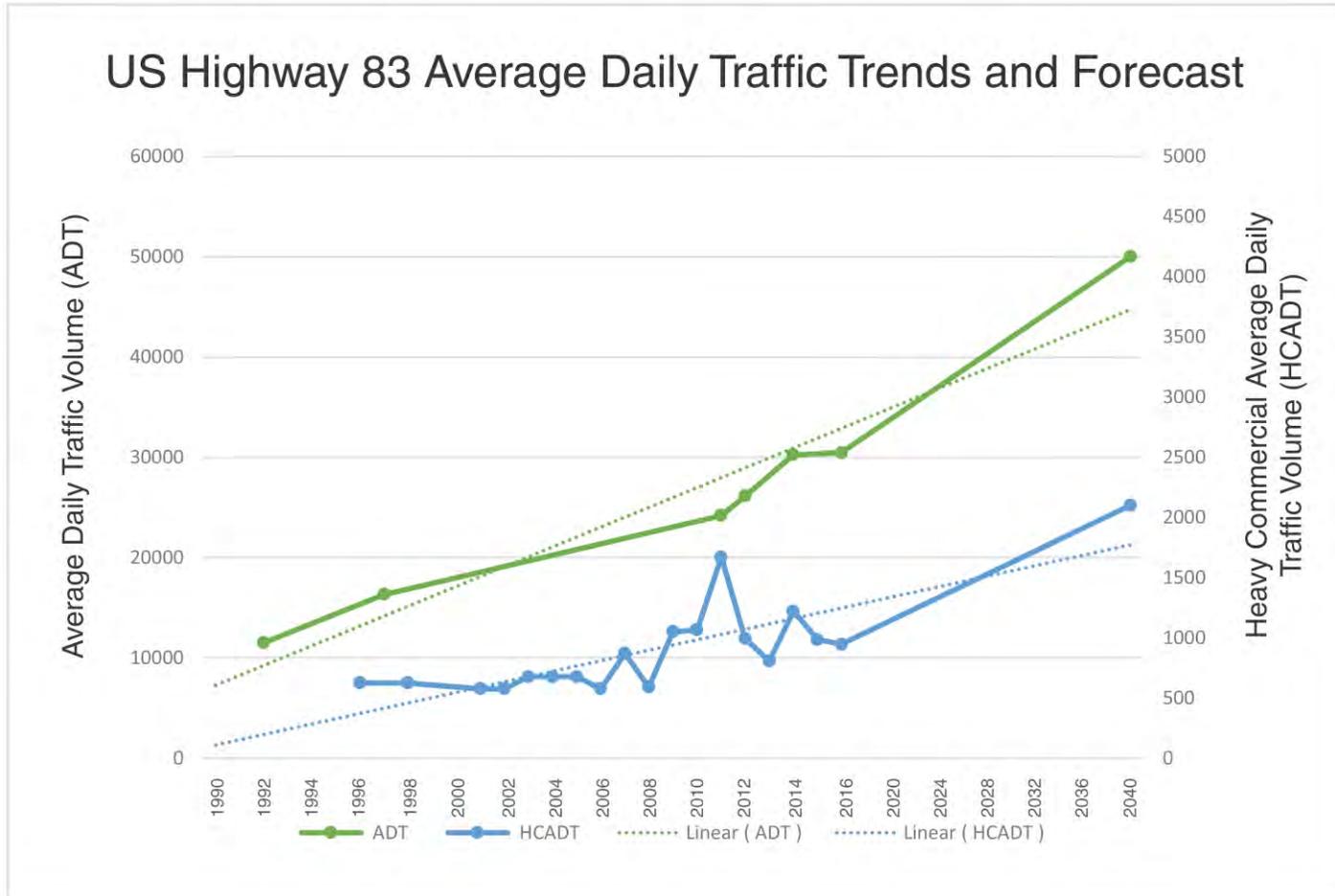
Management Meeting Purpose

- Provide a summary of NDDOT Management requested north-south corridor evaluations
- Review the preliminary implementation plan
- Incorporate findings into the overall study recommendations / documentation
- Discuss Public Information Meeting 4

Schedule and Critical Path Timeline with Deliverables



2040 Issues and Needs Summary



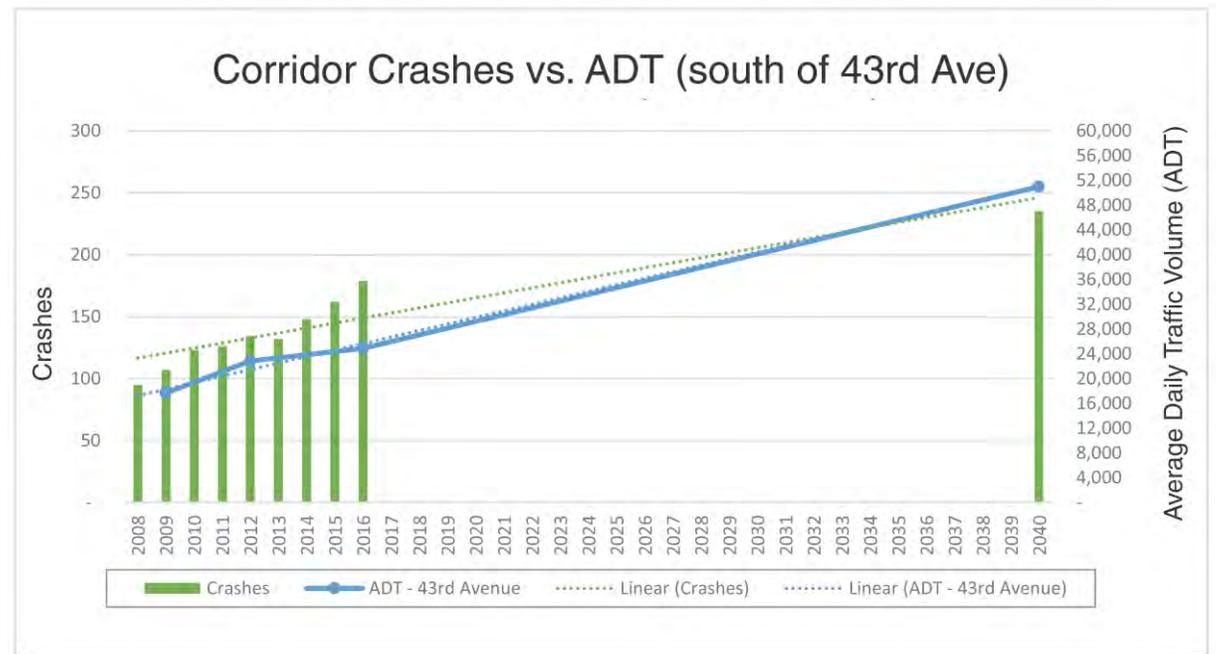
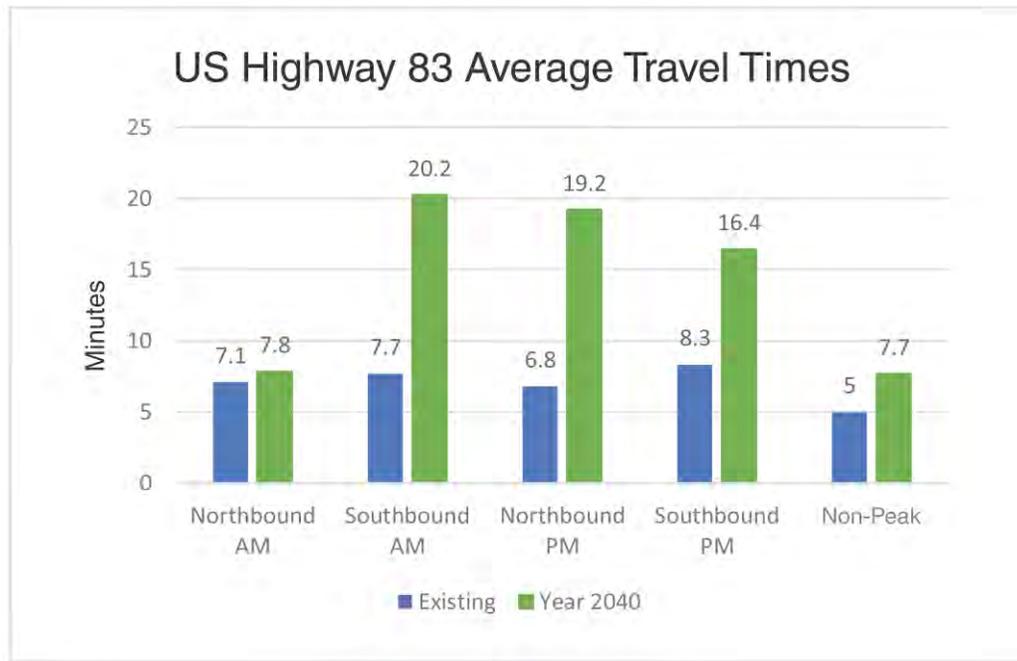
Key Highlights

- Average daily traffic volumes along US Highway 83/State Street expected to range from 28,000 (near ND Highway 1804/71st Avenue) to 63,000 (near I-94) vehicles per day by year 2040.
- Multiple intersections are expected to operate near/over capacity by year 2040.

2040 Issues and Needs Summary

Key Highlights

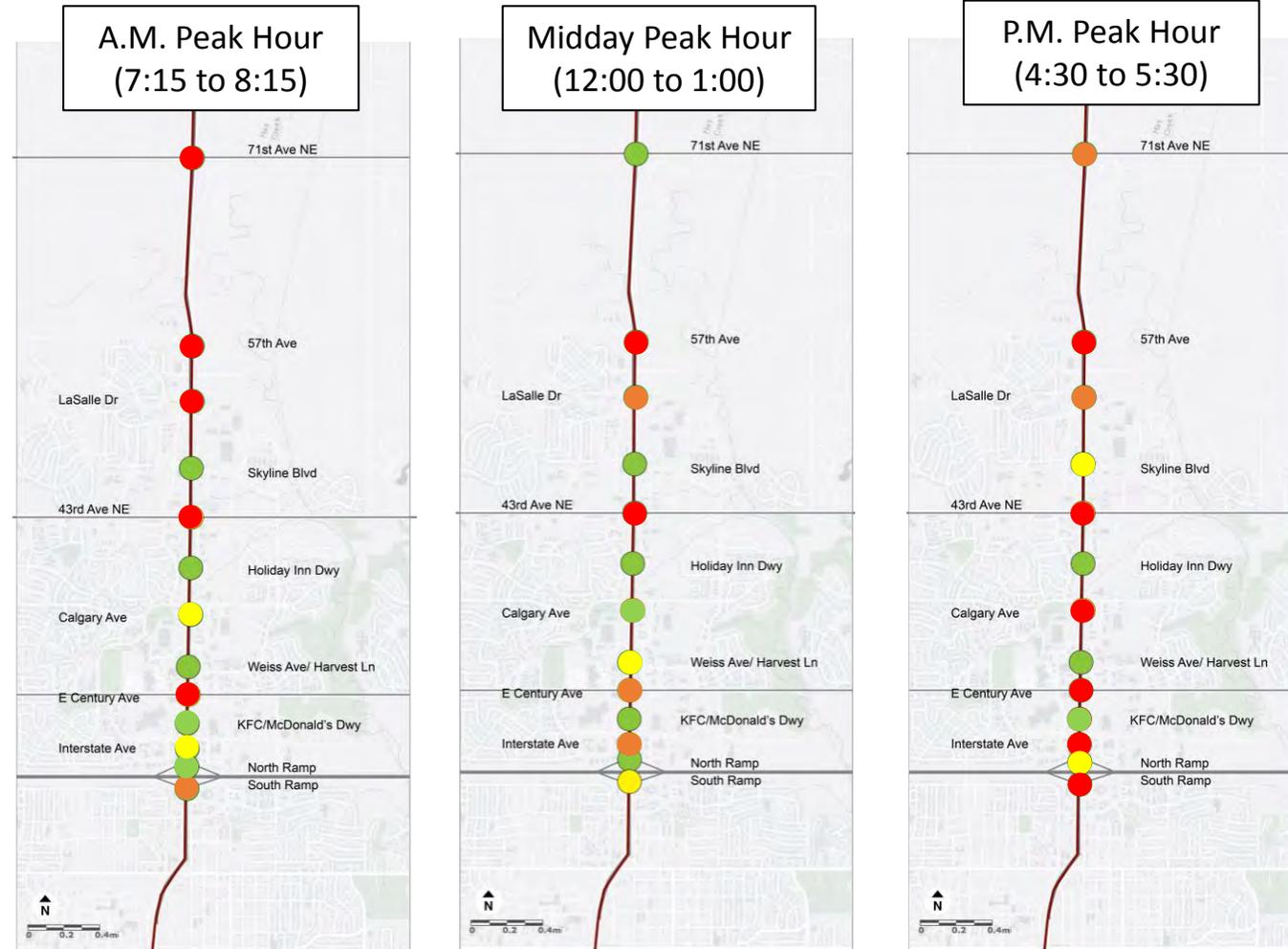
- Travel times are expected to increase, ranging from an additional one (1) to 12 minutes by year 2040, depending on the time of day and direction of travel.
- Crashes are expected to increase by approximately 70 percent by year 2040.



2040 Issues and Needs Summary

Key Highlights

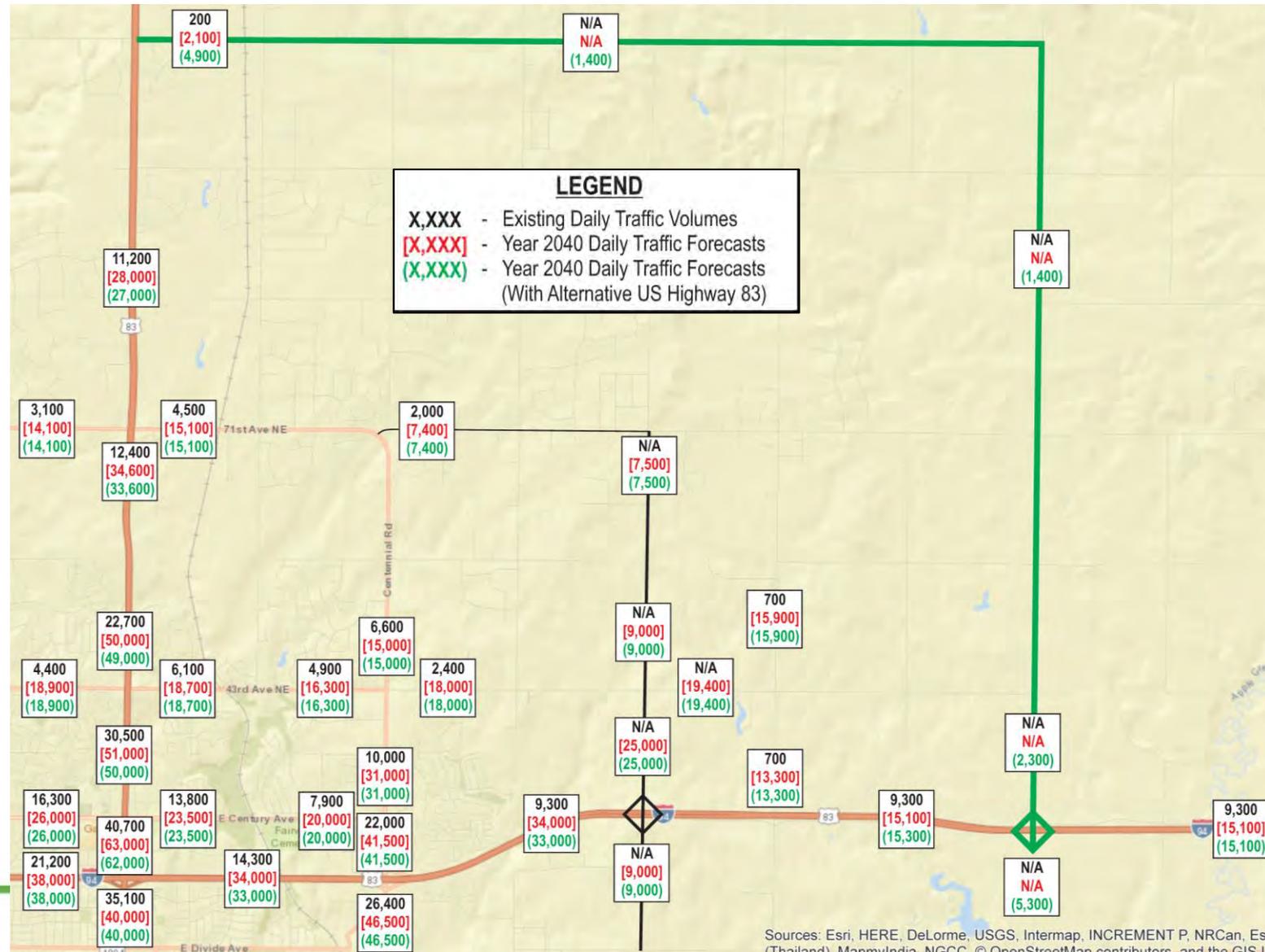
- Significant congestion along US Highway 83/State Street throughout the corridor during varying times of the day – Level of Service E and F at many intersections



Traffic Forecasts

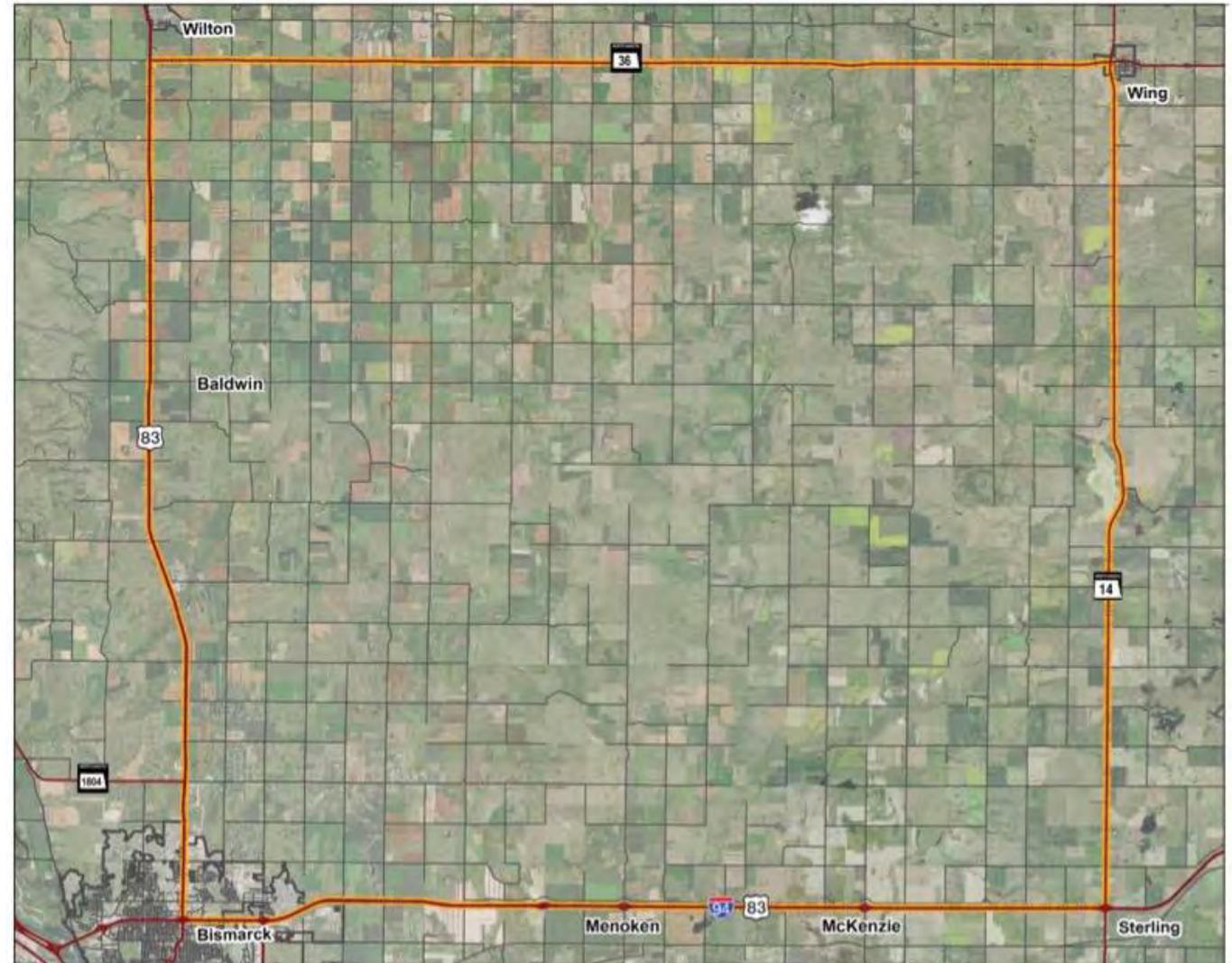
Key Highlights

- Leveraged Statewide Freight and Bismarck-Mandan Regional Travel Demand Models (ATAC)
- Forecast year 2040 volumes indicate ~1,400 to 4,900 vpd would use an alternative US 83 route
- State Street volume reduction (~1,000 to 1,500 vpd)

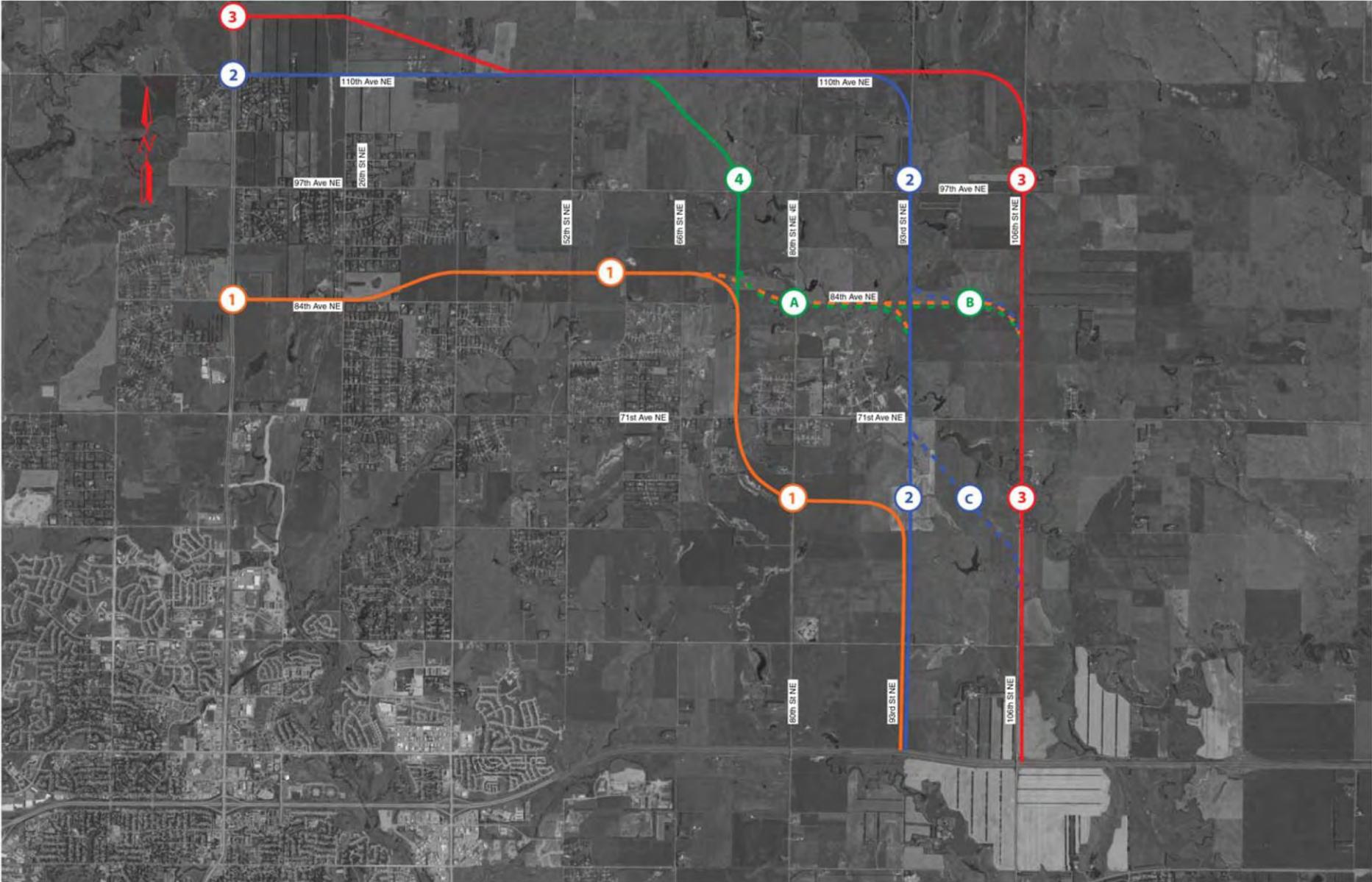


Alternatives Considered

- **ND Highway 36/14**
- **Alternative US Hwy 83 Routes**
 - Alternatives 1 thru 4B
- **US Hwy 83 (State Street) Alternatives**
 - Minimal Improvements
 - At-Grade Improvements
 - Grade-Separated Improvements



Alternative US Highway 83 Routes (1 thru 4B)



Potential Economic Impact/Benefit

Key Highlights

- Limited economic benefit or impact to current State Street corridor
- Economic opportunity could equate to +1,750 to +4,700 vpd on the alternative route
- Maximum alternative US 83 route ADT volume ~7,250 vpd with increased development

10-Year Post Construction Development

Economic Development / Market Analysis

Base Condition	+ 3,155 residents	+ 1,008 households	+ 549 jobs	+ 104,900 commercial square feet
Conservative Opportunity Condition	+ 230 residents	+ 50 households	+ 200 jobs	+ 35,000 commercial square feet
Aggressive Opportunity Condition	+ 550 residents	+ 140 households	+ 400 jobs	+ 75,000 commercial square feet

The conservative opportunity scenario utilizes the **average change in market share** of comparable interstate case studies as a benchmark for calculating the additional growth captured by an alignment alternative.

The aggressive opportunity scenario utilizes the **average compound annual growth rate** of comparable interstate case studies as a benchmark for calculating the additional growth captured by an alignment alternative.

Source: Bismarck MPO; AECOM

US Hwy 83 (State Street) Alternatives

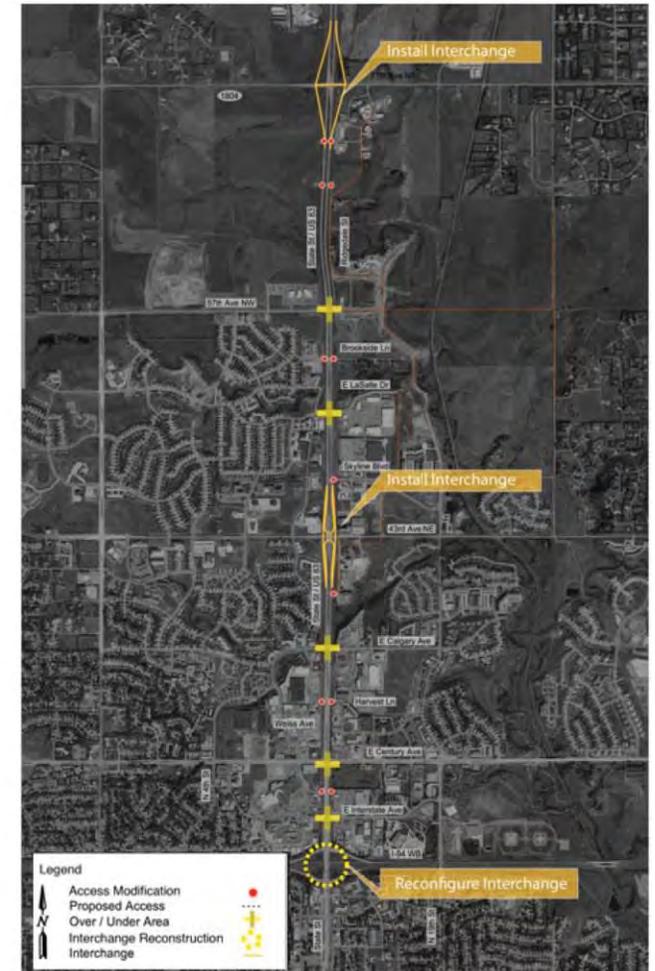
Minimal



At-Grade

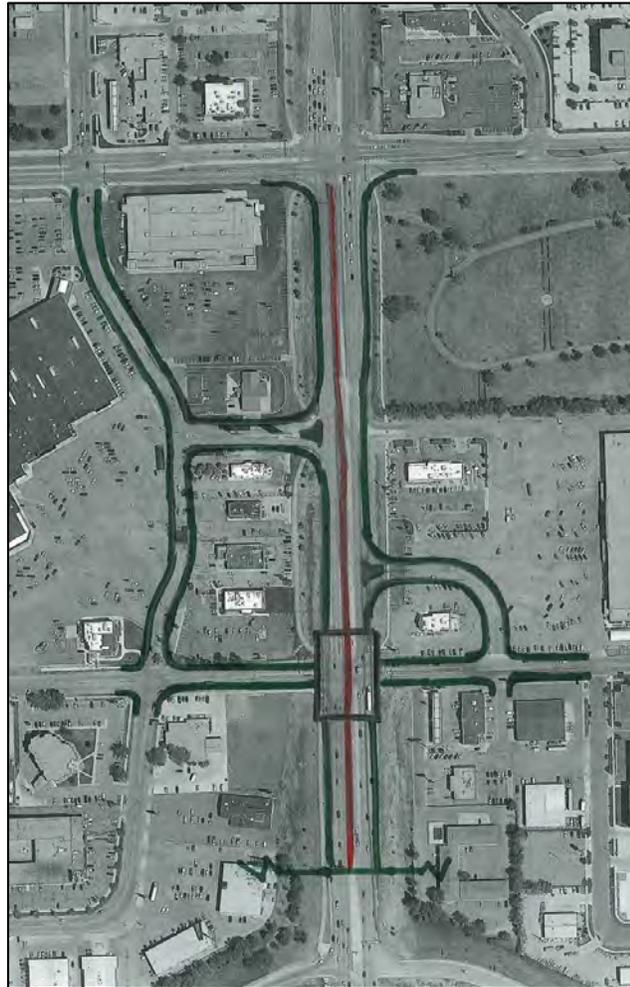


Grade-Separated

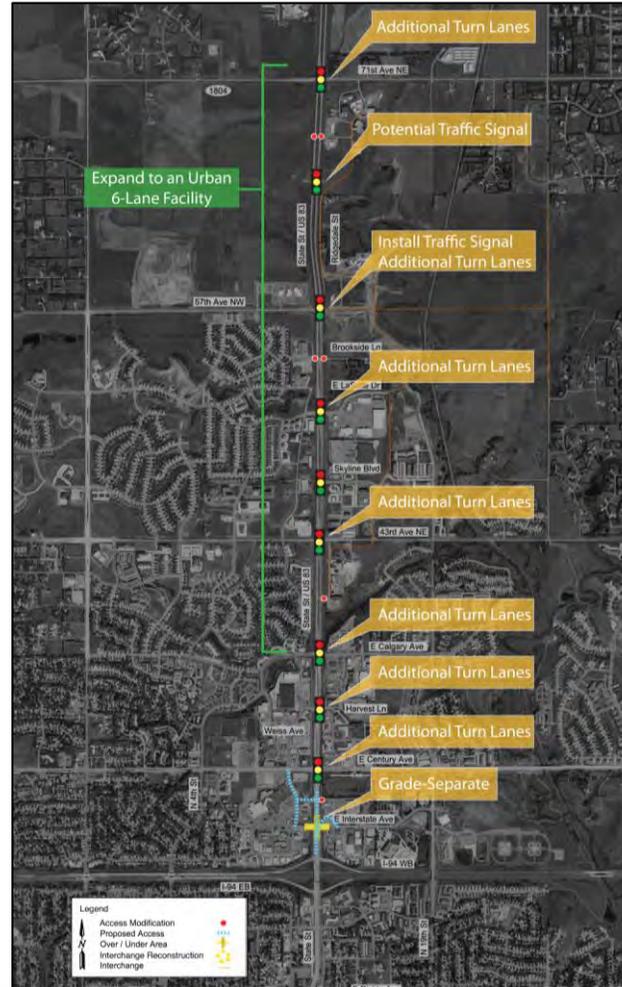


New US Hwy 83 (State Street) Alternatives

Interstate Avenue



Hybrid 1



Hybrid 2



Alternative Benefit / Cost Evaluation Summary

Alternative	Length	Cost	2040 ADT	Cost/User	State Street Travel Time (ND Hwy 1804 to I-94)
Convert ND Hwy 36/14 to US Highway Standards (2-Lane)	45 miles	\$80,000,000 *	1,000	\$80,000	17 to 20 minutes
Alt Routes 1 thru 4B (2-Lane)	10.2 to 12.4 Miles	\$58,466,667 *	7,250	\$8,064	17 to 20 minutes
Alt Routes 1 thru 4B (4-Lane)	10.2 to 12.4 Miles	\$87,622,222 *	7,250	\$12,086	17 to 20 minutes
* Does not include improvement costs to the existing US Highway 83 (State Street)					
Alternative B (At-Grade Improvements)	3.5 miles	\$55,000,000	48,800	\$1,127	11 to 13 minutes
Alternative C (Grade - Separated Improvements)	3.5 miles	\$160,000,000	48,800	\$3,279	4 to 5 minutes
Alternative H1 (Urban Hybrid Improvements)	3.5 miles	\$80,000,000	48,800	\$1,639	8 to 12 minutes
Alternative H2 (Expressway Hybrid Improvements)	3.5 miles	\$124,000,000	48,800	\$2,541	5 to 7 minutes

Key Findings Summary

- **2040 Issues**
 - Volume, Capacity, Travel Time, Safety
- **Traffic Forecasts**
 - Travel Patterns, Alternative 83 Route Users, Impact to State Street
- **Economic Impact**
- **Alternatives**
- **User Benefit / Cost**

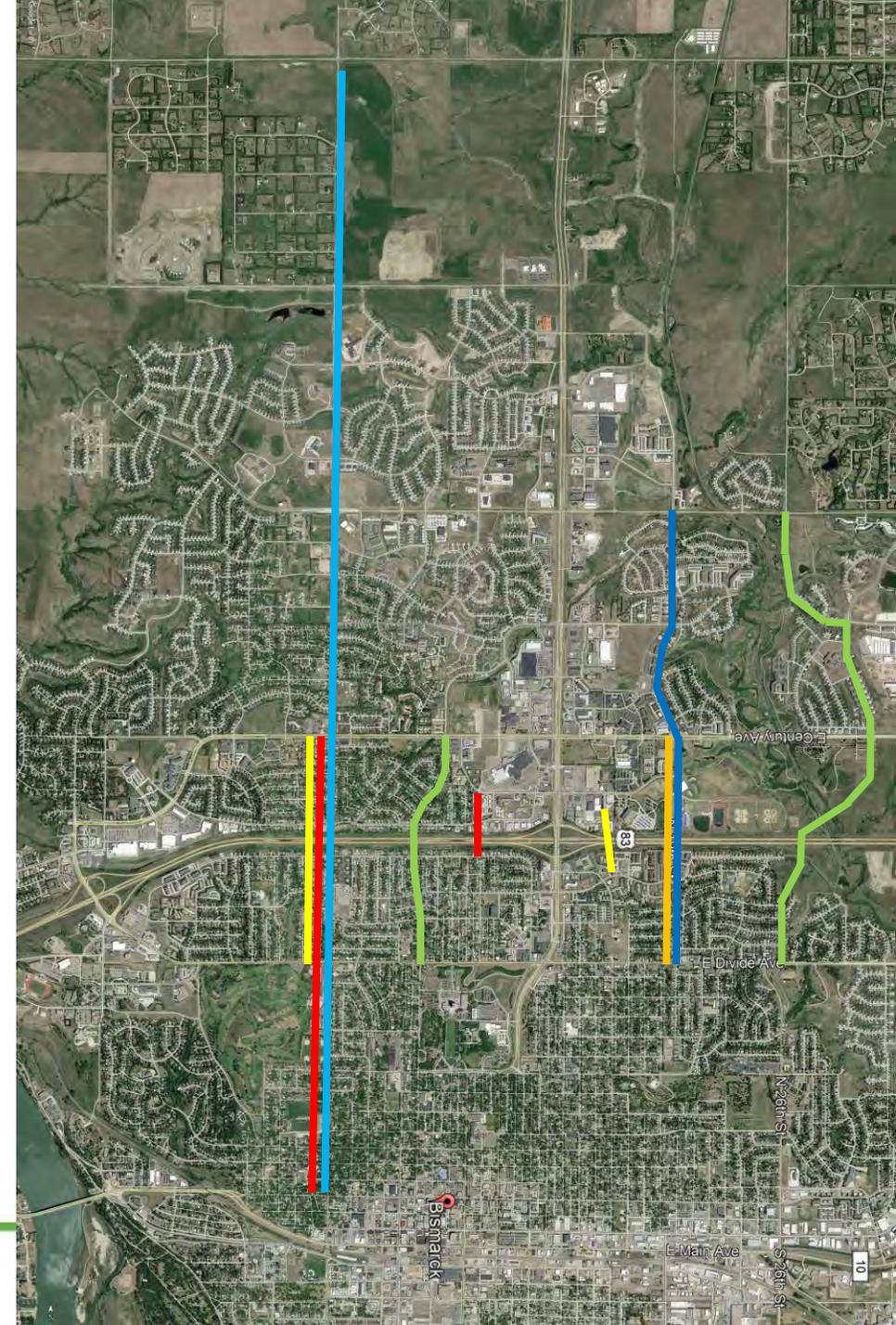
Building an alternative US Highway 83 route does not address current or projected US Highway 83 (State Street) issues

Additional North-South Corridor Evaluation

- **Identified potential north-south corridor improvements**
 - Reviewed 19 scenarios
 - Corridors ranged from Washington Street to 26th Street and from Rosser Avenue to 71st Avenue
 - Included restriping, widening, and/or new facilities
- **Coordinated with ATAC to develop traffic forecasts**
 - Focus on the reduction in traffic volume along US Highway 83 / State Street between Century Avenue and Divide Avenue
- **Developed preliminary cost estimates**
- **Identified a benefit/cost ratio for each improvement**

North-South Corridor Tests

- **Planning exercise to determine if local improvements provide benefit to current US Highway 83 / State Street**
- **Roadways Considered (Traffic Modeling)**
 - Washington Street (3-lane and 5-lane)
 - 4th Street (3-lane)
 - 8th Street (new)
 - Capitol Way/Interstate Loop (new)
 - 19th Street (3-lane and 5-lane)
 - 26th Street (new)
 - Northern River Crossing (new)
 - NE US Highway 83 Alternative Routes (new)



Capacity Considerations

- **Year 2040 Projected US Hwy 83 ADT**
 - ~ 63,000 vpd
(between I-94 and Century Avenue)
- **Daily Capacity of a 6-Lane Urban Arterial Facility**
 - ~48,000 to 52,000 vpd
- **Volume Reduction Target**
 - ~11,000 to 15,000 vpd

Facility Type	Number of Lanes	Level of Service Threshold (upper capacity limits)					
		Approaching Capacity			At-Capacity	Over-Capacity	
		A	B	C	D	E	F
Interstate / Freeway	8	46,000	73,000	109,000	140,000	170,000	> 170,000
	6	34,000	55,000	82,000	105,000	127,000	> 127,000
	4	17,000	37,000	55,000	70,000	85,000	>85,000
Divided Arterial / Expressway	6	22,000	35,000	56,000	63,000	70,000	>70,000
	4	15,000	23,000	37,000	42,000	47,000	>47,000
Divided Minor Arterial	6	18,000	28,000	42,000	51,000	59,000	>59,000
	5	16,000	25,000	40,000	45,000	50,000	>50,000
	4	12,000	19,000	30,000	36,000	42,000	>42,000
	3	8,000	13,000	20,000	27,000	34,000	>34,000
	2	5,000	8,000	12,000	18,000	24,000	>24,000
	2 (one-way)	6,000	10,000	16,000	19,000	25,000	>25,000
Undivided Minor Arterial	6	17,000	27,000	40,000	49,000	57,000	>57,000
	5	15,000	24,000	38,000	43,000	47,000	>47,000
	4	11,000	18,000	28,000	34,000	40,000	>40,000
	3	7,000	12,000	19,000	26,000	32,000	>32,000
	2	4,000	7,000	11,000	17,000	23,000	>23,000
	2 (one-way)	6,000	9,000	15,000	18,000	24,000	>24,000
Collector	4	7,000	11,000	18,000	22,000	26,000	>26,000
	3	5,000	8,000	12,000	17,000	21,000	>21,000
	2	3,000	5,000	7,000	11,000	15,000	>15,000
	2 (one-way)	4,000	6,000	9,000	12,000	16,000	>16,000

Improvements	Cost	Benefit to State Street		Benefit/Cost
		Reduction in State Street Volume (ADT)	Increase in State Street Capacity (ADT)	
North-South Alternatives				
Scen 1 - 4th: Century to Divide (3-Lane)	\$ 80,000	3200	---	\$ 25
Scen 2 - 19th: Century to Divide (3-Lane)	\$ 97,000	3000	---	\$ 32
Scen 3 - 4th and 19th: Century to Divide (3-Lane)	\$ 177,000	4000	---	\$ 44
Scen 4B - Washington: Century to Divide (5-Lane)	\$ 16,700,000	4700	---	\$ 3,553
Scen 5 - 19th: Century to Divide (5-Lane)	\$ 17,100,000	7000	---	\$ 2,443
Scen 6 - Washington and 19th: Century to Divide (5-Lane)	\$ 33,800,000	7900	---	\$ 4,278
Scen 7 - Washington: Century to Broadway (5-Lane)	\$ 27,700,000	5100	---	\$ 5,431
Scen 8 - Washington: 71st to Broadway (5-Lane)	N/A			
Scen 9 - 19th: 43rd to Divide (5-Lane)	N/A			
Scen 10 - 8th (Underpass)	\$ 9,600,000	3500	---	\$ 2,743
Scen 11 - Interstate Loop (Overpass)	\$ 10,300,000	5300	---	\$ 1,943
Scen 12 - 8th and Interstate Loop (underpass and overpass)	\$ 19,900,000	6000	---	\$ 3,317
Scen 13 - 19th (5-Lane) and Washington (5-Lane): i.e. Scenarios 5 and 7	\$ 44,800,000	10100	---	\$ 4,436
Scen 13B - 19th (5-Lane) and Washington (5-Lane): i.e. Scenarios 5 and 4B	\$ 33,800,000	10100	---	\$ 3,347
Scen 14 - North River Crossing	\$ 130,600,000	3000	---	\$ 43,533
Scen 15 - Washington (5-Lane) and New West I-94 Ramps	\$ 28,800,000	6400	---	\$ 4,500
Scen 16 - 26th: 43rd to Divide	\$ 32,000,000	9100	---	\$ 3,516
Scen 17 - Washington and 19th (5-Lanes) + NE Bypass (2-Lane)	\$ 103,000,000	10300	---	\$ 10,000
Intersection Improvements				
Interstate Avenue - At-Grade Improvements (turn lanes)	\$ 370,000	---	2400	\$ 154
Interstate Avenue - Grade Separate	\$ 23,000,000	---	15000	\$ 1,533
Century Avenue - At-Grade Improvements (turn lanes)	\$ 1,920,000	---	2400	\$ 800
Harvest Lane/Weiss Avenue - At-Grade Improvements (turn lanes)	\$ 360,000	---	4000	\$ 90
Calgary Avenue - At-Grade Improvements (turn lanes)	\$ 660,000	---	8000	\$ 81

North-South Corridor Test Outcomes

- **Adjacent north-south corridor improvements do not reduce traffic volumes enough on US Hwy 83 / State Street for it to fall within the planning capacity threshold**
 - Benefit / Volume Reduction Range: -3,000 to -10,300 vpd
 - Year 2040 Projected US Hwy 83 / State Street Volume: 63,000 vpd
- **However... north-south corridor improvements may be a part of a long-term solution / consideration to address operations**
- **An Implementation Plan outline is needed to provide framework for future consideration**

Example Implementation Plan

Year 2025 Improvements

- **Improvement 1 – At-Grade Improvements**

- Calgary Avenue - \$660,000
- Harvest Lane / Weiss Avenue - \$360,000
- Century Boulevard - \$1,920,000
- Interstate Avenue - \$370,000

- **Improvement 2 – Holiday Inn Access**

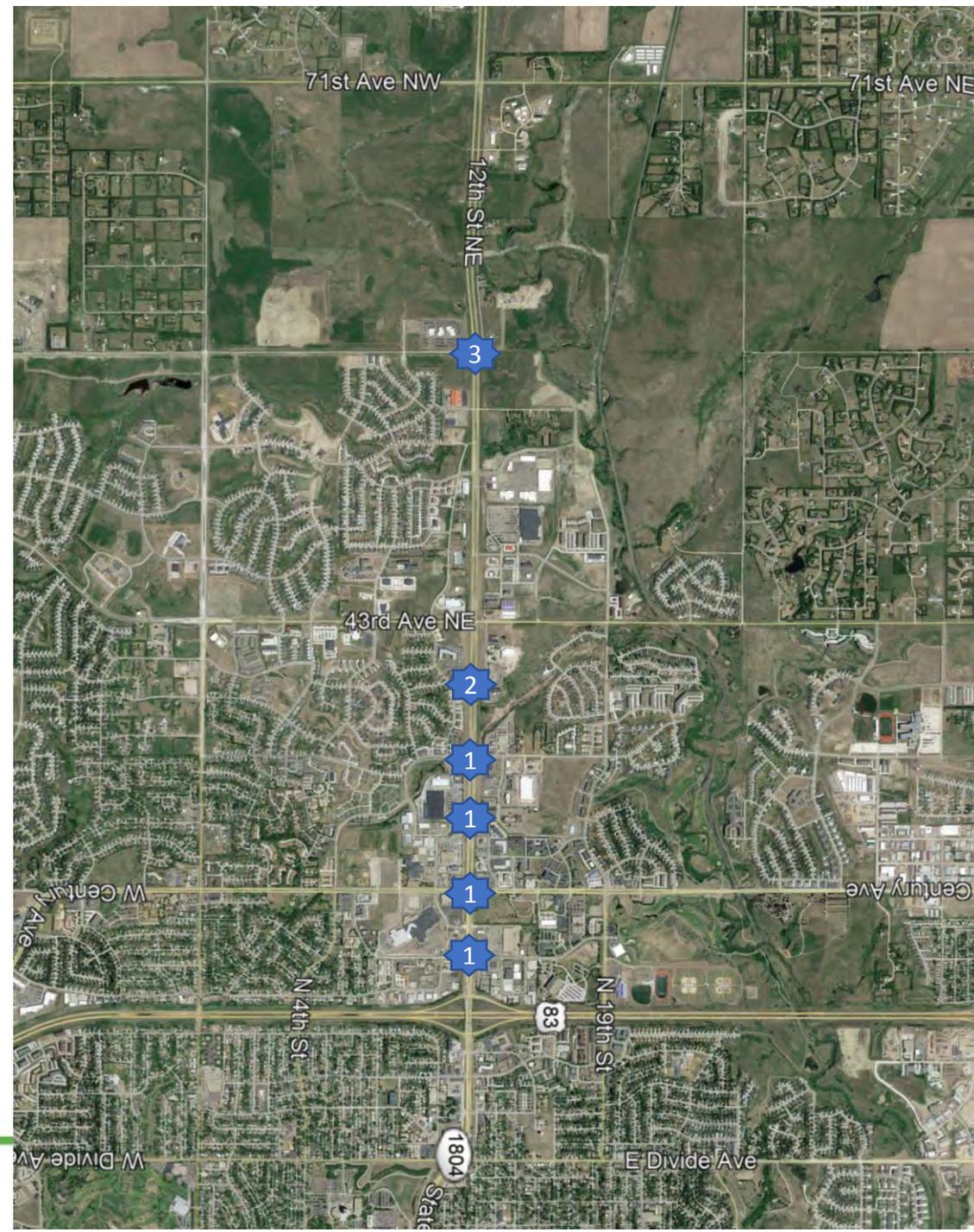
- Close or convert to RI/RO - \$75,000

- **Improvement 3 – 57th Avenue ***

- Traffic Control - \$350,000

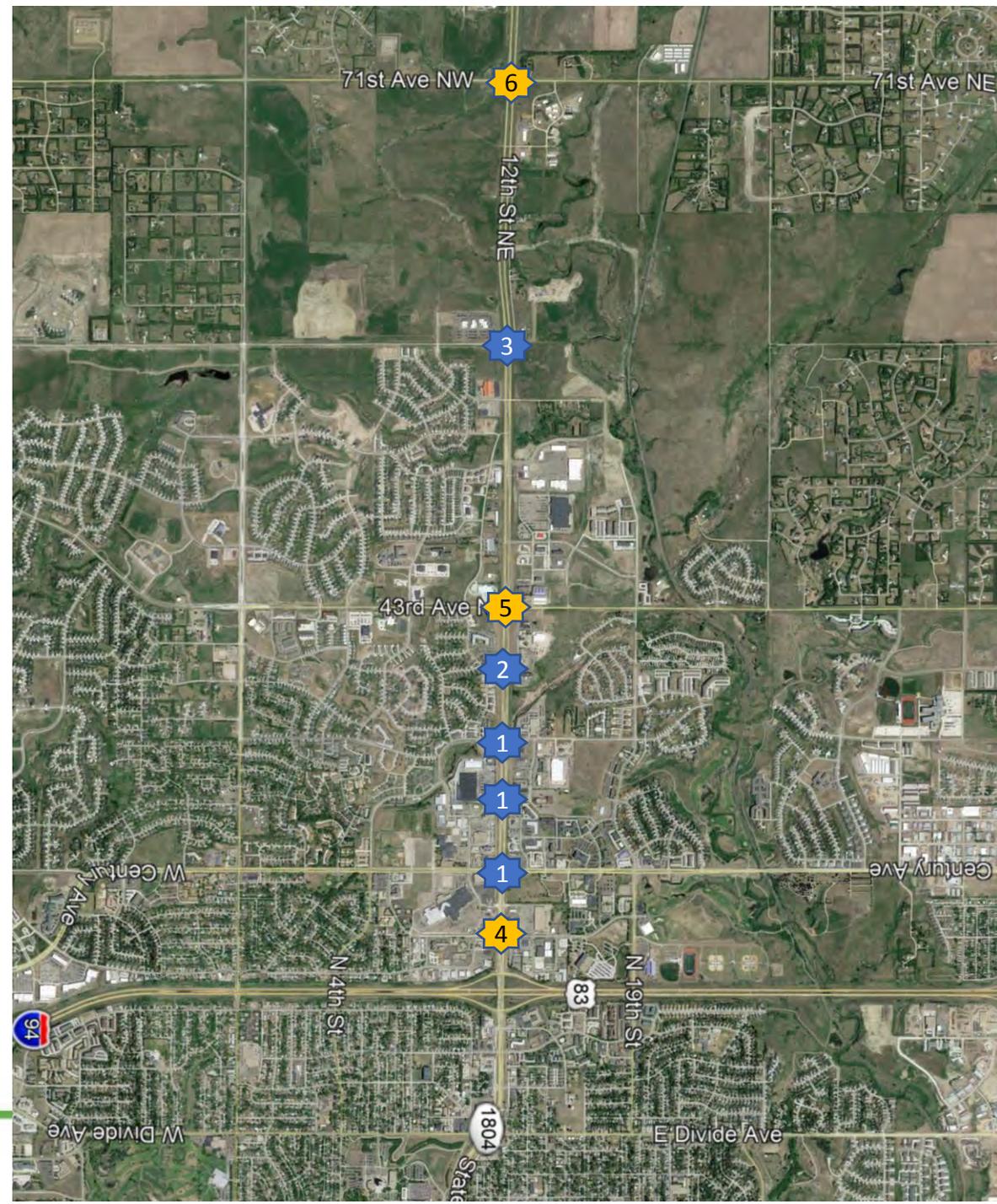
- **Total 2025 Improvement Cost**

- \$3,365,000 to \$3,735,000



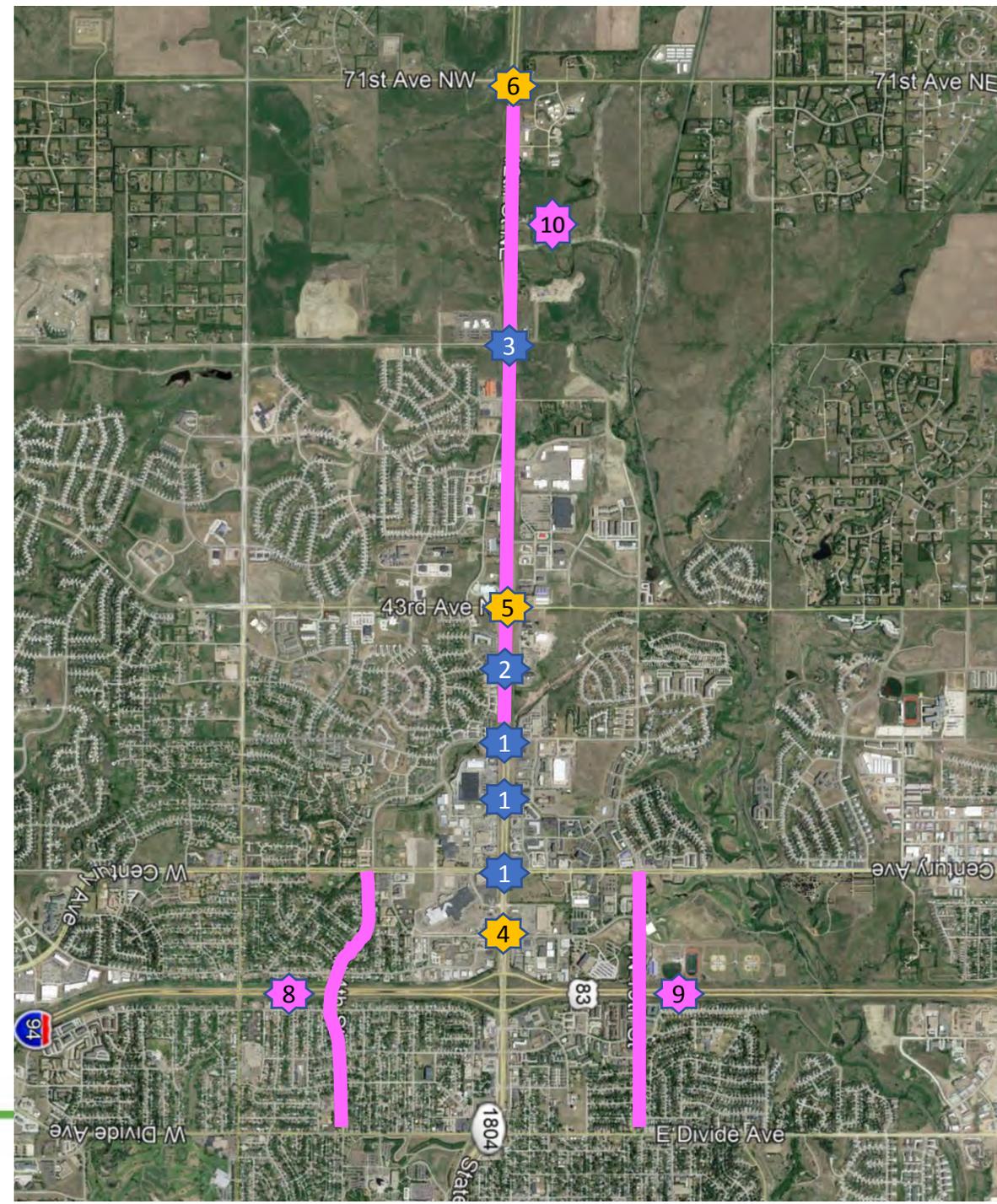
Year 2030 Improvements

- **Improvement 4 – Interstate Avenue**
 - Grade-Separate - \$23,000,000
- **Improvement 5 – 43rd Avenue**
 - At-Grade Improvements - \$7,500,000
 - Interchange - \$30,000,000
- **Improvement 6 – 71st Avenue**
 - At-Grade Improvements - \$7,500,000
 - Interchange - \$25,000,000
- **Total 2030 Improvement Cost**
 - \$38,000,000 to \$78,000,000



Year 2035 Improvements

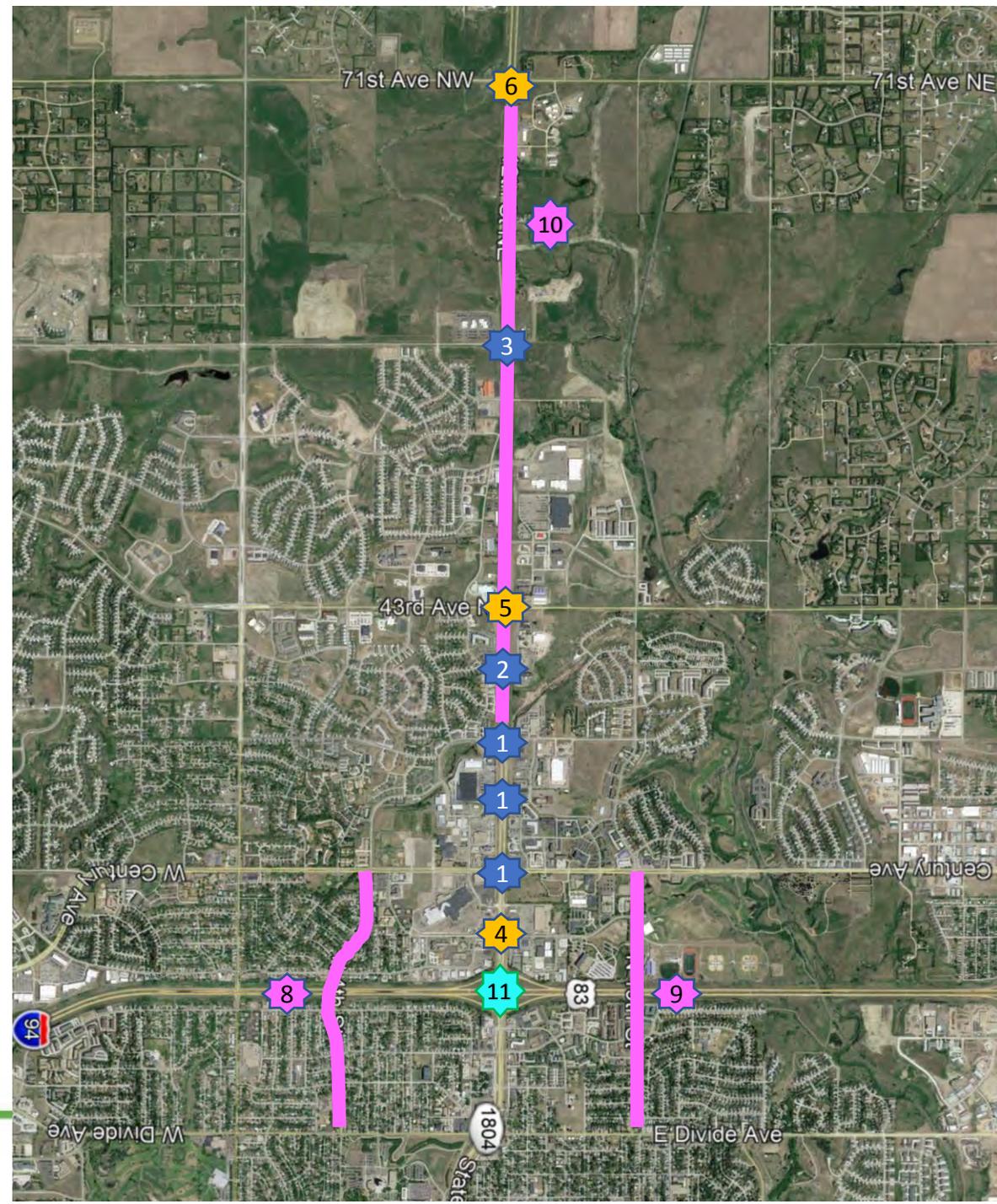
- **Improvement 8 – 4th Street**
 - Restripe as 3-Lane Facility - \$80,000
- **Improvement 9 – 19th Street**
 - Restripe as 3-Lane Facility - \$97,000
- **Improvement 10 – US 83 Upgrade**
 - 6-Lane Urban Arterial - \$35,000,000
 - 4-Lane Expressway - \$42,800,000 *
- **Total 2035 Improvement Cost**
 - \$35,177,000 to \$42,977,000



Year 2040 Improvements

- **Improvement 11 – I-94 Interchange**
 - Reconstruct - \$30,000,000

- **Total Corridor Investment**
 - \$105M to \$155M
(includes I-94 Interchange)



Next Steps

- **Develop Study Documentation**
- **Integrate Recommendations into Arrive 2045 Plan**
- **Consider Future Studies**
 - US Highway 83 Corridor Study
 - Bismarck North-South Arterial Study
 - Environmental Review for Alternative Routes
- **Public Information Meeting 4**
 - Tentatively Scheduled for May 22, 2019 (Century Auditorium)

HIGHWAY 83 ALTERNATIVE STUDY PUBLIC ENGAGEMENT MEETING

A fourth public engagement meeting is being held to present the study findings and recommendations.

A presentation will provide:

- A recap of the study to date and final findings,
- A presentation of the recommended implementation plan,
- An update on recommended future studies to consider.

Study team members will be available to answer questions throughout the evening. Reminder, the study area boundaries are: US Highway 83 to the west, I-94 to the south, ND Highway 36 to the north, and ND Highway 14 to the east.

WHEN AND WHERE?

Wednesday, May 22, 2019 from 6:30-8:00 p.m.

Century High School
(Auditorium)

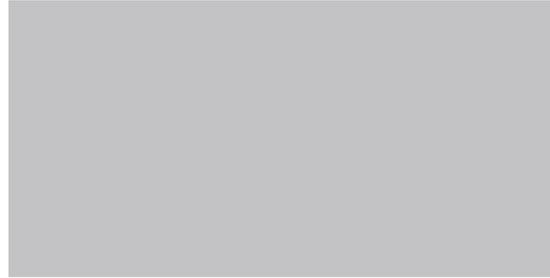
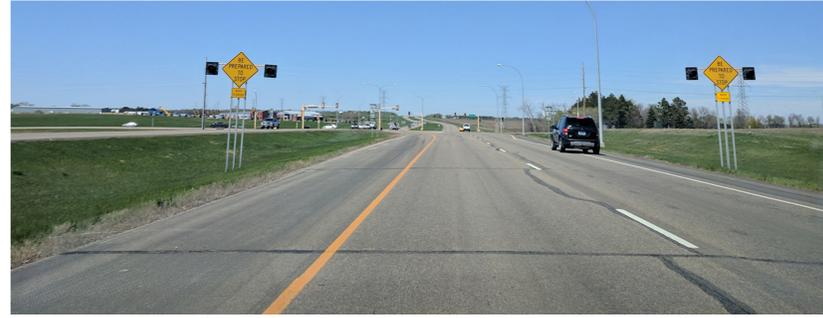
1000 E Century Avenue
Bismarck, ND 58503

***Presentation at 6:45 p.m.**

The public engagement meeting is being hosted by the Bismarck-Mandan MPO, City of Bismarck, Burleigh County, NDDOT, and SRF Consulting Group.

Feedback can also be submitted through the study website at <https://www.hwy83altstudy.com> or by calling (701) 595-0448.

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at (701) 355-1332, or email mpo@bismarcknd.gov, TTY users may access Relay North Dakota at 711 or 1-800-366-6888, at least five (5) days in advance of the meeting.

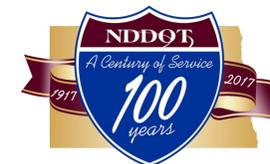


WELCOME!

OPEN HOUSE 4 US Highway 83 Alternative Study



Wednesday, May 22, 2019
Open House 6:30 – 8:00 p.m.
Presentation at 6:45 p.m.
Century High School (Auditorium)



STUDY OVERVIEW

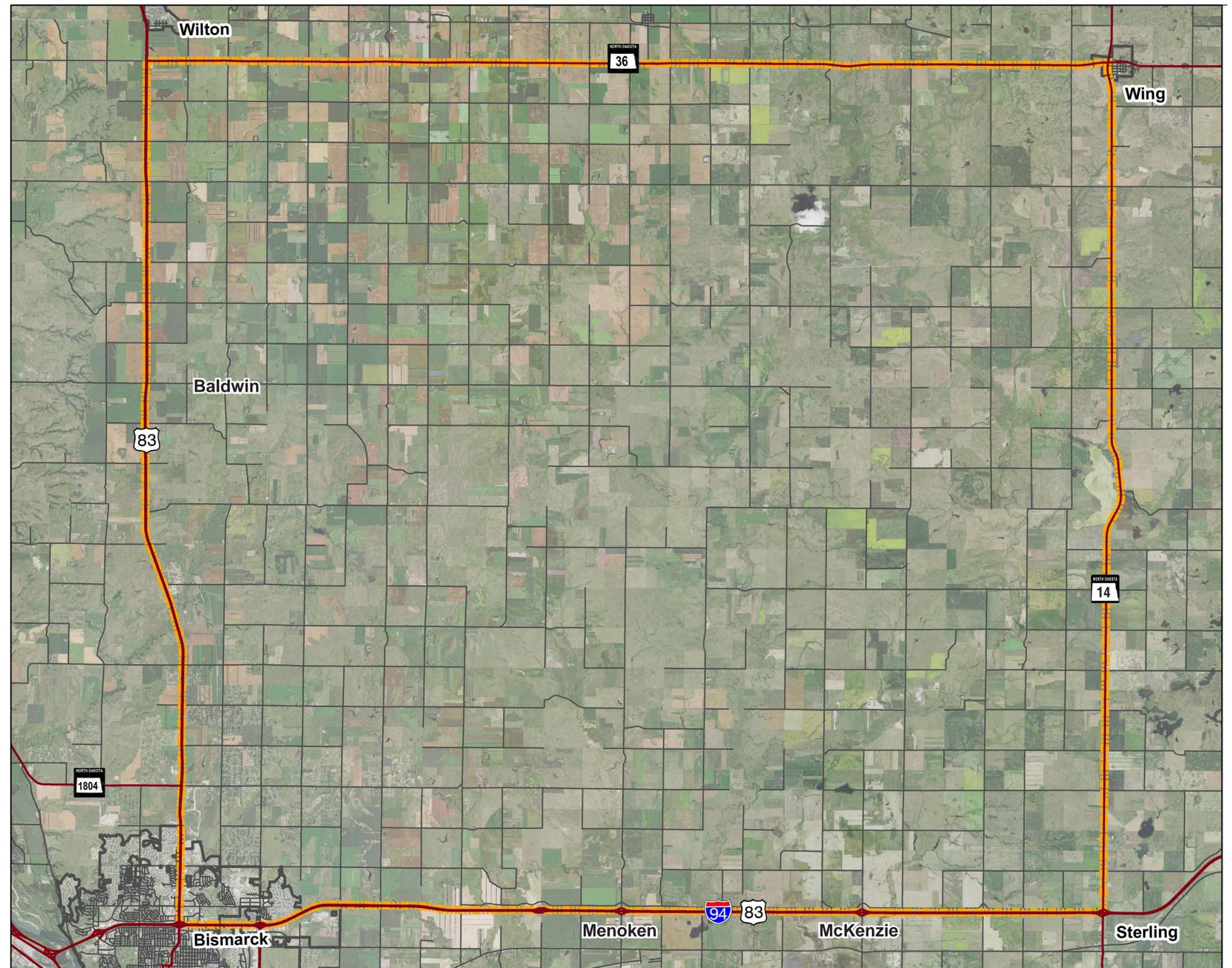
Overview

The Bismarck-Mandan Metropolitan Planning Organization is completing a US Highway 83 Alternative Study in cooperation with the City of Bismarck, Burleigh County, and the NDDOT.

The purpose of the study is to:

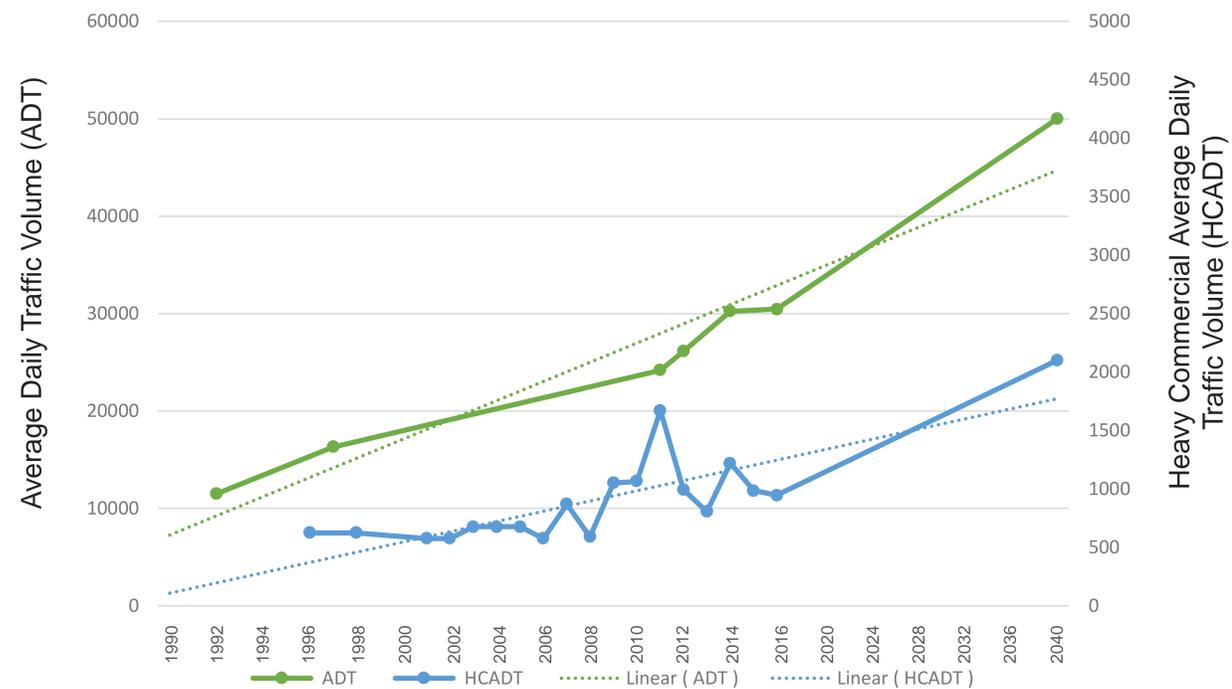
- Identify, evaluate, and develop viable highway alternatives along US Highway 83 north of Bismarck to best serve existing and future stakeholders within the region.
- Analyze potential new routes for regional traffic and identify operational improvements for the State Street corridor.
- Analyze anticipated outcomes of the US Highway 83 realignment on Bismarck and Burleigh County.
- Evaluate other infrastructure improvements near the State Street corridor to determine if they could help alleviate congestion.

Study Area



2040 ISSUES AND NEEDS SUMMARY

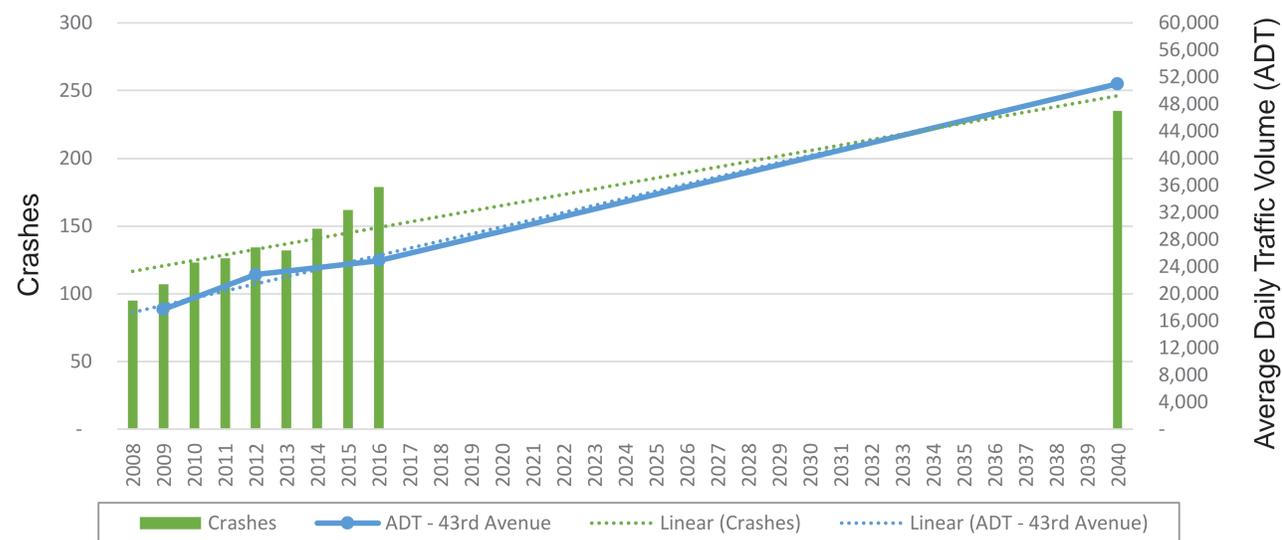
US Highway 83 Average Daily Traffic Trends and Forecast



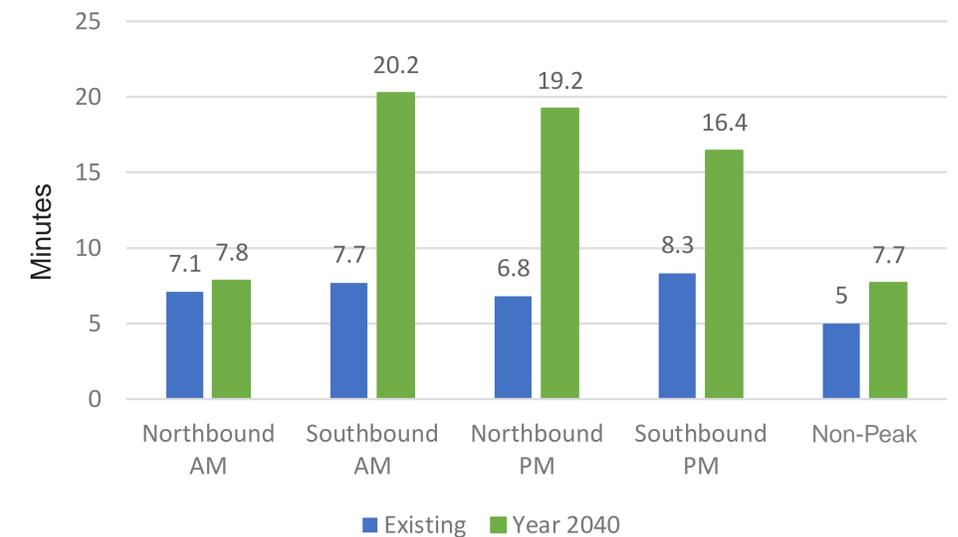
Key Highlights

- Average daily traffic volumes along US Highway 83 expected to range from 28,000 to 63,000 vehicles per day by year 2040.
- Multiple intersections are expected to operate near/over capacity by year 2040.
- Travel times are expected to increase, ranging from eight (8) to 20 minutes by year 2040.
- Crashes are expected to increase by approximately 70 percent by year 2040.

Corridor Crashes vs. ADT (south of 43rd Ave)



US Highway 83 Average Travel Times



US HIGHWAY 83 ALTERNATIVES AND PRELIMINARY EVALUATION

US Highway 83 Alternatives (New Alignments) - West Segment

	Alternative 1	Alternative 2	Alternative 3
Public Input	●	●	●
Mobility	●	●	●
Environmental	●	●	●
Safety	●	●	●
Freight	●	●	●
Neighborhood	●	●	●
Curvature	●	●	●
Constructability	●	●	●
Economic Development	●	●	●
Cost	\$\$\$	\$\$\$	\$\$\$

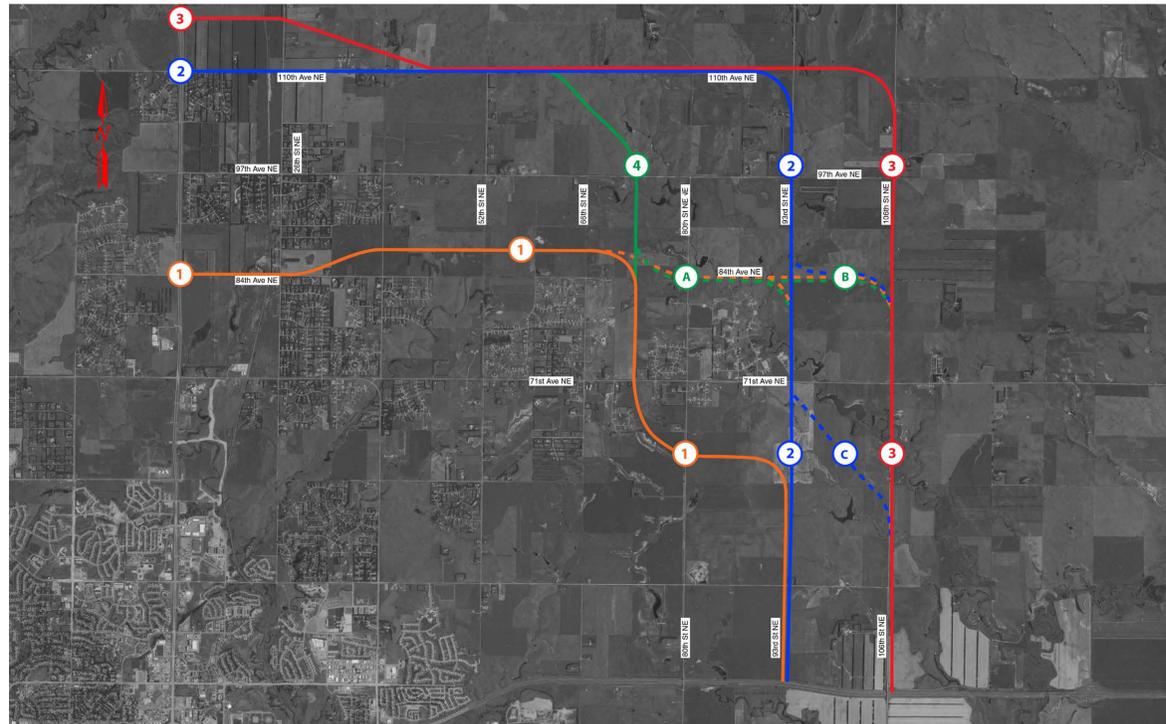
● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

US Highway 83 Alternatives (New Alignments) - Central Segment

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative A	Alternative B
Public Input	●	●	●	●	●	●
Mobility	●	●	●	●	●	●
Environmental	●	●	●	●	●	●
Safety	●	●	●	●	●	●
Freight	●	●	●	●	●	●
Neighborhood	●	●	●	●	●	●
Curvature	●	●	●	●	●	●
Constructability	●	●	●	●	●	●
Economic Development	●	●	●	●	●	●
Cost	\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$

● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

New Alignments



US Highway 83 Alternatives (New Alignments) - South Segment

	Alternative 1	Alternative 2	Alternative 3	Alternative C
Public Input	●	●	●	●
Mobility	●	●	●	●
Environmental	●	●	●	●
Safety	●	●	●	●
Freight	●	●	●	●
Neighborhood	●	●	●	●
Curvature	●	●	●	●
Constructability	●	●	●	●
Economic Development	●	●	●	●
Cost	\$\$\$	\$\$\$	\$\$\$	\$\$\$

● Good - best meets criteria
 ● OK - meets criteria well
 ● Moderate - close to achieving criteria
 ● Marginal - does not meet criteria
 ● Poor - fails to meet criteria

US HIGHWAY 83 ALTERNATIVES AND PRELIMINARY EVALUATION - STATE STREET

Alternative A

Minimal Improvements

- Signal/Traffic Control Improvements

Alternative B

Optimize At-Grade Improvements

- Signal/Traffic Control Improvements
- Access Management
- Capacity Improvements (thru lanes and turn lanes)

Alternative C

Grade Separated Improvements

- Interchanges at 43rd Avenue and 71st Avenue/ND Hwy 1804
- Restricted Cross-street access (overpass/underpass)
- Access Management and Frontage/Backage Roads



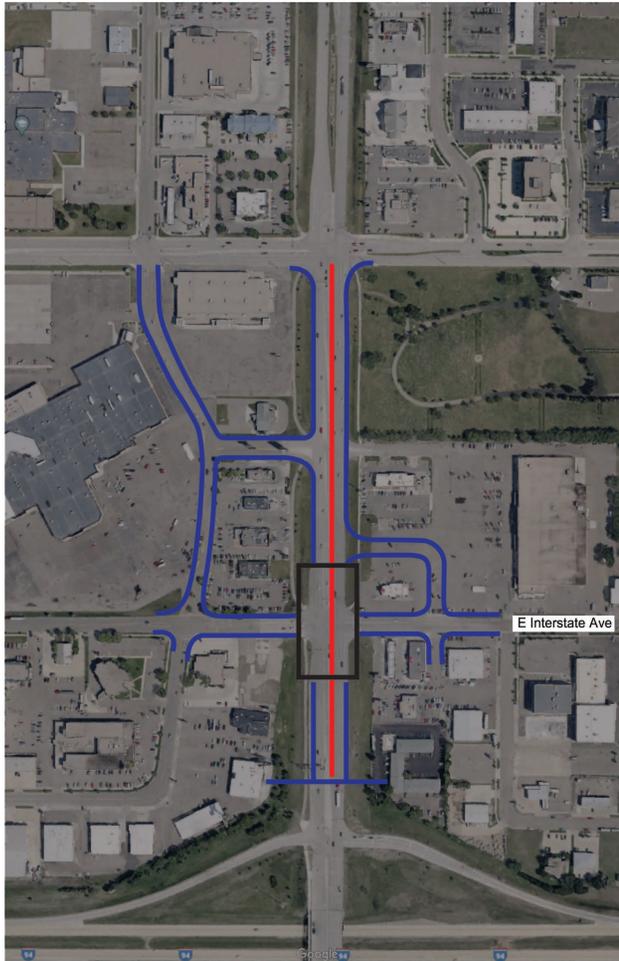
	Alternative A	Alternative B	Alternative C
Public Input	●	●	●
Mobility	●	●	●
Environmental	●	●	●
Safety	●	●	●
Freight	●	●	●
Neighborhood	●	●	●
Constructability	●	●	●
Economic Development	●	●	●
Cost	Ⓢ	Ⓢ Ⓢ Ⓢ	Ⓢ Ⓢ Ⓢ Ⓢ Ⓢ

● Good - best meets criteria ● OK - meets criteria well ● Moderate - close to achieving criteria ● Marginal - does not meet criteria ● Poor - fails to meet criteria

NEW US HIGHWAY 83 ALTERNATIVES AND BENEFIT/COST EVALUATION

Interstate Ave

Example Grade Separated Intersection



Hybrid 1

At-Grade and Grade Separated Improvements

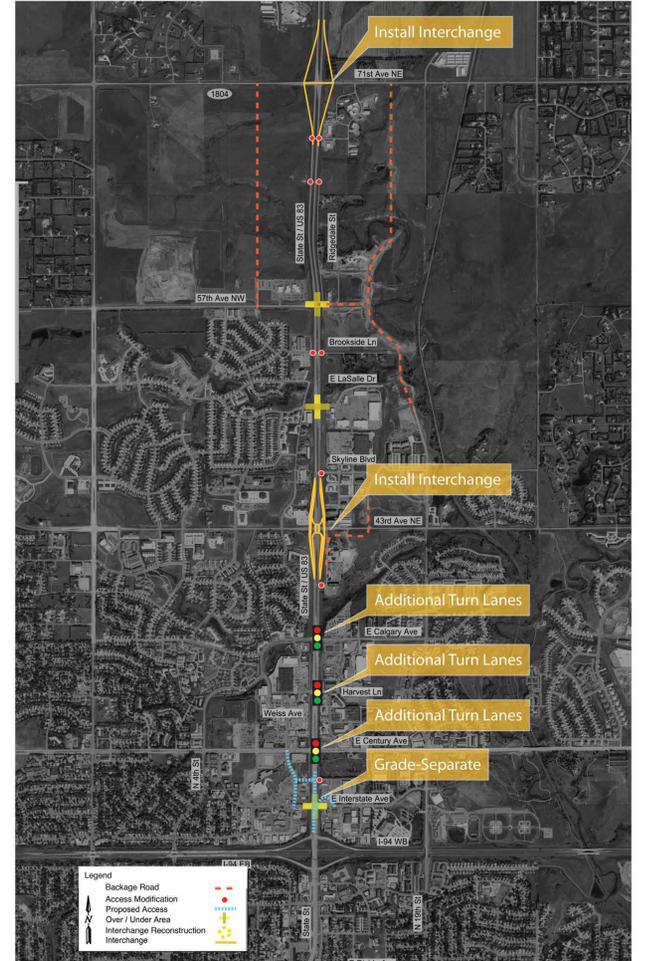
- Grade Separated at Interstate Avenue
- At-Grade Intersections from Century Avenue to the North



Hybrid 2

At-Grade and Grade Separated Improvements

- Grade Separated at Interstate Avenue, 43rd Avenue, and 71st Avenue
- At-Grade Intersections from Century Avenue to Calgary Avenue

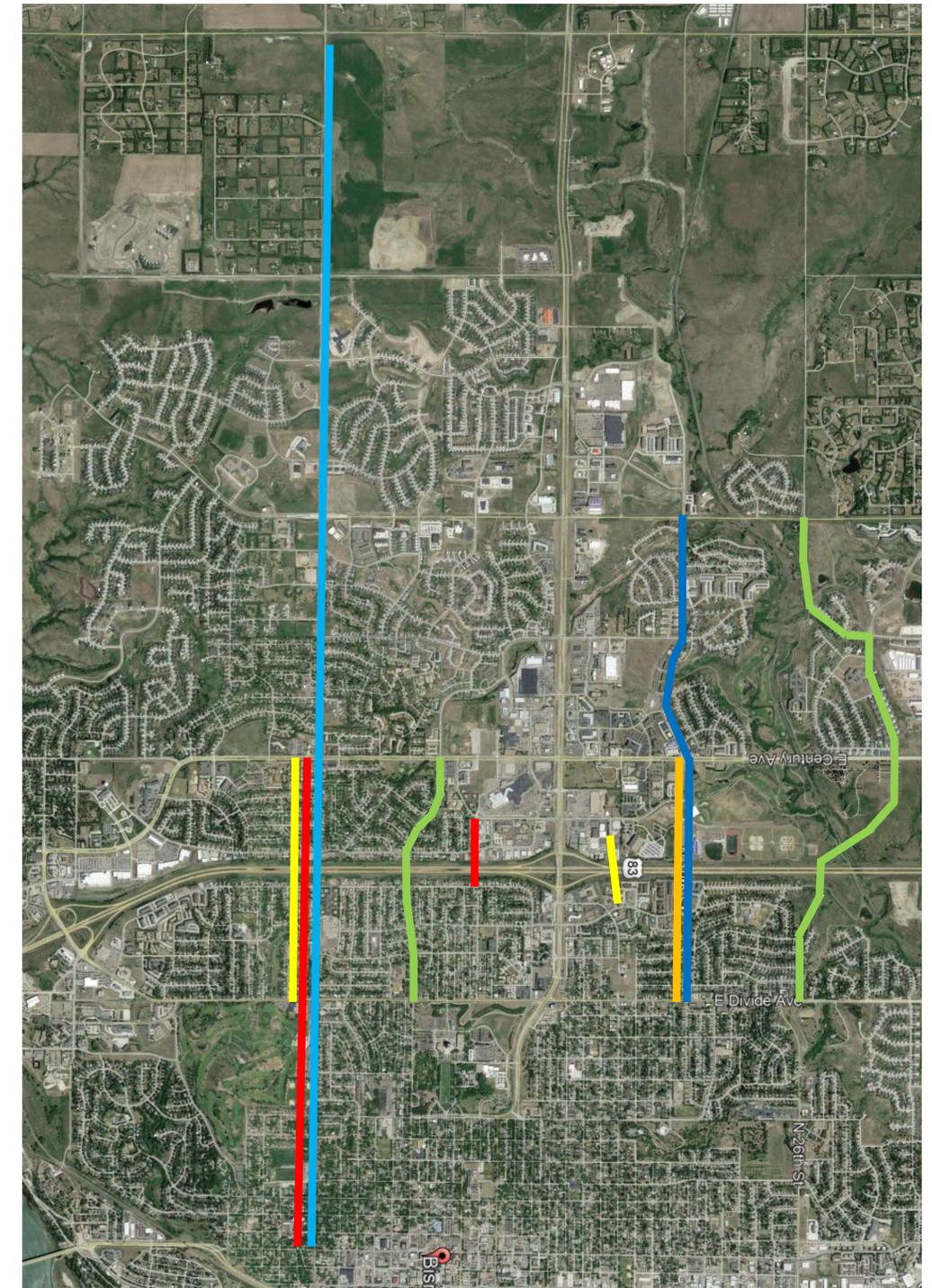


Benefit / Cost Evaluation

Alternative	Length	Cost	2040 ADT	Cost/User	State Street Travel Time (ND Hwy 1804 to I-94)
Convert ND Hwy 36/14 to US Highway Standards (2-Lane)	45 miles	\$80,000,000 *	1,000	\$80,000	17 to 20 minutes
Alt Routes 1 thru 4B (2-Lane)	10.2 to 12.4 Miles	\$58,466,667 *	7,250	\$8,064	17 to 20 minutes
Alt Routes 1 thru 4B (4-Lane)	10.2 to 12.4 Miles	\$87,622,222 *	7,250	\$12,086	17 to 20 minutes
*Does not include improvement costs to the existing US Highway 83 (State Street)					
Alternative B (At-Grade Improvements)	3.5 miles	\$55,000,000	48,800	\$1,127	11 to 13 minutes
Alternative C (Grade - Separated Improvements)	3.5 miles	\$160,000,000	48,800	\$3,279	4 to 5 minutes
Alternative H1 (Urban Hybrid Improvements)	3.5 miles	\$80,000,000	48,800	\$1,639	8 to 12 minutes
Alternative H2 (Expressway Hybrid Improvements)	3.5 miles	\$124,000,000	48,800	\$2,541	5 to 7 minutes

NORTH-SOUTH CORRIDOR TESTS AND OUTCOMES

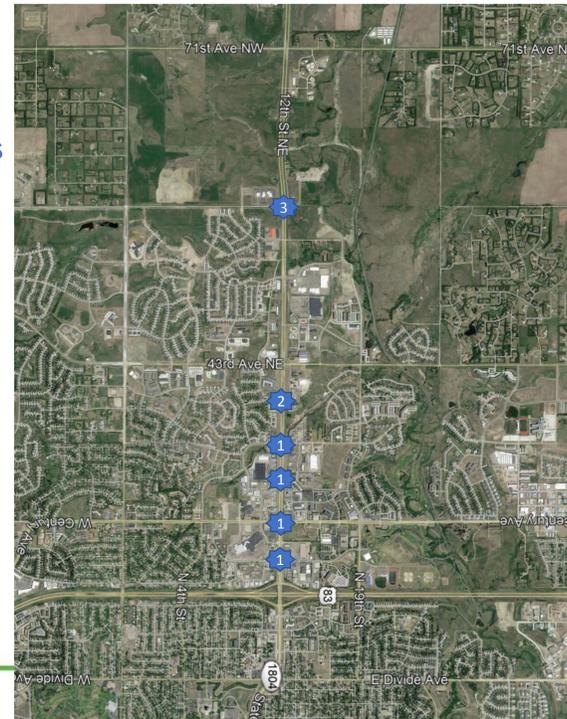
- **Planning exercise to determine if local improvements provide benefit to current US Highway 83 / State Street**
- **Roadways Considered (Traffic Modeling)**
 - Washington Street (3-lane and 5-lane)
 - 4th Street (3-lane)
 - 8th Street (new)
 - Capitol Way/Interstate Loop (new)
 - 19th Street (3-lane and 5-lane)
 - 26th Street (new)
 - Northern River Crossing (new)
 - NE US Highway 83 Alternative Routes (new)
- **Adjacent north-south corridor improvements do not reduce traffic volumes enough on US Hwy 83 / State Street for it to operate acceptably**
 - Benefit / Volume Reduction Range: -3,000 to -10,300 vehicles per day (vpd)
 - Year 2040 Projected US Hwy 83 / State Street Volume: 63,000 vpd
- **However... north-south corridor improvements may be a part of a long-term solution / consideration to address operations**



IMPLEMENTATION PLAN

Year 2025 Improvements

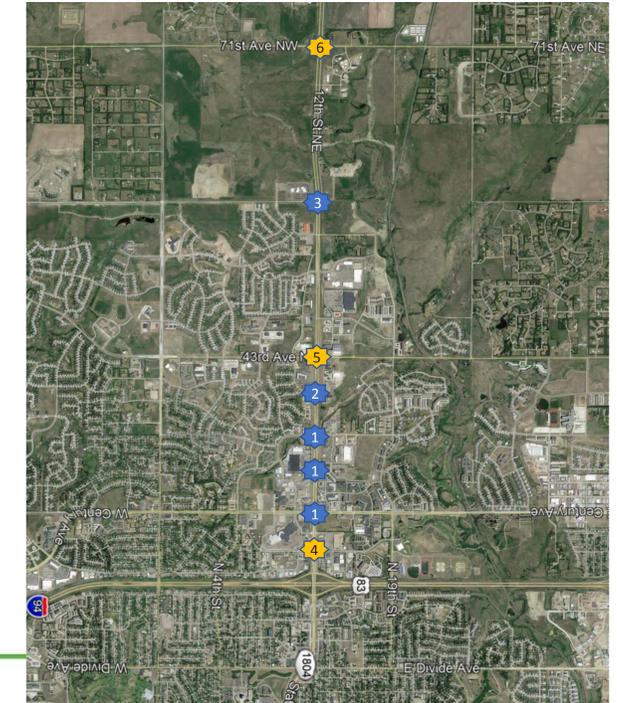
- **Improvement 1 – At-Grade Improvements**
 - Calgary Avenue - \$660,000
 - Harvest Lane / Weiss Avenue - \$360,000
 - Century Avenue - \$1,920,000
 - Interstate Avenue - \$370,000
- **Improvement 2 – Holiday Inn Access**
 - Close or convert to RI/RO - \$75,000
- **Improvement 3 – 57th Avenue ***
 - Turn Lanes and Traffic Control - \$1,550,000
- **Total 2025 Improvement Cost**
 - \$3,546,000 to \$3,916,000



* Development Driven

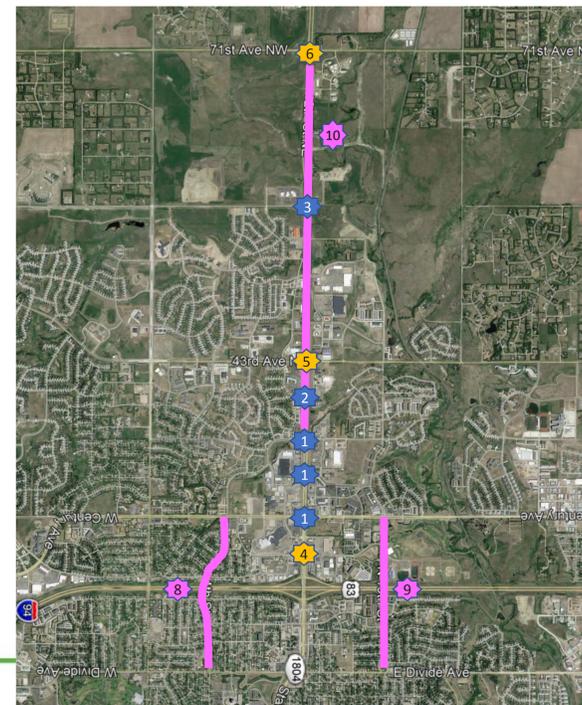
Year 2030 Improvements

- **Improvement 4 – Interstate Avenue**
 - Grade-Separate - \$23,000,000
- **Improvement 5 – 43rd Avenue**
 - At-Grade Improvements - \$1,925,000
 - Interchange - \$30,000,000
- **Improvement 6 – 71st Avenue**
 - At-Grade Improvements - \$2,200,000
 - Interchange - \$25,000,000
- **Total 2030 Improvement Cost**
 - \$27,125,000 to \$78,000,000



Year 2035 Improvements

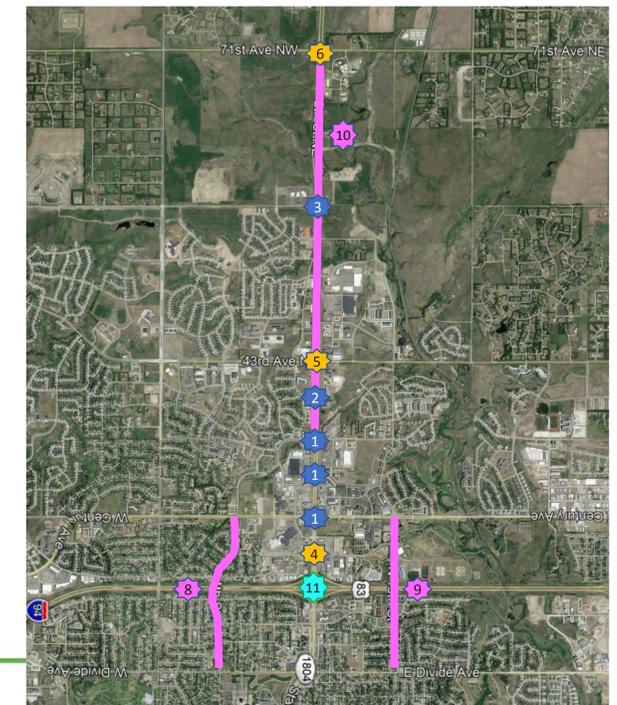
- **Improvement 8 – 4th Street**
 - Restripe as 3-Lane Facility - \$80,000
- **Improvement 9 – 19th Street**
 - Restripe as 3-Lane Facility - \$97,000
- **Improvement 10 – US 83 Upgrade**
 - 6-Lane Urban Arterial - \$35,000,000
 - 4-Lane Expressway - \$42,800,000 *
- **Total 2035 Improvement Cost**
 - \$35,177,000 to \$42,977,000



* Includes Frontage/Backage Roads (~\$12M)

Year 2040 Improvements

- **Improvement 11 – I-94 Interchange**
 - Reconstruct - \$30,000,000
- **Total Corridor Investment**
 - \$95M to \$155M
(includes I-94 Interchange)

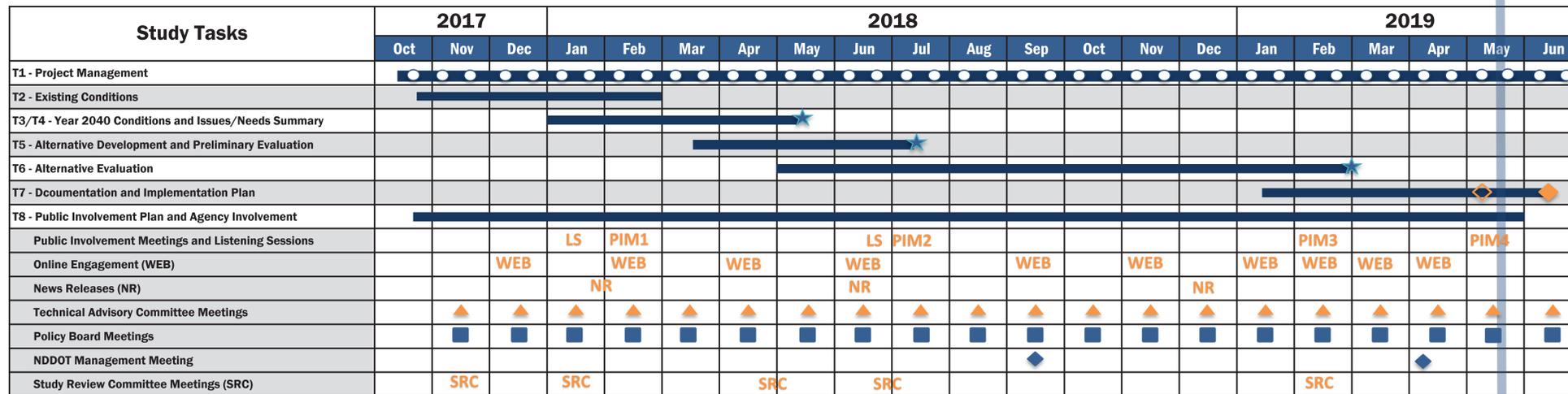


NEXT STEPS

- Publish study documentation (following NDDOT and Federal Highway Administration (FHWA) review)
- Integrate recommendations into Arrive 2045 Plan
- Consider future studies
 - US Highway 83 Corridor Study
 - Bismarck North-South Arterial Study
 - Environmental Review for US Highway 83 Alternative Routes
- Bismarck and Burleigh Commission meetings
 - Presentation of study findings - June 2019



Schedule and Critical Path Timeline with Deliverables



We are Here

- Project Manager Coordination
- ▲ TAC Meeting
- Policy Board Meeting
- ◆ NDDOT Management Meeting
- ★ Key Deliverable / Technical Memorandum
- ◇ Draft and Final-Draft Report
- ◆ Final Report

Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

Meeting Location <i>Century High School</i>	Meeting Type	Meeting Date <i>5-22-19</i>
Project Number		PCN
Project Description <i>US Highway 83 Alternatives Study</i>		

Name (Please print) <i>Bea Streiter</i>		Title/Representing	
Address <i>11200 41st St NE</i>			
City <i>Bis</i>	State	Zip code	Email <i>beastreamjob@bektel.com</i>

Name (Please print) <i>Toby Schatz & Lisa Schatz</i>		Title/Representing	
Address <i>8103 Ridgeland Dr.</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>tlischatz@bis.midco.net</i>

Name (Please print) <i>MIGUEL ANTONIO</i>		Title/Representing	
Address <i>531 QUARRY LN</i>			
City <i>BISMARCK</i>	State <i>ND</i>	Zip code <i>58502</i>	Email

Name (Please print) <i>Harvey V Schell</i>		Title/Representing	
Address <i>1400 Hudson NE suite 400</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>harvey3140@qma-1.com</i>

Name (Please print) <i>Eric Zabel</i>		Title/Representing	
Address <i>7304 Rock Creek Rd</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>eric.zabel@dossan.com</i>

Name (Please print) <i>Gabe Schell</i>		Title/Representing <i>City of Bismarck</i>	
Address <i>221 N 5th St</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58501</i>	Email

Name (Please print) <i>JOHN MILLNER</i>		Title/Representing	
Address <i>1315 N 3RD ST</i>			
City <i>BISMARCK</i>	State <i>ND</i>	Zip code <i>58501</i>	Email

Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

Meeting Location <u>Century High School</u>	Meeting Type	Meeting Date <u>5-22-19</u>
Project Number	PCN	
Project Description <u>vs Highway 83 Alternatives Study</u>		

Name (Please print) <u>Lisa Seefeld</u>		Title/Representing	
Address <u>7202 Russell Rd.</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email

Name (Please print) <u>Matt Schramm</u>		Title/Representing	
Address <u>7725 Star Ln</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>#</u>

Name (Please print) <u>Rick Opp</u>		Title/Representing <u>Capital City Gun Club</u>	
Address <u>Hwy 83</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58502</u>	Email <u>rick.opp@statetruck.com</u>

Name (Please print) <u>Jeanette Hoffmann</u>		Title/Representing	
Address <u>10601 50th St NE</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>JCHDAKOTA76@GMAIL.COM</u>

Name (Please print) <u>Jeff Jenny Ellingsen</u>		Title/Representing	
Address <u>11405 26th St NE</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>jellingsen@cbmnow.com</u>

Name (Please print) <u>Tracy Stein</u>		Title/Representing <u>Self</u>	
Address <u>10801 Lilly Dr</u>			
City <u>Bis</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>tr.stein@bs-midco.net</u>

Name (Please print) <u>GARY Preszler</u>		Title/Representing <u>Self</u>	
Address <u>3101 Hackberry St</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>gPreszler@Aul.com</u>

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location	Meeting Type	Meeting Date
Project Number	PCN	
Project Description		

Name (Please print) Dona Reisenauer		Title/Representing	
Address 6543 106 th St NE			
City Bismk	State ND	Zip code 58503	Email countryliving@bektel.com

Name (Please print) Joe Schwingler		Title/Representing	
Address 745 E Bristol			
City Bis	State ND	Zip code 58501	Email

Name (Please print) Durren + Shelly Hege		Title/Representing	
Address 537 Wahnida Dr.			
City Bis.	State ND	Zip code 58503	Email

Name (Please print) Todd Humphrey		Title/Representing	
Address			
City Bismarck	State	Zip code	Email

Name (Please print) Kathleen Jones		Title/Representing Bierleigh Co	
Address 4380 Wildwood St			
City Bismarck	State ND	Zip code 58503	Email

Name (Please print) Tom Atkinson		Title/Representing	
Address 3056 Greenwood Dr			
City Bismarck	State ND	Zip code 58503	Email

Name (Please print) Mark + Roxie Rieger		Title/Representing	
Address 8516 Desperado Pl			
City Bismarck	State ND	Zip code 58503	Email mrieger@beu.midco.net

Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

Meeting Location <i>Century H.S.</i>	Meeting Type	Meeting Date
Project Number	PCN	
Project Description		

Name (Please print) <i>Nancy Guy</i>	Title/Representing <i>City Commissioner</i>		
Address			
City <i>Bismarck</i>	State	Zip code	Email

Name (Please print) <i>JAnne + Blane HOESEL</i>	Title/Representing		
Address <i>8150 80th St NE</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>Jbhoesel@bektel.com</i>

Name (Please print) <i>Roger + Melissa Miller</i>	Title/Representing		
Address <i>3818 110th Ave NE</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>mkrdmiller@gmail.com</i>

Name (Please print) <i>Joy Ann Holsten</i>	Title/Representing		
Address <i>321 Mann St</i>			
City <i>Wing</i>	State <i>ND</i>	Zip code <i>58494</i>	Email <i>HollannJoy@gmail.com</i>

Name (Please print) <i>Larry Kopplov</i>	Title/Representing		
Address <i>321 Mann St</i>			
City <i>Wing</i>	State <i>ND</i>	Zip code <i>58494</i>	Email <i>HollannJoy@gmail.com</i>

Name (Please print) <i>REBECCA RODACKER</i>	Title/Representing		
Address <i>310 MANN ST.</i>			
City <i>WING</i>	State <i>ND</i>	Zip code <i>58494</i>	Email <i>Reverod1@hotmail.com</i>

Name (Please print) <i>WAYNE MARTINESON</i>	Title/Representing		
Address <i>7251 123th Ave NE</i>			
City <i>Bis</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>MARTINESON@AOL.COM</i>

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location <i>Century High School</i>	Meeting Type	Meeting Date <i>5-22-19</i>
Project Number	PCN	
Project Description <i>US Highway 83 Alternatives Study</i>		

Name (Please print) <i>Pat & Joan Reis</i>		Title/Representing	
Address <i>1435 110th Ave NE</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>jreis@b3.midea.net</i>

Name (Please print) <i>MICHAEL JOHNSON</i>		Title/Representing <i>MDDOT-LG</i>	
Address			
City	State	Zip code	Email

Name (Please print) <i>Rob Wanner</i>		Title/Representing <i>self</i>	
Address <i>2910 87th Ave NE</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>rwanner2910@gmail.com</i>

Name (Please print) <i>Henry M. Milkey</i>		Title/Representing	
Address <i>4601 Granite Dr</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email

Name (Please print) <i>Mike Sanda</i>		Title/Representing	
Address <i>10801 OLIVE LN</i>			
City <i>Bis</i>	State	Zip code	Email <i>MWSanda@yahoo.com</i>

Name (Please print) <i>LORRI SANDA</i>		Title/Representing	
Address <i>10801 OLIVE LN</i>			
City <i>Bis</i>	State	Zip code	Email

Name (Please print) <i>Tom Bosch</i>		Title/Representing	
Address <i>1000 W Bristol Dr</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58501</i>	Email

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location <u>Century High School</u>	Meeting Type	Meeting Date <u>5-22-19</u>
Project Number	PCN	
Project Description <u>US Highway 83 Alternatives Study</u>		

Name (Please print) <u>KEO JONGSMA</u>		Title/Representing <u>SELF</u>	
Address <u>8325 STAR LN</u>			
City <u>BISMARCK</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>KPJ@IEEE.ORG</u>

Name (Please print) <u>RUSS WILSON</u>		Title/Representing <u>SELF</u>	
Address <u>6680 SKY LANE</u>			
City <u>BISMARCK</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>russ.wilson@bis.wideo.net</u>

Name (Please print) <u>Randy Lang</u>		Title/Representing <u>Self</u>	
Address <u>2129 SUN AVE NE</u>			
City <u>Bismarck</u>	State <u>NB</u>	Zip code <u>58503</u>	Email <u>rlang@janisonbryce.com</u>

Name (Please print) <u>Jason Gullicks</u>		Title/Representing	
Address <u>600 S. 2nd St. Suite 145</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>jpgullicks@yahoo.com</u>

Name (Please print) <u>Bl Elness</u>		Title/Representing	
Address <u>32401 97th Ave NE</u>			
City <u>Stirling</u>	State <u>ND</u>	Zip code <u>58572</u>	Email

Name (Please print) <u>Linda Jerry Shea</u>		Title/Representing	
Address <u>114th - 26 st NE</u>			
City <u>Bismarck 58503</u>	State <u>ND</u>	Zip code <u>400512</u>	Email

Name (Please print) <u>Adrian Dvorak</u>		Title/Representing	
Address <u>10655 Olive Ln</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location <u>Century High School</u>	Meeting Type	Meeting Date <u>5-22-19</u>
Project Number		PCN
Project Description <u>US Highway 83 Alternatives Study</u>		

Name (Please print) <u>Richard Wanner</u>		Title/Representing	
Address <u>3436 Thunderbird LANE</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>wanner2@yahoo.com</u>

Name (Please print) <u>Marcus Hall</u>		Title/Representing <u>Burleigh County</u>	
Address			
City <u>Bismarck</u>	State	Zip code	Email

Name (Please print) <u>Casey Einrem</u>		Title/Representing <u>Burleigh County</u>	
Address <u>8100 43rd Ave NE</u>			
City <u>Bismarck</u>	State <u>ND</u>	Zip code <u>58503</u>	Email <u>ceinrem@nd.gov</u>

Name (Please print) <u>KEVIN LANDERS</u>		Title/Representing <u>LANDERS SHELL</u>	
Address <u>2210 N 12th St.</u>			
City <u>Trosman</u>	State <u>ND</u>	Zip code <u>58501</u>	Email <u>LANDERS CORP @GWESTOFFICE-NEJ</u>

Name (Please print) <u>KON FOX</u>		Title/Representing	
Address <u>11501 4th St NE</u>			
City <u>BISM</u>	State <u>ND</u>	Zip code <u>58503</u>	Email

Name (Please print) <u>Cynthia Clynch</u>		Title/Representing	
Address <u>312 W. Ave. F</u>			
City <u>Bis</u>	State	Zip code <u>58501</u>	Email

Name (Please print) <u>Lynette Schmeichel</u>		Title/Representing	
Address <u>4885 Wildrose Cres.</u>			
City <u>Bis</u>	State	Zip code <u>58503</u>	Email

Name	Contact Information	Comment	Response	Source
Strand	8090 Wildrye Place Bismarck / 701-220-3498	Yes - 106th to 123rd to 83, 106th to 110th to 83 (Keep out of residents areas. Bismarck will continue to grow). No - 80th St		Open House #1 Comment Sheet
Mike and Krista Luckenbill	County Creek Estates neighborhood / 701-214-8798	We are suffering from a little bit of "NIMBY" but many people in our neighborhood (County Creek Estates) moved out here (these rural Bismarck neighborhoods), to get away from city noises. Having a highway on one side of the neighborhood (66th St), defeats the purpose (will be very loud)? Can other routes that affect less people (like 80th St or beyond) be considered? Thanks; appreciate your time and the opportunity to provide input.		Open House #1 mail in comment form
JoyAnn Holsten	321 Mann St Wing 58494 / hollannjoy@gmail.com	The open house was very well prepared and also ver informative. Since Highways 14 & 36 are already being used by many truckers, I liked to see those highways upgraded. Hwy 36 needs much help now since the grades are dangerously steep for a vehicle to pull over for wide loads. Could the hill on Hwy 14 maybe have slower traffic lanes to helpt he traffic flow? Or is a four lane the only option?		Open House #1 mail in comment form
David W. Hanson	3823 Glendale Drive, Bismarck / 701-226-9795 / davan@bis.midco.net	I feel that the most argent project should be the widening of 43d Ave. I like to runa nd bike and do not feel safe on 43rd Ave because of the lack of shouldr or sidewalk		Open House #1 mail in comment form
Rod Gilmore	rodg@bism.midco.net	I have been on the website and cannot find a place where I can open and read the study and what is being proposed. I see the map with red lines but that doesn't provide me with any information. Where can I find narrative for those proposals?	Thanks for your email and questions. The online interactive map you viewed is one way for the public to share their input about the US Highway 83 Alternative Study. The red lines you are seeing on the map are from other users (members of the public) who have marked a potential new US Highway 83 route for consideration. This is their idea or suggestion, not a proposal or actual decision at this time by members of the study team. You can add your own potential new route to the map by clicking on "Identify New Route" on the green menu bar. We are in the beginning stages of the study and are currently gathering information from the public about current issues and concerns along the current US Highway 83 corridor. We are holding the study's first public open house tomorrow, February 20 (more details here) as another opportunity to introduce the study and gather input from attendees. This is the first step in the study process. Community input from the interactive map, open house, and listening sessions will then inform the study moving forward (including potential route alternatives). Potential route alternatives will be analyzed, assessed, and refined for further consideration by the public at our second open house, which is not yet scheduled. Again to clarify, nothing has been determined at this time. We want the community to be involved in developing ideas for potential alternate routes. FYI - I have copied the study project managers on this email.	Email from WikiMap (sent 2/19)
JJ England	jj.w.england@gmail.com	Hello, I am writing to provide some feedback on the Highway 83 Alternative Study. I live in Bismarck near the Capitol and regularly use this road. I reviewed the materials on the Highway 83 Alternative Website, including the materials from the open house. It's great that you're getting the public involved in this, but it is not clear to me what the scope of this study is, and therefore it's difficult to provide feedback. Is the scope of the study to determine if an alternative might be helpful, or if one is necessary? Is the scope of the study to determine a location for a new US83 alternative route (i.e., has it already been decided that this should be built, and the only question that you are soliciting public feedback on is the location and route?). Do you have routes that are preferred options that you are exploring and that you would like the public to give feedback on, or are you looking for the public to generate ideas for a route as a first step? I'm not sure about any of this. Regardless, my initial thoughts about a US83 alternative route are strongly negative. I do not think that a new route is needed, and I believe that an alternative route would likely hurt Bismarck, with only a marginal benefit to through-drivers. There are several reasons for this. First, building an alternative to US83 that goes around the boundary of northeast Bismarck (I assume this is approximately what the state highway department has in mind) would encourage new development in the area of this new major road. This would lead to sprawl in these areas, which is not in line with Bismarck's Comprehensive Plan and Growth Management Plan. Both of these plans discourage significant new greenfield development far from the urban core (and far from existing services), but this is exactly what a major new road situated on the city's limits would likely encourage. Any new US83 Alternative needs to carefully consider Bismarck's comprehensive plan and growth management plan, and I would ask that consistency with these two documents be carefully considered as part of the study and in soliciting public input going forward. Second, a US83 Alternative would route traffic away from Bismarck businesses, which would hurt those businesses and give drivers access to fewer services. It might, on the other hand, encourage new businesses to develop along the new alignment, but that leads back to my prior comment about sprawl and growth that is inconsistent with Bismarck's planning documents. Third, as a regular driver on US83 (including through-trips to/from Minot), I do not see a need for an Alternative to this road. Traffic at peak times rarely results in more than 5-7 minutes of travel. As part of the study, cost-benefit analyses should be completed analyzing the value (in terms of economic benefit) of saving 5-7 minutes of travel time for each driver (and projected future travel times based upon future growth) compared to the cost of building and maintaining a new road and diverting traffic away from Bismarck businesses. The study should also include detailed assessment of whether the existing US83 can be optimized. Specifically, I would ask that as part of the Alternative Study, that optimization of the existing US83 be considered to include issues such as lane optimization and turn-lane optimization, traffic light timing optimization, and other de-bottlenecking measures at the lower-performing intersections, as well as the effect of the addition of a lane to this road. I would also ask that the benefits to local businesses in Bismarck be accounted for in this optimization alternative, since traffic would not be re-routed in this alternative. Finally, I would also ask that as part of this study that a no action alternative be carefully considered and analyzed so that other options reviewed can be compared to this as a baseline. Thanks for engaging the public early on this project. I will keep an eye on the website and try to provide feedback as the study moves forward.	Thank you for your email and feedback. We document all feedback received about the study and will keep a record of what you shared below. I have copied the study project managers on this email. We have provided additional clarification about the purpose of the study as part of our new Frequently Asked Questions section of the website. We are currently gathering information from the public about current issues and concerns along the current US Highway 83 corridor. We held the study's first public open house on February 20 as another opportunity to introduce the study and gather input from attendees. This is the first step in the study process. Community input from the interactive map, open house, and listening sessions will then inform the study moving forward (including potential route alternatives). Potential route alternatives will be analyzed, assessed, and refined for further consideration by the public at our second open house, which is not yet scheduled. To clarify, nothing has been determined at this time. We want the community to be involved in developing ideas for potential alternate routes.	Email sent 2/27
Fred Schmidt	701-258-4337	This is fred schmidt in Bismarck any traffic that is going up towards the mine at area or anyplace start the bismarck or North Wilton really diverted on and they're coming up to 83 from the south or the interstate from the east have them take 14 and go over to 14, and then sneak over at wings. They can turn all the way to Belle bocal to minot. They don't even need to go through bismarck just ship them out that way and it would be low cost. And speed up the truck traffic at lesson in Bismarck. Thanks.	N/A	Google Voice 2/21
Dixie Thoman	18787 Highway 1804 Baldwin, ND 58521 / chaffer3@gmail.com / 701-400-7140	Identify roadway concerns (delay, safety) As we know putting a bypass in opens that No matter where the bypass goes Bismarck area for development. So putting a bypass will still be very busy. Bismarck has the from sterling to wing to wilton would be shortest lights that I have seen any where. I best. But also those are farmers out there think there would be a lot fewer accidents if that need to move livestock and machinery the traffic lights were longer or at least the on that road way. If this bypass goes that way yellow lights. the road would have to be widened considerably and have good shoulder. Express other ideas and concerns No matter where the bypass goes Bismarck will still be very busy. Bismarck has the shortest lights that I have seen any where. I think there would be a lot fewer accidents if the traffic lights were longer or at least the yellow lights.		City of Bismarck website online form (the questions asked correspond with the WikiMap categories)
David D Houn Sr	17025 Menoken Dr. Menoken, ND 58558 / ddhsr@bektel.com / 701-400-9779	Identify roadway concerns (delay, safety) Highway 83 alternate Express other ideas and concerns Exit 170 Menoken north to 71 East to 83 North		City of Bismarck website online form (the questions asked correspond with the WikiMap categories)
Kara Erickson	6565 Evergreen Ave. Bismarck, ND 58503 / kjohn4875@gmail.com / 701-390-4546	Identify roadway concerns (delay, safety) There are numerous subdivisions and schools that are located near Centennial which create safety concerns. Centennial is already a busy road and this would seem to add additional traffic. It would be better to put a bypass in a less residential area going north. There will likely continue to be truck traffic to the south of I-94 due to the industrial area. Express other ideas and concerns Would likely be best to move the option out to go from 80th up to 106th to create a truer bypass of Bismarck.		City of Bismarck website online form (the questions asked correspond with the WikiMap categories)
Michael Gill	815 N 28th St Bismarck, ND 58501 / skymac22@yahoo.com / 701-934-5393	Express other ideas and concerns Highway 83 needs to be converted to Interstate 23 from North Platte NE to Minot ND needs to be converted to a 4 lane interstate and bypass all communities. We need not only a better route to South Dakota but also a better route to Denver. DrivingWest to take Hwy 85 the whole way is terrible. The increase to the local economy would be great.		City of Bismarck website online form (the questions asked correspond with the WikiMap categories)
Shaun Werle	2036 Catherine Dr. Bismarck, ND 58501 / shaucpw@yahoo.com / 701-250-4686	Identify roadway concerns (delay, safety) There are way too many traffic lights on 83. How hard is it to sync lights. The only place in town it is evident is on 7th and 9th going through downtown. There needs to be an 83 bypass of some sort. State Street from the airport to 71st is a mess and a pain. It shouldn't take so long to go such a short distance. People run lights out of frustration after finally getting up to speed yet only to have to stop for another stop light. Express other ideas and concerns There should be a west bound on-off ramp at the east end of Century. Draw a straight line to I-94. This will keep more traffic off of Centennial so trucks can have more space. Create some over/under passes on 83 in Bismarck and out of Bismarck. Finding a new route is the experts' job, not the citizen. Wherever a bypass is build the people along that road are going to fight it. Every person is NIMBY when some project starts in their front yard.		City of Bismarck website online form (the questions asked correspond with the WikiMap categories)
Adam Jangula	PO Box 7248 Bismarck, ND 58507 / ajangula@gmail.com / 701-590-1640	Identify roadway concerns (delay, safety) There tends to be some delay at peak traffic times on Hwy 83 near where it crosses I94. Express other ideas and concerns From the study data, it appears there is much less need for a Hwy 83 bypass to the NE as there is need for upgrading Hwy 83 hightraffic areas, whether that means additional lanes, cloverleafs, better timed lights, or other improvements.		City of Bismarck website online form (the questions asked correspond with the WikiMap categories)
Dale Walsh	9610 Forest Dr. Bismarck, ND 58503 / dwalsh500@gmail.com / 701-220-9811	Identify roadway concerns (delay, safety) 97th Ave. is not a good option. For one thing, it is to close to Bismarck. Lots of Housing Developments along that road. If a majorbypass around Bismarck is required to gettraffic out of town, it should be further Northand East of the town. Routing traffic down 97th Ave. will cause lots of problems for the home owners along that road which is not solving the real problem. Its just moving the problem.		City of Bismarck website online form (the questions asked correspond with the WikiMap categories)
Ian Myhre	9615 Forest drive Bismarck, ND 58503/ jmyhre51@gmail.com	Identify roadway concerns (delay, safety) It doesn't make sense to put the bypass in a populated area. It should go further north and east of 97th avenue.		City of Bismarck website online form (the questions asked correspond with the WikiMap categories)
Angil Koper	5819 Woodrow Court Bismarck, ND 58504 / awanner@brauintertec.com /701-204-8875	Identify roadway concerns (delay, safety) Do you have projected population growth numbers for Bismarck into 2035? This might help assess where the future growth of the city would be and to then run the bypass around. Express other ideas and concerns It makes logical sense to start the bypass at the Sterling exit up Hwy 14 to Wing and then over then west on 305th Street to Wilton. Has anyone had any discussions with thecommunities of Wilton & Wing about this option?		City of Bismarck website online form (the questions asked correspond with the WikiMap categories)

Glenn Wollan	3130 Dublin Drive; gwollan9@gmail.com	14 & 36 is my preferred alternative. Please don't run traffic through rural subdivisions that people have moved into to avoid the city highway traffic.		Open House #2 Comment Sheet
Mike Schoepf	6959 80th Street N Bismack ND; mikeschoepf@gmail.com	Option 1 appears to be the only economically viable alternative and widely keeps development close to city. Although I know it is a separate issue, completing the 66th St interchange is a greater priority and will likely have a significant effect on traffic patterns in study area.		Open House #2 Comment Sheet
Gerald Miller	6455 Trail Lan, Bismarck 58503; geraldmillier2013@yahoo.com; 701-381-0113	Please consider 106th St to 123rd Ave as one of the possible routes.		Open House #2 Comment Sheet
Mary Jo Irmen	2000 Schafer St. Suite E Bismark, ND 58501	Just quickly, why are you not considering coming up 106 curving that road to meet up with 123rd and building that up to meet up with 83? That is nearly all road already and a little farm ground to overtake for the curve. Currently 110 is not even a road to the east and lots of road will have to be built. 123rd is just another quarter mile north of where you want to come out just north of 110 anyway. Another option, come out at the Baldwin turn, 201st.	Thank you for your input provided to Steve Saunders with the MPO. This feedback will be shared with our study team and documented as part of our comprehensive public engagement process. Your comments regarding specific route alignments to consider are much appreciated. Similar route alignment comments have been shared leading up to this stage of the study process and were considered through the technical screening process by the study team. Due to varying technical factors and screening considerations (i.e., connecting roadway slopes-grades-topography, other limiting design factors with water bodies/flows, etc.) these route alignments were screened out from further consideration as part of the study development process. The public engagement meeting presentation is available here on the study website; slide number 10 of the presentation provides a view of some of the preliminary routes considered based on public/stakeholder feedback. We encourage you to stay updated as the study progresses by visiting the website and signing up for periodic email notifications. Thank you.	Email sent 7/20
Mary Jo Irmen (follow up)	2000 Schafer St. Suite E Bismark, ND 58501	Thank you for getting back to me. I am NOT familiar with your screening process and you are the expert so can we put this in English and break it down. Am I correct in understanding that you guys have looked at this route but due to factors listed it would not be the best route, hence the 4 options we were presented? Is there a place I can find that information of why those 4 were chosen? Based on cost and the other factors you have listed? Is this also a factor of how many people live along these roads? Thanks again, I appreciate your help. It's not affecting me but because I live North I truly want to understand this and I don't want to take up too much time. I did watch the video and didn't see any real information to help me.	We appreciate your follow-up inquiry. Documentation of the specific alternatives, evaluations, and processes of the study are in-progress and will be brought together as part of the final study report. Please stay tuned for more information in the future regarding the study and be sure to visit the website for periodic updates.	Email sent 7/25
Bill Miller (Natalie)	nbmiller@bektel.com	Please clarify, is the I-94 and 66th street interchange being replaced by one of the proposed hwy 83 alternatives? The FAQ never really answers the question. What is the proposed timeline for building the 66th interchange, or one of the other ones, since the FAQ states there is no funding available? How has this new alignments been communicated? It seems to be flowing under the radar for most people. There were 2 articles in the paper, nobody seems to have heard anything on the TV. How are people that could be impacted by this being notified? What is the impact to the land values where the bypass will be? People purchased land away from the 66th street interchange based, now you are moving the interchange.	Thank you for your questions, Natalie. While it is our hope to provide as much information to as many people as possible during our engagement events and on the study website – we understand there are times that additional clarification is necessary. Please see our responses below: Please clarify, is the I-94 and 66th street interchange being replaced by one of the proposed hwy 83 alternatives? The FAQ never really answers the question. We will be updating the Frequently Asked Questions (FAQs) section based on feedback received to date. The I-94 and 66th Street interchange would not be replaced by one of the proposed US Highway 83 alternatives. Any US Highway 83 alternative is assumed to be in addition to a future I-94 and 66th Street interchange. What is the proposed timeline for building the 66th interchange, or one of the other ones, since the FAQ states there is no funding available? The I-94 and 66th Street interchange is not currently programmed or funded. However, this interchange has been discussed numerous times over the years and seems to be the next logical location for new access to I-94 (east of Bismarck) once funding becomes available. How has this new alignments been communicated? It seems to be flowing under the radar for most people. There were 2 articles in the paper, nobody seems to have heard anything on the TV. How are people that could be impacted by this being notified? This study has followed the Metropolitan Planning Organization (MPO) public engagement process guidelines for public meeting notifications. Communication has included formal public notices within area newspapers (display ads in Bismarck Tribune) and the Chamber Newsletter, website event notifications (City, MPO, NDDOT, and Study websites), and Facebook Ads. What is the impact to the land values where the bypass will be? People purchased land away from the 66th street interchange based, now you are moving the interchange. The study team is continuing to evaluate each alternative and more information will be provided during the next public meeting later this fall.	Email sent 7/24
Lon Klusmann	lonklusmann@yahoo.com	Very SHORT sighted plan! Any plan that does not include a continuation route on the west side of 83 and crosses the river and then links up Northwest of Mandan is stupid! But of the alternatives you proposed, the absolute most stupid is "route 3" as it crosses several parcels of private property as it angles Northwest of 110 th. avenue, what kind of genius came up with that? SRF has screwed up the traffic on I85 in Gwinnett County Georgia, please don't screw up US 83	The feedback you provided below, and in a subsequent voice mail message, will be shared with the study team and documented as part of our comprehensive public engagement process. We encourage you to stay updated as the study progresses by visiting the website and signing up for periodic email notifications. Thank you.	Email sent 7/19
		I would like to know why this study did not let the people the homeowners the property owners along a hundred and 10th Avenue Northeast and 26th Street Northeast why we were not informed that there was going to be this meeting. I know there was some stuff published on a website and there was a couple of newscasts about it. But other than that, nobody took the time to let the residents of this area know what was going on and it's super disappointing.		Google Voicemail
Ashley Ross		I'm a Burleigh County resident. I just wanted to leave a comment on the study since I wasn't able to attend the meeting on July 17th. I just wanted to stress that I'm opposed to Alternative one. I'm a resident along that route but I guess a couple questions that I had was I'm curious how alternative one is still on the table considering the constructability doesn't even meet the criteria as well as I'm curious about any sisters in any funding sources identified. Hopefully I can make the next meeting but thanks for taking my comments.		Google Voicemail
Kristina Sandal	kristina1628@outlook.com	I write in opposition to any alternative that uses 110 street. Using 110 street causes significant issues for the following reasons: There is limited right of way and will place residences in the area close to high speed traffic causing safety issues for children playing in the area. There will be a significant reduction in property values due to bypass traffic and noise. There is a railroad switching facility on 110 that is often times blocked with switching activities. This will create traffic flow problems. There is a major housing development north of 110 street with another 100 homes recently approved by the county. The bypass will create additional traffic flow problems. The intersection on 110 is blind and on a hill. Oncoming traffic is 70 mph and will encounter slow moving trucks with limited visibility creating a significant crash risk. Significant private property acquisition will be required with major opposition. Thank you for your consideration	Thank you for your input, Kristina. This feedback will be shared with the study team and documented as part of our comprehensive public engagement process. We encourage you to stay updated as the study progresses by visiting the website and signing up for periodic email notifications.	Email sent 7/27
Melissa and Roger Miller	3818 110th Ave NE Bismarck, ND 58503	After reviewing the information on your website (https://www.hwy83altstudy.com), I was unable to find a place to leave comments, other than the phone number provided (701-595-0526). So I am directing my comments to your email addresses as listed. I will also be copying our county commissioners and state legislators on this email. I believe the "example comment" on your website best sums up our sentiments, i.e., "I would invest in the current corridor, rather than construct a new US Highway 83 alignment." And these are the reasons why: Economics: Creating a new highway will cost millions of dollars. Current state and federal budgets are diminishing, even as our president, governor and legislators seek to find ways to operate government more efficiently. Constructing an entirely new highway does not make fiscal sense. I also question whether this proposal would align with the Governor Burgum's main street initiative (https://dougburgum.com/main-street-initiative/). To quote, "When we fully utilize our existing infrastructure (emphasis mine), we reduce government spending and help create the environment needed for businesses to compete, grow and prosper. A community's horizontal, low density expansion often results in a geographic footprint that is increasingly expensive over time, even to the point of becoming economically unsustainable. Larger footprints require communities to invest more in virtually every category—from new water towers, sewer lines and sewage systems, to streetlights, sidewalks, snow plows, lawnmowers, garbage collection, and more. And these aren't one-time costs—they're ongoing expenses that require personnel and maintenance, year after year. Ultimately, this leads to bigger government, higher property taxes, and unsustainable spending (emphasis mine)." Environmental: Creating a major highway north and northeast of Bismarck will impact wetlands and waterways, natural upland, pastures, and prairie. Deer, fox, pheasant, waterfowl, songbirds, hawks, owls and the occasional bald eagle or moose will all be impacted as their natural habitat is diminished. Storm water runoff with its contents of road salt, sediment, and other debris (e.g. oil) is another concern for areas that to date have been largely untouched by this type of pollution. Increased vehicle traffic will also add to the emissions potentially impacting air quality, and waste disposed of along the highway will have an environmental impact. The greatly increased noise associated with traffic also will be problematic. Impacts to residents: We live right on 110th Ave NE, along with a number of other neighbors. Depending on the required setbacks for a 4-lane highway, Option 2 would cause our home to be immediately adjacent to the highway. This can most certainly not be safe, nor is it a desirable option. I suspect we would lose most of our front yard, and more than likely our home would need to be moved back further from the highway. Option 3 is not better as it bisects our property. We have owned the land since 2001 and built our "dream home" there in 2007. We do not want to lose our home and way of life. Other area residents we have spoken to feel the same way. Solution: I would encourage you and the other decision makers to take a hard look at improving roads that already exist (e.g., Highways 36 and 14 or even the current bypass at 71st Ave and Hwy 83), rather than creating new, extremely expensive versions that will potentially impact land, air and water, and displace people and wildlife. Finally, we just learned of this project yesterday from a neighbor. According to your website, you published two news releases to announce your proposed project. I suggest you also should have directly contacted the residents along 110th Ave who may be impacted. Few of us were aware of this project. Please do not recommend/approve an alternate realignment of Highway 83. Improve the existing corridor and bypass or consider the highways (36 and 14) that are already in use.		Email sent 7/23

<p>Betty McCommon</p>	<p>prnhorse@gmail.com</p>	<p>I am writing in response to ideas for bypass. First of all, do you live north of town? I have for 25 years between 110 and 97th Ave. The actual commute time has increased but ONLY BECAUSE of all the traffic lights. Yes, I do notice the difference in traffic, but the longest I have ever waited at 97th was about 30 seconds, even in peak times if I get there when the 71st light let go.</p> <p>What slows it all up is the lights, SO MANY lights. Have you ever thought about frontage roads and roundabouts? After visiting the UK, I can see why traffic flows so well. Perhaps a 'circle' around the city like they do in TX or something similar in the north end.</p> <p>I absolutely will not travel to the south end of town, or even south of 94 because of all the stoplights unless I have to.</p> <p>What I'm saying is NO to all the ideas of a bypass. There are highways east of here that are already there for trucks. Maybe pave a few of the existing roads to take some traffic off but honestly, if the city/county plan better and don't let so many new developments in, (like the Ranch) it won't be so bad.</p> <p>Upgrade 83, maybe new interchanges but NO, NO, NO to the other ideas. THINK frontage roads, think of where it slows down - traffic lights - and think of turn lanes and more flashing turn signals. I spend most of my commute at the turn light going south on 83 trying to turn onto Century East when there is nothing from the interstate on coming. Give the lights more yellow time and turn signals better. Coming east off Century trying to turn onto State, only 3 cars at most get through. My daughter has waited 4 signals to get through at 4 pm. Also turning from Calgary to State, maybe 2 cars get through. Start looking at traffic IN TOWN where the delays are and quit worrying about the bypass. It will be ok.</p> <p>I didn't move out of town to have a bypass come through our neighborhood and I bet the rest of the people didn't either.</p> <p>Betty McCommon</p>	<p>Thanks for your input Betty. Your comments will be shared and considered. Also your comments will be in the final study document.</p> <p>Thanks again Betty.</p> <p>Steve</p>	<p>Email sent 7/19</p>
<p>Bea Streifel</p>	<p>11260 41st St NE, Bismarck ND 58503-6606</p>	<p>I believe the "example comment" on your website best sums up our sentiments, i.e., "I would invest in the current corridor, rather than construct a new US Highway 83 alignment."</p> <p>And these are the reasons why: Economics: Creating a new highway will cost millions of dollars. Current state and federal budgets are diminishing, even as our president, governor and legislators seek to find ways to operate government more efficiently. Constructing an entirely new highway does not make fiscal sense. I also question whether this proposal would align with the Governor Burgum's main street initiative (https://doughburgum.com/main-street-initiative/). To quote, "When we fully utilize our existing infrastructure (emphasis mine), we reduce government spending and help create the environment needed for businesses to compete, grow and prosper. A community's horizontal, low density expansion often results in a geographic footprint that is increasingly expensive over time, even to the point of becoming economically unsustainable. Larger footprints require communities to invest more in virtually every category—from new water towers, sewer lines and sewage systems, to streetlights, sidewalks, snow plows, lawnmowers, garbage collection, and more. And these aren't one-time costs—they're ongoing expenses that require personnel and maintenance, year after year. Ultimately, this leads to bigger government, higher property taxes, and unsustainable spending (emphasis mine)." Environmental: Creating a major highway north and northeast of Bismarck will impact wetlands and waterways, natural upland, pastures, and prairie. Deer, fox, pheasant, waterfowl, songbirds, hawks, owls and the occasional bald eagle or moose will all be impacted as their natural habitat is diminished. Storm water runoff with its contents of road salt, sediment, and other debris (e.g. oil) is another concern for areas that to date have been largely untouched by this type of pollution. Increased vehicle traffic will also add to the emissions potentially impacting air quality, and waste disposed of along the highway will have an environmental impact. The greatly increased noise associated with traffic also will be problematic. This is also an area of high wind, and snow builds up to the point of causing the biggest county plow to have to take 10 runs to open up the corner of 110 & 41st after the storms closed this road. Impacts to residents: 2 of the 3 options are along 110th Ave NE and my home is to be destroyed by option #3 and this 4 lane highway. I was not consulted or even advised that my home was directly in the path of option #3 and that people would be voting on whether or not that was the best route. I moved here 14 years ago after working 2 jobs for years so I could have my dream home on 40 acres in the country. I run 2 successful businesses from here and this would be devastating to me, my company and my son who will someday take over the business. No one I spoke to along 110th Ave NE was even aware of these meetings. I understand you have a job to do but it is hard for me to wrap my brain around my home being destroyed. Multiple homes and businesses along 110th Ave NE would be devastated. Solution: I would encourage you and the other decision makers to take a hard look at improving roads that already exist (e.g., Highways 36 and 14, the Baldwin road or even the current bypass at 71st Ave and Hwy 83), rather than creating new, extremely expensive versions that will potentially impact land, air and water, and displace people and wildlife. In closing, I ask you please do not recommend/approve an alternate realignment of Highway 83 utilizing any of the 3 options and open up other existing corridors to be studied. Improve the existing corridor and bypass or consider the highways (36 and 14) or the Baldwin Road all of which are already in use and could use an upgrade anyway.</p>	<p>Thank you for the input you provided on July 19, Bea (email attached). Your patience is much appreciated; the feedback you provided will be shared with the study team and documented as part of our comprehensive public engagement process. Regarding your question below about public notices with dates, times, and location of meetings – we have recently added to the Frequently Asked Questions (FAQs) section of the study website the following response for a broader audience:</p> <p>"This study has followed the Metropolitan Planning Organization (MPO) public engagement process guidelines for public meeting notifications. Communication has included formal public notices within area newspapers (display ads in Bismarck Tribune) and the Chamber Newsletter, website event notifications (City, MPO, NDDOT, and Study websites), email notifications (if signed up), and Facebook Ads."</p> <p>A few pieces of this information are also attached for your reference. We encourage you to stay updated as the study progresses by visiting the study website and periodic email notifications (list shows already signed up). Thank you.</p>	<p>Email sent 7/19</p>
<p>Kathleen Tweeten</p>	<p>HKTweeten@outlook.com</p>	<p>I just took your survey and made a huge mistake. I read your may incorrectly and would vote for route 3 instead of 1. It wouldn't let me retake the survey to correct so please remove a slate of ones and replace with 3. My first choice however would simply be to increase centennial to a four lane and expand the interchange to additional lanes.</p>		<p>Email sent on 7/20</p>
<p>Melissa Miller</p>	<p>mkrdmiller@gmail.com</p>	<p>Dear Steve, Craig, and Matt: I see on the website that you have a listening session scheduled for September. Is that session for the public as well as the public meeting you have scheduled for October?</p>		<p>Email sent on 7/31</p>
		<p>hello, I'm really concerned about the the highway alternative number See, I think it is or three. Anyway comes right through my properties. And right next to my house, and I'm really concerned about that. so Yeah alternate. Comes right through my property and within a couple hundred feet of my house. So I'm really concerned about that and I would like it and not to do that. Thank you.</p>		<p>Google voicemail</p>
<p>Bea Streifel</p>	<p>beasdreamjob@bektel.com</p>	<p>Mr. Saunders, Mr. Vaughn, Mr Pacyna, I have already emailed each contact person in charge of this study group and not received a response. I would like a copy of the public notices in which you advised the public of this study with dates, times, and locations of the meetings. Awaiting a response, Bea Streifel</p>		<p>Email sent on 8/1</p>
<p>Darlene Roppel</p>	<p>dar.roppe@gmail.com</p>	<p>I am one who didn't know anything about this project until a couple weeks ago. I think it's amazing that those of us who live where this craziness is proposed couldn't have been informed of these meetings individually. But we know how things get pushed thru without informing those it affects. It would make too much sense to use the highways that are already in existence. Proposal 1, (84th Ave) would be right behind our house. The value of our property would plummet not to mention the noise and disruption of the quiet which was the reason we wanted to be in the country. Please use the highways that are already there. I will be making sure everyone in the developments around me know about the October meeting. They say the other meetings were advertised in the Bismarck Tribune but in case you didn't know, not that many people read that paper. Please find better ways of advertising important meetings unless of course you don't actually want people to know about them. Please use common sense in this issue.</p>	<p>Thanks for your comments Darlene. They will be considered and also will be part of the final document.</p>	<p>Email sent on 8/18</p>
<p>The Bismarck Tribune</p>		<p>Several property owners living along proposed routes for a north Bismarck bypass of U.S. Highway 83 are raising opposition to the project. Traffic volumes, travel time and crashes are projected to increase along the U.S. Highway 83 corridor over the next 20 years, according to a study being conducted by the Bismarck-Mandan Metropolitan Planning Organization. In an effort to alleviate these potential traffic woes, the U.S. Highway 83 Alternative Study is evaluating alternative routes for the north-south highway in an area stretching from Bismarck north to Wilton, and as far east as Wing and Sterling. But a number of landowners claim they were left in the dark when it comes to the study. The MPO hosted an open house in February, and again in July, to provide information on the ongoing study, which is slated for completion in November. Members of the public were given opportunities to provide feedback. A third, and final, open house is planned for October. At the July open house, SRF Consulting Group listed several potential Highway 83 alternatives, including the existing east-west gravel road, 110th Avenue NE, branching south at 93rd Street NE. Other proposed routes include 84th Avenue NE and 106th Street NE. 'In the dark' But the landowners say they first found out about it July 19 – two days after the second open house. "We, as taxpayers, paid \$285,000 to have this study done," said Bea Streifel, who has lived near 110th Avenue NE for 15 years. "If they would've taken \$500 and sent a postcard to each person who was going to be personally impacted, it would've been a very tiny miniscule piece of their money ... and we would've been able to have a say, but now two of three meetings have already been held." Streifel says one of the proposed alternative routes, represented by a red line on the study's drawings, would split her land in two. "There's a red line drawn all the way through my land, which would split my land – I have 40 acres – unevenly, and it's drawn right across my driveway, which would mean I lose my house because it's a four-lane highway," she said. "To say I was shocked to see a red line drawn through my driveway is an understatement." Melissa Miller, who has owned property along 110th Avenue NE for 17 years, said she, as well as her neighbors, was not made aware of the study. "We have not had an opportunity to have any input. It's disheartening because we are the individuals who will be impacted the most," she said, noting her property would be negatively impacted by two of the proposed bypass routes. "Our home is going to be too close to the (proposed) highway. I don't believe it would be able to stay there." Pam Schonert, whose farm land would be divided in two by one of the proposed routes, said there is already an alternate route to bypass State Street – Highway 36 from Wilton to Wing, and Highway 14 from Wing to Sterling. Trucks already use 71st Avenue NE to bypass Bismarck, she added. "I like my land a lot," Schonert said. Prior to the MPO's February and July open houses, a display advertisement ran in the Bismarck Tribune, listing details about the meeting, such as time and location. The ad also outlined the purpose of the study and stated, "Your input is needed." A story written from a press release also was published in the Tribune Feb. 14, ahead of the first meeting. Planning for the future The four roads forming the boundaries of the 500-square-mile study area are Highway 83, N.D. Highway 36, N.D. Highway 14 and Interstate 94. "It's a pretty large study area," said Craig Vaughn, the study's project manager with SRF Consulting Group. "The idea, here, is to see how much traffic or additional traffic volume would move off of the existing State Street corridor if you provided an alternative U.S. Highway 83 alignment." The study, which is being conducted in cooperation with Bismarck, Burleigh County and the North Dakota Department of Transportation, suggests that average daily traffic volumes along Highway 83 could range from 28,000 to 63,000 vehicles per day by the year 2040, compared to the current 10,000 to 43,000. Travel times currently range from five to eight minutes along the corridor, compared to 2040's projected eight to 20 minutes, and crashes are expected to increase by approximately 70 percent by 2040, according to the study.</p>		<p>https://bismarcktribune.com/news/local/study-aims-to-identify-highway-bypass/article_6e846c09-9834-5c4f-8003-8adb31703b.html#tracking-source=home-top-story</p>

		<p>Bismarck Mayor Steve Bakken said he feels the bypass is not needed now, but will be needed in the future, and now is the time to start planning. "Is it needed at this moment? No. Is it needed in the future? Yes," he said. "A study now ... what it does is puts us in a position to get easements." The best solution, according to Bakken, is to use existing roads to create the alternative route. "I can't stress enough, where we can use current routes and current infrastructure ... that would be my preference," he said. Miller also said she feels existing infrastructure should be used, referencing Gov. Doug Burgum's Main Street Initiative, which lists "smart, efficient infrastructure" as one of the three pillars of economic success. "Part of that is using existing infrastructure, rather than creating new. It makes no sense when there are existing roads that could be used for this type of traffic," she said. Making voices heard Streifel and Miller recently created a Facebook page, "People Against Hwy 83 Alignment," to create awareness of the study and rally support for the MPO's October open house. The group also hosted a neighborhood meeting Thursday night, which was attended by two county commissioners. "What we want to make clear is we're not against a good Highway 83 alternative. We're for the best choice for the taxpayers and for the property owners who will be involved," Streifel said. "We're not against doing what's best for the city and the county. We're for the right choice and using existing infrastructure." Bakken said he feels these property owners' concerns are "valid." "Anybody who's going to be inconvenienced by a proposed bypass needs to be heard," he said. "My No. 1 concern is what's fair and equitable to the property owners. If it cuts through somebody's house, I'm not a fan of that." "We are being mindful of land use and access," said Matt Pacyna, the study's deputy project manager with SRF Consulting Group. "There's existing and future plans for how the area and land is guided in the area, so we want to take that into account." The total cost of the study, which was authorized in February 2017, is \$285,000, with the cost share as follows: \$228,000 - federal, \$28,500 - NDDOT and \$14,250 (each) - Bismarck and Burleigh County. Currently, there is no funding for the construction of an alternative Highway 83. Once completed, the study will be used by Bismarck, Burleigh County and the NDDOT to help plan for future area transportation improvements. For more information, visit www.hwy83altstudy.com.</p>		
<p>Linda O'Shea</p>	<p>imaranchkid@yahoo.com</p>	<p>Thank you for talking to me when I called you a couple of days ago. As I expressed on the phone, we are not in favor of the Hwy 83 Alternate Bypass, # 1, 2 or 3. Running that bypass thru this area would significantly, negatively impact the individuals that have established their homes here and have lived here for years. This area has the "feel" of a very nice, quiet, residential area. With the school going in at 71st and 26th, there will be more family homes built to the north of the school and it will be a very nice location to live. Drivers utilizing an interstate bypass want to avoid the metropolitan area by going around the congested area and keep moving. We feel there are opportunities to put the interstate bypass in to the east of Bismarck (106th or further east), go further north and then east to Hwy 83 (136, 188, 201 Ave NE). That would have minimal impact on established family homes and property. Those established roads border fields and pastures, not residential areas. Individuals would then have the CHOICE to build and develop along an interstate bypass. There will be significant POLLUTION issues - exhaust, noise and constant dust/dirt billowing from traffic. We didn't buy this land years ago and make a home here to have a bypass run thru it. Alternate route 3 runs thru our land, end to end and over to the K&L new housing development. Sacrificing my land and lifestyle to solve their issue of a secondary access is WRONG. And having an interstate bypass meet Hwy 83 on top of that hill makes no sense. I also feel when there is discussion and planning on a significant issue affecting property owners, there should be a notice sent to them of meetings, etc. I am NOT in FAVOR of any of the current options for the HY 83 Alternate Bypass. It belongs out, away from the metropolitan area, not thru it. Thank you. Linda and Jerry O'Shea (Route 3)</p>	<p>Thanks for your comments Linda. They will be considered and will be part of the final document. Thank again.</p>	<p>Email sent 8/2</p>
<p>Linda O'Shea</p>	<p>imaranchkid@yahoo.com</p>	<p>We are not in favor of the Hwy 83 Alternate Bypass, #1,2 or 3. Running that bypass thru this area would significantly, negatively impact the individuals that have established their homes here and have lived here for years. With the school going in at 71st and 26th, there will be more family homes built to the north. This is a beautiful area to live in. It won't be with an interstate bypass running through it. There will be significant, constant and ongoing POLLUTION issues, - exhaust, noise and dust/dirt. Governor Burgum's Main Street Initiative of incorporating smart, efficient infrastructure by utilizing existng infrastructure to reduce government spending makes sense, especially with budget cuts. I question the fiscal responsibility to utilize option #3. There is no established road. Drivers utilizing an interstate bypass want to avoid the metropolitan area by going around the congested area and keep moving. We feel there are opportunities to put the interstate bypass in to the east of Bismarck (106th or further east), go further north and then east to Hwy 83 (136, 188, 201 Ave NE). That would have minimal impact on established family homes and property, as those roads run thru fields and pastures, not established residential areas. Individuals would have the have the CHOICE to build and develop along an interstate bypass. We didn't buy this land years ago and make a home here to have an interstate bypass run thru it. My children plan on living on this land. How do you replace this land to establish a homestead. Where and at what cost? We can no longer perform the sweat equity to rebuild somewhere else. Who would want to live here once a bypass transects this land? Do you live right beside an interstate? Would you want to? We don't. Alternate route #3 runs thru our land, end to end and over to the K&L new housing development. Solving their secondary access problem by sacrificing our land and lifestyle is WRONG. Thare experienced developers, I'd think they would have researched that and had a solution before purchasing that property. And having an interstate bypass meet HWY 83 on top of that hill makes no sense and is dangerous. I also feel when there is discussion and planning on a significant issues affecting property owners, there should be a notice sent to them of meetings, etc. We would have been at those meetings! We are NOT in FAVOR of any of the current options for the HY 83 Altnerate Bypass. It belongs out, away from the metropolitan area, not thru it. Thank you Linda and Jerry O'Shea (Route 3)</p>		<p>Email sent 8/3</p>
<p>Lon Klusmann</p>	<p>lonklusmann@yahoo.com</p>	<p>I attended the MPO meeting this week as I knew the US 83 study was on the agenda, and I assumed I would be able to talk briefly with Matt, However, rather than attend in person, Matt just "phoned it in".. I have a few questions that I'd like to address.. 1, Who are the members of the "Study Review Committee"? .2, Who are the "stakeholders" you refer to as having input into your decisions? 3, Do you consider the landowners (whose land you intend to cross on option 3) as stakeholders?, do you ever intend to contact them individually? 4, Is the State Street Corridor an actual alternative, or do you intend to only consider the "by- pass option".. 5, Since previous county and city land use studies, fringe area road master plan studies , and traffic plan studies all conclude that future arterial/collector routes should follow already existing road beds, grid lines, and or section lines , why is "Alternate number 3 " allowed to pass through approximately 7 parcels of private property rather than follow existing 110 th. Avenue? 6 Since the NDDOT wants a "by- pas" route, why are you not recommending that any "by pass" should include a route that would continue on to the west, over the river, then reconnect with I-94 west of Mandan?, at least then you would have the appearance of actually trying to take traffic off US 83 , and attempting to solve the State Street problem, instead of trying to ruin landowners quality of life.. 7, I imagine that any truck traffic, from the east or west that does not have business in Bismarck , already takes US83 South at Sterling, or Hwy 200, or US 2/52 and then connects with US 83 (I.e to Minot) hence, your study would do little to take traffic off US 83 through Bismarck, so unless you plan to reconstruct "The State Street" Corridor, and forget the US 83 Alternate study , you are ripping off the taxpayers of Burleigh County. Lon Klusmann</p>	<p>Hello Again Mr. Klusmann - I appreciate your patience. Below are responses to the questions that you asked. This correspondence will be documented as part of the overall engagement process too. 1, Who are the members of the "Study Review Committee"? The Study Review Committee consists of: Casey Einreim, Burleigh County; Marcus Hall, Burleigh County; Tyler Wollmut, NDDOT; Michael Johnson, NDDOT; Steve Saunders, BisMan MPO; Joey Roberson-Kitzman, BisMan MPO; Gabe Schell, City of Bismarck; Mark Berg, City of Bismarck; Eric Grove, Magnum; Chuck Peterson, Jobbers Warehouse; Diomo Motuba, NDSU ATAC; Jason Gullicks, APEX Engineering; Derek Anderson, APEX Engineering; Scott Harmstead, SRF Consulting Group; Matt Pacyna, SRF Consulting Group; Craig Vaughn, SRF Consulting Group 2, Who are the "stakeholders" you refer to as having input into your decisions? Stakeholders having input into the decisions are members of the public, Study Review Committee (SRC) members, and focus group members 3, Do you consider the landowners (whose land you intend to cross on option 3) as stakeholders?, do you ever intend to contact them individually? Landowners are considered stakeholders as members of the public. Individual outreach to each landowner is not anticipated at this time. 4, Is the State Street Corridor an actual alternative, or do you intend to only consider the "by- pass option".. The State Street Corridor is an "actual alternative." There are three alternatives that were presented for the State Street corridor as part of the second public engagement meeting. They can be viewed again here: http://www.hwy83altstudy.com/wp-content/uploads/2017/11/10617_OH2_boards_071318-2-2.pdf (page 5 of 15) 5, Since previous county and city land use studies, fringe area road master plan studies , and traffic plan studies all conclude that future arterial/collector routes should follow already existing road beds, grid lines, and or section lines , why is "Alternate number 3 " allowed to pass through approximately 7 parcels of private property rather than follow existing 110 th. Avenue?.. This alternative was provided to get feedback from stakeholders regarding its feasibility based on their opinion and the information provided as part of the evaluation. 6 Since the NDDOT wants a "by- pas" route, why are you not recommending that any "by pass" should include a route that would continue on to the west, over the river, then reconnect with I-94 west of Mandan?, at least then you would have the appearance of actually trying to take traffic off US 83 , and attempting to solve the State Street problem, instead of trying to ruin landowners quality of life.. The study as requested as part of this effort does not focus on a western connection across the river. The study area boundaries are: US Highway 83 to the west, I-94 to the south, ND Highway 36 to the north, and ND Highway 14 to the east. 7, I imagine that any truck traffic, from the east or west that does not have business in Bismarck , already takes US83 South at Sterling, or Hwy 200, or US 2/52 and then connects with US 83 (I.e to Minot) hence, your study would do little to take traffic off US 83 through Bismarck, so unless you plan to reconstruct "The State Street" Corridor, and forget the US 83 Alternate study , you are ripping off the taxpayers of Burleigh County. Comment noted. No response necessary.</p>	<p>Email sent 8/24</p>
<p>Brandon House</p>	<p>701-400-1177</p>	<p>Hi, my name's Brandon house. If you can give me a call back at 701-400-1177. I just saw the metroplains organizational realignment of Highway 83 bypass. It is going right through my backyard on option one, and I would like to speak to somebody about that, please. If you can give me a call back, my name's Brandon at 701-400-1177. Thank you.</p>		<p>Google Voice 8/31</p>

The Bismarck Tribune		<p>Bismarck, through the Metropolitan Planning Organization, is studying a costly new highway around the edge of North Bismarck. We, as members of the public, should all be skeptical and should be asking the MPO to answer hard questions on what could prove to be a very expensive project with no apparent purpose.</p> <p>For those who haven't been following this, the MPO hired a contractor out of the Twin Cities to study "alternatives" to Highway 83 in north Bismarck. As we all know, once something is studied, it is often built, so the time to be asking questions of our local leadership is right now.</p> <p>There are a number of red flags for this project. The MPO's documents say the goal of the study "is to find viable highway alternatives." This ignores what seems to be a necessary initial question: whether the road is needed at all. In other words the MPO predetermined the need, and then asked the contractor to study how to make it happen. Second, the MPO also largely predetermined the route that should be studied. Buried in one of the MPO's documents, the MPO states "[t]he alternatives (sic) route should trend north and east and provide an alternative highway route from U.S. Highway 83 that vehicles, especially trucks, could use to bypass the heavily commercialized and sometimes congested area of U.S. Highway 83 north of Interstate 94."</p> <p>In other words, the MPO has asked its contractor to study a highway loop that goes around northeast Bismarck, connecting Highway 83 to I-94, to be used for vehicles, "especially trucks." For all of us who know the roads here, this purpose makes no sense.</p> <p>J.J. England, Bismarck</p>		<p>https://bismarcktribune.com/opinion/letters/highway-alternative-makes-no-sense/article_eb54537b-2f82-5115-9236-a67507611e93.html</p>
John Warford	<p>johnsr@warfordortho.com</p>	<p>Steve Good Morning! I hope all is well. I have included as an attachment, testimony for the Highway 83 Alternative Study. Please distribute to the MPO Policy Board, TAC, and SRF. Please feel free to contact me if you have questions. Thanks, John Cell:701 214 9150 (Letter attached)</p>		<p>Email sent 8/22</p>
Roberta Hambrick	<p>chrisberta@icloud.com</p>	<p>Hi, Has 84th Avenue been ruled out as a proposed route for 83 corridor? Thank you</p>		<p>Email sent 8/20</p>
Brandon	<p>701-400-1177</p>	<p>Hi, my name is Brandon. If you give me a call at 701-400-1177. I left a message a week ago. I currently live in one of the proposed areas for the the bypass 483 if you give me a call back, 701-400-1177. Thank you.</p>		<p>Google Voice 9/14</p>
Terry Anderson	<p>701-220-6194</p>	<p>Hi there. My name is Terry Anderson. I am calling to leave some feedback about the Highway 83 study. I wanted to let someone know that option one runs adjacent to my property. I was never notified and only found out about this whole thing today. Today is September 14th. I don't understand how property owners for all options were not notice that this was taking place. So a lot of frustration as this runs adjacent to my property for Option 1 my opinion is that it needs to go out further considering that there is a new development going on in the northeast corner of Bismarck that is going to have about twenty eight hundred homes. I do not feel that any of the options are not out far enough. Why upset the cart to all of these Property Owners to have that type of traffic running? Next to homeowners, it needs to be built out further that traffic that noise that congestion needs to be away from current. Subdivisions, and I would appreciate being put on some sort of list. My address is 7390 71st Avenue Northeast Bismarck 58503. Thank you.</p>		<p>Google Voice on 9/14</p>
Bea Strefel	<p>beasdreamjob@bektel.com</p>	<p>Dear Mr Saunders, I am writing to inquire as to attending the September listening meeting and any other events planned for the remainder of 2018. I understand there is a "listening only" informational meeting to be held in September and I am signed up for email notifications on your website but have not been notified of any activity since signing up. I can see by the "next steps timeline" on your website that several events will be taking place in September 2018. I am writing to let you know that I would like to be informed of when these meeting are and I would like to have the option to attend. The following is from the State of ND (ND public meeting notices) website: "Unless otherwise provided by law, all meetings of public or governmental bodies, boards, bureaus, commissions, or agencies of the state or any political subdivision of the state, or organizations or agencies supported in whole or in part by public funds, or expending public funds, shall be open to the public." Since your public funded study decided to put my house on the chopping block, I believe I am 100% involved in this study and have the right to be at any and all meetings held. This email serves as notice of such and I look forward to hearing from you on this matter. Sincerely, Bea Strefel 701-391-8251 beasdreamjob@bektel.com</p>	<p>Hi Bea, Thanks for your email question on attending the upcoming listening sessions. The listening sessions were designed to gain some information from two different perspectives (business and trucking) that could be overlooked in our normal public process for meetings and comments. These meetings are a type of focus group and are intended to add information to the study. No direct decision on the future course of the study or its recommendations will result from the meetings. Also, after consulting with our legal counsel on your request, the following opinion was supplied: The listening only informational meeting will not have any commissioners nor quorum of Technical Advisory Committee (TAC) members of the MPO in attendance. Since no quorum of members will be present, the open meetings law under NDCC § 44-04-17.1(9) is not in question because meetings are only open when a quorum of members of the board are in attendance. Since this will just be staff and consultants meeting with specific groups of stakeholders, this is not a meeting that is subject to that law. You do have the right to the information once it is a record. After the meetings are done and the consultant compiles the information, please feel free to request that information as that is all that will be communicated to the board members regarding the listening session, other than any questions they might have at an MPO board meeting. We don't have the information yet for the record to be requested, so I would expect that report would be completed within 8 days after the listening sessions. Therefore, I respectfully decline to offer an invitation to these listening session meetings. Also, the study has more components in it than just the alternative routes. The study will soon address the alternative of keeping US Highway 83 in place but looking at infrastructure improvements that might make the ever expanding commercialization of Highway 83 and efficient flow and safety of future traffic compatible in the future. Please keep in mind that the project's web site, the MPO's web site, Bismarck's website, and NDDOT web site will provide details for upcoming information, including our next public meeting. Thank you for your interest and your expression of concerns in the project. Sincerely, Steve Saunders</p>	<p>Email sent 9/9</p>
Gabe Brown	<p>brownranch@bektel.com</p>	<p>I think that it is absolutely appalling that the landowners along the proposed routes were NOT notified as to this study. I just found out about it and I own/rent 2 1/2 miles along one of the routes! How can any consultants say that they did due diligence when they NEVER contacted the affected landowners? Shame on You! Gabe Brown</p>		<p>Email from Email Blast 9/21</p>
Dennis Agnew	<p>dennis.agnew@doosan.com</p>	<p>Steve, Do you have any upcoming meetings scheduled regarding the highway 83 study? I am running for Burleigh County Commission and am interested to learn more about items impacting the county. Please let me know and hopefully I can make it work with my calendar. Thanks, Dennis Agnew Idea Acceleration Manager Doosan Bobcat</p>	<p>Sent him the email blast from late September</p>	<p>Email 10/13/2018</p>

<p>Natalie Miller</p> <p>nbmiller@bektel.com</p>	<p>How come I am signed up for the project hwy 83 updates, completed sign up through your website in 2018, but have not received any updates regarding this post on the website?</p> <p>When did the notice for this meeting get posted and when was it sent out to those signed up for updates?</p>	<p>[Sent email on Jan 22, 2019]</p> <p>Hello Natalie,</p> <p>My name is Craig Vaughn – Project Manager for the US Highway 83 Alternative Study. Steve Saunders shared your email with me and asked that I follow up with you. With regard to your questions below, here are a couple responses:</p> <ul style="list-style-type: none"> • How come I am signed up for the project hwy 83 updates, completed sign up through your website in 2018, but have not received any updates regarding this post on the website? <p>The website was updated with a passive notice of the upcoming open house date while additional details were being worked out with MPO staff for an email distribution. At the time of your email to Steve Saunders the notice had not been distributed to the email list on file.</p> <ul style="list-style-type: none"> • When did the notice for this meeting get posted and when was it sent out to those signed up for updates? <p>The passive update to the website occurred on Wednesday, 1/16/19, following notification of the MPO Policy Board on Tuesday, 1/15/19. The email notification to those on the distribution list occurred Monday, 1/21/18, following approval of the message text being shared. Let me know if you did not receive the email regarding the open house notification.</p> <p>We appreciate your participation in the study process, and look forward to seeing you at the meeting 2/11/19.</p> <p>Craig</p>	<p>Email 1/17/2019</p>
<p>Bea Strefel</p>	<p>This study is being done by MN based SRF on 285,000 ND taxpayer dollars. The first 2 poorly advertised public meetings were held with only 20-30 people in attendance. When the property owners who were to be affected by the proposed 4 lane bypass heard of the study from a neighbor going door to door, they held a neighborhood mtg w 75 people & 2 county commissioners in attendance. Once the property owners started to kick up a fuss, the Study Group handed off the financially silly alternate route choices to NDDOT & seems to be indicating the property owners have no say in which route is chosen. This MN study group (SRF) has requested & been granted another \$31,000 & is now focusing on 4th, 19th, 26th & Washington Streets to determine alternate North/south routes to Hwy 83. Why is a Minneapolis MN based company picking alternate routes in the countryside of ND. They drew red lines across properties & right through homes with no regard to advising the property owner nor to how it would affect families & now we have been denied any say at all in the process as they closed the east/west portion of the study prematurely & are only working on north/south.</p>		<p>Response to Facebook Post 1/22 (Facebook post text was same as the eblast text)https://www.facebook.com/BismarckNDGov/</p>
<p>Mitch Kersten</p>	<p>The ridiculousness of our tax dollars supposedly working for us...</p>		<p>Response to Facebook Post 1/22 (Facebook post text was same as the eblast text)https://www.facebook.com/BismarckNDGov/</p>
<p>Steve Saunders</p>	<p>Interviewed by Bismarck Tribune. PDF is located in Open House 2 - Public Comments folder</p>		<p>Bismarck Tribune</p>
<p>Carrie Winters</p>	<p>Should have just planned for more thorough streets from the get go , but too late for that now</p>		<p>Response to Facebook Post 1/31 (Facebook post text was same as the eblast text)https://www.facebook.com/BismarckNDGov/</p>
<p>Derrick Rittenbach</p>	<p>83 needs to become US Interstate 83 we need a central US corridor. IT could run down to Wichita KS (2 people responded to Derrick Rittenbach. Patrick Jenson said "It goes to the gulf. I drove it to training in Corpus Christi, Texas a long time ago." Melissa Parks said "Patrick Jenson it most certainly does!</p>		<p>Response to Facebook Post 1/31 (Facebook post text was same as the eblast text)https://www.facebook.com/BismarckNDGov/</p>
<p>Alesha Docketer</p>	<p>adocketer@yahoo.com (5528 Desperado Plaza Bismarck ND 58503)</p>	<p>Please add me to your eblast adocketer@yahoo.com. Thanks</p>	<p>Comment card from Open House 3 (2/11/2019)</p>
<p>Mike Sandal</p>	<p>mwsandal@yahoo.com</p>	<p>Due to weather conditions this meeting needs to be rescheduled. School busses north of town full of kids are going in the ditch.</p>	<p>Response to OH 3 E-blast #3 2/11/2019</p>
<p>Mike Sandal</p>	<p>mwsandal@yahoo.com</p>	<p>Due to inclement weather conditions, many people will not be able to attend tonight's meeting, therefore this meeting should be rescheduled.</p>	<p>Email sent to Steve 2/11/2019</p>
<p>Mike Sandal</p>	<p>mwsandal@yahoo.com</p>	<p>Sent from my iPhone</p>	<p>Email sent to Steve 2/11/2019</p>
<p>Marcus Hall</p>	<p>mahall@nd.gov</p>	<p>Even school busses are going in the ditch tonight. (2 photos of a school bus in a ditch)</p> <p>I will not be able to make this meeting.</p>	<p>Response to OH 3 E-blast #3 2/11/2019</p>
<p>John Hagerott</p>	<p>jhagerott@msn.com</p>	<p>Dear Sirs,</p> <p>I am unable to attend this evening's public meeting on the US Highway 83 Alignment Study. I do however have comments on the issue...</p> <ol style="list-style-type: none"> 1. Future traffic counts on the Bismarck's US-83 Corridor appear to be vastly overestimated and a Highway 83 realignment will not be needed. <ol style="list-style-type: none"> a. Given current and future development trends and land development suitability, Bismarck's growth to the east along the I-94 Corridor will be accelerating over the Study timeframe. b. Given current and future development trends and land development suitability, Bismarck's growth to the north along the US-83 Corridor will be decelerating over the Study timeframe. c. Future traffic counts on Bismarck's US-83 Corridor will be greatly diminished by the predictable decline in northwestern ND oilfield economic activity over the Study timeframe. Given reported barrels pumped per day, established "Recoverable Oil Reserves" will be nearly or completely depleted by the completion of the Study timeframe. d. Improvements to the public modes of transportation in the greater Study area over the Study timeframe will limit future traffic count increases. e. Alternative modes of transportation developed over the Study timeframe will limit future traffic count increases. 2. If ever truly required, the obvious realignment route for Highway 83 is to utilize State 14 & State 36. <ol style="list-style-type: none"> a. This realignment route connects US-83 to US-83. b. This realignment route will achieve stated goal of greatly reducing heavy commercial vehicle through the existing US-83 Bismarck Corridor. c. This realignment route will utilize existing state highway alignments. d. This realignment route will not negatively affect existing and future residents along other proposed realignment routes. 3. A stated goal for this Study should include development of actionable recommendations to minimize Bismarck's urban sprawl. <p>Thank you,</p> <p>Jon Hagerott</p>	<p>email sent 2/11/2019</p>
<p>Erika Landers</p>	<p>landersbismarck@gmail.com</p>	<p>Hello Brian,</p> <p>I was hoping to make it to the meeting tonight, but with the current weather I might stay put. I am wondering if there is anything on tonight's agenda that will involve the roads near my business? If so I will make the trek!!</p> <p>Thanks for your time,</p> <p>Erika Landers</p> <p>P.S. I hope all is well with you and your family)</p>	<p>Hey Scott, (2/12/2019)</p> <p>Erika and her family own Landers Conoco on State Street / Highway 83. She didn't make the meeting last night I believe, but I'm wondering if you can share any developments regarding the State Street frontage road?</p> <p>Brian</p> <p>Hello Erika, (2/12/2019)</p> <p>The Hwy 83 Alternative Study is focusing on State St/Hwy 83 north of I-94 and what potential improvements could be made to improve future operations of that portion of the corridor. In short, no, the frontage roads adjacent to Landers Conoco are not being reviewed as part of this study. If interested, more information pertaining to this study can be found here: https://www.hwy83altstudy.com/. Last night's presentation material should be available online for review soon.</p> <p>Thank you,</p> <p>Scott Harmstead, AICP Planner</p>
<p>Jeanette Hoffman</p>	<p>jhoffman@nd.gov</p>	<p>I was only able to attend one of the public meetings on the HWY 83 alternate routes because I didn't know about the project or meetings. It really upset me that the slides shown did not have the input of many people from the public. What are the plans to contact the public in the future? The current method does not work very well.</p> <p>Thank you in advance for your answer.</p> <p>Jeanette Hoffman</p>	<p>Thank you for your comments and involvement in the US Highway 83 Alternative Study. The presentation and corresponding audio, including public comments, questions and responses, have been uploaded on the study website (www.hwy83altstudy.com). In addition, all public comments received will be documented as part of the final report.</p> <p>I believe you had received another email from Steve Saunders regarding study communication/notification.</p> <p>Matt Pacyna Deputy Project Manager (sent on 2/15/2019)</p>

<p>Jeanette Hoffman</p>	<p>hoffman@nd.gov</p>	<p>How did the alternate routes get picked? I live out in this area and there are several other routes within a few miles of 110th that would not affect so many property owners. There are routes with mostly pasture land. Why weren't these routes picked? Thank you in advance for your answer Jeanette Hoffman</p>	<p>Hello – (Sent by Craig on 2/15/2019) It is my understanding that you have submitted three questions to our team regarding the Highway 83 Alternative Study. I thought it was appropriate to summarize all of your questions and our responses in one email for your and our review. Below are the questions we received (sent to myself (Craig Vaughn), Steve Saunders, and Matt Pacyna) followed by our responses in red. We appreciate your interest in the study and hope that you stay connected as we move forward to completion. Q1 to Craig Vaughn - How did the alternate routes get picked? I live out in this area and there are several other routes within a few miles of 110th that would not affect so many property owners. There are routes with mostly pasture land. Why weren't these routes picked? A1 – There were a number of factors considered in developing the alternate routes that have been presented to date. The routes and factors considered can be reviewed on slides 9 and 10 of the presentation from Monday, 2/11/19, and available here: http://www.hwy83altstudy.com/wp-content/uploads/2017/11/10617_FINAL_OpenHouse3_Presentation_190211.pdf. These factors and input received from the public and stakeholders guided the alternate route development process. It is understood that there are potential routes that could be considered that either were not or were removed from consideration. Any future environmental review process that takes place will have to consider additional alternatives beyond the ones included with this current study effort. Q2 to Steve Saunders – My understanding is keeping the HWY 83 alternate routes on the books will affect property values. In 20 years, the landscape will change and other routes may be more viable at that time. If these alternate routes have been deemed unusable why keep them on the books? A2 – The Study has indicated there is a responsibility for keeping US Highway 83 a viable functioning highway now and in the future. In that regard, the Study will continue to keep credible options open for an alternative US Highway 83 route to be used in future planning and environmental pursuits. Thanks for your question and interest in the study. Steve Saunders, MPO Director Q3 to Matt Pacyna – I was only able to attend one of the public meetings on the HWY 83 alternate routes because I didn't know about the project or meetings. It really upset me that the slides shown did not have the input of many people from the public. What are the plans to contact the public in the future? The current method does not work very well. A3 – Thank you for your comments and involvement in the US Highway 83 Alternative Study. The presentation and corresponding audio, including public comments, questions and responses, have been uploaded on the study website (www.hwy83altstudy.com). In addition, all public comments received will be documented as part of the final report. I believe you had received another email from Steve Saunders regarding study communication/notification (amended response below). Matt Pacyna, SRP, Deputy Project Manager A3' – Regarding notification of the public in the future: Given the 500 square mile study area, the notification process for the public meetings has been developed to reach as many people as reasonably practical (i.e., newspaper advertisements, newspaper press releases, newspaper interviews (online and paper), MPO's Facebook, televised MPO Policy Board meetings on Dakota Media Access (with scheduled replays - at http://dakotamediaaccess.org/ch-2-home/), email notifications, Facebook advertisements, and city-MPO-study websites). Notification of the fourth and final open house meeting will utilize the same process and procedures. The communities assistance in spreading the word is always appreciated too. Again, we thank you for your participation in the process.</p>	<p>sent by email on 2/13/2019</p>
<p>Dale Walsh</p>	<p>dwalsh500@gmail.com</p>	<p>To Whom it may concern, My name is Dale Walsh and I live at 9610 forest Dr, Bismarck, ND. I am concerned that I did not receive an email pertaining to the Highway 83 Alternative Study meeting last Monday. I have been to all the meetings prior to this one and have signed up to receive notices for up and coming meetings. Could you verify that I am still on your email list? Thank you Dale Walsh</p>		<p>sent by email on 2/15/2019</p>
<p>Jeanette Hoffman</p>	<p>hoffman@nd.gov</p>	<p>My understanding is keeping the HWY 83 alternate routes on the books will affect property values. In 20 years, the landscape will change and other routes may be more viable at that time. If these alternate routes have been deemed unusable why keep them on the books? Thank you in advance for your answer Jeanette Hoffman</p>	<p>Hi Jeanette, The Study has indicated there is a responsibility for keeping US Highway 83 a viable functioning highway now and in the future. In that regard, the Study will continue to keep credible options open for an alternative US Highway 83 route to be used in future planning and environmental pursuits. Thanks for your question and interest in the study. Steve</p>	<p>sent by email on 2/13/2019</p>
<p>Chad Burrer</p>	<p>chad@burrerdreamscapes.com</p>	<p>Hi Mike, I enjoyed listening to you at last week's Hwy 83 public meeting. Now that I've had a few days to stew over the issues, here are some thoughts from someone who doesn't own property to a proposed alternative. Why does ND DOT care about the congestion of state street in Bismarck? Let Bismarck solve that problem. I feel that Hwy 83 should bypass Bismarck altogether and the city and county can deal with their own issues. I see many trucks getting confused when driving south on state street and miss the on ramp to I-94. They end up at the bottom curve of state street and try to make a U-turn. Get the trucks out of town. Alternative route 36 & 14 is my choice to keep the "feel" of a US Hwy. Thanks, Chad Burrer</p>	<p>Michael Johnson responded on 2/19/2019 Chad, Thank you for the comment, I will pass it along to the Bismarck-Mandan MPO so that it can be included in the study.</p>	<p>sent by email on 2/19/2019</p>
<p>Blane and JoAnne Hoesel</p>	<p>waterdog@bektel.com</p>	<p>To Whom it may concern, (sent to Steve), We currently reside at the address listed above and have lived here since 1981. Our property consists of two adjoining 40 acre properties for a total of 80 acres.... (long email saved in OH 3 Public Comments Folder).</p>		<p>sent by email on 2/19/2019</p>
<p>Chad Burrer</p>	<p>rsmler@bektel.com</p>	<p>My husband and our son attended the meeting in Feb. at CHS. This is the first meeting we attended and we have property directly on some of the alternative routes. I understand the alternative routes were found to be of limited benefit. However, they are still under consideration for in the future, which may negatively affect property values. Can they not be removed from further consideration if they were found to be of limited benefit? Also, I understand there was some money left from the study. Can a small portion of that be earmarked for notification purposes. Utilizing a newspaper is of no good, neither is a website if people don't know of it. At a bare minimum, postcards could have been sent to affected landowners. How can we find out what will happen going forward. We make a significant portion of living from our land. Sent from Mail for Windows 10</p>	<p>Good morning, Thanks for sending your thoughts and questions on the Highway 83 alternative Study. I have addressed your questions below in brown print. I am also asking our consultant, SRP to include your email address in upcoming email informational blasts for the study Thanks for interest in the study. Steve My husband and our son attended the meeting in Feb. at CHS. This is the first meeting we attended and we have property directly on some of the alternative routes. I understand the alternative routes were found to be of limited benefit. However, they are still under consideration for in the future, which may negatively affect property values. Can they not be removed from further consideration if they were found to be of limited benefit? The Study has indicated there is a responsibility for keeping US Highway 83 a viable functioning highway now and in the future. In that regard, the Study will continue to keep credible options open for an alternative US Highway 83 route to be used in future planning and environmental pursuits. Also, I understand there was some money left from the study. Can a small portion of that be earmarked for notification purposes. Utilizing a newspaper is of no good, neither is a website if people don't know of it. At a bare minimum, postcards could have been sent to affected landowners. Regarding notification of the public in the future: Given the 500 square mile study area, the notification process for the public meetings has been developed to reach as many people as reasonably practical (i.e., newspaper advertisements, newspaper press releases, newspaper interviews (online and paper), MPO's Facebook, televised MPO Policy Board meetings on Dakota Media Access (with scheduled replays - at http://dakotamediaaccess.org/ch-2-home/), email notifications, Facebook advertisements, and city-MPO-study websites). Notification of the fourth and final open house meeting will utilize the same process and procedures. The communities assistance in spreading the word is always appreciated too.</p>	<p>sent by email on 2/24/2019</p>
<p>Cheryl</p>	<p>stkt@bektel.com</p>	<p>You posted information and the information indicates that the study area is US Highway 83 to the West. Isn't the study area US Highway 83 to the East? You may want to clarify in your documents. Thanks. Cheryl</p>	<p>"The western boundary of the study area is US Highway 83 on the west side of the study area; the eastern boundary of the study area is NDDOT 14 on the east side of the study area; etc... Thanks for your involvement in the US Highway 83 Alternatives Study; we hope to see you next week at the open house meeting."</p>	<p>Email from Email Blast 5/16/19</p>
<p>Kevin Landers</p>	<p>2210 Nth 12th Street. PO Box 569 Bismarck ND 58502 landersconoco@guestoffice.net</p>	<p>I would like to know what kind of plans for turning restriction are proposed for our corner? When do these take place? Do we have any say in proposed restrictions? We've tried calling but have received no response.</p>		<p>Comment card from Open House 4 (5/22/2019)</p>

<p>Gary Preszler</p>	<p>gpresler@aol.com</p>	<p>Thank you for the opportunity to provide written comments on the Hwy 83 Alternative Study. I did review the online study information and attended the May 22, 2019 public meeting.</p> <p>In addition to personal vehicle use of Highway 83, I occasionally drive semi for Preszler Farms, Braddock, ND, hauling corn to the Blue Flint ethanol facility. When loaded, we often use the highway 14/36 route. Returning empty we will come through Bismarck on occasion due to better roads.</p> <p>In my opinion a principle goal of lessening vehicle use on State Street/83 should be to reduce truck traffic. That includes improving truck bypass routes as an alternative to using the State Street/83 exit. Loaded trucks on State Street create the greatest congestion problem for personal vehicles.</p> <p>Highways 14 and 36 need improvements and should be upgraded to federal highway standards. A 65 mph curve should be installed at Wing.</p> <p>Another route to upgrade is Centennial Rd to 71st Ave NE so as to provide a better alternative for trucks coming from the I-94 exit truck stop and businesses.</p> <p>Second, make the improvements to State Street as your study provides to continue to meet daily vehicle use demand.</p> <p>Gary Preszler 3101 Hackberry St Bismarck, ND 58503 (701) 214-0584 C</p>		<p>Sent by email on 5/31/2019</p>
----------------------	---	--	--	-----------------------------------