



## Engineering Department

**DATE:** May 16, 2023  
**FROM:** Gabe Schell, City Engineer  
**ITEM:** S Washington Street Reconstruction – HC 158

**REQUEST:**

Receive presentation and recommendations on S Washington Street Reconstruction project and provide direction to staff.

Please place this item on the May 23, 2023, City Commission meeting agenda.

**BACKGROUND INFORMATION:**

The City of Bismarck has contracted Apex Engineering to perform preliminary engineering services including surveying, environmental documentation, traffic operations analysis, preliminary design, and public involvement associated with a S Washington Street roadway reconstruction project from Burleigh Avenue to the South Bismarck Drainage Ditch (see project area map for AC-NHU-1-981(137), PCN 23859, City Project HC 158).

Through the analyses performed by Apex, alternatives and options were developed that meet the purpose and need of the project that will be presented to the Board. Primary alternatives include a no build, a three lane section on S Washington Street with traffic signal at London Avenue/Santa Fe Avenue or a five-lane section on S Washington Street with stop control at London Avenue/Santa Fe Avenue. All build alternatives will include storm sewer installation, lighting, shared-use paths and sidewalks. Options for consideration include roundabout or traffic signal control at Burleigh Avenue, pedestrian refuge islands, and



transit stop accommodations. Additional project information can be found at [www.bismarcknd.gov/streets](http://www.bismarcknd.gov/streets).

Public involvement included a public input meeting held at Wachter Middle School, a pre-recorded presentation available from the City's website and broadcasted on Dakota Media Access distribution channels and online engagement opportunities. An executive summary is attached to this memo which includes additional project information and the public comments received.

Staff convened to determine if there was a consensus recommendation as it relates to alternatives and options. Representatives from Engineering, Public Works Service Operations, Public Works Utility Operations, Community Development, Fire, Police, Finance and Administration met to discuss how each alternative would affect their operations and to note any challenges they see. Fortunately, there were no critical issues raised that would eliminate an alternative or option from consideration. Unfortunately, there was no consensus reached albeit this was the first many of the attendees of the meeting were exposed to the options being considered.

From a technical perspective, the three-lane alternative with a traffic signal at London Avenue/Santa Fe Avenue and a roundabout at Burleigh Avenue meets the travel demand today and through the year 2045 horizon. A three-lane section would operate at lower speeds and would provide signalized access to the adjacent local streets of London Avenue/Santa Fe Avenue improving vehicular and pedestrian movements onto and off of South Washington Street. A five-lane alternative was carried forward into project development recognizing S Washington Street's status as an arterial roadway. However, overbuilding the capacity of a roadway to above its demands has negative consequences relating to initial and ongoing maintenance costs, increased operating speeds and increased severity of crashes.

Project costs are estimated from \$15.4 million to \$17.5 million depending on which alternatives and options are selected and include construction, engineering, right of way, permitting and utility relocation. Funding for this project is identified as half-cent sales tax and federal funding for improvements on S Washington Street within the functional area of Burleigh Avenue intersection. Funding for the widening planned for East Burleigh Avenue from S Washington Street to Boston Drive will be identified as part of the 2024 budget process and could include special assessment, sales tax or a combination thereof. The federal funding for this project is capped at \$4.5 million and is programmed for FY26. The NDDOT has agreed to allow the City to advance construct the improvement prior to 2026 with reimbursement to the City at such time the funding is available. Construction is anticipated to occur in 2024 subject to budget approval and bidding/award to come at a subsequent commission meeting.

**RECOMMENDED CITY COMMISSION ACTION:**

Receive presentation and provide direction to staff on S Washington Street reconstruction.

**STAFF CONTACT INFORMATION:**

Gabe Schell, PE | City Engineer | 355-1505 | [gschell@bismarcknd.gov](mailto:gschell@bismarcknd.gov)

# Executive Summary

## Bismarck South Washington Street Reconstruction From Burleigh Avenue to South Bismarck Drainage Ditch

Project No. AC-NHU-1-981(137)

PCN 23859

City Project # HC 158

---

Prepared for  
**City of Bismarck**

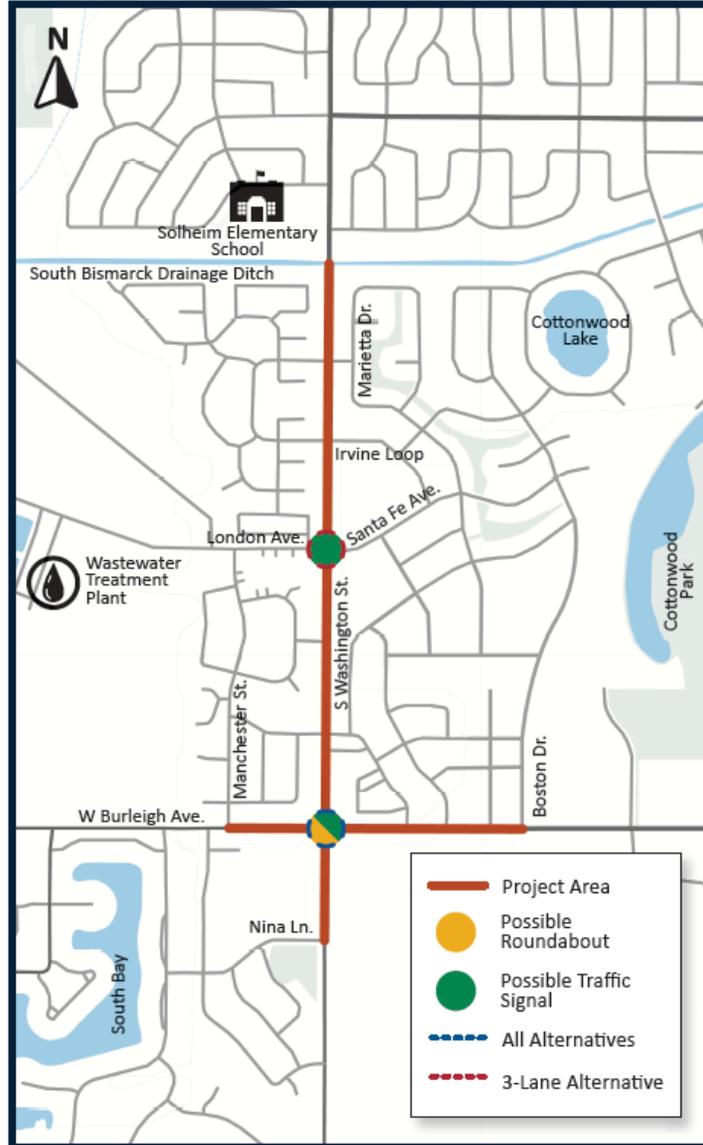
Prepared by  
**Apex Engineering  
and Bolton & Menk**

## I. Executive Summary

### A. Project Description

The proposed project includes improvements to South Washington Street from south of Burleigh Avenue to the South Bismarck Drainage Ditch as well as improvements to Burleigh Avenue from west of South Washington Street to Boston Drive.

Figure 1: Project Location Map



### B. Purpose of Project

The purpose of the project is to reconstruct South Washington Street and widen Burleigh Avenue to address the needs described pertaining to growth demands, economic development, capacity, and roadway deficiencies.

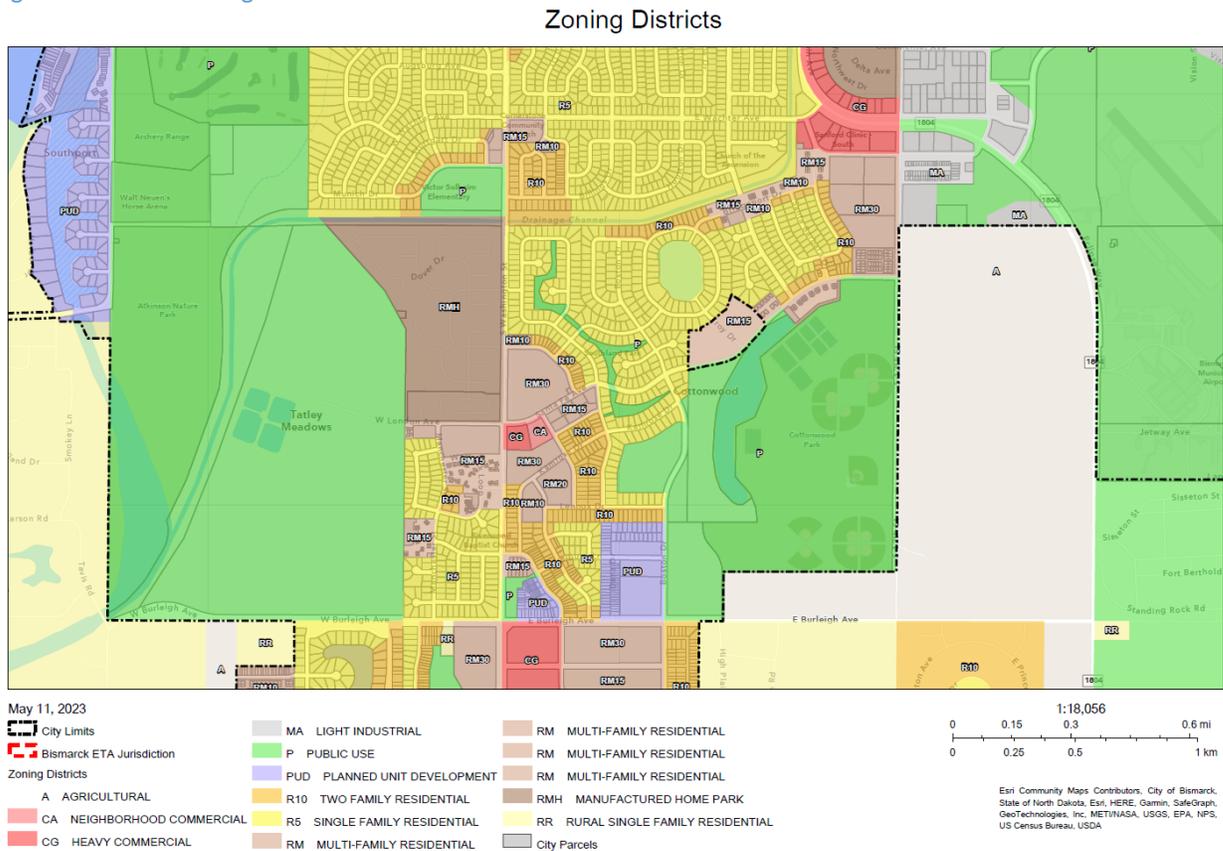
### C. Need for Project

The primary need for this project is due to continued development along the corridor. The reconstruction will address capacity and safety improvements for vehicular, bicycle and pedestrian modes of traffic, as well as stormwater conveyance improvements within the watershed. This reconstruction will reconfigure the current geometry to better serve the ongoing development in the area.

The project corridor is a rural two-lane asphalt section that is 30-foot wide (12-ft lanes with 3-ft shoulders) and has ditches to facilitate drainage. There is an existing 10-ft wide pedestrian shared use path on the west side of the corridor the full length of the project. The existing right-of-way width is 100-feet and most of the residential homes have fences, landscaping, or hedges directly abutting the right-of-way line.

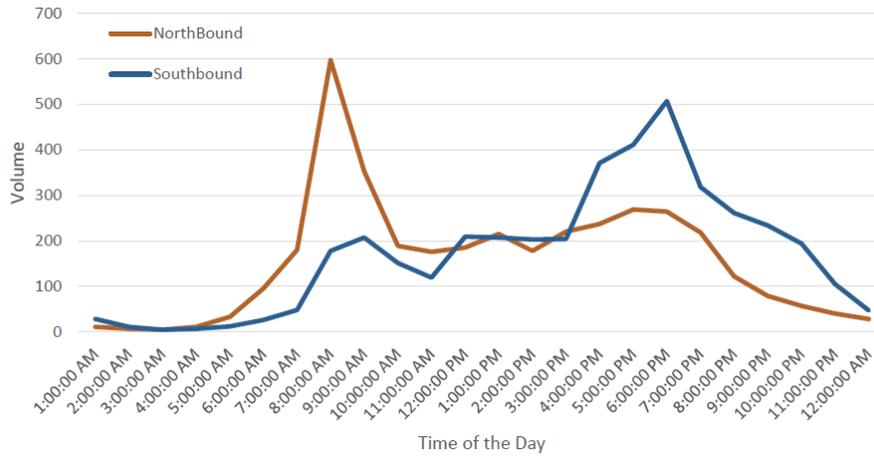
The project corridor is zoned as a mixture of single family residential, two family residential, multi-family residential, manufactured homes and commercial. The manufactured and duplex homes in Tatley Meadows / Tatley Place are an important consideration for the project and bound a large part of the corridor. Additionally, the areas to the south and east of the project are areas for planned growth in the City and are expected to develop in the coming years.

Figure 2: Current Zoning



The existing average daily traffic (ADT) varies along the corridor averaging 8,000 ADT; the forecasted traffic volumes for 2045 are projected to nearly double to 15,000 ADT. Traffic volumes on the corridor are heaviest during the morning and evening with observed AM peaks in the NB direction and PM peaks in the SB direction which is consistent with drivers going to work in the morning and returning home in the evening.

Figure 3: Traffic Volumes by Direction of Travel



The intersection of South Washington Street & Burleigh Avenue is all-way stop controlled, the other intersections on South Washington Street are side street stop controlled. The posted speed limit on South Washington Street is 40 MPH and radar data shows that drivers consistently drive higher than the speed limit during off-peak periods.

The corridor currently operates efficiently throughout the majority of the day with congestion and bottlenecks along the corridor during the peak hours. By 2045, increased traffic growth is expected to push delays and friction into levels considered deficient by the North Dakota Department of Transportation. The primary challenge being the lack of available turn lanes to facilitate effective traffic flow.

Five years of crash data (2017-2021) was obtained from the NDDOT, mapped, and analyzed to identify safety deficiencies along the corridor. Crash data was evaluated using three methodologies: crash severity, crash type repeatability, and crash rates. When compared to similar intersections across the region, this corridor was found to be more prone to crashes. Over 40% of reported crashes were rear-end crashes, 8% were sideswipe crashes, and 25% were angle crashes; these results are typical of two-lane roadways with high turn volumes, no traffic control, and no dedicated turn lanes. Additionally, 36% of crashes occurred at night. This is noteworthy because the corridor lacks lighting.

The corridor includes an active shared use trail on the west side of the corridor that connects north and south. The all-way stop-control at Burleigh Avenue provides connectivity East and West. Between the drainage ditch and Burleigh Avenue, there are no pedestrian crossings and no pedestrian facilities on the east side of the corridor. There is a high-use transit stop between Tatley Place and Tatley Meadows that lacks a formal transit shelter and creates a circuitous route down Manchester Street.

#### D. Description of Alternatives

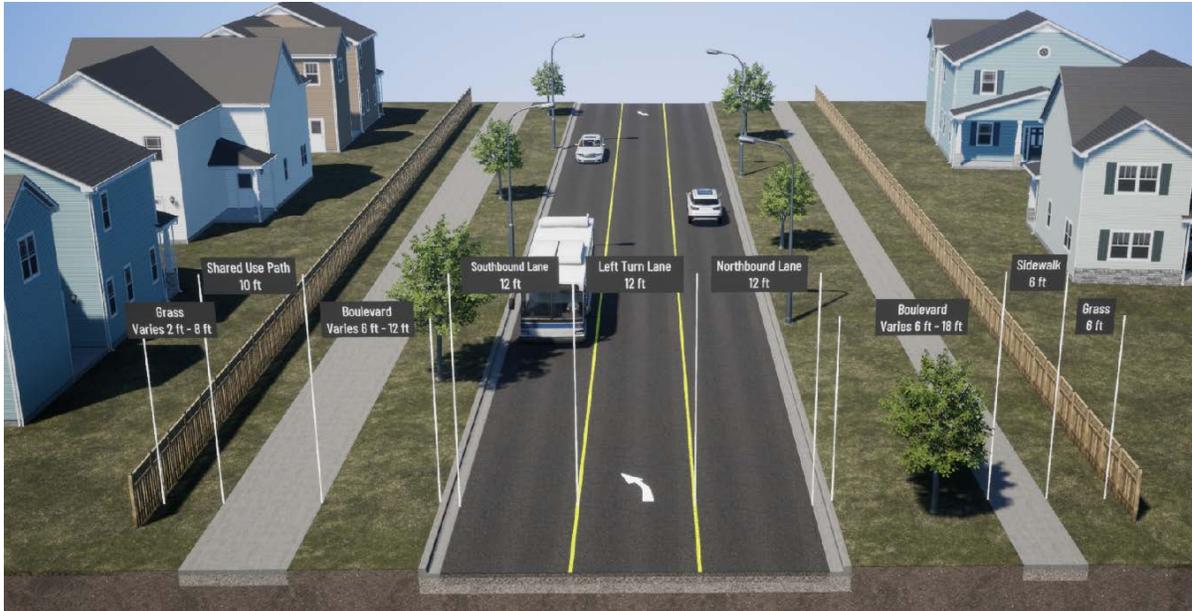
##### Alternative A: No Build

The proposed project would not occur with Alternative A, the identified deficiencies would not be addressed and the project purpose & need would not be met.

### Alternative B: Three-Lane Section on South Washington Street

This alternative would reconstruct South Washington Street into a three-lane urbanized street section consisting of one northbound lane, one southbound lane and a center left turn lane. This alternative would include a traffic signal at the London Ave/Santa Fe Ave intersection with right turn lanes on South Washington Street. A 10-foot shared use path would be constructed on the west side of the corridor along with a 6-foot sidewalk on the east side. The three-lane section would accommodate wider boulevards (12 and 18-foot width) for landscaping and snow storage. This alternative also includes widening Burleigh Avenue between South Washington Street to Boston Drive to a three-lane section, with a center left turn lane. The existing Burleigh Avenue roadway would be milled and overlaid in addition to the widening.

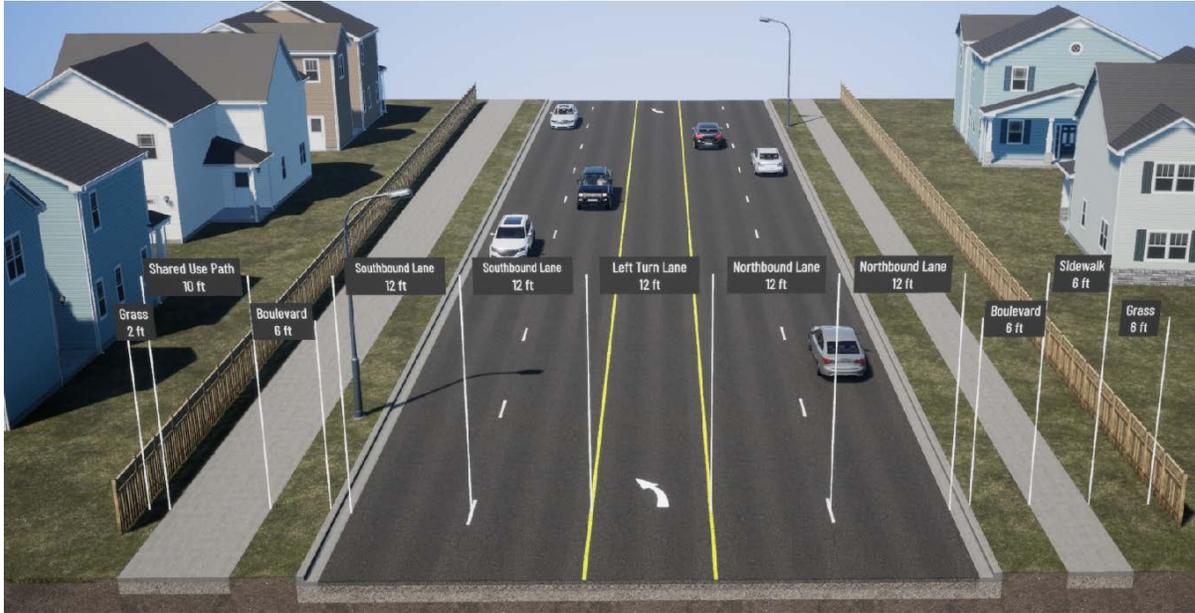
Figure 4: Alternative B: Three-Lane Section



### Alternative C: Five-Lane Section on South Washington Street

This alternative would reconstruct South Washington Street into a five-lane urbanized street section consisting of two northbound lanes, two southbound lanes, and a center left turn lane. Since the five-lane alternative adds capacity to the roadway, the NDDOT will require a noise analysis that is completed as part of the environmental approval process. This alternative would not include a traffic signal at London Ave / Santa Fe Ave because traffic signal warrants would not be met initially; however, the project would include a pedestrian actuated overhead flashing beacon for crossings at this intersection. A 10-foot shared use path would be constructed on the west side of the corridor along with a 6-foot sidewalk on the east side. This section would only be able to accommodate 6-foot wide boulevards which would restrict the ability to plant boulevard trees. This alternative also includes widening Burleigh Avenue between South Washington Street to Boston Drive to a three-lane section, with a center left turn lane. The existing Burleigh Avenue roadway would be milled and overlaid in addition to the widening.

Figure 5: Alternative C: Five-Lane Section



Option 1: Burleigh Avenue Intersection

Two intersection control options are being considered at the Burleigh Avenue intersection. These include a roundabout and a traffic signal. Either traffic control option is compatible with both three-lane and five-lane alternatives. If a five-lane is selected, this intersection would serve as the location any lane dropping or adding.

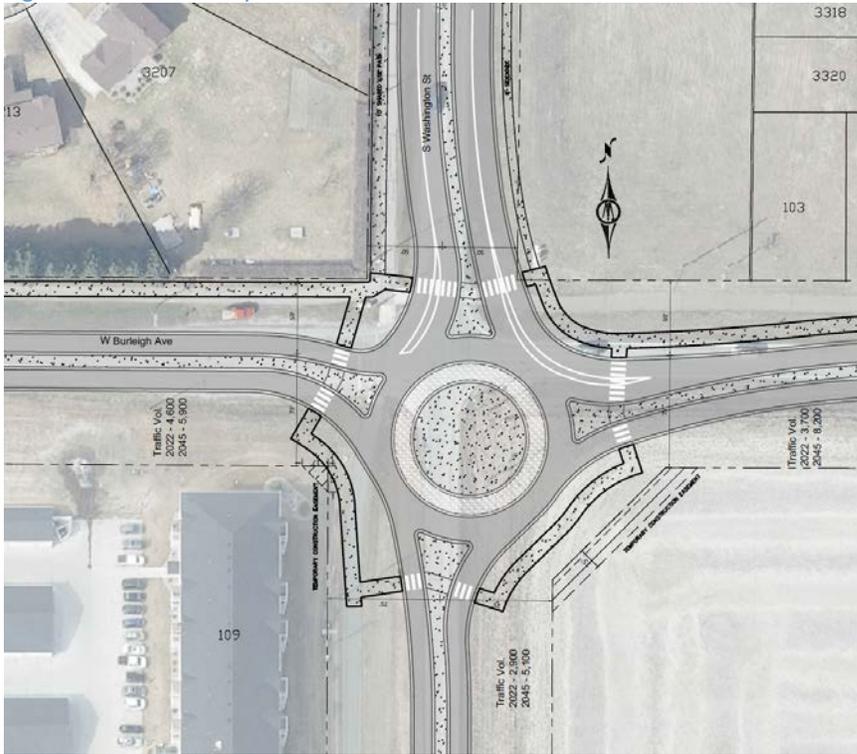
Roundabout

The first option consists of a roundabout at the Burleigh Avenue intersection. For the three-lane alternative the roundabout would be a standard single lane roundabout. For the five-lane alternative, the roundabout will be a multi-lane hybrid that includes right turn lanes on the north leg of the intersection.

Figure 6: Single Lane Roundabout - Three-Lane Section



Figure 7: Multi-Lane Hybrid Roundabout - Five-Lane Section



Traffic Signal

The second option being considered consists of a signalized intersection at Burleigh Avenue. A traffic signal is warranted at this intersection. The intersection layout would include dedicated left and right turn lanes and pedestrian actuated crossings.

Figure 8: Traffic Signal: Three-Lane Section

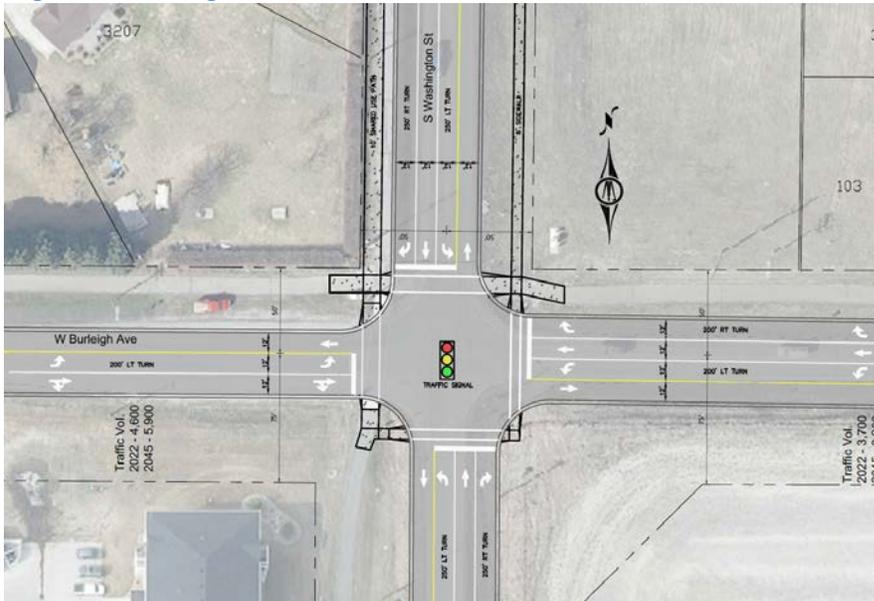


Figure 9: Traffic Signal: Five-Lane Section



Option 2: Pedestrian Refuge Islands

Median refuge islands are proposed at the intersections of Rutland Dr, Warwick Ave, and Victoria Circle / Irvine Loop to improve pedestrian safety by providing marked crossing locations along the corridor. Access onto South Washington Street will not be restricted with these options. The pedestrian refuge island concept presented at the public meeting included pedestrian refuges on both the north and south approaches of the intersections which would have reduced vehicular access. Options presented below include a refuge at only the north or south approach which allows for access out of the side street onto South Washington Street. The northbound left turn movement, onto Rutland Drive and Victoria Circle, would be the only turning movements restricted by the refuge islands. These displaced movements would be accommodated at full access intersections north and south of the proposed refuge island. This option is compatible with both the three-lane and five-lane alternative.

Figure 10: Pedestrian Refuge Island Concept

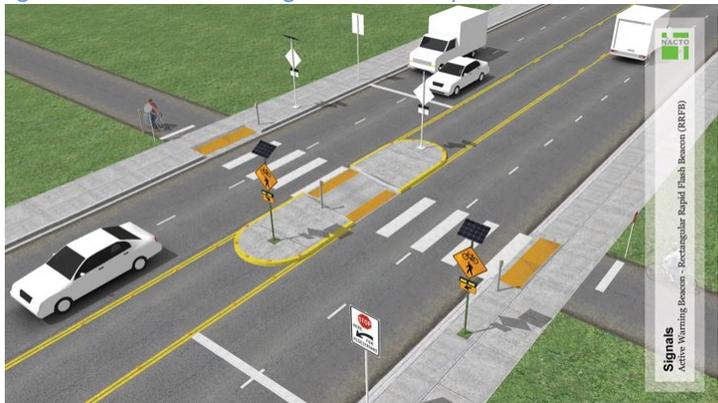
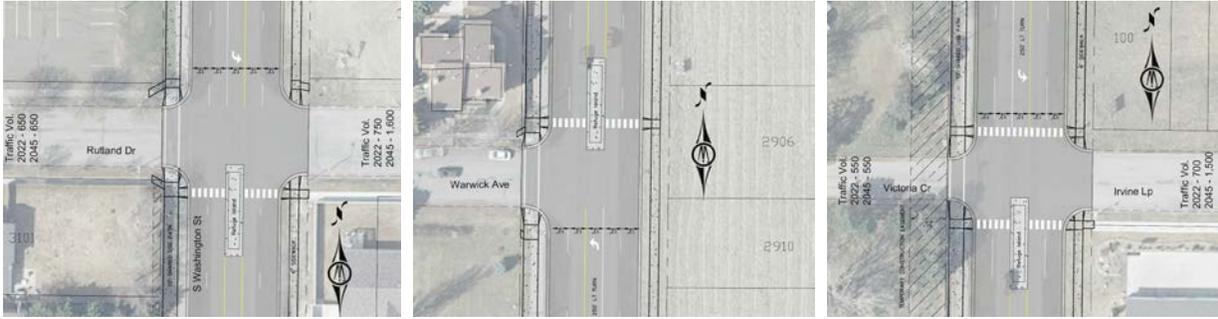


Figure 11: Pedestrian Refuge Island Locations



Option 3: Bus Stop/Shelter

A bus stop and shelter are proposed near the southwest corner of South Washington Street & Victoria Circle/Peachtree Drive. For the 3-lane alternative, a separate bus turnout and shelter will be provided since the wider boulevard accommodates the turnout. For the 5-lane alternative, just the bus shelter is being proposed and the bus would need to stop in the western-most thru lane to pick up passengers.

Figure 12: bus turnout and shelter



Right of Way & Easements

The project will require the acquisition of temporary construction easements at various locations and in varying amounts based on each alternative. The roundabout option may require the acquisition of permanent right of way in the corners of the Burleigh Avenue intersection. The roundabout will be slightly shifted to the northeast on existing City of Bismarck property to minimize the acquisition needed. Temporary easements and right of way parcels will be determined during final design.

Utilities

Municipal utilities such as watermain and storm sewer will be upgraded with the project as needed. Private utility impacts will be avoided where possible and minimized where not possible. It is anticipated that some private utility facilities will have to be adjusted or relocated. Coordination with utility companies will continue to occur throughout the design and construction phases.

## Project Costs and Comparison of Alternatives

The reconstruction project on South Washington Street will be funded by half-cent sales tax dollars and federal aid dollars. The pavement widening project on Burleigh Avenue will be funded by a to-be-determined form of additional local funding. Costs below include the Burleigh Avenue widening in each alternative.

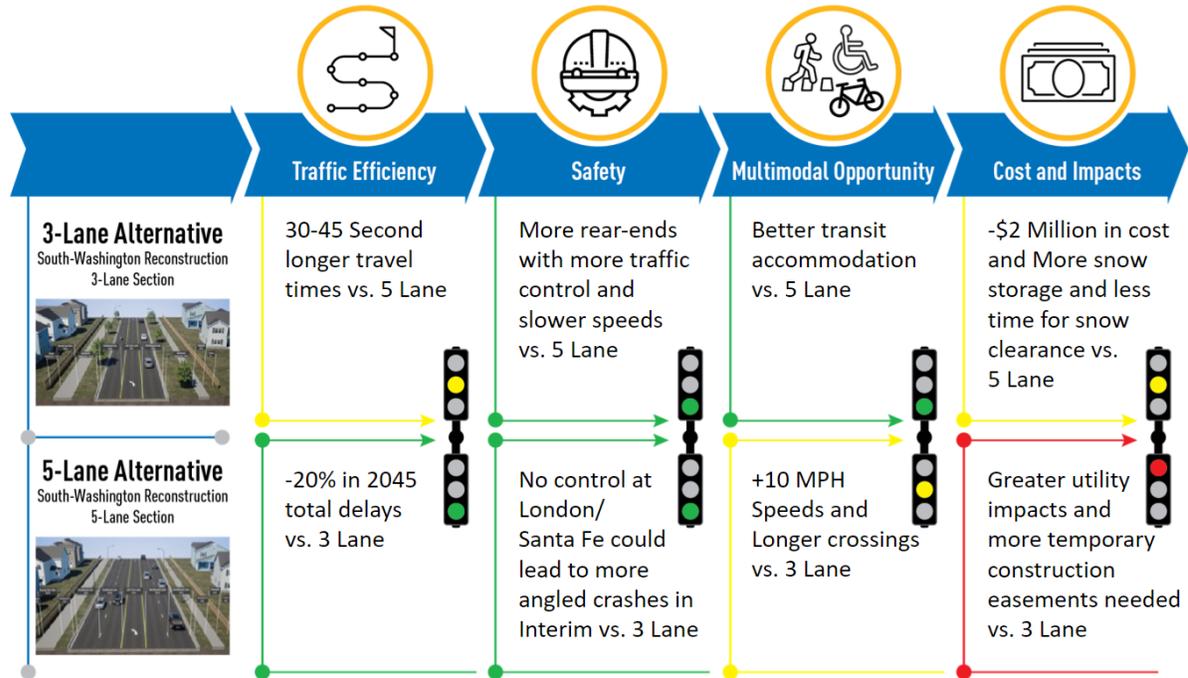
Alternative B: Three-Lane Section with Burleigh Avenue Traffic Signal – \$15.4 Million

Alternative B: Three-Lane Section with Burleigh Avenue Roundabout – \$15.5 Million

Alternative C: Five-Lane Section with Burleigh Avenue Traffic Signal – \$17.4 Million

Alternative C: Five-Lane Section with Burleigh Avenue Roundabout – \$17.5 Million

Figure 12: Comparison of Alternatives



## Work Zone Traffic Control

Due to the right of way constraints of the corridor, maintaining two directions of traffic on South Washington Street during construction will not be feasible. The southbound direction of travel will be maintained during construction and a signed detour route will be provided along Burleigh Avenue and South 12<sup>th</sup> Street. Access will be maintained to adjacent subdivisions during construction. The shared use path will be closed along South Washington Street. A pedestrian detour will be provided along adjacent residential sidewalks with crossings at key intersection locations.

### Public Concerns / Need for Public Input

A public input meeting was held April 18<sup>th</sup>, 2023 at Wachter Middle School in the Cafetorium. A direct mailer postcard notification of the public meeting was sent to all property owners within one-quarter mile of the project. Notification flyers were provided to the multi residential properties of Tatley Meadows, Tatley Place, Citadel Apartments Colonial Estates, Stuttgart Apartments, and Woodbridge Apartments. A press release was distributed by the City of Bismarck and a newspaper ad was published in the Bismarck Tribune. Notification of the public meeting and posting of all reviewable materials, including a recorded version of the presentation, was also provided on the NDDOT and City of Bismarck websites and social media channels. Public comments were accepted in person at the meeting, in writing or email, and online through the project website InputID tool.

At the conclusion of the comment period a total of 132 comments were received: 38 emailed comments, 29 written comments, and 65 from the online comment tool. The public weighed in on the alternatives and options described above. There was a common theme among those supporting the three-lane alternative which included prioritizing lower traffic speeds, wider boulevards, and pedestrian amenities. Those supporting the five-lane alternative promoted building for future growth and more efficiency for vehicular travel. The written comments received at the meeting have been included in **Appendix A, Public Input Meeting Comments**.

Figure 13: Summary of Emailed/Written Comments



II. City Decisions

A. Do you concur with the project concepts as proposed?

\_\_\_\_\_ Yes

\_\_\_\_\_ No

B. Which alternative should proceed with the project?

\_\_\_\_\_ Alternative A: No Build

\_\_\_\_\_ Alternative B: Three-Lane Section on South Washington Street, Widening Burleigh Avenue, and traffic signal at London/Santa Fe.

\_\_\_\_\_ Alternative C: Five-Lane Section on South Washington Street, Widening Burleigh Avenue, and stop control at London/Santa Fe with pedestrian actuated overhead flashing beacon.

C. Option 1: Which option should be constructed at the Burleigh Avenue Intersection?

\_\_\_\_\_ Roundabout Intersection

\_\_\_\_\_ Traffic Signal

D. Option 2: Should Pedestrian Refuge Islands be installed at the following intersections?

Rutland Drive (south side of intersection)

\_\_\_\_\_ Yes

\_\_\_\_\_ No

Warwick Avenue (north side of intersection)

\_\_\_\_\_ Yes

\_\_\_\_\_ No

Victoria Circle / Irvine Loop (south side of intersection)

\_\_\_\_\_ Yes

\_\_\_\_\_ No

E. Option 3: Should a Bus Stop/Shelter be included near Victoria Circle / Peachtree Drive?

\_\_\_\_\_ Yes

\_\_\_\_\_ No

Amendments / Comments for Project:

---

---

---

---

---

---

---

Gabe Schell, PE  
City of Bismarck Engineer

---

Date

# Appendix A

## Public Input Meeting Comments



## Public Input Meeting

### South Washington Street Reconstruction

### Burleigh Avenue to the South Bismarck Drainage Ditch

### AC-NHU-1-981(137), PCN 23859 | Reconstruction

### City Project - HC 158

*April 18, 2023 | 5:30-7:30 PM*

Apex Project No. 22.105.0199

A public input meeting was held on April 18, 2023, at the Wachter Middle School cafeteria in Bismarck, North Dakota. The meeting began at 5:30 pm, with a formal presentation held at 6:00 pm. The following is a summary of the question-and-answer session held during the meeting. Responses were given by Troy Ripplinger, Apex Engineering Group; Mike Bittner and Chris Dahl, Bolton & Menk; and Gabe Schell, City of Bismarck Engineer.

#### **Comments received on the project alternatives (3-lane or 5-lane section):**

- Why can't the four-lane section (similar to north of the drainage ditch) be continued?
- The project should be built for the future. Five lanes should be given. Buildings are being built all over and growth is going to continue.
- A five lane might help the bottleneck issue at the drainage ditch and reduce speeding.
- Can a three-lane section accommodate the width of construction vehicles traveling through the area, with all the development happening there is a lot of construction traffic.
- Five lanes would allow for less detours during future construction; would be able to close several lanes and still allow traffic on the road.

#### *Response/Discussion:*

There was considerable discussion and debate at the meeting over the pros and cons of the project alternatives. Several members of the public expressed their support of the 5-lane section for moving traffic more efficiently through the corridor. Others expressed their support for the 3-lane section favoring lower speeds, pedestrians, and wider boulevards. Continuing the four-lane section would be less efficient than either alternative since there is no dedicated turn lane. Four-lane roadways are being phased out in other communities because of their potential for more crashes. A three-lane section would be wide enough to accommodate construction vehicles.

#### **Comments received on safety/speed limits:**

- The five-lane alternative would create a safety issue. Children and pedestrians use the walking paths in the area. Five lanes would create a speeding zone, especially for motorcycles traveling from the river and from Sibley Park.
- Driving speeds are already higher than the posted limits. Five lanes would make people drive even faster.
- What would the posted speed limits be?
- More traffic signals should be added at intersections to help control speeding.
- A four-way stop should be added at Peachtree and Santa Fe to control speeds.
- Can Bismarck PD patrol this corridor more frequently?

*Response/Discussion:*

There were several instances during the meeting where residents voiced their concern with speeding along the corridor. They explained that speeds can be excessive, sometimes much higher than the posted speed limit. The public stated vehicles and motorcycles, traveling from Sibley Park and the river, speed on South Washington Street and Burleigh Avenue.

Posted speed limits are determined by City Engineering and are typically posted at 35 mph for an arterial corridor like South Washington Street. Traffic signal warrants must be met to install a traffic signal at an intersection. A traffic signal is warranted at Burleigh Avenue for both alternatives. A traffic signal is warranted at the London/Santa Fe intersection only for the 3-lane alternative. The primary reason a traffic signal is not warranted at London/Santa Fe with the 5-lane alternative is because there should be more opportunities for traffic from London/Santa Fe to find a gap in the traffic flow on South Washington Street to make a right or left turn onto the corridor.

**Comments received on pedestrian facilities:**

- Will the walking path be at the same elevation as the roadway?
- How many pedestrian refuge islands are included?
- How is a roundabout safer for pedestrian traffic than a signal?

*Response/Discussion:*

The elevation of South Washington Street and the shared use path will be adjusted and will likely be lowered in several areas. Three locations were proposed for pedestrian refuge islands. There were concerns that turning movements would be restricted with refuge islands, causing more traffic to be routed on residential streets. Studies have shown that a single lane roundabout is safer for pedestrians because they only need to cross one lane of traffic at a time, rather than three or five at a traffic signal.

**Comments received on signals and roundabouts:**

- Is a traffic signal only included with a three-lane alternative?
- Do all alternatives include a signal at London Avenue, even with a roundabout?
- Would the roundabout be a single lane with both the three and five lane alternatives?
- Will a roundabout impact people's ability to get back onto Washington?
- There's too much traffic for a roundabout; a four-way stop would work better.
- A traffic signal at Santa Fe might be necessary since a gas station is going to be built.

*Response/Discussion:*

A traffic signal is warranted at the London/Santa Fe intersection only with the 3-lane alternative. A single lane roundabout is being considered at Burleigh Avenue, along with traffic signal options, for the both the three and five-lane alternatives.

**Comments received on project cost:**

- Is the additional cost of the five-lane alternative worth it for only a 30-45 second increase in travel time efficiency?
- How will the project be paid for? Will specials be assessed? Will the whole city pay for the cost, or just those in the area?
- What is the cost on just the Burleigh Avenue portion of the project?
- What is the cost difference between a roundabout and a traffic signal?

*Response/Discussion:*

The South Washington Street portion, along with the functional area of the Burleigh Avenue intersection, will be paid for by the City's half-cent sales tax and federal funds. Funding for the Burleigh Avenue portion is yet to be determined and could be a combination of sales tax and/or special assessments. The cost of the Burleigh Avenue section was not broken out separately for the meeting. The initial cost of the roundabout would be \$90,000 (3-lane) to \$50,000 (5-lane) more than a traffic signal.

**Comments received on maintenance:**

- Will snow removal be more difficult with a roundabout?
- Can trees be planted on the outside of the boulevard? Tree maintenance is a high cost for the city when a lot of them are damaged and need to be replaced every year because of snow removal, etc. Trees hinder snow storage.
- Does public works have concerns with snow storage capacity for a five-lane road?
- Is there a significant maintenance cost difference between three and five lanes?

*Response/Discussion:*

The city doesn't specifically track snow removal and maintenance costs between different street sections. The city has an internal process where proposed projects are discussed among the different departments. For example, when the engineering department is proposing a road improvement, the public works department is consulted to gather their opinions on the project and future maintenance activities. The minimum boulevard width for tree plantings is 6-feet, which is the planned boulevard width for the 5-lane alternative. The 3-lane alternative has wider boulevards and would be better for accommodating trees.

**Comments received on City decisions:**

- What alternative does the city prefer?
- Why are we going through this process? Why don't we just let the commissioners decide?
- Will three lanes vs five lanes affect future city projects or decisions north of the drainage ditch?
- Is the City still considering a bridge over the river in this area?
- Will this project affect flood control or FEMA designation?
- Where do the city limits stop on Burleigh Avenue? Why would the city spend money on streets that aren't in their jurisdiction?

*Response/Discussion:*

The city has entered into this environmental process to gather public input and additional information regarding the project alternatives; there is not a preferred alternative at this time. Once public input is received, the information will be presented to the City Commission for a decision on the alternatives. The proposed project would not impact any FEMA flood-area determinations; the roadways are factored into any flood hazard calculations already. The proposed project limits are entirely within city limits. The decision for this project may impact future lane configurations north of the drainage ditch. For example, it would not be compatible to build five lanes on this project and then convert to three lanes north of the ditch. It was also noted there would be impacts to the mature boulevard trees in the segment north of the drainage ditch if that section were to be expanded from four lanes to five.

**General project comments:**

- Will concrete or asphalt be used?
- How much right-of-way will be required for this project?
- Will this project impact the Burleigh Avenue tree?
- Not allowing left turns off of Warwick and Victoria creates a large detour for travelers, is a large inconvenience.
- There is a lot of traffic noise in the corridor already; are there any options for noise reduction?
- Can construction be phased so Washington and Burleigh won't be closed at the same time?
- Will Boston Drive be completed prior to this project?
- What impact will the detour during construction have on traffic on Burleigh Avenue?
- How far west on Burleigh Avenue does the project extend?
- How are traffic numbers estimated?

*Response/Discussion:*

Concrete pavement is planned for South Washington Street and asphalt pavement will remain on Burleigh Avenue. No additional permanent right-of-way is anticipated at this time; temporary construction easements may be needed to blend adjacent properties to the proposed street section. The proposed project would not impact the tree on Burleigh Avenue. There are no noise mitigation measures proposed at this time; however, if a five-lane alternative continues to be considered, a noise impact analysis will be conducted through the NDDOT. Construction will be phased to maintain traffic along Burleigh Avenue. The project will extend west on Burleigh Avenue through the turn lanes or splitter islands for the roundabout alternative.

**From:** [jimsvihovec@gmail.com](mailto:jimsvihovec@gmail.com)  
**To:** [Troy Ripplinger](#)  
**Subject:** Washington Street reconstruction  
**Date:** Wednesday, May 10, 2023 7:10:49 PM

---

Mr. Ripplinger:

I drive Washington street every day to and from Mandan to work. I think it's easy to see right now with construction going on that a 3 lane project will only congest traffic further. This project needs to be 5 lane. I think you will regret doing a 3 lane road when you find out that it will only further congest traffic when the car in the front is holding up traffic and everyone else behind them is frustrated and full of road rage. Bismarck is a progressive community.....plan for the future and make this a 5 lane road.

**From:** [Helen Brunner](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** South Washington St  
**Date:** Tuesday, May 9, 2023 12:34:09 PM

---

My husband and I are both in favor of the 5 lanes because we both realize how fast this area is growing. We feel three lanes would just be a bandaid. We were at the meeting at Wachter and listened to both options and like I said we are in favor of the 5 lane. We've been living at 2536 Peach Tree Drive for the last ten years and have seen how drastically the traffic has increased it's always one car away from a bad car accident.

Thank you  
Helen and Harlan Brunner

Sent from my iPhone

**From:** [Sandra Monger](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Bismarck South Washington Project.  
**Date:** Thursday, May 4, 2023 3:36:31 PM

---

I realize I missed the public comment period for the South Washington Project but hoping you will still take my comment into consideration as I am only a day late. As a resident that resides on Peach Tree Drive I strongly believe that due to anticipated growth the 5 lane option with a signal is best. Even with 5 lanes a signal is definitely needed at Santa Fe. I do not believe a roundabout will alleviate enough of the issues for residents needing to take left turns to go northbound onto Washington. There needs to be a turn lane that extends between Wachtel and expressway as well. With the excessive speeding on Washington and lack of police presence to issue citations, I don't feel any if the proposed changes will address the speeding issue so strongly encourage you to consider a traffic signal. Sincerely, Sandra Monger  
2401 Peach Tree Dr.

Sent from my Verizon, Samsung Galaxy smartphone  
Get [Outlook for Android](#)

**From:** [Keith Kiser](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** South Washington Street Improvements  
**Date:** Tuesday, April 11, 2023 5:44:17 PM

---

I will not be able to attend the public input meeting on April 18th but wanted to express my full support for the proposed improvements. I live near South Washington and Burleigh Avenue and it is clear changes need to be made to enhance both traffic flow and pedestrian safety.

Keith Kiser  
3201 Kamrose Place

  
keithmkiser@gmail.com

Sent from my iPhone

**From:** [Troy Ripplinger](#)  
**To:** [Renee Brown](#)  
**Subject:** RE: S Washington  
**Date:** Friday, April 14, 2023 2:11:00 PM

---

Renee,

Trees are planned to be added in the boulevards along the corridor with the project. Maintenance of the boulevard, including grass maintenance and sidewalk snow removal, is the responsibility of the adjacent property owner per current city ordinance.

Please let me know if you have any additional questions or comments on the project.

Thanks!

**Troy Ripplinger, PE (ND, MT)**  
Senior Transportation Engineer

### **Apex Engineering Group**

600 South 2<sup>nd</sup> Street – Suite 145  
Bismarck, North Dakota 58504

Office: 701-323-3950

Direct: 701-323-3958

██████████ ██████████  
Email: [Troy.Ripplinger@ApexEngGroup.com](mailto:Troy.Ripplinger@ApexEngGroup.com)

*This communication and any documents or files transmitted with it are confidential and are intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing or copying of this communication is strictly prohibited. If you received this in error, please immediately notify Troy Ripplinger at 701-323-3958.*

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

From: Renee Brown <reneebecker65@icloud.com>  
Sent: Tuesday, April 11, 2023 6:37 PM  
To: Troy Ripplinger <Troy.Ripplinger@apexenggroup.com>  
Subject: S Washington

Hello Troy. I am a resident who owns a home up against Washington St. (East side). I would make a request that trees be put in along the boulevard between the sidewalk and property line on the East side. Also, will the city be mowing this boulevard? It is near impossible to mow because of the solid fence line that is now in place and no access to the area. Thank you for your feedback.

Renee Brown, Realtor  
Century 21 Morrison  
1142 W Turnpike Ave

Bismarck, ND 58501



[homes@resultswithrenee.com](mailto:homes@resultswithrenee.com)

**From:** [Shereen Thunshelle](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Re: Questions about South Washington project  
**Date:** Wednesday, April 12, 2023 5:22:05 PM

---

Thank you for your reply.

It took my husband so very many pain-staking hours installing that landscaping block wall, preparation for planting and then doing the planting of those trees and shrubs, and then the placing of first gazillions of papers under and then the placing of the landscaping cedar chips. The project costs thousands of dollars.

If ANY of it is damaged, we **WILL EXPECT** the city to hire a professional landscaper to restore it all as we had it done, and doing so **BEFORE** winter arrives!

Also, we absolutely expect that **NO** equipment ever get anywhere near to even possibly **TOUCH** our new and extremely expensive vinyl fence - in addition, we have small dogs who run free in our backyard and their safety would then also be put in jeopardy - if there would be damage to our fence. Also, with how extremely busy Dakota Fence is, it can take **WEEKS** for them to get out to repair a fence. And, if it is too late in the fall, they wouldn't be able to repair it until the following spring.

Whoever is in charge of this project **MUST** plan to complete **ALL** of the work while **ALWAYS** staying on **PUBLIC** property and never ever expecting to be on people's private property at all. It will work out best for **EVERYONE** to not damage people's personal property.

In addition, it will already be very quite miserable enough for all of us in this area in contending with this construction - for many months - all the noise, all the dust, and the interruption of traffic flow making it more difficult to get to and from work or going anywhere for that matter, and we **SURE** don't need the added stress of contending with damaged property.

Again, thank you for your reply.  
Shereen & Terry Thunshelle

On Wed, Apr 12, 2023 at 9:11 AM Troy Ripplinger <[Troy.Ripplinger@apexenggroup.com](mailto:Troy.Ripplinger@apexenggroup.com)> wrote:

Shereen & Terry,

Thank you for your comments on the South Washington Street project. Below are my responses to your questions:

Question #1.) Construction during either of the proposed projects will not damage this of our property, will it?

- Impacts to adjacent property haven't been fully determined yet. I will make note of your landscaping area and we will see if we can avoid it. If we do end up impacting your property, we will be contacting you to obtain a construction easement and we will work with you on restoration and replacing any items we may impact with the project.

Question #2.) Looking at your map, it looks like there will be OUR white fence PLUS ANOTHER fence constructed by the city, correct?

- The City will not be constructing a fence with the project. The fences on our maps are meant to represent the fences on private property.

Please let me know if you have any other questions or comments.

Thanks!

**Troy Ripplinger, PE (ND, MT)**

Senior Transportation Engineer

## **Apex Engineering Group**

600 South 2<sup>nd</sup> Street – Suite 145

Bismarck, North Dakota 58504

Office: 701-323-3950

Direct: 701-323-3958



Email: [Troy.Ripplinger@ApexEngGroup.com](mailto:Troy.Ripplinger@ApexEngGroup.com)

*This communication and any documents or files transmitted with it are confidential and are intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing or copying of this communication is strictly prohibited. If you received this in error, please immediately notify Troy Ripplinger at 701-323-3958.*

---

**From:** Shereen Thunshelle <[shereen.thunshelle@gmail.com](mailto:shereen.thunshelle@gmail.com)>  
**Sent:** Tuesday, April 11, 2023 8:42 PM  
**To:** Troy Ripplinger <[Troy.Ripplinger@apexenggroup.com](mailto:Troy.Ripplinger@apexenggroup.com)>  
**Subject:** Questions about South Washington project

Last summer we planted Emerald Green Arborvitae and spireas behind our fence on South Washington (we live 4 houses down from the church/daycare which is located on Rutland/South Wash), which is still within our property line, and which is the area where Capital Electric and other lines are buried (we had "locates" done before doing the project), and we also put up the new expensive white vinyl fence.



Question #1.) Construction during either of the proposed projects will not damage this of our property, will it?

Question #2.) Looking at your map, it looks like there will be OUR white fence PLUS ANOTHER fence constructed by the city, correct?

We have lived here for nearly 32 years and so we know the traffic patterns VERY WELL down here. In February or so, we wrote a long letter to the Bismarck city council letting them know how very dangerous this area of South Washington has become in recent years

due to thousands - from spring through the fall - of the super high-speeding motorcycles coming from both Sibley Park and the river - and you can be certain that very many of them are under the influence of either or both alcohol and/or drugs as these are two major party areas.

The council encouraged a Bismarck police officer to call me and we had a great conversation discussing the already high but also increasing danger these insane motorcyclists pose.

He was the one who gave me the phone numbers of whom to call in the city planning dept, and we were very happy to learn that a roundabout at the intersection of Burleigh & South Washington was planned! We think this will "help" slow down those super-speeding bikes.

We REALLY hope that the city goes with the 3-lane plan so that there can be a traffic light at the corner of London & Sante Fe Ave, which would FURTHER "help" slow down those insane motorcycles! Plus, it would be SO much more aesthetic because then trees could be planted - just like it is along South Washington beginning about a mile north of here.

Also, going with the 5-lane plan, this will PERFECTLY! further establish this area of South Washington for being a wonderful SPEEDWAY! for the high-speeding motorcycles because then they will be able to WEAVE in and out of the lanes while going their 60-70mph! :0

People turning onto Washington will easily get hit - and wouldn't see them coming as they are SO fast!

Shereen has a RN background, Terry is a physical therapist, two of our children are pharmacists, and thus we are well-aware of safety and tragedies which happen.

Unless the roundabout is put in and the light put in at London, we know that it is only a matter of time until one or more of those high-speeding motorcycles will cause an accident and KILL people! ...perhaps it will be that of striking a vehicle with small children and their parent leaving the daycare located on the corner of Rutland and Washington?? :(

And the 5-lane plan will SURELY increase the danger exponentially! :(

We very much look forward to receiving your reply! :)

Shereen & Terry Thunshelle

3125 Devon Drive

## Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more [Click Here](#).

**From:** [Ron and Nancy Klein](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** S. Washington and Burleigh intersection  
**Date:** Thursday, April 13, 2023 5:36:34 PM

---

I have traveled this intersection for the past 28 years. I would strongly encourage the use of a roundabout.

Ron Klein  
3413 Gallatin Dr.

**From:** [Irene Meier](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** read the proposal I think its a good idea don"t think you need 5 lanes 3 is enough and keep the walking trail  
**Date:** Friday, April 14, 2023 2:41:03 PM

---

Sent from [Mail](#) for Windows

**From:** [Irene Meier](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** south Washington project  
**Date:** Friday, April 14, 2023 2:40:39 PM

---

And don't raise the taxes

Sent from [Mail](#) for Windows

**From:** [Julie horter](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** South Washington renovation  
**Date:** Sunday, April 16, 2023 1:43:33 PM

---

Troy,

We will not be in town for the April 18th meeting but would like to leave input:

We support the Burleigh and Washington round about.

Start with a 3 lane enhancement would be what we would like to see for starters.

Addressing the traffic light at Santa Fe, understand it's necessity.

Thank you for allowing our feedback.

Chuck and Julie Horter

3716 Poseidon Loop

**From:** [Schneider, Jeremy](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** S. Washington St. Reconstruction  
**Date:** Monday, April 17, 2023 7:24:52 AM

---

Good morning Troy,

My family lives at 325 Marietta Dr. just off south Washington St. We are voting for 5 lanes with turnabouts. As is it is very difficult to leave our neighborhood in the morning during work traffic. We also have issues with getting into our neighborhood during after work traffic and I do not believe only having 3 lanes with the middle lane being a turning lane will help with this problem especially with the growth happening in this area. Do this project right the first time so we do not have to widen later and make two projects out of what can be accomplished now. Thanks for your consideration and alleviating this issue on south Washington!

**Jeremy Schneider**

---

Confidentiality Notice: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain privileged and confidential information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

**From:** [justin.vinjelaw.com](mailto:justin.vinjelaw.com)  
**To:** [Troy Ripplinger](#)  
**Subject:** South Washington Street Public Input Comments  
**Date:** Monday, April 17, 2023 9:25:45 AM

---

Good morning, Troy:

This e-mail is to provide comments on behalf of myself and my wife, Tiffany Vinje, regarding the proposed changes to South Washington Street and its intersection with Burleigh Avenue. We live at 417 Nautilus Drive in Bismarck, which is part of the SouthBay development. Tiffany and I both use that street and intersection several times per day, so we would be impacted by any changes. Here are our comments:

### South Washington Street

My wife and I both favor converting South Washington Street to five lanes: two northbound lanes, two southbound lanes, and a center turning lane. The center turning lane is probably the most crucial part of the plan. We have seen a number of accidents involving vehicles rear-ended while attempting to turn left off South Washington Street. Drivers should be paying better attention, but, unfortunately, the City has little control over that. Icy roads have also contributed to these rear-end accidents.

Given the high speed limit in this area, these accidents have great potential for injury or death. Creating a center turn lane will help with this.

We also believe that four lanes of travel are important, given the projected growth in south Bismarck. These lanes will eventually be necessary. It is better to build them now rather than having to do a costly re-design years later. Given that this street is the main traffic outlet for a large portion of southwest Bismarck, it is preferable to get all the work done in one project, rather than several projects, as these lengthy road construction projects have been frustrating.

Tiffany and I both support the installation of a stop light at the intersection of South Washington Street and Santa Fe Avenue. This will slow down traffic and provide a necessary break for those turning directly onto South Washington Street from their residential neighborhoods.

While this is not discussed in the proposal, Tiffany and I both believe that the speed limit on South Washington Street should be reduced to 35 mile per hour. This is necessary from a safety perspective, and it will hopefully decrease vehicle speeds before transitioning to the 35 miles-per-hour zone to the north.

### Intersection of South Washington Street and Burleigh Avenue

Tiffany and I both generally support the installation of a roundabout to service this intersection. However, we also have concerns with this. Most winters, this intersection has been very icy and slippery. Given the volume of traffic serviced by the intersection, we are concerned about accidents due to the higher speeds along a curved intersection. If the intersection can be engineered in a

manner to eliminate the ice, it would greatly ease our concerns. Traffic flow would presumably be smoother, with less stop-and-go traffic buildup blocking the apartment complex driveways close to the intersection.

However, given the number of vehicles that will be using the intersection, a traffic control light may be a good idea. There must be transportation engineering standards addressing this issue, and we would defer to those recommendations.

#### Speed Limit and Crosswalk on Burleigh Avenue

While this may seem off topic, it must be considered a part of this project. The speed limit on Burleigh Avenue west of the intersection with South Washington Street needs to be uniformly 25 miles-per-hour. Population density in that area is much higher than it used to be. With the walking path and a crosswalk nearby, speeds on Burleigh Avenue are extremely dangerous. Creating a uniform speed limit in that area is the only way to keep pedestrians, children, and pets safe. Daily, we walk past a cross marking the death of a motorcyclist on Burleigh Avenue. Reducing the speed limit will create harsher penalties for speeders and will save lives.

Additionally, another crosswalk is needed at the intersection of Calypso Drive and Burleigh Avenue. Pedestrians and their children continue to cross Burleigh Avenue to access the walking path at that location. Unless a crosswalk is constructed at that location, there will be an accident, and it will involve serious injury or death. Another crosswalk (combined with a uniform, reduced speed limit) is necessary.

Given the proposed construction, the intersection of South Washington Street and Burleigh Avenue will service ever greater vehicle traffic numbers. These speed limit and crosswalk changes to Burleigh Avenue have to be considered as part of any plan to further develop South Washington Street, as safety must always be our number one priority.

Thank you very much for your time and consideration. If further input is needed, please feel free to contact us.

Justin Vinje  
Vinje Law Firm  
407 East Avenue C  
Bismarck, N.D. 58501  


Note: This e-mail contains information that may be proprietary, confidential, or privileged. If you are not the intended recipient, please delete this e-mail and contact me.

**From:** [Tom Schmidt](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Public Input Meeting-PCN 23859  
**Date:** Monday, April 17, 2023 5:02:31 PM

---

Hi Troy!

My vote would be for 5 lanes and a roundabout at the intersection of Burleigh and Washington.

Thank you!

Tom Schmidt  
4701 Huber Drive  
Bismarck

[Sent from Yahoo Mail on Android](#)

**From:** [Tracey Goetzfried](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Public Input Meeting – PCN 23859  
**Date:** Monday, April 17, 2023 6:21:25 PM

---

Hello,

I live at 230 Sheehan Road, Bismarck ND 58504 and just wanted to say it is wonderful that Bismarck is planning on doing some improvements to South Washington Street. I have lived in this area for approximately 25 years.

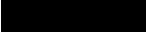
I do believe a three lane would be extremely helpful. The main issue seen in the most recent years are people having to wait while others turn left off the road. I think a 5 lane would be a bit overkill for the area, as once you are past the first turns both East and West when going south of the viaduct traffic does decrease and spread out. Also I would be concerned with the speed of traffic with the heavily used parks and recreation trail in that area. I see many school aged kids walking and riding their bikes to and from Solheim elementary daily. The more lanes, it seems the faster people go.

The prospect of lights at the new gas station and burleigh avenue would be reasonable.

I believe that a roundabout would not be a good idea at the burleigh intersection. I do not believe that with the current area that you have, that a large enough one would be able to be built to accommodate the people that visit General Sibley Park Campground. The smaller ones are not really able to handle people pulling a 32 foot or bigger camper. That's the last thing a visitor to our area needs to contend with. I believe a light would work best and would be reasonable.

Anyway thank you for looking to upgrade and letting me offer my thoughts

Sincerely,

Tracey Goetzfried, RN  
230 Sheehan Road  
Bismarck, ND 58504  


Sent from my iPhone

3-Lane Option will: We've lived on Deven Drive for 22 years +  
I've worked from home + so I very well know  
the traffic patterns.

- 1.) Increase safety → the 5-lane option will greatly further jeopardize citizens' safety because instead of <sup>9 billions of</sup> high-speeding motorcyclists being stopped by vehicles going 40mph, the 5-lane option will allow them to weave around vehicles at high speed. It already is a terrible problem → many are under the influence of drugs +/or alcohol as they are coming from Sibley Park + the river → 2 big party places.
- 2.) Includes the traffic light at London + Santa Fe + thus will provide more protection because of another stop feature included.
- 3.) The 4-lane option is a mile north of us, + which has far more traffic, continues to be very sufficient + efficient, + thus a 3-lane option south of Selheim would be very sufficient + efficient with only needing turning lanes + the roundabout at Burleigh + Washington. Shereen Shershelle
- 4.) City of Bismarck has done a great job over the decades in beautifying the city with tree-planting, the 5-lane option ~~is~~ will exclude trees being planted + thus it would look big-city ugly. 3125 Deven Drive Bismarck
- 5.) Provides more safety for those using the heavily-used walking path by creating more distance between the street + the path. Remember that children bike to school on this route + many people have very young children with them on the path. at intersection of 12th + Wash.



# North Dakota Senate



STATE CAPITOL  
600 EAST BOULEVARD  
BISMARCK, ND 58505-0360

**Senator Diane Larson**  
District 30  
2525 Larson Road  
Bismarck, ND 58504-8926  
*dlarson@ndlegis.gov*

**COMMITTEES:**  
Judiciary, Chairman  
Workforce Development

April 18, 2023

To whom it may concern,

I have heard from my constituents their concerns about the proposal to widen South Washington. The 5-lane option looks too wide for this residential neighborhood to be safe for the residents that live on either side of the street. Their concerns are about the street causing traffic to go too fast without watching for children and for the look of the wide corridor that doesn't fit the neighborhood.

I appreciate the work the city has put into developing the options and welcoming public comment. The turn lanes in the 3-lane option will be an improvement and allow for better traffic flow.

Please give favorable consideration to the 3 lane option. Thank you for all you do for the citizens of Bismarck.

Respectfully,

Diane Larson

*Diane asked me to add that  
this is a residential area & not a  
commercial area + this ~~is~~ does not  
need 5 lanes.      Shereen Shushelle*

**From:** [Melissa J](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Public Input meeting - PCN 23859  
**Date:** Tuesday, April 18, 2023 9:35:32 AM

---

Hello,

This is in regards to the south Washington project.

I am not able to attend the public comment meeting this evening, however I think that unless the plan includes changing the bike path along Burleigh, that intersection should have a traffic signal, instead of a roundabout, for pedestrian safety. It is already a concern trying to cross at that intersection with my children and it does not seem like an unprotected roundabout will increase safety.

Thank you,

Melissa Johnson

**From:** [Brian Zuroff](#)  
**To:** [Troy Ripplinger](#)  
**Cc:** [Gabe Schell \(gschell@bismarcknd.gov\)](#); [Greg McCormick \(gmccormick@nicnd.com\)](#); [Ben Olin \(ben.olin@dickinsonreadymix.com\)](#)  
**Subject:** Public Input Meeting - PCN 23859  
**Date:** Tuesday, April 18, 2023 2:45:50 PM  
**Attachments:** [image002.png](#)  
[City of Bismarck - S Washington - PCN 23859.pdf](#)

---

Good Afternoon, Mr. Ripplinger—

Please see the attached letter provided on behalf of the 80+ member companies that comprise the North Dakota Concrete Council, North Dakota Ready-Mix & Concrete Products Association, and ACPA – ND Chapter. I plan on attending tonight’s public input meeting at 5:30 PM, at Wachter Middle School, with hard copies (for your convenience) as well. If there is anything I can be of assistance with, please feel free to contact me at your convenience.

Thank you and have a great day!

## Brian J. Zuroff, PE

Licensed PE in CO, MT, ND, SD, & TX

**Executive Director**



[bzuroff@ndconcrete.com](mailto:bzuroff@ndconcrete.com)

PO Box 1076 | Bismarck, ND 58502-1076

NDCC is not a licensed engineering service provider





PO Box 1076  
Bismarck ND 58502  
Phone: 701.255.7250  
Web: [www.ndconcrete.com](http://www.ndconcrete.com)

18 April 2023

**Mr. Troy Ripplinger, PE**  
**Apex Engineering Group**  
600 South Second Street, Suite 145  
Bismarck, ND 58504

RE: **South Washington Street Improvements**  
AC-NHU-1-981(137)  
Public Input Meeting – PCN 23859

Greetings, Mr. Ripplinger:

My name is Brian Zuroff, and I am the North Dakota Concrete Council Executive Director. I am writing to you regarding the South Washington Street Improvements, Project AC-NHU-1-981(137) PCN 23859. On behalf of our more than 80 member companies across North Dakota, which are comprised of Ready-Mix Producers, Concrete Contractors, Material Suppliers, and Consulting Engineers, I would like to respectfully encourage your engineering and design team to consider the use of concrete pavement as your primary surface structure throughout this proposed project.

Since South Washington Street and Burleigh Avenue are principal arterial, minor arterial, collector roadways, and designated emergency routes within the City of Bismarck roadway classification system, the current and anticipated traffic growth will require a resilient pavement structure that equips the City's infrastructure to serve the community for years to come. I'm sure you may have noticed throughout the community this spring that the City of Bismarck streets, specifically those paved with materials other than concrete, show significant signs of premature wear and failure. The City's existing concrete roadways, apart from a few minor areas of corner blow-outs, have performed exceedingly well in comparison. The lack of required annual maintenance on concrete roadways also makes the material a great long-term investment. Reducing maintenance expenses not only saves the taxpayer's money in the short term but allows the funding of other infrastructure projects in the future.

As the local industry representative, I would also like to offer assistance and resources to you completely free of charge. Our member dues fund many great design assistance programs through our national affiliates, the National Ready Mix Concrete Association (NRMCA) and the



American Concrete Pavement Association (ACPA). At no expense to you or the City of Bismarck, these programs will provide analysis, design recommendations, and construction assistance from national industry professionals. I am the local contact for these programs and am more than willing to help where I can.

Again, I would like to strongly and respectfully encourage your design team to consider the use of concrete pavements throughout this project. If you have any questions or would like to explore our design assistance opportunities, please feel free to contact me at your convenience.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. J. Zuroff", is written over a white background.

Brian J. Zuroff, PE  
Executive Director, North Dakota Concrete Council  
[bzuroff@ndconcrete.com](mailto:bzuroff@ndconcrete.com)

[Redacted]

CC: Mr. Gabe Schell, PE – City of Bismarck  
Mr. Greg McCormick – NDCC President  
Mr. Ben Olin – NDRM&CPA President

**From:** [Laura Beaudoin](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Public Input Meeting — PCN 23859  
**Date:** Tuesday, April 18, 2023 6:59:33 PM

---

Hello Troy,

I'm a home owner on England Street and frequently travel along Washington Street. I'm excited about the upgrades/improvements and would like to speak in support of 5 lanes and a roundabout at the Burleigh intersection. In my experience the roundabout at Lincoln and on 43rd Ave work very well! Finally, if there must be something at London and Santa Fe I'm in support of the traffic light.

Thank you for your time!

Laura Beaudoin



**From:** [Linda Keys](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** South Washington project  
**Date:** Wednesday, April 19, 2023 7:54:18 PM

---

Thank you for the community forum last night. It was very informative. Going into the evening with a completely open mind, I now have a strong feeling after having heard the options.

My husband & I vote for the 3-lane option with the roundabout. We vote for safety & neighborly feel, vs. high traffic flow & speeds. Trees with a steady flow is the way to go.

Let's make it sort of a destination instead of a thoroughfare. Tree-lined streets with a bike path all the way to Sibley Park. I don't even want to bike there if there is five lanes of traffic zooming by.

Linda & Ross Keys  
1836 Billings Drive

**From:** [s.wacker@bis.midco.net](mailto:s.wacker@bis.midco.net)  
**To:** [Troy Ripplinger](#)  
**Subject:** S. Washington St. Reconstruction, Bismarck, ND  
**Date:** Thursday, April 20, 2023 12:18:54 PM

---

Dear Mr. Ripplinger,

I would like to comment on the proposed reconstruction of south Washington St. in Bismarck, ND. I live 3 blocks west of south Washington St. on Manchester St. so, I use south Washington St. almost every day.

1. The structure over the drainage ditch should be widened to accommodate 4 lanes of traffic and Washington St. from the drainage ditch structure to Burleigh Ave. should be widened to 4 lanes. Widening Washington St. another mile to the south to accommodate further home, apartment and business construction, on both sides of south Washington St, would make sense as long as it is being widened.

2. The intersection at London Ave. and Washington St. should have a traffic signal and right hand turn lanes off of Washington St, in addition to expanding Washington St to 4 lanes in that area. The reason for the right turn lanes is that the Kum and Go located southeast and directly adjacent to the east side of Washington St, at the intersection, is going to increase traffic significantly compared to what it is now.

Ongoing development to the east of intersection will see additional businesses, homes and apartments being built which will also contribute to the increase in traffic through the London Ave./Washington St intersection.

3. The intersection of Burleigh Ave and Washington St. should have a traffic signal and right hand turn lanes in addition to the expansion to 4 lanes. A roundabout at this intersection will create a significant impediment and hazard to pedestrians and bicycle riders crossing Washington St., as they use the city trail system. The trail is located adjacent and just north of Burleigh Ave. The trail starts a mile to the west of Washington St. and runs parallel to Burleigh Ave for another mile east to south 12th St, where it turns north and parallels south 12th St.

This trail sees significant pedestrian and bicycle traffic beginning in the spring right through to the early winter, when temps become bitter cold. A roundabout would present a dangerous impediment to pedestrians and bicycle riders trying to cross south Washington St and should be dropped from consideration at the Burleigh Ave/south Washington intersection. A traffic signal will protect trail users while a roundabout will endanger trail users trying to cross south Washington and Burleigh Ave.

4. Careful consideration should be given to how traffic on south Washington St. and Burleigh Ave. is diverted during the construction period. Traffic should not be diverted through neighborhoods, if at all possible. It creates inconvenience to all the residence of the neighborhood and significantly increases danger to the children of the neighborhood. If there is no alternative, you should work with the Bismarck Police Dept to monitor the area with additional patrols focused on lowering vehicle speed and increased traffic safety.

Thank you for the opportunity to provide input regarding the proposed project. Good luck and I hope the focus is on safety, convenience and need to improve

infrastructure for future development.

Sincerely,

Stu Wacker

# Communication Record

## Project Name

South Washington Street Reconstruction  
Burleigh Avenue to the South Bismarck Drainage Ditch  
AC-NHU-1-981(137), PCN 23859 | Reconstruction  
City Project - HC 158

Apex Project No. 22.105.0199

---

**Apex Employee Name:** Troy Ripplinger

**Date of Contact:** 4/20/2023

**Method of Contact:** Phone Call

**Contact Name and Title:** Jeannie Soule, landowner

**Company/Agency:**

**Contact Address:** 3109 Devon Drive

**Contact Phone:**

**Contact Email:**

**Communication:** Jeannie Soule called on April 20, 2023 to provide the following comments on the project:

- Jennie was concerned about the ditch along her property that she is mowing. It is steep and she would like to see the ditch removed with the project. She would be willing to provide a temporary construction easement if needed to improve the ditch.
- She asked if the trail would remain, and I explained the trail would remain and would be reconstructed to match the elevation of the new roadway. We discussed the snow removal along the trail which would still be completed by Bismarck Parks & Rec.
- She commented that she supported the project and either of the alternatives that were presented at the meeting would be acceptable to her.

Signature Troy Ripplinger

**From:** [Cindy Fischer](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Washington Street project  
**Date:** Thursday, April 20, 2023 4:01:10 PM

---

Troy,

We just finished watching the presentation. Our biggest concern is traffic on the north side of the bridge/dike going south, MANY cars "fly" by on the outside lane to quickly move in front of vehicles at the bridge/dike. We have witnessed many near miss accidents. It's also so dangerous because this is also where pedestrians are crossing. How will that area be widened?

Or did we miss this in the presentation?

We like the bus stop, the walking/sidewalk on the east side as well. We see benefits from both 3 lane & 5 lane projects. There is a need for traffic signal along this stretch. As traffic increases it is becoming harder and harder to get out of the adjacent developments on to Washington Street. The round about is so controversial, but we don't see that as a negative issue!

We appreciate this project moving forward and look forward to the completion! Thank you!

Cindy & Don Fischer

Get [Outlook for iOS](#)

**From:** [Doug Vetter](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** road project  
**Date:** Thursday, April 20, 2023 4:30:30 PM  
**Attachments:** [Outlook-t3mjognd.png](#)  
[Outlook-pmxgkehu.png](#)

---

Hi, this is Doug with Tatley Meadows. Could you call me when you can at [REDACTED].  
Thanks

**Doug Vetter**  
Community Manager



Office | 1501 E. Bismarck Expressway  
701.226.4648

# Communication Record

## Project Name

South Washington Street Reconstruction  
Burleigh Avenue to the South Bismarck Drainage Ditch  
AC-NHU-1-981(137), PCN 23859 | Reconstruction  
City Project - HC 158

Apex Project No. 22.105.0199

---

**Apex Employee Name:** Troy Ripplinger

**Date of Contact:** 4/20/2023

**Method of Contact:** Phone Call

**Contact Name and Title:** Doug Vetter, Manager

**Company/Agency:** Tatley Meadows

**Contact Address:** [Click here to enter text.](#)

**Contact Phone:**

**Contact Email:**

**Communication:** I spoke with Doug Vetter on the phone this afternoon and he provided the following comments on the project:

- Doug wanted to voice his concern with the proposed pedestrian refuge island and restricted access at South Victoria Circle. He stated it is hard enough to get out onto South Washington Street in the morning, with vehicles already back up waiting to get out.
- He said restricting one of their only two entrances would be very impactful for the residents of Tatley Meadows.
- They want to maintain full access at their 2 entrances onto Washington Street.
- He also supported a traffic signal at the London/Santa Fe intersection.

Signature Troy Ripplinger

**From:** [Greg McDonald](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Public Input Meeting – PCN 23859  
**Date:** Thursday, April 20, 2023 4:40:42 PM

---

Apex:

A 4 lane with center turn lane is best. I have no faith in the 3 lane option (center being turn lane) and I believe many else would agree.

The stop light should be listed as ‘definitely stop light’ to add on S. Washington at London and Santa Fe.

The population density is too much now, this due to the additions of apartments from Peach Tree Dr. to corner of Burleigh Ave.

A roundabout at Washington and Burleigh is also a must.

Is the plan to keep both Washington and Burleigh at current elevation or is there another plan for last line flood control?

Starting sooner than later is my last inject.

Thank you.

Greg McDonald  
[Gmcdon49@gmail.com](mailto:Gmcdon49@gmail.com)

Regarding:

Weren’t able to make the S Washington St. public input meeting earlier this week? You can still submit written statements or comments until May 3. Please note “Public Input Meeting – PCN 23859” in the letter heading or email subject line:

Troy Ripplinger, PE  
Apex Engineering Group  
600 South Second Street, Suite 145  
Bismarck, ND 58504  
[Troy.Ripplinger@apexenggroup.com](mailto:Troy.Ripplinger@apexenggroup.com)

**From:** [Robert Miller](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** S Washington street project  
**Date:** Friday, April 21, 2023 3:39:32 PM

---

Sent from my Verizon, Samsung Galaxy smartphone

Troy,

I vote to make S Washington a 5 lane with a round about at the Burleigh ave. Intersection. It is my opinion that with the new housing development at east Washington st on both north and south sides of Burleigh it will be really congested and a 5 lane will help keep traffic flowing.  
Thanks, Bob

**From:** [Troy Ripplinger](#)  
**To:** [gary zander](#)  
**Subject:** RE: South Washington Reconstruction  
**Date:** Monday, April 24, 2023 8:18:00 AM

---

Gary,

Thanks for your response and comments on the project. The profile of South Washington Street will be adjusted and will likely be lowered in several areas. Temporary construction easements may be required at some locations along the project to blend the new roadway improvements into the adjacent yards. Those areas haven't been determined yet; however, if they are needed, we will be contacting those landowners to acquire those easements.

Thanks,

**Troy Ripplinger**

Senior Transportation Engineer

**Apex Engineering Group**

---

**From:** gary zander <gjz43@hotmail.com>  
**Sent:** Saturday, April 22, 2023 8:06 AM  
**To:** Troy Ripplinger <Troy.Ripplinger@apexenggroup.com>  
**Subject:** South Washington Reconstruction

Troy,

Sorry for the late letter was planning attending the public meeting but was out of town at the last minute.

I just had a few questions; will Washington street be lowered? because the all purpose trail that is there now is a lot lower than the street, and if the all purpose trail will be raised, will that be an issue with the homes along that area?

Also the work on Burleigh Ave will that include removing the tree on the west Burleigh Ave. My opinion I'm leaning for a 3 lane, and forget the roundabout, but that's my opinion.

Thanks  
Gary Z

**From:** [Tom Westenburg](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** NDDOT Project: AC-NHU-1-981 (137), PCN: 23859 (comments)  
**Date:** Tuesday, April 25, 2023 1:38:45 PM

---

## South Washington Street Improvement.

Mr. Ripplinger,

Thank you for the information provided on 18 April 2023 & your presentation on the South Washington Street Improvement Project, NDDOT Project: AC-NHU-1-981 (137), PCN: 23859.

BLUF: In my humble opinion, the 3-Lane alternative is the only logical choice that makes sense.

Most everyone who has chosen to live in this part of town, have done so for the quiet neighborly atmosphere and safety for outdoor activities. I concur something needs to be done to help the flow of traffic along Washington, but building a 5-Lane Freeway to nowhere does not make sense. This is pretty much the end of development on the south side of town, confined by the Missouri River to the south & west, and having a 5-Lane Roadway with much higher speed limits and less barriers degrades the quality of life down south.

As I sat through the meeting, I heard a few individuals make arguments for a 5-Lane Alternative. Their only concern was to shave a couple minutes of commuting time off their personal lives, without consideration for the surrounding neighbors or safety of the children and pedestrians using the walking trails and sidewalks. In fact, I learned after the meeting a couple of these individuals don't even live down here, but merely use South Washington as a commuting route to/from their place of work/business. Their arguments for the 5-Lane alternative were only selfish in nature without consideration of the local residents.

I concur that if we're going to go through the process of improving South Washington, let's do it once & do it right the first time. If there were miles to the south for potential new developments, then yes, a 5-Lane choice may make sense. However, this area of town is not E Century Ave., or 43<sup>rd</sup> Ave. NE or even 71<sup>st</sup> Ave. NE. The growth potential is only to the east for the most part. It would actually make better sense to capture the savings in cost differential and improve 12<sup>th</sup> Street, especially around all the ball fields and parks for recreational use in Cottonwood Park.

Appreciate your time and consideration.

Thank you,

Tom Westenburg

**From:** [Tom Westenburg](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Re: NDDOT Project: AC-NHU-1-981 (137), PCN: 23859 (comments)  
**Date:** Wednesday, April 26, 2023 11:37:21 AM

---

Mr. Ripplinger,

I wanted to make one additional comment/suggestion. With the 3-Lane Alternative, I remember you discussing a short turn-out lane for public transportation. Along with these lanes, it would make sense to include a short right hand turn lane in a few areas for local traffic. The benefits of the 3-Lane w/ right hand turn lanes would include:

1. Slower overall speeds to increase public safety in this area.
2. Continuous north and south bound lanes to help w/ impeding the flow of traffic (continuous flow).
3. Results in a reduction of potential rear-end collisions (less accidents).
4. Better transition for north & south bound traffic over the South Bismarck Drainage ditch.
5. Increases the overall buffer zone for the local residential neighborhoods.
6. Increases the area for snow storage along Washington Street.

Thank you for your consideration,

Tom Westenburg

On Tue, Apr 25, 2023 at 1:38 PM Tom Westenburg <[twestenburg@gmail.com](mailto:twestenburg@gmail.com)> wrote:  
South Washington Street Improvement.

Mr. Ripplinger,

Thank you for the information provided on 18 April 2023 & your presentation on the South Washington Street Improvement Project, NDDOT Project: AC-NHU-1-981 (137), PCN: 23859.

BLUF: In my humble opinion, the 3-Lane alternative is the only logical choice that makes sense.

Most everyone who has chosen to live in this part of town, have done so for the quiet neighborly atmosphere and safety for outdoor activities. I concur something needs to be done to help the flow of traffic along Washington, but building a 5-Lane Freeway to nowhere does not make sense. This is pretty much the end of development on the south side of town, confined by the Missouri River to the south & west, and having a 5-Lane Roadway with much higher speed limits and less barriers degrades the quality of life down south.

As I sat through the meeting, I heard a few individuals make arguments for a 5-Lane Alternative. Their only concern was to shave a couple minutes of commuting time off their personal lives, without consideration for the surrounding neighbors or safety of the children and pedestrians using the walking trails and sidewalks. In fact, I learned after the meeting a couple of these individuals don't even live down here, but merely use South Washington as a commuting route to/from their place of work/business. Their arguments for the 5-Lane alternative were only selfish in nature without consideration of the local residents.

I concur that if we're going to go through the process of improving South Washington, let's do it once & do it right the first time. If there were miles to the south for potential new developments, then yes, a 5-Lane choice may make sense. However, this area of town is not E

Century Ave., or 43 Ave. NE or even 71 Ave. NE. The growth potential is only to the east for the most part. It would actually make better sense to capture the savings in cost differential and improve 12<sup>th</sup> Street, especially around all the ball fields and parks for recreational use in Cottonwood Park.

Appreciate your time and consideration.

Thank you,

Tom Westenburg

**From:** [Cindy Anderson](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** South Washington improvement  
**Date:** Thursday, April 27, 2023 1:43:49 PM

---

Sent from my iPad  
Mr. Ripplinger:

My name is Cindy Anderson. I live at 987 W Burleigh Ave in Bismarck.  
I am contacting you in reference to the expansion of South Washington Street.  
I drive this street daily and my opinion is that the three lane option would be much safer  
For all of us in this neighborhood.

Thank you for your consideration of this matter.

Cindy Anderson

**From:** [SouthBay Association](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Public Input Meeting – PCN 23859  
**Date:** Thursday, April 27, 2023 2:37:40 PM

---

Hello,

The Southbay Lake community will be directly impacted by the construction/expansion of South Washington street. With almost all of our members using the street multiple times each day the board discussed the options at our last meeting.

We would like to request the 5-lane road with a roundabout option as this would best serve the community. We hope you take this request into consideration for your final decisions.

Thank you,

Southbay Lake HOA Board Members

**From:** [Jason Tharpe](#)  
**To:** [Troy Ripplinger](#)  
**Cc:** [Marie Ann Tharpe](#)  
**Subject:** Washington reconstruction  
**Date:** Saturday, April 29, 2023 7:33:38 PM

---

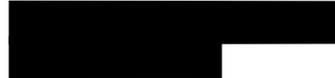
Dear Mr. Ripplinger,

My wife, Marie, and I live in South Bay at 3617 Downing St. We both travel through the proposed project area at a minimum twice per day so this will have direct impact on us. We have looked at your designs and have the following thoughts.

1. We would be in favor of a round-a-bout at Washington and Burleigh.
2. We would prefer a 5 lane with a turning lane, because of the new light at London Ave.

Thank you very much for your consideration.

**Jason Tharpe**  
CHIEF DEVELOPMENT OFFICER



**a:** 1312 Basin Ave, Bismarck, ND 58504

**Delta Waterfowl**  
The Duck Hunters Organization™  
[DeltaWaterfowl.org](http://DeltaWaterfowl.org)

**From:** [baamg5](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Public Input Meeting – PCN 23859  
**Date:** Monday, May 1, 2023 2:31:52 PM

---

Hello,

As someone who drives South Washington Street and uses the intersection at Burleigh Avenue multiple times per day I would like to request the 5-lane roadway with the roundabout option. The road is already having traffic flow issues and there are two large developments under construction or near completion that will only add more traffic. One of my daughters was already sideswiped by a driver trying to merge into the small traffic gap behind her because of the congestion. Having a 5-lane roadway would open up the entire stretch and allow for safer merging. I believe the roundabout would be the safer option for the intersection also. I see people of all ages driving distracted every day. A roundabout will at least force them pay attention at the intersection.

Thank you,

Ben Neigum

**From:** [Michael Wetzel](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Bismarck South Washington Project  
**Date:** Monday, May 1, 2023 3:00:52 PM

---

Greetings Troy,

I attended the informational meeting at Wachter and have the following comments:

My preference is for the three lane street with roundabout. My preference is built off the following talking points:

- Roundabout is more efficient for keeping traffic flowing during both high volume and low volume traffic situations
- The three lane street provides more space for walking paths, snow storage, tree/green space while keeping the speed limit slightly lower.

I appreciate taking the time to capture feedback from the property owners in the area. Feel free to reach out if you have any questions.

Regards,  
Mike Wetzel  
4082 Intrepid Circle  


**From:** [Jacqui Ferderer](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Washington Reconstruction  
**Date:** Monday, May 1, 2023 5:16:31 PM

---

I would like to share my input on this project. I do like the 5-lane upgrade as more and more developments are going in south and east of Burleigh and I feel Bismarck doesn't take a very proactive approach to redoing roads. Lets do it right the first time and not have to come back and disrupt our lives and inconvenience by not doing it right the first time. I also like the option of a roundabout at both London and Burleigh.

I am a little concerned about the road being so close to the walking path.

Thank you for your time.

Jacqui

Sent from [Outlook](#)

**From:** [user](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** 2024 South Washington street project  
**Date:** Tuesday, May 2, 2023 2:39:06 PM

---

We forgot one more safety hazard that the 5-lane project will pose:

Far too many drivers traveling southbound on Washington right north of the the drainage ditch will race at high speeds and cut in front of drivers with very little room to spare between vehicles - it's so hazardous, and every single time we drive here we must always be extremely vigilant.

If the city goes with the 5-lane option, the exact same scenario will happen on the southbound lane right before the roundabout - drivers will race to get ahead because all the routes coming off the roundabout will be 2-lanes. Except this scenario will be even FAR MORE dangerous because drivers will be traveling at significantly higher speeds - far above whatever speed limit is posted.

As we traversed the city taking part in the Parade of Homes this past weekend - even very busy streets - for the very most part, 2 and 3 lanes are what the very great great majority of residential streets are in Bismarck. This corridor is NOT a commercial area.

And, please keep in mind that many drivers who are driving this stretch of Washington - especially the high-speeding motorcycles - are coming from Sibley, the river, and the UMary & BSC student housing at the corner of Wash & Burleigh, and very frequently they are under the influence of alcohol and/or drugs.

We do very well know the traffic patterns along this corridor of Washington.

We keep thinking...all the many and very significant safety hazards all to shave off a mere 35-40 seconds of commute time if the 5-lane option is chosen?? Surely safety and people's very lives are exceedingly far more important than a few seconds of commute time!

Sincerely,  
Shereen & Terry Thunshelle  
3125 Devon Driven

**From:** [Preston Schmidt](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** South Washington Street Project  
**Date:** Wednesday, May 3, 2023 11:23:19 AM

---

I think a 3 lane would be suffice for the roadway. I do like roundabouts. also I'm concerned about safety with the 5 lane road and the ability for people to speed though there

Thanks

Sent from [Mail](#) for Windows

**From:** [Jessi Hummel](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** Public Input Meeting – PCN 23859  
**Date:** Wednesday, May 3, 2023 12:42:35 PM

---

Good Afternoon,

I am writing regarding the S. Washington Reconstruct Project.

I am a resident who uses S. Washington as my main road multiple time a day to travel to and from my home, work, and other places.

I personally like the 3 lane road idea with the traffic signal at the intersection with the gas station and the roundabout at the intersection with Burleigh Ave.

The one thing I am against is adding the "pedestrian refuges" in the middle of S. Washington instead of left turn lanes. The one on the northern end of S. Washington (in its current design) would not allow people on those streets to turn left out of their neighborhoods. It will force them to either turn right and take a long detour or travel through many uncontrolled intersections through their neighborhood and add more traffic to another intersection. For example on most mornings, you can find 4-7 cars stopped at my intersection of Washington with most of us trying to turn left on to Washington. If the intersection north or south of me did not allow left turns, the people would have to travel to mine and now there would be double or triple the amount of vehicles trying to accomplish the same thing causing frustration and rushing which could cause more accidents from people turning onto Washington in a hurry. Another reason I am against them, is that I don't foresee them getting used a lot. If a sidewalk is slated to be built on the east side of Washington the whole way, I don't see the reason people would need to cross the street other than at the school, gas station, and Burleigh intersections where they will be heavily controlled predestination crossings in place already. I have lived off of S. Washington for many year and have never had a reason to cross from one side to the other unless at a controlled pedestrian crossing like Burleigh Ave or the school. The next reason is that they will not be maintained in the winter rendering them useless for a large chunk of the year. They seem like they would cause a large headache for the City snow removal crews. I also am not sure that the structures themselves would make it through a snow removal season intact and would have to be repair over and over again. The final reason I am against them is that I think it will cause a lot of confusion for drivers when there are some left turn lanes at intersections and not at others. I can see collisions happening because some one who wants to turn left is unable to leave the lane of traffic because a pedestrian refuge is in place a turn lane but the person following behind them is expecting them to leave the lane of traffic since there were left turn lanes at the other intersections on this road.

Overall I am a fan of the total reconstruct of S. Washington as 3 lane with a stop light and a roundabout, but think it would be best to remove the pedestrian refuges from the plan.

Thank you,

Jessi Hummel  
2841 Warwick Loop  
Bismarck, ND

**From:** [Jeremy Petron](#)  
**To:** [Troy Ripplinger](#)  
**Subject:** S. Washington Street reconstruction project  
**Date:** Thursday, May 4, 2023 8:32:39 AM

---

Hi Troy,  
I live on the south side of Bismarck and did attend the April 18th public information meeting.  
I am in favor of a 3 lane and a traffic light at Burleigh intersection and Santa Fe intersection.

Thanks,  
Jeremy Petron

[Sent from Yahoo Mail on Android](#)

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Elaine, lives on Marietta Dr.

Comment:

Due to <sup>the</sup> increases in volume of vehicles and future continued increases, the plan for South Washington must include 5 lanes. Burleigh Ave should have a round-about so traffic flow can continue smoothly without complete stoppages of vehicles by a stop light. Please don't plan streets for today's traffic, but think toward the future of this area.

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Wes Kucera [REDACTED]  
324 MARIETTA DR.

Comment:

I would like the 5 lane with a roundabout on Burleigh Ave. Traffic is only going to increase. THANKS

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

*We want to hear from you! Share your feedback below.*

Name and contact info (if desired):

Comment:

5-Lane w/turn Lane. Nothing less than 4/ane.  
Need to continue Re-doing Burleigh Ave to S. 12<sup>th</sup>  
St. as a minimum. Do it now rather than paying higher  
cost 5-10 yrs from now.



Dave Samoly

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Jimmy Frei

Comment:

2 comments - ~~1~~ Traveling This stretch of road every day I feel that Shores is a better option - I feel that if the 3 lane option is chosen that within 10 to 15 years the road will have to be widened again - I also have concerns about the round about do to the traffic for General Sibley Park - Large Companies - local Major Homes Etc being an issue.



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment:

No Round About. They are slower + more dangerous than LIGHTS  
5 Lane is Better!



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Jedediah

Comment:

I would like to see a traffic signal at Burkholder vs a roundabout  
Below navigation of a round about can be confusing especially if you do 5 lanes



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Dena Kenhardt

Comment:

I live on Augsburg Ave - I would prefer a 3 lane from the drainage ditch south. I like both sidewalks + the trees. There is too much traffic on Washington now - especially as it narrows to 2 lanes going north.



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

MIKE MABIN [REDACTED]

Comment:

If a 3-lane option is selected for this project, will the stretch of roadway between the drainage ditch and expressway be converted from a 4-lane to a 3-lane to be consistent with this project's configuration?



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment:

I would like to see the bike path lengthened to Sibley Park.



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired): Linda Svihovec = [REDACTED]

Comment:

Pedestrian refuge need to allow access from Irvine & Victoria, both north and south onto Washington. + Rutland

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment:  
Would like 3 lanes, with center and RH hand turn lanes. Safety First  
Also save 2 million

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Dave Sandy

Comment:

make it 5 lanes

add more stop lights - there is room for 5 along south Washington

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment:

I would prefer the 3-lane option due to safety concerns over the efficiency gains of a 5-lane section.

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: The 3 concrete barrier has snow drifting been considered?  
I am in favor of 5 lanes so it handles future traffic.  
I think Burleigh should be widened to S. 7th St. and better get all  
the way to University  
IN FAVOR of Traffic signs <sup>round</sup> versus ~~round~~abouts.  
Very informative  
where is the traffic on Barton Dr. going to be going whether it be north  
or south bound. Is it expected that they would be using cottonwood  
loop to 3rd street?

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment:

Please don't put in a round about. R.V.'s do  
use that a lot during camping season and not sure  
how they would maneuver around the round about.  
Granted they use it only during the time Dibley  
is open, but they do bring in money to the  
economy.  
Thanks

**AC-NHU-1-981(137), PCN 23859  
S. WASHINGTON ST. RECONSTRUCTION**

*We want to hear from you! Share your feedback below.*

Name and contact info (if desired):

*Mike Connelly*

Comment:

*5-lane*



**AC-NHU-1-981(137), PCN 23859  
S. WASHINGTON ST. RECONSTRUCTION**

*We want to hear from you! Share your feedback below.*

Name and contact info (if desired):

Comment: *On Burleigh avenue - Don't mess with trees!*



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Coltyn Nelson

Comment:

3 Lane

Roundabout @ Burleigh

No or split pedestrian refuge



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment:

How much are you expecting \$ each Household to be Slapped with Specials.



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

*We want to hear from you! Share your feedback below.*

Name and contact info (if desired):

Comment: *Who's paying for it and if it's  
Households how much*



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

4-18-23 *We want to hear from you! Share your feedback below.*

Name and contact info (if desired):

Comment: *Safety, Safety, Safety for pedestrians, bikers,  
and children, have grade school on So Washington  
tired of the speeders - Cottonwood Park & Sibley  
are used a tremendous amount - continue to use  
outdoors for greater quality of life.  
Prefer traffic light at London  
with roundabout forcing more traffic thru residential areas*



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

WHITNEY KOPP

Comment:

SUPPORT 3 LANE PROJECT W/ TRAFFIC SIGNALS AS TRAFFIC SHOULD FLOW BETTER WITH THE TURN LANE



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired): Joe Fink, 419 Easy St,

Comment: Suggest funding <sup>Alternative</sup> and option for limiting left-hand turns @ pedestrian crossings.

Suggest a safety barrier between the <sup>street</sup> walkway & the street if 5-lane option is chosen.

Suggest Roundabout! ALOT

Put in a traffic light on Santa Fe whether 3 or 5 lane option is chosen



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

KRISTOPHER SCHWAB



Comment:

WITH TEMPORARY TRAFFIC FLOW ROUTED THROUGH RESIDENTIAL NEIGHBORHOODS A STOP SIGN IS NEEDED ON SANTA FE AND PEACH TREE.

I WOULD ALSO LIKE TO SEE A ROUNDABOUT AT SANTA FE AND WASHINGTON.



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Mike Scott 307 Cambridge Dr email [REDACTED]  
Bismarck, ND 58504 - Phone # [REDACTED]

Comment:

I Love Progress, will I have to move? I think its a good idea. The area will be more quiet when completed. and lights on the sidewalk + bike path would be nice. also will the drainage ditch be renovated?

Thank's  
[Signature]



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Shereen Thunshelle [REDACTED]

Feel free to contact me if I can be of any assistance.

Comment:

For the SAFETY of ALL, PLEASE put in only the (3!) lane + NOT the 5 lane -> which will ONLY serve as a perfect SPEEDWAY for those gazillions of high-speeding motorcyclists -> the problem is SO BAD ALREADY! Having the roundabout + the turning lanes will be more than sufficient for keeping all the traffic moving smoothly

↳ will be the motorcycles WEAVING lane!

↳ this EVEN WITH the hundreds of new



# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Terry Thunshelle [REDACTED]

Comment:

For an traffic needs and for safety, please go with the 3 lane option, Going with the 5 lane option will only make it more dangerous as people will increase their speed - they are already speeding on S. Washington. The traffic lights and roundabout will help slow things down.



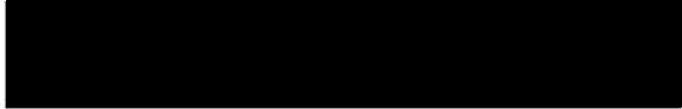
3-Lane Option will: We've lived on Deann Drive for 32 years + we've worked from home + so I very well-know the traffic patterns.

- 1.) Increase safety → ~~the~~ 5-lane option will greatly further jeopardize citizens' safety because instead of <sup>900,000s of</sup> high-speeding motorcyclists being stopped by vehicles going 40mph, the 5-lane option will allow them to weave around vehicles at high speed. It already is a terrible problem → many are under the influence of drugs +/or alcohol as they are coming from Sibley Park + the river → 2 big party places.
- 2.) Includes the traffic light at London + Santa Fe + thus will provide more protection because of another stop feature included.
- 3.) The 4-lane option ~~is~~ a mile north of us, + which has far more traffic, continues to be very sufficient + efficient, + thus a 3-lane option south of Selheim would be very sufficient + efficient with only needing turning lanes + the roundabout at Burleigh + Washington.
- 4.) <sup>City of</sup> Bismarck has done a great job over the decades in beautifying the city with tree-planting, the 5-lane option ~~is~~ will exclude trees being planted + thus it would look big-city ugly.
- 5.) Provides more safety for those using the heavily-used walking path by creating more distance between the street + the path. Remember that children bike to school on this route + many people have very young children with them on the path.
- 6.) Provide ~~more~~ <sup>more</sup> safety for ~~parents~~ <sup>parents</sup> + their children leaving the daycare at intersection of 12. block + Wash.

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

mandy maxon - 

Comment:

- 1) No on roundabout at Washington/Burleigh intersection. Finite amt. of traffic that far south due to river constraints. There's no need for it. It is also a heavily traveled area by foot and bike with the trails and a traffic signal with clear walk/don't walk designations is preferable. Easier to see for both motorists/pedestrian. People here do not know how to use roundabouts. We don't need it.
- 2) Keep the trail system in place. Heavy use of those trails, both East and West and North/South 



- 3) No opinion on traffic signal @ Santa Fe/London although the new convenience store in the area will make it increasingly difficult for motorists to turn left w/o a traffic signal in the area.

Save the big tree!

1) Bus stop of 3-lane is preferred

3) 3-lane would also preserve Washington St. North side

- 4) 3-lane road is sufficient for Washington St. between drainage ditch and Burleigh until such time as Washington between Expressway and the drainage ditch becomes a five lane road. And Washington Street north of drainage ditch should become 5-lane road but should NEVER become a 3-lane road.

- 5) Roughly 3 years ago, when discussion was had regarding the resurfacing of Washington blt Expressway + the drainage ditch, the topic of it becoming a 5-way was discussed. Thankfully, the commissioners defeated the engineer's desire for a 3-way road. The engineer said it would be 8-10 years before the street south of the drainage ditch would be redone. That escalates

# AC-NHU-1-981(137), PCN 23859 S. WASHINGTON ST. RECONSTRUCTION

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Jessi Hummel

Comment: cross walk refuge sound like a night mare for snow removal.

- Having some intersection w/ 2 left turn lanes, some w/ 1, + some with none is confusing + may cause accident + due to no consistency. - stop light @ london = YES!
- 3 lane = more snow storage = YES!
- Round about = YES!

OVER →



pedestrian refuges @ two intersections prevent people from turning left on to Washington? NOT FAIR.

Side walk / multi use trail better off w/ three lane for public safety

who is responsible for snow removal on ped. refuges? once plows go by + possibly bury it, who cleans it out?

~~Multi use trail park district prop?~~



Map Document: \\arcserver1\GIS\APEXENGI\_PR\014129286\ESRI\Maps\APEXENGI\_PR\_INPUTID\_Map\_2023\_05\_04\_11X17P.mxd | Date Saved: 5/4/2023 12:07:15 PM

# South Washington Concepts INPUTiD Summary

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
1	Jamie	jamierae00@hotmail.com	Nearby Resident	5 Lane - Roundabout	Concerns	What will be the speed limit on this section? And will these enhancements provide traffic calming? I have kids that cross Washington for school (outside of project limits) but motorists are already increasing their speed as they approach the area south of the drainage ditch that is set at 40 mph. With more pedestrian facilities on the 5-lane road, will traffic speeds be likely to increase or decrease and keep pedestrians safe?	0	0	4/18/2023 4:19:27 PM
					Reply Comment	Thanks for the buggy ride tonight, 4/18 at the "public input" meeting. I showed up before 5:30 thinking I could catch the first 30 minutes as I needed to elsewhere for the evening. 5:55pm and the meeting still hadn't started. "5:30pm to 7:30pm" generally means the meeting will start to 5:30pm. What a waste of time.	0	0	4/18/2023 11:20:25 PM
2	Laurie Zacher	Zacher32@yahoo.com	Nearby Resident	3 Lane - Roundabout	Likes	Three lanes and not five.	8	2	4/18/2023 12:41:44 AM
					Reply Comment	I believe 3 lanes are safer IF there are right turn lanes at ALL intersections that cross Washington St. That would make about 5 southbound and 3 northbound from the Drainage ditch to Burleigh. 5 lanes increase speed, which is already 40 and people drive 5 to 10 over, that is too fast with all the foot traffic that does and will continue to cross Washington.	0	0	4/23/2023 6:16:55 PM
3	Michael	quantum.redshift@gmail.com	Commuter	3 Lane - Roundabout	Ideas & Opportunities	Cutouts for right turns.	0	0	4/23/2023 1:12:20 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
4	brian mager	b_mager5@hotmail.com	Nearby Resident	5 Lane - Signal	Concerns	5 lane would be impossible to turn left in the morning without breaking the northbound traffic.....	5	11	4/12/2023 1:36:39 PM
					Reply Comment	The 5-lane option is a NECESSITY for the residents in areas traveling through this corridor. A wait to turn left can be changed by instead turning right and going through Irvine Loop, Live Oak Ln and Peach Tree Dr. so you can turn right onto Washington St.	9	1	4/16/2023 8:09:41 PM
5	Dale V. Nabben	dv nabben@midco.net	Nearby Resident	3 Lane - Roundabout	Likes	My wife and I would like a traffic light here	1	3	4/18/2023 10:56:24 PM
6	Michael	quantum.redshift@gmail.com	Commuter	3 Lane - Roundabout	Ideas & Opportunities	Cutouts for right turns. Traffic slowing to turn interrupts following traffic.	0	0	4/23/2023 1:17:45 PM
					Reply Comment	Make cutouts available at ALL exit points from Washington St.	0	0	4/23/2023 6:17:28 PM
7	Joe Petersen	Joepetersen331@gmail.com	Nearby Resident	Project Designs	Dislikes	I get we need public transportation, but let's put the bus stop off the main drag. Even just a half a block to the west would be great.	0	0	4/17/2023 2:59:25 AM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
8	Wayne Haidle	Haidlew@msn.com	Nearby Resident	3 Lane - Signal	Concerns	3 lanes are too confining for the long term. Need 5 lanes to keep traffic flowing when one or more lanes are out of service.	1	0	4/21/2023 8:00:37 PM
					Reply Comment	Three lanes move traffic if there are cutouts for right turns off of the road and center turning lanes for left turns. 5 lanes create too much roadway space needed and there is no place to stack snow. This last winter should have reminded us that when roads loose half of their driving area traffic flow suffers.	0	1	4/23/2023 6:30:23 PM
9	Jeff Rensch	jbrench@gmail.com	Nearby Resident	3 Lane - Roundabout	Dislikes	I don't like the Ped. Refuge Island here eliminating the possibility to turn left from Washinton onto the sidestreets.	0	0	4/27/2023 2:46:17 AM
10	Michael	quantum.redshift@gmail.com	Commuter	3 Lane - Roundabout	Ideas & Opportunities	Entering Washington from these small intersections during busy hours is a sketchy game of Frogger™. Roundabouts would ease entrance.	2	0	4/23/2023 1:26:52 PM
					Reply Comment	Roundabouts move traffic easier than stoplights. Too many times everyone sits at a traffic light and that is why there is congestion. The traffic light control system that the ND DOT sets up, i.e. on the Expressway, 7th and 9th streets are a joke. They create confusion when it comes to "Protected" left turns and I believe they are dangerous. Primed example of "not thinking" is the new traffic lights on 9th st. One way north and at Rosser and at Ave C, they have "left turn yield on green", there is no traffic coming heading south on 9th street at those intersections. Seems like totally inept planning.	1	0	4/23/2023 6:23:27 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
11	Rob Carlson	rob.carlson365@gmail.com	Commuter	5 Lane - Signal	Dislikes	To prevent left turns from S. Victoria Cir is just complete nonsense. There is approximately 800 vehicles in Tattely Meadows. You CAN NOT force that amount of vehicles to exit at either N. Victoria Cir or down to London Ave. Pedestrians should either cross at the Solheim crossing or the London/Santa Fe Ave crossing.	0	1	4/20/2023 11:19:59 PM
12	Jessi	jessi.lynn@hotmail.com	Nearby Resident	3 Lane - Roundabout	Dislikes	I feel this ped crossing is not necessary. There is a large controlled crossing planned for one block south. With a sidewalk and multi use trail on both sides of Washington, I don't see much need to cross Washington as a ped other than at the gas station intersection. This also doesn't allow people to turn left out of their neighborhood and would force them to other intersections that already get backed up at high traffic hours without adding more cars to those intersections.	0	0	4/24/2023 2:13:50 PM
13	Spencer	applecore@midco.net	Commuter	3 Lane - Signal	Concerns	Where there are no turn lanes consider adding a raised island in the middle like Century Ave with grass and trees.	0	0	5/3/2023 2:41:18 PM
14	Montana	n/a	Commuter	3 Lane - Signal	Dislikes	3 lanes doesn't seem to addressing the growing traffic volume on S. Washington from apartment complexes and new residential homes.	4	4	4/18/2023 6:11:25 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
15	brian mager	b_mager5@hotmail.com	Nearby Resident	5 Lane - Roundabout	Concerns	i understand the fhwa req to not have a light, but all the trailers on the west would have zero chance to make a north bound left in the morning. Needs to be 5 lane to handle the large volume but the need for a way to let others in is huge	3	4	4/12/2023 1:33:37 PM
					Reply Comment	What about a roundabout here, as well? I see that it's already almost impossible for people to get out in the morning as I'm driving south. A roundabout slows everyone down a little bit, but it gives the opportunity for the traffic flow to continue.	4	2	4/13/2023 12:32:02 AM
					Reply Comment	If a traffic signal is absolutely out of the question on the 5 lane option, then we should go with the 3 lane option. Then when the road is eventually and inevitably expanded to 5 lanes in the future, a traffic signal will already be in place. Who cares what the federal guidelines say - the reality from the people that need to turn onto Washington from here is that a signal is needed no matter how many lanes there are.	0	5	4/14/2023 9:02:20 PM
16	Laurie Zacher	Zacher32@yahoo.com	Nearby Resident	3 Lane - Roundabout	Likes	A traffic light should help those entering Washington from Tatley Meadows and the development on the east side. Traffic coming from the both directions but especially the south has increased tremendously in the past few years. It's extremely difficult at times to get on Washington.	3	1	4/18/2023 12:37:10 AM
					Reply Comment	I don't think a stop light here would help traffic. As someone who turns north from Warwick Ave. , this would not help and congest traffic here.	1	2	4/18/2023 3:15:43 AM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
17	Montana	n/a	Commuter	3 Lane - Roundabout	Dislikes	An additional traffic light increases commuting time.	1	3	4/18/2023 6:03:37 PM
					Reply Comment	a Roundabout here would be great!	1	1	4/18/2023 10:57:24 PM
					Reply Comment	I'm in favor of a traffic light here. It helps traffic enter Washington during those high traffic hours.	0	1	4/19/2023 6:17:18 PM
18	Spencer	applecore@midco.net	Local Business	3 Lane - Roundabout	Dislikes	Add a roundabout here, then we would not need all these turn lanes.	0	0	5/3/2023 2:35:28 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
19	Thomas Wolf	Thomas@SkeelsElectric.com	Nearby Resident	5 Lane - Signal	Concerns	<p>A traffic light needs to be at this location in a 3 or 5 lane addition. With the gas station going on the corner of Sante Fe traffic here will be increased significantly and become a major safety issue. It doesn't make sense to do a 3 lane addition if a 5 lane addition is what will be needed in the near future. Cottonwood Parkview Addition and Paradise Valley Addition will greatly effect the amount of traffic in this area moving forward in the next couple years.</p> <p><a href="https://cottonwoodparkviewaddition.com/">https://cottonwoodparkviewaddition.com/</a>  <a href="https://paradisevalleynd.com/">https://paradisevalleynd.com/</a></p> <p>At some point in the future another light will likely be needed at Victoria/Peach Tree intersection as well to keep the consistency of traffic moving on Washington Street North/South</p>	10	1	4/12/2023 2:27:06 PM
					Reply Comment	<p>If a traffic signal is absolutely out of the question on the 5 lane option, then we should go with the 3 lane option. Then when the road is eventually and inevitably expanded to 5 lanes in the future, a traffic signal will already be in place. Who cares what the federal guidelines say - the reality from the people that need to turn onto Washington from here is that a signal is needed no matter how many lanes there are.</p>	2	2	4/14/2023 9:02:50 PM
					Reply Comment	<p>I am okay with the eventual addition of a traffic signal at this intersection. The traffic flow will warrant the addition of a signal. It won't add any extra time to a commute as long as it's timed with other signals in the area.</p>	2	0	4/16/2023 8:12:14 PM
					Reply Comment	<p>Would like the signal to be at sante fe and Washington. We need it so badly. As well as as street lights to see people walking on the path.</p>	1	0	4/18/2023 5:09:25 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
					Reply Comment	Regardless of what the Federal Requirements are, the city can put in a traffic signal on a 5 lane road. the Feds may not pay for the traffic signal but the city can.	0	0	4/20/2023 11:28:55 PM
20	Montana	n/a	Commuter	3 Lane - Signal	Dislikes	An additional traffic light in such close proximity to the other proposed traffic light will further slow down traffic and increase commuting times.	0	2	4/18/2023 6:16:24 PM
21	Ryan Preabt	rpreabt@gmail.com	Nearby Resident	5 Lane - Roundabout	Dislikes	I disagree that a traffic signal is not warranted on the 5 lane option. Trying to make a left-hand turn from London to go north on Washington in the morning is flat out dangerous. Two lanes of busy northbound traffic isn't going to make that turn any safer - a traffic signal is needed no matter which design is selected.	1	6	4/14/2023 7:36:12 PM
					Reply Comment	Traffic signal is a must	1	7	4/14/2023 9:43:09 PM
22	Michael	Quantum.redshift@gmail.com	Commuter	3 Lane - Roundabout	Concerns	A traffic light here interrupts the flow from a roundabout at Burleigh/Washington. A roundabout here would help support traffic flow northbound.	1	0	4/23/2023 1:16:11 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
23	Ryan Preabt	rpreabt@gmail.com	Recreational User	5 Lane - Signal	Dislikes	I disagree that a traffic signal is not warranted on the 5 lane option. Trying to make a left-hand turn from London to go north on Washington in the morning is flat out dangerous. Two lanes of busy northbound traffic isn't going to make that turn any safer - a traffic signal is needed no matter which design is selected.	5	4	4/14/2023 7:39:18 PM
					Reply Comment	A traffic signal at Burleigh would fix this issue. This way only one traffic signal would be warranted vs. two lights (1 at Burleigh and 1 here).	2	4	4/18/2023 3:31:18 AM
					Reply Comment	Would like the lights at Santa Fe because due to the gas station building going up we need somewhere for a crosswalk. A roundabout at Burleih	2	3	4/18/2023 5:13:14 PM
24	Michael Raber	raber_mike@yahoo.com	Nearby Resident	5 Lane - Roundabout	Likes	The five lane option w/roundabout is the way to go with this entire stretch of road. I avoid trying to get on Washington, going N or S at all costs in the morning and go out of my neighborhood using Cottonwood Loop even though it takes me longer to get where I'm going. This stretch of road is the worst traffic disaster in Bismarck and should have been changed from two lanes LONG ago.	11	2	4/14/2023 11:34:58 PM
					Reply Comment	I feel we need the 5 lane option. Build the road for current and future needs. There is more building going which will add more traffic. The 3 lane option will not meet even	7	1	4/17/2023 4:36:53 PM
25	Dennis Brandriet	dcbrandriet@outlook.com	Nearby Resident	Project Designs	Other	How will any of these projects be paid for? If specials are assessed, will the entire county be included as this street is used by everyone.	0	0	4/17/2023 9:36:40 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
26	Larry Regorrah	regorrah@gra.midco.net	Nearby Resident	3 Lane - Signal	Likes	The 3 lane alternative is definitely the preferred. Since the area is overwhelmingly residential, the added costs and lack of snow storage simply are not worth the extra costs.	3	2	4/18/2023 6:20:59 PM
27	Michelle	mom2twoboy@gmail.com	Commuter	5 Lane - Roundabout	Likes	I think five lanes is necessary, given all the building that had happened and continues to happen. Washington needs more lanes anyway, all the way, so let's do five while we can. And the roundabout is an awesome idea.	12	1	4/13/2023 12:30:28 AM
					Reply Comment	South Washington/Bismarck is growing rapidly with residential, business & UMary traffic - plan and layout for it the right way, ONE TIME, with a 5 lane. Fargo does this with all their new major developments right away, so they don't have to come back and modify the road/layout later on (common sense). Do it right the first time.	11	0	4/14/2023 2:00:56 PM
28	Spencer	applecore@midco.net	Commuter	3 Lane - Signal	Likes	Will this crosswalk have flashing beacons? I think they are needed here.	0	0	5/3/2023 2:39:27 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
29	Jeff Sieger	jsieger141@gmail.com	Nearby Resident	5 Lane - Roundabout	Dislikes	I think that the increased speed the five lane provides would not be beneficial for the public. Pedestrian crossings, increased accidents, challenges it makes for the public transportation route, larger costs; it makes more sense for the three lane. The three lane as stated in the presentation would mesh better with any changes that happen north of the bridge up to Expressway.	0	4	4/19/2023 2:03:10 AM
					Reply Comment	3 lanes would need to be changed to 5 lanes in a very short amount of time. 5 lanes is needed and anyone who is scared of it needs to move.	2	0	4/30/2023 5:44:20 AM
30	Michael	quantum.redshift@gmail.com	Commuter	3 Lane - Roundabout	Concerns	Entering Washington from these small intersections is sketchy business. Roundabouts here would ease entrance.	1	0	4/23/2023 1:35:30 PM
31	Aimee Copas	aimee.copas@yahoo.com	Nearby Resident	3 Lane - Roundabout	Likes	Prefer the 5 lane option. It will manage the growth of South Bismarck much better	3	5	4/17/2023 6:29:30 PM
					Reply Comment	There is not much of an issue here with traffic or safety. A stop light at Burleigh Ave. and Washington would solve all of the problems with traffic flow and vehicles entering at all intersections north of Burleigh.	2	4	4/18/2023 3:18:17 AM
32	Jeff Rensch	jbensch@gmail.com	Nearby Resident	3 Lane - Roundabout	Dislikes	I think a Northbound left turn lane onto Rutland should be provided here instead of the Ped. Refuge Island. Driver's wishing to turn left here will still likely do so from the through lane.	0	0	4/27/2023 2:43:06 AM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
33	Gary McFarling	gumby327@outlook.com	Nearby Resident	3 Lane - Roundabout	Likes	See my comments on the 3 lane non-roundabout	0	0	4/14/2023 9:21:57 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
34	Gary McFarling	qumby327@outlook.com	Nearby Resident	5 Lane - Signal	Dislikes	This is a bad idea, and see my comments on the other 5 lane layout	1	12	4/14/2023 9:23:31 PM
					Reply Comment	5 lanes is totally needed. You chose where you live. This road needs to expand.	13	0	4/14/2023 11:50:24 PM
					Reply Comment	The 5-lane option is the BEST option for this area due to the rapid development combined with traffic from other neighborhoods! Plus, it's less ditch to mow for the resident concerned about the road being so close to their twinhome.	12	0	4/16/2023 8:07:44 PM
					Reply Comment	5-lanes is the best and only feasible option. The traffic flow is only going to increase and would make the three laned road inadequate in a few years.	12	0	4/17/2023 2:56:22 AM
					Reply Comment	Just put a stop light at Burleigh. This would provide a break in traffic and solve the issues without having to do anything else.	2	8	4/18/2023 3:33:21 AM
					Reply Comment	With the building of the gas station/convenience store at Santa Fe & Washington, a traffic signal makes the most sense. The increased traffic at that intersection would raise serious safety concerns with any sort of uncontrolled intersection.	2	1	4/18/2023 6:29:34 PM
					Reply Comment	the traffic is constant. The count of lanes increase sounds nice, but a lot of Washington is 3 lane and being out on the end of the road like this seems like a waste of money to go 5 lane.	0	2	4/30/2023 2:58:48 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
35	Gary McFarling	gumby327@outlook.com	Nearby Resident	3 Lane - Signal	Likes	I love the 3 lane idea since it keeps people further from my living room. I would like to see the road deck come down by 2 feet to help with sound. I also would like to see 35 MPH to lessen the tires on asphalt sounds. I am 3216 Kamrose Pl.	1	3	4/14/2023 9:19:04 PM
					Reply Comment	The growth of the city is not dependent on where your living room is or how high/low your fence is. You chose where you live and the city is growing. 5 lanes is needed.	2	4	4/18/2023 2:38:24 AM
					Reply Comment	Please keep your comments positive. This is not social media. Keep comments to the topic at hand, not your opinion.	0	0	4/23/2023 6:33:02 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
36	Gary McFarling	gumby327@outlook.com	Nearby Resident	5 Lane - Roundabout	Dislikes	It was indicated that there would be an increase of 10 miles an hour for 5 lane where people already sound like they are driving through my living room at "40 Mph", I want 35 MPH and for the road deck to lower by two feet to get vehicles below my sound barrier fencing. I am 3216 Kamrose Pl. I also hate the 5 lane a LOT since it is making those cars closer to my living room.	1	10	4/14/2023 9:15:21 PM
					Reply Comment	Cities grow. You chose where you live and if your back yard is next to a major roadway, that was your choice. 5 lanes is totally necessary for this stretch.	11	1	4/14/2023 11:37:49 PM
					Reply Comment	Please be respectful of those that pay the specials on your road.	0	1	4/15/2023 12:03:08 AM
					Reply Comment	I am the original poster of this and I get the desire for more flexibility of changing lanes like is done up north and I am not paying those special assessments. Our HOA pays that across 10 homes so not a huge deal. Based on my last special I think I pay 5g for option 3 lane and 7g for 5 lane per home. Most will like 5 and I get that.	0	8	4/15/2023 12:39:34 AM
					Reply Comment	There is a lot of pedestrian traffic at this intersection. There seems to be increased distractions in a roundabout just due to continuous vehicle traffic let alone watching for pedestrians. I think this will create an increased danger for pedestrians due to vehicles never stopping	1	9	4/16/2023 12:13:03 AM
					Reply Comment	We do not need an increase in the speed limit. When posted at 40 mph people drive 50 mph or more. Roundabouts more more traffic quicker but definitely less safe in those areas for pedestrians. New developments south of Burleigh and east of	1	3	4/16/2023 1:12:51 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
						Washington are going to put an increase in traffic in the near future. Something should be done with 12th street to invite some of this traffic			
					Reply Comment	I work out of the house ... I am here 24/7. The traffic is high flow at 7 AM and 5 PM. Otherwise Washington Street is quiet.	2	5	4/16/2023 2:09:46 PM
					Reply Comment	This is a bad idea, especially with the amount of foot traffic in these areas. People just aren't as safe with roundabouts and it's accidents waiting to happen.	0	9	4/16/2023 9:04:19 PM
					Reply Comment	There is already accidents and more people end up in the ditch during the winter weather conditions. This options allows for people to recover from sliding without ending up in the ditch.	4	0	4/18/2023 6:26:57 PM
37	Spencer	applecore@midco.net	Commuter	3 Lane - Signal	Concerns	Consider adding a raised median island here like Century Ave where grass and trees are planted here.	0	0	5/3/2023 2:40:28 PM
38	Jeff Sieger	jsieger141@gmail.com	Nearby Resident	Project Designs	Likes	This option will slow traffic down which it needs to be. Vehicles are traveling at too high of a rate in this area, and with the increased pedestrian use; we need to have slower travel speeds and ease of crossings. This option also creates the least amount of disturbance to the locals that are making north or south turns onto Washington from the residential side streets. The round about will provide better traffic flow with the intersection and allow for safer pedestrian crossings. The three lane option decreases vehicle accidents and will allow for better snow removal methods.	0	0	4/19/2023 2:14:00 AM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
39	Leanne Holzer	lholzer@hotmail.com	Nearby Resident	5 Lane - Signal	Dislikes	We need to keep the lanes to a minimum to provide for safety for kids crossing and going to school. People seem to have forgotten we had a child fatality on Washington Street where it migrates to 4 lanes.	0	0	5/3/2023 5:13:13 PM
40	Jeff Rensch	jbrensch@gmail.com	Nearby Resident	5 Lane - Roundabout	Dislikes	Strongly prefer the 3-lane option over the 5-lane option. Don't like the increased traffic speeds and pushing pedestrian traffic closer to traffic that would come with the 5-lane option.	0	3	4/27/2023 2:50:42 AM
					Reply Comment	Three lanes will make no difference on this stretch of road. 5 lanes is a necessity.	1	0	4/30/2023 5:42:01 AM
					Reply Comment	Washington is one of Bismarck's major routes north and south and needs to be a five lane section. If you put in a three lane section people will just keep speeding to get ahead of everyone right at the elementary school. As for the concern of increased speeds. They will not be any faster than what is posted on the four lane section of Washington, as this will keep traffic flowing at a consistent speed.	0	0	5/2/2023 9:36:00 PM
41	Leanne Holzer	lholzer@hotmail.com	Nearby Resident	5 Lane - Roundabout	Concerns	The very last thing I would want is 5 lanes and a roundabout. This is a residential community not an industrial park that moves heavy traffic. We need to keep pedestrian safety first.	0	0	5/3/2023 5:11:36 PM
42	Leanne Holzer	lholzer@hotmail.com	Nearby Resident	3 Lane - Signal	Likes	I love the idea of the 3 lane road. Washington St is a residential area and should be treated as such. I can tell you that the speeds are typically at about 50 mph and I have caught myself doing that speed at times when I haven't been paying enough attention. I love the idea of the traffic signals to slow traffic.	0	0	5/3/2023 5:09:49 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
43	Jeff Rensch	jbrensch@gmail.com	Nearby Resident	3 Lane - Roundabout	Likes	I like the 3 lane option with roundabout due to the reduced traffic speeds.	0	0	4/27/2023 2:38:16 AM
44	Leanne Holzer	lholzer@hotmail.com	Nearby Resident	3 Lane - Roundabout	Dislikes	I would hate to see a roundabout. Most people including myself, are so concerned about getting through it and when we need to yield, that pedestrian traffic will be overlooked. With new gas stations going in on the east side of Washington, the pedestrian traffic will increase with kids going to get snacks and food from the gas stations.	0	0	5/3/2023 5:07:54 PM
45	Jessi	jessi.lynn@hotmail.com	Nearby Resident	3 Lane - Roundabout	Likes	I love the idea of a round about here	7	4	4/13/2023 8:49:47 PM
					Reply Comment	A roundabout is a terrible idea. It's overpriced and should not be considered for how difficult snow removal becomes during a snow event. This area must be kept clear for emergency response through the area.	3	4	4/16/2023 8:18:07 PM
					Reply Comment	Roundabout is a great idea	6	3	4/16/2023 9:21:04 PM
					Reply Comment	Roundabouts significantly reduce the chances of serious injury collisions which would be nice for this intersection. People don't stop for the 4-way stop now, and they surely wont stop just because of there being a traffic light.	5	3	4/17/2023 2:53:28 AM
					Reply Comment	A traffic signal would solve all of the traffic flow and safety issues along Washington.	2	4	4/18/2023 3:35:59 AM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
46	Paul Frank	paulwfrank@gmail.com	Nearby Resident	5 Lane - Roundabout	Likes	Please do the 5 lane and roundabout option. This will accommodate future growth. With all the pending development in the area a 3 lane option would soon be inadequate. Do it right the first time. Thanks	4	1	4/19/2023 9:58:40 PM
					Reply Comment	Definitely agree with 5 lane. Although trees are nice, they need maintenance, taking a lane out of service on a 3 lane option. Eventually the roadway itself requires maintenance, taking one or more lanes out of service. Definitely do 5 lanes so traffic can still flow during maintenance. As for roundabout versus lights, I have no preference.	2	0	4/21/2023 7:41:46 PM
					Reply Comment	The five lane section with a roundabout at Burleigh Ave is the best choice. It provides increased safety for the pedestrian traffic as you won't have to look over your left shoulder when trying to make a left turn. It will also allow for traffic to flow more efficiently at peak traffic times and lower volume times. How many of you just love sitting at stop lights when there is no traffic!!	0	0	5/2/2023 9:39:23 PM
47	Michael	quantum.redshift@gmail.com	Commuter	3 Lane - Roundabout	Dislikes	This is a dangerous navigational hazard.	5	0	4/23/2023 1:28:24 PM
					Reply Comment	This is a very dangerous location along Burleigh Ave and should be taken care of with this project. It will be cheaper to take care of the issue now rather than waiting for someone to get into an accident and end up suing the city for negligence for leaving a known roadway hazard in the middle of the roadway.	1	0	5/2/2023 9:58:41 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
48	Gary McFarling	gumby327@outlook.com	Nearby Resident	3 Lane - Roundabout	Likes	Roundabouts will reduce the drama I keep picking up on my cameras with four way stops.	4	3	4/14/2023 9:20:49 PM
					Reply Comment	Should of been done years ago	3	2	4/14/2023 11:08:32 PM
					Reply Comment	We definitely need something to slow down the speeders on S Washington	2	2	4/16/2023 3:34:11 PM
					Reply Comment	A roundabout is a terrible idea. It's overpriced and should not be considered for how difficult snow removal becomes during a snow event. This area must be kept clear for emergency response through the area.	2	4	4/16/2023 8:18:01 PM
					Reply Comment	Yes roundabout	4	2	4/16/2023 9:21:47 PM
					Reply Comment	Something is needed here, but not a roundabout. A stop light would fix the issues and traffic flow all along Washington, especially those turning north from Rutland, Warwick, London, etc. A roundabout would create safety issues for the bike/walking path as well.	1	4	4/18/2023 3:25:34 AM
49	Montana	n/a	Nearby Resident	3 Lane - Signal	Dislikes	An additional traffic light on S. Washington will increase commuting times and slow down traffic a lot especially for those living in the apartment complex.	0	3	4/18/2023 6:08:38 PM
					Reply Comment	Round about is my preference	0	0	4/23/2023 6:33:31 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
50	Mark Thueson	tuez13@gmail.com	Nearby Resident	5 Lane - Signal	Likes	YES! A 5-lane option with a traffic signal is the BEST option for this intersection!! The traffic through this area will move at much greater speed than it currently is - and DEFINITELY better than a roundabout. The 5-lane option must be implemented to save from snow removal and traffic headaches.	8	5	4/16/2023 8:06:11 PM
					Reply Comment	With new developments going in and expected growth in this area within the next 10 years, a traffic signal may be best to handle the amount a traffic.	4	3	4/17/2023 2:54:56 AM
					Reply Comment	Development to the area south of Washington definetly warrants a five lane roadway that would include a traffic signal at Burleigh and Washington. I realize that ND feels that roundabouts are the latest and greates traffic device however, the rest of the country has experienced less than adequate traffic flow at busy intersections using roundabouts. Traffic tends to slow well below the speed limit on the two lane highway and a three lane to include a center turn lane will not improve current conditions and would not provide for future traffic count increases.	2	4	4/17/2023 2:00:41 PM
					Reply Comment	We exit our neighborhood at the intersection of Rutland Drive and Washington. A traffic signal would definitely be preferred at Washington and Burleigh. A roundabout during high volume times would make it virtually impossible to enter Washington at Rutland. The gaps in traffic from a signal would give entering traffic a chance to do so safely.	2	3	4/18/2023 6:25:18 PM
					Reply Comment	5 lane with a traffic signal gets my vote!	1	3	4/18/2023 6:34:33 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
					Reply Comment	A roundabout is a definite absolute NO!	0	4	4/20/2023 11:34:29 PM
51	Mark Thueson	tuez13@gmail.com	Nearby Resident	3 Lane - Signal	Likes	A roundabout is a terrible idea. It's overpriced and should not be considered for how difficult snow removal becomes during a snow event. This area must be kept clear for emergency response through the area. The 5-lane option is the best for the development of the neighborhood. This would be a (not as good) second option.	1	5	4/16/2023 8:19:16 PM
					Reply Comment	This (3 lane with stoplight) would be a great temporary solution as the area grows.	1	2	4/16/2023 9:02:16 PM
					Reply Comment	A roundabout is needed here over a traffic light. The growth in this area is proof.	4	1	4/18/2023 2:39:57 AM
52	Mark Thueson	tuez13@gmail.com	Nearby Resident	5 Lane - Roundabout	Dislikes	NO!!!!!! This is a TERRIBLE idea!! Please stop adding the options for roundabouts in the Bismarck area. They are terrible when Winter weather affects the area. Plus, people still cannot figure out how to use them. This is an overpriced option and needs to be removed from consideration.	2	9	4/16/2023 8:14:04 PM
					Reply Comment	Bad idea.	2	9	4/16/2023 9:02:40 PM
					Reply Comment	People being afraid of or not understanding roundabouts is not an excuse to not put one in. If you drive a car it's your responsibility to know how traffic works. Roundabouts are proven, PROVEN with history and statistics to work.	7	2	4/18/2023 2:34:47 AM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
53	Michael	quantum.redshift@gmail.com	Commuter	3 Lane - Roundabout	Ideas & Opportunities	Plant some nice trees here and remove the hangman's tree.	1	1	4/23/2023 1:33:44 PM
					Reply Comment	Round about is my idea of the right way to go.	1	0	4/23/2023 6:26:07 PM
54	Spencer	applecore@midco.net	Commuter	3 Lane - Signal	Dislikes	I prefer a roundabout at this location. Traffic signals will cause more accidents and longer waits. Also a roundabout will be easier to cross for pedestrians.	0	0	5/3/2023 2:42:28 PM
55	Jerry Braxmeyer	Jbraxmeyer@bis.midco.net	Nearby Resident	5 Lane - Roundabout	Likes	Recommend 5 In w/roundabout. Need to consider redoing burleigh all the way to 12th street. Do it now as costs will increase to do later. Only 1/2 mi more. Significant higher traffic with all the apartments. Twin homes.	10	2	4/14/2023 4:09:44 PM
					Reply Comment	Yes! Burleigh to 12th also needs to be expanded. This part of town is growing fast and the traffic has increased exponentially in the last 5-7 years.	9	1	4/14/2023 11:40:01 PM
					Reply Comment	A roundabout is a terrible idea. It's overpriced and should not be considered for how difficult snow removal becomes during a snow event. This area must be kept clear for emergency response through the area.	1	9	4/16/2023 8:15:28 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
56	Mark Thueson	tuez13@gmail.com	Nearby Resident	3 Lane - Roundabout	Dislikes	A roundabout at this intersection is a terrible idea. Please remove this from consideration. A 5-lane option is REQUIRED for this area. A roundabout would over-complicate traffic flow and cause problems for snow removal and driver usability.	1	6	4/16/2023 8:03:23 PM
					Reply Comment	A roundabout wouldn't be a great idea for this road with all of the expansion that will happen in the next 2-5 years. The plans for growth will really be too much for this to be efficient and safe, especially considering the crossing of bikes and people on foot on those trails. People don't seem to have the same safety awareness for foot traffic in roundabouts vs street lights.	1	6	4/16/2023 8:59:55 PM
57	Laurie Zacher	Zacher32@yahoo.com	Nearby Resident	3 Lane - Roundabout	Dislikes	Traffic light and not roundabout.	2	7	4/18/2023 12:39:45 AM
					Reply Comment	Roundabouts are proven with history and statistics to work better than traffic lights.	6	2	4/18/2023 2:36:13 AM
					Reply Comment	A roundabout will not stop the traffic. The issue many of us have that live along Washington is that we can't get out on Washington without a long wait. A roundabout will only make that problem worse.	2	6	4/18/2023 3:25:46 AM
					Reply Comment	The primary issue is difficulty entering Washington from streets such as Rutland, Warwick, London. A roundabout would not fix the issue. A stoplight would help traffic flow and safety vehicles and pedestrians along the bike path.	1	4	4/18/2023 3:28:58 AM
					Reply Comment	Roundabouts work great for traffic flow it would be a great solution	6	0	4/18/2023 6:38:34 PM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
58	Madisyn Waltman	madisynwaltman18@gmail.com	Nearby Resident	3 Lane - Roundabout	Likes	Prefer roundabout over stoplight.	2	1	4/19/2023 1:18:47 PM
59	Brian Mager	b_mager5@hotmail.com	Nearby Resident	5 Lane - Roundabout	Likes	Would love to see this as a roundabout over a traffic light	12	3	4/12/2023 1:35:19 PM
					Reply Comment	Yes, totally agree. Roundabout would be much faster.	11	2	4/13/2023 12:23:16 AM
					Reply Comment	A roundabout is a terrible idea. It's overpriced and should not be considered for how difficult snow removal becomes during a snow event. This area must be kept clear for emergency response through the area.	1	7	4/16/2023 8:15:33 PM
60	Montana	n/a	Nearby Resident	3 Lane - Roundabout	Likes	The amount of traffic signals along the length of S. Washington is excessive. This allows for a traffic control without adding an additional light on S. Washington.	4	4	4/18/2023 6:01:49 PM
					Reply Comment	A roundabout here would be great!	5	1	4/18/2023 10:58:33 PM
61	Jeff Rensch	jbrensch@gmail.com	Nearby Resident	3 Lane - Signal	Dislikes	Please do not install a signal at the intersection of Burleigh and Washington. A roundabout would be a very good solution for this intersection.	0	0	4/27/2023 2:54:39 AM

Map ID	Name	Email	User Type	Concept	Comment Type	Comment	Likes	Dislikes	Date Created
62	Mark Thueson	tuez13@gmail.com	Nearby Resident	5 Lane - Roundabout	Ideas & Opportunities	This stretch of S. Washington St. should be widened to accommodate the traffic that will be accompanying the new developments in this area. It will also assist in creating a much safer road habitat (safer turning, lighting, wider shoulders, etc).	5	0	4/16/2023 8:17:30 PM
63	Mark Thueson	tuez13@gmail.com	Nearby Resident	3 Lane - Roundabout	Ideas & Opportunities	This stretch of S. Washington St. should be widened to accommodate the traffic that will be accompanying the new developments in this area. It will also assist in creating a much safer road habitat (safer turning, lighting, wider shoulders, etc).	2	0	4/16/2023 8:20:51 PM
					Reply Comment	I believe at this time this intersection is not an issue, it may be in 10 to 15 years but when the road south of there is completed, the design will be able to be upgraded to what is needed.	0	0	4/23/2023 6:27:38 PM
64	Mark Thueson	tuez13@gmail.com	Nearby Resident	3 Lane - Signal	Ideas & Opportunities	This stretch of S. Washington St. should be widened to accommodate the traffic that will be accompanying the new developments in this area. It will also assist in creating a much safer road habitat (safer turning, lighting, wider shoulders, etc).	1	0	4/16/2023 8:20:31 PM
65	Mark Thueson	tuez13@gmail.com	Nearby Resident	5 Lane - Signal	Ideas & Opportunities	This stretch of S. Washington St. should be widened to accommodate the traffic that will be accompanying the new developments in this area. It will also assist in creating a much safer road habitat (safer turning, lighting, wider shoulders, etc).	5	0	4/16/2023 8:20:05 PM