

PUBLIC INPUT MEETING

• Thursday, June 13, 2019 • Formal Presentation: 6:30 p.m. • Open House: 6:00 p.m. to 8:00 p.m. • KLJ • 4585 Coleman Street, Bismarck

43rd Avenue NE Reconstruction

from the intersections of
North Washington Street to State Street
Bismarck, North Dakota

What is the project?

The City of Bismarck, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing roadway improvements to 43rd Avenue Northeast in Bismarck.

An environmental document will be produced to meet the National Environmental Policy Act (NEPA). This document will analyze the potential environmental, social and economic impacts of the proposed improvements to 43rd Avenue Northeast, including roadway widening, new pavement, curb and gutter, storm sewer, lighting and pedestrian facilities.

Where is the project located?

The proposed project includes 43rd Avenue Northeast from the intersections of North Washington Street to State Street. **Please refer to the Project Map.**

What is the purpose of the project?

The purpose of the proposed project is to reconstruct the 43rd Avenue Northeast corridor to accommodate the increased transportation and pedestrian demand in the area. The project would increase the capacity of the roadway, correct roadway deficiencies and improve safety and mobility for all users.

Why is the project needed?

The need for the proposed project is driven by rapid growth in north Bismarck; social and economic demands of growth; and roadway deficiencies. The existing roadway geometry does not provide the capacity needed to meet the future traffic demands. Deficiencies with the current roadway corridor include lack of turn lanes, lack of traffic control and access management and lack of pedestrian facilities.

What is the purpose of the Public Input Meeting?

The purpose of the Public Input Meeting is to initiate early communication with the public, inform the public of the project and provide an opportunity to provide feedback regarding the project.

How can I submit comments after the meeting?

Written comments must be mailed by **June 28, 2019** to:

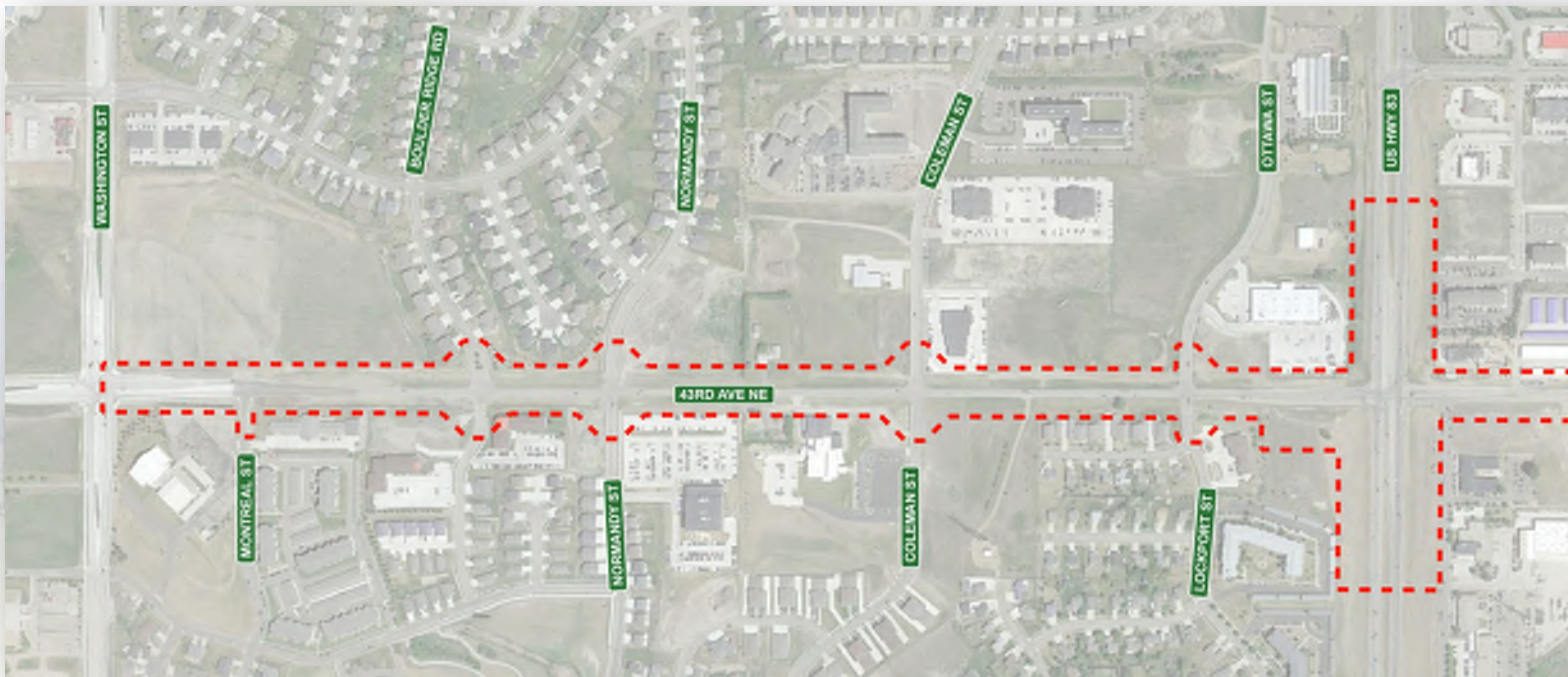
Troy Ripplinger, Project Manager
KLJ
PO Box 1157
Bismarck, ND 58502-1157

E-mail: troy.riplinger@kljeng.com

Note "Public Input Meeting" in the e-mail subject heading

Information on this project can be found at the project website: WWW.BISMARCKND.GOV/STREETS





Project Map

What alternatives are being studied?

The following alternatives will be moving forward for further analysis.

- **Alternative A: No-Build:** 43rd Avenue Northeast would remain unchanged with a continuation of existing conditions. Alternative A would not meet the project's purpose and need.

Two primary build alternatives are being considered for the project (i.e., Alternatives B and C). Under each build alternative, there are intersection control options.

- **Alternative B: Three-Lane Section with Roundabout Intersections** – includes widening 43rd Avenue Northeast to a three-lane roadway from North Washington Street to Lockport Street/Ottawa Street and a multi-lane section from Lockport Street/Ottawa Street to State Street. There would be a raised median, 10-foot-wide shared-use path along the northern side of the roadway, and 6-foot-wide sidewalk along the southern side of the roadway.

At the Coleman Street and Normandy Street intersections, there would be roundabouts.

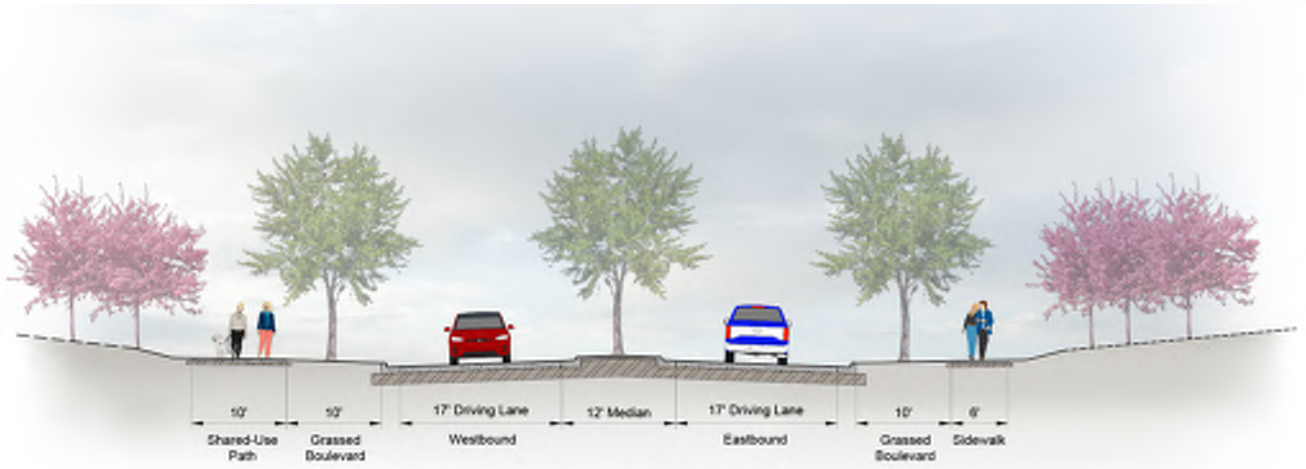
At the Montreal Street and Boulder Ridge Road intersections, three options are being considered including;

- » a full access intersection,
- » a right-in/right-out intersection, and
- » a $\frac{3}{4}$ access intersection.

At the Lockport Street/Ottawa Street intersection, two options are being considered including;

- » a $\frac{3}{4}$ access intersection and
- » a roundabout.

...alternatives continued on page 4...



Alternative B: Typical Section



Alternative B: Three-Lane Section with Roundabout Intersections

- **Alternative C: Five-Lane Section with Future Signalization** – includes widening 43rd Avenue Northeast to a five-lane roadway from North Washington Street to State Street. There would be a raised median, 10-foot-wide shared-use path along the northern side of the roadway, and 6-foot-wide sidewalk along the southern side of the roadway.

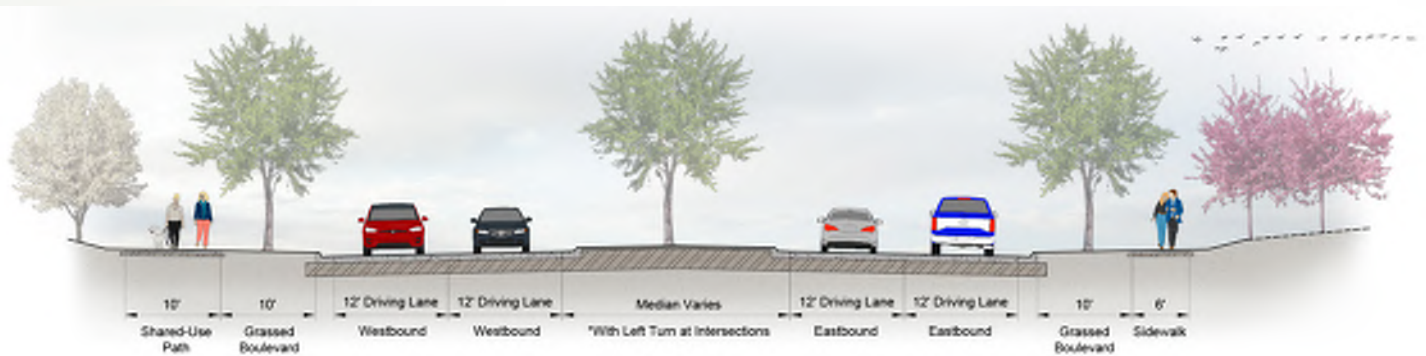
At the Coleman Street and Normandy Street intersections, there would be the opportunity for future signalization.

At the Montreal Street and Boulder Ridge Road intersections, three options are being considered including;

- » a full access intersection,
- » right-in/right-out intersection, and
- » a $\frac{3}{4}$ access intersection.

At the Lockport Street/Ottawa Street intersection, two options are being considered including;

- » a $\frac{3}{4}$ access intersection and
- » a full access intersection with the opportunity for future signalization.



Alternative C: Typical Section



Alternative C: Five-Lane Section with Future Signalization