

VIRTUAL PUBLIC INPUT MEETING

• Thursday, January 7, 2021 • Comment period: January 8, 2021 through January 22, 2021 •

WWW.BISMARCKND.GOV/STREETS

43rd Avenue NE Reconstruction

*from the intersections of State Street to N 26th Street &
N 19th Street from 43rd Avenue NE to N Valley Loop
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 NE 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 NE, including roadway widening, new pavement, curb and gutter, storm sewer, watermains, intersection traffic control, lighting and pedestrian facilities.

Where is the project located?

The proposed project includes 43rd Avenue NE from the intersections of State Street to N 26th Street; as well as, N 19th Street from 43rd Avenue NE to N Valley Loop. Please refer to [Exhibit 1. Project Location](#).

What is the purpose of the project?

The purpose of the proposed project is to reconstruct 43rd Avenue NE to accommodate the increased transportation and pedestrian demand in the area. The project would increase the capacity of the roadway, improve intersection operations, 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 social and economic demands, safety and roadway deficiencies. Commercial and residential growth along the 43rd Avenue NE corridor has increased the pedestrian and traffic volumes. The existing roadway geometry does not provide the capacity needed to meet the future traffic and pedestrian demands. Deficiencies with the current roadway corridor include lack of turn lanes, lighting, pedestrian facilities, and deteriorated pavement condition.

What is the purpose of the Virtual 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?

Written comments must be postmarked or emailed by **January 22, 2021** to:

Carl Jackson, PE
KLJ
PO Box 1157
Bismarck, ND 58502-1157

E-mail: carl.jackson@kljeng.com

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

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



What alternatives are being studied?

The following alternatives and options are being considered for further analysis.

- **Alternative A: No-Build:** 43rd Avenue NE would remain unchanged with a continuation of existing conditions. Alternative A would not meet the project's purpose and need.
- **Alternative B: Reconstruct 43rd Ave NE:** Reconstruct 43rd Avenue NE from the State Street intersection east through the N 26th Street intersection. N 19th Street would also be reconstructed with this alternative from the 43rd Avenue NE intersection south to approximately 300 feet south of the N Valley Loop intersection.

Proposed improvements along 43rd Avenue NE include a raised median, a 10-foot shared-used path on the south side of the roadway, and a 6-foot sidewalk on the north side of the roadway. A continuation of the 4-lane divided roadway will be provided from State St to N 15th St. Other improvements include storm sewer, watermain improvements, sanitary sewer improvements, lighting, and landscaping.

Proposed improvements along N 19th Street would include reconstructing the roadway to a 37-foot-wide flush roadway section, with a driving lane in each direction. A 6-foot sidewalk would be provided along the west side of the roadway connecting the shared-used path along 43rd Avenue NE to the existing pedestrian facilities along N 19th Street. Improvements would also include storm sewer, sanitary sewer main extension, lighting, and landscaping.

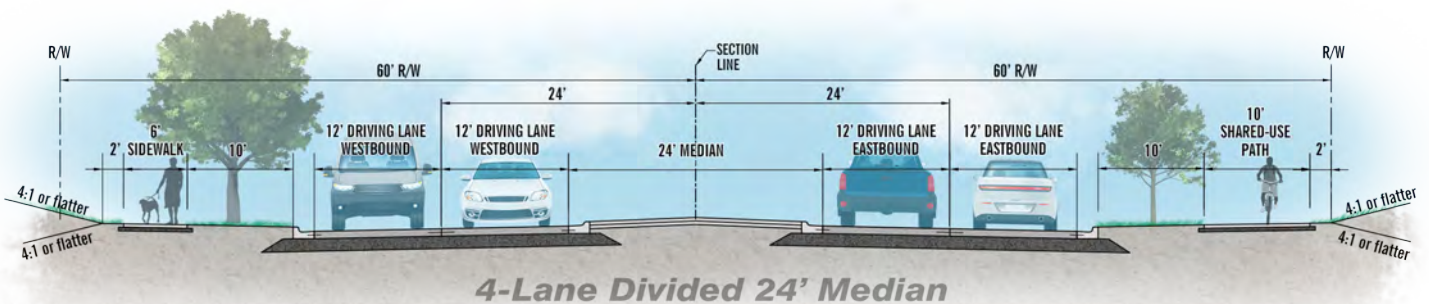
The following roadway options between N 15th Street and N 19th Street, and intersection improvement options at N 19th Street and N 26th Street, are being considered as part of Alternative B:

Roadway Options from N 15th St to N 26th St

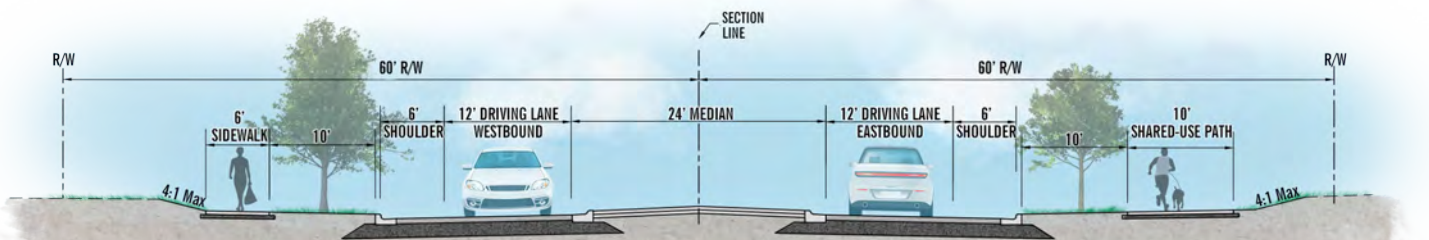
For more detail please refer to [Exhibit 3. 4-Lane & 3-Lane Alternatives](#). The following two options would both include a 35-mph speed limit.

- » **Three-lane roadway** with a raised median from N 15th Street to N 19th Street and a three-lane roadway from N 19th Street to N 26th Street.
- » **Four-lane divided roadway** with a raised median from State Street to N 19th Street, and a three-lane roadway from N 19th Street to N 26th Street.

Proposed Typical Sections



4-Lane Divided 24' Median



3-Lane Divided 24' Median

...alternatives/options continued on page 3...

Intersection Improvement Options at N 19th Street

For more detail please refer to [Exhibit 4. N 19th Street Intersection Options](#).

- » **A signalized intersection** layout with a traffic signal control system. The south leg of N 19th Street would need to be realigned to the east to provide better alignment at the intersection to correct the current skew condition.
- » **A roundabout intersection** would be centered in the intersection and would not require realignment of the south leg of the intersection to correct the intersection skew.

N 19th Street Signalized Intersection



N 19th Street Roundabout Intersection



...alternatives/options continued on page 4...

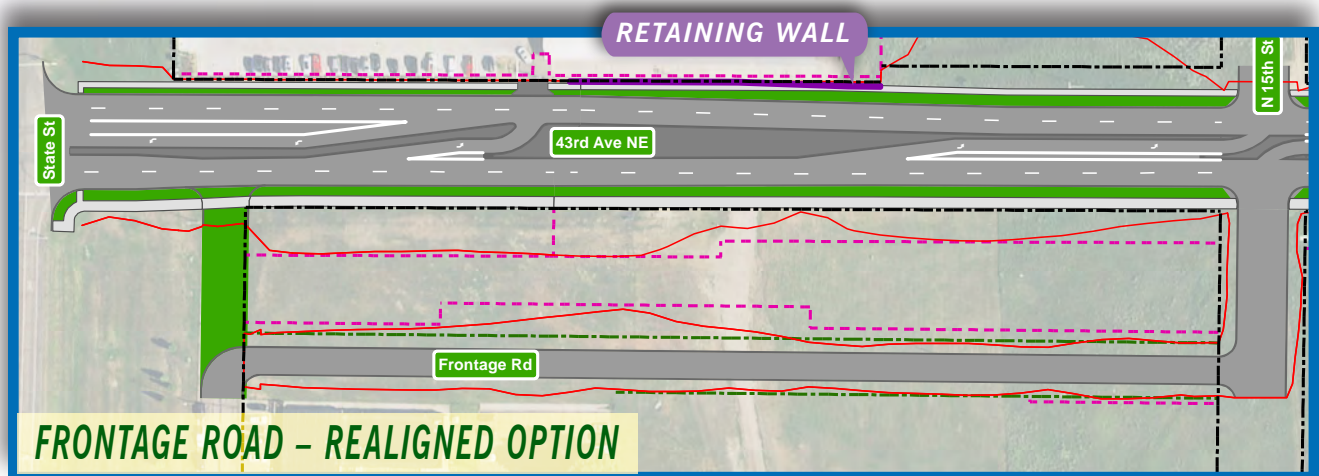
Intersection Improvement Options at N 26th Street

For more detail please refer to [Exhibit 5. Pointe Loop & N 26th Street Options](#).

- » **Maintain current location of the intersection.** Burleigh County is planning to reconstruct 43rd Avenue NE from the N 26th Street intersection east to Roosevelt Drive in 2021. As part of that project, the crest of the hill will be lowered providing intersection sight distance for a 35-mph design speed. The Pointe Loop intersection would remain a full access with this option.
- » **Realign the intersection** 100 feet east of the current location and lowering the profile of 43rd Avenue NE. This option would allow for pedestrian crossings at the intersection to be fully ADA compliant in the future if the intersection becomes signalized, and would improve intersection sight distance. The Pointe Loop intersection would remain a full access with this option.
- » **A roundabout intersection** would be centered on the existing 43rd Avenue NE alignment and would require realignment of N 26th Street north of the intersection back to the Seneca Drive intersection. The roundabout intersection would include a continuation of the raised median to the west of the intersection and there is an option to convert the Pointe Loop intersection into a three-quarter access intersection.

In addition to the 43rd Avenue NE Build Alternative the City is analyzing options for the frontage road near the State Street intersection.

- » **Maintain the frontage road access** in its current location and convert it to a right in/right out access.
- » **Realign the frontage road** along the Capital Electric property and route it east to tie into the platted right-of-way of N 15th Street. This option would eliminate the steep intersection grade and allow the frontage road to tie into the N 15th Street intersection.



The following access options are being considered for the N 15th Street intersection.

- » **A ¾ access intersection** would be constructed.
- » **A full access intersection** would be constructed.

For more detail please refer to [Exhibit 2. Frontage Road & N 15th Street Options](#).