

Steering Committee Meeting Summary
Bismarck Mandan MPO
Regional North-South Beltway Corridor Study
February 22, 2008
8:30 a.m.

See attendance roster for those in attendance.

Introductions and General Overview

Steve Grabill reviewed the overall project status and schedule. Today's meeting was scheduled to review analysis and comparison of the alternatives. We are ahead of schedule, but need to sit down and discuss the alternatives. Need to focus on alternatives to study in detail. The public input meetings were very well attended, very good comments, added alternative routes due to feedback received. Feedback from today will allow detailed analysis so that the next public meeting can be held in June, if not sooner. Decisions made today regarding 71st versus 84th may affect the current URS study on 71st Avenue and Centennial Road. Paul Benning asked how things are going with ATAC; information received to date is adequate for this study.

Review Alignment Alternatives

Steve Grabill distributed a handout that indicated various justification criteria for corridor preservation. Steve also distributed a handout comparing various categories for the routes. Profiles of the various routes, as well as aerial photography were used to assist the discussion.

All the evaluation criteria used to compare 66th Street with 80th Street indicate 66th Street to be the more acceptable route. City of Lincoln has gone on the record that it prefers 66th Street as it a straight route to I-94. Gibbs Township has gone on the record preferring 80th Street, due to the vertical geometrics of I-94 at each crossing. All platting that has been completed

Discussion then focused on comparison of 48th Avenue and 62nd Avenue. Again, platting efforts have followed the long range transportation plan, which indicated 200 foot row on 48th and 150 foot row on 62nd. Another strong consideration negative to 62nd is the profile. There are two locations where the existing ground slope approaches 20%.

Significant discussion ensued during the comparison of 71st Avenue and 84th Avenue. 71st Avenue has significant development over most of its length. Considerably less activity has occurred on 84th. Steve Grabill stated that if 84th is the future beltway, there will still be significant traffic on 71st. Mark Berg stated consideration must be given to the origins and destinations of the traffic. Paul Benning added that NDDOT Management will not allow an interchanged to be constructed at the "beltway"

intersection if all other intersections within several miles are at grade. This creates considerable confusion to the traveling public. 84th Avenue west of highway 83 is fully developed, has very difficult terrain, and is 2 miles north of the proposed river crossing.

Consensus of the steering committee is to include 71st Avenue, 66th Street, and 48th Avenue as the beltway for this study.

For the Morton County side, Steve Windish reviewed his meeting with Chuck Morman, County Highway Superintendent. Mr. Morman stated that Hwy 25, and the county road south have been constructed to high standards, have adequate right of way, and would function well as the west beltway for considerable time into the future. 24th Avenue has several negatives. These include:

- Difficult terrain
- Difficult river crossing
- Proximity of CR 139 and BNSF railroad
- Large gravel production facilities
- Serves a small area
- Need to construct local infrastructure

The underpass between 24th and Sunset needs to be constructed first, allowing development of the land south of I-94. Mr. Morman suggested construction of an east-west connection from the Hwy 25 corridor to 24th Avenue could be constructed along the section line just north of the Mandan landfill. Construction of 24th will be driven by private development over time.

Steve Saunders stated that 37th Street between 24th Avenue and Hwy 25 was included in the north beltway study.

The consensus of the steering committee was to include an intermediate beltway plan (37th and Hwy 25) as well as an ultimate beltway plan (37th, 24th, and 46th) be included in this study.

Discuss Future Public Involvement Efforts

Steve Grabill led a discussion concerning the upcoming public meetings for the project. Prior to the next public meeting, the routes selected will need to be studied in greater detail. The next public meeting is tentatively scheduled in June, 2008. Another steering committee meeting should be scheduled prior to the public meeting. This can be sometime in late May. Impacts at the major beltway intersections, i.e. 66th and 71st, 66th and I-94, will be included.

"Newsletter"

A brief discussion of the “preliminary decisions” regarding the beltway route will be included in the next monthly newsletter update for the elected officials.

Respectfully Submitted,

Steve Windish, PE
Ulteig Project Manager