

RECONSTRUCTION

Project No.

PCN

SU-4-989(134)

23860

City of Minot Project No. 4780

16th Street SW
from 14th Avenue SW to 2nd Avenue SW

Minot, ND

Prepared by

CITY OF MINOT, ND

CITY ENGINEER
Lance Meyer, P.E.

Principal Author: Apex Engineering Group
Environmental Reviewer: Kent Leben, NDDOT LGD
January 2024

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I. Public Meeting Summary

A. Project Information

Highway: 16th Street SW

District: Minot

Limits: 14th Avenue SW to 2nd Avenue SW

Associated Project PCN(s) and Description(s): None

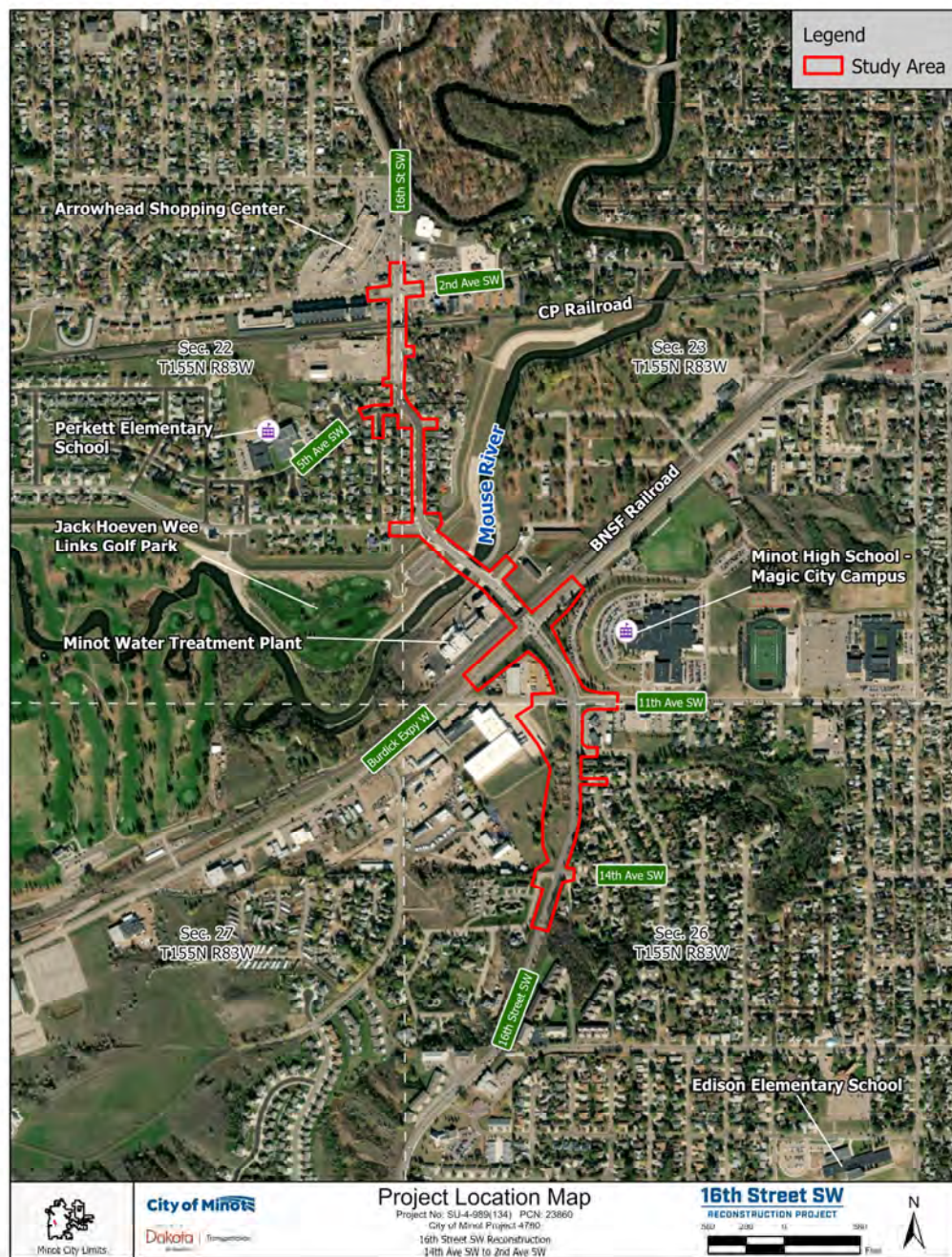


Figure 1 – Project Location Map

16th Street SW Reconstruction
Project No. SU-4-989(134)
City of Minot Project No. 4780
January 2024

Page 1
PCN 23860

Public Involvement Report

B. Meeting Details

City, State: Minot, North Dakota
Facility: Perkett Elementary School, 2000 5th Avenue SW, Minot, ND
Date and Time: November 30, 2023; 6:00-8:00 pm
Meeting Format Used: Open house with formal presentation

The public input meeting was held to inform the public of proposed improvements to 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot.

A legal advertisement was placed in the Minot Daily News on November 13, 2023. The public comment period for the meeting ran from the date of posting (November 13) through December 15, 2023. Meeting details, including the presentation, were added to the City of Minot Facebook page and project website www.minotroads.com. Emails regarding the project were sent to advocacy group contacts maintained by the NDDOT as part of the Solicitation of Views process. Additionally, a postcard was mailed to addresses surrounding the project and door flyers were left at residences in the Perkett Elementary neighborhood. Refer to **Appendix A** for Meeting Notifications.

C. Attendees

Number of Attendees: 72

NDDOT representatives from the Minot District and Local Government were present during the meeting. Representatives from the City of Minot were also in attendance. The consultant working on the design and permitting for the project, Apex Engineering Group, hosted the meeting. 62 members of the public attended the meeting. No special interest groups attended. Refer to **Appendix E** for the meeting roster.

D. Comments Received

- Verbal commentors during public input meeting - 11
 - Comment forms during public input meeting – 4
- Additional commentors outside of public input meeting – 15
- Total comments – 109

Numerous topics were addressed through these comments; topics receiving several similar comments are summarized in the following table. Refer to **Appendix F** for a full listing of comments and responses.

Table 1 – Summary of Comments/Responses

Topic	Comments	Responses
Roundabout (16)	<ol style="list-style-type: none">1. A roundabout at 5th Avenue should also be considered.2. 5th Avenue intersection will not work without a roundabout at 7th Avenue.3. Roundabout construction should be phased so 5th and 7th Avenues are not closed at the same time.4. The roundabout at 7th Avenue is necessary/supported.5. A roundabout at 7th Avenue would be	<p>A roundabout at the 5th Avenue intersection will be further analyzed.</p> <p>The roundabout at 7th Avenue will continue to be carried forward as an option.</p>

	dangerous/do not support a roundabout.	
Bike Lanes (13)	<ol style="list-style-type: none"> 1. Bike lanes would create additional congestion along 16th Street SW. 2. Bike lanes create safety issues. 3. There is not currently a lot of bike usage along 16th Street SW. 4. Bike lanes are not necessary. 	Comments noted.
Road Diet (12)	<ol style="list-style-type: none"> 1. Not in favor of the lane reductions. 2. Vehicles are forced to the inside lanes, causing additional congestion and backups at the intersections. 3. With a growing population and traffic, lanes on roads should not be reduced. 	Comments noted.
Traffic Study (12)	<ol style="list-style-type: none"> 1. The traffic study might not have included increased traffic due to the new Trinity Hospital or have been done at the right time of the year to account for traffic from Minot State University. 2. Traffic will increase when Minot North High School moves to four grades. 3. Perkett Elementary School enrollment increased in fall 2023; those numbers were not included in the traffic study. 4. Increases in population at the Air Force Base will increase traffic on the roads in Minot. 	<p>Minot State University was still in session when we collected our traffic counts in early May 2023.</p> <p>We contacted Minot Public Schools to verify the actual numbers. Enrollment at Perkett increased by 37 students (10.4%) from Fall 2022 (357 students) to Fall 2023 (394 students).</p>
Construction (10)	<ol style="list-style-type: none"> 1. Phase construction so that 5th Avenue and 7th Avenue intersections are not closed at the same time. 2. Long construction times will add cost to the project. 3. Access into the Perkett neighborhood during construction will be challenging/could cause emergency access problems. 4. Concerns regarding school traffic congestion while construction is occurring. 	Construction phasing is preliminary; additional consideration will occur as design progresses. The 7 th Avenue intersection would only be closed if a roundabout option was selected. Consideration will be given to only closing one of the 5 th Avenue and 7 th Avenue intersections at a time.
Signals (6)	<ol style="list-style-type: none"> 1. Dedicated turn light at 2nd Avenue intersection is needed. 2. A protected left turn signal at Burdick is needed. 	Signal timing will be incorporated into project design.
Intersection Options (5)	<ol style="list-style-type: none"> 1. Need to keep both left and right turn options at 5th Avenue open. 2. Can a turn lane be created at 5th Avenue? 	Comments noted.
US 83 Bypass/5 th Avenue intersection (5)	<ol style="list-style-type: none"> 1. During construction, a lot of traffic will get pushed to the US 83 Bypass. 2. Visibility onto the Bypass from 5th Avenue is poor. 3. Something should be done to increase visibility and safety at the 5th 	Comments noted.

	Avenue intersection with US 83 Bypass.	
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(#) Number in parentheses indicates number of comments received for that topic.

E. Public Concerns

Numerous concerns were raised about the exclusion of a roundabout option at the 5th Avenue intersection. As a result, the City of Minot has decided to further study a roundabout at this location. Additionally, concerns were raised about the inclusion of bike lanes along 16th Street SW. Several comments were also received not in favor of the road diet along 16th Street SW.

Concerns were also raised about additional traffic having to use the 5th Avenue intersection with the US 83 Bypass, which several commenters noted that they felt was unsafe with poor visibility.

APPENDICES

Appendix A

Notifications

Minot Daily News

www.MinotDailyNews.com

AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA

SS.

County of Ward

Sarah Burhans of said County and State, being first duly sworn, on oath says: That the **MINOT DAILY NEWS** is a weekly newspaper of general circulation, printed and published in the City of Minot, in said County and State. That the **MINOT DAILY NEWS** now is and during all times in the foregoing affidavit mentioned has been a newspaper qualified to do legal printing, in accordance with the Statutes of the State of North Dakota, and that I am Clerk of the **MINOT DAILY NEWS** and during all such time covering the publication of this notice have occupied such position on said newspaper, and have personal knowledge of all the facts stated in this affidavit; and that the advertisement headed

PUBLIC INPUT MEETING

a printed copy of which is hereunto attached was printed and published in said newspaper 1 times to-wit:

Nov. 13, 2023

Sarah Burhans, Clerk.

Subscribed and sworn to before me this

13th day of November, A.D. 2023

Shannon Grater
Notary Public, Ward Co, N.D.

PUBLICATION FEES:

\$ 82.16

SHANNON GRATER
Notary Public
State of North Dakota
My Commission Expires Nov. 9, 2026

PUBLIC INPUT MEETING

WHY?

To discuss proposed improvements to 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot. The project consists of reconstruction, new curb, gutter, and sidewalk, possible realignment/reconfiguration of the 5th Avenue SW intersection, shared-use path construction, new storm sewer, sanitary sewer, and watermain, proposed retention pond, traffic signal replacements at the 11th Avenue SW and 2nd Avenue SW intersections, and new lighting throughout the corridor.

WHEN?

November 30, 2023
Formal Presentation 6:15 p.m.
Central Time
Open House: 6:00 p.m. to 8:00 p.m.
A virtual (pre-recorded) presentation and other materials are available on the City of Minot website at www.minotroads.com
Event date: November 30, 2023

WHERE?

Perkett Elementary School
2000 5th Avenue SW
Minot, ND 58701

OPEN HOUSE CONDUCTED BY

The City of Minot and
Apex Engineering Group
This meeting is designed to allow for public input which is required for compliance with the National Environmental Policy Act of 1970 and National Historic Preservation Act of 1966.

Representatives from the City of Minot, and Apex Engineering Group will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be postmarked or emailed by December 15, 2023 to Matt Kinsella, PE; 4733 Amber Valley Pkwy S, Fargo, ND 58104, email: Matt.Kinsella@apexenggroup.com. Note: "Public Input Meeting-PCN 23680" in the letter heading or email subject.

The City of Minot will consider every request for reasonable accommodation to provide:

- an accessible meeting facility or other accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access NDDOT programs and information.

Appropriate provisions will be considered when the Department is notified at least 10 days prior to the meeting date or the date the written material translation is needed.

To request accommodations, Lance Meyer, PE, City Engineer, City of Minot at (701) 857-4100 or lance.meyer@minotnd.org. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

(November 13, 2023)

For more information: Lance Meyer, PE, Minot City Engineer, at (701) 857-4100

Embargo until: November 23, 2023

Public Input Meeting to be held on November 30 to discuss proposed improvements to 16th Street SW in Minot

An in-person meeting will be held from 6:00 p.m. to 8:00 p.m. Central Time on November 30, 2023, at Perkett Elementary School, 2000 5th Avenue SW, Minot, ND. The Public Input Meeting will utilize an open house format with a formal presentation at 6:15 p.m.

A virtual (pre-recorded) presentation and other materials are available on the City of Minot website at www.minotroads.com.

The purpose of the Public Input Meeting is to discuss proposed improvements to 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot. The Public Input Meeting will provide opportunity for public input. Representatives from the City of Minot, and Apex Engineering Group will be on hand to answer your questions and discuss your concerns.

If unable to attend the Public Input Meeting, written statements or comments must be postmarked or emailed by December 15, 2023, to Matt Kinsella, 4733 Amber Valley Pkwy S, Fargo, ND 58104, email: Matt.Kinsella@apexenggroup.com with "Public Input Meeting-PCN 23860" in the letter heading or e-mail subject.

The City of Minot will consider every request for reasonable accommodation to provide:

- an accessible meeting facility or other accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access NDDOT programs and information.

To request accommodations, Lance Meyer, PE, City Engineer, City of Minot, at (701) 857-4100 or lance.meyer@minotnd.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.


Subject:Public input meeting for proposed improvements in Minot scheduled next week


Sent:11/24/2023 09:35 AM CST

Sent By:pagewatcher@govdelivery.com


Sent To:Subscribers of Public Meetings and Events News Releases

674


 Recipients

✓


Email

✓


SMS

✗

Facebook

✗

Twitter

✓

RSS

88%

Delivered

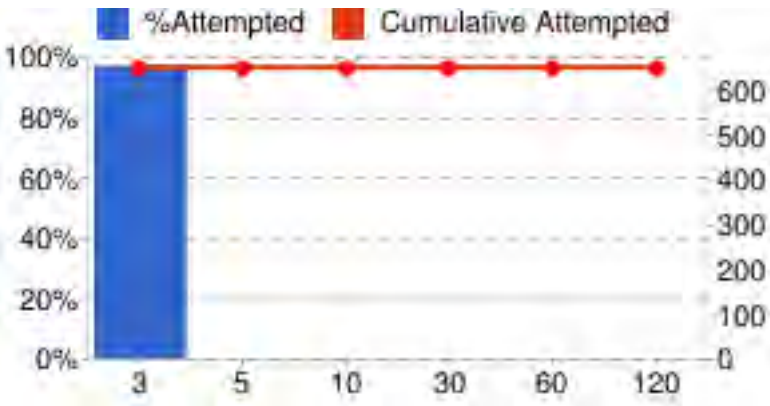
0% Pending

12% Bounced

28% Open Rate

0% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	97%
5	97%
10	97%
30	97%
60	97%
120	97%

Delivery Metrics - Details

674 Total Sent

590 (88%) Delivered

0 (0%) Pending

84 (12%) Bounced

0 (0%) Unsubscribed

Bulletin Analytics

137 Total Opens

96 (28%) Unique Opens

4 Total Clicks

1 (0%) Unique Clicks

17 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	93.9%	311	292	86 / 29.5%	19	0
Digest	n/a	n/a	56	56	10 / 17.9%	0	0
SMS Message	Delivered	78.8%	307	242	n/a	65	n/a

Link URL

Unique Clicks

Total Clicks

http://www.minotroads.com	1	4
https://subscriberhelp.govdelivery.com/	0	0
https://www.dot.nd.gov/dotnet/news/public	0	0
https://www.instagram.com/northdakotadot/	0	0
https://subscriberhelp.granicus.com/	0	0
https://content.govdelivery.com/accounts/NDDOT/bulletins/3...	0	0
https://www.dot.nd.gov/dotnet/news/public/view/9599	0	0
https://public.govdelivery.com/accounts/NDDOT/subscriber/o...	0	0
https://www.dot.nd.gov/	0	0
https://www.linkedin.com/company/north-dakota-department...	0	0
https://www.dot.nd.gov/public/contacts.htm	0	0
http://public.govdelivery.com/accounts/NDDOT/subscribers/n...	0	0
https://www.flickr.com/photos/nddot/albums	0	0
https://www.facebook.com/nddot	0	0
https://www.youtube.com/user/NDDOTOnline	0	0
https://twitter.com/NorthDakotaDOT	0	0
https://public.govdelivery.com/accounts/NDDOT/subscriber/e...	0	0

From: [Marohl, Sengaroun](#)
To: [Matt Kinsella](#)
Subject: FW: SOV Master List and Letters: SU-4-989(129) PCN 23860 Minot 16th St SW
Date: Thursday, June 29, 2023 1:53:42 PM
Attachments: [Letter 8 - Advocacy Group PCN 23860.pdf](#)

Matt,

Please include this email in the DCE.

Seng Marohl
Urban Roads Program
NDDOT - Local Government Division
608 E. Boulevard Ave.
Bismarck, ND 58505-0700
ph 701-328-4449
fax 701-328-0310
smarohl@nd.gov

From: Susie, Sara B. <ssusie@nd.gov>
Sent: Thursday, June 29, 2023 1:26 PM
To: allan.peterson@ndsu.edu; btelin@lssnd.org; cgherman@srt.com;
Cheryl.ekblad@sendit.nodak.edu; dacotah@btinet.net; dhsds@nd.gov; freedom@freedomrc.org;
ghegland@i29.net; -Info-DHS Senior Information Line <carechoice@nd.gov>; -Info-DHS North
Central Human Service Center <dhsnchsc@nd.gov>; j.kraft@sendit.nodak.edu; Hough, Jill
<jill.hough@ndus.edu>; lsndadmin@legalassist.org; lwurtz@aarp.org; Mack, Pamela
<pmack@nd.gov>; marlin.newman@minotnd.org; mcoapsc@srt.com; minot@ndad.org;
Minotrsvp@srt.com; Moench, Jim <jimmoench@nddac.org>; mrasmussen@nd.gov;
ndcpd@minotstateu.edu; Alvarez, Andrea D. <adalvarez@nd.gov>; Roy, Crystal M. <croy@nd.gov>;
Darrell Francis <sbtransit@srt.com>; slarocqu@tm.edu; smilovanovic@lssnd.org;
trisms@gondtc.com; Lisa Bartlett <wandm@restel.net>; westndfgp@btinet.net;
willy@capminotregion.org; Yung, Peter P. <pyung@nd.gov>
Cc: Marohl, Sengaroun <smarohl@nd.gov>
Subject: SOV Master List and Letters: SU-4-989(129) PCN 23860 Minot 16th St SW

Please see attached letter.

Thank you.

Sara Susie
NDDOT Administrative Assistant
Local Government/Planning & Asset Management/Programming/State Fleet
ssusie@nd.gov
(701) 328-2540

June 29, 2023

Advocacy Group Contact

PROJECT NO. SU-4-989(129), PCN 23860
City of Minot Project 4780
16TH STREET SW RECONSTRUCTION
WARD COUNTY

The City of Minot, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 16th Street SW from 14th Avenue SW to 2nd Avenue SW in Minot, ND. Please refer to the enclosed Project Location Map.

The project consists of the following:

- Reconstruction and possible roadway widening between 14th Ave SW and Burdick Expy.
- Reconstruction and concrete pavement repair within existing curblines between Burdick Expy and 2nd Ave SW.
- Possible realignment/reconfiguration of the 5th Ave SW intersection.
- New curb, gutter, and sidewalk.
- Shared-use path construction between 14th Ave SW and Burdick Expy.
- New storm sewer, sanitary sewer, and watermain throughout the corridor.
- Proposed retention pond at the SW corner of the 11th Ave SW intersection.
- Traffic signal replacements at the 11th Ave SW and 2nd Ave SW intersections.
- New lighting throughout the corridor.
- Traffic is expected to be detoured during construction.

This project is expected to be constructed during the 2025 construction season.

The project may require permanent and/or temporary right-of-way. The right-of-way required will be in linear strips parallel to the project area.

The purpose of this letter is to provide advanced notice of upcoming highway projects so you have sufficient time to share the information with your constituents and represent their interests. To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project. We would appreciate being made aware of any social impacts we should consider for this proposed project.

Greater advanced notice will also encourage more participation of advocates and their constituents at upcoming Public Meetings. A Public Meeting for this project is tentatively scheduled for Fall 2023.

A follow up notice of the exact date, time, and location of the Public Meeting will be forwarded to you approximately 2 weeks prior to the Public Meeting. Additionally, Public Meetings are also advertised in local newspapers, press releases sent to local media, and new releases posted on the NDDOT website.

Any information or comments relating to social or other matters that might help us in our studies would be appreciated.

It is requested that any comments or information be forwarded to our office on or before July 31, 2023. If no reply is received by this date, it will be assumed that you have no comment on this project at this time.

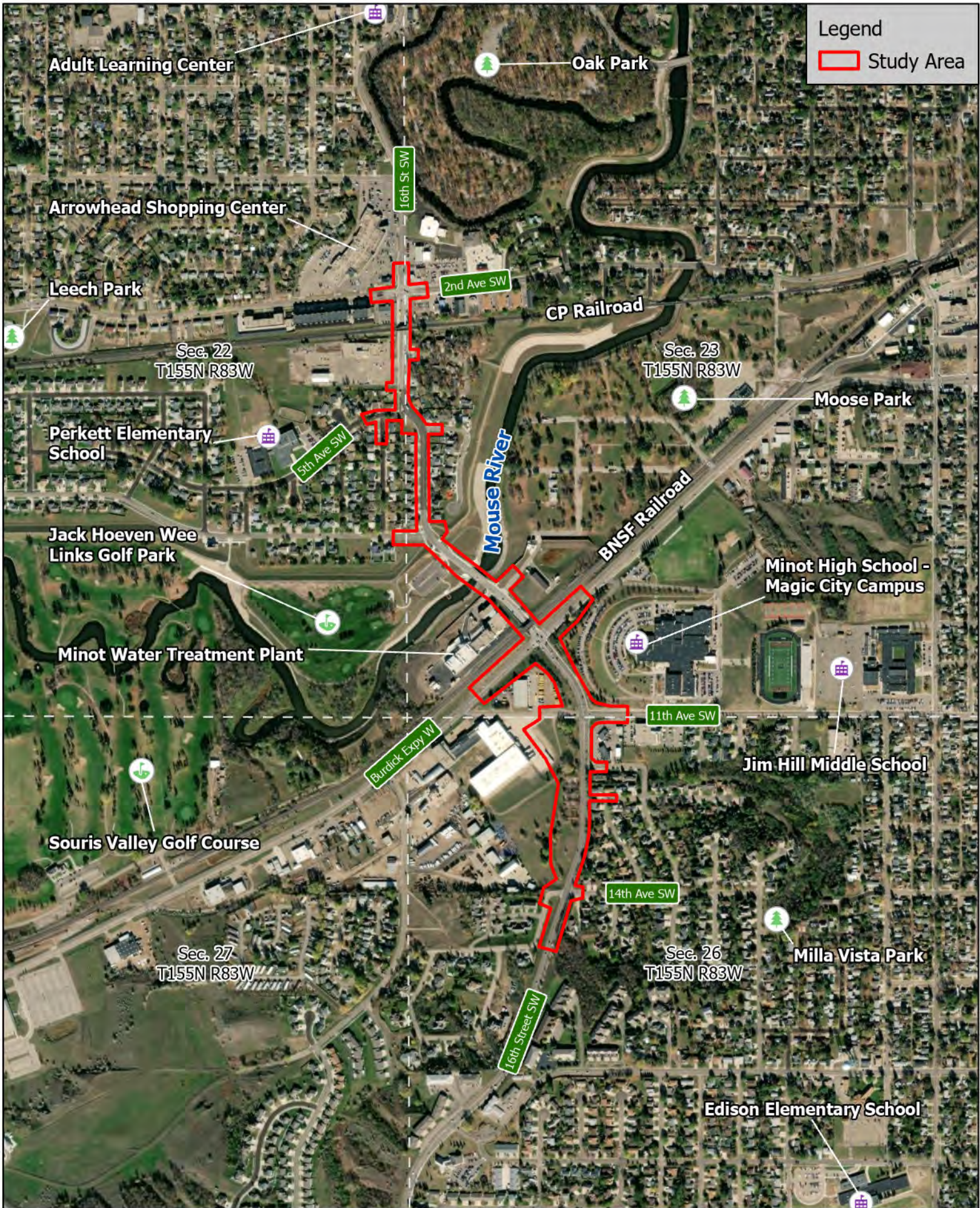
If further information is desired regarding the proposed roadway improvement, please contact Matt Kinsella at Matt.Kinsella@apexenggroup.com or (701) 373-7987 in Fargo, ND.

A handwritten signature in blue ink that reads "Matthew T. Kinsella". The signature is written in a cursive, flowing style.

MATTHEW T. KINSELLA, PE

MK/nb

Attachment: Project Location Map



Legend
Study Area



City of Minot
NORTH Dakota
Transportation

Project Location Map

Project No: SU-4-989(129) PCN: 23860
City of Minot Project 4780
16th Street SW Reconstruction
14th Ave SW to 2nd Ave SW

575 287.5 0 575
Feet
2021 Maxar
Aerial Imagery
Esri, CGIAR, USGS, Maxar
Created: 6/28/2023



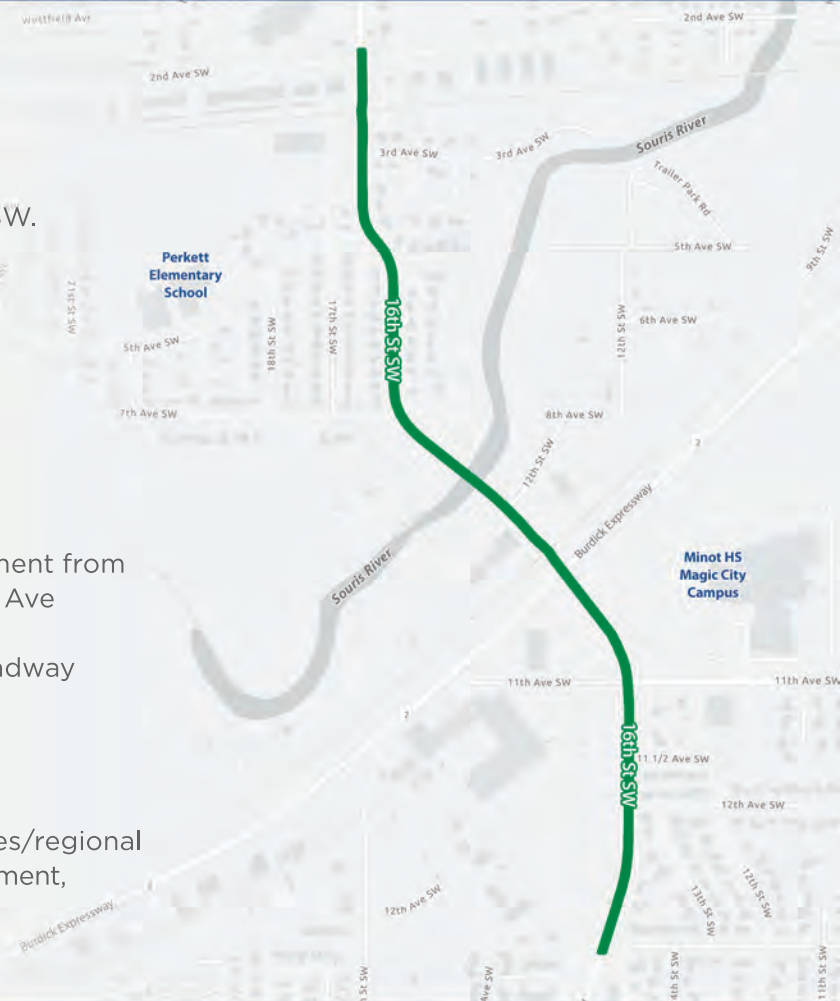
16th Street SW

RECONSTRUCTION PROJECT

PROJECT OVERVIEW

The City of Minot has planned improvements to 16th Street SW from 14th Avenue SW to 2nd Avenue SW. This project is needed to:

- Replace the asphalt pavement with new concrete pavement from 14th Ave to Burdick Expwy, and from 7th Ave to 5th Ave
- Reconstruct the Burdick Expwy intersection with new concrete pavement
- Perform spot repairs on the existing concrete pavement from Burdick Expwy to 7th Ave, and from 5th Ave to 2nd Ave
- Evaluate options to improve lane configurations, roadway geometry, and corridor traffic operations
- Upgrade pedestrian and bicycle facilities
- Other improvements including storm sewer upgrades/regional retention pond, sanitary sewer and watermain replacement, traffic signal replacements, and new lighting



PUBLIC INPUT MEETING

November 30th, 2023 | 6:00 PM – 8:00 PM
Formal Presentation at 6:15 PM

Perket Elementary Gymnasium
2000 5th Ave SW, Minot ND 58701

Please join us for a Public Input Meeting regarding the 16th St SW Reconstruction Project. This meeting is an open house format with a formal presentation at 6:15 PM so all individuals can speak directly to the City of Minot and Apex Engineering staff on the items that are of interest regarding the 16th St SW Reconstruction Project.

CONTACTS

Lance Meyer, PE
City of Minot Engineering - City Engineer
Ph: (701) 857-4100
Email: lance.meyer@minotnd.gov

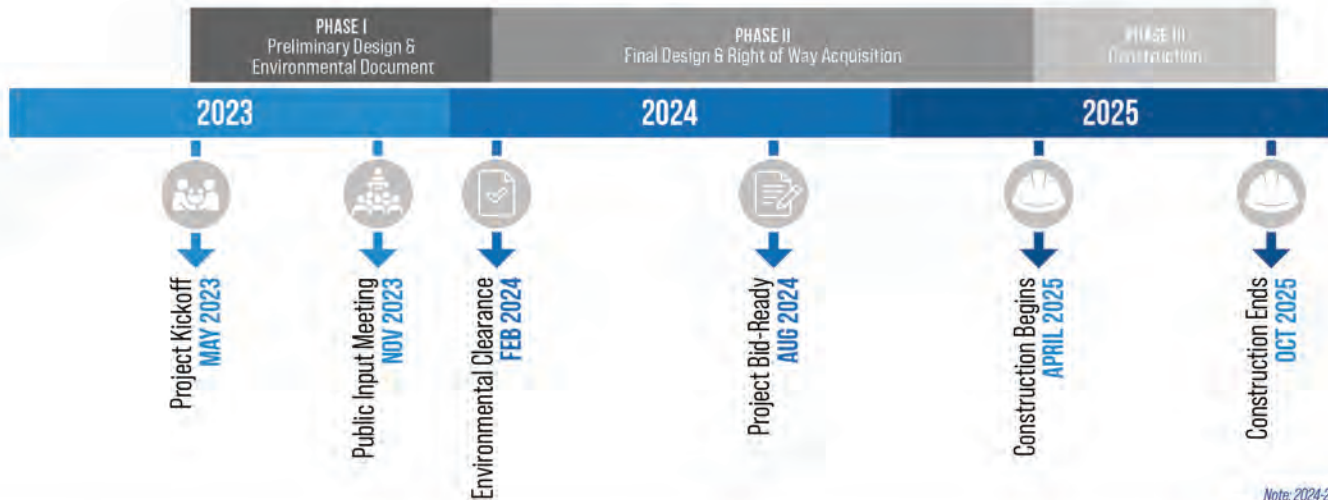
Matt Kinsella, PE
Apex Engineering Group - Vice President
Ph: (701) 373.7987
Email: matt.kinsella@apexenggroup.com

Kelly Nissen
Public Information Coordinator
Ph: (701) 222.8721
Email: knissen@odney.com

16th Street SW

RECONSTRUCTION PROJECT

Tentative Project Timeline



Note: 2024-2025 dates are tentative and subject to change.

QUESTIONS AND ANSWERS

When will this project be constructed?

Tentatively scheduled to start in Spring 2025 and end in Fall 2025.

Will 16th Street SW remain open to traffic during construction?

Yes and no, depending on the corridor segment:

- South of Burdick Expwy – 16th St is expected to be closed with traffic detoured. Temporary access will be provided for the residential neighborhoods west and east of 16th St SW.
- Burdick Expwy – Traffic will be maintained through the work zone. Intermittent closures of the entire intersection may be required.
- North of Burdick Expwy – the segment from 7th Ave to 5th Ave is expected to be closed with traffic detoured. Residents with direct access to 16th St will need to temporarily park on side streets. The 16th St bridge over the Mouse River will remain open to traffic as much as possible, depending on the intersection option selected at 7th Ave.

Will you need additional right of way/easements from my property?

Yes. It is likely that we will need additional narrow strips of right of way (ROW) and/or easements from

several properties on the 16th Street SW corridor. Preliminary locations of ROW needs are shown on the project maps available at this meeting and on the project website. We will work with landowners to finalize these ROW needs during the final design process in 2024.

How will this project be funded?

The preliminary construction cost estimate is \$14.6 Million. Funding will be a combination of:

- Federal highway funds from the state Urban Roads Program (capped at approximately \$7.8M)
- Hub City Oil and Gas Funds
- Water and Sewer Reserves

How can I stay up to date during project development and construction?

Project updates will be posted to the following locations:

- www.minotroads.com
- www.facebook.com/cityofminot

You can also receive email updates by signing up for the newsletter hosted through the Minot Roads website (visit URL above or scan this QR code).



16th Street SW

RECONSTRUCTION PROJECT

PUBLIC INPUT MEETING

NOVEMBER 30TH, 2023

6:00PM-8:00PM CST

Formal Presentation at 6:15 PM

Perkett Elementary Gymnasium
2000 5th Ave SW, Minot, ND 58701



City of Minot

Apex
Engineering Group

We want to get your input on planned improvements to 16th Street SW from 14th Avenue SW to 2nd Avenue SW.

The project consists of:

- **Reconstruction and lane configuration changes**
- **Possible reconfiguration of the 5th Ave SW and 7th Ave SW intersections**
- **Shared-use path construction**
- **A proposed retention pond**

A virtual (pre-recorded) presentation and other materials are available on the City of Minot website at www.minotroads.com



4733 Amber Valley Pkwy S
Fargo, ND 58104



Public Input Meeting - 16th St SW Reconstruction Project
Thursday, November 30, 2023, at 6:00 PM
Perkett Elementary Gymnasium (2000 5th Ave SW)
Any person needing special accommodation for the meeting is requested to notify the City
Clerk's office at 857-4752.

A quorum of the City Council is planning to attend the Public Input Meeting on the 16th St SW
Reconstruction Project.

1. FORMAL PRESENTATION AND PUBLIC INPUT

**There will be a formal presentation at 6:15 pm and public input on the 16th
St SW Reconstruction Project.**

Appendix B

Handouts



A Citizen's Guide to Understanding Stormwater



EPA 833-B-03-002
January 2003
United States Environmental Protection Agency



After the Storm

For more information contact:

NIDDOT

www.state.nd.us/dot/dotdoing.html

or visit
www.epa.gov/npdes/stormwater
www.epa.gov/nps



What is stormwater runoff?



Stormwater runoff occurs when precipitation from rain or snowmelt flows over the ground. Impervious surfaces like driveways, sidewalks, and streets prevent stormwater from naturally soaking into the ground.

Why is stormwater runoff a problem?



Stormwater can pick up debris, chemicals, dirt, and other pollutants and flow into a storm sewer system or directly to a lake, stream, river, wetland, or coastal water. Anything that enters a storm sewer system is discharged untreated into the waterbodies we use for swimming, fishing, and providing drinking water.

The effects of pollution

Polluted stormwater runoff can have many adverse effects on plants, fish, animals, and people.

- ♦ Sediment can cloud the water and make it difficult or impossible for aquatic plants to grow. Sediment also can destroy aquatic habitats.
- ♦ Excess nutrients can cause algae blooms. When algae die, they sink to the bottom and decompose in a process that removes oxygen from the water. Fish and other aquatic organisms can't exist in water with low dissolved oxygen levels.
- ♦ Bacteria and other pathogens can wash into swimming areas and create health hazards, often making beach closures necessary.
- ♦ Debris—plastic bags, six-pack rings, bottles, and cigarette butts—washed into waterbodies can choke, suffocate, or disable aquatic life like ducks, fish, turtles, and birds.
- ♦ Household hazardous wastes like insecticides, pesticides, paint, solvents, used motor oil, and other auto fluids can poison aquatic life. Land animals and people can become sick or die from eating diseased fish and shellfish or ingesting polluted water.
- ♦ Polluted stormwater often affects drinking water sources. This, in turn, can affect human health and increase drinking water treatment costs.



Stormwater Pollution Solutions

Residential



Recycle or properly dispose of household products that contain chemicals, such as insecticides, pesticides, paint, solvents, and used motor oil and other auto fluids. Don't pour them into the ground or into storm drains.

Lawn care

Excess fertilizers and pesticides applied to lawns and gardens wash off and pollute streams. In addition, yard clippings and leaves can wash into storm drains and contribute nutrients and organic matter to streams.



- Don't overwater your lawn. Consider using a soaker hose instead of a sprinkler.
- Use pesticides and fertilizers sparingly. When use is necessary, use these chemicals in the recommended amounts. Use organic mulch or safer pest control methods whenever possible.
- Compost or mulch yard waste. Don't leave it in the street or sweep it into storm drains or streams.
- Cover piles of dirt or mulch being used in landscaping projects.

Septic systems

Leaking and poorly maintained septic systems release nutrients and pathogens (bacteria and viruses) that can be picked up by stormwater and discharged into nearby waterbodies. Pathogens can cause public health problems and environmental concerns.



- Inspect your system every 3 years and pump your tank as necessary (every 3 to 5 years).
- Don't dispose of household hazardous waste in sinks or toilets.

Auto care

Washing your car and degreasing auto parts at home can send detergents and other contaminants through the storm sewer system. Dumping automotive fluids into storm drains has the same result as dumping the materials directly into a water body.



- Use a commercial car wash that treats or recycles its wastewater, or wash your car on your yard so the water infiltrates into the ground.
- Repair leaks and dispose of used auto fluids and batteries at designated drop-off or recycling locations.

Pet waste

Pet waste can be a major source of bacteria and excess nutrients in local waters.



- When walking your pet, remember to pick up the waste and dispose of it properly. Flushing pet waste is the best disposal method. Leaving pet waste on the ground increases public health risks by allowing harmful bacteria and nutrients to wash into the storm drain and eventually into local waterbodies.

Education is essential to changing people's behavior. Signs and mailers near storm drains warn residents that pollutants entering the drains will be carried untreated into a local waterbody.

Residential landscaping

Permeable Pavement—Traditional concrete and asphalt don't allow water to soak into the ground. Instead these surfaces rely on storm drains to divert unwanted water. Permeable pavement systems allow rain and snowmelt to soak through, decreasing stormwater runoff.

Rain Barrel—You can collect rainwater from rooftops in mosquito-proof containers. The water can be used later on lawn or garden areas.



Rain Gardens and Grassy Swales—Specially designed areas planted with native plants can provide natural places for rainwater to collect and soak into the ground. Rain from rooftop areas or paved areas can be diverted into these areas rather than into storm drains.



Vegetated Filter Strips—Filter strips are areas of native grass or plants created along roadways or streams. They trap the pollutants stormwater picks up as it flows across driveways and streets.



Commercial

Dirt, oil, and debris that collect in parking lots and paved areas can be washed into the storm sewer system and eventually enter local waterbodies.

- Sweep up litter and debris from sidewalks, driveways and parking lots, especially around storm drains.
- Cover grease storage and dumpsters and keep them clean to avoid leaks.
- Report any chemical spill to the local hazardous waste cleanup team. They'll know the best way to keep spills from harming the environment.

Erosion controls that aren't maintained can cause excessive amounts of sediment and debris to be carried into the stormwater system. Construction vehicles can leak fuel, oil, and other harmful fluids that can be picked up by stormwater and deposited into local waterbodies.

- Divert stormwater away from disturbed or exposed areas of the construction site.
- Install silt fences, vehicle mud removal areas, vegetative cover, and other sediment and erosion controls and properly maintain them, especially after rainstorms.
- Prevent soil erosion by minimizing disturbed areas during construction projects, and seed and mulch bare areas as soon as possible.



Construction

Agriculture



Lack of vegetation on streambanks can lead to erosion. Overgrazed pastures can also contribute excessive amounts of sediment to local waterbodies. Excess fertilizers and pesticides can poison aquatic animals and lead to destructive algae blooms. Livestock in streams can contaminate waterways with bacteria, making them unsafe for human contact.



- Keep livestock away from streambanks and provide them a water source away from waterbodies.
- Store and apply manure away from waterbodies and in accordance with a nutrient management plan.
- Vegetate riparian areas along waterways.
- Rotate animal grazing to prevent soil erosion in fields.
- Apply fertilizers and pesticides according to label instructions to save money and minimize pollution.

Forestry



Improperly managed logging operations can result in erosion and sedimentation.

- Conduct preharvest planning to prevent erosion and lower costs.
- Use logging methods and equipment that minimize soil disturbance.
- Plan and design skid trails, yard areas, and truck access roads to minimize stream crossings and avoid disturbing the forest floor.
- Construct stream crossings so that they minimize erosion and physical changes to streams.
- Expedite revegetation of cleared areas.

Automotive Facilities



Uncovered fueling stations allow spills to be washed into storm drains. Cars waiting to be repaired can leak fuel, oil, and other harmful fluids that can be picked up by stormwater.

- Clean up spills immediately and properly dispose of cleanup materials.
- Provide cover over fueling stations and design or retrofit facilities for spill containment.
- Properly maintain fleet vehicles to prevent oil, gas, and other discharges from being washed into local waterbodies.
- Install and maintain oil/water separators.

Information for Highway and Street Projects



For distribution by the
North Dakota
Department of Transportation
and political subdivisions of
North Dakota.



Prepared by
NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION
Bismarck, North Dakota
dot.nd.gov
January 2016

ETD1016

Steps in Highway Planning, Design, and Construction

TRAFFIC SURVEYS

Traffic surveys are studies of the traffic flow from which engineers can determine the numbers and types of vehicles using a specific length of highway on any given day or hour.

Surveys are taken by means of mechanical counters and personal interviews. This information, along with maintenance cost records and safety issues, is the basis for determining the need for a new or improved highway or street.

PROGRAMMING

After highway or street improvement needs are established, they are presented to planning engineers and are included in a long-range highway or street program. Each proposed improvement is then considered, along with other improvements, and is given a priority and placed in the program.

PRELIMINARY ENGINEERING

Preliminary engineering covers all studies and surveys necessary to plan and design a highway or street.

The location engineer, through the use of aerial photographs and on-site inspection, studies the terrain in the area, selects the most feasible routes, and presents them to engineers in other specialized fields for study. The engineer prepares a cost estimate and analyzes the advantages and disadvantages of each route.

The final route is selected after public meetings/hearings. Surveys are then completed including laying out a centerline and measuring elevation and drainage. The exact location of all buildings, fences, power poles, dams, wells, corrals, and other improvements is also documented.

PUBLIC MEETINGS/HEARINGS

Public meetings/hearings provide the public an early opportunity to comment on projects. Public meetings/hearings are held in the locale of most projects. Notices of scheduled meetings/hearings are published in local newspapers and press releases are sent to media.

All available facts are gathered and presented at these meetings/hearings. The public is invited to present their views. Everyone is urged to attend and will be given the opportunity to comment and ask questions concerning the proposed route. You may be able to provide useful information that the North Dakota Department of Transportation (NDDOT) or the political subdivision can use as it makes a final decision on the proposed project.

FINAL DESIGN

Final design of the project begins as soon as the exact project location is decided.

Design plans will describe in detail how the highway or street will be built. This includes grades, drainage, slopes, and other details, as well as the limits of the necessary right of way which must be acquired for construction.

VALUATIONS

Highway or street construction projects will, at times, require additional right of way from adjoining properties. Depending upon a project's specific design requirements, private property may have to be acquired partially or in total, either permanently (i.e. in fee, or by easement), temporarily (e.g. temporary construction easement), or a combination thereof.

Before right of way is acquired, NDDOT will first establish and submit to the property owner a written offer of the amount believed to be just compensation. Depending upon the complexity of the acquisition, this offer will either be based upon a Waiver Valuation or an approved appraisal. Both methods employ

the Sales Comparison Approach, one of the most common methods of property valuation. Regardless of the method used, the same basic valuation principles used nationwide are employed by NDDOT to ensure that the property's market value estimate is developed objectively and impartially. This provides the best assurance that NDDOT's offer will be fair and reasonable to both the property owner and the general public.

If NDDOT or the acquiring local public agency believes the acquisition of the property is uncomplicated, and a review of available data supports a fair market value that is \$10,000 or less, a Waiver Valuation will be prepared as the basis for the agency's offer.

An appraisal will be prepared when the acquisition is complex or otherwise does not meet Waiver Valuation criteria. The appraiser will offer you, the property owner, the right to be present during the inspection of the property. If you are unable or don't wish to be present during the inspection, you may appoint a representative to be present in your place. It is to your benefit to accompany the appraiser on the inspection, as it is an opportunity to point out any features of the property that you believe may be relevant to its valuation. A thorough appraisal provides the best assurance of a satisfactory settlement.

The appraiser will personally inspect the property and will review the details of the proposed acquisition with you or your representative. If only part of the property is to be acquired, the appraiser will also explain how the acquisition will affect the remaining property. The appraiser will consider all information pertinent to the value of your property, including (but not limited to) recent sales of comparable property, construction costs, rental values, etc.

When only part of the property is acquired, the appraiser will evaluate the effects of the acquisition on the property remaining, taking into consideration any damages that accrue from the acquisition, such as a separation of the remaining property into two

or more parcels; the cost of moving or constructing new fences; or restrictions on access to and from the highway or street. Special benefits, which result in an increase in the value of the remaining property, are also considered.

After completing the investigation, the appraiser prepares a written report describing in detail the basis for the appraisal. The completed appraisal report is then submitted to NDDOT for critical review. As part of the review process, the Review Appraiser may view your property and recommend additions or corrections to the original appraisal. The review will consider whether the work provides a credible basis for the appraiser's opinion, while meeting minimum standards of professional appraisal practice. Only after a thorough review concludes that the work meets these criteria will the appraisal be approved as a basis for the Agency's offer. Should the review conclude that the work is not acceptable, a new appraisal will be obtained and the review process will begin anew. The appraisal and review processes are a system of "checks-and-balances," designed to ensure an objective, impartial, and credible valuation.

If, for some reason, you do not wish to have your property appraised, another option is available. Property owners may waive the right to an appraisal, choosing instead to donate all or part of the property interest needed for the project. Donations are a common practice when the acquisition is small in size and the value is minimal.

NEGOTIATION

All real estate transactions are the result of discussions between two parties. These discussions are called negotiations and are essential in reaching an agreement satisfactory to both parties.

An acquisition agent, representing NDDOT or the political subdivision, will meet with you to give you a firm offer, in writing, for the necessary right of way. The agent's primary duty is to advise and assist you in every possible way as to the process of selling

your property to NDDOT or the political subdivision. It is the agent's obligation to be knowledgeable about the highway or street system and real estate transactions. The agent:

- Can answer many of the questions you may ask about the effect of the proposed improvement on your property.
- Can answer most questions about mortgages, liens, taxes, legal documents, and many other topics.
- Will have all the necessary documents, and will be willing to explain them to you.
- Can help you arrange a release of a mortgage or lien if necessary.
- Must inform you of your rights in eminent domain and, when applicable, your reimbursement rights for moving personal property as well as your possible eligibility for the Relocation Assistance Program.
- A voucher copy of the transaction will be provided when you receive payment.

NDDOT and the political subdivision recognize that some property owners do not care to sell, and at times there will be some inconvenience connected with the sale. It is intended, however, that when negotiations are complete, you can say that you have been treated courteously and fairly.

ALTERNATIVE TO SETTLEMENT

When, for some reason, the necessary right of way cannot be acquired by a negotiated settlement, the representatives of NDDOT or the political subdivision have the right to take the needed right of way through the laws of eminent domain. These are laws under which NDDOT and nearly all political subdivisions, as well as certain utility companies, have the right to take private property for the benefit of the public. These laws also protect the rights of the

property owner by requiring that fair market value be paid for all property acquired.

This action, more commonly known as "condemnation," is undertaken in North Dakota in accordance with pertinent statutes under Article 1, Section 16 of the North Dakota Constitution. It is used only when necessary.

When condemnation becomes necessary, NDDOT or the political subdivision places a monetary deposit with the clerk of court of your county. This deposit must be a reasonable offer for the damages incurred. NDDOT and the political subdivision reserve the right to immediate possession of the condemned property, depending on their specific circumstances, bylaws, etc.

The property owner is notified by the clerk of court of the action and the amount deposited. At this point, the property owners may either accept the offer, withdraw the total amount deposited or file an appeal with the district court for determination of damages. This appeal must be filed within 30 days of receiving the notice from the clerk of court. Property owners who withdraw the deposited payment may appeal, as may others with an interest in the property.

Although it is not legally required as part of eminent domain proceedings, NDDOT or the political subdivision also sends a notice to each party having an interest in the property. This informs the property owner of the action and advises that when condemnation is undertaken; all improvements including building fences, dams, wells, etc., on the condemned right of way become the property of the state, county or city. The improvements cannot be removed without written approval from NDDOT or the political subdivision.

RELOCATION ASSISTANCE

Under state and federal laws, all persons who are required to move or relocate their family or business as a result of the taking of right of way for highway

or street purposes are entitled to certain rights and compensations. These are explained in detail in another brochure given to all persons forced to relocate. In most cases, an agent from NDDOT will help with the relocation assistance process.

CONTRACTS LET (BID)

Nearly all construction projects are let to competitive bids. Public bid lettings, at which contractors are invited to offer bids, are held periodically. Results of these bids are then considered and contracts are awarded to the lowest bidder capable of handling each project. All right of way must be acquired or condemned before construction contracts are advertised for bids.

FREQUENTLY ASKED QUESTIONS

When can I expect payment?

Generally, payment for right of way can be expected within 30 days following transfer of title. Titles clouded by mortgages, judgements, liens, etc., will probably take somewhat longer.

What about the mortgage on my property?

Representatives from NDDOT and the political subdivision generally make arrangements with mortgagees for release of mortgaged property. Payment for mortgaged property is usually made to the owner and the mortgagee jointly, and arrangements for division of the payment must be worked out between them.

What about my buildings?

Owners of right of way involving buildings are generally given a choice of plans for consideration in negotiated settlements. First, NDDOT or the political subdivision offers to purchase the buildings outright along with the land, in which case the buildings are later sold at public auction or by sealed bids. Second, the property owner may choose to retain the improvements at a predetermined salvage value.

The salvage value will be deducted from the overall purchase price. Third, consideration will be given to payment for the cost of moving the buildings.

NDDOT and the political subdivisions have the responsibility to make sure, in all transactions involving the moving of buildings, that the cost to move the buildings does not exceed the value of the buildings in place. This would be an unwise expenditure of public funds.

How soon will I have to move?

Every effort will be made to give occupants enough time to relocate. Ordinarily at least 90 days from the date of acquisition will be allowed.

Additional comments and answers to relocation questions most often asked are covered in the relocation brochure.

Must I pay income tax on the money received?

The sale of your property for highway or street purposes is considered by the Internal Revenue Service (IRS) as an "involuntary conversion." It is not necessary to pay income tax or capital tax if the money you receive is similarly reinvested within a given time. You should, however, check with the IRS or a local tax consultant for answers to your questions.

Where can I get additional information?

The acquisition agent who contacts you to purchase your property can usually provide any information requested, or will find it and report back to you.

FOR MORE INFORMATION ON:

County and City Projects

Contact the local public agency or municipality in which the project is located.

You may also contact:

- NDDOT, Local Government Division
Office701-328-2540

State Highway Projects

- Project Design Issues, NDDOT, Design Division
Office701-328-2555

State Highway Projects

- Right of Way and Relocation Assistance Issues
NDDOT, ETS Division
Office701-328-2590
Toll-Free:866-785-1596
Fax701-328-0310
TTY711 or 1-800-366-6888

Reasonable Accommodations

- NDDOT, Civil Rights Division
Office701-328-2978
Emailcivilrights@nd.gov
TTY711 or 1-800-366-6888

The NDDOT will consider every request for reasonable accommodation to provide:

- An accessible meeting facility or other accommodation for people with disabilities.
- Language interpretation for people with limited English proficiency (LEP).
- Translations of written material necessary to access NDDOT programs and information

To request accommodations, contact

Civil Rights Division

North Dakota Department of Transportation

701-328-2978 or civilrights@nd.gov

TTY users may use Relay North Dakota at
711 or 1-800-366-6888.

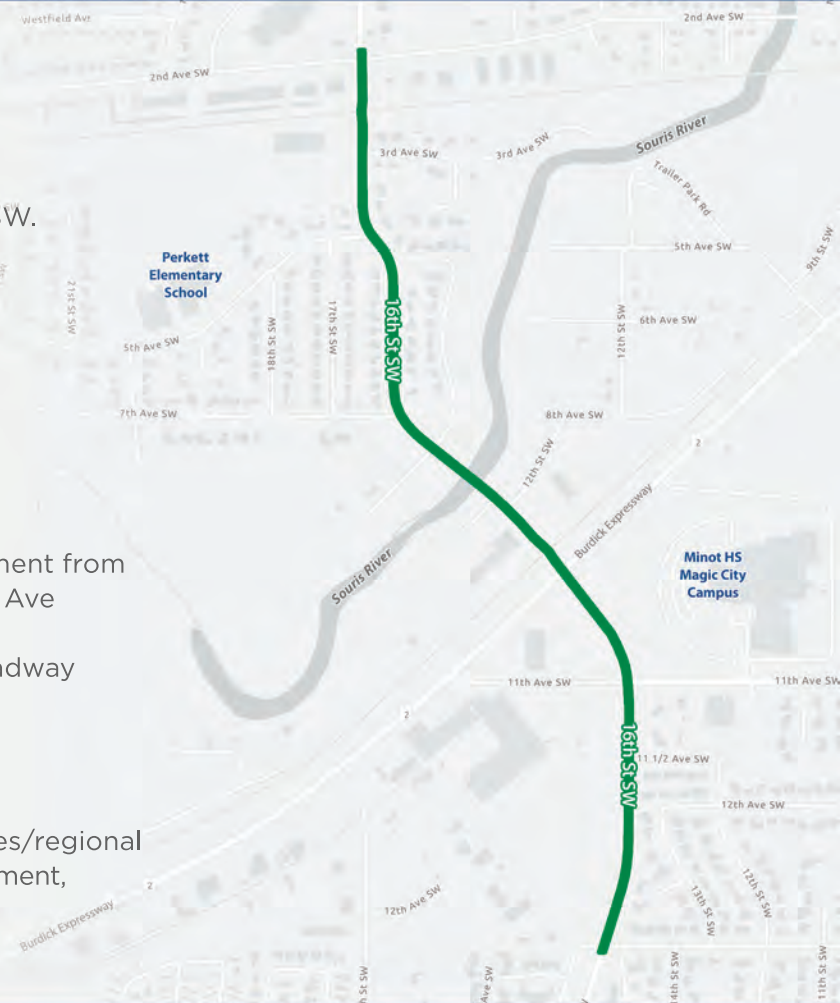
16th Street SW

RECONSTRUCTION PROJECT

PROJECT OVERVIEW

The City of Minot has planned improvements to 16th Street SW from 14th Avenue SW to 2nd Avenue SW. This project is needed to:

- Replace the asphalt pavement with new concrete pavement from 14th Ave to Burdick Expwy, and from 7th Ave to 5th Ave
- Reconstruct the Burdick Expwy intersection with new concrete pavement
- Perform spot repairs on the existing concrete pavement from Burdick Expwy to 7th Ave, and from 5th Ave to 2nd Ave
- Evaluate options to improve lane configurations, roadway geometry, and corridor traffic operations
- Upgrade pedestrian and bicycle facilities
- Other improvements including storm sewer upgrades/regional retention pond, sanitary sewer and watermain replacement, traffic signal replacements, and new lighting



CONTACTS

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City of Minot Engineering - City Engineer

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Email: lance.meyer@minotnd.gov

Matt Kinsella, PE

Apex Engineering Group - Vice President

Ph: (701) 373.7987

Email: matt.kinsella@apexenggroup.com

Kelly Nissen

Public Information Coordinator

Ph: (701) 222.8721

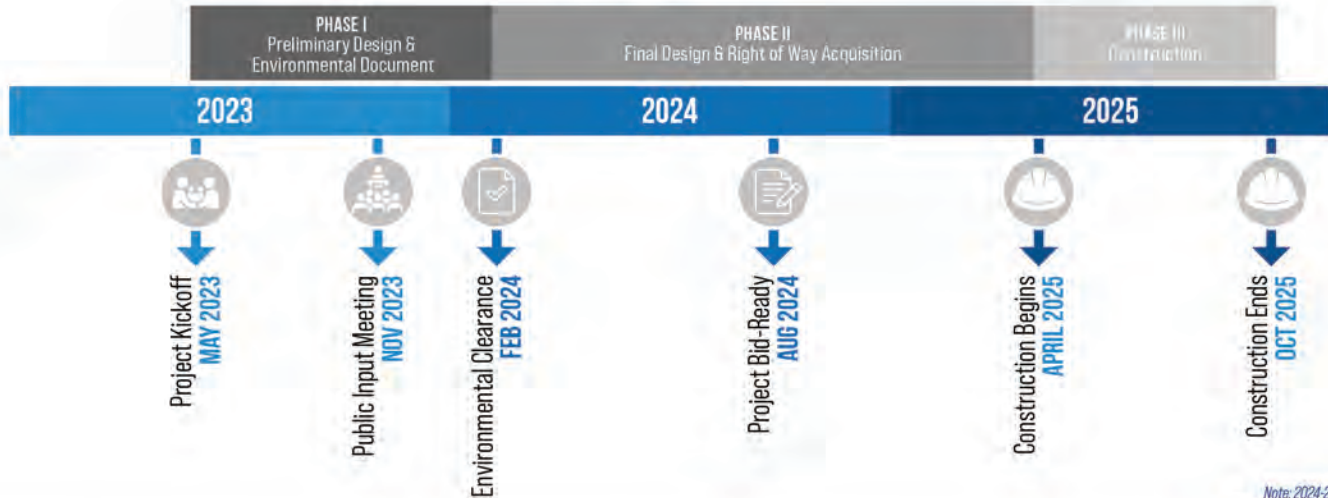
Email: knissen@odney.com



16th Street SW

RECONSTRUCTION PROJECT

Tentative Project Timeline



Note: 2024-2025 dates are tentative and subject to change.

QUESTIONS AND ANSWERS

When will this project be constructed?

Tentatively scheduled to start in Spring 2025 and end in Fall 2025.

Will 16th Street SW remain open to traffic during construction?

Yes and no, depending on the corridor segment:

- South of Burdick Expwy – 16th St is expected to be closed with traffic detoured. Temporary access will be provided for the residential neighborhoods west and east of 16th St SW.
- Burdick Expwy – Traffic will be maintained through the work zone. Intermittent closures of the entire intersection may be required.
- North of Burdick Expwy – the segment from 7th Ave to 5th Ave is expected to be closed with traffic detoured. Residents with direct access to 16th St will need to temporarily park on side streets. The 16th St bridge over the Mouse River will remain open to traffic as much as possible, depending on the intersection option selected at 7th Ave.

Will you need additional right of way/easements from my property?

Yes. It is likely that we will need additional narrow strips of right of way (ROW) and/or easements from several properties on the 16th Street SW corridor. Preliminary locations of ROW needs are shown on the

project maps available at this meeting and on the project website. We will work with landowners to finalize these ROW needs during the final design process in 2024.

How will this project be funded?

Total project costs of construction, engineering and right of way acquisition are currently estimated to range from \$20.4M and \$25.4M, depending on the options chosen. Cost estimates are preliminary and subject to change. Funding will be a combination of the following. No special assessments are expected at this time.

- Federal highway funds from the state Urban Roads Program (capped at approximately \$7.8M)
- Hub City Oil and Gas Funds
- Water and Sewer Reserves

How can I stay up to date during project development and construction?

Project updates will be posted to the following locations:

- www.minotroads.com
- www.facebook.com/cityofminot

You can also receive email updates by signing up for the newsletter hosted through the Minot Roads website (visit URL above or scan this QR code).





Perkett Elementary School, Minot, ND

Appendix C

Exhibits Presented



Study Area

Arrowhead Shopping Center

2nd Ave SW

CP Railroad

Perkett Elementary School

5th Ave SW

Mouse River

BNSF Railroad

Jack Hoeven Wee Links Golf Park

Minot Water Treatment Plant

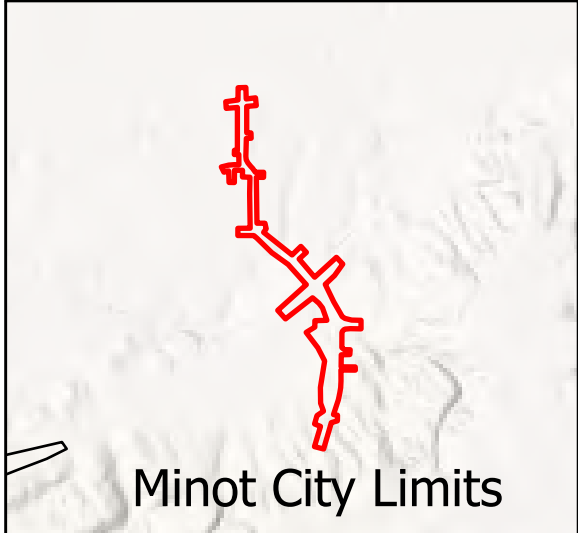
Minot High School - Magic City Campus

Burdick Expy W

11th Ave SW

14th Ave SW

16th Street SW



City of Minot

NORTH Dakota | Transportation
Be Legendary.

Project Location Map

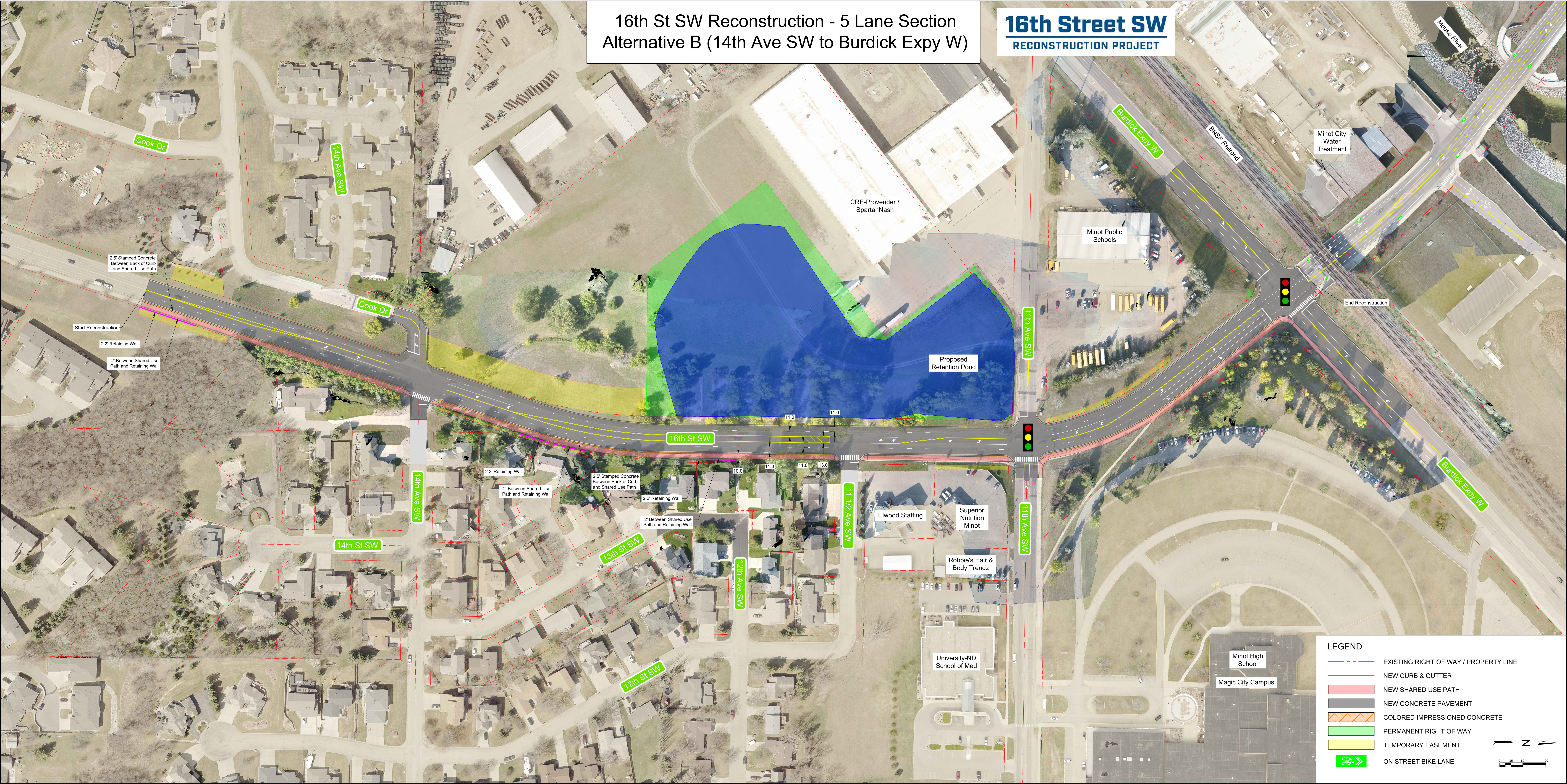
Project No: SU-4-989(134) PCN: 23860
City of Minot Project 4780
16th Street SW Reconstruction
14th Ave SW to 2nd Ave SW

16th Street SW

RECONSTRUCTION PROJECT

16th St SW Reconstruction - 5 Lane Section
Alternative B (14th Ave SW to Burdick Expy W)

16th Street SW
RECONSTRUCTION PROJECT

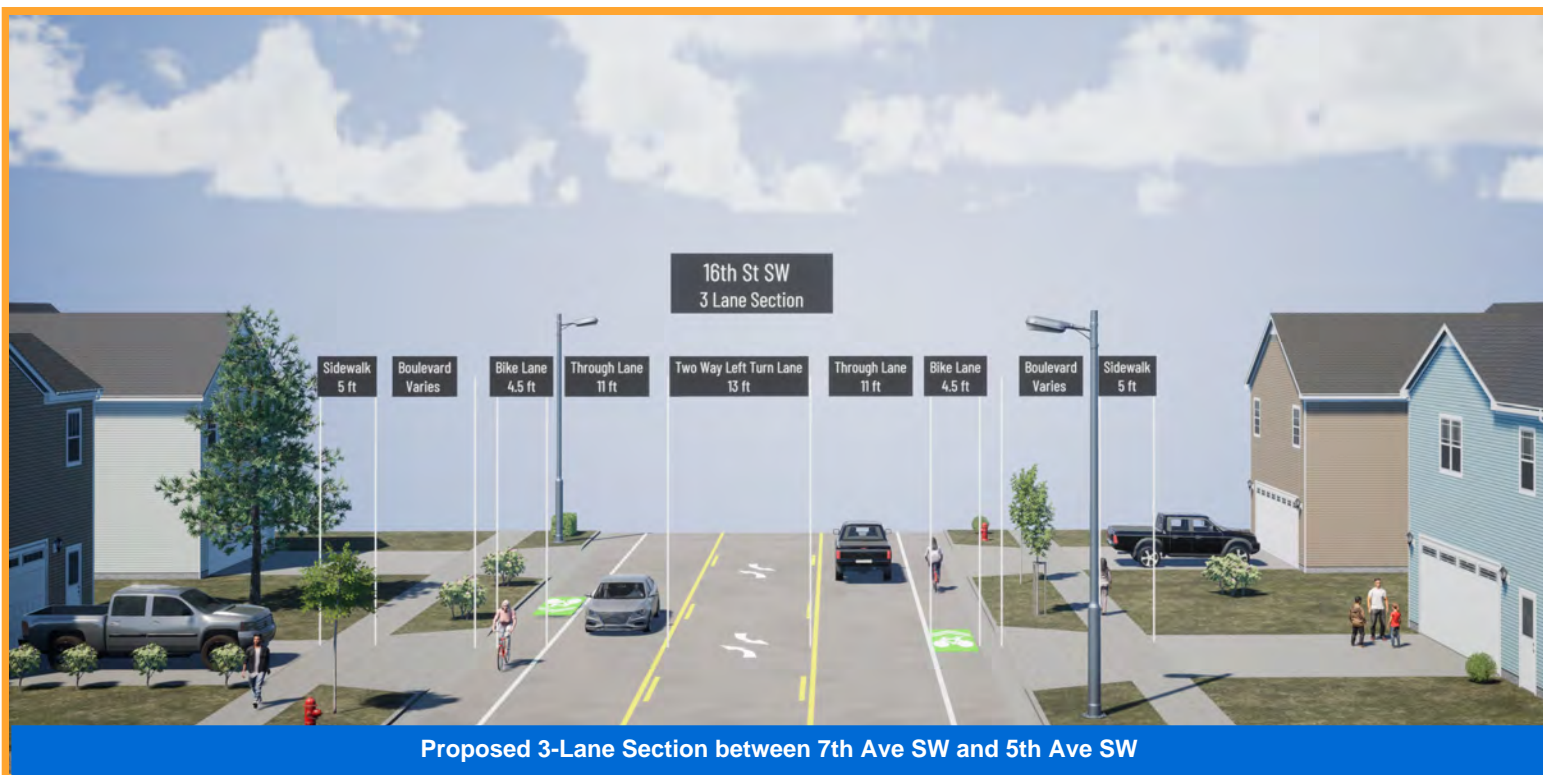


16th St SW Reconstruction - 3 Lane Section
Alternative B (7th Ave SW to 3rd Ave SW)

16th Street SW
RECONSTRUCTION PROJECT





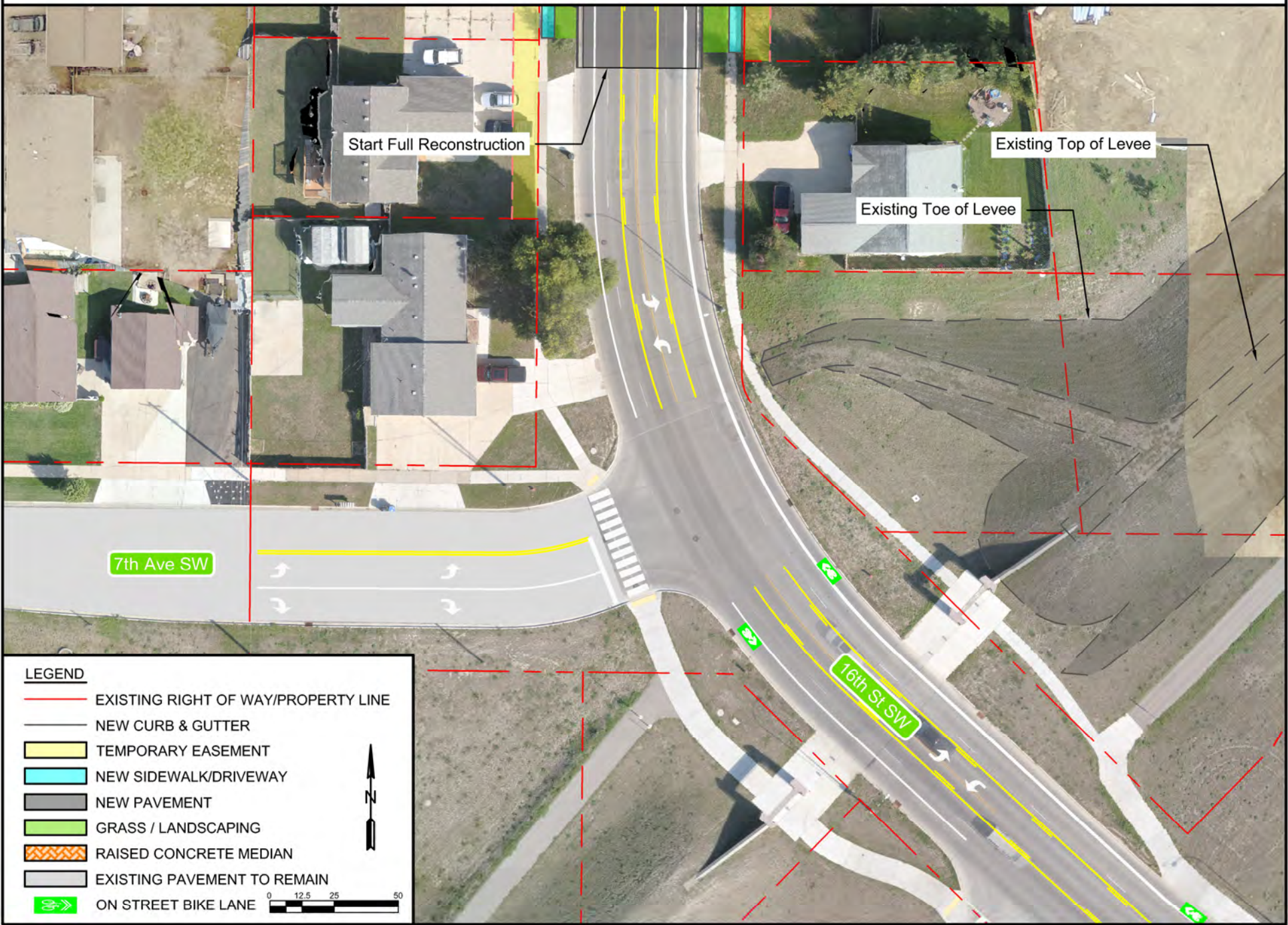


Alternative B

5th Ave SW - Reconstruct to Full Access



7th Ave SW - Remains As-Is (Pavement Marking Updates)



Option 1

This aerial map illustrates a proposed roundabout at the intersection of 5th Ave SW and 16th St SW. The roundabout is designed with a central island and two outer islands, highlighted in green and blue. Yellow arrows indicate the traffic flow: 5th Ave SW approaches from the top, 16th St SW approaches from the bottom, and 17th St SW approaches from the left. The map also shows surrounding residential areas with houses and trees, and red dashed lines delineate property boundaries. Labels for the streets are provided in green boxes: '5th Ave SW' at the top, '17th St SW' on the left, and '16th St SW' at the bottom.

LEGEND

- EXISTING RIGHT OF WAY/PROPERTY LINE
- NEW CURB & GUTTER
- TEMPORARY EASEMENT
- NEW SIDEWALK/DRIVEWAY
- NEW PAVEMENT
- GRASS / LANDSCAPING
- RAISED CONCRETE MEDIAN
- EXISTING PAVEMENT TO REMAIN
- ON STREET BIKE LANE

0 12.5 25 50

7th Ave SW

16th St SW

Start Full Reconstruction

Existing Top of Levee

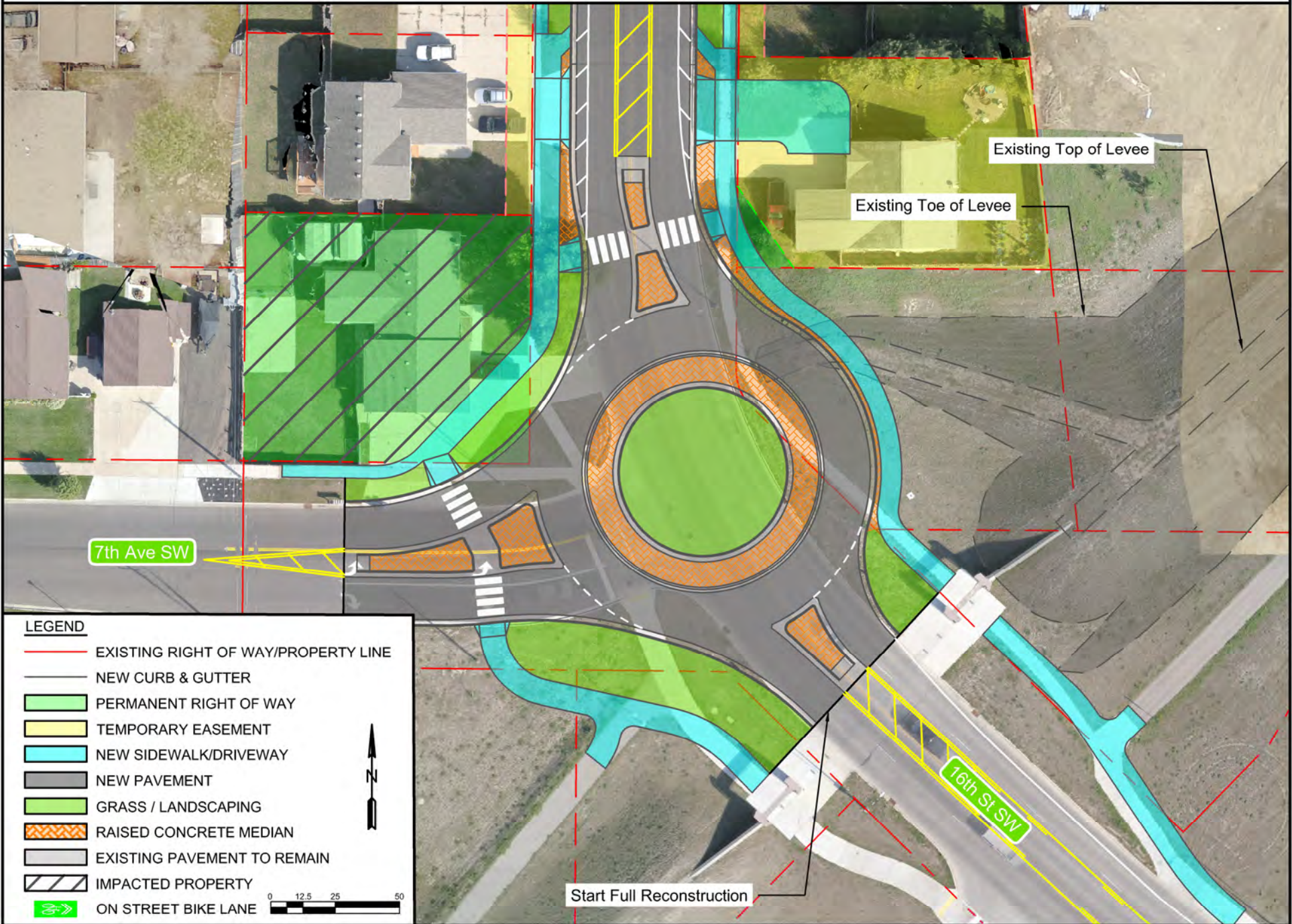
Existing Toe of Levee

Option 2

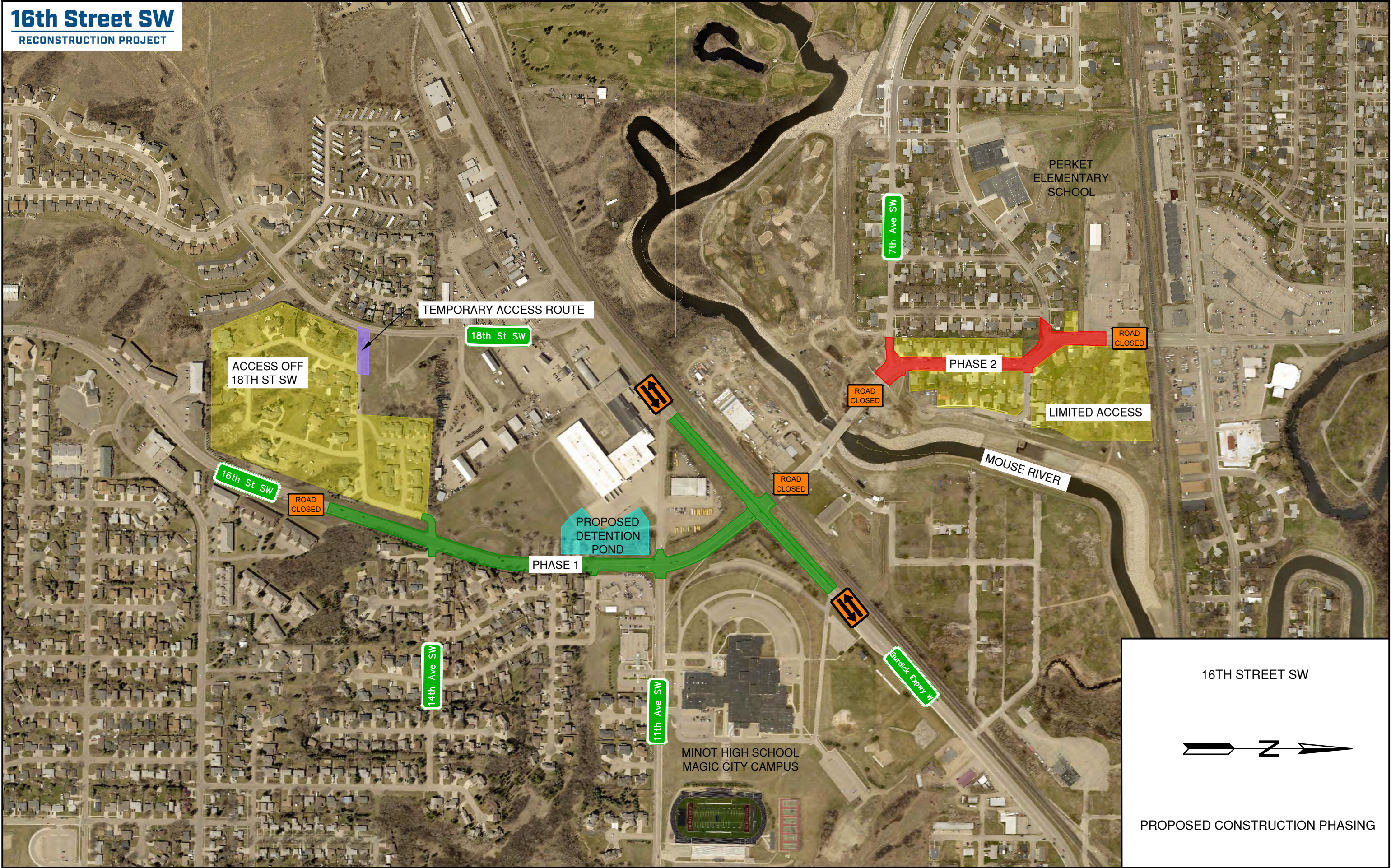
5th Ave SW - Convert to $\frac{3}{4}$ Access



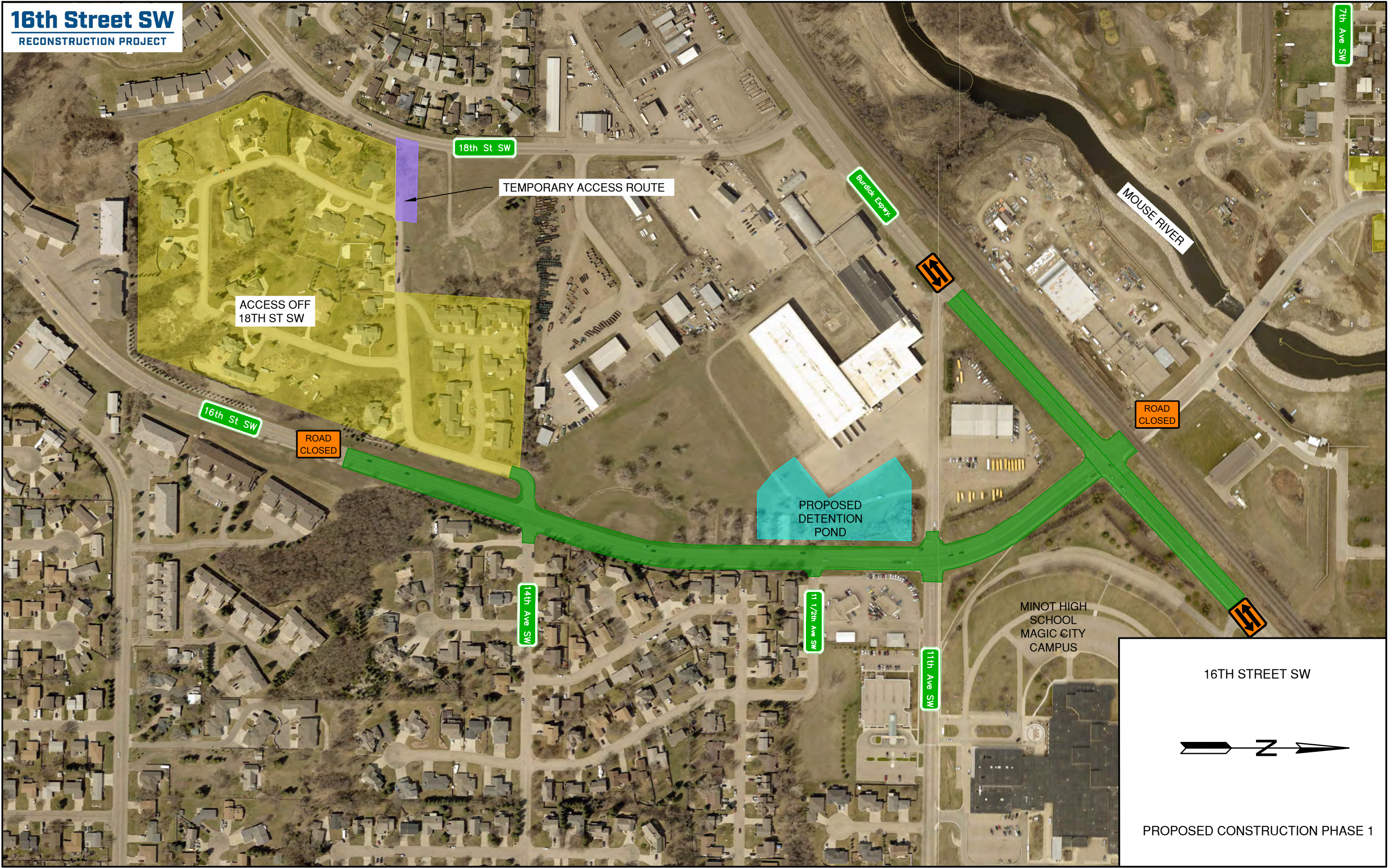
7th Ave SW - Convert to Roundabout



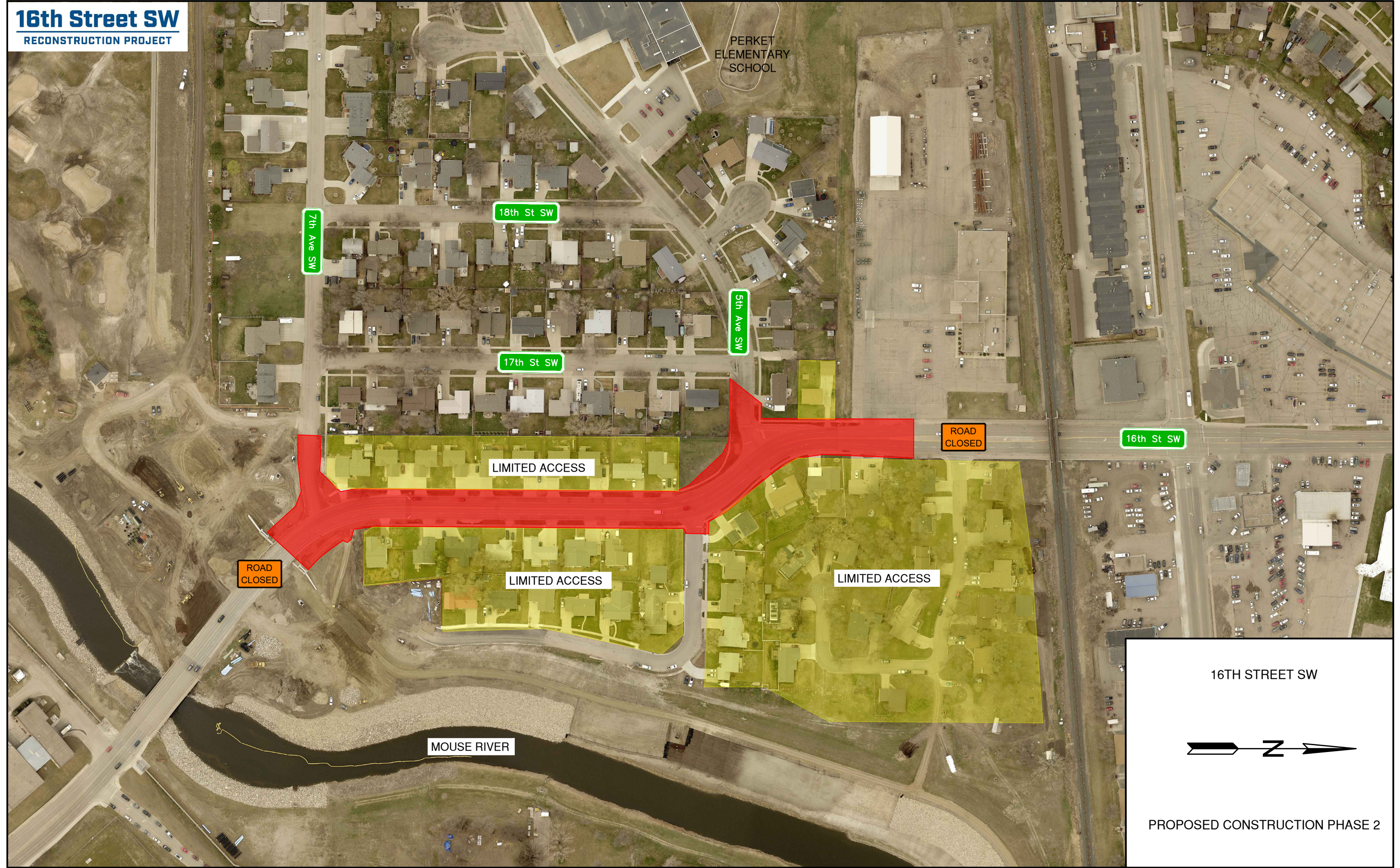
16th Street SW
RECONSTRUCTION PROJECT



16th Street SW
RECONSTRUCTION PROJECT



16th Street SW
RECONSTRUCTION PROJECT



16TH STREET SW



PROPOSED CONSTRUCTION PHASE 2

Crashes from June 2018 to June 2023

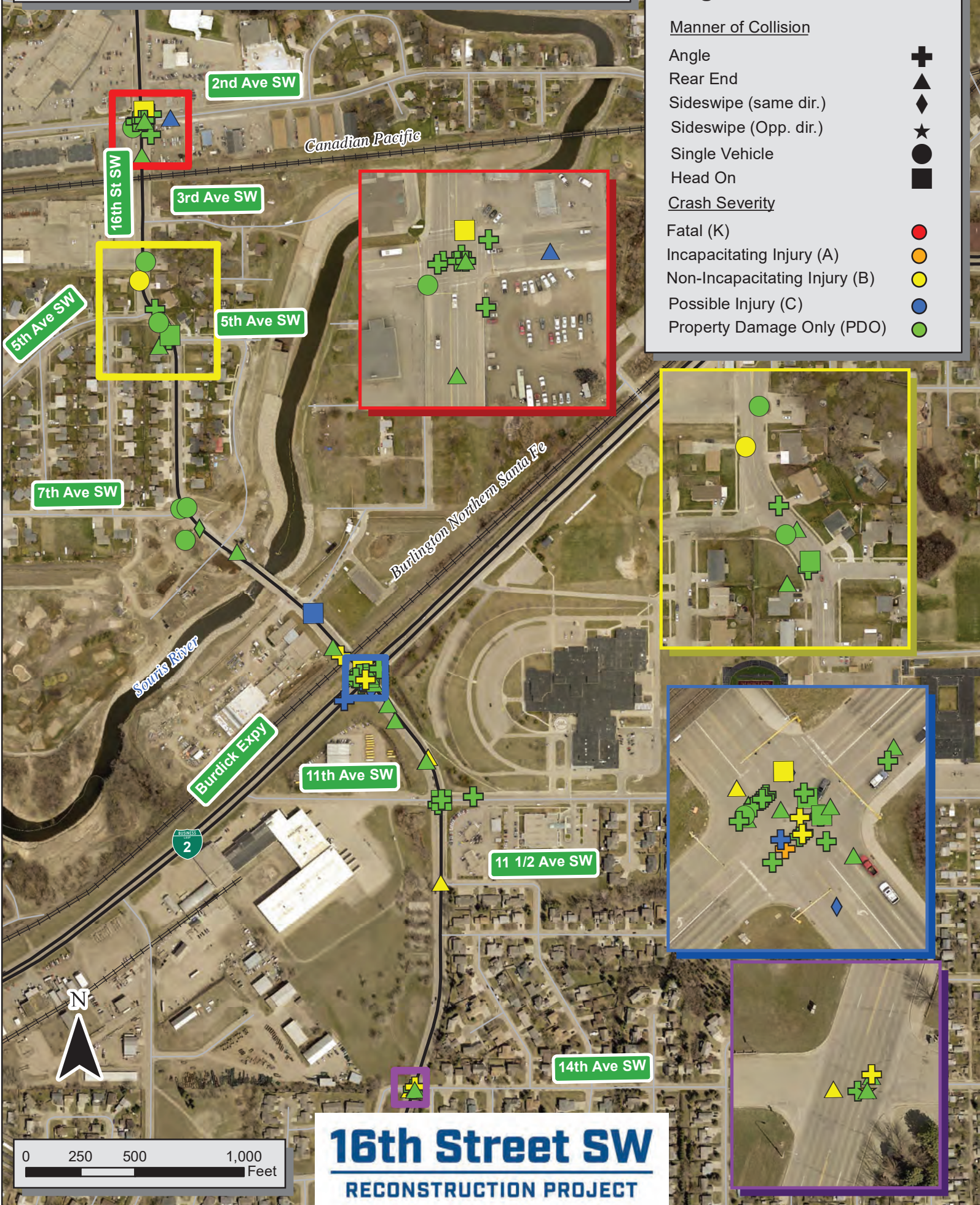
Legend

Manner of Collision

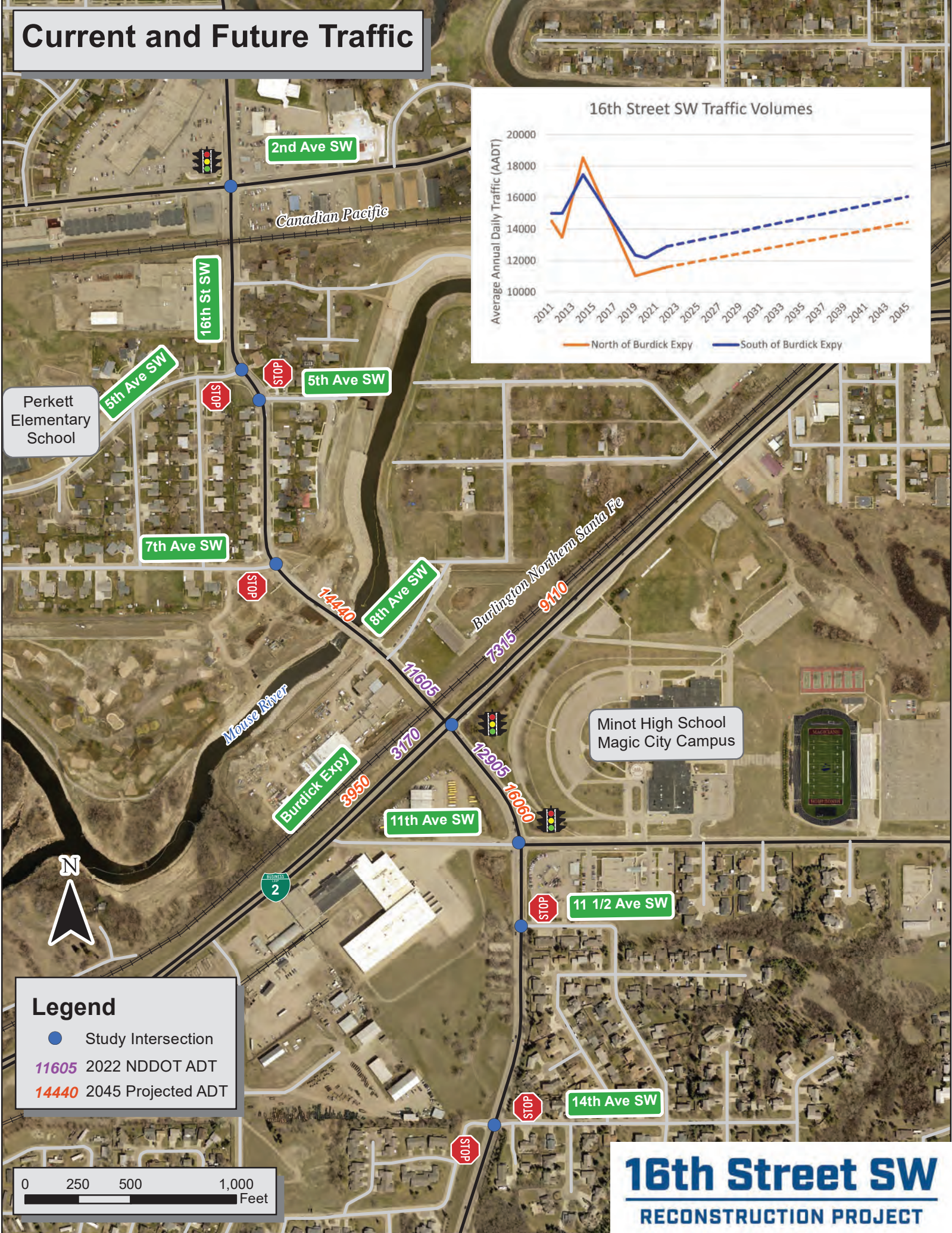
- Angle +
- Rear End ▲
- Sideswipe (same dir.) ◆
- Sideswipe (Opp. dir.) ★
- Single Vehicle ●
- Head On ■

Crash Severity

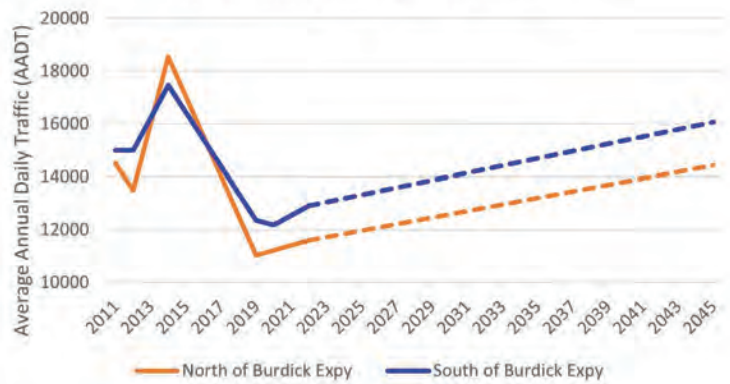
- Fatal (K) ●
- Incapacitating Injury (A) ●
- Non-Incapacitating Injury (B) ●
- Possible Injury (C) ●
- Property Damage Only (PDO) ●



Current and Future Traffic



16th Street SW Traffic Volumes



Legend

- Study Intersection
- 11605 2022 NDDOT ADT
- 14440 2045 Projected ADT

0 250 500 1,000 Feet

16th Street SW
RECONSTRUCTION PROJECT

Pedestrian Facilities

16th Street SW RECONSTRUCTION PROJECT



Appendix D

Presentation Slides



16th Street SW

RECONSTRUCTION PROJECT

Public Input Meeting

16th Street SW Reconstruction
14th Ave SW to 2nd Ave SW

November 30, 2023

City of Minot

NORTH
Dakota | Transportation
Be Legendary.

Apex
Engineering Group

Today's Presenters



Matt Kinsella, PE

- Project Manager



Levi Heller, PE

- Assistant Project Manager



Brent Muscha, PE, PTOE

- Traffic Engineer

Other Project Team Members

Agency Partners



- Lance Meyer, PE
- Stephen Joersz, PE
- Jason Sorenson



- Seng Marohl
- Chad Beggs, PE

Consultant Team



- Kayla Block-Torgerson



- Kelly Nissen



Getting Started

- Please Sign In
- Informational Handout
- Comment Form
- Title VI Public Participation Survey (Optional)
- 3D Visualizations



Tonight's Agenda

- Project Overview
- Traffic Analysis
- Proposed Alternatives and Options
- Construction Phasing and Traffic Control
- Estimated Cost and Funding
- Project Schedule and Next Steps





Project Overview

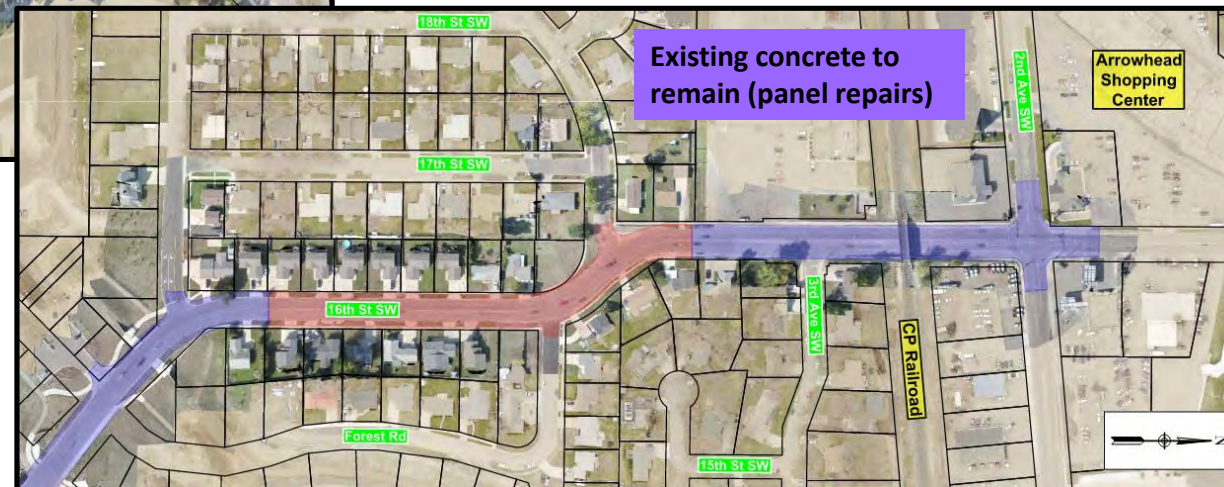
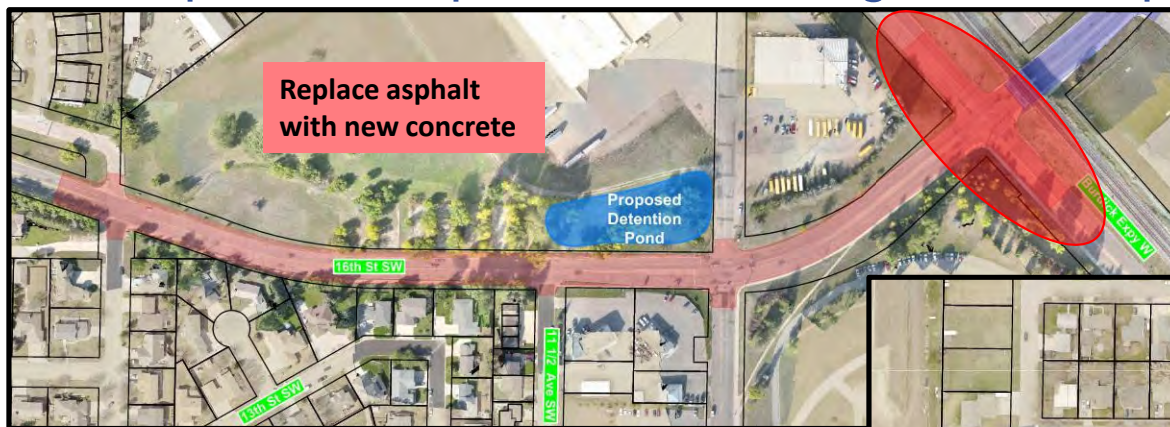
Project Location



16th Street SW RECONSTRUCTION PROJECT

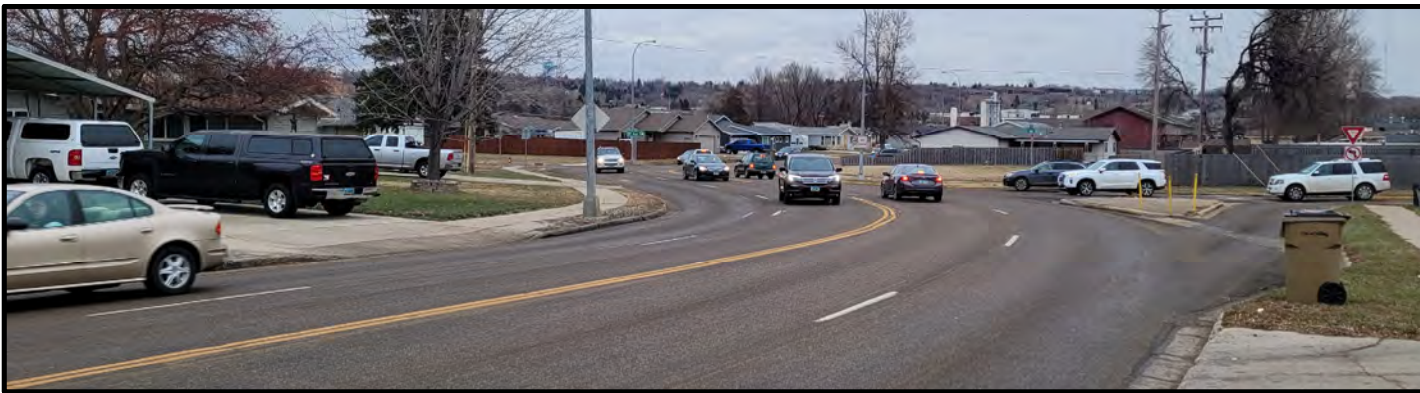
Project Purpose and Need

- Replace asphalt pavement with new concrete pavement
- New concrete pavement at Burdick Expwy intersection
- Repair some panels of existing concrete pavement



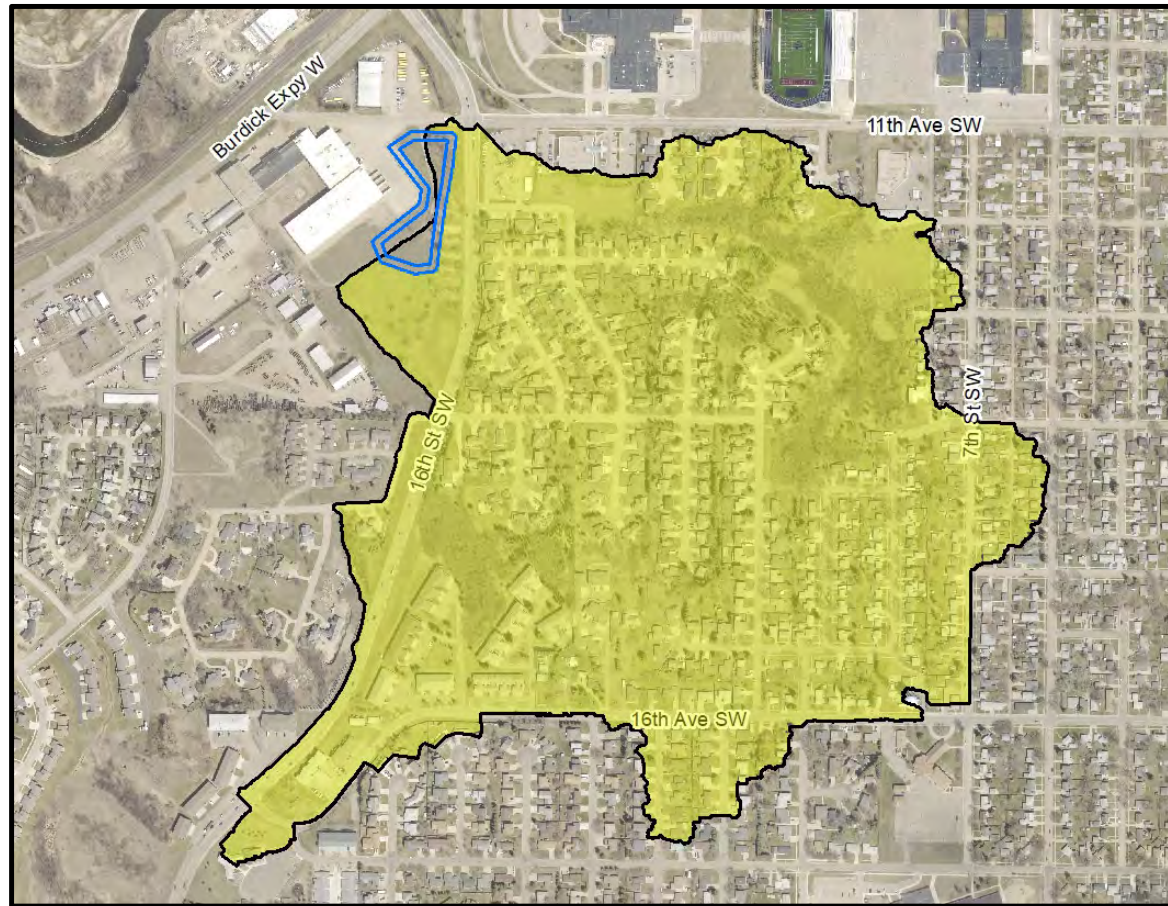
Project Purpose and Need

- Evaluate lane configurations and roadway geometry
 - Lack of left turn lanes
 - Intersection geometry
- Upgrade pedestrian/bicycle facilities and upgrade to current ADA standards



Project Purpose and Need

- Replace City utilities that have older pipe materials
- Expand storm sewer system capacity including regional retention pond



A photograph of a snowy road intersection. In the foreground, a yellow school bus is driving away from the camera on the right side of the road. To its left, a dark red SUV is driving towards the camera. Further ahead, several other vehicles are visible at a traffic light intersection. The road is covered in snow, and the surrounding landscape includes snow-covered hills and bare trees. The sky is clear and blue. A blue banner with the text "Traffic Analysis" is overlaid at the bottom of the image.

Traffic Analysis

Traffic Analysis

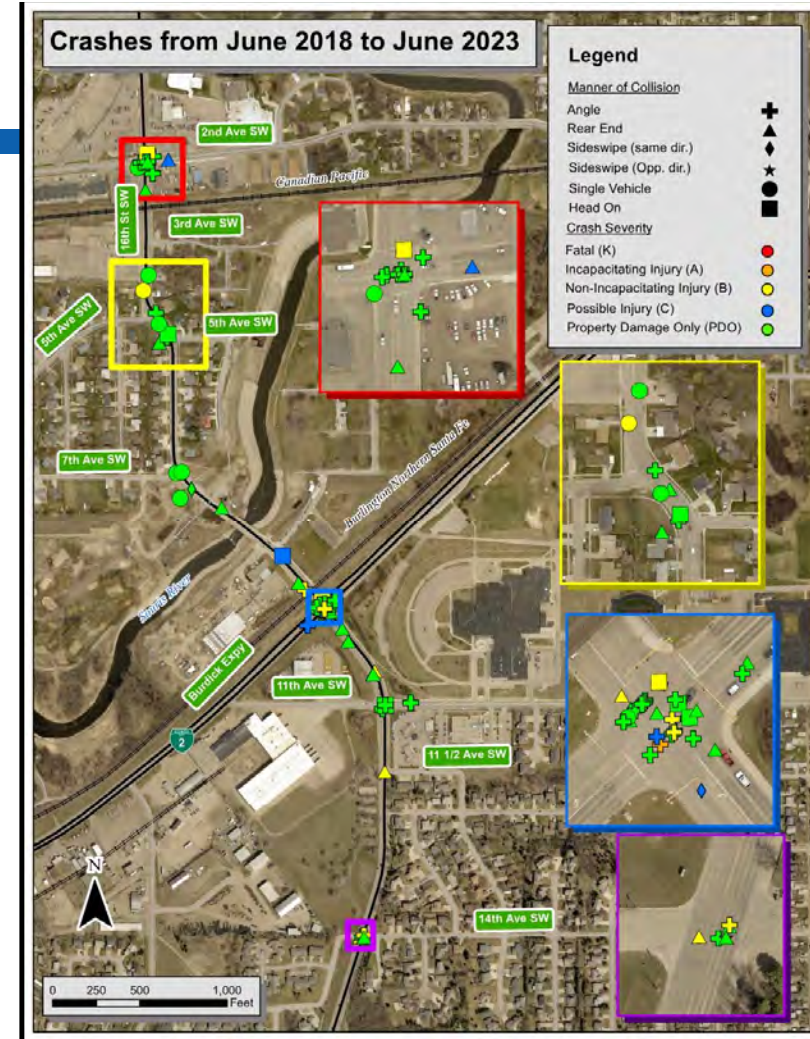
- Corridor Study Recommendations
- Bike and Pedestrian Facilities
- Safety Review
- Existing Traffic Conditions
- Forecasted Traffic Conditions
- Recommendations

Corridor Study

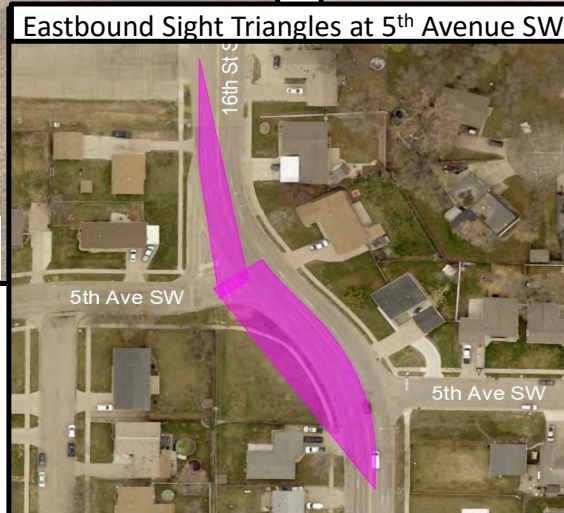
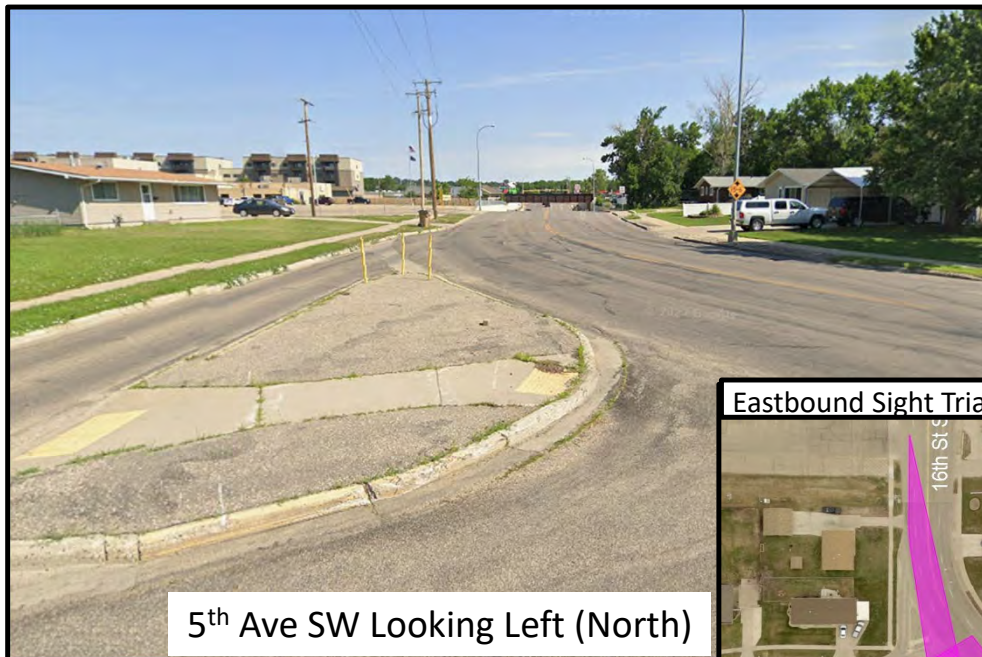
- Approved by City Council March 2022
 - Approved 3-Lane Configuration of 16th Street SW
 - 4th Ave NW to 2nd Ave SW completed in 2022
 - 2nd Ave SW to Burdick Expy to be completed with this project

Safety Review

- 94 crashes (19/year)
 - 87% at intersections (34 at Burdick Expy)
 - 77% rear-end or angle
 - 75% during daylight hours
 - 72% property damage only
 - 48% involved drivers under 21
 - 0 pedestrian crashes, 1 bicycle crash

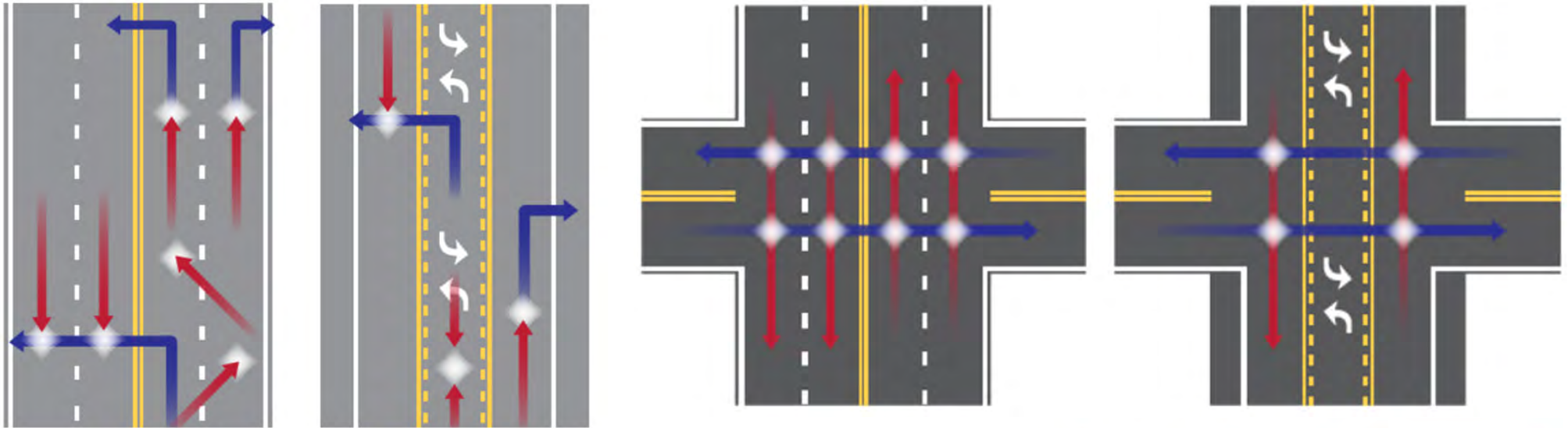


5th Avenue SW Sight Distance



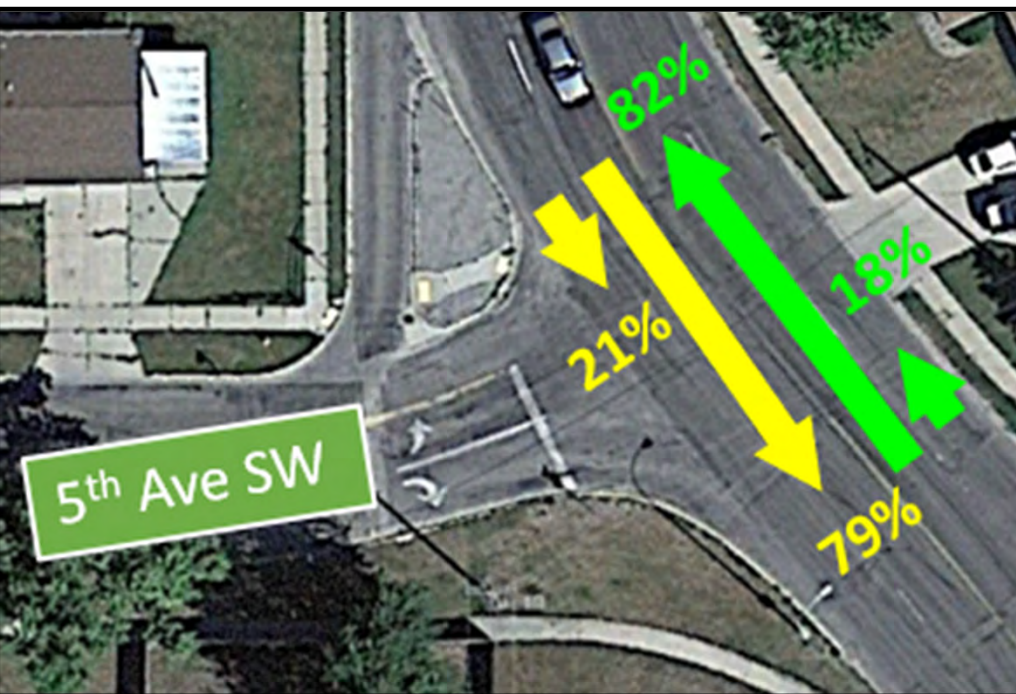
Conflict Point Reduction

- 3-Lanes vs 4-Lanes
 - 50% reduction in conflict points
 - 19% to 47% reduction in crashes



Lane Utilization

- 70% to 80% of through vehicles use the inside lane north of Burdick Expy



Average Daily Traffic

■ 2023 Traffic Volumes

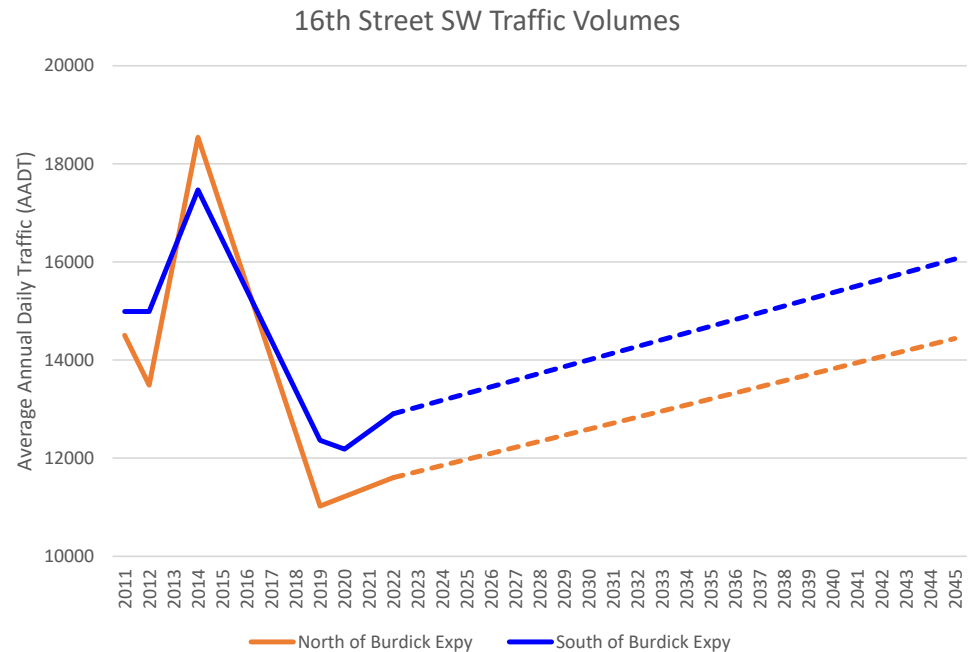
- 11,605 to 12,905

■ 2045 Traffic Volumes

- 14,440 to 16,060

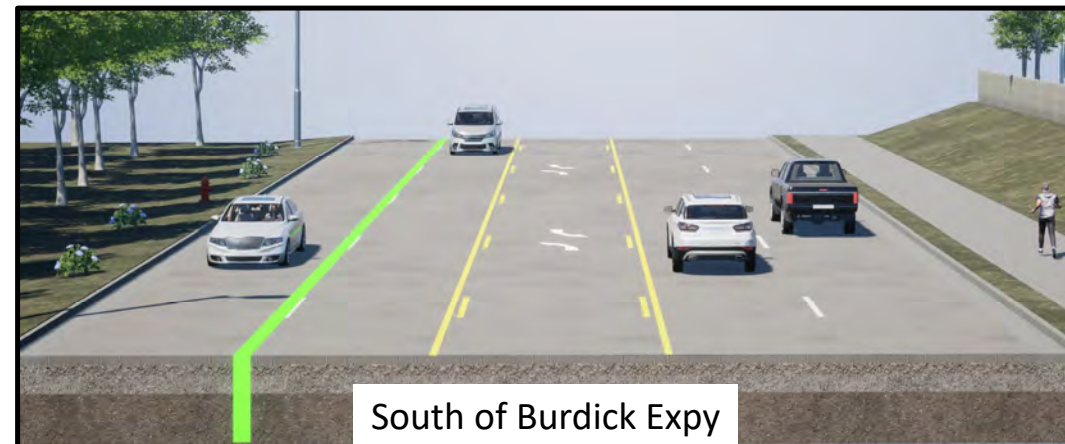
1%
Annual
Growth

25% Total
Growth



Future Traffic Demands

- Forecasted peak hour traffic is simulated to determine capacity needs
- All intersections operate at an acceptable Level of Service
 - Additional lane capacity is not required
 - Similar intersection level of service for 3-lane, 4-lane, or 5-lane configurations
- Delays for some movements at stop-controlled side streets will be longer with any lane configuration



Intersection Options

- Restricting Eastbound Left Turns at 5th Ave SW
 - Reduces crash potential
 - Improves average eastbound delay at 5th Ave SW from 50 to 14 seconds
 - Increases average eastbound delay at 7th Ave SW from 29 to 105 seconds
- Roundabout at 7th Ave SW
 - Reduces crash potential
 - Improves average eastbound delay at 7th Ave SW from 105 to 8.5 seconds

Final Recommendations

- Lane Configuration
 - 5 Lanes south of Burdick Expy
 - 3 Lanes north of Burdick Expy
 - Remove southbound right-turn slip lane at 5th Ave SW
- Upgrade Traffic Signals at 11th Ave SW, Burdick Expy, and 2nd Ave SW (Flashing Yellow Arrows)

Final Recommendations

- **Bike & Pedestrian Facilities**
 - Corridor-wide ADA improvements
 - 10 foot shared-use path south of Burdick Expy
 - On-street bike lanes north of Burdick Expy
- **If Eastbound left turns are restricted at 5th Ave SW, a roundabout should be installed at 7th Ave SW**
 - In order to maintain acceptable operations during peak hours



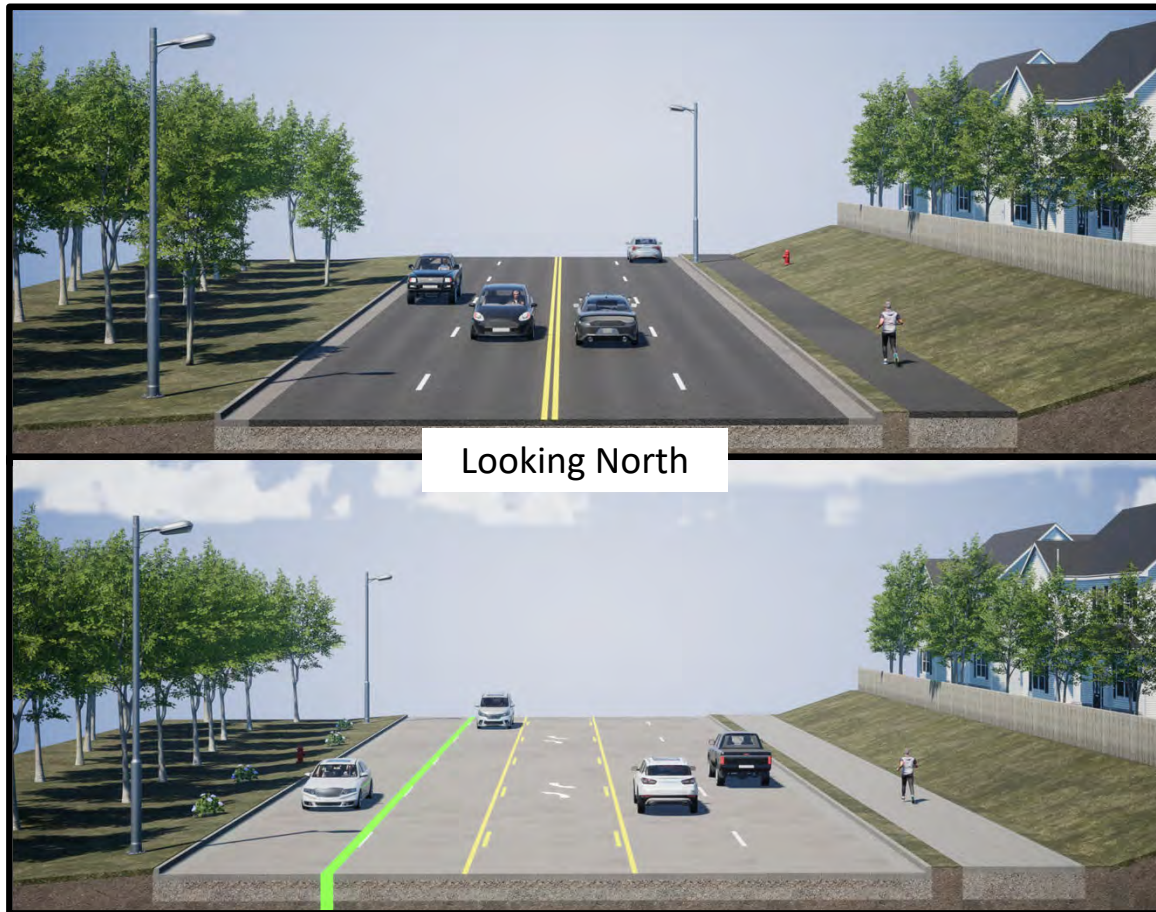
Proposed Alternatives and Options

Project Alternatives

- **Alternative A**
 - No Build
- **Alternative B – 16th St From Burdick South to 14th Ave SW**
 - Addition of center turn lane
 - ♦ Anticipated that no right-of-way will be needed on east side of road
 - Reconstruction of Burdick Expressway 300 ft each side of 16th St SW
 - Shared use path – 8 ½ ft to 10 ft
 - Storm sewer and utility work – as required
 - Retention pond – sized for future expansion
 - ADA ramp/sidewalk – as required
 - Traffic signal replacement – 11th Ave SW
 - Street lighting replacement



Project Alternatives



Project Alternatives



Project Alternatives

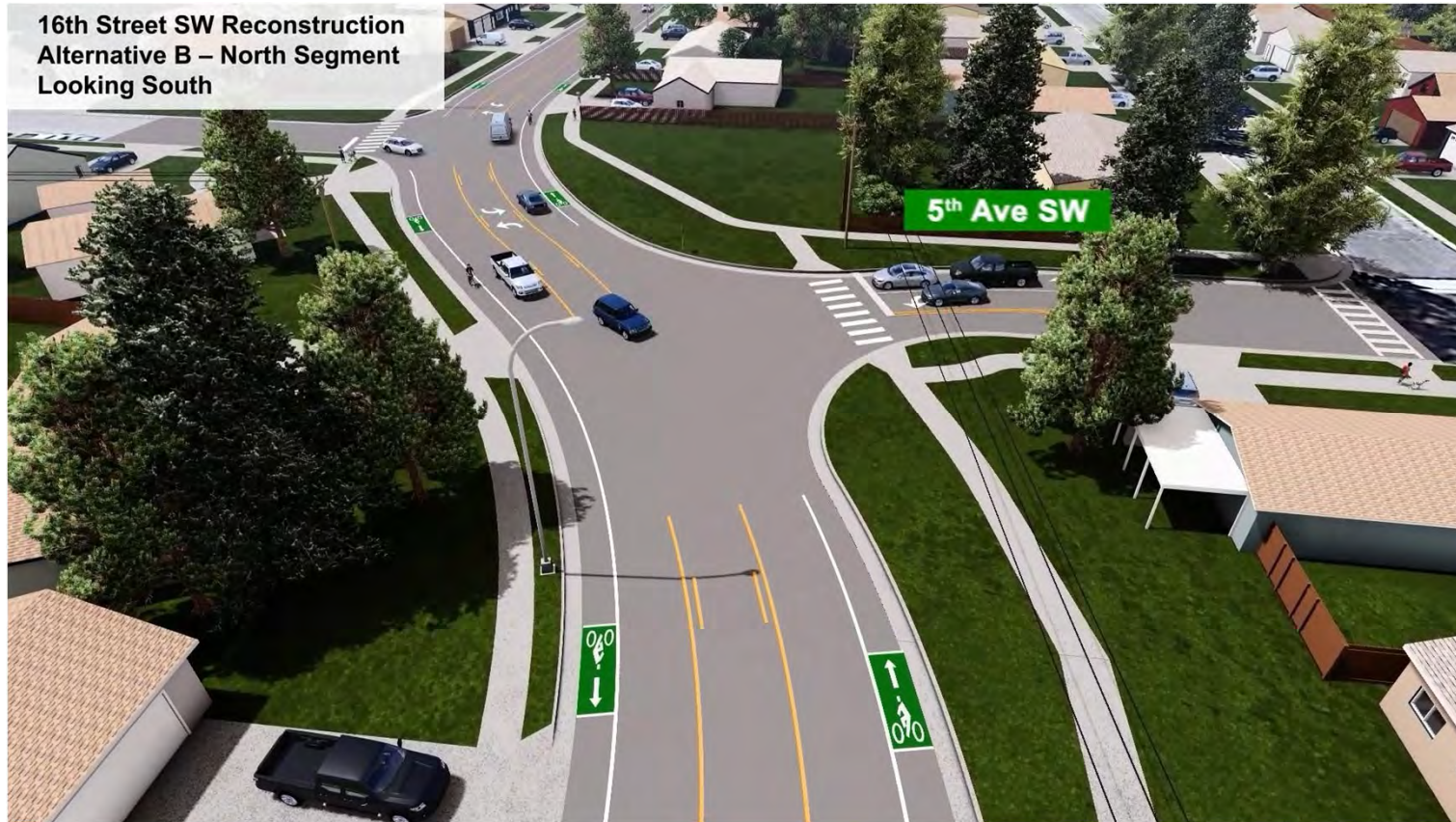
- **Alternative B – 16th St From Burdick North to 2nd Ave SW**
 - Change for 4 thru lanes to 2 thru lanes with center turn lane
 - Addition of on street bike lanes
 - Storm sewer and utility work – as required
 - ADA ramp/sidewalk – as required
 - Traffic signal replacement – 2nd Ave SW
 - Street lighting replacement
 - Pavement repair, grinding, & striping
 - ♦ Burdick Expressway & 7th Ave SW
 - ♦ 5th Ave SW & 2nd Ave SW



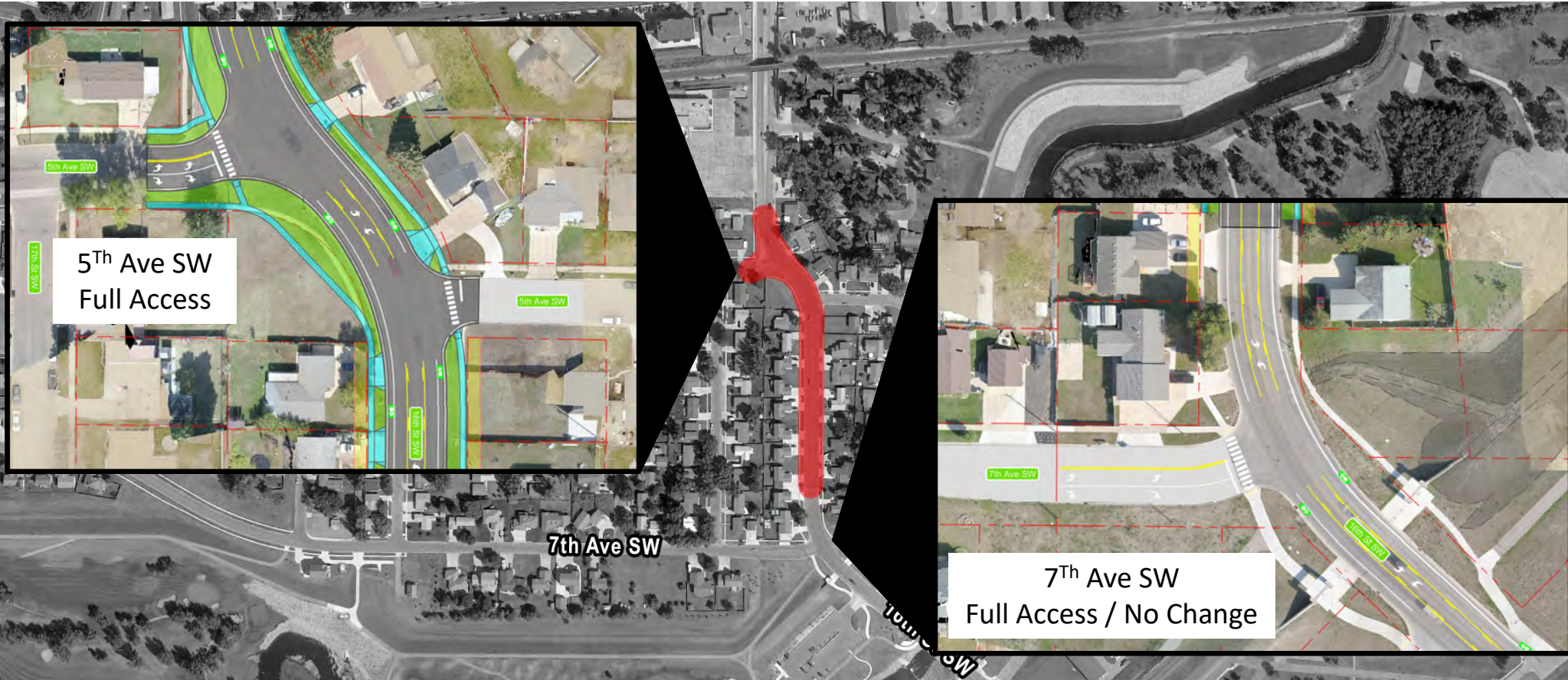
Project Alternatives



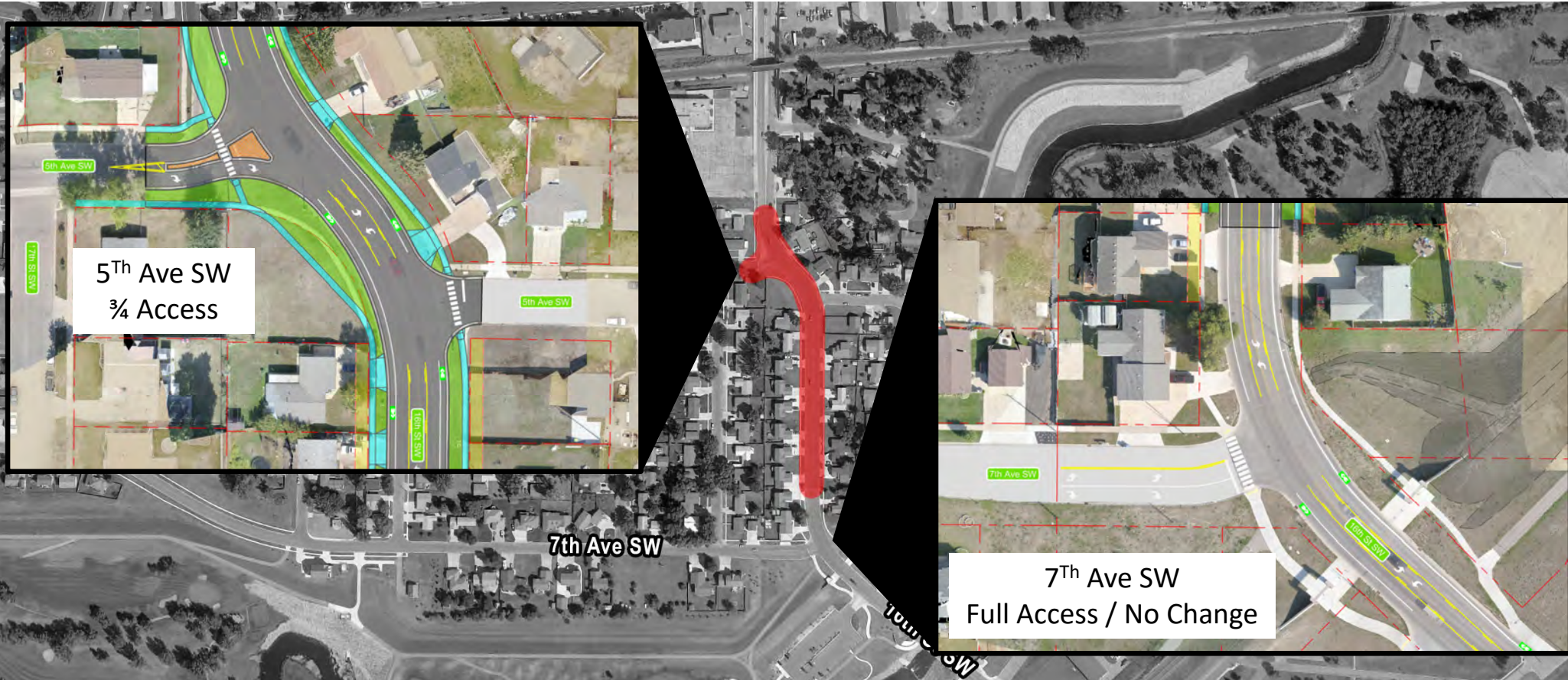
Project Alternatives



Base Alternative



Option No 1



Option No 2



Right of Way

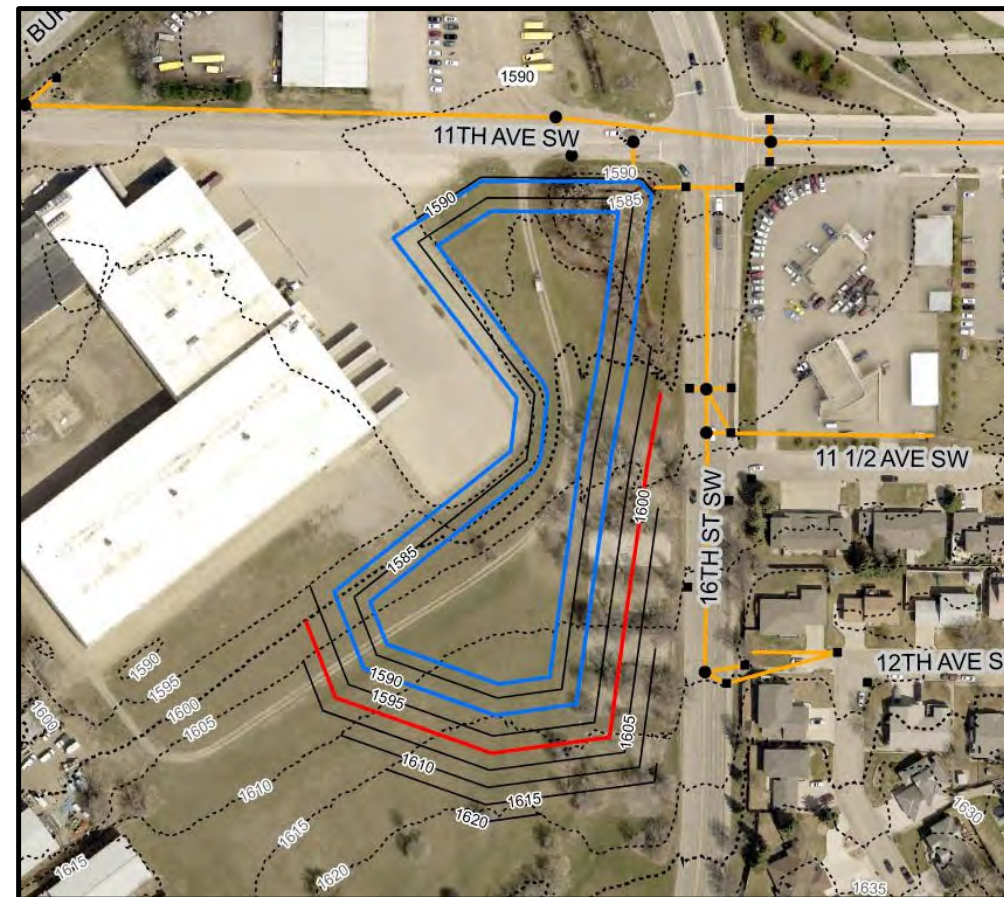
■ Property Impacts

- Right of Way acquisition
 - ♦ Regional pond
 - ♦ Option 2
- Permanent Easement
 - ♦ Utility
 - ♦ Sidewalk
- Temporary Easement
 - ♦ Grading
 - ♦ Landscaping
 - ♦ Driveways
 - ♦ Sidewalks

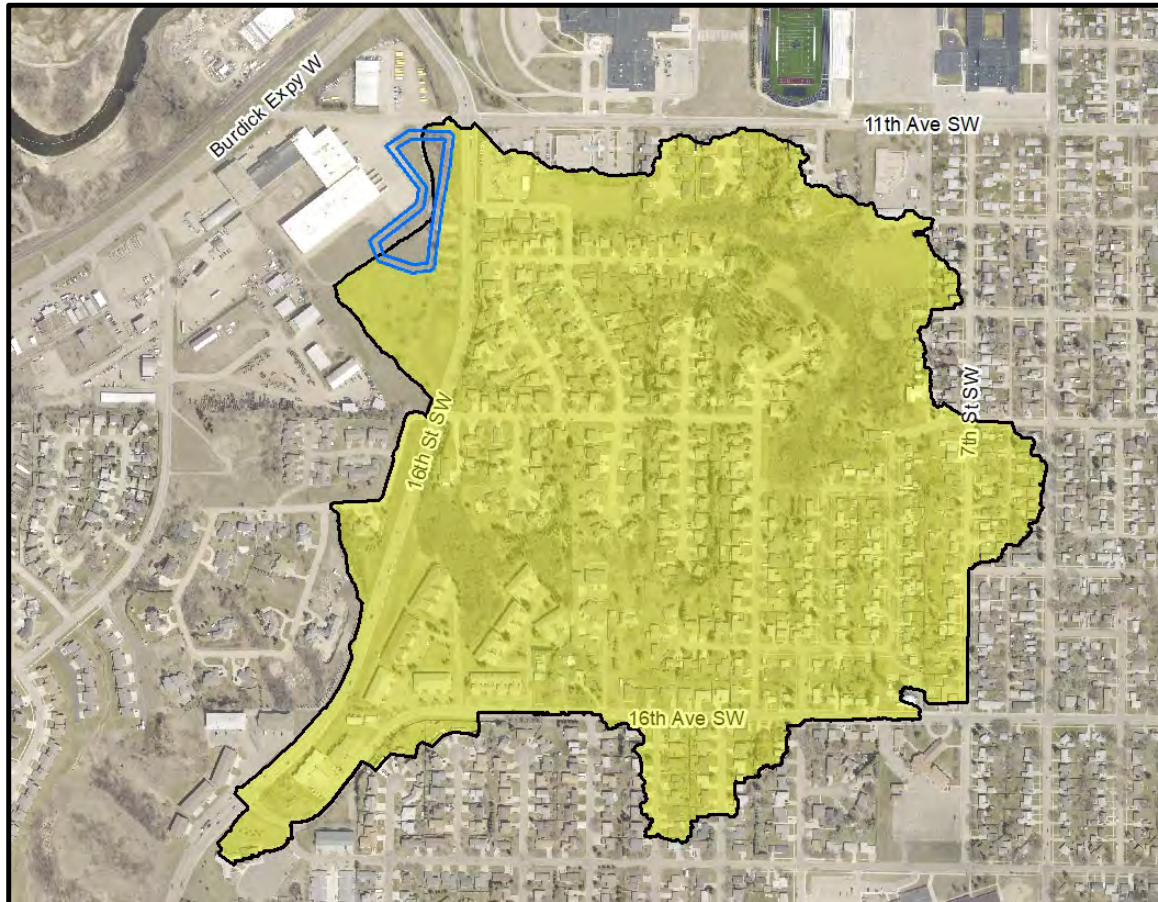


Storm Sewer & Retention Pond

- Regional retention pond
 - ▶ Initial concept location and size
 - ▶ Capacity for future expansion of 16th St SW to south



Storm Sewer & Retention Pond



12TH Ave SW Drainage



Environmental Considerations

- **Wetlands**
 - None in project limits
- **Cultural**
 - None in project limits
- **Noise Analysis**
 - Not required





Construction Phasing and Traffic Control

Construction Phasing



Construction Phasing – Phase 1



Construction Phasing



Construction Phasing – Phase 2



Construction Phasing





Estimated Cost and Funding

Estimated Cost

	Preliminary Construction & Engineering Costs	Preliminary Land Acquisition Costs	Preliminary Total Anticipated Costs
Alternative B <ul style="list-style-type: none"> • Base Alternative 	\$19,800,000 – \$23,100,000	\$600,000 – \$800,000	\$20,400,000 – \$23,900,000
Option 1 <ul style="list-style-type: none"> • ¾ Access at 5th Ave SW • Remain as-is at 7th Ave SW 	\$10,000 – \$20,000	\$0	\$10,000 – \$20,000
Option 2 <ul style="list-style-type: none"> • ¾ Access at 5th Ave SW • Roundabout at 7th Ave SW 	\$800,000 – \$1,000,000	\$350,000 – \$450,000	\$1,150,000 – \$1,450,000

Note: Costs shown are inflated to 2025 dollars.

Funding

- Funding: Combination of Federal and City funds
 - Federal Share (capped) = \$7,790,000
 - City Share = \$12,610,000 – \$17,580,000
 - ▶ Hub City Oil and Gas Funds
 - ▶ Water and Sewer Reserves

- No special assessments are expected at this time

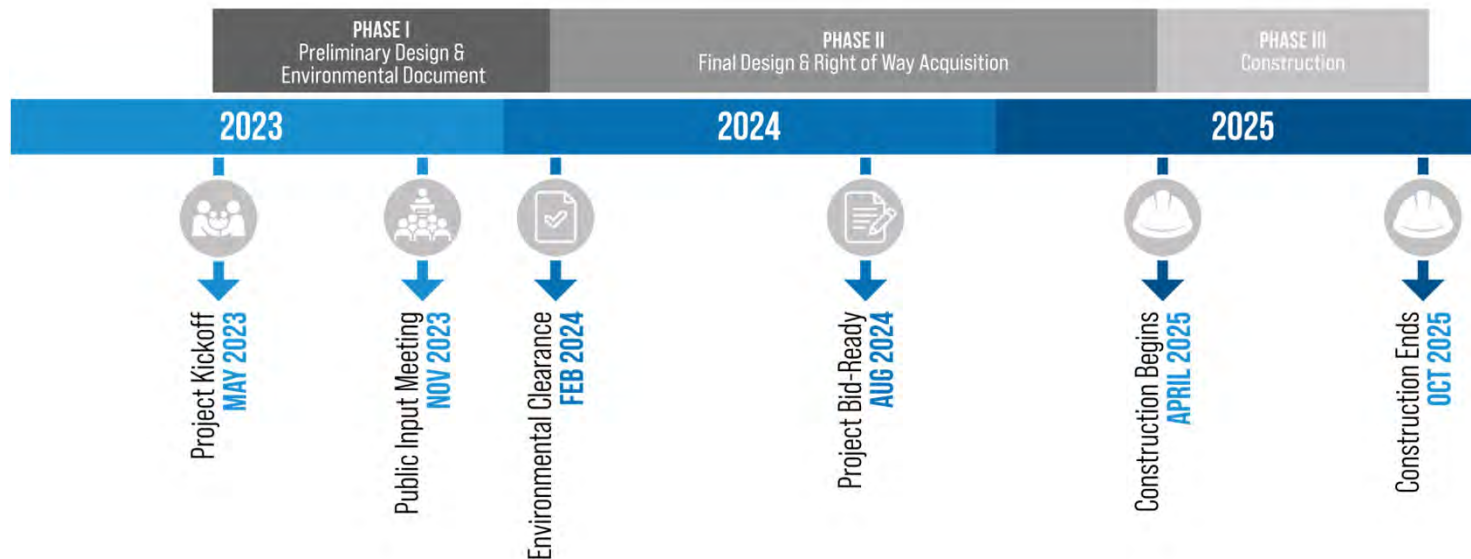


Project Schedule and Next Steps

Project Schedule

16th Street SW RECONSTRUCTION PROJECT

Tentative Project Timeline




We Are Here

Note: 2024-2025 dates are tentative and subject to change.

We Want Your Input!

- Verbally comment after this presentation
- Provide a written comment:
 - Fill out Comment Form and leave here, or mail to the address on form
- Email your comments:
 - Matt.Kinsella@ApexEngGroup.com
 - ▶ “Public Input Meeting PCN 23860” in the email subject line
- **Comments Due by December 15, 2023**

www.minotroads.com

www.facebook.com/cityofminot



Thank You for Attending!
Questions and Comments

Appendix E

Roster

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

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Division/District/Consultant
Local Government/Minot/Apex Engineering Group

Meeting Location Perkett Elementary School, 2000 5th Ave SW, Minot, ND	Meeting Type Public Input Meeting	Meeting Date 11/30/2023
Project Number SU-4-989(134)		PCN 23860
Project Description 16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW		

Name (Please print) Dusty Forthum	Title/Representing		
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Name (Please print) Mike Larson	Title/Representing		
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Division/District/Consultant
Local Government/Minot/Apex Engineering Group

Meeting Location Perkett Elementary School, 2000 5th Ave SW, Minot, ND	Meeting Type Public Input Meeting	Meeting Date 11/30/2023
Project Number SU-4-989(134)		PCN 23860
Project Description 16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW		

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Name (Please print) Thalia Wood	Title/Representing		
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North Dakota Department of Transportation, Civil Rights
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Meeting Location Perkett Elementary School, 2000 5th Ave SW, Minot, ND		Meeting Type Public Input Meeting		Meeting Date 11/30/2023	
Project Number SU-4-989(134)		PCN 23860			
Project Description 16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW					
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Email Address		Telephone Number			
Name (Please print) Michelle Jacob		Title/Representing			
Address 616 18 St SW		City Minot	State ND	ZIP Code	
Email Address		Telephone Number 701-240-8639			
Name (Please print) Lance Meyer		Title/Representing City of Minot			
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Email Address		Telephone Number			
Name (Please print) Pat Slotsut		Title/Representing			
Address 2100 5th Ave SW		City Minot	State ND	ZIP Code 58701	
Email Address		Telephone Number			
Name (Please print) Kelly Nissen		Title/Representing PK on Project			
Address 808 8th St SE		City Minot	State ND	ZIP Code 58701	
Email Address		Telephone Number 701-833-2019			

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North Dakota Department of Transportation, Civil Rights
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Division/District/Consultant
Local Government/Minot/Apex Engineering Group

Meeting Location
Perkett Elementary School, 2000 5th Ave SW, Minot, ND

Meeting Type
Public Input Meeting

Meeting Date
11/30/2023

Project Number
SU-4-989(134)

PCN
23860

Project Description
16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW

Name (Please print) <i>Frank Berdini</i>	Title/Representing		
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Email Address		Telephone Number	

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Email Address		Telephone Number	

Name (Please print) <i>JIM MONTGOMERY</i>	Title/Representing <i>METRO DEVELOPERS LLC</i>		
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Name (Please print) <i>Jody Luck</i>	Title/Representing		
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Email Address <i>jluck@srt.com</i>		Telephone Number	

SIGN-IN SHEETNorth Dakota Department of Transportation, Civil Rights
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Local Government/Minot/Apex Engineering GroupMeeting Location
Perkett Elementary School, 2000 5th Ave SW, Minot, NDMeeting Type
Public Input MeetingMeeting Date
11/30/2023Project Number
SU-4-989(134)PCN
23860Project Description
16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW

Name (Please print)

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Telephone Number

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ZIP Code

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Telephone Number

Name (Please print)

Patrick Miller

Title/Representing

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City

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State

ND

ZIP Code

58701

Email Address

Telephone Number

Name (Please print)

Justin Hammer

Title/Representing

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Name (Please print)

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Telephone Number

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Title/Representing

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State

ND

ZIP Code

58701

Email Address

Telephone Number

SIGN-IN SHEETNorth Dakota Department of Transportation, Civil Rights
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Local Government/Minot/Apex Engineering GroupMeeting Location
Perkett Elementary School, 2000 5th Ave SW, Minot, NDMeeting Type
Public Input MeetingMeeting Date
11/30/2023Project Number
SU-4-989(134)PCN
23860Project Description
16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW

Name (Please print)

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NDDOT - Assistant District Engineer

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Email Address

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Title/Representing

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SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
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Meeting Location Perkett Elementary School, 2000 5th Ave SW, Minot, ND		Meeting Type Public Input Meeting		Meeting Date 11/30/2023	
Project Number SU-4-989(134)				PCN 23860	
Project Description 16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW					
Name (Please print) Diane Enslin & MIKE		Title/Representing			
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Email Address ZZrider@minot.com				Telephone Number 701 240 8325	
Name (Please print) Leif Snyder		Title/Representing			
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Email Address leifsnnyder@hotmail.com				Telephone Number 701-818-5416	
Name (Please print) Craig Johnson		Title/Representing			
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Email Address Cwjohnson2849@gmail.com				Telephone Number 701-721-7446	
Name (Please print) Crystal Almond		Title/Representing			
Address 415 Misty Glen Ln		City Minot		State ND	ZIP Code 58701
Email Address newalmondjoy06@gmail.com				Telephone Number	
Name (Please print) Sandra Foley		Title/Representing			
Address 437 21 st ST SW		City Minot		State ND	ZIP Code 58701
Email Address Sfoley58@hotmail.com				Telephone Number 701-389 2004	
Name (Please print) Jim Burckhard		Title/Representing			
Address 508 Forest Rd		City Minot		State ND	ZIP Code 58701
Email Address jimbe@minot.com				Telephone Number 701-721-5771	
Name (Please print) GEORGE KILLMER		Title/Representing SELF			
Address 2015 5 th Ave. SW		City MINOT		State ND	ZIP Code 58701
Email Address gdKILLMER@qpsdoo.com				Telephone Number 701-721-2917	

SIGN-IN SHEETNorth Dakota Department of Transportation, Civil Rights
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Local Government/Minot/Apex Engineering GroupMeeting Location
Perkett Elementary School, 2000 5th Ave SW, Minot, NDMeeting Type
Public Input MeetingMeeting Date
11/30/2023Project Number
SU-4-989(134)PCN
23860Project Description
16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW

Name (Please print)

POD RY GRLA

Title/Representing

CITY

Address

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ZIP Code

Email Address

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Telephone Number

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ZIP Code

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Email Address

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Telephone Number

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Telephone Number

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Address

City

State

ZIP Code

Email Address

Telephone Number

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
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Meeting Location Perkett Elementary School, 2000 5th Ave SW, Minot, ND		Meeting Type Public Input Meeting		Meeting Date 11/30/2023	
Project Number SU-4-989(134)		PCN 23860			
Project Description 16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW					
Name (Please print) Leann Mellum		Title/Representing myself			
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Email Address mark.jantzer@minotnd.gov		Telephone Number 701-833-3404			
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Email Address		Telephone Number			
Name (Please print) Jill Schramm		Title/Representing The Minot Daily News			
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Email Address jschramm@minotdailynews.com		Telephone Number 701-389-8636			
Name (Please print) Linda Ross		Title/Representing			
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Email Address lross@min.midco.net		Telephone Number 701.240.7841			
Name (Please print) Terry Kvigne		Title/Representing			
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Email Address TDKVigne@gmail.com		Telephone Number 701-240-7879			
Name (Please print)		Title/Representing			
Address		City	State	ZIP Code	
Email Address		Telephone Number			

SIGN-IN SHEETNorth Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)Page 10 of 11Division/District/Consultant
Local Government/Minot/Apex Engineering GroupMeeting Location
Perkett Elementary School, 2000 5th Ave SW, Minot, NDMeeting Type
Public Input MeetingMeeting Date
11/30/2023Project Number
SU-4-989(134)PCN
23860Project Description
16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW

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Meeting Location Perkett Elementary School, 2000 5th Ave SW, Minot, ND		Meeting Type Public Input Meeting		Meeting Date 11/30/2023	
Project Number SU-4-989(134)				PCN 23860	
Project Description 16th Street SW Reconstruction - 14th Ave SW to 2nd Ave SW					
Name (Please print) Renae Rudolph		Title/Representing			
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Name (Please print)		Title/Representing			
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Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address				Telephone Number	

Appendix F

Comments and Responses

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
1	Lance Werchau	11/20/23	Not in favor of converting the 4-lane section to 3 lanes from Burdick Expwy to 2nd Ave SW.	Thank you for your comments on the 16th Street SW Reconstruction project, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Road Diet
2			The Trinity Hospital move from downtown to southwest Minot has increased traffic on 16th St SW which is using it to access the new hospital.		Traffic Study
3			Also, when Minot North HS goes to 4 grades next year, that will also increase traffic on 16th St SW.		Traffic Study
4			Has already observed how the road diet north of 2nd Ave SW has affected the segment to the south. Vehicles already line up in the inside lane very early to avoid getting trapped in the outside right-turn only lane.		Road Diet
5			He has not talked to a single person who has liked the road diet north of 2nd Ave SW.		Road Diet
6	Commentor 1 at Public Input Meeting	11/30/23	Did the traffic study/counts include changes associated with the new Trinity Hospital?	Traffic counts were collected in May of 2023. Unless significant changes have happened since that time, counts should be accurate.	Traffic Study
7	Commentor 2 at Public Input Meeting	11/30/23	When Canadian-Pacific Railroad raises their tracks for the flood control project, will that impact the 16th Street underpass?	The railroad project will not go all the way to the bridge underpass.	Railroad

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8	Commentor 3 at Public Input Meeting	11/30/23	Thinks the option to keep both exit directions from 5th Avenue onto 16th Street is the only one that will work. People would ignore the right-turn-only and just turn left anyway.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Intersection Options
9			Bike lanes will create too much congestion and too much for vehicle drivers to watch for.		Bike Lanes
10			Could the unused land along 5 th Avenue be used as a turn lane?		Intersection Options
11	Commentor 4 at Public Input Meeting	11/30/23	Perkett Elementary School enrollment has increased by approximately 100 students this year. Minot has no in-town busing so there is a lot of pedestrian traffic to the school. Bottlenecks accessing the school because access is already restricted; emergency access is difficult.	<p>Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.</p> <p>We contacted Minot Public Schools to verify the actual numbers. Enrollment at Perkett increased by 37 students (10.4%) from Fall 2022 (357 students) to Fall 2023 (394 students).</p> <p>Minot State University was still in session when we collected our traffic counts in early May 2023.</p>	Traffic Study
12			Concerns that traffic study numbers taken in May are light because Minot State University was not in session.		Traffic Study

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13	Commentor 5 at Public Input Meeting	11/30/23	Why was a roundabout not considered at 5 th Avenue?	Roundabout concepts have been considered at the 5 th Avenue intersection. The offset intersection geometry makes that option difficult. Additionally, property impacts at this location would be greater than at 7 th Avenue. At the time of this meeting, a roundabout at the 5 th Avenue intersection is not being studied.	Roundabout
14	Commentor 6 at Public Input Meeting	11/30/23	For Phase 2 construction-could the work be split to 5 th Avenue and then 7 th Avenue? Worried that construction on both would not leave many options to enter/exit the surrounding neighborhood.	Construction phasing is preliminary; additional consideration will occur as design progresses. The 7 th Avenue intersection would only be closed if a roundabout option was selected. Phasing shown at the meeting is likely the worst-case scenario.	Construction
15	Commentor 7 at Public Input Meeting	11/30/23	The 5 th Avenue intersection will not work without a roundabout at 7 th Avenue. A lot of traffic will get shifted to the US 83 Bypass.	Thank you for your comment, it will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Roundabout/Bypass
16	Commentor 8 at Public Input Meeting	11/30/23	Would removing the bike lanes reduce cost? Is there anything else that can be done to reduce the cost?	The highest cost presented at the meeting would include all build options selected as the preferred alternative, including the roundabout at 7 th Avenue. The design team works with the City to work on options to reduce costs; specifically for this project the retention pond is one area of potential savings. The bike lanes do not require additional pavement; rather they are a restriping of the existing pavement.	Bike Lanes/Cost

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17	Commentor 9 at Public Input Meeting	11/30/23	Visibility exiting the neighborhood onto the US 83 Bypass is poor. Something should be done on the Bypass to increase safety.	Thank you for your comment, it will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Bypass
18	Commentor 10 at Public Input Meeting	11/30/23	Bike lanes aren't safe, there's too much traffic on 16 th Street and drivers are often distracted.	Thank you for your comment, it will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Bike Lanes
19	Commentor 11 at Public Input Meeting	11/30/23	Bike lanes are not a concern because there isn't a lot of bike traffic on 16 th Street anyway.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Bike Lanes
20			People use the inside lane of 16 th Street more because they are pushed onto it coming from a one-lane. Traffic gets backed up all the way back to Marketplace Foods, past 4 th Avenue.		Road Diet
21			Will protected left turns onto Burdick be added?		Signals
22	Chuck Kreps	11/30/23	Put a roundabout on 5 th Avenue & 7 th Avenue. No center lane. Move the 5 th Avenue roundabout south so 5 th Avenue from the east enters the roundabout.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Roundabout
23			Burdick and 16 th intersection continually		Miscellaneous

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			deteriorates quickly. Build it much stronger.		
24			Please, please do not put in more turning lanes. The turning lanes on 16 th between 2 nd Avenue and 4 th Avenue create bottlenecks and traffic jams, nightmare from 7 am-9 am and 4-6:30 pm.		Alternative Design
25	George Lowther	11/30/23	Excellent presentation! Great questions and comments! Folks described the traffic hazards both now and with the proposed changes. Concerns with bike lanes, closed neighborhoods, traffic flow, etc.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Miscellaneous
26			Roundabout is good idea and should be a separate phase so 16 th Street from 5 th Avenue to 7 th Avenue is not closed at the same time.		Roundabout
27			Kids do not use the bike lanes around the high school area. Considered unsafe by parents.		Bike Lanes
28			There are many problems with the project that need further study. I look forward to an update based on the concerns and suggestions addressed tonight.		Miscellaneous
29	Alderman Podrygula	11/30/23	Please look more closely at a roundabout at 5 th Avenue SW (not just 7 th).	Thank you for your comment, it will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Roundabout

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30	Sam Warren	11/30/23	Traffic counts may not reflect actual numbers given (they were) taken in mid May.	<p>Minot State University was still in session when we collected our traffic counts in early May 2023.</p> <p>We contacted Minot Public Schools to verify the actual numbers. Enrollment at Perkett increased by 37 students (10.4%) from Fall 2022 (357 students) to Fall 2023 (394 students).</p>	Traffic Study
31			What is the cost of doing nothing? There is always a cost!	<p>Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.</p>	Cost
32			Traffic circles are used as a (illegible) effect to traffic without slowing it down or allowing traffic flow.		Roundabout
33			Retention pond size and how are you going to maintain and protect public from it.		Retention Pond
34			Lack of protected turn lanes at any signals.		Signals
35			Construction season is from May-November if lucky. Any later may add additional cost (illegible).		Construction
36			Animal corridors, have any been identified?	Due to the urban nature of the project, no animal accommodations will be required with this project.	Miscellaneous

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37	Sharon Pfeifer	12/02/23	More tax dollars to do more ridiculous projects!	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Cost
38			Get rid of those stupid bike lanes before a cyclist gets hurt for starters. The city put in bike paths for a reason years ago. There are bike routes around town that link together and take you to the outer edges of Minot. Most cyclists like to ride the different terrains—not play in traffic. A little kid was riding in the “safe” bike lanes on 16th and 4th Ave NW and was steering rather unsteadily being so close to traffic. If he would have fallen over in that F'd up bike lane due to his shakiness/panic, a motorist would get the blame if the kid tipped over and gets injured, or worse. The city of Minot board should be held responsible and accountable for their poor choices. It was their rocket science of a bad idea. Residents did not get to vote on that stupid decision of bike paths. Downsizing two busy routes from a 4 to a 2 lane just pissed off a lot of NW/SW residents, congests the morning traffic flow immensely on 4th Ave. Can hardly wait to see what happens in the winter on that route and how many more accidents will occur. 4 lanes are necessary—not a ridiculous bike lane that is barely used. Cycling only occurs in our shortest season of summer. Fall if it's not too cold or snowing by then. What's our longest season— oh yeah—WINTER! Let's see cycling happen then. How about turning it into a snowmobile lane to make real usage		Bike Lanes

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
			of those wasted tax dollars ?!?!?		
39			<p>The roundabout idea. The purpose of those is to keep traffic moving so backups are less in busy areas of town. The theory being not having to fully stop and keep things moving. Well let's see how that SE stupid loop went over like a fart in church. Oh yeah there are stops signs! Doesn't that make it essentially a 4 way stop? How many tax dollars went up in flames to create that intersection! And it definitely is not efficient by any means. Many residents are just sick of the clown car circus bs and take an alternate path to avoid it but find entertainment in watching the traffic hoe-down dance at the loop. More wasted city dollars again!!</p>		Roundabout
40			<p>The street lights over in NW/SW area—irony after the city board deems them unsafe or whatever line of crap they want to feed us. Suddenly the street lights are a danger to keep on in the area, so off go the street lights. Rather dark in the valley, so dark that resident vehicles are having hit-n-runs. Can't get the physical description of the vehicle that did it because there are no working street lights to help see. Reporting 'it's a car, or truck' isn't overly helpful as it's rather obvious it has to be one or the other. HOWEVER, (here's the irony) the lights at Leach Park are fully lit up at all hours of the night. That lighting must have extra "anti-hazard special power" in order to stay lit while the rest of the area is deemed "unsafe". Interesting. Not a single street light</p>		Lighting

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			on for blocks in either direction but that little park is fully lit. Have to keep the lights on for the extremely late night park “visitors” transactions or activities. Hmm I recall Leach park being in the same flood as the rest of the neighborhood it sets in. Those electricals were equally soaked just like all the houses and street lights were. And on top of the lightless area, each resident in said area gets to pay an additional \$32 or 36 something per front yard footage of their property to have street lights operating again. And those same people get taxed again in the yearly bs, overly increasing, property taxes for a service the city is to provide. You know “for adequate street lighting” in case of emergencies. No other part of town had to pay for their new lighting why the hell should NW area have to.		
41			I think the city has done more than enough spending on projects already. Residents can’t afford anymore of the increased taxes because of all the “special projects” the city wants to do. They spent excessively on what isn’t theirs without putting costly projects to public vote. Nothing needs to done at this time. “The City” has done enough financial damage for now.		Cost
42	Craig Johnson	12/03/23	I want to take the opportunity to comment on a few things after attending the meeting last week for the 16th Street SW Reconstruction Project. I live on the corner of 14th Ave and 16th Street SW, which means there will be construction in my backyard and I will lose	Thank you for your comment, it will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Construction

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			<p>access to 16th Street for a time, but that is not my concern; as my comments are more directed towards the folks living in the Perkett School neighborhood where the meeting was held. The comment was made that night about them not having access to 16th Street and their only way out of that neighborhood being access to the highway 83 bypass. I have to say that I would be just as concerned as they are. The entry onto the bypass is not an easy one to make, given the way the intersection sits with the proximity to the bridges on the bypass. I am also concerned for the people that actually live on 16th Street or one of the streets to the east of 16th (5th Ave and Forest Drive). With what I understand, none of those people in those 30 plus homes will have access to their driveways for an extended period of time. That means they will have to park and carry the necessary items they need to live on, such as groceries, a long way to their homes. Not to mention the families that may have young children and have to carry or push them in strollers or wheelchairs that long distance as well. Also, with those inconveniences they will have to find a way to get rid of their garbage or anything else that needs to go. In addition to the items I just brought up, there is the issue of emergency services that will not be able to get to a home at all, or those services having to go out on the bypass to get into the part of that neighborhood that they will have access to. The delay of emergency services, or lack</p>		

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			thereof, will be a huge inconvenience to all the people living on the west or east side of 16th Street between the river and the tracks.		
43			<p>We were told at the meeting that a traffic count was done last May, but were not told exactly what days the count was taken. It may have been after Minot State University was finished with classes for the year. Also, since that time, Minot Public Schools re-did the boundaries and both Perkett and Longfellow Schools, which are located along 16th Street, have each seen an additional 100 plus students. Minot does not have busing and that means a lot more traffic with kids coming to school. This fall, Minot North High School will also open and that will mean additional traffic along 16th Street as well. I just have a hard time understanding why we would take traffic that is using four lanes now and force them to merge into just two lanes. After looking at the traffic count for Burdick Expy. and 16th Street, we were shown that there are thousands more cars per day using 16th Street. That seems to be another logical argument against funneling traffic on 16th Street to one lane in each direction from Burdick Expy. to 2nd Ave SW. I know that the city has already made the decision to do this with 16th Street, but I feel it needs to be re-evaluated. We are told that when the traffic count was done most cars used the inside lanes, but that is because they have been forced to with the decision to make 16th Street a two lane road from 2nd Ave. SW to 4th Ave NW. This whole</p>	<p>Traffic counts – we double-checked and Minot State University was still in session when we collected our traffic counts in early May 2023.</p> <p>Perkett Elementary enrollment – We appreciated the comments from you and others about the change in Perkett enrollment. We contacted Minot Public Schools to verify the actual numbers. Enrollment at Perkett increased by 37 students (10.4%) from Fall 2022 (357 students) to Fall 2023 (394 students).</p>	Traffic Study

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			<p>section of road should be put back to two lanes in each direction as it was for so many years. The idea of bike lanes might sound good to some, but they simply do not get used and are a waste of time and money. As a parent, most do not allow their children to use these bike lanes and as an adult who enjoys a bike ride, I will not use these lanes either. Who wants to put their life in jeopardy with traffic whizzing by them at 30 plus miles per hour just a foot or two beside them. I know the speed limit is 25, but most of the traffic does not drive that slow along that stretch of road.</p>		
44			<p>In summing up, I feel that Apex Engineering and the City of Minot need to re-think what they are doing on the stretch of road between 5th and 7th Avenues SW. They cannot cut off access to the extent they are considering for those living in that area either to the east or west side of the road. Turning that section of road into two lanes is not going to help traffic flow, but simply make it worse. It is already worse along the stretch of road from 2nd Ave SW to 4th Ave NW. It is much harder to make a left hand turn onto that section of road and takes longer to turn left off of that section, especially during the morning and afternoon rushes. If the decision is made to make that section of road one lane in each direction it will be imperative to add the roundabout that was talked about at the meeting. The roundabout would be the only way the folks in that area would be able to exit left onto</p>	<p>Thank you for your comment, it will be included in the public comment summary that will be reviewed by the City of Minot and the project team.</p>	Roundabout

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			6th Street. As it is now, depending on the time of day, there are times that a person can sit for minutes waiting to turn left onto 16th Street on that section of road. My hope is that everyone involved will make sound decisions and take the comments to heart that everyone is making. Minot only has a few roads that go completely through town in a North / South direction and we simply cannot afford to make one of those few roads worse than it is now.		
45	Crystal Almond	12/04/23	<p>My family lives in a cul-de-sac (Misty Glen Ln) just off 5th Ave SW, west of Perkett Elementary. I live in the neighborhood that will be greatly affected by this reconstruction project. We have children that attend Perkett Elementary and Jim Hill middle school and my husbands office is at the Arrowhead shopping center. So, we travel this stretch of road several times per day.</p> <p>A concern I had with the initial proposal with phase 2 was the closing of both intersections (5th Ave and 7th Ave) at the same time. These two intersections give us eastern access out of our neighborhood. I urge you to consider the access restrictions to that entire neighborhood and an elementary school that serves over 400 families and staff. This particular neighborhood has only the by-pass and 16th St SW as north-south exits. If you close the road, blocking both 5th and 7th Avenues, all traffic can only exit via the by-pass. Which, during the public meeting, another resident raised concerns about visibility and</p>	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Construction

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			safety at that intersection as well. (Probably an intersection that should be on the radar for future safety improvements by the city and DOT) By closing off both 5 th and 7 th intersections at the same time, it will force all the neighborhood traffic AND all the school traffic to a 55 mph zone with questionable visibility. I suggest splitting phase 2 into a phase 2 and 3 to allow at least one way to exit/enter from the east. Keep in mind, this neighborhood has no alternate north-south exits. We are blocked by the river to the south and the railroad tracks to the north.		
46			I also understand that most of the construction will be happening over the summer and school will not be in session most of the construction season, but there will be a considerable impact on school drop offs and pickups from August through October. New kindergarten parents to the school have quite the learning curve with pick up and drop off at Perkett Elementary, then to add such a traffic restriction leads to parents flustered and in a hurry, adding to the safety concerns for our children at the school.		Construction
47			To add, the Hoeven baseball fields are very busy over the summer, which again, is concerning in the event of an emergency and the only access being the bypass intersection that has challenging visibility. If that intersection is blocked for any reason, everyone in the neighborhood, school and		Construction

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			ball fields are trapped.		
48			Another major concern and suggestion I have is regarding a crosswalk crossing 16 th St at the 5 th Ave intersection. After school traffic at that intersection is intense to say the least. Then adding children trying to cross 16 th St just about makes your heart stop. With the amount of new high school drivers also using this stretch of road, I have witnessed many scary moments. If the driving force for these upgrades is traffic and pedestrian safety, I feel a crosswalk is an essential addition. Since lighting upgrades are also scheduled for this section, I would also like to suggest a lighted signal for the crosswalk, much like the ones in front of the Ward County Courthouse and the one near Central Campus that crosses Burdick Expressway East.	We did take a very close look at this and one of our concepts did initially include this crosswalk. However when we reviewed our traffic and pedestrian counts from early May, there were a very low number of pedestrian crossings going across 16 th St SW at 5 th Ave SW (only 1 east-west crossing in 24 hours), even during the morning and afternoon school rushes. After review and discussion of this data with the team, we did not carry forward the crosswalk option across 16 th St. If the roundabout is selected at 7 th Ave SW, that will provide opportunities for safer east-west crossings of 16 th St SW.	Pedestrians
49			To add, I feel that enforcement is a necessary step in a safe and effective crosswalk. A crosswalk with a visible flashing signal, drivers need to be held accountable for not stopping when the signal is active. My husband and I have vacationed in a little town called Indian Rocks Beach, FL several times. Each time we have visited we are astonished at the regard drivers had for the crosswalks. If you trip that signal, drivers stop immediately. This all comes down to enforcement. The people of that community know that a signaled crosswalk means to stop, not blow through it. I believe we owe the children and	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Pedestrians

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			families of this community to have a safe way to cross such a busy stretch of roadway. I know adding a lighted/signaled crosswalk will cost more, but I feel that since the reconstruction is happening, it's the perfect time to consider this important safety feature for our neighborhood.		
50			In regards to the permanent traffic flow situation, I do feel the option to restrict eastern traffic coming off of 5 th Ave to a right turn only with a roundabout at 7 th Ave seems like an option that will slow traffic enough for safety, reduce *impact* points but still keep traffic flowing. It seems odd to travel a block south to go north but knowing that traffic will continue to flow without stopping seems like it's a decent compromise.		Roundabout
51			The Air Force Base is slated for an influx of people coming to our community. I understand that this won't only effect 16 th St, but it certainly will add volume to our roads in the coming years.		Traffic Study
52			The new high school will begin classes starting in 2024, which is just north on 16 th Street. BOTH of our high schools (all with new drivers) sit on this major artery through town. I would again reiterate my point of enforcement. Drivers speed terribly on the 4 lanes of traffic as it is now.		Traffic Study
53			As someone who travels 16 th Street on the regular, I would say the single lane of traffic		Road Diet

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			north of 2 nd Ave is certainly less stressful and slows traffic and I look forward to a simpler drive from Burdick to 2 nd Ave. I always say that someday I'm going to get rear ended trying to take a left from 16 th Street onto either 7 th or 5 th Avenues. It's a quick change from doing 40 mph down the hill to 25 mph and many people don't slow down. I'm thrilled there will be a dedicated left turn lane into my neighborhood.		
54			I do understand the requirements for federal funding, so if bike lanes are required to receive that money, it is what it is. I think many citizens do not understand the reasoning for the bike lanes. It seems a bit like, well, it's there, now use them. It will take time for people to warm up to them and the idea that traffic will slow, even though the speed limit has not changed. So again, maybe a bit of a fluff campaign would bring people around quicker.		Bike Lanes
55			<p>Thank you for hearing my concerns as a citizen that travels 16th St SW multiple times per day. It is truly our lifeline through town when it comes to leaving our neighborhood to get anywhere in town.</p> <p>Also, as a side note, the signal turning left from 16th St SW to Burdick Expy heading east needs to be addressed. Currently, it is only a protected green arrow during the morning commute. In the afternoon, during school pickup (during high traffic flow), it is NEVER a protected green arrow. It only</p>	We will be working with the City Traffic Engineer on the signal timing & phasing for each of the signalized intersections on the project. We will take into account your comments below. Ultimately he will make the final decision on the signal timing & phasing for each intersection.	Signals

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			flashes yellow. There is so much traffic flowing north that only one car (2 if someone is sneaky) can get through the intersection. This left turn lane then gets backed up into the left through lane. I once sat in that turn lane through 5 lights.		
56	Douglas Skinner	12/05/23	I was wondering by chance if this project will be adding turn signals to the lights on 16th st. With the change from two lanes into the now one lane turning from 16th onto 2nd Avenue can be hard when there is a huge line at the busy times of the day. Just wondering if this is something that might be apart of this project?	The project will include brand new traffic signal systems at the 2 nd Ave SW and 11 th Ave SW intersections, as well as updates to the existing Burdick Expy signal system. These new systems will have up-to-date technology which will allow the possibility of using green left turn arrows and flashing yellow arrows, which was previously not possible with the technology of the existing system at 2 nd Ave SW. Ultimately, the City Traffic Engineer will make the final decision on the signal timing & phasing for each intersection, and whether that will include green arrows/flashing yellow arrows for left turns.	Signals
57	David Demaree	12/06/23	River and railroads divide town, making us different than other cities.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Miscellaneous
58			Prefer the 3 lane over 4 lane, but not the inclusion of bike lanes.		Alternative Design
59			Turn lanes are more important than bike lanes.		Bike Lanes
60			Support the roundabout concept – it's the		Roundabout

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
	Cori Argent	12/07/23	safest once people get used to change.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	
61			Our weather and demographics make bike lanes a waste.		Bike Lanes
62			I think the roundabout on 16th street and 7th Ave is a great idea. That would greatly help with traffic flow and slow down the traffic on 16th street.		Roundabout
63			I would love to also see a roundabout on 16th street and 5th Ave. The traffic on 16th street drives very fast. With the curves cars like to make it a drag strip. Reducing it to 3 lanes should help, won't have the ability for 2 cars to race side by side. But I think if a roundabout could be added to 5th Ave too that would be ideal. That would allow traffic to continue to go left from 5th Ave onto 16th street. I know space is a concern. But currently 2 houses at that intersection are for sale and there is an empty lot as well. Could the house on the SW corner of that intersection be bought/removed and the roundabout be placed more in the area of the existing empty lot so 5th Ave could line up with the 5th Ave on the east side of 16th Street? I think an additional roundabout would really help to slow traffic for the stretch of houses on 16th Street between 5th Ave and 7th Ave. Rather than limit the intersection (taking away the left hand turn) it would be awesome to see it enhanced.		Roundabout
64			When this construction happens and more traffic is pushed to the 7th Ave/Bypass		Bypass

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
			intersection something will need to be done to enhance that intersection. It was just rebuilt a few years ago and was horribly designed. Turning south onto the bypass the bridge going over the railroad tracks impeeds your vision. Can't see cars until they are right at the intersection. Very fortunate an accident hasn't happened yet but it is just a matter of time. Would be great to see a light there during the construction period. There is a significant increase in traffic at that intersection during the summer evenings with baseball at Jack Hoeven Baseball diamonds.		
65	Kim Burckhard	12/08/23	Could you share what the Alternative B options is?	<p>Alternative B is what we are calling the "base alternative" and is the only alternative (besides Alternative A - do nothing) that covers the entire project. It contains the following work:</p> <ul style="list-style-type: none"> • Full reconstruction of 16th St SW to a 5-lane section from 14th Ave SW to Burdick Expwy • Reconstruction of Burdick Expy 300 feet each direction • Full reconstruction of 16th St SW to a 3-lane section from 7th Ave SW to north side of 5th Ave SW • Pavement repair work and pavement marking changes to a 3-lane section from Burdick Expwy to 7th Ave SW, and from 5th Ave SW 	Alternative Design

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
				<p>to 2nd Ave SW</p> <ul style="list-style-type: none"> • Shared-use path on the east side of 16th St SW, south of Burdick Expwy • All storm sewer and City utility work (as required) • Retention pond at 11th Ave SW • ADA ramp/sidewalk work (as required) • Traffic signal replacements at 11th Ave SW and 2nd Ave SW • Lighting replacement <p>In addition to the above, we have 3 “options” at the 5th Ave SW & 7th Ave SW intersections, which are as follows:</p> <ul style="list-style-type: none"> • Base option (part of Alternative B): <ul style="list-style-type: none"> a. 5th Ave SW intersection reconstructed to full access b. 7th Ave SW intersection remains as-is (no work) • Option 1: <ul style="list-style-type: none"> a. 5th Ave SW intersection reconstructed to ¾ access (no EB to NB left turns allowed) 	

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
				<ul style="list-style-type: none"> b. 7th Ave SW intersection remains as-is (no work) • Option 2: <ul style="list-style-type: none"> a. 5th Ave SW intersection reconstructed to ¾ access (no EB to NB left turns allowed) b. 7th Ave SW intersection reconstructed to a roundabout 	
66			Who makes the final decision based on the options that were presented at the Perkett meeting? Is it strictly voted on by the city council members or is there any community voting that will be measured?	The city council will evaluate the public input as well as staff and consultant recommendations for the options. It is the council that makes the final decision of what options are selected.	Miscellaneous
67			Who makes the decision on when to apply special assessments? It states that none expected at this time. It's the 'at this time' that has me concerned.	The council makes all determinations as to what funding sources are selected to pay for the project. Historically, we have not used special assessments for local funding on NDDOT funded projects. Council has not directed staff to pursue special assessments as a funding source on this project. However, there is always a possibility they could direct staff to special assess a portion of the project. If that happens, a series of	Miscellaneous

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
				notifications and potential for citizen protest periods would take place. Special assessments have to go through a process and cannot be levied without going through the process stated in state law.	
68			Are one of the options that was presented to have a NO LEFT TURN onto 16 th street from 5 th ave/Forest Road side? Gosh not sure I am clear on this, but I know one of the options was not to have a left turn on the Perkett side but felt like that was not applied to our side of the road but my neighbor swears it was for our side also. Could you please clarify this for us?	One of the options is to restrict left turns on 5 th Avenue driving eastbound to northbound. This is on the "other" 5 th Avenue and not your 5 th Ave/Forest Road. Your side will be a full access intersection. There have been suggestions of adding a roundabout at 5 th Avenue and that may or may not be further explored.	Intersection Options
69			Out of the options presented – is there one that would allow everything to stay as is from 2 nd Ave to Burdick --- keeping it 4 lanes but still doing the street improvements?	Keeping 16 th Street a 4-lane road from 2 nd Ave to Burdick is not one of the options being considered. There are too many safety benefits of reducing the road from 4 to 3 lanes.	Alternative Design
70	Thalia Wood	12/11/23	I fail to understand how traffic flow is not high enough for a traffic light at 5 Ave SW and 16 th St. Only allowing right turns is like putting a band-aid on the problem.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and	Traffic Study

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71			I often drop off my grand-daughter at Perket and turn left there. It is very dangerous at high peak times.	the project team.	Safety
72			The other thing that needs to occur is an actual left turn signal at 16 th and Burdick. A flashing yellow to turn left on Burdick (heading south) is not adequate esp. when schools let out.		Signals
73	Patrick and Janice Miller	12/12/23	Thank you for this opportunity to comment on the 16th St project. I have lived in Northwest and Southwest Minot for over 50 years, and also worked in Southeast Minot at a truck dealership as many years. I want to add here that the City of Minot had a 13th St SE project that went right by our dealership. The first engineering that was proposed was atrocious. It took many years and meetings to get the out of state engineering firm to understand the problems that the people live and breathe every day at the 13th St 2 & 52 bypass.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Miscellaneous
74			I know that the reason for the bike paths is federal money. I also know that this is not what our City of Minot Traffic Engineer wants. I have contacted him several times about getting an east protected left turn arrow on 16th and Burdick all day and he can't even get that done.		Bike Lanes
75			Back to 16th St. and even 4th Ave NW project. This is the only city that I know of that the population is growing there is more traffic and the city engineers think traffic flows better and faster by taking 4 lane road		Road Diet

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
			ways and reducing them to 2 lane roadways and add bike lanes. We do our grocery shopping at Arrowhead Market Place Foods and the 1 ½ years that the bike lane has been open I have seen 2 bikes and one runner on that portion of 16th St. I have seen none on 4th avenue this summer. By making 16th into a 2-lane roadway, it created problems from second avenue south to Burdick. Cars and large tractor trailers are lined up single file sometimes back to Market Place Foods, and not just during morning, noon and evening but even on a Sunday afternoon. The big problem that this single lane traffic has created is more congestion at 16th St and 5th Ave SW. Then we have the same problem going north on 16th St. People now know that it is single lane from 2nd Ave NW and everyone lines up single file except for again the speedsters who are going to try and beat the vehicle in front of them. We see very little law enforcement on 16th St. I see more patrolling over by the bark park.		
76			I believe that engineers put too much emphasis on theory and not enough real world. Let's look at the problem on the 83 Bypass. We are creatures of habit so cars traveling south on the bypass know that they are going to making a left turn at 2 & 52 so they are staying in the inside lane all the way from 21st Ave NW. That is because when the intersection was redone the inside turn lane to go east merges off of the inside lane. Why didn't the engineer use a merging		Miscellaneous

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
			right turn lane to go west and keep the two lanes going south the turn lane lanes to go east? When 16th St was built, there were no turn lanes at all. Lots of rear collisions and then there were turn lanes put in. Engineers who don't live here and drive here every day come rain, snow or sunshine don't understand what the traffic is like, you go by statistics with no gray area.		
77			Now for 16th St. between 2sn Ave SW and Burdick Exp. Since the input meeting I have driven up to 31st Ave SE, 13th St roundabout to watch the traffic when school is out. I have sat and watched traffic at 7th Ave and 5th Ave SW on 16th St. I have come to the conclusion that a forcing traffic south at 5th to go around the roundabout to go back north is totally unacceptable and will not work. Is a roundabout needed at 16th St and 7th Ave., yes, it is. The biggest reason is that it will slow down the speedsters. Now for 5th Ave SW and 16th St. That intersection needs 3-way lights so that drivers can make a protected left turn. From what I observed lights would make the most sense.		Roundabout
78	Mike Enslin	12/14/23	7th St Round about a block from 16th and Burdick traffic and 17th /18th St use for Perkett coming and going will be a nightmare with more accidents because people are stuck and rushing home etc.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Safety
79			no left turn from 5th Ave to 16th St will cause more backups and go south to go North- Plus people will ignore the no left and		Intersection Options

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			turn left lots causing more accidents		
80			Add one more lane to turn right from 5thh Ave with a merging lane also make the turn in lane from the north on 16th St longer to merge in for the right-hand turn.		Intersection Options
81			get rid of the island 5thh /16thh St longer and wider turn lane to turn from.		Intersection Options
82			Absolutely NO Bike lanes someone will be killed by drivers wandering into the lane. Make a wider sidewalk there with curbs to allow waking and bike travel.		Bike Lanes
83			Center turn lane may be OK but it will make more traffic on a Single lanes.		Alternative Design
84			16th is and will be lots more traffic 3 schools, parks, Hospital and main flow street.		Traffic Study
85			Use thicker/ deeper concrete - Esp at Burdick and 16th St - redone many times before - use more rebar /fiberglass ect. Also fix the age-old drainage problem from the hill across both streets.		Miscellaneous
86			Don't use Asphalt fill holes in the concrete - cut holes and fill with concrete like they did on Valley St this year. Also the flood wall anchors are patched with asphalt not done correctly		Miscellaneous
87			7th Ave and 16th St is concrete now but banked the wrong way on the curve - plus a Fire hydrant is on the curve and will be hit		Miscellaneous

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			winter or summer, cars banking the wrong way will slide into it.		
88			Use Six Sack Portland Concrete mix it is stronger and better for streets - Sidewalks less ok		Miscellaneous
89			17th and 18th Streets already are high use from school and Parks etc why make it ten times worse. A roundabout would be a killer and lots of extra money for bad outcome need it		Roundabout
90			7th Street got paved this year and didn't need it?? I guess it's who you know!!!		Miscellaneous
91	Mary and Jeremy Saxer	12/14/23	Pushing a "Road Diet" on 16 th Street is a classic attempt at fixing something that wasn't broken. While the Burdick and 16 th intersection could use some improvements, it doesn't justify what's being done to the rest of the road.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Road Diet
92			Apex, you don't seem to be grasping the problems that the "Road Diet" is causing our community. Data points can't tell you everything. It's one thing to sit in an office over two hundred miles away looking at data points and another thing entirely to be driving the road every day. The lines of traffic on 16 th are long and that's with two lanes each way. How will we ever get out of our neighborhood when all that traffic must squeeze into one lane?		Road Diet
93			16 th Street is one of the main north/south		Road Diet

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			thoroughfares in Minot and it is ridiculous that you are reducing it to one lane each way. If anything, 16 th should be expanded to be five lanes: two northbound, two southbound, and one turning lane.		
94			Additionally, we do not want a roundabout on 16 th . Yes, it might slow traffic, but no one knows how to use them which is, in itself, hazardous.		Roundabout
95			And what about the bike lanes? Bike lanes are basically useless in our climate and have no place on such a busy road. They are a luxury and NOT something that should be prioritized.		Bike Lanes
96			Our city has been growing and you want to shrink one of the main roads. What's going to happen when you realize the mistake you made? Who is going to pay to widen the road again? Are we going to have special assessments forced on us by the city? We want a promise from the city, a guarantee that won't happen.		Road Diet
97			In summary, 16 th Street should never have been reconfigured. We've seen no benefits from this, and it has made leaving our neighborhood more difficult and more dangerous. We do not want any part of this "Road Diet."		Road Diet
98	Janet Mathistad	12/15/23	I was unable to attend the meeting in person, but I have reviewed the information and the videos. I wanted to weigh in that I whole-heartedly support your proposal to	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and	Bike Lanes

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			change that section of 16th St to 3-lane, and include the bike path. I like how it works on 4th Ave NW, and the section on 16th St that has already been altered. I live further north on 16th, and am an avid cyclist. The problem with the current bike paths so far is that there is no inter-connectivity so they basically dead-end. Adding this stretch will make a nice opportunity to get from Broadway all the way over to the bike/walking path near the river/water treatment plant on 16th.	the project team.	
99			This is probably more a City of Minot issue, but with these paths in place, it will be extra necessary to do good street-cleaning there, more often than regularly done. Right now there is considerable sand and debris from our recent snow events. So I would not feel safe biking along the current stretches even when the snow is gone.		Miscellaneous
100			I also whole-heartedly support the roundabout placed at the 7th Ave location. I know there is a lot of complaining going on, but I believe the citizens would be capable of learning how to maneuver a round-about, and the more we have, the more practice they would get, until it wasn't so much an issue anymore.		Roundabout
101	Leann Mellum	12/15/23	My name is Leann Mellum and my child attends Perkett Elementary. I drive the path of 2 nd Ave SW and 14 th Ave SW on a daily basis, often numerous times a day. I attended the public meeting that was held November 30 at Perkett Elementary and spoke during the open form.	Thank you for your comments, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Road Diet

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			<p>This email is to confirm my thoughts I spoke that night.</p> <p>I agree that something needs to be done on this stretch and I know that the road diet will be taking place regardless of what the public has to say. Do nothing is not an option. However, to simply do a road diet without any other changes is not an option for this community.</p> <p>It already is hard to get in and out of the Perkett Elementary community if you are trying to get on 16th Ave via 5th Ave SW or 7th Ave during the "rush hours" of 7:45 to 8:15 am; during school let out at 3-2:30 pm; and again around 5 pm. This included both right lane turns and left hand turns. It is easier to make a right-hand turn during these times, but you do have wait times. Turns happen during this time often because there are 4 lanes in this area. Once the road is reduced, it will be nearly impossible to make a left hand turn trying to get off of 5th Ave SW & 7th Ave SW when turning on 16th St. This is going to leave a whole community stranded with long wait times.</p>		
102			The only way I see this road diet being successful is by completing it using Option 2. You NEED a roundabout to allow the community to safely exit the area - and the ability to head north or south. I would prefer a buyout on 5 th Ave SW and a roundabout		Roundabout

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			put in this area instead because it makes more sense. However, I do understand the implications of having to acquire a few houses and I hate to force people out of their homes. However, one currently is for sale on the corner of 5 th and 16 th that the city could buy (Kyle Schmidt's house). This would leave one house possibly to buy to produce a roundabout on 5 th and 16 th . However, if that isn't feasible; the bare minimum needs to be the roundabout at 7 th as visible in Option 2.		
102			<p>As for the construction phase, when that happens, we need help merging on to the Bypass. Traffic most likely will be routed west to the bypass (going by the baseball fields and the bark park). However, that merge onto the bypass is highly dangerous at times. If you are trying to turn North, you have a wait time due to traffic hanging in the right-hand lane. This traffic will need to be forced to merge left to give the Perkett community time to get onto the bypass in a fast manner.</p> <p>However, when it comes to getting on the bypass and heading south, that is where it gets hairy. People fly on that bypass at 60+ mph - faster than they should. You have a visual obstruction of the bridge so often you can't see a car coming until the last minute. Many find a hard time "froggering" from the road onto the bypass (again because of the morning and afternoon traffic) only to get stopped in the single car turn lane waiting for southbound traffic to open up for a</p>		Miscellaneous

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
			merge. Something needs to be done with this area - especially during the construction phase if you plan to push all traffic out of this community through that exit. I have attached the photo in reference to the area I am talking about.		
103			This area of town has only 3 exit points - two in purple which will be closed off an under construction, while the yellow will be a bottle-necked nightmare. In the event of an emergency (which has been seen in Minot), this community is a sitting duck. They have very few exits for the amount of people who live her. The river and railway cut them off. So either there needs to be access created from 4 th to 2 nd across the railway or some other creative thinking had IF both 5 th and 7 th go out of commission during construction.		Construction
104			If both 5 th and 7 th are blocked off during construction, the other thought is how do people get IN TO the community. Again, the bypass cannot be the only exit, but it also cannot be the only entrance. This is going to create a nightmare on the bypass as people want to enter this community as well.		Construction/Bypass
105			I also have concerns about the traffic study.		Traffic Study

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			It was done in May, but after college was out. It isn't doesn't represent the large enrollment that occurred this year with 100 more students now at Perkett elementary - which leads to more traffic in and out of this community.		
106			(side note: I am very happy about the dedicated turn light at 2 nd Ave SW and 16 th - that is a needed item).		Signals
107	Jerry Lokken	12/26/23	I am very concerned about the problem of travel into out of the Perkett School area for residents and school children once construction begins. Because of 16th street being blocked at the 5th and 7th avenue intersections, the only option for everyone traveling in or out of this area is to try to make a turn onto the 83 bypass without the safety of traffic signals.	Thank you for your comment, it will be included in the public comment summary that will be reviewed by the City of Minot and the project team.	Construction
108			Would there be a possibility of temporary signals installed on the bypass?	This will certainly be evaluated during our design, and we will work closely with NDDOT (who has jurisdiction over the US 83 Bypass) to determine whether a temporary signal is needed there during construction. We will also consider closing only one of the two main intersections (5th and 7th Ave) at a time during construction, if possible, depending on the work required.	Bypass
109			This is also going to increase the response time for emergency fire, police, and fire	Thank you for your comment, it will be included in the public comment	Construction

Comment Number	Entity (Name, Relation to Project)	Date of Comment	Comment	Response	Topic
			crews during construction.	summary that will be reviewed by the City of Minot and the project team.	



Comment Form

Public Input Meeting

Minot 16th Street SW Reconstruction – 14th Ave SW to 2nd Ave SW

SU-4-989(134), PCN 23860

City of Minot Project No. 4780

Thursday, November 30, 2023 | 6:00 – 8:00 PM CST

Perkett Elementary School, Minot, ND

Please return comments by December 15, 2023 to:

Matt Kinsella, PE | Apex Engineering Group
4733 Amber Valley Parkway South
Fargo, ND 58104

Email: matt.kinsella@apexenggroup.com

Note: "Public Input Meeting PCN 23860" in email subject heading

Print Your Name and Contact Information:

Lance Werchau

Comments below were provided by Lance Werchau on a 11/20/2023 telephone call:

- Not in favor of converting the 4-lane section to 3 lanes from Burdick Expwy to 2nd Ave SW.
- The Trinity Hospital move from downtown to southwest Minot has increased traffic on 16th St SW which is using it to access the new hospital.
- Also, when Minot North HS goes to 4 grades next year, that will also increase traffic on 16th St SW.
- Has already observed how the road diet north of 2nd Ave SW has affected the segment to the south. Vehicles already line up in the inside lane very early to avoid getting trapped in the outside right-turn only lane.
- He has not talked to a single person who has liked the road diet north of 2nd Ave SW.



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Print Your Name and Contact Information:

C. Keps

chuckkeps@gmail.com

701.721.0949

Put a roundabout on 5th ave & 7 ave
no center lane. Move the 5th ave roundabout
south so 5th ave from the east enters the
roundabout. Berdick & 16 intersection continually
deteriorates quickly. Build it much stronger.
Please, please do not put in more turning
lanes. The turning lanes on 16th between 2 ave
and 4 ave created bottlenecks and traffic jams.
Nightmare from 7AM-9AM and 4-6:30.



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Print Your Name and Contact Information:

GEORGE LOWTHER

1709 1ST AVE SW MINOT 58701

glowther@midco.net

Excellent presentation!

GREAT QUESTIONS & COMMENTS!

FOLKS DESCRIBED THE TRAFFIC HAZARDS BOTH
Now and with the proposed changes.

Concerns with Bike Lanes, closed neighborhoods
traffic flow, etc. Roundabout is good idea

AND should be a separate phase so 16th street

From 5th Ave to 7th Ave is not closed at same time.

Kids DO NOT use the Bike Lanes around the

High school area. Considered unsafe by parents.

Summary - There are many problems with the project

that needs further study. I look forward to an

update based on the concerns & suggestions addressed
tonight.



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Print Your Name and Contact Information:

ALGERMAN PODRYLOVA

PLEASE LOOK MORE CLOSELY AT A ROUND ABOUT
AT 5TH AVE SW (NOT JUST 7TH).



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Note: "Public Input Meeting PCN 23860" in email subject heading

Print Your Name and Contact Information:

Sam Warren
1720 12th St SW Minot ND.
Smw1964@gmail.com

- TRAFFIC COUNTS MAY NOT REFLECT ACTUAL NUMBERS GIVEN TAKE IN MID MAY.
- COSTS WHAT IS THE COST OF DRAINAGE NOTIFICATION? THERE IS ALWAYS A COST!
- TRAFFIC CIRCLES ARE USED AS A CALMING EFFECT TO TRAFFIC WITHIN SLOWDOWN IT DOESN'T OR AVOIDING TRAFFIC FLOWS.
- RESIDENTIAL POND SIZE AND HOW ARE YOU GOING TO MAINTAIN IT & PROTECT PUBLIC FROM IT.
- LACK OF PROTECTED TURN LANES AT ANY SIGNALS
- CONSTRUCTION SEASON IS FROM MAY - NOV IF LUCKY, MAY LATER MAY ADD ADDITIONAL COST INTO A FUTURE.
- ANIMAL CORRIDORS, HAVE ANY BEEN IDENTIFIED?

From: [Sharon Pfeifer](#)
To: [Matt Kinsella](#)
Subject: 16th Street project area
Date: Saturday, December 2, 2023 6:49:13 PM

More tax dollars to do more ridiculous projects!

Get rid of those stupid bike lanes before a cyclist gets hurt for starters. The city put in bike paths for a reason years ago. There are bike routes around town that link together and take you to the outer edges of Minot. Most cyclists like to ride the different terrains—not play in traffic. A little kid was riding in the “safe” bike lanes on 16th and 4th Ave NW and was steering rather unsteadily being so close to traffic. If he would have fallen over in that F’d up bike lane due to his shakiness/panic, a motorist would get the blame if the kid tipped over and gets injured, or worse. The city of Minot board should be held responsible and accountable for their poor choices. It was their rocket science of a bad idea. Residents did not get to vote on that stupid decision of bike paths. Downsizing two busy routes from a 4 to a 2 lane just pissed off a lot of NW/SW residents, congests the morning traffic flow immensely on 4th Ave. Can hardly wait to see what happens in the winter on that route and how many more accidents will occur. 4 lanes are necessary—not a ridiculous bike lane that is barely used. Cycling only occurs in our shortest season of summer. Fall if it’s not too cold or snowing by then. What’s our longest season— oh yeah—WINTER! Let’s see cycling happen then. How about turning it into a snowmobile lane to make real usage of those wasted tax dollars ?!?!?

The roundabout idea The purpose of those is to keep traffic moving so backups are less in busy areas of town. The theory being not having to fully stop and keep things moving. Well let’s see how that SE stupidloop went over like a fart in church. Oh yeah there are stops signs! Doesn’t that make it essentially a 4 way stop? How many tax dollars went up in flames to create that intersection! And it definitely is not efficient by any means. Many residents are just sick of the clown car circus bs and take an alternate path to avoid it but find entertainment in watching the traffic hoe-down dance at the loop. More wasted city dollars again!!

The street lights over in NW/SW area—irony after the city board deems them unsafe or whatever line of crap they want to feed us. Suddenly the street lights are a danger to keep on in the area, so off go the street lights. Rather dark in the valley, so dark that resident vehicles are having hit-n-runs. Can’t get the physical description of the vehicle that did it because there are no working street lights to help see. Reporting ‘it’s a car, or truck’ isn’t overly helpful as it’s rather obvious it has to be one or the other. HOWEVER, (here’s the irony) the lights at Leach Park are fully lit up at all hours of the night. That lighting must have extra “anti-hazard special power” in order to stay lit while the rest of the area is deemed “unsafe”. Interesting. Not a single street light on for blocks in either direction but that little park is fully lit. Have to keep the lights on for the extremely late night park “visitors” transactions or activities. Hmm I recall Leach park being in the same flood as the rest of the neighborhood it sets in. Those electricals were equally soaked just like all the houses and street lights were. And on top of the lightless area, each resident in said area gets to pay an additional \$32 or 36 something per front yard footage of their property to have street lights operating again. And those same people get taxed again in the yearly bs, overly increasing, property taxes for a service the city is to provide. You know “for adequate street lighting” in case of emergencies. No other part of town had to pay for their new lighting why the hell should NW area have to.

I think the city has done more than enough spending on projects already. Residents can’t afford anymore of the increased taxes because of all the “special projects” the city wants to do. They spent excessively on what isn’t theirs without putting costly projects to public vote. Nothing needs to be done at this time. “The City” has done enough financial damage for now.

Feel free to pass this to the Ever overspending Minot city board members.

From: [Craig Johnson](#)
To: [Matt Kinsella](#)
Cc: knissen@odney.com; lance.meyer@minotnd.gov
Subject: Public Input Meeting PCN 23860
Date: Sunday, December 3, 2023 8:59:16 PM

Matt,

I want to take the opportunity to comment on a few things after attending the meeting last week for the 16th Street SW Reconstruction Project. I live on the corner of 14th Ave and 16th Street SW, which means there will be construction in my backyard and I will lose access to 16th Street for a time, but that is not my concern; as my comments are more directed towards the folks living in the Perkett School neighborhood where the meeting was held. The comment was made that night about them not having access to 16th Street and their only way out of that neighborhood being access to the highway 83 bypass. I have to say that I would be just as concerned as they are. The entry onto the bypass is not an easy one to make, given the way the intersection sits with the proximity to the bridges on the bypass. I am also concerned for the people that actually live on 16th Street or one of the streets to the east of 16th (5th Ave and Forest Drive). With what I understand, none of those people in those 30 plus homes will have access to their driveways for an extended period of time. That means they will have to park and carry the necessary items they need to live on, such as groceries, a long way to their homes. Not to mention the families that may have young children and have to carry or push them in strollers or wheelchairs that long distance as well. Also, with those inconveniences they will have to find a way to get rid of their garbage or anything else that needs to go. In addition to the items I just brought up, there is the issue of emergency services that will not be able to get to a home at all, or those services having to go out on the bypass to get into the part of that neighborhood that they will have access to. The delay of emergency services, or lack thereof, will be a huge inconvenience to all the people living on the west or east side of 16th Street between the river and the tracks.

We were told at the meeting that a traffic count was done last May, but were not told exactly what days the count was taken. It may have been after Minot State University was finished with classes for the year. Also, since that time, Minot Public Schools re-did the boundaries and both Perkett and Longfellow Schools, which are located along 16th Street, have each seen an additional 100 plus students. Minot does not have busing and that means a lot more traffic with kids coming to school. This fall, Minot North High School will also open and that will mean additional traffic along 16th Street as well. I just have a hard time understanding why we would take traffic that is using four lanes now and force them to merge into just two lanes. After looking at the traffic count for Burdick Expy. and 16th Street, we were shown that there are thousands more cars per day using 16th Street. That seems to be another logical argument against funneling traffic on 16th Street to one lane in each direction from Burdick Expy. to 2nd Ave SW. I know that the city has already made the decision to do this with 16th Street, but I feel it needs to be re-evaluated. We are told that when the traffic count was done most cars used the inside lanes, but that is because they have been forced to with the decision to make 16th Street a two lane road from 2nd Ave. SW to 4th Ave NW. This whole section of road should be put back to two lanes in each direction as it was for so many years. The idea of bike lanes might sound good to some, but they simply do not get used and are a waste of time and money. As a parent, most do not allow their children to use these bike lanes and as an adult who enjoys a bike ride, I will not use these lanes either. Who wants to put their life in jeopardy with traffic whizzing by them at 30 plus miles per hour just a foot or two beside them. I know the speed limit is 25, but most of the traffic does not drive

that slow along that stretch of road.

In summing up, I feel that Apex Engineering and the City of Minot need to re-think what they are doing on the stretch of road between 5th and 7th Avenues SW. They cannot cut off access to the extent they are considering for those living in that area either to the east or west side of the road. Turning that section of road into two lanes is not going to help traffic flow, but simply make it worse. It is already worse along the stretch of road from 2nd Ave SW to 4th Ave NW. It is much harder to make a left hand turn onto that section of road and takes longer to turn left off of that section, especially during the morning and afternoon rushes. If the decision is made to make that section of road one lane in each direction it will be imperative to add the roundabout that was talked about at the meeting. The roundabout would be the only way the folks in that area would be able to exit left onto 6th Street. As it is now, depending on the time of day, there are times that a person can sit for minutes waiting to turn left onto 16th Street on that section of road. My hope is that everyone involved will make sound decisions and take the comments to heart that everyone is making. Minot only has a few roads that go completely through town in a North / South direction and we simply cannot afford to make one of those few roads worse than it is now.

Craig Johnson
1409 14th Ave SW
Minot, ND 58701

From: [Crystal Almond](#)
To: lance.meyer@minotnd.gov; [Matt Kinsella](#); knissen@odney.com
Subject: Public Input Meeting PCN 23860
Date: Monday, December 4, 2023 9:34:36 AM

City of Minot and Apex Engineering Group

Public Input Meeting

Minot 16th St SW Reconstruction – 14th Ave SW to 2nd Ave SW

Lance, Matt and Kelly,

I realize you are likely receiving this e-mail twice. Once I hit send, I then saw the note about requesting the specific email subject heading. I didn't want my submission to get lost and wanted it easily searchable and fileable for your project.

My name is Crystal Almond and I attended the 16th St SW Reconstruction Project Public Input Meeting on November 30, 2023.

I'd like to start by thanking you for all the work you and the team did to bring some great visuals to that public meeting.

My family lives in a cul-de-sac (Misty Glen Ln) just off 5th Ave SW, west of Perkett Elementary. I live in the neighborhood that will be greatly affected by this reconstruction project. We have children that attend Perkett Elementary and Jim Hill middle school and my husbands office is at the Arrowhead shopping center. So, we travel this stretch of road several times per day.

A concern I had with the initial proposal with phase 2 was the closing of both intersections (5th Ave and 7th Ave) at the same time. These two intersections give us eastern access out of our neighborhood. I urge you to consider the access restrictions to that entire neighborhood and an elementary school that serves over 400 families and staff. This particular neighborhood has only the by-pass and 16th St SW as north-south exits. If you close the road, blocking both 5th and 7th Avenues, all traffic can only exit via the by-pass. Which, during the public meeting, another resident raised concerns about visibility and safety at that intersection as well. (Probably an intersection that should be on the radar for future safety improvements by the city and DOT) By closing off both 5th and 7th intersections at the same time, it will force all the neighborhood traffic AND all the school traffic to a 55 mph zone with questionable visibility. I suggest splitting phase 2 into a phase 2 and 3 to allow at least one way to exit/enter from the east. Keep in mind, this neighborhood has no alternate north-south exits. We are blocked by the river to the south and the railroad tracks to the north.

I also understand that most of the construction will be happening over the summer and school will not be in session most of the construction season, but there will be a considerable impact on school drop offs and pickups from August through October. New kindergarten parents to the school have quite the learning curve with pick up and drop off at Perkett Elementary, then to add such a traffic restriction leads to parents flustered and in a hurry, adding to the safety concerns for our children at the school.

To add, the Hoeven baseball fields are very busy over the summer, which again, is concerning in the event of an emergency and the only access being the bypass intersection that has challenging visibility. If that intersection is blocked for any reason, everyone in the neighborhood, school and ball fields are trapped.

Another major concern and suggestion I have is regarding a crosswalk crossing 16th St at the 5th Ave intersection. After school traffic at that intersection is intense to say the least. Then adding children trying to cross 16th St just about makes your heart stop. With the amount of new high school drivers also using this stretch of road, I have witnessed many scary moments. If the driving force for these upgrades is traffic and pedestrian safety, I feel a crosswalk is an essential addition. Since lighting upgrades are also scheduled for this section, I would also like to suggest a lighted signal for the crosswalk, much like the ones in front of the Ward County Courthouse and the one near Central Campus that crosses Burdick Expressway East.

To add, I feel that enforcement is a necessary step in a safe and effective crosswalk. A crosswalk with a visible flashing signal, drivers need to be held accountable for not stopping when the signal is active. My husband and I have vacationed in a little town called Indian Rocks Beach, FL several times. Each time we have visited we are astonished at the regard drivers had for the crosswalks. If you trip that signal, drivers stop immediately. This all comes down to enforcement. The people of that community know that a signaled crosswalk means to stop, not blow through it. I believe we owe the children and families of this community to have a safe way to cross such a busy stretch of roadway. I know adding a lighted/signaled crosswalk will cost more, but I feel that since the reconstruction is happening, it's the perfect time to consider this important safety feature for our neighborhood.

In regards to the permanent traffic flow situation, I do feel the option to restrict eastern traffic coming off of 5th Ave to a right turn only with a roundabout at 7th Ave seems like an option that will slow traffic enough for safety, reduce *impact* points but still keep traffic flowing. It seems odd to travel a block south to go north but knowing that traffic will continue to flow without stopping seems like it's a decent compromise.

Some other items to keep into consideration:

The Air Force Base is slated for an influx of people coming to our community. I understand

that this won't only effect 16th St, but it certainly will add volume to our roads in the coming years.

The new high school will begin classes starting in 2024, which is just north on 16th Street. BOTH of our high schools (all with new drivers) sit on this major artery through town. I would again reiterate my point of enforcement. Drivers speed terribly on the 4 lanes of traffic as it is now.

As someone who travels 16th Street on the regular, I would say the single lane of traffic north of 2nd Ave is certainly less stressful and slows traffic and I look forward to a simpler drive from Burdick to 2nd Ave. I always say that someday I'm going to get rear ended trying to take a left from 16th Street onto either 7th or 5th Avenues. It's a quick change from doing 40 mph down the hill to 25 mph and many people don't slow down. I'm thrilled there will be a dedicated left turn lane into my neighborhood.

As for the bike lanes, I understand this has been a crow in many citizens sides. I, myself, don't see myself using them and certainly don't want my children using them. The bike lanes are always full of gravel, so it makes it tricky for bikers to navigate safely. If again, the goal is safety, the bike lanes need to be a clean place to ride. A maintenance schedule for the bike lanes should be considered. If they are free of debris and gravel maybe more people would be apt to use them. But my main reason for not using the bike lanes is that I just don't trust the drivers of this town. Drivers hug the corners, speeding, using the bike lane as a driving lane. Bringing up the issue of enforcement again as well. Maybe some community outreach, PR campaign and education is in order. Much like teaching people how to properly navigate a roundabout, maybe information regarding the bike lanes should be considered. What drivers and pedestrians can and can't do.

I do understand the requirements for federal funding, so if bike lanes are required to receive that money, it is what it is. I think many citizens do not understand the reasoning for the bike lanes. It seems a bit like, well, it's there, now use them. It will take time for people to warm up to them and the idea that traffic will slow, even though the speed limit has not changed. So again, maybe a bit of a fluff campaign would bring people around quicker.

Thank you for hearing my concerns as a citizen that travels 16th St SW multiple times per day. It is truly our lifeline through town when it comes to leaving our neighborhood to get anywhere in town.

Also, as a side note, the signal turning left from 16th St SW to Burdick Expy heading east needs to be addressed. Currently, it is only a protected green arrow during the morning commute. In the afternoon, during school pickup (during high traffic flow), it is NEVER a protected green

arrow. It only flashes yellow. There is so much traffic flowing north that only one car (2 if someone is sneaky) can get through the intersection. This left turn lane then gets backed up into the left through lane. I once sat in that turn lane through 5 lights.

Thank you for your time and consideration in the topics and suggestions I've brought forth. Good luck with the project, I know the citizens of Minot aren't easy to please!

Crystal Almond
701-730-0674

From: [douglas skinner](#)
To: [Matt Kinsella](#)
Subject: 16th st sw project
Date: Tuesday, December 5, 2023 8:10:29 PM

I was wondering by chance if this project will be adding turn signals to the lights on 16th st. With the change from two lanes into the now one lane turning from 16th onto 2nd Avenue can be hard when there is a huge line at the busy times of the day. Just wondering if this is something that might be apart of this project?

[Sent from Yahoo Mail on Android](#)



Perkett Elementary School, Minot, ND

Our weather and demographics make bike lanes a waste.

[illegible]

From: argent@srt.com
To: [Matt Kinsella](#)
Subject: Public Input Meeting PCN 23860
Date: Thursday, December 7, 2023 9:22:39 PM

Hi Matt,

I attended your presentation in Minot at Perkett Elementary regarding the 16th Street Reconstruction Project. Very informative and well thought out presentation. I do have some feedback to share.

1. I think the roundabout on 16th street and 7th Ave is a great idea. That would greatly help with traffic flow and slow down the traffic on 16th street.

2. I would love to also see a roundabout on 16th street and 5th Ave. The traffic on 16th street drives very fast. With the curves cars like to make it a drag strip. Reducing it to 3 lanes should help, won't have the ability for 2 cars to race side by side. But I think if a roundabout could be added to 5th Ave too that would be ideal. That would allow traffic to continue to go left from 5th Ave onto 16th street. I know space is a concern. But currently 2 houses at that intersection are for sale and there is an empty lot as well. Could the house on the SW corner of that intersection be bought/removed and the roundabout be placed more in the area of the existing empty lot so 5th Ave could line up with the 5th Ave on the east side of 16th Street? I think an additional roundabout would really help to slow traffic for the stretch of houses on 16th Street between 5th Ave and 7th Ave. Rather than limit the intersection (taking away the left hand turn) it would be awesome to see it enhanced :)

3. When this construction happens and more traffic is pushed to the 7th Ave/Bypass intersection something will need to be done to enhance that intersection. It was just rebuilt a few years ago and was horribly designed. Turning south onto the bypass the bridge going over the railroad tracks impedes your vision. Can't see cars until they are right at the intersection. Very fortunate an accident hasn't happened yet but it is just a matter of time. Would be great to see a light there during the construction period. There is a significant increase in traffic at that intersection during the summer evenings with baseball at Jack Hoeven Baseball diamonds.

Looking forward to the changes :)

Thanks,
Cori Argent
2210 7th Ave SW
Minot, ND
701-721-2006

From: [Lance Meyer](#)
To: [Kim Burckhard](#)
Cc: [Matt Kinsella](#); [Levi Heller](#); [Kelly Nissen](#)
Subject: Re: 16th St Reconstruction Project
Date: Friday, December 8, 2023 4:28:36 PM

Hi Kim:

Thanks for taking the time to reach out to us with your questions. I will answer them below. If you have additional questions please ask.

1. The city council will evaluate the public input as well as staff and consultant recommendations for the options. It is the council that makes the final decision of what options are selected.
2. The council makes all determinations as to what funding sources are selected to pay for the project. Historically, we have not used special assessments for local funding on NDDOT funded projects. Council has not directed staff to pursue special assessments as a funding source on this project. However, there is always a possibility they could direct staff to special assess a portion of the project. If that happens, a series of notifications and potential for citizen protest periods would take place. Special assessments have to go through a process and cannot be levied without going through the process stated in state law.
3. One of the options is to restrict left turns on 5th Avenue driving eastbound to northbound. This is on the "other" 5th Avenue and not your 5th Ave/Forest Road. Your side will be a full access intersection. There have been suggestions of adding a roundabout at 5th Avenue and that may or may not be further explored.
4. Keeping 16th Street a 4-lane road from 2nd Ave to Burdick is not one of the options being considered. There are too many safety benefits of reducing the road from 4 to 3 lanes.

Regards,

Lance Meyer, P.E.
City of Minot, City Engineer
Office Phone: 701-857-4100

From: Kim Burckhard <jimb@minot.com>
Sent: Friday, December 8, 2023 3:47 PM
To: Lance Meyer <lance.meyer@minotnd.gov>
Subject: 16th St Reconstruction Project

Caution: This message has originated from an **External Source**.
Please use proper judgement and caution when opening attachments, clicking links, or responding to this email.

Hello Lance,

My name is Kim Burckhard, I live on Forest Road off of 16th street. I have a couple of specific questions I'd like to ask in regards to the project at hand.

I was at the meeting but found the information to be a bit overwhelming. After the meeting I found myself very perplexed on what was just presented and had a hard time even relaying information to those who wanted to know how it went. It is so complicated it's hard to understand each option – as so many things are effected at different levels.

1. Who makes the final decision based on the options that were presented at the Perkett meeting? Is it strictly voted on by the city council members or is there any community voting that will be measured?
2. Who makes the decision on when to apply special assessments? It states that none expected at this time. It's the 'at this time' that has me concerned.
3. Are one of the options that was presented to have a NO LEFT TURN onto 16th street from 5th ave/Forest Road side? Gosh not sure I am clear on this, but I know one of the options was not to have a left turn on the Perkett side but felt like that was not applied to our side of the road but my neighbor swears it was for our side also. Could you please clarify this for us?
4. Out of the options presented – is there one that would allow everything to stay as is from 2nd Ave to Burdick --- keeping it 4 lanes but still doing the street improvements?

These are my main questions for now. Thank you for your time and I look forward to hearing back from you.

Kim Burckhard
508 Forest Road
jimb@minot.com
701-721-5771



Comment Form

Public Input Meeting

Minot 16th Street SW Reconstruction – 14th Ave SW to 2nd Ave SW

SU-4-989(134), PCN 23860

City of Minot Project No. 4780

Thursday, November 30, 2023 | 6:00 – 8:00 PM CST

Perkett Elementary School, 2000 5th Ave SW, Minot, ND

Please return comments by December 15, 2023 to:

Matt Kinsella, PE | Apex Engineering Group
4733 Amber Valley Parkway South
Fargo, ND 58104

Email: matt.kinsella@apexenggroup.com

Note: "Public Input Meeting PCN 23860" in email subject heading

Print Your Name and Contact Information:

Thelie Wood
teejay99523@gmail.com
1126-16th St NW

I fail to understand how traffic flow is not high enough for a traffic light at 5 Ave SW + 16th St. Only allowing right turn is like putting a band-aid on the problem.

I often drop off my grand-daughter at Perkett and turn left there. It is very dangerous at high peak times.

The other thing that needs to occur is an actual left turn signal at 16th + Burdick. A flashing yellow to turn left on Burdick (heading south) is not adequate esp when schools let out.

From: [Pat Miller](#)
To: [Matt Kinsella](#)
Cc: pm1ller@min.midco.net
Subject: Public Input Meeting PCN 23860
Date: Tuesday, December 12, 2023 8:12:34 AM

Good afternoon, Matt

Thank you for this opportunity to comment on the 16th St project. I have lived in Northwest and Southwest Minot for over 50 years, and also worked in Southeast Minot at a truck dealership as many years. I want to add here that the City of Minot had a 13th St SE project that went right by our dealership. The first engineering that was proposed was atrocious. It took many years and meetings to get the out of state engineering firm to understand the problems that the people live and breathe every day at the 13th St 2& 52 bypass.

I know that the reason for the bike paths is federal money. I also know that this is not what our City of Minot Traffic Engineer wants. I have contacted him several times about getting an east protected left turn arrow on 16th and Burdick all day and he can't even get that done.

Back to 16th St. and even 4th Ave NW project. This is the only city that I know of that the population is growing there is more traffic and the city engineers think traffic flows better and faster by taking 4 lane road ways and reducing them to 2 lane roadways and add bike lanes. We do our grocery shopping at Arrowhead Market Place Foods and the 1 ½ years that the bike lane has been open I have seen 2 bikes and one runner on that portion of 16th St. I have seen none on 4th avenue this summer. By making 16th into a 2-lane roadway, it created problems from second avenue south to Burdick. Cars and large tractor trailers are lined up single file sometimes back to Market Place Foods, and not just during morning, noon and evening but even on a Sunday afternoon. The big problem that this single lane traffic has created is more congestion at 16th St and 5th Ave SW. Then we have the same problem going north on 16th St. People now know that it is single lane from 2nd Ave NW and everyone lines up single file except for again the speedsters who are going to try and beat the vehicle in front of them. We see very little law enforcement on 16th St. I see more patrolling over by the bark park.

I believe that engineers put too much emphasis on theory and not enough real world. Let's look at the problem on the 83 Bypass. We are creatures of habit so cars traveling south on the bypass know that they are going to making a left turn at 2 & 52 so they are staying in the inside lane all the way from 21st Ave NW. That is because when the intersection was redone the inside turn lane to go east merges off of the inside lane. Why didn't the engineer use a merging right turn lane to go west and keep the two lanes going south the turn lane lanes to go east? When 16th St was built, there were no turn lanes at all. Lots of rear collisions and then there were turn lanes put in. Engineers who don't live here and drive here every day come rain, snow or sunshine don't understand what the traffic is like, you go by statistics with no gray area.

Now for 16th St. between 2nd Ave SW and Burdick Exp. Since the input meeting I have driven up to 31st Ave SE, 13th St roundabout to watch the traffic when school is out. I have sat and watched traffic at 7th Ave and 5th Ave SW on 16th St. I have come to the conclusion that a forcing traffic

south at 5th to go around the roundabout to go back north is totally unacceptable and will not work. Is a roundabout needed at 16th St and 7th Ave., yes, it is. The biggest reason is that it will slow down the speedsters. Now for 5th Ave SW and 16th St. That intersection needs 3-way lights so that drivers can make a protected left turn. From what I observed lights would make the most sense.

Patrick & Janice Miller
419 Misty Glen Lane
Minot, ND 58701

From: [Matt Kinsella](#)
To: [Matt Kinsella](#)
Subject: FW: Minot 16th St Reconstruction
Date: Thursday, December 14, 2023 11:52:06 AM

Mike Enslin

1714 5th Ave SW

Minot 58701

701-240-8325

1. 7th St Round about a block from 16th and Burdick traffic and 17th /18th St use for Perkett coming and going will be a nightmare with more accidents because people are stuck and rushing home etc.
2. no left turn from 5th Ave to 16th St will cause more backups and go south to go North- Plus people will ignore the no left and turn left lots causing more accidents
3. Add one more lane to turn right from 5th Ave with a merging lane also make the turn in lane from the north on 16th St longer to merge in for the right-hand turn.
4. get rid of the island 5th /16th St longer and wider turn lane to turn from.
5. Absolutely NO Bike lanes someone will be killed by drivers wandering into the lane. Make a wider sidewalk there with curbs to allow walking and bike travel.
6. Center turn lane may be OK but it will make more traffic on a single lane.
7. 16th is and will be lots more traffic 3 schools, parks, Hospital and main flow street.
8. Use thicker/ deeper concrete - Esp at Burdick and 16th St - redone many times before - use more rebar /fiberglass ect. Also fix the age-old drainage problem from the hill across both streets.
9. Don't use Asphalt fill holes in the concrete - cut holes and fill with concrete like they did on Valley St this year. Also the flood wall anchors are patched with asphalt not done correctly
10. 7th Ave and 16th St is concrete now but banked the wrong way on the curve - plus a Fire hydrant is on the curve and will be hit winter or summer, cars banking the wrong way will slide into it.
11. Use Six Sack Portland Concrete mix it is stronger and better for streets - Sidewalks less ok

12. 17th and 18th Streets already are high use from school and Parks etc why make it ten times worse

A roundabout would be a killer and lots of extra money for bad outcome need it

13. 7th Street got paved this year and didn't need it?? I guess it's who you know!!!

To Apex and the Minot City Council,

Pushing a "Road Diet" on 16th Street is a classic attempt at fixing something that wasn't broken. While the Burdick and 16th intersection could use some improvements, it doesn't justify what's being done to the rest of the road.

Apex, you don't seem to be grasping the problems that the "Road Diet" is causing our community. Data points can't tell you everything. It's one thing to sit in an office over two hundred miles away looking at data points and another thing entirely to be driving the road every day. The lines of traffic on 16th are long and that's with two lanes each way. How will we ever get out of our neighborhood when all that traffic must squeeze into one lane?

16th Street is one of the main north/south thoroughfares in Minot and it is ridiculous that you are reducing it to one lane each way. If anything, 16th should be expanded to be five lanes: two northbound, two southbound, and one turning lane.

Additionally, we do not want a roundabout on 16th. Yes, it might slow traffic, but no one knows how to use them which is, in itself, hazardous.

And what about the bike lanes? Bike lanes are basically useless in our climate and have no place on such a busy road. They are a luxury and NOT something that should be prioritized.

Our city has been growing and you want to shrink one of the main roads. What's going to happen when you realize the mistake you made? Who is going to pay to widen the road again? Are we going to have special assessments forced on us by the city? We want a promise from the city, a guarantee that won't happen.

In summary, 16th Street should never have been reconfigured. We've seen no benefits from this, and it has made leaving our neighborhood more difficult and more dangerous. We do not want any part of this "Road Diet."

Sincerely,

Mary and Jeremy Saxer
1518 5th Ave SW
Minot, ND 58701

From: [Janet Mathistad](#)
To: [Matt Kinsella](#)
Subject: Public Input Meeting PCN 23860
Date: Friday, December 15, 2023 1:57:58 PM

Hi!

I was unable to attend the meeting in person, but I have reviewed the information and the videos. I wanted to weigh in that I whole-heartedly support your proposal to change that section of 16th St to 3-lane, and include the bike path. I like how it works on 4th Ave NW, and the section on 16th St that has already been altered. I live further north on 16th, and am an avid cyclist. The problem with the current bike paths so far is that there is no inter-connectivity so they basically dead-end. Adding this stretch will make a nice opportunity to get from Broadway all the way over to the bike/walking path near the river/water treatment plant on 16th.

This is probably more a City of Minot issue, but with these paths in place, it will be extra necessary to do good street-cleaning there, more often than regularly done. Right now there is considerable sand and debris from our recent snow events. So I would not feel safe biking along the current stretches even when the snow is gone.

I also whole-heartedly support the round-about placed at the 7th Ave location. I know there is a lot of complaining going on, but I believe the citizens would be capable of learning how to maneuver a round-about, and the more we have, the more practice they would get, until it wasn't so much an issue anymore.

Thanks for the opportunity to give feedback.
Janet Mathistad
621 16th St NW
Minot ND 58703
701-340-3915

From: [Leann Mellum](#)
To: [Matt Kinsella](#)
Subject: Public Input Meeting PCN 23860
Date: Friday, December 15, 2023 7:29:05 PM
Attachments: [image.png](#)
[image.png](#)

Sorry Matt - I hit send by accident before finishing this email:

Hello Matt,

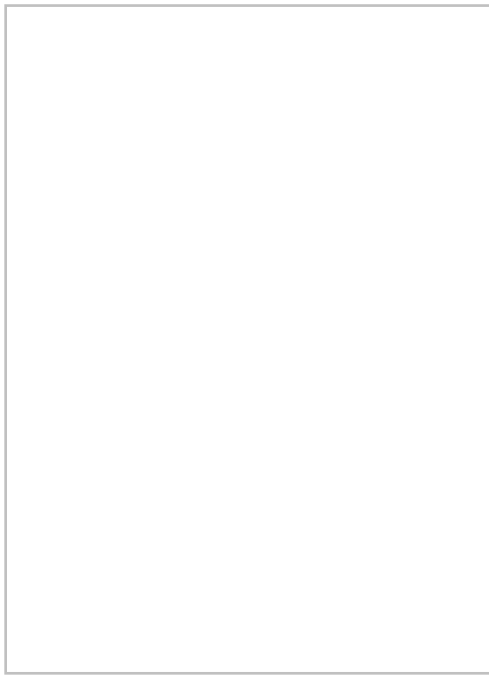
My name is Leann Mellum and my child attends Perkett Elementary. I drive the path of 2nd Ave SW and 14th Ave SW on a daily basis, often numerous times a day. I attended the public meeting that was held November 30 at Perkett Elementary and spoke during the open form.

This email is to confirm my thoughts I spoke that night.

I agree that something needs to be done on this stretch and I know that the road diet will be taking place regardless of what the public has to say. Do nothing is not an option. However, to simply do a road diet without any other changes is not an option for this community.

It already is hard to get in and out of the Perkett Elementary community if you are trying to get on 16th Ave via 5th Ave SW or 7th Ave during the "rush hours" of 7:45 to 8:15 am; during school let out at 3-2:30 pm; and again around 5 pm. This included both right lane turns and left hand turns. It is easier to make a right-hand turn during these times, but you do have wait times. Turns happen during this time often because there are 4 lanes in this area. Once the road is reduced, it will be nearly impossible to make a left hand turn trying to get off of 5th Ave SW & 7th Ave SW when turning on 16th St. This is going to leave a whole community stranded with long wait times.

The only way I see this road diet being successful is by completing it using Option 2. You NEED a roundabout to allow the community to safely exit the area - and the ability to head north or south. I would prefer a buyout on 5th Ave SW and a roundabout put in this area instead because it makes more sense. However, I do understand the implications of having to acquire a few houses and I hate to force people out of their homes. However, one currently is for sale on the corner of 5th and 16th that the city could buy (Kyle Schmidt's house). This would leave one house possibly to buy to produce a roundabout on 5th and 16th. However, if that isn't feasible; the bare minimum needs to be the roundabout at 7th as visible in Option 2.

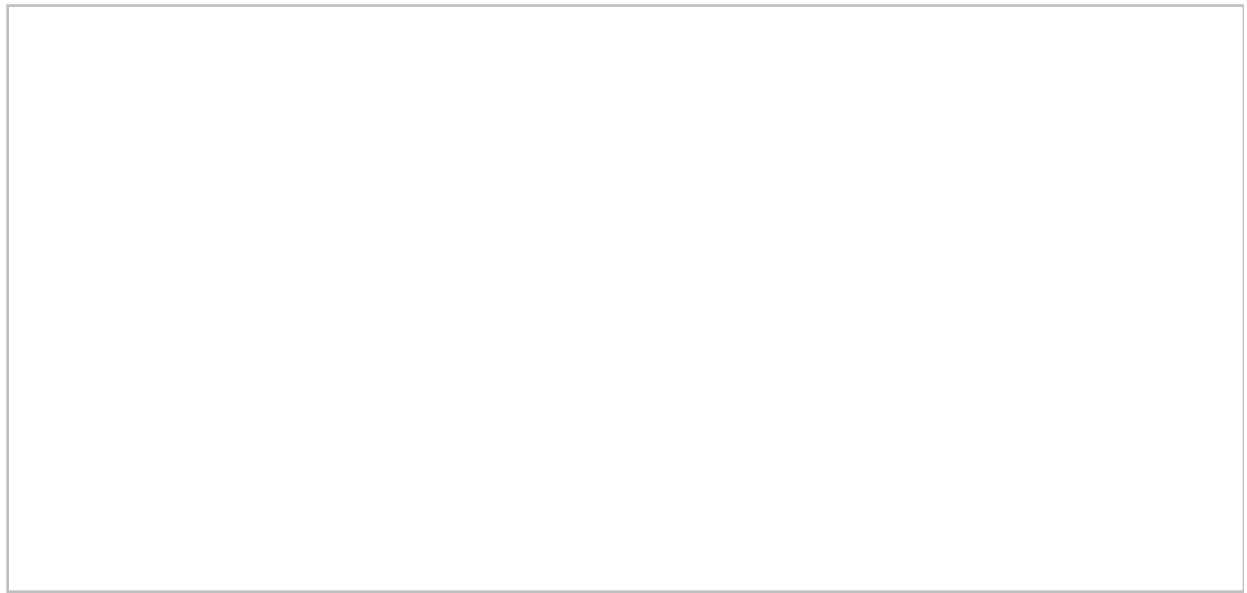


As for the construction phase, when that happens, we need help merging on to the Bypass. Traffic most likely will be routed west to the bypass (going by the baseball fields and the bark park). However, that merge onto the bypass is highly dangerous at times. If you are trying to turn North, you have a wait time due to traffic hanging in the right-hand lane. This traffic will need to be forced to merge left to give the Perkett community time to get onto the bypass in a fast manner.

However, when it comes to getting on the bypass and heading south, that is where it gets hairy. People fly on that bypass at 60+ mph - faster than they should. You have a visual obstruction of the bridge so often you can't see a car coming until the last minute. Many find a hard time "froggering" from the road onto the bypass (again because of the morning and afternoon traffic) only to get stopped in the single car turn lane waiting for southbound traffic to open up for a merge. Something needs to be done with this area - especially during the construction phase if you plan to push all traffic out of this community through that exit. I have attached the photo in reference to the area I am talking about.

This area of town has only 3 exit points - two in purple which will be closed off an under construction, while the yellow will be a bottle-necked nightmare. In the event of an emergency (which has been seen in Minot), this community is a sitting duck. They have very few exits for the amount of people who live her. The river and railway cut them off. So either there needs to be access created from 4th to 2nd across the railway or some other creative thinking had IF both 5th and 7th go out of commission during construction.

If both 5th and 7th are blocked off during construction, the other thought is how do people get IN TO the community. Again, the bypass cannot be the only exit, but it also cannot be the only entrance. This is going to create a nightmare on the bypass as people want to enter this community as well.



I also have concerns about the traffic study. It was done in May, but after college was out. It isn't doesn't represent the large enrollment that occurred this year with 100 more students now at Perkett elementary - which leads to more traffic in and out of this community.

(side note: I am very happy about the dedicated turn light at 2nd Ave SW and 16th - that is a needed item).

I hope you take time to take these concerns into consideration. Thank you for your time.

Leann Mellum

From: [Matt Kinsella](#)
To: jerrylokken@srt.com
Cc: [Lance Meyer](#); [Kayla BlockTorgerson](#); [Levi Heller](#)
Subject: RE: 16th street project
Date: Wednesday, December 27, 2023 9:00:57 AM

Hi Jerry,

Thank you for your comments below on the 16th Street SW Reconstruction project, they will be included in the public comment summary that will be reviewed by the City of Minot and the project team.

To address your question about temporary signals at the 5th Ave SW/US 83 Bypass intersection during construction – that will certainly be evaluated during our design, and we will work closely with NDDOT (who has jurisdiction over the US 83 Bypass) to determine whether a temporary signal is needed there during construction. We will also consider closing only one of the two main intersections (5th and 7th Ave) at a time during construction, if possible depending on the work required.

Please let me know if you have further questions or comments, and thanks again for your interest in the project.

Matt Kinsella, PE*

Vice President

701.373.7987

**ND, MN, SD, CO*

Apex Engineering Group

From: jerrylokken@srt.com <jerrylokken@srt.com>
Sent: Tuesday, December 26, 2023 3:49 PM
To: Matt Kinsella <Matt.Kinsella@apexenggroup.com>
Subject: 16th street project

I am very concerned about the problem of travel into out of the Perkett School area for residents and school children once construction begins. Because of 16th street being blocked at the 5th and 7th avenue intersections, the only option for everyone traveling in or out of this area is to try to make a turn onto the 83 bypass without the safety of traffic signals.

Would there be a possibility of temporary signals installed on the bypass?

This is also going to increase the response time for emergency fire, police, and fire crews during construction.

Appendix G
Title VI Public Participation Surveys

SU-4-989(134) PCN 23860 - Minot 16th St

15

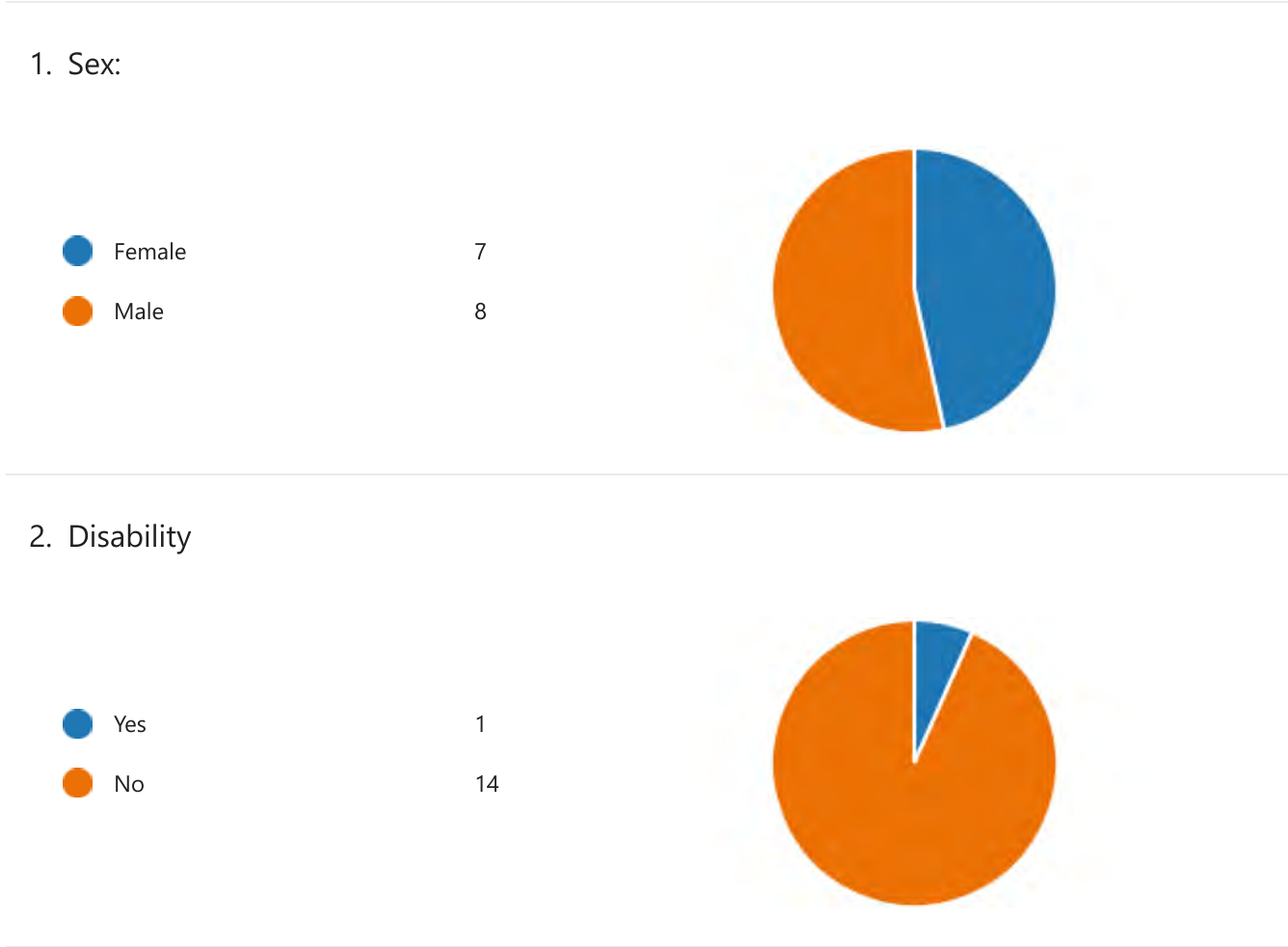
Responses

00:35

Average time to complete

Closed

Status



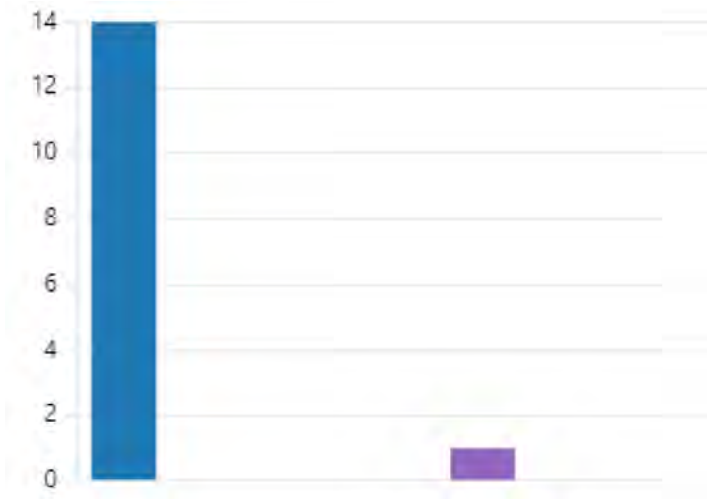
3. Age:

Under 18	0
18-40	5
41-65	10
65+	0



4. Race:

White	14
Native Hawaiian/Other Pacific Is...	0
Hispanic or Latino	0
Black/African American	0
Asian	1
American Indian/Alaskan Native	0
Other	0



5. Language most frequently spoken in your home:

<div></div> Spanish	0
<div></div> German	0
<div></div> Other African Language	0
<div></div> Chinese	0
<div></div> Vietnamese	1
<div></div> Arabic	0
<div></div> Russian	0
<div></div> Other India Language	0
<div></div> Japanese	0
<div></div> Other Slavic Language	0
<div></div> English	14
<div></div> Other	0

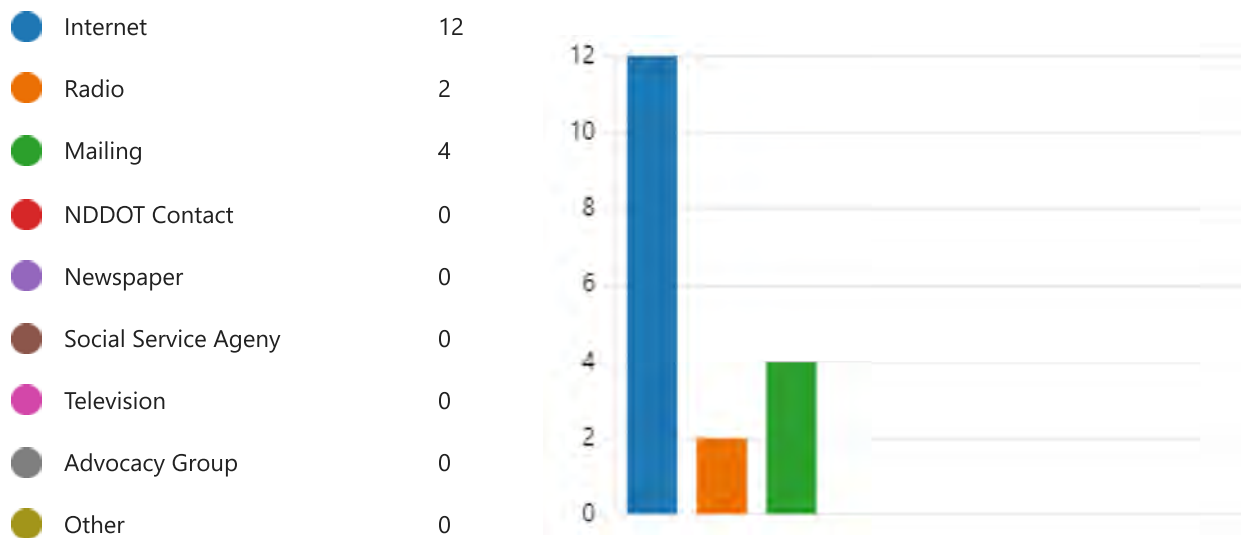


6. Do you receive public assistance?

<div></div> Yes	0
<div></div> No	15



7. Indicate how you heard about the event:



NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

PLEASE USE DARK INK AND PRINT CLEARLY

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

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Age: <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-40 <input type="checkbox"/> 41-65 <input checked="" type="checkbox"/> 65+	
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Language Most Frequently Spoken in your Home: <input type="checkbox"/> Spanish <input type="checkbox"/> Vietnamese <input type="checkbox"/> Japanese <input type="checkbox"/> German <input type="checkbox"/> Arabic <input type="checkbox"/> Other Slavic Language <input type="checkbox"/> Other African Language <input type="checkbox"/> Russian <input checked="" type="checkbox"/> English <input type="checkbox"/> Chinese <input type="checkbox"/> Other India Language <input type="checkbox"/> _____	
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How did you hear about this event? <input type="checkbox"/> Internet <input type="checkbox"/> NDDOT Contact <input type="checkbox"/> Television <input type="checkbox"/> Radio <input type="checkbox"/> Newspaper <input type="checkbox"/> Advocacy Group <input checked="" type="checkbox"/> Mailing <input type="checkbox"/> Social Service Agency <input type="checkbox"/> _____	

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Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
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MPO:

- ☐ Bismarck-Mandan
☐ Fargo-Moorhead Metro COG
☐ Grand Forks-East Grand Forks

ROW:

- ☐ Negotiation
☐ Relocation

Subrecipient:

- ☐ Yes
☒ No

*After you have completed this form, please place it in the designated location.

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