

# RECONSTRUCTION

**Project No.**

IM-1-094(231)152

**PCN**

23594

Sunset Drive Interchange (Exit 152)



---

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION  
BISMARCK, NORTH DAKOTA

<http://www.dot.nd.gov/>

DIRECTOR  
Ronald J. Henke, P.E.

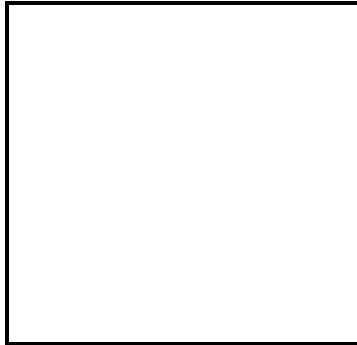
PROJECT DEVELOPMENT DIRECTOR  
Jon Ketterling, P.E.

Principal Author: Chris M. Rossmiller, P.E. Mead & Hunt Inc  
July 2023

# RECONSTRUCTION

Sunset Drive Interchange (Exit 152)

## *CERTIFICATION*





***(The Public Involvement Report is included as an attachment at the end of this document.)***

**A. Project Description**

*Highway:* I-94 *District:* Bismarck *Projects:* IM-1-094(231)152  
*From:* Sunset Drive Interchange (Exit 152)

<u>Project</u>	<u>Current ADT (2022)</u>	<u>Forecast ADT (2045)</u>
I-94 E of Sunset Dr	20,600	36,000
I-94 W of Sunset Dr	12,900	27,600
I-94 Ramps	760 – 6,535	2,300 – 10,300
Sunset Drive N of Old Red Trl	5,350	10,300
Sunset Drive WB Ramps to Old Red Trl	16,200	23,800
Sunset Drive between Ramps	13,100	20,000
Sunset Drive S of EB Ramps	11,120	17,600

**B. Project Schedule**

<u>Project</u>	<u>Bid Ready</u>
IM-1-094(231)152	April 1, 2026
Median Crossovers*	December 1, 2024

*\*No project currently set for the median crossovers on I-94.*

**C. Purpose of Decision Document:**

The purpose of this decision document is to present the proposed build alternatives for the Exit 152 interchange and select which proposed build alternative to move forward into the environmental document. Alternatives not selected will be documented in the environmental document as alternatives not carried forward.

**D. Need for Project:**

***Existing Conditions:***

Due to the growth of northwest Mandan, the existing interchange configuration will be unable to meet future traffic demand without unacceptable delays for Sunset Drive intersections, ramp queuing affecting interstate operations, accelerated pavement deterioration, and limitations to freight mobility.

***Deficiencies:***

- Traffic operational issues at the interchange causing delays from queuing of vehicles. Primarily Westbound to Northbound traffic movements and Southbound to Eastbound traffic movements.
- Traffic growth at this interchange is degrading operations with long queues during peak hours that extend onto the interstate. Most notably at the westbound off-ramp to Sunset Drive.
- The I-94 westbound ramps and Old Red Trail are separated by 325 feet. These short distances create operational challenges as queues developed during peak hours exceed the existing storage capacity at the intersections.

- By the year 2045, many traffic movements through the study area are expected to operate at an unacceptable level of service (LOS) E or F.
- The existing vertical clearance beneath the structure carrying I-94 over Sunset Drive is substandard by more than 2 feet, limiting freight movement beneath the interstate.
- The skew of Sunset Drive to I-94 creates sight distance constraints at the ramp intersections to Sunset Drive.
- Drainage Issues are present in the northwest quadrant of the intersection of Boundary Street and Sunset Drive which cause water to sit on the roadway during heavy rains and snowmelt conditions.

#### E. Scope of Work

*2020 - 2025 STIP: \$30,000,000*

*2022 Urban Interstate Priorities Process (UIPP) Decision Document: \$50,000,000*

#### Alternatives

##### **No Build**

The No Build Scenario would maintain the unmodified existing diamond interchange and conditions at the intersections of Old Red Trail and Boundary Street NW. The pavement would continue to deteriorate at an accelerated rate as traffic volumes increase and the structures carrying I-94 will maintain the current substandard clearance (14 feet). Maintaining the existing interchange configuration will result in failing levels of service before the design year of 2045.

Structure maintenance would be anticipated at a future date anticipated to address deteriorating conditions.

##### Advantages:

- Lower initial costs

##### Disadvantages:

- Future maintenance costs to keep this interchange operating at an acceptable level of service.
- By 2045 many intersections degrade to deficient operations.
- Continual queuing impacts to I-94 operations.

##### **Alternative 1 – Single Point Urban Interchange (SPUI)**

w/Signals at Old Red Trail and Boundary St. (Estimated Cost = \$45.3 Million)

w/Roundabouts at Old Red Trail and Boundary St. (Estimated Cost = \$47.3 Million)

(See Figures 1 & 2)

This interchange will condense the diamond so that all ramps intersect with Sunset Drive at a single point under the I-94 centerline. The layout has options to construct either signalized intersections or roundabouts at intersection of Old Red Trail and Boundary Street NW with Sunset Drive.



FIGURE 1: ALTERNATIVE #1 SINGLE POINT URBAN INTERCHANGE

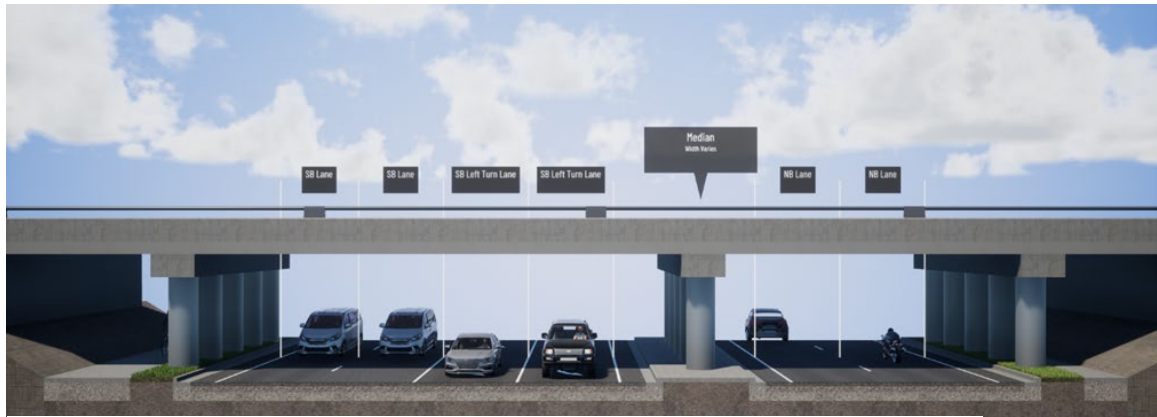


FIGURE 2: SUNSET DRIVE SPUI TYPICAL SECTION UNDER I-94

#### Advantages:

- This configuration increases the spacing between ramp intersections from Old Red Trail and Boundary Street.
- Provides Acceptable LOS in 2045
- Improved safety with only one signalized intersection rather than two at a conventional diamond interchange, vehicles only cross paths at one location.
- Main intersection operates with three traffic signal phases rather than four phases in a conventional diamond interchange, which reduces overall interchange delay and improves efficiency.

- A single signalized intersection, rather than two intersections at a conventional diamond interchange, improves travel times along Sunset Drive.

Disadvantages:

- Requires four-span structures to carry I-94 to accommodate the wider cross-section of Sunset Drive.
- Less pedestrian and bicycle friendly than other alternatives
- There would be property impacts at the Old Red Trail and Boundary Street intersections. The estimated property impacts would be up to 0.07 acres.
- Highest Cost Alternative

Alternative 2 – Partial Cloverleaf Interchange (Parclo) with Signals  
w/Signals at Old Red Trail and Boundary St. (Estimated Cost = \$34.8 Million)  
w/Roundabouts at Old Red Trail and Boundary St. (Estimated Cost = \$39.7 Million)  
(See Figures 3 & 4)

This interchange would install a loop ramp in the southwest quadrant to serve the Sunset Drive southbound to eastbound movement. The interchange configuration would maintain the existing on-ramp in the southeast quadrant to serve the Sunset Drive northbound to eastbound movement, allowing for free-flow movements for traffic accessing eastbound I-94. This alternative constructs signalized intersections or roundabouts at Old Red Trail and Boundary Street NW intersections.



FIGURE 3: SUNSET DRIVE PARTIAL CLOVERLEAF TYPICAL SECTION UNDER I-94





FIGURE 4: ALTERNATIVE #2 PARTIAL CLOVERLEAF INTERCHANGE

#### Advantages:

- This alternative has the most familiar driver understanding with numerous partial cloverleaf interchange configurations located throughout North Dakota.
- Provides Acceptable LOS in 2045.
- Provides for improved operations on the crossroad by eliminating the left turn onto the eastbound I-94 entrance ramp for eastbound movement.
- Easier access to freeway and improved safety by allowing southbound traffic on Sunset Drive to enter the freeway without crossing opposing northbound lanes of traffic, reducing the number of conflict points.
- A Parclo can have a narrower cross section and relatively low cost.

#### Disadvantages:

- This alternative has the highest right-of-way impact. There would be property impacts at the Old Red Trail and Boundary Street intersections and the southwest quadrant to accommodate the loop ramp. The estimated property impacts would be up to 1.47 acres.
- I-94 eastbound off-ramp may not meet signal warrants in the build year and may operate as a stop-controlled intersection.



Alternative 3 – Diverging Diamond (DDI) with Signals  
w/Signals at Old Red Trail and Boundary St. (Estimated Cost = \$45.4 Million)  
w/Roundabouts at Old Red Trail and Boundary St. (Estimated Cost = \$45.5 Million)  
(See Figures 5 & 6)

This alternative would consist of a diverging diamond which prioritizes on-ramp movements by crossing Sunset Drive traffic directions between the eastbound and westbound ramp terminals. The alternative constructs either signalized intersections or roundabouts at Old Red Trail and Boundary Street NW intersections.

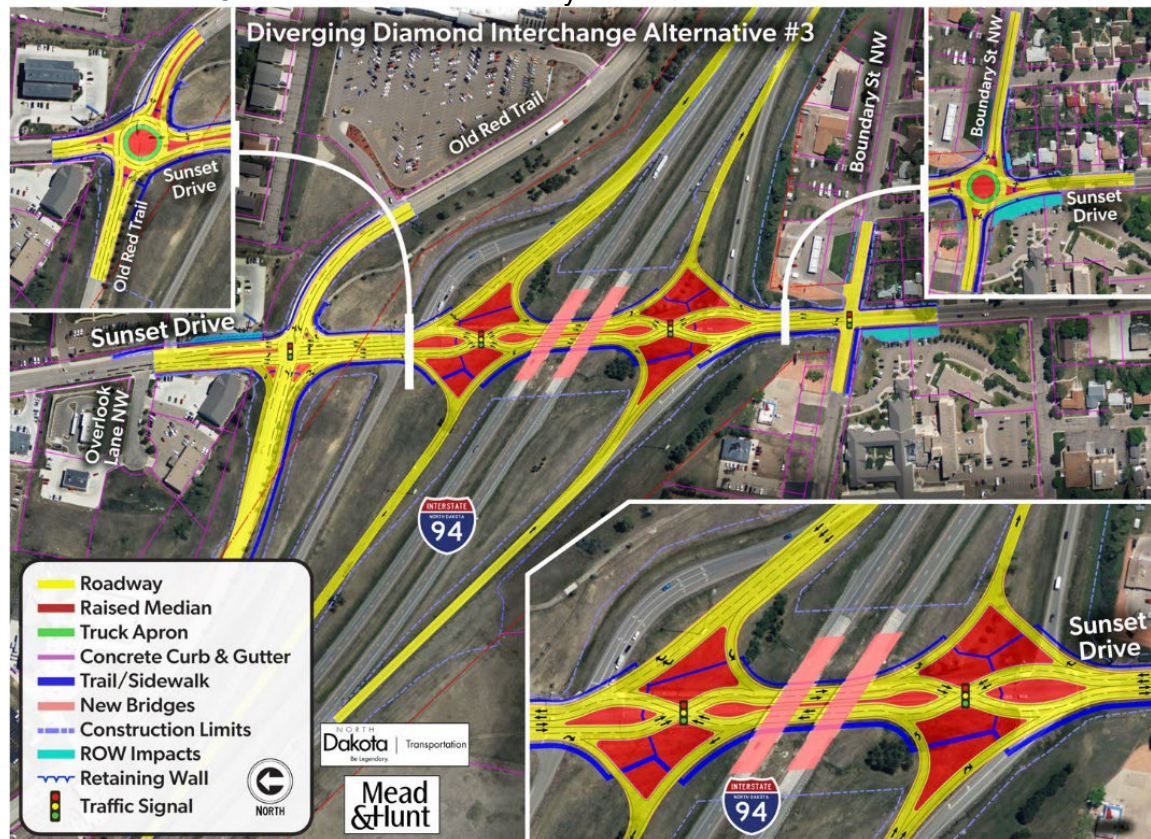


FIGURE 5: ALTERNATIVE #3 DIVERGING DIAMOND INTERCHANGE

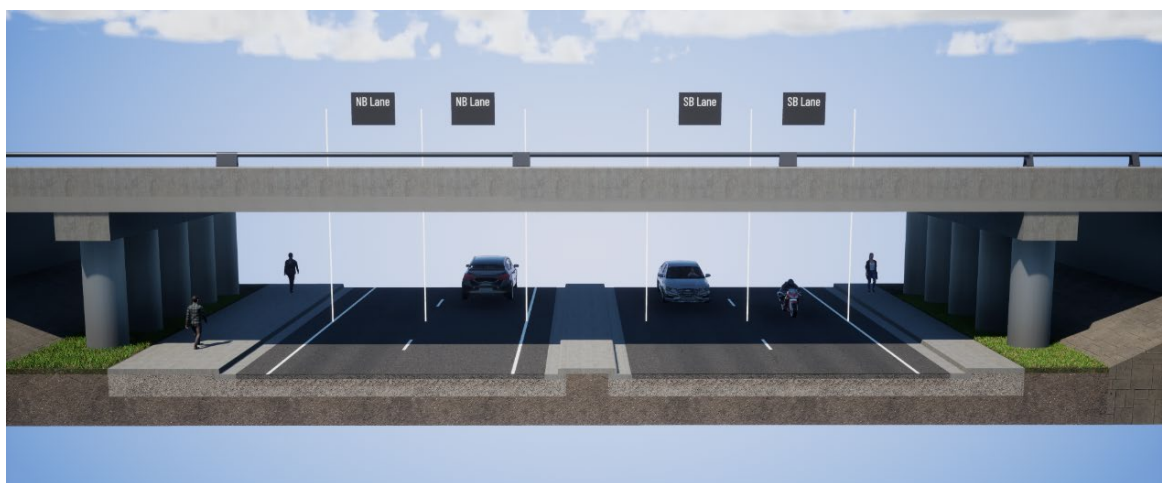


FIGURE 6: SUNSET DRIVE DDI TYPICAL SECTION UNDER I-94

Advantages:

- This configuration moderately increases the distance between ramp intersections from Old Red Trail and from Boundary Street.
- The alternative reduces conflicts by removing left turning movements through the signalized intersections.
- It improves operations at the interchange by no longer needing left turn phases at the traffic signals.
- Provides Acceptable LOS in 2045

Disadvantages:

- Requires additional driver education due to crossovers and complexity of the movements.
- There would be property impacts at the Old Red Trail and Boundary Street intersections. The estimated property impacts would be up to 0.40 acres.
- Second highest cost alternative
- While increasing efficiency for the ramp movement to and from Sunset Drive, the alternative increases the delay for the through movement traveling north-south along Sunset Drive.

Alternative 4 – Diamond Interchange with Roundabouts

(Estimated Cost = \$28.3 Million)

(See Figures 7 & 8)

This alternative would replace the signalized intersections of the interchange with roundabouts. This allows all traffic to operate generally with continuous flow and removes signal infrastructure. This alternative constructs roundabouts at Old Red Trail and Boundary Street NW intersections.

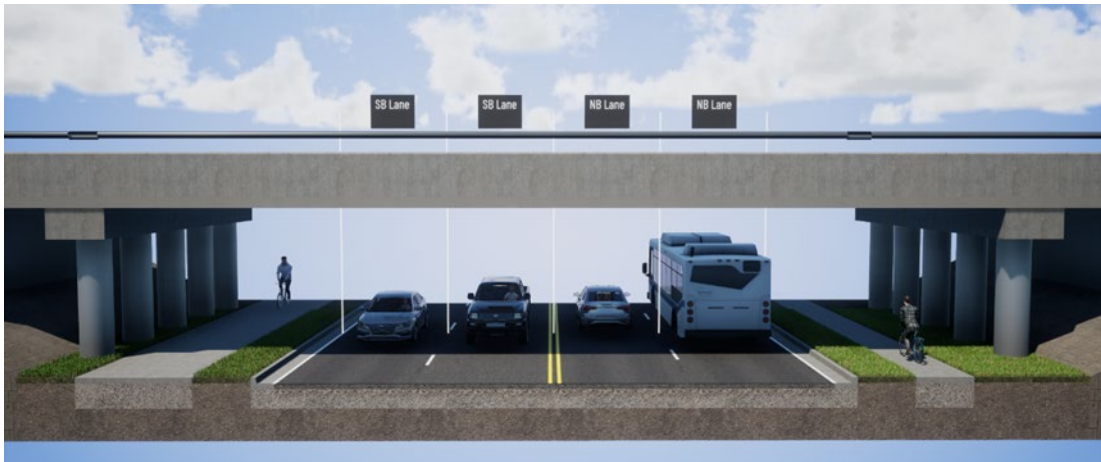


FIGURE 7: SUNSET DRIVE DIAMOND INTERCHANGE W/ROUNDABOUTS TYPICAL SECTION





FIGURE 8: ALTERNATIVE #4 DIAMOND INTERCHANGE WITH ROUNDABOUTS

Advantages:

- Potential reduction in queue lengths along Sunset Drive
- Reduces the number of points where vehicles can cross paths and eliminates the potential for right-angle and head-on crashes.
- Eliminates signal coordination between the two ramp terminals.
- Allows for a narrower bridge as it eliminates at least two turning lanes.
- No raise to the mainline profile required as the structure depths of the bridges are relatively similar.
- Lowest cost alternative

Disadvantages:

- Little to no increase in spacing between adjacent intersections.
- Queues along the WB Off-ramp may impact I-94 WB mainline operations.
- Due to potential ramp backup on WB off-ramp, this alternative does not provide adequate traffic operations in the design year.



### *Optional Work Items:*

#### *Sunset Drive at Old Red Trail Intersection Options*

At the intersection of Sunset Drive and Old Red Trail, two options were analyzed to improve traffic operations in the future year. The intersection would tie-in with interchange alternative #1, #2, and #3 as described above to the south and is assumed to narrow down to a three-lane cross-section north of the intersection. The intersection capacity analysis summary table for all alternatives is shown in Table 11 of the Traffic Operations Report. Table 1 highlights the advantages and disadvantages of the intersection options.

##### *(a). Additional Turn Lanes*

This option would mitigate the failing operations of the intersection by providing eastbound and westbound left turn lanes with protected phasing, an additional southbound and northbound through lane, and an additional eastbound right turn lane. The additional lanes will reduce the average intersection delay and reduce 95th percentile queue lengths below the length at which they would exceed the available queuing distance, specifically at the northbound approach. The intersection operates at LOS C during both the AM and PM peaks in the 2045 analysis year.

The second northbound through lane on Sunset Dr is necessary to provide adequate capacity through the intersection in the 2045 scenario and manage queue lengths. Initial analysis of the intersection had the second lane dropping as a merge approximately 400 ft beyond the signal, however, NDDOT prefers to avoid midblock lane drops as they may cause uneven lane utilization (i.e. the outer through lane may be underutilized as motorists would prefer the inner lane to avoid merging). Therefore, it is assumed that the lane drop would occur further downstream, at an intersection as an exclusive turn lane. Initial discussion suggested dropping the outer lane as a right-turn only lane at 27th Street N, however, this is beyond the limits of the study area. Further coordination with the Bismarck-Mandan Metropolitan Planning Organization and City of Mandan may be necessary to determine how to accommodate an additional northbound lane on Sunset Dr north of Old Red Trail and tie-in with the proposed three-lane cross-section of the Sunset Drive Corridor Study.

##### *(b). Roundabout*

This option would be a two-lane roundabout, which would remove the existing signal control and allow for near constant vehicular flow. The proposed lane configuration would improve the operation of the northbound approach, reducing the 95th percentile queue length to below the distance between the approach and the upstream intersection with I-94 WB ramps. The second eastbound right turn lane would allow vehicles from Old Red Trail bound for I-94 EB to make the movement into the inner southbound lane of Sunset Dr, eliminating the need for a lane change. The intersection operates at LOS C and B in the AM and PM peak hours, respectively, in 2045. All movements would operate at LOS D or better.

## Sunset Drive at Boundary Street NW Alternatives Options

Two options were analyzed at the intersection of Sunset Dr and Boundary St NW to improve operations of the side streets. The intersection would tie-in with interchange alternative #1, #2, and #3 as described above to the north and is assumed to narrow down to a three-lane cross-section south of the intersection. The intersection capacity analysis summary table is shown in Table 12 of the traffic operations report.

TABLE 1: OPTION ADVANTAGES AND DISADVANTAGES AT OLD RED TRAIL AND BOUNDARY STREET

Option	Advantages	Disadvantages
Sunset Dr at Old Red Trail Intersection Alternatives		
Additional Turn Lanes	<ul style="list-style-type: none"> <li>Acceptable 2045 LOS</li> <li>Driver understanding</li> </ul>	<ul style="list-style-type: none"> <li>No increase in spacing between adjacent intersections.</li> <li>Increases intersection footprint and may require retaining walls</li> </ul>
Roundabout	<ul style="list-style-type: none"> <li>Fewer conflict points</li> <li>Potential reduction in queue lengths</li> <li>Acceptable 2045 LOS</li> <li>Provides U-turn capability for emergency services and maintenance vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Large intersection footprint and may require retaining walls.</li> <li>No increase in spacing between adjacent intersections</li> </ul>
Sunset Dr at Boundary St NW		
Signalization	<ul style="list-style-type: none"> <li>Acceptable 2045 LOS</li> <li>Operational improvement of Boundary St NW</li> </ul>	<ul style="list-style-type: none"> <li>Disruption of Sunset Dr traffic</li> <li>Potential for queueing issues between intersection and I-94 EB Ramps</li> </ul>
Roundabout	<ul style="list-style-type: none"> <li>Minimal disruption of Sunset Dr traffic</li> <li>Operational improvement of Boundary St NW</li> <li>Provides U-turn capability for emergency services and maintenance vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Unacceptable degree of saturation in 2045 with single lane configuration</li> <li>Large intersection footprint and may require retaining walls</li> </ul>

### Engineering Issues:

#### Bridge Retention

Of the four new interchange alternatives being considered, only two had a potential to retain the existing bridges with some geometric modifications, the partial cloverleaf interchange (Alternative #2), and the diamond interchange with roundabout ramp intersections Alternative #4). The diverging diamond interchange and single point urban interchange cannot operate within the limitations of the existing bridges.

The partial cloverleaf interchange alternative could be constructed under Span 2 of the existing bridges without modification. However, the eastbound bridge would need to be widened to accept the new auxiliary lane in addition to the minimum required rehabilitation described under the No Build alternative. For this reason, the partial cloverleaf geometric option was eliminated as a retention alternative.

The diamond interchange with roundabout ramp intersections alternative would need to be modified to a two- or three-lane roadway section below the bridge. A three-lane roadway was considered with a single lane in the northbound direction. It was determined that the bridge could not remain in service in this condition for a minimum of 20 years before Sunset Drive would require a fourth lane. For this reason, the geometric option was eliminated as a retention alternative.

Considering the information noted above, our conclusion is that a retention alternative that meets traffic needs and keeps the existing Sunset Drive bridges in service for a minimum of 20 years does not exist.

#### Mainline Profile

The alternatives were evaluated for options to eliminate or minimize the need to modify the I-94 profile through the project. In general, the design team found lowering Sunset Drive to provide the standard clearance (16'-6") and meet roadway standards and provide drainage through the interchange was feasible. However, this configuration would not be constructable without a full closure of Sunset Drive. This is due to the vertical clearance reduction due to the proposed structure depth over the existing Sunset Drive roadway during construction (< 12 feet) and the inability to maintain traffic lanes adjacent to the deep cuts upwards to 5 feet.

For these reasons, the alternatives #1, #2, and #3 show raising I-94 by a distance equal to the difference between the existing and the proposed structure depth for each alternative. This allows the existing 14-foot clearance to be maintained throughout construction stages and reduces the lowering of Sunset Drive to approximately 2.5 feet to achieve a 16'-6" vertical clearance.

#### Access

Currently all access points meet guidance as outlined in the Design Manual and the Traffic Operations Manual, other than one commercial driveway located in the northeast quadrant of the Sunset Drive and Boundary Street NW intersection. The western driveway of the Mobil Gas Station is located less than 50-feet from the northbound Sunset Drive travel lanes and falls within NDDOT right-of-way. This driveway also is within the functional area of the adjacent intersection. It is recommended in the NDDOT Traffic Operation Manual (January 2023) section in Functional Area, Frontage Roads, and Driveways, that unsignalized accesses on the same side of the road should not lie within 325 feet of each on a roadway with a 25 MPH posted speed limit. The two driveways for the gas station are 160 feet apart. Therefore, it is recommended that consideration should be given during preliminary design phase to closing the western access and consolidating all access to and from the Mobil station to the eastern driveway.

### Drainage Issue

In the northwest quadrant of the intersection of Boundary Street NW and Sunset Drive, standing water on Sunset Drive can be observed after heavy rainfalls and during periods of snowmelt. This due to a lack of drainage ditch adjacent to the roadway due to the proximity to a WBI high pressure gas main facilities at this location. The area is currently drained by a long concrete flume with minimal slope and is ineffective at removing the stormwater away from the roadway quickly. The preliminary design will require additional investigation to develop alternatives to correct the concern while minimizing impacts to this facility. This item applies to all alternatives.

### *Environmental Issues:*

The preliminary environmental screening compiled literature searching on the following items:

- Soils and Farmland
- Land Use/Section 4f
- Visual
- Environmental Justice/Socioeconomics
- Cultural Resources and Historic Properties
- Air Quality
- Noise
- Water Quality
- Wetlands and Aquatic Resources
- Threatened and Endangered Species
- Wildlife
- Floodplains
- Wild and Scenic Rivers
- Coastal Barrier/Coastal Zone
- Hazardous Materials

While each of these will be investigated further in the environmental documentation phase, the sections below summarize some of the key findings of the literature search.

### Section 4F

Old Red Trail is a designated City bike trail within the Study Area. The Mandan Park District has a trailhead at the intersection of Sunset Ave and Old Red Trail. The trailhead was funded with federal grants. The trail and associated parcels appear to meet Section 4(f) criteria and would need to be further evaluated for potential project impacts.

### Environmental Justice / Socioeconomic

The Federal Highway Administration (FHWA) HEP-GIS and U.S. Environmental Protection Agency (EPA) EJScreen Mapping Tool indicate that the percent minority population, percent of people in poverty, number of people with disabilities, and percent of households without a car are homogeneous throughout the Study Area and immediate vicinity. The residential area north of I-94 business loop and south of I-94 corridor has an increased percentage of people in poverty. As this was a “screening only”, environmental justice will be evaluated further in the preparation of the environmental document.

### Cultural Resources and Historical Properties

A Class I Literature review has been completed for the Study Area. There are 96 cultural resources recorded within the one-mile radius study area of the project. In addition, 80 cultural resource investigations have been conducted within the Study

Area. As currently proposed, the project is not anticipated to impact any previously recorded cultural resources, because of the disturbed nature of the area-of-potential effect (APE). Additionally, the project area has been previously inventoried and additional inventories are unlikely to record resources that would meet the 50-year guidelines to be assessed for inclusion on the National Register Historic Places (NRHP) that have not been previously recorded. No NRHP properties are identified within the Study Area. The Study Area is part of the NPS Lewis and Clark National Historic Trail auto tour route. Consultation with the North Dakota State Historic Preservation Office (SHPO) will occur as part of the environmental phase of the project.

#### Wetlands and Aquatic Resources

A query of the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) and U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) indicated no wetlands, streams, or other aquatic resources identified within the Study Area. However, desktop analysis of aerial imagery indicates the presence of five potential road ditch wetlands within the Study Area. Field aquatic resource delineations will be performed once a project alternative is selected.

#### Public Involvement:

For the Sunset Drive Interchange Study, a technical advisory committee was developed, and a stakeholder and public input meeting were held during project development. The stakeholder and public input meeting were held in April 2023. The Public Involvement Summary Report can be found attached to this decision document for reference.

#### Technical Advisory Committee

The technical advisory committee was comprised of staff from the Bis-Man MPO, NDDOT, City of Mandan, Morton County, and Federal Highway Administration (FHWA). The group was engaged throughout all stages of the project, from data collection to the final report. Steering committee members were tasked with serving as advocates for the planning process by participating in discussion and sharing project milestones within their networks. A total of three meetings were held throughout the study development to review and discuss findings (see Appendix):

- Meeting 1 – Field Review Meeting
- Meeting 2 – Existing conditions review
- Meeting 3 – Draft alternative review

#### Stakeholder Meeting

A public meeting was held in April of 2023. The meeting was conducted as an in-person open house meeting format with a presentation and was intended for attendees to review alternatives and ask questions of staff. The open house was held at the Mandan Middle School to present findings and alternatives to the city officials, business owners, landowners adjacent to the interchange, and emergency services and ask for input for the study.

#### Public Input Meeting

A public meeting was held in April of 2023. The meeting was conducted as an in-person open house meeting format with a presentation and available online for a fifteen-day period. The open house was held at the Mandan Middle School to present alternatives to the public and ask for their input. Table 2 below summarizes the responses received in

support of the alternatives via email, online, and in-person comments. In general, alternative #1 (SPUI) received the most support and the option for signals or roundabouts at Old Red Trail and at Boundary Street NW received equal support from the public.

TABLE 2: SUMMARY OF PUBLIC COMMENT RECEIVED

Alternative	Comment supporting as "PRIMARY Choice"	Comments supporting as "Secondary Choice"	Intersection Control Options	
			Signals	Roundabouts
No Build	---	---	---	---
Alternative #1 SPUI	9	3	3	3
Alternative #2 PARCLO	4	2	---	2
Alternative #3 DDI	---	---	---	---
Alternative #4 Diamond w/Roundabouts	4	3	1	1

#### *Comparison of Alternatives:*

##### Traffic Operations

Based on the results of the Alternatives Assessment and Network Analysis section of the Traffic Operations Report, the alternatives were compared and ranked. Table 3 below ranks the four alternatives in seven categories: intersection operations, queueing and intersection spacing, Sunset Dr travel times, total network delay, impact to I-94 mainline operations, intersection safety, and multimodal/pedestrian accommodation. The categories are color coded and scored, dark green showing significant improvement over No Build conditions, worth two (2) points, light green showing moderate over No Build, worth one (1) point, yellow showing no change, worth zero (0) points. The orange and red colors show slight and moderate deterioration compared to No Build, worth negative one (-1) and negative two (-2) points, respectively.

TABLE 3: TRAFFIC OPERATION REPORT ALTERNATIVE RANKING SUMMARY

Alternative	Intersection Operations	Queueing/ Intersection Spacing	Travel Time	Network Delay	I-94 Operations	Safety	Multi-modal	Total Score	Overall Rank
#1 SPUI	2	2	1	2	1	0	-1	7	1
#2 Parclo	2	0	1	2	1	-1	0	5	2
#3 DDI	2	1	-1	2	1	0	-1	4	3
#4 Roundabout	-2	-1	2	2	-2	2	1	2	4

These findings were incorporated into the Alternative evaluations below and combined with other criterion including environmental factors, right-of-way impacts, and preliminary costs.

#### Alternative Evaluations

Each interchange alternative was developed as a plausible solution to meet the needs of the interchange. Evaluation criteria was created based upon the issues and concerns identified along the corridor. The criteria are intended to provide for a quantitative and/or qualitative evaluation of each of the alternatives, assisting in the refinement of interchange and intersection recommendations. Environmental considerations are included within the criteria to provide a planning-level estimate of potential impacts that may require avoidance, minimization or mitigation during project development and the development of the environmental document (DCE).

Categories were developed based on initial agency input and data collection and provided for the development of measurable criteria for the comparison of alternatives. The prioritized categories include:

- |                          |                     |
|--------------------------|---------------------|
| 1. Traffic Operations    | 5. Preliminary Cost |
| 2. Safety                | 6. Right-of-way     |
| 3. Freight Mobility      | 7. Complexity       |
| 4. Environmental Factors |                     |

Measurable criteria were developed within each of these categories, described below, and allowing for a comparison of alternatives. The Sunset Drive Interchange alternatives were measured against the criteria to identify the alternatives that best fit the criteria.

#### Traffic Operations

Efficient traffic operations are vital for maintaining flow of traffic within the transportation system. This category assesses the benefits and impacts to vehicle capacity and mobility within the study interchange and the surrounding network as result of proposed improvements.

##### 1. Intersection Operations

A future year 2045 intersection level of service was developed for each of the alternatives. The 2045 analysis found that all intersections, under all alternatives continued to operate at LOS D or better under future year 2045 conditions.

Alternatives that provided improved levels of service under the future year scored higher than those providing a lower level of service.

2. Queuing/Intersection Spacing

Modeled microsimulations of these alternatives in combination to evaluate the network as a whole and determine any queuing impacts/ interactions between the I-94 ramp terminals and adjacent intersections on Sunset Drive. The average queue length could reveal the operational efficiency and confirm the conclusions from the network delay. Alternatives that reduced or had shorter queue lengths scored higher.

3. Change in Travel Time

Modified turning movements, intersection controls, and spacing may results in improvements or impacts to travel time within the study interchange. This criterion evaluated changes in travel time within the Sunset Drive Interchange scoring alternatives that reduce travel time through the interchange higher than those with increased travel time.

4. Network Delay

The network delay is significant since it correlates with level of service and could reflect the operational efficiency of the proposed alternative. This criterion evaluated changes in total network delay of the proposed changes within the Sunset Drive Interchange.

5. I-94 Operations

I-94 mainline was analyzed from the interchange at ND Hwy 25 to the interchange at Mandan Ave. This criterion evaluated the proposed alternatives effects on I-94 and the adjacent interchanges.

6. Multimodal

Multimodal facilities were also considered in the design of the alternatives. Alternatives that impeded, increased complexity to travel through the interchange, or increase conflict points for bicyclists and pedestrians were evaluated lower than other alternatives in this category.

### Safety

Safety analysis plays a key role in the assessment of alternatives. IHSDM models provide two different categories of safety results: predicted crashes and expected crashes. The difference between the expected and predicted crashes is the potential for safety improvements at the interchange. This criterion evaluates the alternative based on the relative difference between the predicted number of crashes in the no-build alternative and the alternatives number of crashes for each severity type noted below.

1. Reduction in Crashes (Fatal or Injury)
2. Reduction in Crashes (Property Damage Only)

### Freight Mobility

A transportation system that adequately accommodates heavy commercial traffic, in addition to passenger vehicles, is vital to support existing and future economic growth within the City of Mandan. Alternatives were evaluated for the improvements'



compatibility year-round truck volumes. Criteria in this category is qualitative and was evaluated by the ability of the alternative to accommodate of heavy trucks within proposed geometrics.

#### Environmental Factors

A review of the potential impacts to environmental factors at the planning level provides an initial review of avoidance, minimization and mitigation considerations that may need to be managed during design and the development of environmental documentation (DCE). This category evaluated the quantifiable and qualitative impacts to various environmental resources within the study area.

The following factors were reviewed and found to have little or no impact to the study interchange alternatives. These

- Soils and Prime Farmland
- Visual
- Threatened or Endangered Species
- Air Quality
- Migratory Birds, Bald and Golden Eagles
- Wildlife
- Floodplains
- Wild and Scenic Rivers
- Coastal Barriers/Coastal Zone
- Hazardous Waste
- Cultural Resources and Historic Properties

The following factors were reviewed and measurable impacts were scored for the alternatives.

1. Land Use/Section 4f

The project area mostly consists of developed land. Old Red Trail is a designated City bike trail within the Study Area. The Mandan Park District has a trailhead at the intersection of Sunset Ave and Old Red Trail. The trailhead was funded with federal grants. The trail and associated parcels appear to meet Section 4(f) criteria and would need to be further evaluated for potential project impacts.

2. Environmental Justice/Socioeconomic

Screening indicated that the percent minority population, percent of people in poverty, number of people with disabilities, and percent of households without a car are homogeneous throughout the Study Area and immediate vicinity. Environmental justice will be considered during further evaluation of the project.

3. Noise

The City of Mandan municipal code and city ordinances were reviewed. The Study Area is an existing highway corridor, and project noise levels are expected to be consistent with the current use. A quantitative analysis of I-94 and the changes to the ramps were analyzed for potential increases to noise levels to adjacent properties. Further analysis will occur as part of the evaluation of the project.

4. Wetlands and Aquatic Resources

U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) and U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) indicated no wetlands, streams, or other aquatic resources identified within the Study Area. However, desktop analysis of aerial imagery indicates the presence of five potential road ditch wetlands within the Study Area. Initial impacts were measured based on these areas. Field aquatic resource delineations will be performed once a project alternative is selected.

#### Preliminary Costs

Preliminary construction costs were developed for each alternative based on 2023 construction costs. These estimates are based on preliminary engineering, and will require modification during project development; however, they provide for an initial comparison of the proposed intersection improvements.

1. Estimated Construction Cost

Construction estimates were developed for each alternative based on the planning level design and 2023 dollars. Estimates include the overall cost of construction, engineering contingency and estimated right-of-way acquisition. The estimates for the alternatives ranged from \$28.3 million to \$47.3 million dollars.

#### Right-of-way

This category evaluates right-of-way acquisition required to complete each alternative.

1. Right-of-Way Impacts

This criterion evaluated the estimate acquisitions, in acres, needed to complete the proposed alternatives. Additional acquisition ranging from 0.1 acres to 1.5 or more acres would be required to construct some alternatives.

2. Impacted Parcels

The total number of impact parcels (parcels that right-of-way would be acquired from) were assessed in this criterion. Of the alternatives requiring acquisition, one to five parcels of land would be impacted.

3. Total and Partial Property Acquisitions

Depending on the total right-of-way needed, acquisition will result in total or partial takes. A total property acquisition includes the purchase of an entire parcel for highway right-of-way. In some cases, these total acquisitions can also result in relocations if a residence or business is located on the parcel. This criterion evaluated the number of total and partial property acquisitions required for each alternative.

#### Complexity

Proposed improvements can vary in complexity related to construction, construction timeline, and driver familiarity. This category was developed to evaluate the complexity of each alternative against these three criteria.

1. Construction Timeline

The estimated construction timeline needed to complete the proposed improvements was evaluated with this criterion. Proposed alternatives are

anticipated for completion in two to three construction seasons, assuming typical conditions and an early phase to setup crossovers and widening in advance of major interchange staging. Alternatives that could be completed within two seasons were considered to meet the evaluation criteria.

## 2. Constructability

Constructability evaluates the alternatives complexity in staging and evaluates the following:

- Drivers' ability to clearly travel through the work zone.
- Safety from motorized and non-motorized users to travel through the worksite.
- Safety for crews working adjacent to traffic.
- Number of phases to construct the alternative and the necessity of temporary work not utilized as part of the permanent construction (i.e. temporary crossovers/widenings that are not utilized as part of the permanent embankment/grading).

## 3. Driver Familiarity

This criterion provided a qualitative evaluation of the driver familiarity with the proposed improvements. This analysis utilized the presence of similar transportation solutions within the region that drivers are more familiar with. For example, there are no Diverging Diamond Interchange constructed within NDDOT District 1 or within the State of North Dakota, resulting in a solution (Alternative 3) that will be unfamiliar to most drivers in the region.

## Scoring Criteria

Each alternative was assigned a score based on criterion identified in the project feasibility report. Scores were assigned based on the alternative's ability to meet each criterion.

- 5 Points – The alternative demonstrates the highest benefit and/or provides no impact to the screening criteria.
- 4 Points - The alternative is acceptable and provides benefit and/or no impact to the screening criteria but is less desirable than the alternatives receiving 5 points.
- 3 Points – The alternative moderately satisfies the criteria and provides no distinguishing characteristics.
- 2 Points – The alternative demonstrates potential impacts of concern and/or offers little to no benefit to the evaluation criteria when compared to other alternatives.
- 1 Point – The alternative fails to meet the evaluation criteria and demonstrates the highest impact and/or no benefit.

TABLE 4: INTERCHANGE ALTERNATIVE RANKINGS

Weight		No Build		Alternative 1				Alternative 2				Alternative 3				Alternative 4		
				Single Point Urban		Partial Cloverleaf		Diverging Diamond		Roundabout		Alternative 4						
		Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	
1.10	Traffic Operations (See Traffic Operations Report)																	
	1	Intersection Operations		1		5		5		5		5		5		5		1
	2	Queuing/Intersection Spacing		1		5		5		3		3		4		4		2
	3	Travel Time		1		4		4		4		4		2		2		5
	4	Network Delay		1		5		5		5		5		5		5		5
	5	I-94 Operations		1		4		4		4		4		4		4		1
	6	Multimodal		1		2		2		3		3		2		2		4
1.50	Safety																	
	1	Reduction in Crashes (Fatal/Injury)	0%	2	-18%	4	-23%	5	5%	1	0%	2	-9%	3	-14%	4	-32%	5
	2	Reduction in Crashes (Property Damage Only)	0%	2	0%	2	-8%	3	-8%	3	-15%	4	-8%	3	-15%	4	-31%	5
1.20	Heavy Commercial Compatability																	
	1	Ability to accommodate year-round heavy commercial traffic	Poor	1	Good	5	Mod	4	Good	5	Mod	4	Good	5	Mod	4	Acc	3
1.10	Environmental Factors																	
	1	Soil and Farmlands	None	5	None	5	None	5	None	5	None	5	None	5	None	5	None	5
	2	Land Use/ Section 4F	None	5	None	4	None	3	None	4	None	3	None	4	None	3	None	3
	3	Visual	None	5	None	5	None	5	None	5	None	5	None	5	None	5	None	5
	4	Environmental Justice/Socioeconomic	None	5	None	5	None	5	None	4	None	4	None	4	None	4	None	4
	5	Cultural Resources and Historic Properties	None	5	None	5	None	5	None	5	None	5	None	5	None	5	None	5
	6	Air Quality	None	2	None	5	None	5	None	5	None	5	None	5	None	5	None	5
	7	Noise	None	5	None	5	None	5	None	3	None	3	None	5	None	5	None	5
	8	Water Quality	None	5	None	5	None	5	None	5	None	5	None	5	None	5	None	5
	9	Wetlands and Aquatic Resources	None	5	0.06	4	0.06	4	0.02	4	0.02	4	0.07	4	0.06	4	0.03	4
	10	Threatened and Endangered Species	None	5	None	5	None	5	None	5	None	5	None	5	None	5	None	5
	11	Wildlife	None	5	None	5	None	5	None	5	None	5	None	5	None	5	None	5
	12	Floodplains	None	5	None	5	None	5	None	5	None	2	None	5	None	5	None	5
	13	Wild and Scenic Rivers	None	5	None	5	None	5	None	5	None	5	None	5	None	5	None	5
	14	Coastal Barrier/Coastal Zone	None	5	None	5	None	5	None	5	None	5	None	5	None	5	None	5
15	Hazardous Waste	None	5	None	5	None	5	None	5	None	5	None	5	None	5	None	5	
1.10	Preliminary Costs																	
	1	Estimated Construction Costs (2023 Dollars)	0	5	45.8	2	47.3	2	34.8	4	39.7	3	45.4	2	45.5	2	34.5	4
1.05	Right-of-Way																	
	1	Right-of-Way Impact Area (acreage)	0	5	0.06	5	0.068	5	1.29	3	1.47	3	0.4	4	0.39	4	0.45	4
	2	Impacted Parcels (number)	0	5	4	3	4	3	5	2	5	2	4	3	4	3	4	3
	3	Total Property Acquisitions (number)	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5
	4	Partial Property Acquisitions (number)	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5
1.00	Complexity																	
	1	Construction Timeline	Good	5	Good	4		4		5		4		4		4		4
	2	Constructability	Good	5	Good	5		4		3		3		4		3		3
	3	Driver familiarity	Good	5	Mod	3	Low	2	Good	5	Good	4	Low	2	Low	2	Mod	3
Overall Weighted Score		135.5		156.1		155.0		148.8		143.3		148.7		148.6		149.4		
Ranking		**		1		2		3		6		4		5		**		

\*\* Alternative does not meet purpose and need

## F. Comments from the Draft Decision Document

### Office of Project Development:

"ALT 2 (recommended) I think snow removal for Alt 1 will be difficult. If Alt 1 can be accomplished with limited raised medians, then would lean towards that option. Could carry both Alt 1 and Alt 2 forward to environmental document."

### Office of Operations:

"I would lean towards what the city wants. I could go either way but chose Option 1b - Roundabout."

"I would lean towards what the city wants. I could go either way but chose Option 2b - Roundabout."

### Bridge Division:

"Alternatives 1 & 2 should both be advanced to the environmental document for further refinement."

"Signals and roundabouts should both be advanced to env. doc. for further refinement."

### Design Division:

"Consideration should be given to future expansion of I-94 bridges to 3-lanes in each direction."

"Design Division concurs with the District, however, consideration should be given to the signalized option (at Old Red Trail) if right-of-way impacts to the surrounding businesses are too great for the roundabout."

"The roundabout option (at Boundary Street - not recommended) has significant right-of-way impacts to the surrounding properties."

### Environmental and Transportation Services Division:

"#1 SPUI and #2 PARCLO should be carried forward to the environmental document. The SPUI alternative is complicated by the skew of the roadways and requires numerous islands/medians. This complicates the driver actions and snow removal operations. The PARCLO offers simplified operations and similar safety to today. It would be good to develop a 3D simulation model for the two alternatives. I agree with Jon Ketterling in evaluating which alternative allows for future addition of lanes on the interstate."

"There has been no environmental review of the intersection options (Roundabout and Signals). All should be carried forward to the environmental document."

### Materials and Research Division:

"This alternative (SPUI) seemed to be preferred by the city and public in the management presentation. It was also ranked #1 among the alternatives."

Bismarck – Mandan Metropolitan Planning Organization

The interchange alternatives proposed by Mead & Hunt as part of the Feasibility Study vary from those proposed by the study team for the Sunset Drive Corridor Study, as do the technical rankings of those alternatives that are similar. This is as might be expected, since the Corridor Study used proposed interchange alternatives only for the purpose of testing alternatives developed for Sunset Drive to the north and south of the interchange. Additionally, a variance in traffic data collection timing and methodologies to calculate future traffic volumes and sensitivity analysis between the two studies would almost certainly account for different outcomes. In reviewing the interchange alternatives, I would like to draw out a few of the observations regarding the proposed alternatives similar to both studies:

The study team for the Sunset Drive Corridor Study examined four interchange alternatives; Single Point Urban Interchange (SPUI); Roundabouts; Diverging Diamond Interchange (DDI); and Northwest Loop Partial Cloverleaf (Parclo).

- Ranked #1 – DDI with signalized intersections north and south – The 2045 growth scenario PM Peak hour Sensitivity Analysis revealed the DDI to have the most consistently favorable LOS for the intersections of Boundary Street, I-94 East on/off ramp, I-94 West on/off ramp; and Old Red Trail (LOS C throughout whereas the other three alternatives produced combinations of LOS B, C, D, and F). Additional benefits of the DDI alternative include reduction of conflict points from crossing vehicles (no left turns on Sunset Drive); the design geometry has traffic calming features and reduces speeds, resulting in fewer and less severe crashes.
- Ranked #2 – SPUI with signalized intersections north and south – Although the same sensitivity analysis resulted in LOS D at both ramps with this alternative, this intersection type would have a familiar feel to drivers. Conflict reduction would also be expected since paths of opposing left turns don't intersect; also, right turns are typically free-flow movements.
- Roundabout interchange option was ranked #4 out of 4. Although the lower speeds and reduced conflicts at roundabouts increases the safety factor, the sensitivity analysis revealed a failing LOS for operations at Boundary and Old Red Trail in the PM peak hour.

**Recommendations Table**

	<b>1. Which alternative should proceed into the environmental document (DCE)?</b>	<b>2. Which intersection option should proceed at Old Red Trail?</b>	<b>3. Which intersection option should proceed at Boundary Street?</b>
Office of Project Development	Alt. 1 – SPUI & Alt. 2 - PARCLO	Opt. 1A – Signal & Opt. 1B - Roundabout	Opt. 2A – Signal & Opt. 2B - Roundabout
Office of Operations	Alt. 1 - SPUI	Opt. 1B - Roundabout	Opt. 2B - Roundabout
Bridge Division	Alt. 1 – SPUI & Alt. 2 - PARCLO	Opt. 1A – Signal & Opt. 1B - Roundabout	Opt. 2A – Signal & Opt. 2B - Roundabout
Construction Services Division	---	---	---
Design Division	Alt. 1 - SPUI	Opt. 1B - Roundabout	Opt. 2A - Signal
District	Alt. 1 - SPUI	Opt. 1B - Roundabout	Opt. 2B - Roundabout
Environmental and Transportation Services Division	Alt. 1 – SPUI & Alt. 2 - PARCLO	Opt. 1A – Signal & Opt. 1B - Roundabout	Opt. 2A – Signal & Opt. 2B - Roundabout
Local Government Division	Alt. 1 - SPUI	Opt. 1B - Roundabout	Opt. 2B - Roundabout
Maintenance Division			
Materials and Research Division	Alt. 1 - SPUI	Opt. 1B - Roundabout	Opt. 2B - Roundabout
Programming Division	Alt. 1 - SPUI	Opt. 1B - Roundabout	Opt. 2B - Roundabout
Planning/Asset Management Division	---	---	---
City	Alt. 1 – SPUI	Opt. 1A – Signal & Opt. 1B - Roundabout	Opt. 2A – Signal & Opt. 2B - Roundabout
FHWA	---	---	---
Bis-Man MPO	Alt. 2 – DDI	Opt. 1A – Signal	Opt. 2A – Signal

G. Comments from the Management Meeting held May 26, 2023

Key items discussed at the Management Meeting were as follows:

- Noise analysis noted within in the study was limited to a high-level assessment. Further analysis is required in the environmental phase.
- Options to reduce the right-of-way impact of Alternative #2 (PARCLO) will need to be further refined, especially in the southwest quadrant if the alternative is selected.
- Future expansion (third lane) of the interstate was not considered during the feasibility review of the alternatives. Discussion focused on whether future expansion should be considered in the alternatives that are advanced, as it would affect the needs of the bridges.
- The access to the Mobil Gas Station in the NE quadrant of the Boundary Street intersection will need to be evaluated further with the intersection options.

## H. Executive Decisions

1. Which alternate should proceed into the environmental document?

\_\_\_\_\_ No-Build Alternative

\_\_\_\_\_ Alternative 1 – Single Point Urban Interchange (SPUI)\*  
(~ \$45.8 million)

\_\_\_\_\_ Alternative 2 – Partial Cloverleaf Interchange (Parclo)\*  
(~\$34.8 million)

\_\_\_\_\_ Alternative 3 – Diverging Diamond (DDI)\*  
(~\$45.4 million)

\_\_\_\_\_ Alternative 4 – Diamond Interchange with Roundabouts  
(~\$28.3 million)

2. If Alt. #1, #2, or #3 is selected which option should proceed at Old Red Trail?

\_\_\_\_\_ Option 1a – Additional Lanes - Signalized Intersection

\_\_\_\_\_ Option 1b– Two-Lane Roundabout\*\*

3. If Alt. #1, #2, or #3 is selected which option should proceed at Boundary Street NW?

\_\_\_\_\_ Option 2a – Signalized Intersection

\_\_\_\_\_ Option 2b – Single-Lane Roundabout\*\*\*

*\*Additional Lane option for both Old Red Trail and Boundary Street NW included in base alternative costs as listed in question 1.*

*\*\*Replacing signalized intersection with roundabout option for Old Red Trail.*

*With Alternative #1 (+\$0.4 million)*

*With Alternative #2 (+\$1.3 million)*

*With Alternative #3 (-\$1.3 million)*

*\*\*\*Replacing signalized intersection with roundabout option for Boundary Street NW.*

*With Alternative #1 (+\$1.1 million)*

*With Alternative #2 (+\$3.6 million)*

*With Alternative #3 (+\$1.5 million)*



Amendments/Comments for Project No. IM-1-094(231)152:

---

Matt Linneman, P.E., Deputy Director for Engineering

---

Date

## **Attachments**

# **I-94 INTERCHANGE (EXIT 152)**

**Project No.**

**PCN**

IM-1-094(231)152

23594

Sunset Drive Interchange



---

Prepared by

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION  
BISMARCK, NORTH DAKOTA**

<http://www.dot.nd.gov/>

**DIRECTOR  
Ronald J. Henke, P.E.**

**PROJECT DEVELOPMENT DIRECTOR  
Jon Ketterling, P.E.**

**Principal Author: Chris Rossmiller, Mead & Hunt Inc  
Environmental Reviewer: Amy Denz, Moore Engineering  
May 2023**

## TABLE OF CONTENTS

Description	Page
Table of Contents .....	i
List of Tables .....	i
List of Figures .....	i
I. Public Meeting Summary .....	1
A. Project Information .....	1
B. Meeting Details .....	1
C. Attendees .....	3
D. Comments Received .....	4

### Appendices

Appendix A	Notifications
Appendix B	Handouts
Appendix C	Exhibits Presented
Appendix D	Presentation Slides
Appendix E	Roster
Appendix F	Comments and Responses
Appendix G	Transcript/Video Script

### LIST OF TABLES

Table 1: Summary of Comments/Responses .....	1
--	---

### LIST OF FIGURES

Figure 1: Project Location Map .....	3
--------------------------------------	---

### LIST OF EXHIBITS

## I. Public Meeting Summary

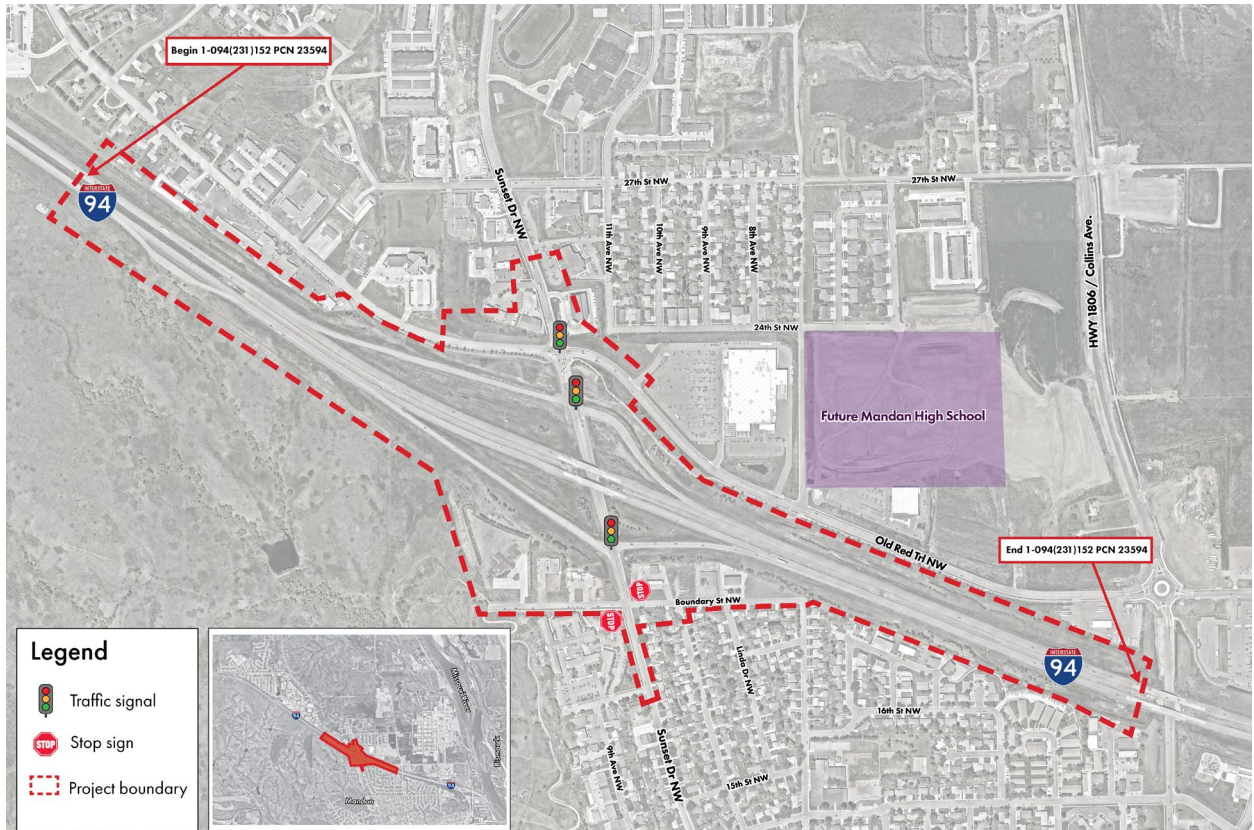
### A. Project Information

Highway: Interstate-94 and Sunset Drive Interchange (Exit 152)

District: Bismarck

Limits: Sunset Drive Interchange (Exit 152)

**Figure 1 – Project Location Map**



**I-94 Interchange (Exit 152) Sunset Drive Study Area Map**

NORTH  
Dakota  
Be Legendary

Transportation

Mead  
& Hunt

### B. Meeting Details

#### Public Input Meeting #1 (Cancelled & Rescheduled)

City, State: Bismarck, North Dakota  
Facility: Mandan Middle School Cafeteria  
Date and Time: April 6<sup>th</sup>, 2023  
Meeting Format Used: Open House

### Public Input Meeting #1

City, State: Bismarck, North Dakota  
Facility: Mandan Middle School Cafeteria and Virtual Online Input Meeting  
Date and Time: In Person - April 20<sup>th</sup>, 2023, 6:00 p.m. to 8:00 p.m.  
Virtual – April 20<sup>th</sup>, 2023, 12:00 a.m. to May 5<sup>th</sup>, 2023, 11:59 p.m.

Meeting Format Used: Open House and Virtual

The Public input meeting was held to present four viable proposed build alternatives for the I-94 Interchange at Sunset Drive (Exit 152). The public had the opportunity to provide input and comments on the proposed project.

The meeting was advertised through a Legal Display Advertisement published in the Bismarck Tribune on March 14<sup>th</sup>, 2023 and the Mandan News on March 17<sup>th</sup>, 2023. The public input meeting was rescheduled from April 6<sup>th</sup>, 2023, to April 20<sup>th</sup>, 2023. The meeting was then advertised through a Legal Display Advertisement published in the Bismarck Tribune on March 27<sup>th</sup>, 2023 and the Mandan News on March, 31<sup>st</sup> 2023. The Legal Display Advertisement, Affidavit of Publication and Press Release can be found in Appendix A- Notifications.

The event was published on the NDDOT Public Events Calendar, the URL for the specific event was [NDDOT – I-94 Interchange at Sunset Drive \(Exit 152\)](#). Materials made available to the public included the pre-recorded presentation, Project Location Map, Information for Highway and Street Projects, Stormwater Poster and Stormwater Brochure. These Materials can be found in Appendix B - Handouts, Appendix C - Exhibits Presented, Appendix D-Presentation Slides and Appendix G- Presentation Transcript.

### Stakeholder Meeting

City, State: Bismarck, North Dakota  
Facility: Mandan Middle School Cafeteria  
Date and Time: April 20<sup>th</sup>, 2023, 5:00 p.m. to 6:00 p.m.

Meeting Format Used: Open House

A in-person Stakeholder Meeting was held at the Mandan Middle School to present four viable proposed build alternatives for the Sunset Drive Interchange (Exit 152) through Mandan. The purpose of this meeting was to provide the area businesses and property owners adjacent to the interchange an opportunity to provide input, and to solicit written and verbal comments.

The stakeholders were notified and invited through email invitation. A database of area businesses was compiled to ensure appropriate mailings. These materials can be found in Appendix A – Notifications.

## C. Attendees

### Public Input Meeting

An open house meeting was held April 20<sup>th</sup>, 2023. Approximately twenty people from the public were in attendance, seventeen of which signed the sign-in sheet. Representatives from Mead & Hunt Inc., and North Dakota NDDOT were in attendance to answer questions and discuss the project for the meeting. The April 20<sup>th</sup> Public Input meeting utilized an in-person presentation, sign-in and comment survey.

The Virtual Public Input Meeting Presentation was viewed 115 times over the course of the fifteen-day open comment period between April 20<sup>th</sup>, 2023, and May 5<sup>th</sup>, 2023.

### Stakeholder Meeting

There were twenty-three attendees during the stakeholder meeting. Of the attendees, three representatives from the City of Mandan, one representative from Mandan Police Department, and two representatives from NDDOT were present during the meeting. There were four area business representatives present during meeting.

## D. Comments Received

During the comment period at the Public Input Meeting, interested individuals and the area businesses were encouraged to provide NDDOT and Mead & Hunt Inc. with input. The Public Input Meeting generated eight comments in-person, four comments that were received on comment cards on the night of the meeting, eight comments through email, twelve comments through website and zero comments through mail. A summary of the comments and responses are provided in Table 1. Refer to Appendix F for full comments and responses resulting from the public input meeting.

**Table 1 – Summary of Comments/Responses**

Topic	Comments	Responses
Preferred Alternatives	<ul style="list-style-type: none"><li>- Alternative #1: 8 Responses</li><li>- Alternative #2: 4 Responses</li><li>- Alternative #3: 0 Responses</li><li>- Alternative #4: 4 Responses</li><li>- No - Build: 1 Response</li></ul>	A decision document will be prepared to select which alternative(s) to proceed with based on received comments and responses
Single Point Interchange Alternative #1 Layout	Residents generally prefer Single Point alternative #1 as they feel it is the least complex option.	All intersections within the project area were evaluated and are expected to operate at a "LOS D" or better in the year 2045.
	City of Mandan employees feel the Single Point interchange will set local community up for a successful future.	See letter for City of Mandan dated May 5, 2023
	Resident concerned with safety of Mandan Middle School Students walking through roundabouts on commute home to save time.	Safety is an important criterion for all forms of mobility through the interchange alternatives. No matter which alternative is chosen, a shared use path and a sidewalk will be constructed to get

		pedestrians and bicyclists from one side of Interstate 94 to the other. The trail is anticipated to be placed on the side of Sunset which minimizes the number of potential conflicts between motorized and non-motorized users (i.e. crossing on lower volume ramps)
	Resident feels the addition of the roundabouts will be confusing for younger drivers.	There is always learning involved when new interchange configurations are introduced. The NDDOT and their partners would educate the traveling public on the use of the diverging diamond interchange.
Partial Cloverleaf Interchange Alternative #2	Resident feels Partial Cloverleaf Alternative # 2 is most like the interchanges residents already know and thus, easier to navigate. Also feels this would be most cost-effective option.	There is always learning involved when new interchange configurations are introduced. The NDDOT and their partners would educate the traveling public on the use of the other interchange types .
	Resident feels Partial Cloverleaf is best option without roundabout at Sunset and Old Red Trail due to the number of Semi-Trucks that pass through.	All intersections within the project area were evaluated and are expected to operate at a "LOS D" or better in the year 2045.
Diverging Diamond Interchange Alternative #3	Resident feels the Diverging Diamond Alternative #3 to be too confusing for drivers to navigate.	There is always learning involved when new interchange configurations are introduced. The NDDOT and their partners would educate the traveling public on the use of the diverging diamond interchange.
Diamond w/ Roundabouts Interchange Alternative #4	Resident feels Diamond w/ Roundabouts Alternative #4 would allow for a better flow of traffic, most notably during off peak traffic hours.	All intersections within the project area were evaluated and are expected to operate at a "LOS D" or better in the year 2045.
	Resident feels Diamond W/ Roundabouts Alternative #4 will improve safety by reducing number of intersection conflict points.	Winter maintenance activities including drifting and snow removal are considerations with each interchange alternative
	Resident concerned where snow will accumulate after plowing with roundabouts.	
Business Impacts	Owner of Bennigan's concerned with construction timeline and access to businesses during construction.	Traffic Control will be developed to maintain traffic and access throughout construction. Project will continue to share timelines and staging impacts with residents and businesses throughout the project development process.
Roundabout vs Traffic Sign	Resident feels the addition of the roundabouts would be most cost-	Lower maintenance is one benefit of a roundabout, however, there are also



Maintenance	effective long term as there would be less maintenance and less energy used on traffic signs.	benefit that signals provide over roundabouts.
	Resident prefers roundabouts to traffic lights as traffic lights and stop signs are currently not good at traffic control or slowing down traffic in the area.	All intersections within the project area were evaluated and are expected to operate at a "LOS D" or better in the year 2045.
Snow Removal & Drifting	City of Mandan employees request proactive research on the use of living snow fences or tree rows to mitigate snow drifting.	Winter maintenance activities including drifting and snow removal are considerations with each interchange alternative
	Residents concerned if climate and snow removal was accounted for when designing alternatives.	
Costs and Funding	Resident questions what percentage of funding will come from local versus federal and state.	Funding is anticipated to follow a 90% Federal/10% State. Local participation may be required on select elements of the project (landscaping, etc.).
	Residents concerned with costs of continual road replacements and other street improvement projects.	
	City of Mandan employees request NDDOT and FHWA consider cost sharing outside of FHWA ROW.	
Construction Timelines	Residents concerned with NDDOT track record of rescheduling and stalling projects in the area.	The project is currently scheduled for 2026 and is anticipated to require multi-year construction to complete the construction.
	Mayor of Mandan suggests construction of new I-94 Interchange at 56 <sup>th</sup> Ave W or 30 <sup>th</sup> Ave W would better serve the needs of City of Mandan opposed to the proposed project.	A new interchange is outside the scope of this project.
Left Turn out of Sunset Drive onto Old Red Trail	Resident concerned with safety of left-hand from Southbound Sunset Drive onto Eastbound Old Red Trail as it is difficult to see oncoming traffic. Feels stoplight with green arrow for turning left is necessary for safety of drivers.	Phasing for the signal systems will be updated based on operational needs. Additionally, roundabouts have been evaluated at this location which would reduce speeds and eliminate the conflict as noted. The proposed intersections are evaluated for sight lines and safety through the intersection.
Future Growth and Development	Residents question if these interchange alternatives can handle a higher traffic volume than Mandan is likely to experience.	Growth projection based on growth projections in the LRTP models from the Bis-Man MPO and approved plans from the City of Mandan.
	City of Mandan Employee questions if these types of interchanges work in other major metropolitan area	Though some alternatives (i.e. DDI) are new to Mandan, the alternatives have been successful in alleviating congestion and increasing mobility across the

		nation.
	City of Mandan Employee expresses concern with limited recognition of traffic impacts from the west of Baymont, including industrial, commercial, and multiple residential developments.	Growth projection based on growth projections in the LRTP models from the Bis-Man MPO and approved plans from the City of Mandan.
	Resident concerned intersection at Old Red Trail and Sunset Drive was being under designed for future growth to the west.	Modal project are based off the 2045 MPO LRTP constrained plan. As a sensitivity analysis, a model was developed to evaluate the implication of a new interchange at 56 <sup>th</sup> street near the forecast year to evaluate the effects on each alternative with a new interchange to support growth in West Mandan.
Resident Suggestions	Resident suggestion to tie in the EB off ramp to Boundary Street directly.	The challenge with this option will be that it would lead to increased traffic on boundary street and require a more significant intersection improvement at Boundary Street with impact to several business in the SW quadrant.
	Resident feels all options are not viable for location. References I-49 and E155th Street (Exit 176) in Missouri as good option.	This alternative proposed is unique and relatively new with only 2 locations identified across the nation. The challenges with this alternative will be the crossing conflict between the northbound and southbound movements in the future year, which would likely lead to large queues in the forecast year.

## APPENDICES

## **Appendix A Notifications**

**(Affidavit of Publication, Press Release with email distribution from Communications Division, and Legal Display Advertisement)**

**\*If SOV #8 was sent out, the distribution email should be included as well with the email distribution list from Communications Division.**

**\*If letters were mailed out to notify homeowners or businesses of the meeting, please include a copy of the letter with any of the attachments mailed out and the SOV list.**

## **Appendix B Handouts**

**(After the Storm, Information for Highway and Street Projects,  
Comment Cards)**



## A Citizen's Guide to Understanding Stormwater



EPA 833-B-03-002  
January 2003  
United States Environmental Protection Agency  
Small amounts of rain can wash pollutants from roofs, streets, and parking lots into storm drains. To keep our water clean, we need to know how to prevent pollution from entering storm drains.

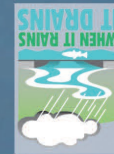


## After the Storm

For more information contact:  
or visit  
[www.epa.gov/nps](http://www.epa.gov/nps)  
[www.epa.gov/nps/stormwater](http://www.epa.gov/nps/stormwater)

[www.state.nd.us/dot/doin.html](http://www.state.nd.us/dot/doin.html)

ND DOT



### 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 onto 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 waterbody.



- ♦ 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 workers 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 Barrels**—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

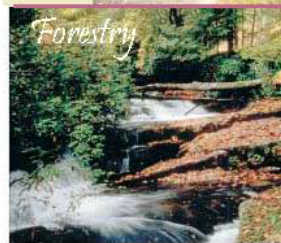


Lack of vegetation on streambanks can lead to erosion. Overgrazed pastures can also contribute excessive amounts of sediment to local waterbodies. Excess fertilizers and pesticides can poison aquatic animals and lead to destructive algae blooms. Livestock in streams can contaminate waterways with bacteria,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

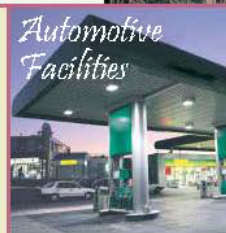
## Forestry



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.



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

ETS0116

## 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, corals, and other improvements is also documented.

1

### 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

2



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 or 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  
Office ..... 701-328-2540

##### State Highway Projects

- Project Design Issues, NDDOT, Design Division  
Office ..... 701-328-2555

##### State Highway Projects

- Right of Way and Relocation Assistance Issues  
NDDOT, ETS Division  
Office ..... 701-328-2590  
Toll-Free: ..... 866-785-1596  
Fax ..... 701-328-0310  
TTY ..... 711 or 1-800-366-6888

##### Reasonable Accommodations

- NDDOT, Civil Rights Division  
Office ..... 701-328-2978  
Email ..... [civilrights@nd.gov](mailto:civilrights@nd.gov)  
TTY ..... 711 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](mailto:civilrights@nd.gov)  
TTY users may use Relay North Dakota at  
711 or 1-800-366-6888.

**Appendix C**  
**Exhibits Presented**

**(Stormwater and the Construction Industry)**

### Protect Natural Features



Bad



Good

- Minimize clearing.
- Minimize the amount of exposed soil.
- Identify and protect areas where existing vegetation, such as trees, will not be disturbed by construction activity.
- Protect streams, stream buffers, wetlands, or other sensitive areas from any disturbance or construction activity by fencing or otherwise clearly marking these areas.

### Construction Phasing



Bad



Good

- Sequence construction activities so that the soil is not exposed for long periods of time.
- Schedule or limit grading to small areas.
- Install lay sediment control practices before any grading begins.
- Schedule site stabilization activities, such as landscaping, to be completed immediately after the land has been graded to its final contour.

### Vegetative Buffers



Bad



Good

- Protect and install vegetative buffers along waterbodies to slow and filter stormwater runoff.
- Maintain buffers by mowing or reapplying periodically to ensure their effectiveness.

# Maintain your BMPs!

[www.epa.gov/npdes/menuofbmps](http://www.epa.gov/npdes/menuofbmps)

### Silt Fencing



Bad



Good

- Inspect and maintain silt fences after each rainstorm.
- Make sure the bottom of the silt fence is buried in the ground.
- Securely attach the material to the stakes.
- Don't place silt fences in the middle of a waterway or use them as a check dam.
- Make sure stormwater is not flowing around the silt fence.

### Construction Entrances



Bad



Good

- Remove mud and dirt from the tires of construction vehicles before they enter a paved roadway.
- Properly size entrances (BMPs) for all anticipated vehicles.
- Make sure that the construction entrance does not become buried in soil.

### Slopes



Bad



Good

- Rough grade or terrace slopes.
- Break up long slopes with sediment barriers, or under drain, or divert stormwater away from slopes.

### Dirt Stockpiles



Bad



Good

- Cover or seed all dirt stockpiles.

### Storm Drain Inlet Protection



Bad



Good

- Use rock or other appropriate material to cover the storm drain inlet to filter out trash and debris.
- Make sure the rock size is appropriate (usually 1 to 2 inches in diameter).
- If you use inlet filters, maintain them regularly.

[illegible]

## **Appendix D**

### **Presentation Slides**

## **Appendix E Roster**

**(SFN 60149 NDDOT Title VI Public Participation Survey is not to be included in the Public Involvement Report)**

**Appendix F**  
**Comments and Responses**

**(Also include in the final document the original comment cards that were received as well as any emails. If figures or attachments were included with the cards or emails those also need to be included.)**

[illegible]



## **Appendix G**

### **Transcript/Video Script**

## **Appendix A**

### **Notifications**

# Public Events Calendar

---

## Details

### Event

---

#### UPDATED

<b>Name:</b>	<b><u>I-94 Interchange at Sunset Drive, Exit 152</u></b> <b><u>(<a href="https://youtu.be/QvKJ7zIk350">https://youtu.be/QvKJ7zIk350</a>)</u></b>
<b>Location:</b>	Mandan Middle School, 2901 12th Ave NW, Mandan ND
<b>Room:</b>	Cafeteria
<b>Date:</b>	Thursday, April 20, 2023
<b>Time:</b>	6:00 PM - 8:00 PM Central Time

**Description:****WHY?**

To discuss proposed improvements to the I-94 Interchange at Sunset Drive (Exit 152). The project consists of a preliminary engineering and feasibility study to develop and evaluate alternatives for the reconstruction of the interchange.

**WHEN?**

Thursday April 20, 2023

Formal Presentation 6:30 p.m. to 7:00 p.m. Central

Open House: 6:00 p.m. to 8:00 p.m.

A Virtual (pre-recorded) presentation and other materials are available on the NDDOT website at [www.dot.nd.gov](http://www.dot.nd.gov)

Click "Public Meetings" under Quick Links

**WHERE?**

Mandan Middle School Cafeteria

2901 12th Ave. NW

Mandan, ND 58554

**OPEN HOUSE CONDUCTED BY:**

ND Department of Transportation (NDDOT) and Mead & Hunt, Inc.

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 NDDOT and Mead & Hunt, Inc. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be postmarked or emailed May 5, 2023, to Chris Rossmiller, 600 South Second Street, Suite 120, Bismarck, ND 58504 Email: [c.rossmiller@meadhunt.com](mailto:c.rossmiller@meadhunt.com) Note "Public Input Meeting" in the letter heading or email subject.

The North Dakota Department of Transportation (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), 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, contact Heather Christianson, Civil Rights Division, NDDOT, at (701)328 2978 or [civilrights@nd.gov](mailto:civilrights@nd.gov). TTY users may use Relay North Dakota at 711 or 1 800 366 6888.

## Contact Details

---

<b>Name:</b>	Chris Rossmiller
<b>Telephone:</b>	952-641-8832
<b>Email:</b>	<b><u><a href="mailto:c.rossmiller@meadhunt.com">c.rossmiller@meadhunt.com</a></u></b> <b><u>(mailto:c.rossmiller@meadhunt.com)</u></b>

## Title VI and Nondiscrimination Survey Link

---

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.

**TITLE VI PUBLIC PARTICIPATION SURVEY**  
**(<https://forms.office.com/r/y9s5qekg68>)**

<b>Document:</b>	<b>Alt 2: Diverging Diamond</b> <b>(<a href="https://www.dot.nd.gov/projects/bismarck/exit152/img/2023_04_07-Alternative2.pdf">https://www.dot.nd.gov/projects/bismarck/exit152/img/2023_04_07-Alternative2.pdf</a>)</b>
<b>Document:</b>	<b>Alt 3: Partial Cloverleaf</b> <b>(<a href="https://www.dot.nd.gov/projects/bismarck/exit152/img/2023_04_07-Alternative3.pdf">https://www.dot.nd.gov/projects/bismarck/exit152/img/2023_04_07-Alternative3.pdf</a>)</b>
<b>Document:</b>	<b>Alt 4: Diamond w/ Roundabout</b> <b>(<a href="https://www.dot.nd.gov/projects/bismarck/exit152/img/2023_04_07-Alternative4.pdf">https://www.dot.nd.gov/projects/bismarck/exit152/img/2023_04_07-Alternative4.pdf</a>)</b>
<b>Document:</b>	<b>Alt1: Single Point Interchange</b> <b>(<a href="https://www.dot.nd.gov/projects/bismarck/exit152/img/2023_04_07-Alternative1.pdf">https://www.dot.nd.gov/projects/bismarck/exit152/img/2023_04_07-Alternative1.pdf</a>)</b>
<b>Document:</b>	<b>Comment Sheet (<a href="https://forms.office.com/r/SdRn2PdBd7">https://forms.office.com/r/SdRn2PdBd7</a>)</b>

<b>Document:</b>	<b>Project Webpage</b> ( <a href="https://www.dot.nd.gov/projects/bismarck/exit152/">https://www.dot.nd.gov/projects/bismarck/exit152/</a> )
<b>Document:</b>	<b>Sign-In Sheet</b> ( <a href="https://forms.office.com/r/CJgDee50dE">https://forms.office.com/r/CJgDee50dE</a> )

## Attachments

---

<b>Files:</b>
<b>NDDOT_Exit-152_PMI-1_Presentation_FINAL_NO-VIDEO</b> ( <a href="http://www.dot.nd.gov/docs/calendar/11398/NDDOT_Exit-152_PMI-1_Presentation_FINAL_NO-VIDEO.pdf">http://www.dot.nd.gov/docs/calendar/11398/NDDOT_Exit-152_PMI-1_Presentation_FINAL_NO-VIDEO.pdf</a> )
<b>Stormwater Brochure</b> ( <a href="http://www.dot.nd.gov/docs/calendar/11398/Stormwater%20Brochure.pdf">http://www.dot.nd.gov/docs/calendar/11398/Stormwater%20Brochure.pdf</a> )

[Return](#)

[Home \(https://www.dot.nd.gov/\)](https://www.dot.nd.gov/) | 
 [About \(https://www.dot.nd.gov/public/about.htm\)](https://www.dot.nd.gov/public/about.htm) | 
 [Careers \(https://www.dot.nd.gov/dotnet2/view/careers.aspx\)](https://www.dot.nd.gov/dotnet2/view/careers.aspx) | 
 [Get Answers \(https://www.dot.nd.gov/dotnet2/view/faq.aspx\)](https://www.dot.nd.gov/dotnet2/view/faq.aspx) | 
 [Publications \(https://www.dot.nd.gov/manuals/manuals-publications.htm\)](https://www.dot.nd.gov/manuals/manuals-publications.htm) | 
 [Forms \(https://www.dot.nd.gov/dotnet2/view/forms.aspx\)](https://www.dot.nd.gov/dotnet2/view/forms.aspx) | 
 [Site Map \(https://www.dot.nd.gov/sitemap.htm\)](https://www.dot.nd.gov/sitemap.htm) | 
 [Public \(https://www.dot.nd.gov/public/\)](https://www.dot.nd.gov/public/) | 
 [Travel/Roads \(https://www.dot.nd.gov/travel/\)](https://www.dot.nd.gov/travel/) | 
 [Business \(https://www.dot.nd.gov/business/\)](https://www.dot.nd.gov/business/) | 
 [Disclaimer \(https://www.dot.nd.gov/privacy.html#disclaimer\)](https://www.dot.nd.gov/privacy.html#disclaimer) | 
 [Privacy Policy \(https://www.dot.nd.gov/privacy.html\)](https://www.dot.nd.gov/privacy.html) | 
 [Security Policy \(https://www.dot.nd.gov/privacy.html\)](https://www.dot.nd.gov/privacy.html) | 
 [Accessibility Policy \(https://www.dot.nd.gov/privacy.html#accessibility\)](https://www.dot.nd.gov/privacy.html#accessibility) | 
 [W3C XHTML \(http://validator.w3.org/\)](http://validator.w3.org/) | 
 [W3C AA \(http://www.w3.org/WAI/WCAG1AA-Conformance\)](http://www.w3.org/WAI/WCAG1AA-Conformance)

© Copyright 2022. North Dakota Department of Transportation. All Rights Reserved

Questions or Comments? **Contact NDDOT**

(<https://www.dot.nd.gov/dotnet2/submitinfo/submitinfo.aspx?pageID=questions>)

# PUBLIC INPUT MEETING

## WHY?

To discuss proposed improvements to the I-94 Interchange at Sunset Drive, Exit 152. The project consists of a preliminary engineering and feasibility study to develop and evaluate reconstruction alternatives for the interchange.

## WHEN?

Thursday April 6, 2023

Formal Presentation: 6:30p.m. to 7:00p.m. Central

Open House: 6:00p.m. to 8:00p.m.

A Virtual (pre-recorded) presentation and other materials are available on the NDDOT website at [www.dot.nd.gov](http://www.dot.nd.gov)

Click "Public Meetings" under Quick Links

## WHERE?

Mandan Middle School Cafeteria  
2901 12<sup>th</sup> Ave NW  
Mandan, ND 58554

## OPEN HOUSE CONDUCTED BY

ND Department of Transportation (NDDOT) and  
Mead & Hunt, Inc.

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 NDDOT and Mead & Hunt, Inc. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be postmarked or emailed April 21, 2023, to Chris Rossmiller, 600 South Second Street, Suite 120, Bismarck, ND 58504 Email: [c.rossmiller@meadhunt.com](mailto:c.rossmiller@meadhunt.com)  
Note "Public Input Meeting" in the letter heading or email subject.

The North Dakota Department of Transportation (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), 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, contact Heather Christianson, Civil Rights Division, NDDOT, at (701)328-2978 or [civilrights@nd.gov](mailto:civilrights@nd.gov). TTY users may use Relay North Dakota at 711 or 1-800-366-6888.



## Affidavit of Publication

Liz Prather, being duly sworn, states as follows:

1. I am the designated agent, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspapers listed on the attached exhibits.
2. The newspapers listed on the exhibits published the advertisement of: **Mead & Hunt – ND Department of Transportation –Public input meeting Sunset Drive Exit 152; 1 time(s)** as required by law or ordinance.
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

Signed: \_\_\_\_\_

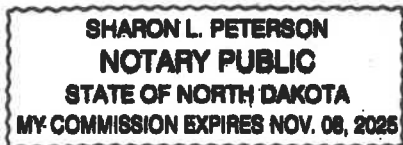
A handwritten signature in blue ink, appearing to read "Liz Prather", is written over a horizontal line.

State of North Dakota

County of Burleigh

Subscribed and sworn to before me this 29<sup>th</sup> day of March, 2023.

A handwritten signature in blue ink, appearing to read "Sharon L. Peterson", is written over a horizontal line.





# North Dakota Newspaper Association

1435 Interstate Loop

Bismarck, North Dakota 58503

Phone: 1-701-223-6397 Fax: 1-701-223-8185

## INVOICE

March 31, 2023

Order: 23033MNO

Invoice# 13195

Attn: Chris Rossmiller  
Mead & Hunt  
600 S 2nd St Suite 120  
Bismarck, North Dakota 58504

Voice: (701) 566-6448

Fax:

Advertiser: ND Department of Transportation

Brand:

Campaign

Client Order Number:

Amount Due:

\$0.00

Amount Paid:

\$445.62

Please detach and return this portion with your payment

ND Department of Transportation Invoice# 13195 P.O.#: Client Order Number:

Run Date	Ad Size	Rate Type	Rate	Color Rate	Total	Discount	(%)	Amount after Discount	Page
<b>Bismarck Tribune (Bismarck, North Dakota)</b>									
03/14/2023	21.00	Notice Display	\$14.24		\$299.04	\$0.00	(0.00%)	\$299.04	
Caption: Public input meeting Sunset Drive Exit 152									
<b>Subtotal:</b>	<b>21.00</b>		<b>\$14.24</b>	<b>\$0.00</b>	<b>\$299.04</b>	<b>\$0.00</b>		<b>\$299.04</b>	
<b>Mandan News (Mandan, North Dakota)</b>									
03/17/2023	21.00	Notice Display	\$6.98		\$146.58	\$0.00	(0.00%)	\$146.58	
Caption: Public input meeting Sunset Drive Exit 152									
<b>Subtotal:</b>	<b>21.00</b>		<b>\$6.98</b>	<b>\$0.00</b>	<b>\$146.58</b>	<b>\$0.00</b>		<b>\$146.58</b>	
Gross Advertising			\$445.62	Total Misc	\$0.00	Amount Paid		\$445.62	
Agency Discount			\$0.00	Tax	\$0.00	Adjustments		\$0.00	
Other Discount			\$0.00	Total Billed	\$445.62	Payment Date		March 31, 2023	
Service Charge			\$0.00	Unbilled	\$0.00	Balance Due		\$0.00	

If you'd like to pay your invoice online, go to [www.ndna.com/billpay](http://www.ndna.com/billpay). We accept Visa/Mastercard. A 3% fee will automatically be added to your total. We also accept checks and ACH, with no additional fee added. Contact Rhonda at [rhondaw@ndna.com](mailto:rhondaw@ndna.com) or 701-595-7311 for ACH information. Thank you!

# CLASSIFIEDS

dakotaclassifieds.com in print and online

701-258-6900 • 1-866-468-5348

**Bismarck  
Tribune**  
www.bismarcktribune.com

**NORTH  
DAKOTA**  
classifieds.com

Online 24 hour ad placement

dakotaclassifieds.com

By phone

Phone hours

Mon.-Fri. 8:00 AM - 5:00 PM ..... 701.258.6900

Toll Free ..... 1.866.1.SOLD.IT

Fax ..... 701.250.0195

24-hr voice mail ..... 701.258.6900

In person

Please schedule an appt.

Mon.-Fri. 8:00 AM - 5:00 PM

Main office: 707 E. Front Ave.

(entrance located on 7th Street & Sweet Ave.)

\*Some restrictions apply.

Major credit cards accepted. Private party ads require pre-payment with ad orders.

## PUBLIC INPUT MEETING

### WHY?

To discuss proposed improvements to the I-94 Interchange at Sunset Drive, Exit 152. The project consists of a preliminary engineering and feasibility study to develop and evaluate reconstruction alternatives for the interchange.

### WHEN?

Thursday April 6, 2023  
 Formal Presentation: 6:30p.m. to 7:00p.m. Central  
 Open House: 6:00p.m. to 8:00p.m.  
 A Virtual (pre-recorded) presentation and other materials are available on the NDDOT website at [www.nddot.gov](http://www.nddot.gov)  
 Click "Public Meetings" under Quick Links

### WHERE?

Mandan Middle School Cafeteria  
 2901 12<sup>th</sup> Ave NW  
 Mandan, ND 58554

### OPEN HOUSE CONDUCTED BY

ND Department of Transportation (NDDOT) and Mead & Hunt, Inc.

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 NDDOT and Mead & Hunt, Inc. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be postmarked or emailed April 21, 2023, to Chris Rossmeier, 600 South Second Street, Suite 120, Bismarck, ND 58504 Email: [crossmeier@meadhunt.com](mailto:crossmeier@meadhunt.com) Note "Public Input Meeting" in the letter heading or email subject.

The North Dakota Department of Transportation (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), 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, contact Heather Christianson, Civil Rights Division, NDDOT, at (701)328-2978 or [ch Christianson@nd.gov](mailto:ch Christianson@nd.gov). TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**ADVERTISING BIDS**  
 CITY OF LINCOLN  
 LINCOLN, NORTH DAKOTA  
 WATER RESERVOIR AND WATER MAIN IMPROVEMENTS  
 MOORE PROJECT NO. 22446

**General Notice**  
 Owner is requesting Bids for the construction of the project listed above. Bids for the construction of the Project will be received at Lincoln City Hall located at 74 Santee Road, Lincoln, ND 58504 until 5:00 a.m., 2023, at 3:00 p.m. local time. At that time the Bids received will be "publicly" opened and read.

The Project consists of the following Work: The Project consists of constructing a new 1,000,000-gallon water tank, removing one of the existing water tanks, and installing approximately 6,500 linear feet of water mains, ditching, site grading, and surface restoration. Separate Bids will be received for the following Contract: Contract No. Description of Contract 1. Water Storage Tank (Unit Price) 2. Underground and Site Work (Unit Price)

**Obtaining the Bidding Documents**  
 Digital project bidding documents will be available at [www.nddot.com/bids](http://www.nddot.com/bids) or by clicking the Bid Information tab, or [www.nddot.com/bids](http://www.nddot.com/bids). You may download the complete set of digital documents for a non-refundable fee of \$50.00 by clicking "eBid" Number: 8360651 on the website. Contact CDN Customer Support at 952-235-1632 or [info@questcdn.com](mailto:info@questcdn.com) for assistance in fee membership registration and downloading digital project information. The Issuing Office for the Bidding

### Public Notices

grants. The requirements for bidders and contractors under this regulation concern utilization of Minority Business Enterprises (MBE), Women's Business Enterprises (WBE), and Small Business Enterprises (SBE) and are explained in the specifications.

The goal for MBE is 2% of the total dollar value of the project. The goal for WBE is 3% of the total dollar value of the project. To demonstrate a good faith effort to comply, bidders must include the MBE (WBE) subcontractor solicitation form in the bid package.

Bidders on this work will be required to comply with American Iron and Steel requirements of the Consolidated Appropriations Act, 2014. The requirements for bidders and contractors under this regulation are explained in the specifications.

**Instructions to Bidders.**  
 For all further requirements regarding bid submission, qualifications, procedures, and contract award, refer to the Instructions to Bidders that are included in the Bidding Documents.

**This Advertisement is issued by:**  
 Owner: City of Lincoln  
 By: Lisa Aune  
 Title: Auditor  
 Date: March 14, 2023  
 314, 21, 8, 28 - 57173

**ADVERTISING BIDS**  
 The Bismarck Municipal Parking Authority will receive sealed bids for Parkade Ramp repairs. Bids will be received in the office of the City Administrator until 3:00pm local time April 5, 2023. Bids will be publicly opened and reviewed at 4:00pm local time on April 5, 2023, at the City County Building, 221 North 5th Street, the Mayor's Conference Room on 4th Floor.

Proposals must be mailed to the City Administrator (PO Box 5503, Bismarck, ND 58506-5503) or deposited with the City Administrator (221 North 5th St., Bismarck, ND 58501) and shall be sealed and endorsed "Bismarck Parkade Ramp Limited 2023 Maintenance Repairs". Upon request, bid packets will be emailed to PDF format, from John Morgan (Walker Consultants), project manager, at: [morgan@walkerconsultants.com](mailto:morgan@walkerconsultants.com).

A pre-bid conference will be held Tuesday, March 28, 2023 @ 12:00 PM. Please meet at the parking structure on the purple level (top level) outside the stair elevator tower. The parking structure is located at 114 N. 5th Street, Bismarck, North Dakota.

The right is reserved to not bid for a period of sixty (60) days, to reject any and all bids, to waive technicalities or to accept such as may be determined to be in the best interest of the Bismarck Municipal Parking Authority.

Dated the 14th day of March, 2023, Bismarck Municipal Parking Authority  
 /s/ Jeremy Petter, Owner Representative  
 314, 21, 8, 28 - 57153

ALEXANDER S. KELSCH  
 State Bar ID No. 07231  
 KELSCH RUFF KRANDA NAGLE & LUDWIG  
 103 Collins Avenue, PO Box 1266  
 Mandan, ND 58554  
 Telephone (701) 663-9818  
 Fax (701) 663-8810  
 Email: [alex@krlaw.com](mailto:alex@krlaw.com)

Attorneys for Estate of RUBY J. STANICK, Decedent  
 IN THE DISTRICT COURT OF BURLEIGH COUNTY, SOUTH CENTRAL JUDICIAL DISTRICT, STATE OF NORTH DAKOTA

In the Matter of the Estate of RUBY J. STANICK, Decedent  
 Probate No. 08-2023-PH-0049

**NOTICE TO CREDITORS**  
 NOTICE IS HEREBY GIVEN that the undersigned has been appointed personal representative of the above estate. All persons having claims against the said decedent are required to present their claims within the time specified in the notice of the first publication or mailing of this notice or said claims will be forever barred. Claims must either be presented to Judith K. Schacher, personal representative of the estate at P.O. Box 1266, Mandan, North Dakota 58554-7266, or filed with the court.

Dated this 17th day of February, 2023,  
 /s/ Judith K. Schacher  
 Judith K. Schacher  
 Personal Representative  
 First Publication on the 28th day of February, 2023.  
 2023, 02, 28, 07 & 14 - 56758

**NOTICE OF PUBLIC HEARING**  
 BUREAU BOARD OF PUBLIC WORKS COMMISSIONERS

CITY OF BISMARCK, NORTH DAKOTA  
 Notice is hereby given that the Bismarck City Commission will conduct a public hearing on Tuesday, March 14, 2023, at the hour of 5:15 PM in the Tom Baker Meeting Room, City/County Office Building, 221 North Fifth Street, Bismarck, North Dakota, on the following:  
 • A public hearing on a request for a new Class F2 Restaurant license for the new Class F1 Restaurant Full Alcohol license for Old Bar & Grill, LLC at 4100 North 21st Street, Bismarck, ND 58504.  
 Notice is further given that the Bismarck City Commission will consider the said matter and hear testimony and evidence from persons interested therein.  
 BOARD OF CITY COMMISSIONERS  
 Bismarck, North Dakota  
 Attest: Jason Tomasek  
 Assistant City Administrator  
 314, 14 - 57049

Hazlet Township Annual meeting will be held from 8:00 on Tuesday, March 21, at the home of Clerk Sara Vollmer, 40331 533rd St NE, Wing, ND 58494.  
 317, 8, 14 - 56865

**Bismarck Rural Fire Protection District**  
 The annual meeting of the Bismarck Rural Fire Department will be held at March 16, 2023, at 7:30 p.m. at the Bismarck Rural Fire Department. The agenda will include review of the 2022 budget and election of officers. Alternates for Teller, Naughton, and Monahan. In addition, alternates for Agriculture, Burnt Creek and Fort Rice are vacant. The public is invited to attend. Interpreter for special needs, please contact State Relay Services prior to the meeting.  
 318, 10, 14 - 56864

**McKenzie Township Annual Meeting**  
 Tuesday March 21, 2023, 7:00 pm, to 8:30 pm, Stiefing United Methodist Church, 225 McKenzie St., Sterling ND Lower level/Election to follow business meeting. Election of one supervisor for the term of 3 years and one clerk-treasurer for a term of 2 years.  
 314 - 57159

**ADVERTISING BIDS**  
 Minot - Four Bears Segment  
 Drags Wolf Apartments  
 New Town, North Dakota

Sealed Lump Sum Bids will be received for Four Bears Drags Wolf Apartments until 2:00 PM local time March 22, 2023. Bids shall be prepared in compliance with the Instructions to Bidders and shall be bid as Single Prime Contract (all trades including general, civil, mechanical, and electrical work).

Bids shall be addressed to:  
**Kelly Baker, Project Specialist**  
 Minot - Four Bears Segment  
 and delivered to:

**Ackerman-Estovik**  
 1907 17th St. SE  
 Minot, ND 58701  
 Bids will be thereafter publicly opened and read aloud.

Project consists of a new 26,700 square foot 3-story, 19-unit apartment building of project construction, associated site improvements, and improvements.

The Construction Documents will be on file and may be examined at the Office of Ackerman-Estovik, Minot, North Dakota and the following Builders Exchanges: Bismarck-Minot, Bismarck, Builders Exchange, Dickinson, Fargo, Grand Forks, Mandan, Williston, North Dakota. Bids shall be addressed and delivered to: Contract: Construction Industry Center, 2023 North Falls Builders Exchange, South Dakota.

Online Procurement and Contracting Documents: Obtain access through Quest CDN ([www.questcdn.com](http://www.questcdn.com)). You may download the digital plan documents by clicking **Quest project #840744** on the website's Project Search page. Please contact [QuestCDN.com](mailto:QuestCDN.com) at 952-235-1632 or [info@questcdn.com](mailto:info@questcdn.com) for assistance in fee membership registration, downloading and working with this digital project information.

Bid security shall be submitted and attached in a sealed Bid Bond Envelope with each bid in the amount of five percent (5%) of the amount of the Bid. No Bids may be withdrawn for a period of 60 days after opening of bids. Owner reserves the right to reject any and all bids and to waive informalities and irregularities.

The Contractor shall enclose within the Bid Bond Envelope a copy of the Bidder's North Dakota Contractor's License or a copy of their latest Renewal Certificate issued by the Secretary of State. Successful bidder shall begin the Work on receipt of the Notice to Proceed and shall complete the Work within the Contract Time. Contract Time will be number of calendar days Bidder indicates on the Bid Form. Work is subject to liquidated damages. Bidders must be properly licensed under the laws governing their respective trades and be able to obtain insurance and bonds required for the Work. A Performance Bond, separate Labor and Material Payment Bond, and Insurance in a form acceptable to Owner will be required of the successful Bidder. Robert White, Councilman, Three Affiliated Tribes - MHA Nation Four Bears Segment  
 311, 6, 15 - 56761

**ADVERTISING BIDS**  
 Four Bears Community Park Rebid  
 New Town, North Dakota

Sealed Lump Sum Bids will be received for Four Bears Community Park Rebid until 2:00 PM local time March 22, 2023. Bids shall be prepared in compliance with the Instructions to Bidders and shall be bid as Single Prime Contract (all trades including general, civil, mechanical, electrical, and aquatics). Bids shall be addressed and delivered to:

**Kelly Baker, Project Specialist**  
 Minot - Four Bears Segment  
 and delivered to:

**Ackerman-Estovik**  
 1907 17th St. SE  
 Minot, ND 58701  
 Bids will be thereafter publicly opened and read aloud.

Project consists of a new outdoor park development with combination basketball court, playground, sand volleyball court, horseshoes, and picnic shelter as well as a new picnic shelter facility associated community gathering spaces. The Construction Documents will be on file and may be examined at the Office of Ackerman-Estovik, Minot, North Dakota and the following Builders Exchanges: Bismarck-Minot, Bismarck, Builders Exchange, Dickinson, Fargo, Grand Forks, Minot, Williston, North Dakota. Minnesota Builders Exchange, Construct

Connect, Construction Industry Center, and North Falls Builders Exchange, South Dakota.

Online Procurement and Contracting Documents: Obtain access through Quest CDN ([www.questcdn.com](http://www.questcdn.com)). You may download the digital plan documents by clicking **Quest project #840744** on the website's Project Search page. Please contact [QuestCDN.com](mailto:QuestCDN.com) at 952-235-1632 or [info@questcdn.com](mailto:info@questcdn.com) for assistance in fee membership registration, downloading and working with this digital project information.

Bid security shall be submitted and attached in a separate Bid Bond Envelope with each bid in the amount of five percent (5%) of the amount of the Bid. No Bids may be withdrawn for a period of 60 days after opening of bids. Owner reserves the right to reject any and all bids and to waive informalities and irregularities.

The Contractor shall enclose within the Bid Bond Envelope a copy of the Bidder's North Dakota Contractor's License or a copy of their latest Renewal Certificate issued by the Secretary of State. Successful bidder shall begin the Work on receipt of the Notice to Proceed and shall complete the Work within the Contract Time. Contract Time will be number of calendar days Bidder indicates on the Bid Form. Work is subject to liquidated damages. Bidders must be properly licensed under the laws governing their respective trades and be able to obtain insurance and bonds required for the Work. A Performance Bond, separate Labor and Material Payment Bond, and Insurance in a form acceptable to Owner will be required of the successful Bidder. Robert White, Councilman, Three Affiliated Tribes - MHA Nation Four Bears Segment  
 311, 6, 15 - 56762

The annual meeting of Schunk-Stieber Township will be held March 25th, 2023, at 7:00pm at the Terry Abrecht farm, Clark-Chick Reamussen, Treasurer: Theresa Held  
 314-57169

**ADVERTISING**

The City of Bismarck is seeking cost proposals from qualified manufacturers or their representatives for Furnishing Street Paving Materials-Parts A-G for 2023. Proposals for the Paving Materials for the City of Bismarck will be received by the Board of City Commissioners of the City of Bismarck in the office of the City Administrator, until 9:00 a.m. CT, Friday, March 31, 2023. Bids will be publicly opened and reviewed at 10:00 a.m. CT, on Friday, March 31, 2023.

The proposals must be mailed to the City Administrator (PO Box 5503, Bismarck, ND 58506-5503) or otherwise deposited with the City Administrator (221 North 5th St., Bismarck, ND 58501) and shall be sealed and endorsed "Proposal for Furnishing Paving Materials- 2023 Parts A-G." If a bid is to be faxed, the bid must be sent to a bidder's agent independent of the City of Bismarck, placed in a sealed envelope, labeled according to this specification, and delivered to the office of the City Administrator prior to the bid deadline.

Bids must be submitted on blanks furnished by the City of Bismarck and in accordance with specifications and conditions herein contained. Copies of proposal blanks and specifications may be downloaded from the website or obtained from the Public Works Service Operation, 601 S 26th St, Bismarck ND 58504. Gail Neicholson, [publicworks@bismarck.gov](mailto:publicworks@bismarck.gov) or 701-355-1707. Contractor may bid on any or all parts.

All bidders are invited to be present at the opening of proposals. The right is reserved to hold all bids for a period of forty-five (45) days, to reject any and all bids, to waive technicalities or to accept such as may be determined to be for the best interest of the City of Bismarck.

The City of Bismarck is committed to providing non-discriminatory service. No person shall, on the basis of a person's national origin, race, color, disability, sex, age and/or income status, be excluded from participation or be subjected to discrimination or harassment by the City of Bismarck or any of its locations. The City of Bismarck 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 City of Bismarck programs and information.

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

To request accommodations, contact the City of Bismarck Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.  
 CITY OF BISMARCK  
 Keith L. Hurd  
 City Administrator  
 314 & 21 - 57179

**ADVERTISING**  
 The Board of City Commissioners of the City of Bismarck will receive sealed bids for the construction of asphaltic concrete pavement and related bid on STREET IMPROVEMENT DISTRICT FIVE HUNDRED SEVENTY-ONE (571). All bids will be submitted to the City Administrator by 3:00 p.m., Tuesday, March 21, 2023. Such work to be completed according to the schedule

plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Tuesday, March 21, 2023, in the Office of City Administrator.

The proposals must be mailed to or deposited with the City Administrator and shall be sealed and endorsed "Proposal for Street Improvement District Number Five Hundred Seventy-One (571)". The contractor shall include a copy of its license or renewal thereof endorsed in the bid and envelope as required pursuant to Section 43-47-12 of the North Dakota Century Code, as amended.

Complete digital project bidding documents are available at [www.bismarcknd.gov](http://www.bismarcknd.gov) or [www.questcdn.com](http://www.questcdn.com). You may download the digital plan documents for \$75.00, by clicking **Quest project #8371631** on the website's Project Search page. Contact [QuestCDN.com](mailto:QuestCDN.com) at 952-235-1632 or [info@questcdn.com](mailto:info@questcdn.com) for assistance in fee membership registration, downloading, and working with this digital project information. An optional paper set of project documents is also available for a nonrefundable price of \$150.00, per set, which includes applicable sales tax and shipping. Please make your check for a paper set payable to the City of Bismarck and send it to the City of Bismarck Engineering Department, P.O. Box 5503, Bismarck, North Dakota 58506-5503, stating the project number, and if you want to pick it up or be mailed.

Please contact us at 701-355-1505 if you have any questions or need to be added to the list of bidders. The project includes more than one unit, and the basis of award shall be the lowest and best bid for the units selected by the City. Units not selected shall not be included in forming the basis of award. The lowest bid. Bidders shall be aware that there is no guarantee that Units will be awarded and balance their bids accordingly.

Bids shall be made on the basis of cash payment for the work to be done. All work under this advertisement shall be started on a date to be specified in a written order from the Board of City Commissioners. Work shall consist of approximately 158,500 LF of curb and sidewalk, 108,000 LF of crack sealing, 200 tons of asphalt paving, 100 CY of blended base, and

Each bid shall be accompanied by a separate envelope containing a bidder's proposal for the amount of five percent (5%) of the amount of the bid as required by Section 43-47-12 of the North Dakota Century Code, as amended, and executed by the bidder. The bid bond shall be provided by law. The bid bond shall be in the form of a cash bond or a bond of a surety company that the principal's bid is accepted and a contract is awarded, the principal shall execute the contract within the time specified in the contract. The Board of City Commissioners reserves the right to hold all bids for a period of 45 days after the date fixed for the opening thereof and reject any or all bids and to waive irregularities whenever it is for the best interest of the City of Bismarck.

The City of Bismarck is committed to providing non-discriminatory service. No person shall, on the basis of a person's national origin, race, color, disability, sex, age and/or income status, be excluded from participation or be subjected to discrimination or harassment by the City of Bismarck or any of its locations. The City of Bismarck 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 City of Bismarck programs and information.

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

To request accommodations, contact the City of Bismarck Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.  
 CITY OF BISMARCK  
 Keith L. Hurd  
 City Administrator  
 314 & 21 - 57045

**STATE OF NORTH DAKOTA**  
 COUNTY OF BURLEIGH  
 IN DISTRICT COURT  
 SOUTH CENTRAL JUDICIAL DISTRICT  
 CIVIL NO. 08-2023-PH-0041

IN THE MATTER OF THE PROBATE OF THE ESTATE OF TYLER KEVIN FREDERICK, DECEASED.

**NOTICE TO CREDITORS**  
 NOTICE IS HEREBY GIVEN that the undersigned has been appointed administrator of the above named estate. All persons having claims against the said decedent are required to present their claims within the time specified in the notice of the first publication of this notice or said claims will be forever barred. Claims must either be presented to Kevin Frederick, personal administrator of the estate, Tyler Kevin Frederick, c/o Wheeler Wolf Law Firm, Attorneys for the Estate, P.O. Box 1776, Bismarck, North Dakota, or filed with the court.

Dated the 28th day of February, 2023,  
 /s/ Kevin Frederick  
 Kevin Frederick

Attorney for Personal Representative  
 All bids will be submitted to the City Administrator by 3:00 p.m., Tuesday, March 21, 2023. Such work to be completed according to the schedule

plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Tuesday, March 21, 2023, in the Office of City Administrator.





For more information: Communications Division, NDDOT, at (701) 328-4322

Embargo until: Immediate release

## **Public input meeting for proposed improvements in Mandan rescheduled for April 20**

The public input meeting to discuss proposed improvements to the Interstate 94 Interchange at Sunset Drive, Exit 152, was rescheduled for Thursday, April 20.

An in-person meeting will be held from 6 to 8 p.m. CDT at the Mandan Middle School Cafeteria, 2901 12th Ave. NW in Mandan. The meeting will utilize an open house format with a formal presentation at 6:30 p.m.

A virtual, pre-recorded, presentation and other materials will be available on the NDDOT website at [www.dot.nd.gov](http://www.dot.nd.gov), click Public Meetings under Quick Links.

The project consists of a preliminary engineering and feasibility study to develop and evaluate reconstruction alternatives for the interchange. The meeting will provide opportunity for public input with representatives from the North Dakota Department of Transportation (NDDOT) and Mead & Hunt, Inc.

If unable to attend the public input meeting, written statements or comments must be postmarked or emailed by May 5, 2023, to Chris Rossmiller, 600 South Second Street, Suite 120, Bismarck, ND 58504 or email: [c.rossmiller@meadhunt.com](mailto:c.rossmiller@meadhunt.com) with "Public Input Meeting-PCN 23594" in the letter heading or e-mail subject.

The North Dakota Department of Transportation (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), and

- translations of written material necessary to access NDDOT programs and information.

To request accommodations, contact Heather Christianson at (701) 328-2978 or [heachristianson@nd.gov](mailto:heachristianson@nd.gov). TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

~~###~~

# PUBLIC INPUT MEETING

## Why?

To discuss proposed improvements to the I-94 Interchange at Sunset Drive, Exit 152. The project consists of a preliminary engineering and feasibility study to develop and evaluate reconstruction alternatives for the interchange.

## WHEN?

**Thursday, April 20, 2023**

Formal Presentation: 6:30p.m. to 7:00p.m. Central

Open House: 6:00p.m. to 8:00p.m.

A Virtual (pre-recorded) presentation and other materials are available on the NDDOT website at [www.dot.nd.gov](http://www.dot.nd.gov)

Click "Public Meetings" under Quick Links

## WHERE?

Mandan Middle School Cafeteria

2901 12<sup>th</sup> Ave NW

Mandan, ND 58554

## OPEN HOUSE CONDUCTED BY

ND Department of Transportation (NDDOT) and  
Mead & Hunt, Inc.

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 NDDOT and Mead & Hunt, Inc. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be postmarked or emailed May 5, 2023, to Chris Rossmiller, 600 South Second Street, Suite 120, Bismarck, ND 58504 Email: [c.rossmiller@meadhunt.com](mailto:c.rossmiller@meadhunt.com)  
Note "Public Input Meeting" in the letter heading or email subject.

The North Dakota Department of Transportation (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), 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, contact Heather Christianson, Civil Rights Division, NDDOT, at (701)328-2978 or [civilrights@nd.gov](mailto:civilrights@nd.gov). TTY users may use Relay North Dakota at 711 or 1-800-366-6888.



## **Public input meeting for proposed improvements in Mandan scheduled April 20**

**BISMARCK, N.D.** – The public input meeting to discuss proposed improvements to the Interstate 94 Interchange at Sunset Drive, Exit 152, is scheduled for Thursday, April 20.

An in-person meeting will be held from 6 to 8 p.m. CDT at the Mandan Middle School Cafeteria, 2901 12th Ave. NW in Mandan. The meeting will utilize an open house format with a formal presentation at 6:30 p.m.

A virtual, pre-recorded presentation and other materials will be available on the North Dakota Department of Transportation (NDDOT) website at [www.dot.nd.gov](http://www.dot.nd.gov), click Public Meetings under Quick Links.

The project consists of a preliminary engineering and feasibility study to develop and evaluate reconstruction alternatives for the interchange.

The meeting will provide an opportunity for public input with representatives from the NDDOT and Mead & Hunt, Inc.

If unable to attend the public input meeting, written statements or comments must be postmarked or emailed by May 5, 2023, to Chris Rossmiller, 600 South Second Street, Suite 120, Bismarck, ND 58504, or email: [c.rossmiller@meadhunt.com](mailto:c.rossmiller@meadhunt.com) with “Public Input Meeting-PCN 23594” in the letter heading or e-mail subject.

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), and
- translations of written material necessary to access NDDOT programs and information.

To request accommodations, contact Heather Christianson at 701-328-2978 or [heachristianson@nd.gov](mailto:heachristianson@nd.gov) (<mailto:heachristianson@nd.gov>). TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**- ### -**

### **MEDIA CONTACT:**

David Finley  
[drfinley@nd.gov](mailto:drfinley@nd.gov)  
701.328.4444



## Affidavit of Publication

Liz Prather, being duly sworn, states as follows:

1. I am the designated agent, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspapers listed on the attached exhibits.
2. The newspapers listed on the exhibits published the advertisement of: **Mead & Hunt – ND Department of Transportation – Public input meeting Sunset Dr Exit 152; 1 time(s)** as required by law or ordinance.
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

Signed: \_\_\_\_\_

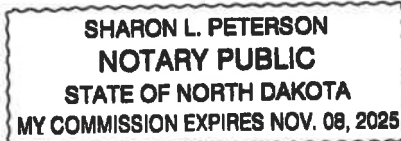
A handwritten signature in blue ink, appearing to read "Liz Prather", is written over a horizontal line.

State of North Dakota

County of Burleigh

Subscribed and sworn to before me this 12<sup>th</sup> day of April, 2023.

A handwritten signature in black ink, appearing to read "Sharon L. Peterson", is written over a horizontal line.



# North Dakota Newspaper Association

1435 Interstate Loop

Bismarck, North Dakota 58503

Phone: 1-701-223-6397 Fax: 1-701-223-8185

## INVOICE

April 13, 2023

Order: 23035MNO

Invoice# 13223

Attn:  
**Mead & Hunt**  
600 S 2nd St Suite 120  
Bismarck, North Dakota 58504

Voice: (701) 566-6448

Fax:

Advertiser: **ND Department of Transportation**

Brand:

Campaign

Client Order Number:

Amount Due:

\$424.40

Please detach and return this portion with your payment

ND Department of Transportation Invoice# 13223 P.O.#: Client Order Number:

Run Date	Ad Size	Rate Type	Rate	Color Rate	Total	Discount	(%)	Amount after Discount	Page
<b>Bismarck Tribune (Bismarck, North Dakota)</b>									
03/27/2023	20.00	Notice Display	\$14.24		\$284.80	\$0.00	(0.00%)	\$284.80	
Caption: Public input meeting Sunset Dr Exit 152									
<b>Subtotal:</b>	<b>20.00</b>		<b>\$14.24</b>	<b>\$0.00</b>	<b>\$284.80</b>	<b>\$0.00</b>		<b>\$284.80</b>	
<b>Mandan News (Mandan, North Dakota)</b>									
03/31/2023	20.00	Notice Display	\$6.98		\$139.60	\$0.00	(0.00%)	\$139.60	
Caption: Public input meeting Sunset Dr Exit 152									
<b>Subtotal:</b>	<b>20.00</b>		<b>\$6.98</b>	<b>\$0.00</b>	<b>\$139.60</b>	<b>\$0.00</b>		<b>\$139.60</b>	
Gross Advertising			\$424.40	Total Misc	\$0.00	Amount Paid		\$0.00	
Agency Discount			\$0.00	Tax	\$0.00	Adjustments		\$0.00	
Other Discount			\$0.00	Total Billed	\$424.40	Payment Date			
Service Charge			\$0.00	Unbilled	\$0.00	Balance Due		\$424.40	

If you'd like to pay your invoice online, go to [www.ndna.com/billpay](http://www.ndna.com/billpay). We accept Visa/Mastercard. A 3% fee will automatically be added to your total. We also accept checks and ACH, with no additional fee added. Contact Rhonda at [rhondaw@ndna.com](mailto:rhondaw@ndna.com) or 701-595-7311 for ACH information. Thank you!

# WANTED

## dakotaclassifieds.com in print and online

### 701-258-6900 • -865-4648

**Bismarck Tribune**  
www.bismarcktribune.com

**dakotaclassifieds.com**

Online 24 hour ad placement  
dakotaclassifieds.com

By phone

Phone hours

Mon-Fri. 8:00 AM - 5:00 PM .....701.258.6900

Toll Free .....1.866.1.SOLD.IT

Fax .....701.250.0195

24-hr voice mail .....701.258.6900

In person

Please schedule an appt.

Mon-Fri. 8:00 AM - 5:00 PM

Main office: 707 E. Front Ave.  
(entrance located on 7th Street & Sweet Ave.)

\*Some restrictions apply.

Major credit cards accepted. Private party ads require prepayment with ad orders.

## PUBLIC INPUT MEETING

### Why?

To discuss proposed improvements to the I-94 Interchange at Sunset Drive, Exit 152. The project consists of a preliminary engineering and feasibility study to develop and evaluate reconstruction alternatives for the interchange.

### WHEN?

Thursday, April 20, 2023

Formal Presentation: 6:30p.m. to 7:00p.m. Central

Open House: 6:00p.m. to 8:00p.m.

A Virtual (pre-recorded) presentation and other materials are available on the NDDOT website at [www.dot.nd.gov](http://www.dot.nd.gov)

Click "Public Meetings" under Quick Links

### WHERE?

Mandan Middle School Cafeteria

2901 12<sup>th</sup> Ave NW

Mandan, ND 58554

## OPEN HOUSE CONDUCTED BY

ND Department of Transportation (NDDOT) and Mead & Hunt, Inc.

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 NDDOT and Mead & Hunt, Inc. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be postmarked or emailed May 5, 2023, to Chris Rossmeier, 600 South Second Street, Suite 1203, Bismarck, ND 58504 Email: [c.rossmeier@meadhunt.com](mailto:c.rossmeier@meadhunt.com) Note "Public Input Meeting" in the letter heading or email subject.

The North Dakota Department of Transportation (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), 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, contact Heather Christianson, Civil Rights Division, NDDOT, at 701/328-2978 or [civilrights@nd.gov](mailto:civilrights@nd.gov). TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

The citizens of the Township of Long Lake in the County of Burleigh and State of North Dakota, who are qualified to vote at General Elections, are hereby notified that the Annual Township Meeting and Equalization Meeting for said Township will be held at the Mead & Hunt Cafeteria in Mandan, ND, on Monday the 10th day of April, next, at the hour of six in the evening of the same day for the following purposes:

To elect such Township Officers as are required by law.

1 Supervisor, 2 Wardmen, 1 Township Clerk/Treasurer, 2 Assessor and to do any other business proper to be done at said meeting when convened.

Given under my hand this 22nd day of March, A.D. 2023.

Pam Thompson, Township Clerk/Treasurer, 3227-57521

Theresa Township will hold their Tax Equalization Meeting on Monday, April 11, 2023, at 1:30pm at Jean Aichele's home.

3227-57054

### ADVERTISEMENT

The Board of City Commissioners of the City of Bismarck will receive sealed bids for the construction of Polymer Coating of Structures and related items in SEWER UTILITY PROJECT EIGHTY-EIGHT (88). All bids will be submitted to the City Administrator by 3:00 p.m., Wednesday, April 12, 2023. Such work to be completed according to the schedule, plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Wednesday, April 12, 2023, in the Office of the City Administrator. The proposals must be mailed to or deposited with the City Administrator and shall be sealed and endorsed "Proposal for SEWER UTILITY PROJECT Number Eighty-Eight (88)". The contractor shall include a copy of his license or renewal thereof enclosed in the required bid bond envelope as required pursuant to Section 4507-12 of the North Dakota Century Code, as amended. Complete digital project bidding documents are available at [www.bismarcknd.gov](http://www.bismarcknd.gov) or [www.questnd.com](http://www.questnd.com). You may download the digital plan documents for \$75.00 by inputting Quest project #637688 on the website's Project Search page. Contact questnd.com at 852-239-1632 or [info@questnd.com](mailto:info@questnd.com) for assistance in free membership registration.

### Public Notices

accommodation for people with disabilities.

• language interpretation for people with limited English proficiency (LEP), and

• translations of written material necessary to access City of Bismarck programs and information.

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

To request accommodations, contact the City of Bismarck, Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**CITY OF BISMARCK**

Keith J. Hunke

Dated this 22nd day of March, 2023.

327.43 & 10-57508

**School Annexation Hearing**

Notice is given that a public hearing will be held by the Burleigh County School District Reorganization Committee, Monday, April 17th at 1:00 PM in the Tom Baker Room in the City/County Building at 221 N 6th Street, Bismarck, ND, for the purpose of considering a petition for annexing a territory to Burleigh County School District from the Apple Creek School District.

The Petition describes the territory to be annexed as follows:

**Apple Meadows, Third Subdivision, Part of the UNWISSELY Section Township 138 North, Range 78 West, Burleigh County, North Dakota, Lots 1 & 2, Lots 12-14, Block 1, Total of all the lots in block 1 less lot 10 & 11 = 16.96 Acres.**

This hearing is held in accordance with the North Dakota Century Code Chapter 15-12 and subject to the Burleigh County School District Reorganization Committee.

Grand Jurk, Burleigh County Superintendent of Schools.

Submitted for publication on March 27th and April 2nd, 2023 in Burleigh County, North Dakota.

327.43 & 57297

### ADVERTISEMENT

The Board of City Commissioners of the City of Bismarck will receive sealed bids for the construction of Sewer Main and related items in SEWER UTILITY PROJECT EIGHTY-EIGHT (88).

All bids will be submitted to the City Administrator by 3:00 p.m., Monday, April 17, 2023. Such work to be completed according to the schedule, plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Monday, April 17, 2023, in the Office of the City Administrator.

The proposals must be mailed to or deposited with the City Administrator and shall be sealed and endorsed "Proposal for SEWER UTILITY PROJECT Eighty-Eight (88)".

The contractor shall include a copy of his license or renewal thereof enclosed in the required bid bond envelope as required pursuant to Section 4507-12 of the North Dakota Century Code, as amended. Complete digital project bidding documents are available at [www.bismarcknd.gov](http://www.bismarcknd.gov) or [www.questnd.com](http://www.questnd.com). You may download the digital plan documents for \$75.00 by inputting Quest project #637688 on the website's Project Search page. Contact questnd.com at 852-239-1632 or [info@questnd.com](mailto:info@questnd.com) for assistance in free membership registration.

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

To request accommodations, contact the City of Bismarck, Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**CITY OF BISMARCK**

Keith J. Hunke

Dated this 22nd day of March, 2023.

327.43 & 10-57508

**Notice to Vendors**

Sealed proposals will be received by the Cooperative Purchasing Connection (CPC) on behalf of its current and potential members in Minnesota, North Dakota, and South Dakota for RFP 24-3 - Whole Grain Rich Bread & Bread

Ingredients (SFO) - Part B.

Specifications and forms may be obtained by registering for free with CPC on Public Purchasing Connection.

Proposals must be submitted to Public Purchasing Connection by April 18, 2023, and late proposals will not be considered.

320 & 27-57243

### ADVERTISEMENT

The Board of City Commissioners of the City of Bismarck will receive sealed bids for the construction of asphalt concrete pavement and related items in Street Improvement District Five Hundred

(SFO) - Part B.

All bids will be submitted to the City Administrator by 3:00 p.m., Monday, April 17, 2023. Such work to be completed according to the schedule, plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Monday, April 17, 2023, in the Office of the City Administrator.

The proposals must be mailed to or deposited with the City Administrator and shall be sealed and endorsed "Proposal for Street Improvement District (SFO) - Part B".

The contractor shall include a copy of his license or renewal thereof enclosed in the required bid bond envelope as required pursuant to Section 4507-12 of the North Dakota Century Code, as amended. Complete digital project bidding documents are available at [www.bismarcknd.gov](http://www.bismarcknd.gov) or [www.questnd.com](http://www.questnd.com).

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

To request accommodations, contact the City of Bismarck, Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**CITY OF BISMARCK**

Keith J. Hunke

Dated this 22nd day of March, 2023.

327.43 & 10-57508

**Notice to Vendors**

Sealed proposals will be received by the Cooperative Purchasing Connection (CPC) on behalf of its current and potential members in Minnesota, North Dakota, and South Dakota for RFP 24-3 - Whole Grain Rich Bread & Bread

Ingredients (SFO) - Part B.

Specifications and forms may be obtained by registering for free with CPC on Public Purchasing Connection.

Proposals must be submitted to Public Purchasing Connection by April 18, 2023, and late proposals will not be considered.

320 & 27-57243

**ADVERTISEMENT**

The Board of City Commissioners of the City of Bismarck will receive sealed bids for the construction of asphalt concrete pavement and related items in Street Improvement District Five Hundred

(SFO) - Part B.

All bids will be submitted to the City Administrator by 3:00 p.m., Monday, April 17, 2023. Such work to be completed according to the schedule, plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Monday, April 17, 2023, in the Office of the City Administrator.

The proposals must be mailed to or deposited with the City Administrator and shall be sealed and endorsed "Proposal for Street Improvement District (SFO) - Part B".

The contractor shall include a copy of his license or renewal thereof enclosed in the required bid bond envelope as required pursuant to Section 4507-12 of the North Dakota Century Code, as amended. Complete digital project bidding documents are available at [www.bismarcknd.gov](http://www.bismarcknd.gov) or [www.questnd.com](http://www.questnd.com).

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

To request accommodations, contact the City of Bismarck, Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**CITY OF BISMARCK**

Keith J. Hunke

Dated this 22nd day of March, 2023.

327.43 & 10-57508

**Notice to Vendors**

Sealed proposals will be received by the Cooperative Purchasing Connection (CPC) on behalf of its current and potential members in Minnesota, North Dakota, and South Dakota for RFP 24-3 - Whole Grain Rich Bread & Bread

Ingredients (SFO) - Part B.

Specifications and forms may be obtained by registering for free with CPC on Public Purchasing Connection.

Proposals must be submitted to Public Purchasing Connection by April 18, 2023, and late proposals will not be considered.

320 & 27-57243

**ADVERTISEMENT**

The Board of City Commissioners of the City of Bismarck will receive sealed bids for the construction of asphalt concrete pavement and related items in Street Improvement District Five Hundred

(SFO) - Part B.

All bids will be submitted to the City Administrator by 3:00 p.m., Monday, April 17, 2023. Such work to be completed according to the schedule, plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Monday, April 17, 2023, in the Office of the City Administrator.

The proposals must be mailed to or deposited with the City Administrator and shall be sealed and endorsed "Proposal for Street Improvement District (SFO) - Part B".

The contractor shall include a copy of his license or renewal thereof enclosed in the required bid bond envelope as required pursuant to Section 4507-12 of the North Dakota Century Code, as amended. Complete digital project bidding documents are available at [www.bismarcknd.gov](http://www.bismarcknd.gov) or [www.questnd.com](http://www.questnd.com).

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

To request accommodations, contact the City of Bismarck, Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**CITY OF BISMARCK**

Keith J. Hunke

Dated this 22nd day of March, 2023.

327.43 & 10-57508

**Notice to Vendors**

Sealed proposals will be received by the Cooperative Purchasing Connection (CPC) on behalf of its current and potential members in Minnesota, North Dakota, and South Dakota for RFP 24-3 - Whole Grain Rich Bread & Bread

Ingredients (SFO) - Part B.

Specifications and forms may be obtained by registering for free with CPC on Public Purchasing Connection.

Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**CITY OF BISMARCK**

Keith J. Hunke

Dated this 22nd day of March, 2023.

327.43 & 10-57508

**ADVERTISEMENT**

The Board of City Commissioners of the City of Bismarck will receive sealed bids for the construction of Watermain Rehabilitation by Class II Spray On Line and related items in Street Improvement District One Hundred Forty-Two (142).

All bids will be submitted to the City Administrator by 3:00 p.m., Monday, April 17, 2023. Such work to be completed according to the schedule, plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Monday, April 17, 2023, in the Office of the City Administrator.

The proposals must be mailed to or deposited with the City Administrator and shall be sealed and endorsed "Proposal for WATERMAIN UTILITY PROJECT One Hundred Forty-Two (142)".

The contractor shall include a copy of his license or renewal thereof enclosed in the required bid bond envelope as required pursuant to Section 4507-12 of the North Dakota Century Code, as amended. Complete digital project bidding documents are available at [www.bismarcknd.gov](http://www.bismarcknd.gov) or [www.questnd.com](http://www.questnd.com). You may download the digital plan documents for \$75.00 by inputting Quest project #637685 on the website's Project Search page. Contact questnd.com at 852-239-1632 or [info@questnd.com](mailto:info@questnd.com) for assistance in free membership registration.

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

To request accommodations, contact the City of Bismarck, Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**CITY OF BISMARCK**

Keith J. Hunke

Dated this 22nd day of March, 2023.

327.43 & 10-57508

**Notice to Vendors**

Sealed proposals will be received by the Cooperative Purchasing Connection (CPC) on behalf of its current and potential members in Minnesota, North Dakota, and South Dakota for RFP 24-3 - Whole Grain Rich Bread & Bread

Ingredients (SFO) - Part B.

Specifications and forms may be obtained by registering for free with CPC on Public Purchasing Connection.

Proposals must be submitted to Public Purchasing Connection by April 18, 2023, and late proposals will not be considered.

320 & 27-57243

**ADVERTISEMENT**

The Board of City Commissioners of the City of Bismarck will receive sealed bids for the construction of asphalt concrete pavement and related items in Street Improvement District Five Hundred

(SFO) - Part B.

All bids will be submitted to the City Administrator by 3:00 p.m., Monday, April 17, 2023. Such work to be completed according to the schedule, plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Monday, April 17, 2023, in the Office of the City Administrator.

The proposals must be mailed to or deposited with the City Administrator and shall be sealed and endorsed "Proposal for Street Improvement District (SFO) - Part B".

The contractor shall include a copy of his license or renewal thereof enclosed in the required bid bond envelope as required pursuant to Section 4507-12 of the North Dakota Century Code, as amended. Complete digital project bidding documents are available at [www.bismarcknd.gov](http://www.bismarcknd.gov) or [www.questnd.com](http://www.questnd.com).

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

To request accommodations, contact the City of Bismarck, Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**CITY OF BISMARCK**

Keith J. Hunke

Dated this 22nd day of March, 2023.

327.43 & 10-57508

**Notice to Vendors**

Sealed proposals will be received by the Cooperative Purchasing Connection (CPC) on behalf of its current and potential members in Minnesota, North Dakota, and South Dakota for RFP 24-3 - Whole Grain Rich Bread & Bread

Ingredients (SFO) - Part B.

Specifications and forms may be obtained by registering for free with CPC on Public Purchasing Connection.

Proposals must be submitted to Public Purchasing Connection by April 18, 2023, and late proposals will not be considered.

320 & 27-57243

**ADVERTISEMENT**

The Board of City Commissioners of the City of Bismarck will receive sealed bids for the construction of asphalt concrete pavement and related items in Street Improvement District Five Hundred

(SFO) - Part B.

All bids will be submitted to the City Administrator by 3:00 p.m., Monday, April 17, 2023. Such work to be completed according to the schedule, plans and specifications on file in the Office of the City Administrator. Bids will be opened at 4:00 p.m., Monday, April 17, 2023, in the Office of the City Administrator.

The proposals must be mailed to or deposited with the City Administrator and shall be sealed and endorsed "Proposal for Street Improvement District (SFO) - Part B".

The contractor shall include a copy of his license or renewal thereof enclosed in the required bid bond envelope as required pursuant to Section 4507-12 of the North Dakota Century Code, as amended. Complete digital project bidding documents are available at [www.bismarcknd.gov](http://www.bismarcknd.gov) or [www.questnd.com](http://www.questnd.com).

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

To request accommodations, contact the City of Bismarck, Title VI and ADA Coordinator, at 701-355-1336. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

**CITY OF BISMARCK**





**From:** [Chris Rossmiller](#)  
**To:** [Andrews, Miguel](#)  
**Subject:** RE: Stakeholder Meeting: 1-094(231)152 Interstate 94 and Sunset Drive Interchange  
**Date:** Thursday, March 9, 2023 10:05:14 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image001.png](#)

---

Miguel,

I met with Andrew late yesterday.

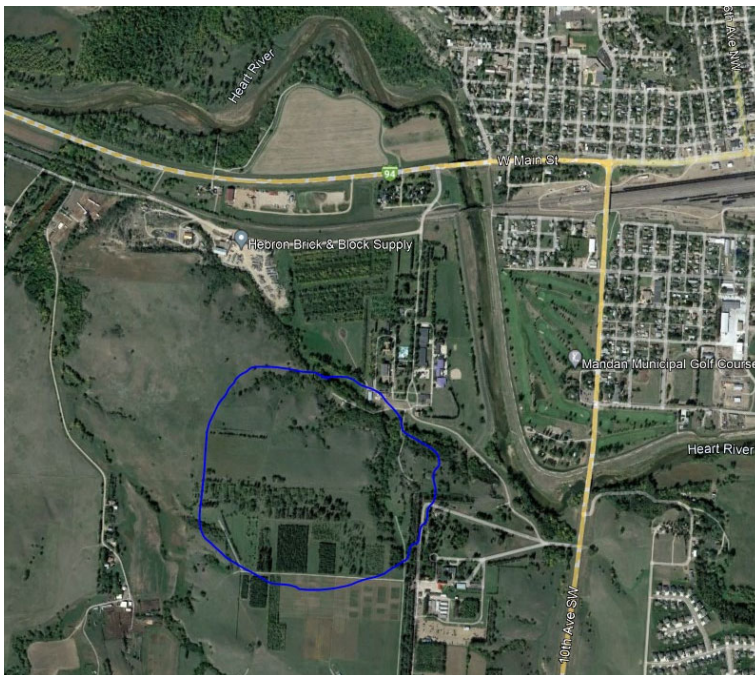
He recommended adding:

- The Baymont Hotel/Conference center
- County Highway Facility to the west of the Interchange – I will reach out
- PTA association (Red Trail Elementary and Lewis and Clark Elementary) – I will get contacts through school district

Once I have the affidavit, I will also reach out to their communication specialist to get the notice in the e-newsletter and their social media.

He will help with local contacts for the businesses as he talks to many of them weekly

He did mention the new Women's prison that will be located south of the Interchange. It will be located south of Main Street near the youth correctional facility.



Also discuss the redevelopment of the existing high school site (18 acres) right now anticipated to be higher density mixed use type of development, should already be accounted for in the projection data from MPO study.

## Chris Rossmiller, PE

Direct: 952-641-8832 | Transfer Files

**meadhunt.com** | Experience Exceptional

---

**From:** Andrews, Miguel <msandrews@nd.gov>

**Sent:** Tuesday, March 7, 2023 9:01 AM

**To:** Chris Rossmiller <Christopher.Rossmiller@meadhunt.com>

**Subject:** RE: Stakeholder Meeting: 1-094(231)152 Interstate 94 and Sunset Drive Interchange

Chris – This is a good start. Please also invite the Businesses along Boundary Street:

Messiah Lutheran Church

Fried's

Hide-Away

Mobil

Antioch Centre

Vibra

Do you know if the City of Mandan had any feedback for us on other possible attendees?

Thank you,

**Miguel Andrews**

*Transportation Engineer, P.E.*

701.328.4796 • [msandrews@nd.gov](mailto:msandrews@nd.gov) • [dot.nd.gov](http://dot.nd.gov)



---

**From:** Chris Rossmiller <[Christopher.Rossmiller@meadhunt.com](mailto:Christopher.Rossmiller@meadhunt.com)>

**Sent:** Tuesday, March 7, 2023 12:44 AM

**To:** Andrews, Miguel <[msandrews@nd.gov](mailto:msandrews@nd.gov)>

**Subject:** Stakeholder Meeting: 1-094(231)152 Interstate 94 and Sunset Drive Interchange

**\*\*\*\*\* CAUTION:** This email originated from an outside source. Do not click links or open attachments unless you know they are safe. **\*\*\*\*\***



---

Miguel,

Per our conversation, here is the list I propose for the stakeholder meeting. If this looks acceptable, I need to make a few call to lock in attendees and location with the city, but wanted your feedback. Also need feedback on invitees from the district for this meeting?

**Stakeholder Meeting #1:**

Location: Propose In-person. Will inquire with city about meeting space at city hall, backup would be the Middle School after school hours (3:30 p.m.)

Tentative Date: March 23<sup>rd</sup>, 4:00 p.m. Targeting late afternoon/early evening to work around businesses and city schedule. Backup would be March 27<sup>th</sup>, prior to PIM.

Attendees:

City of Mandan – Planning, Andrew Stromme

City of Mandan – Engineering, Justin Froseth

City of Mandan – Mayor Helbing

City of Mandan – Commissioner Mike Braun

City of Mandan – Administrator Jim Neubauer

City of Mandan Parks – Director Cole Higgin

City of Mandan Chamber/EDC - Wendy Van Duyne (Chair)

Mandan School District – Mike Bitz and at his discretion, representatives for the middle school and new high school

Mandan Fire department – Chief Steve Nardello

Mandan Police department – Chief Jason Ziegler

Mandan EMS – Metro Area Ambulance

Bis-Man Transit – Diedre Hughes, Director

MPO – Kim Riepl

Neighborhood Representation - Community Group representation if there are neighborhood associations – inquire with city of Mandan about options

Businesses (local owners/managers to be determined)

- Cloverdale
- Walmart
- NISC
- Others as discussed with city of Mandan

**Chris Rossmiller, PE**

Project Manager | Transportation

Direct: 952-641-8832 | [Transfer Files](#)

**Mead&Hunt**

[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

**From:** [Chris Rossmiller](#)  
**To:** [Jason Owens](#); [Amy Denz](#); [Kyle Roberts](#); [Andrews, Miguel](#); [Samardzic, Ranka](#); [Zacher, Wayne A.](#); [Johnson, Michael E.](#); [Andrew K. Stromme](#); [Jim Neubauer](#); [Cole Higlin](#); [kriepl@bismarcknd.gov](#); [snardello@nd.gov](#); [jziegler@mandanpd.com](#); [dpmoore.s02033@us.wal-mart.com](#); [Tyler@ganglhospitality.com](#); [jgegelman1967@yahoo.com](#); [tirecook101@aol.com](#); [jhelten@thedavisgroupre.com](#); [Scott Staudinger](#); [T.J. Russell](#); [Dave Steckler@msd1.org](#); [Amanda.Meier@msd1.org](#); [Ryan.Leingang@msd1.org](#); [Mark.Andresen@msd1.org](#); [gregg.kathol@harlowsschoolbus.com](#); [Ryan.Lagasse@msd1.org](#); [MIKE BITZ](#); [tim.helbling@cityofmandan.com](#); [dhughes@bismantransit.com](#)  
**Subject:** Invitation to Stakeholder Meeting: 1-094(231)152 PCN 23594 Interstate 94 and Sunset Drive Interchange  
**Start:** Thursday, April 20, 2023 5:00:00 PM  
**End:** Thursday, April 20, 2023 6:00:00 PM  
**Location:** Mandan Middle School (2901 12th Ave NW, Mandan, ND 58554)  
**Attachments:** [Exit-152 Project Area Map.pdf](#)

---

You are invited to attend a stakeholder listening session for the Interstate 94 and Sunset Drive Interchange study. The meeting will be held at the following time and location:

**When:** Thursday, April 20, 2023 at 5:00 p.m.

**Where:** Mandan Middle School Cafeteria

2901 12th Ave NW

Mandan, ND 58554

The North Dakota Department of Transportation (NDDOT), with assistance from the consultant team from Mead & Hunt, is conducting a preliminary engineering and feasibility study to develop and evaluate reconstruction alternatives for the interchange located on Interstate 94 at Sunset Drive in the City of Mandan. Enclosed is a map of the project location and the limits of the study. The project is evaluating the operational and geometric deficiencies of the current interchange and develop improvement alternatives and modifications for the interchange. New right-of-way may be needed for the project. The current timeline for the project would have construction of the new interchange beginning in 2026. More information about the project, including a virtual presentation and exhibits of the interchange alternatives, will be available on the project website at: I-94 Interchange (Exit 152) Sunset Drive <<https://www.dot.nd.gov/projects/bismarck/exit152/>> prior to the meeting.

The purpose of this meeting is to allow stakeholders an opportunity to view project exhibits, meet the project staff, and discuss the project in a one-on-one environment. Your input will help the design team gain an understanding of stakeholder issues, needs, and concerns related to the interchange improvement.

Please note this meeting will be held ahead of a Public Input Meeting held at the same location beginning at 6 p.m. (with a presentation at 6:30 p.m.). If you are able to attend at the time noted above, staff will still be available until 8 p.m. to discuss the project with you. Your input is very important to us, so if you are unable to attend, please feel free to fill out an online comment form (available on the website) or feel free to contact Chris Rossmiller at 952-641-8832 if you have any questions or comments.

Thank you,

## **Appendix B**

### **Handouts**



## A Citizen's Guide to Understanding Stormwater



EPA  
United States  
Environmental Protection  
Agency

EPA 833-B-03-002

January 2003

Revised Address (URL) & Title: Please use the  
following address to request this material.  
To obtain this on-line presentation  
Please Contact: Please Contact: Please Contact:

## After the Storm

For more information contact:

**NIDDOT**

[www.state.nd.us/dot/doing.html](http://www.state.nd.us/dot/doing.html)

or visit  
[www.epa.gov/nps](http://www.epa.gov/nps)  
[www.epa.gov/stormwater](http://www.epa.gov/stormwater)



### 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.





# 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 onto 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 waterbody.



- ◆ 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 markers 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 Barrels**—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

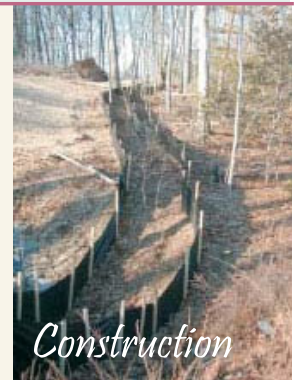


Dirt, oil, and debris that collect in parking lots and paved areas can be washed into the storm sewer system and eventually enter local waterbodies.

- ◆ 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

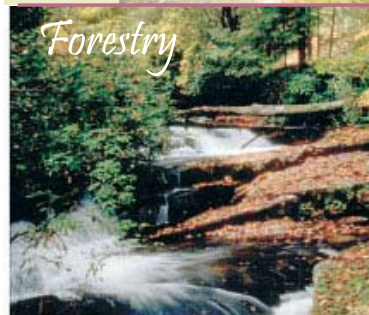
## Agriculture

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.

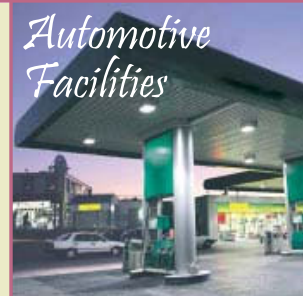
## Forestry



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.

**NDD9T**  
North Dakota  
Department of Transportation

ETS0116

## TRAFFIC SURVEYS

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.

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

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.

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 processes 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 place 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 have the right to immediate possession of the condemned property, depending on their specific conditions, 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 buildings, 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, judgments, 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  
Office ..... 701-328-2540

##### State Highway Projects

• Project Design Issues, NDDOT, Design Division  
Office ..... 701-328-2555

##### State Highway Projects

• Right of Way and Relocation Assistance Issues  
NDDOT, ETS Division  
Office ..... 701-328-2590  
Toll-Free ..... 866-785-1596  
Fax ..... 701-328-0310  
TTY ..... 711 or 1-800-366-6888

##### Reasonable Accommodations

• NDDOT, Civil Rights Division  
Office ..... 701-328-2978  
Email ..... [civilrights@nd.gov](mailto:civilrights@nd.gov)  
TTY ..... 711 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](mailto:civilrights@nd.gov)  
TTY users may use Relay North Dakota at  
711 or 1-800-366-6888.

# Stormwater and the Construction Industry

### Protect Natural Features




- Minimize clearing
- Minimize the amount of exposed soil
- Stabilize and protect areas where existing vegetation, such as trees, will not be disturbed by construction activity
- Protect streams, stream buffers, wetlands, wetlands, or other sensitive areas from any disturbance to construction activity by fencing or otherwise clearly marking these areas

### Construction Phasing




- Sequence construction activities so that the soil is not exposed for long periods of time
- Minimize or limit grading to small areas
- Install sediment control practices before site grading begins
- Stabilize site stabilization activities, such as revegetating, to be completed immediately after the soil has been graded to its final contour

### Vegetative Buffers




- Protect and install vegetative buffers along waterbodies to slow and filter stormwater runoff
- Minimize buffers by mowing or spraying herbicides to ensure their effectiveness

### Silt Fencing




- Install and maintain all fences after each installation
- Make sure the bottom of the silt fence is buried in the ground
- Securely attach the material to fenceposts
- Don't place silt fences in the middle of a roadway if you don't own a check dam
- Make sure stormwater is not flowing around the fence

### Construction Entrances




- Remove mud and dirt from the base of construction vehicles before they enter a paved roadway
- Property area entrance (BMPs) for all anticipated vehicles
- Make sure that the construction entrance does not become a silt trap

### Slopes




- Regrade gullies or erosion paths
- Install silt fences or other erosion control practices, or other practices, to prevent erosion from slopes

### Dirt Stockpiles




- Cover or seed dirt stockpiles

### Site Stabilization




- Vegetate, mulch, or otherwise stabilize if exposed areas as soon as land alterations have been completed

### Storm Drain Inlet Protection




- Use rock or other materials installed to cover the storm drain inlet to filter out trash and debris
- Make sure the rock size is appropriate (usually 1 to 2 inches in diameter)
- If you installed filters, maintain them regularly

## Maintain your BMPs!

[www.epa.gov/npsdes/menubmps](http://www.epa.gov/npsdes/menubmps)

## Stormwater and the Construction Industry

### Planning and Implementing Erosion and Sediment Control Practices

The construction industry is a critical partner in the nation's effort to protect water quality, reduce erosion, and control sediment. Through the use of stormwater management (SWM) practices, construction activities can help protect water quality and reduce erosion. This document provides information on the requirements for SWM practices and the role of the construction industry in implementing these practices.

As construction sites are developed, they are subject to erosion, sediment, and other pollutants. These pollutants can enter nearby water bodies and cause significant damage to the environment. To prevent this, construction sites must implement SWM practices that control erosion and sediment. These practices include:
 

- Minimizing clearing and grading
- Stabilizing exposed soil
- Installing sediment control measures
- Protecting water bodies and wetlands
- Revegetating exposed areas

The National Pollutant Discharge Elimination System (NPDES) permit program requires construction sites to implement SWM practices that control erosion and sediment. This document provides information on the requirements for SWM practices and the role of the construction industry in implementing these practices.

#### Developing and Implementing a Plan

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

Once the assessment is complete, the next step is to develop a plan. This plan should outline the measures that will be taken to control erosion and sediment, and the resources that will be needed to implement the plan. The plan should also include a schedule for implementing the measures.

#### 1. Site Evaluation and Design Development

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 2. Assessment

Once the assessment is complete, the next step is to develop a plan. This plan should outline the measures that will be taken to control erosion and sediment, and the resources that will be needed to implement the plan. The plan should also include a schedule for implementing the measures.

#### 3. Control Selection and Plan Design

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 4. Certification and Notification

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

Once the assessment is complete, the next step is to develop a plan. This plan should outline the measures that will be taken to control erosion and sediment, and the resources that will be needed to implement the plan. The plan should also include a schedule for implementing the measures.

#### 5. Implementing and Maintaining a Plan

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 6. Completing the Project: Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 7. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 8. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 9. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 10. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 11. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 12. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 13. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 14. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 15. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 16. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 17. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 18. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 19. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 20. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 21. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 22. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 23. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

#### 24. Final Stabilization and Termination of the Permit

The first step in developing and implementing a plan is to conduct a site assessment. This assessment should identify the potential for erosion and sediment, and the measures that will be taken to control them. The assessment should also identify the resources that will be needed to implement the plan.

An ounce of prevention is worth a pound of cure. It is far more effective and cost-effective to prevent pollution than it is to try to remove pollution after it has been released. Simple BMPs and pollution prevention techniques on site can greatly reduce the potential for stormwater pollution and also save you money.



For more information visit - [www.epa.gov/npsdes/stormwater](http://www.epa.gov/npsdes/stormwater) or [www.dot.nd.gov/division/environmental/storm-water/stormwatermanagement.htm](http://www.dot.nd.gov/division/environmental/storm-water/stormwatermanagement.htm)

# Public Input Meeting

**April 20, 2023**

**I-94 and Sunset Drive Interchange, Exit 152  
Preliminary Engineering and Feasibility Study  
City of Mandan  
1-094(231)152  
PCN 23594**



**Mead&Hunt**

## Welcome!

The purpose of the Public Input Meeting is to receive public input and comments on a preliminary engineering and feasibility study of the I-94 Interchange at Sunset Drive (Exit 152). The study will develop and evaluate plausible reconstruction alternatives for the interchange.

This meeting is an information gathering meeting that is an open forum. It is an opportunity for you to communicate to project design staff information and ideas that may be beneficial to the designers as they work through the design process to improve this interchange. Emailed and written comments are encouraged. If you have thoughts on travel through the existing interchange or are aware of historic buildings, septic systems, drain tiles, underground sprinklers, drainage problems, or other specific information such as safety concerns or thoughts on pedestrian and bicycle accommodations along the corridor, please share this with design staff.

## Why is the Project Needed?

The project will evaluate the operational and geometric deficiencies of the current interchange and develop improvement alternatives and modifications to the I-94 and Sunset Drive interchange (Exit 152).

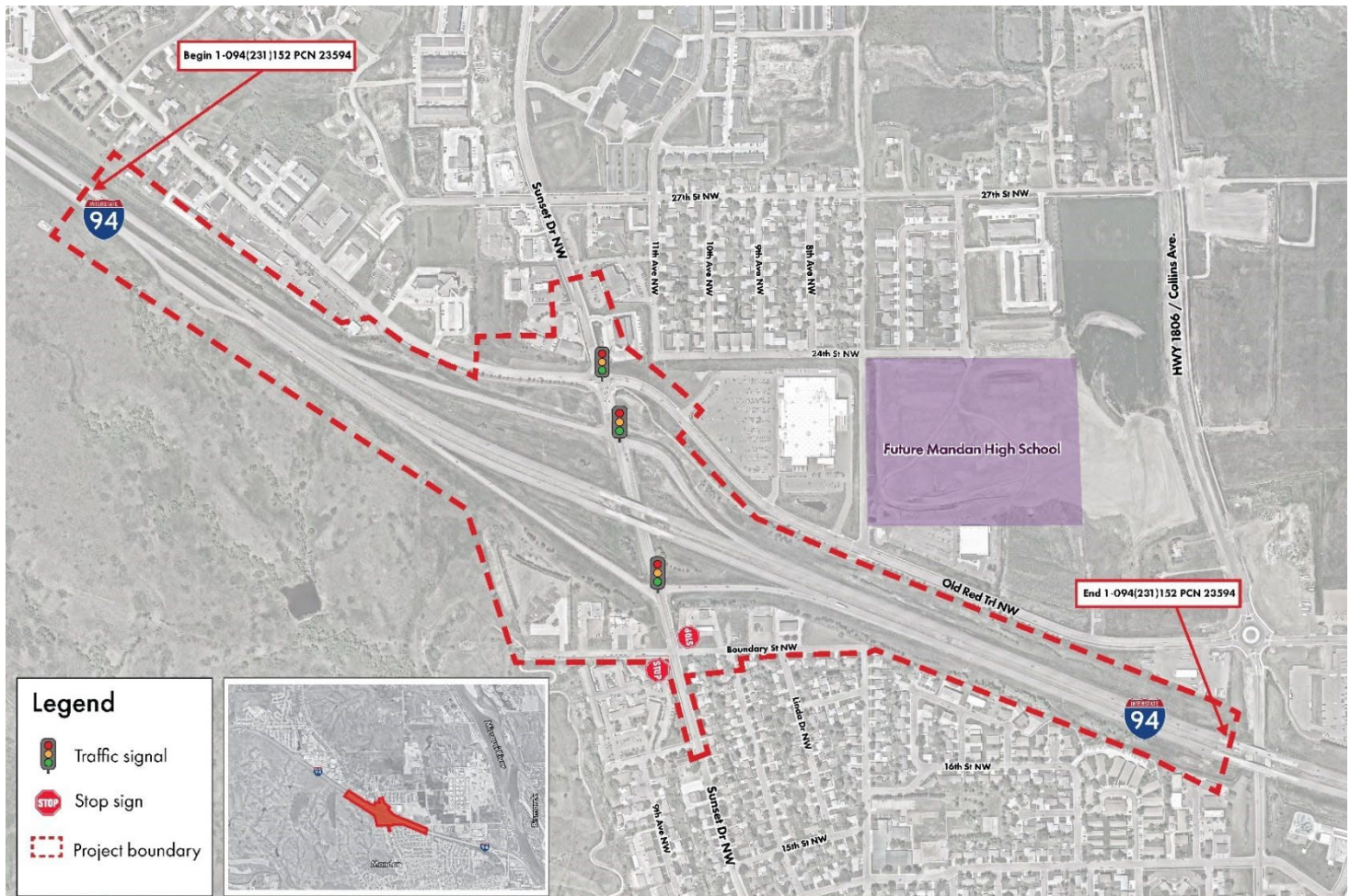
Project alternatives will also address the following:

- Increased traffic due to new developments in the area has caused roadway system inadequacies for proposed future land use and accelerated pavement deterioration.
- Skewed on and off ramps have inadequate sight distance for vehicles.
- Existing vertical clearance beneath Interstate 94 is greater than 2 feet lower than NDDOT design standards. This has resulted in bridge hits, resulting in safety concerns, traffic delays and the need for emergency repairs.



## What are the Project Limits?

The study limits for the project are shown below. The limits along Interstate 94 begin at MP 151.5 (Scenic Overlook along eastbound I-94) to MP 153.0 (near Collins Avenue), Sunset Drive from 500 feet north of Old Red Trail to 500 feet south of Boundary Street NW, Old Red Trail from 500 feet west of Sunset Drive to 500 feet east of Sunset Drive, and Boundary Street NW from 500 feet west of Sunset Drive to 500 feet east of Sunset Drive



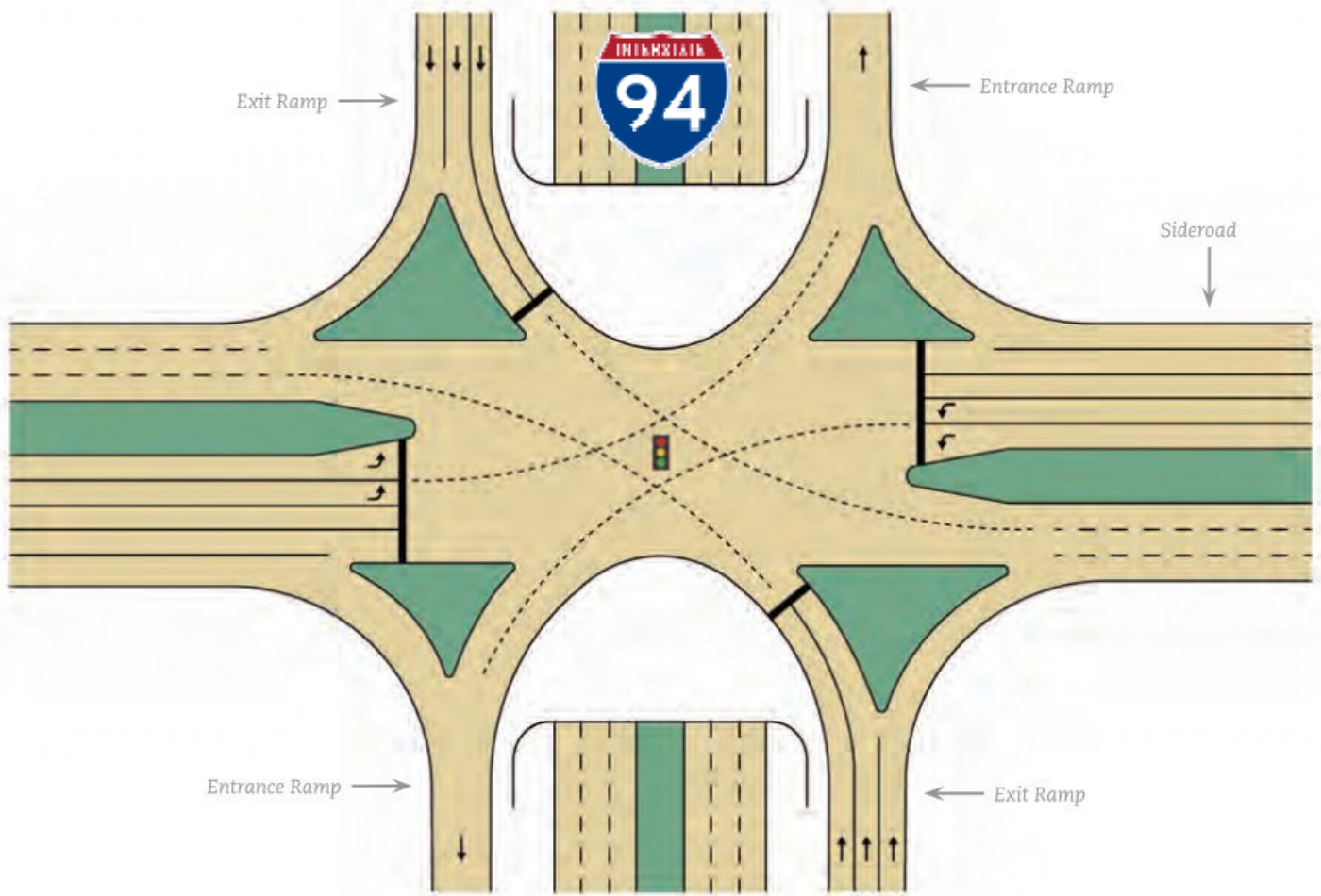
## What types of interchanges are the project team evaluating?

The following pages contain representative examples of four interchange options being evaluated for the Sunset Drive Interchange along with the benefits they provide to improve operations and safety.

See the interchange alternative exhibits for detailed layouts of each interchange type at Interstate 94 and Sunset Drive and the preliminary impacts associated with each alternative.

## Alternative #1 – Single Point Urban Interchange (SPUI)

A single-point urban interchange (SPUI) is a modification of the traditional diamond interchange that is in place at Sunset Drive today. The SPUI has the advantage of allowing opposing left turns to proceed simultaneously by compressing the two intersections of a diamond into a single intersection under the freeway. The term “single point” refers to the fact that all through traffic on the surface street, as well as the traffic turning left onto or off the freeway, can be controlled from a single set of traffic signals. Due to the space efficiency of SPUIs relative to the volume of traffic they can handle, the interchange design is used extensively when reconstructing existing freeways in urban environments.



### Benefits:

- **Improved safety:** With only one signalized intersection rather than two at a conventional diamond interchange, vehicles only cross paths at one location.
- **Increased efficiency:** Main intersection operates with three traffic signal phases rather than four phases in a conventional diamond interchange, which reduces overall interchange delay.
- **Fewer traffic signals:** A single signalized intersection, rather than two intersections at a conventional diamond interchange, improves travel times along Sunset Drive.

## Alternative #2 – Partial Cloverleaf Interchange (Parclo)

A Partial Cloverleaf Diamond Interchange has fewer than four loop ramps, making it part cloverleaf and part diamond. Loop ramps connect drivers from the sideroad to the freeway or vice versa. In addition to increased capacity, the loop ramp eliminates one left turn on the sideroad at the eastbound ramps. Loop ramps can also be used in lieu of a diagonal ramp to minimize impacts in any one quadrant of the interchange.



### Benefits:

- **Increased efficiency:** Provides for improved operations on the crossroad by eliminating the left turn onto the freeway entrance ramp for eastbound movement.
- **Easier access to freeway:** Design allows southbound traffic on Sunset Drive to enter the freeway without crossing opposing lanes of traffic.
- **Cost effective:** A Parclo can have a narrower cross section and may be more cost effective than a retrofit or new interchange construction.



### Alternative #3 – Diverging Diamond Interchange (DDI)

A Diverging Diamond Interchange (DDI), sometimes called a “double crossover diamond”, is a new type of interchange that connects a freeway with a major highway. The DDI is based on a standard diamond interchange with a shift in the highway thru traffic within the interchange to safely and efficiently accommodate high volume left turn movements. Within the interchange, traffic on the highway briefly drives on the left side of the road to allow left turn movements to occur without crossing oncoming traffic or stopping. A DDI has fewer conflict points than a standard diamond interchange, reducing the opportunities for crashes, and there is greater capacity for vehicles at the interchange.

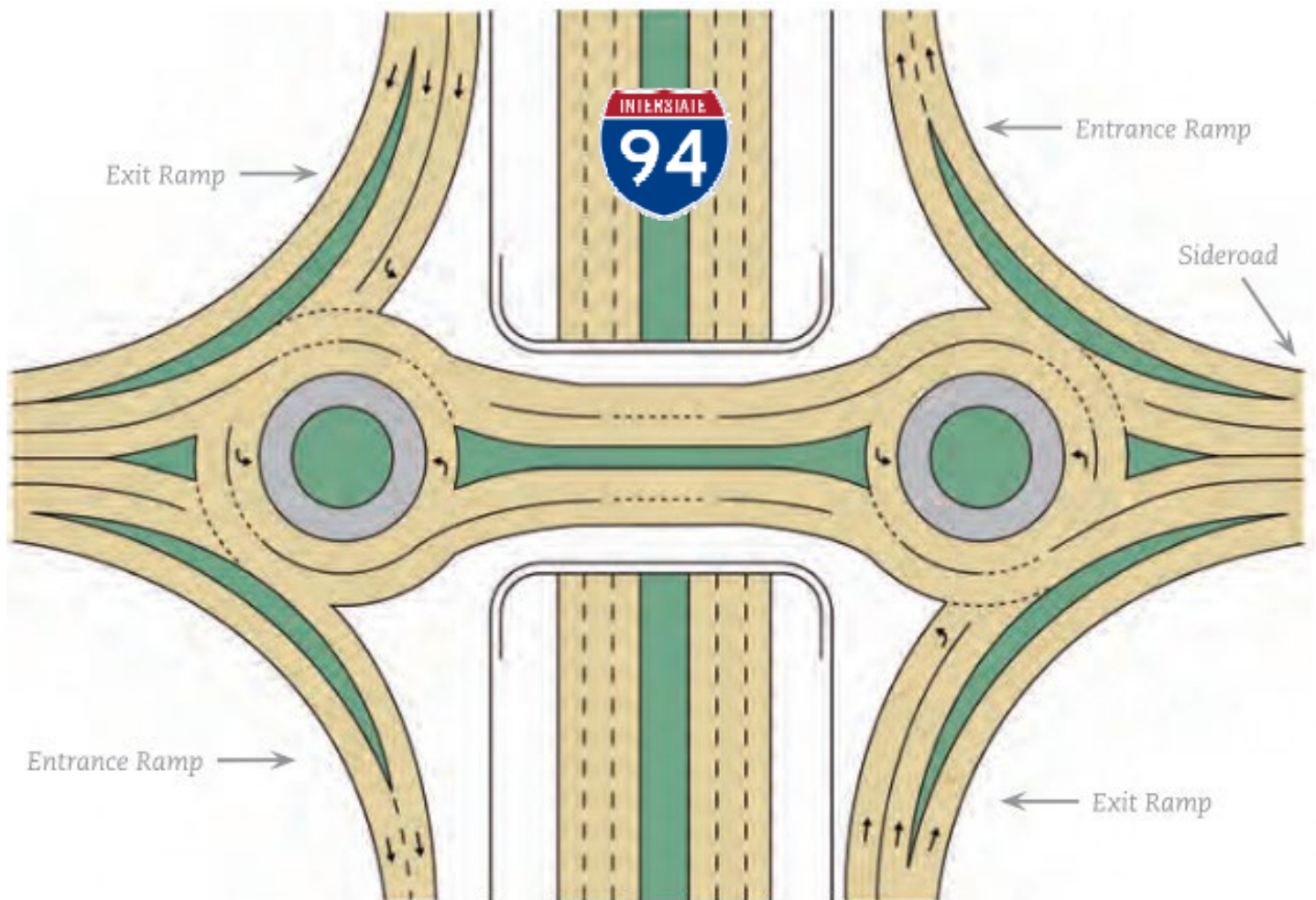


#### Benefits:

- **Improved safety:** Reduces the number of points where vehicles may cross paths.
- **Increased efficiency:** Crossovers can operate with only two traffic signal phases, which allows the interchange to handle a greater volume of traffic and operate with fewer delays.
- **Easier access to freeway:** Design allows traffic from Sunset Drive to enter and exit the freeway without crossing opposing lanes of traffic for all ramp movements.
- **Cost effective:** Since there are no left-turn lanes on Sunset Drive, a DDI can have a narrower cross section and may be more cost effective.

#### Alternative #4 – Diamond Interchange with Roundabouts

A diamond interchange includes four ramps, two exiting and two entering the free-flow highway. Diamond interchange designs are very economical compared to other options because they require less land and materials.



##### Benefits:

- **Improved safety:** Reduces the number of points where vehicles can cross paths and eliminates the potential for right-angle and head-on crashes.
- **Increased efficiency:** Decreases the delay for ramp traffic and eliminates signal coordination between the two ramp terminals.
- **Continuous flow:** Yield-controlled design minimizes backups on the freeway, reducing the potential for high-speed, rear-end crashes.
- **Cost effective:** Allows for a narrower bridge as it eliminates at least two turning lanes.

## Intersection Improvements

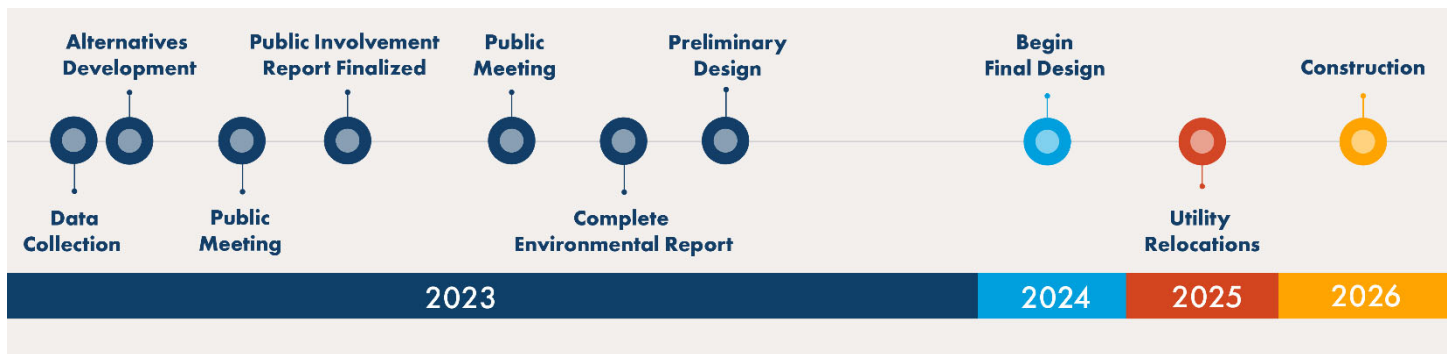
The use of roundabouts or signalized intersections are being considered at the following locations:

- Sunset Drive at Old Red Trail
- Sunset Drive at Boundary Street

## Will there be Right of Way Needs for the project?

Right of way acquisition and temporary grading easements may be required for the project and the needs vary among the project alternatives. The project team will continue working diligently on the alternatives design and project impacts with the goal to minimizing permanent right-of-way acquisitions from adjacent properties.

## What is the Tentative Project Schedule?



## We want to hear from you!

We encourage you to talk to our project staff, view exhibits and discuss the proposed improvements. If you have questions or comments about the project, please use the contact information listed below. For written comments, please use the comment form online or email your comments to us by **May 5, 2023** to:

Mead & Hunt, Inc.  
Attn: Chris Rossmiller  
600 South Second Street, Suite 120  
Bismarck, ND 58504

OR

Email comments with the subject line  
"Public Input Meeting" to:  
c.rossmiller@meadhunt.com

**Thank you for attending the public information meeting regarding the proposed improvements to the Sunset Drive Interchange.**

**A virtual presentation and exhibits of each alternative are available on the project website:**

**[www.dot.nd.gov/projects/bismarck/exit152/](http://www.dot.nd.gov/projects/bismarck/exit152/)**

**Addition links to meeting forms:**

**Sign-in Form**



**Title VI Participation Survey**



**Comment Form**

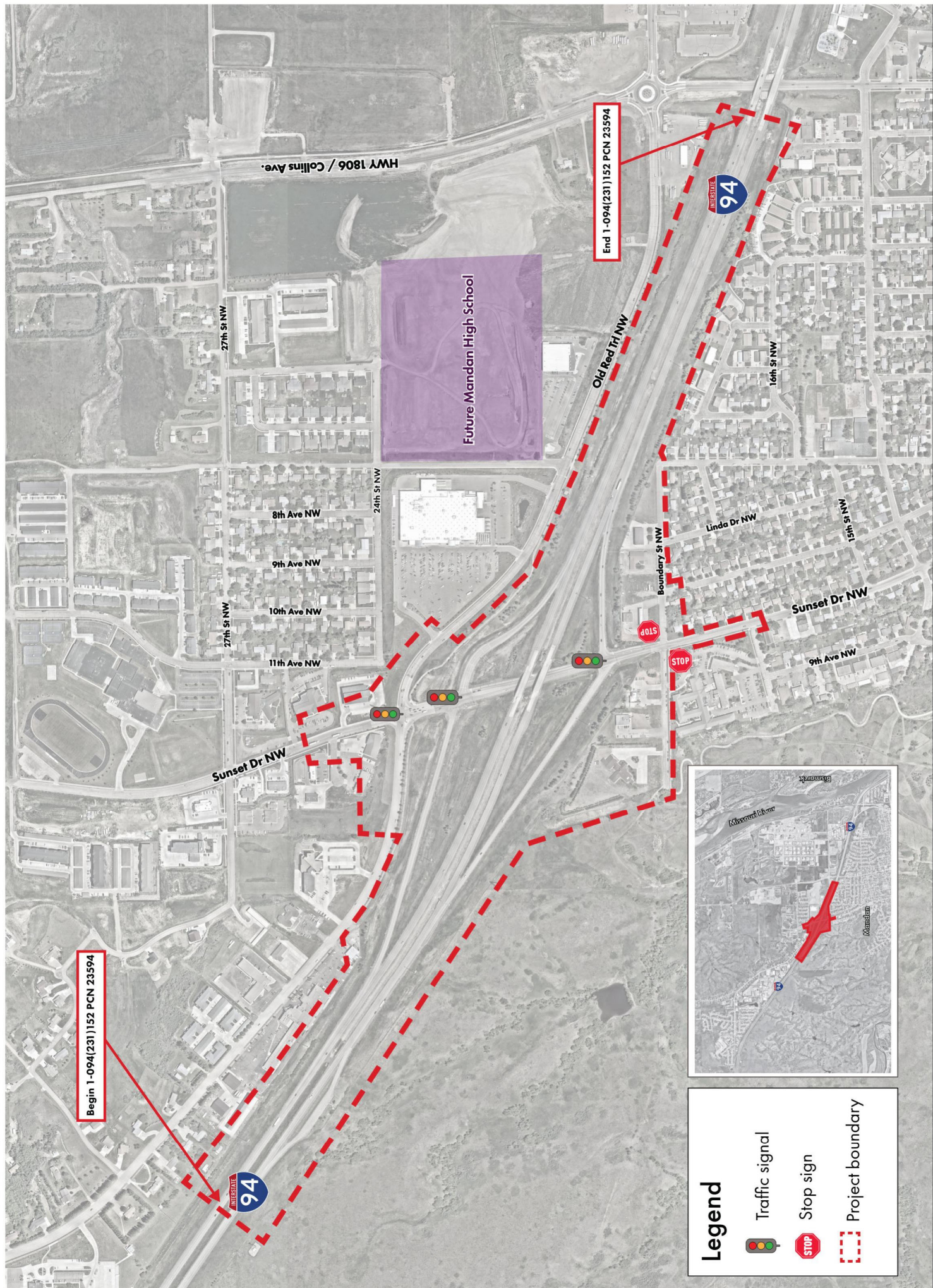




## **Appendix C**

### **Exhibits Presented**

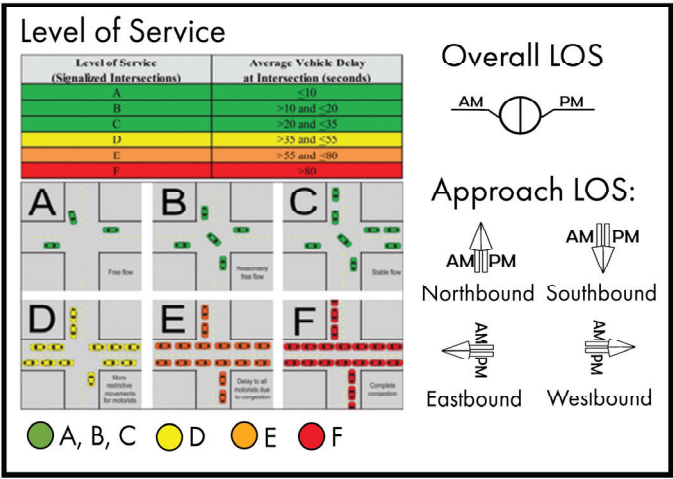




# I-94 Interchange (Exit 152) Sunset Drive Study Area Map



# I-94 Interchange (Exit 152) Sunset Drive LOS Traffic Maps



Level of Service - Existing



Level of Service - 2030 No Build



Level of Service - 2045 No Build



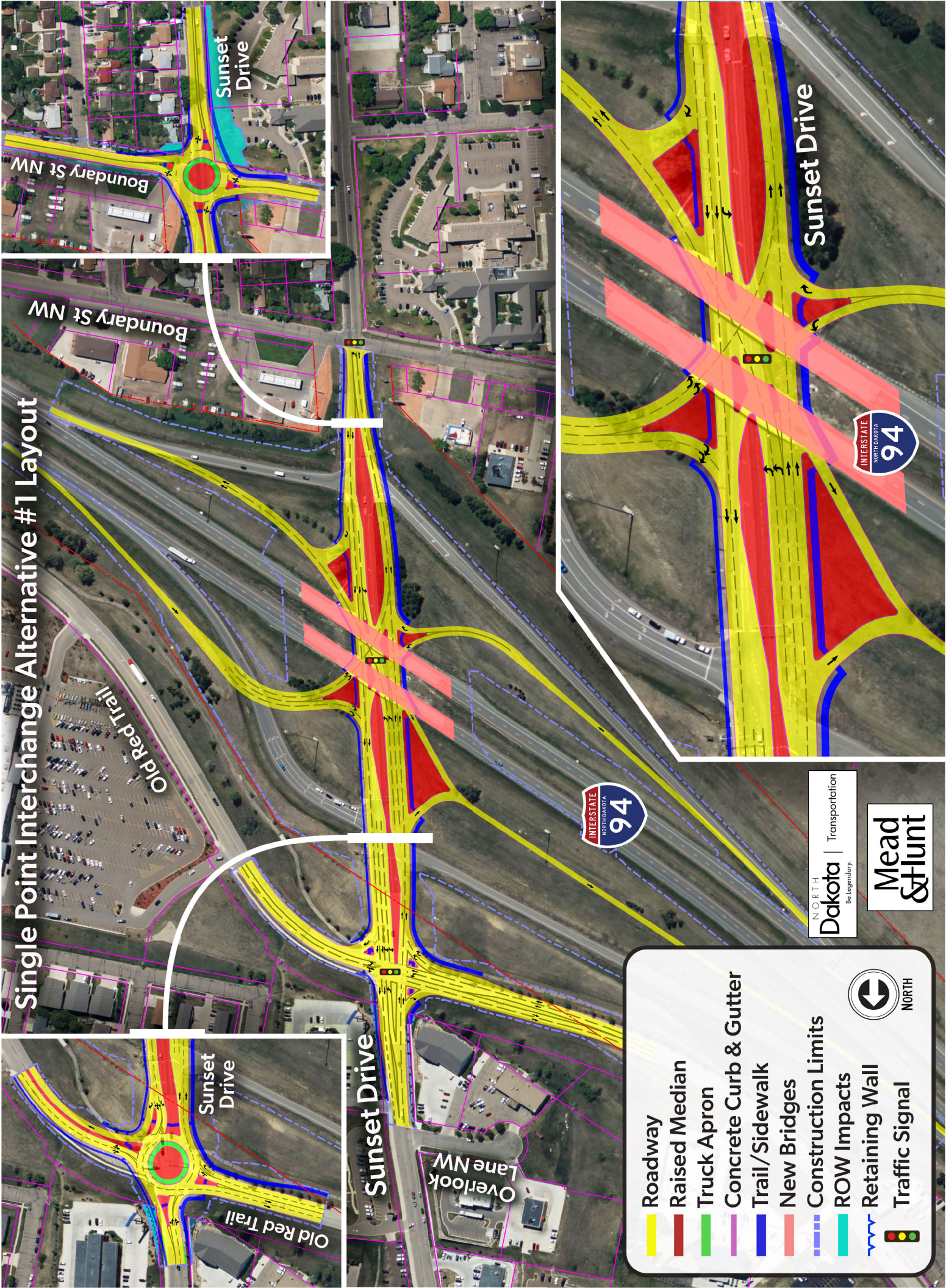
Level of Service - 2030 Alternatives



Level of Service - 2045 Alternatives



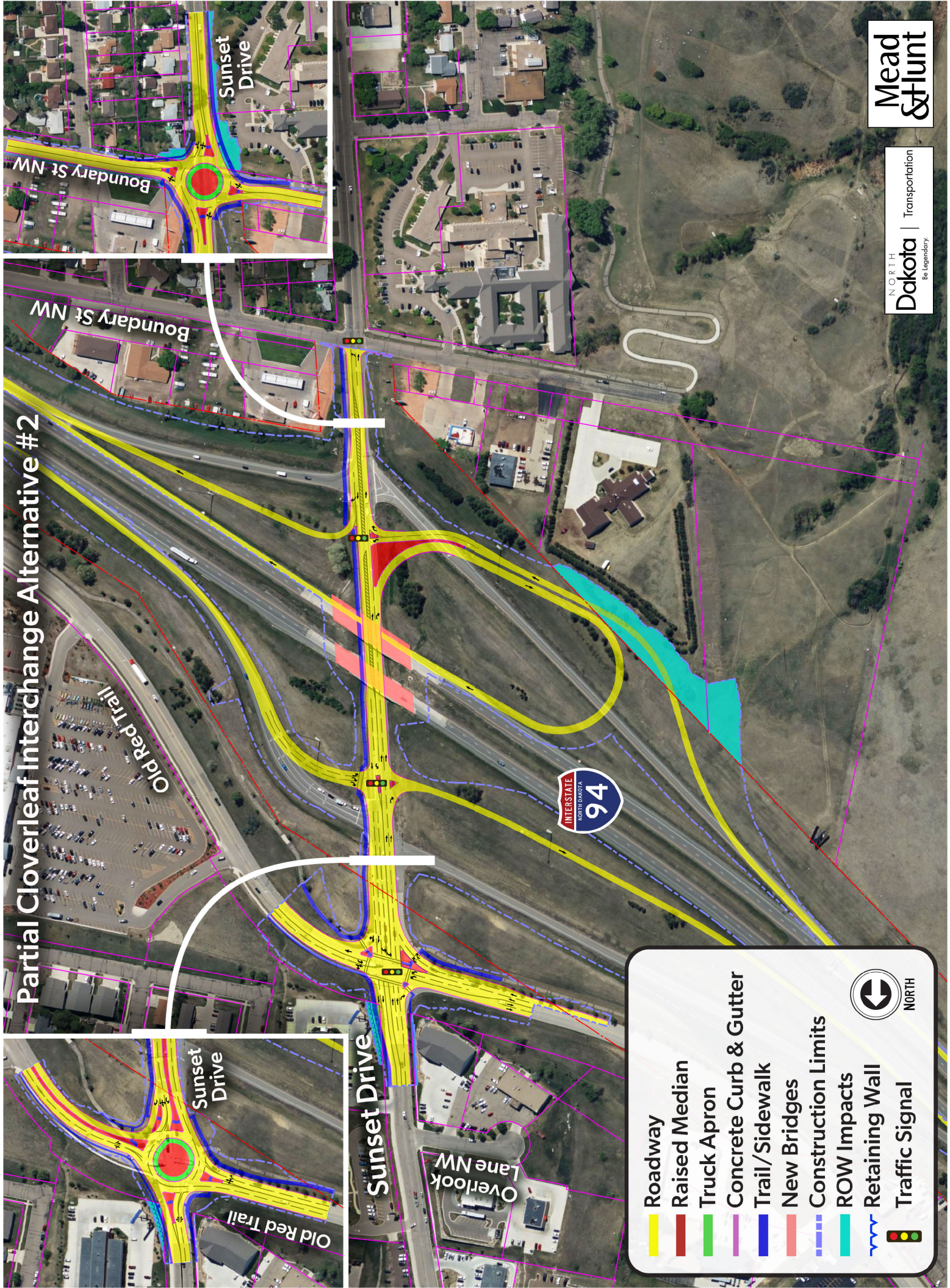
# Single Point Interchange Alternative #1 Layout



- Roadway
- Raised Median
- Truck Apron
- Concrete Curb & Gutter
- Trail/Sidewalk
- New Bridges
- Construction Limits
- ROW Impacts
- Retaining Wall
- Traffic Signal



# Partial Cloverleaf Interchange Alternative #2

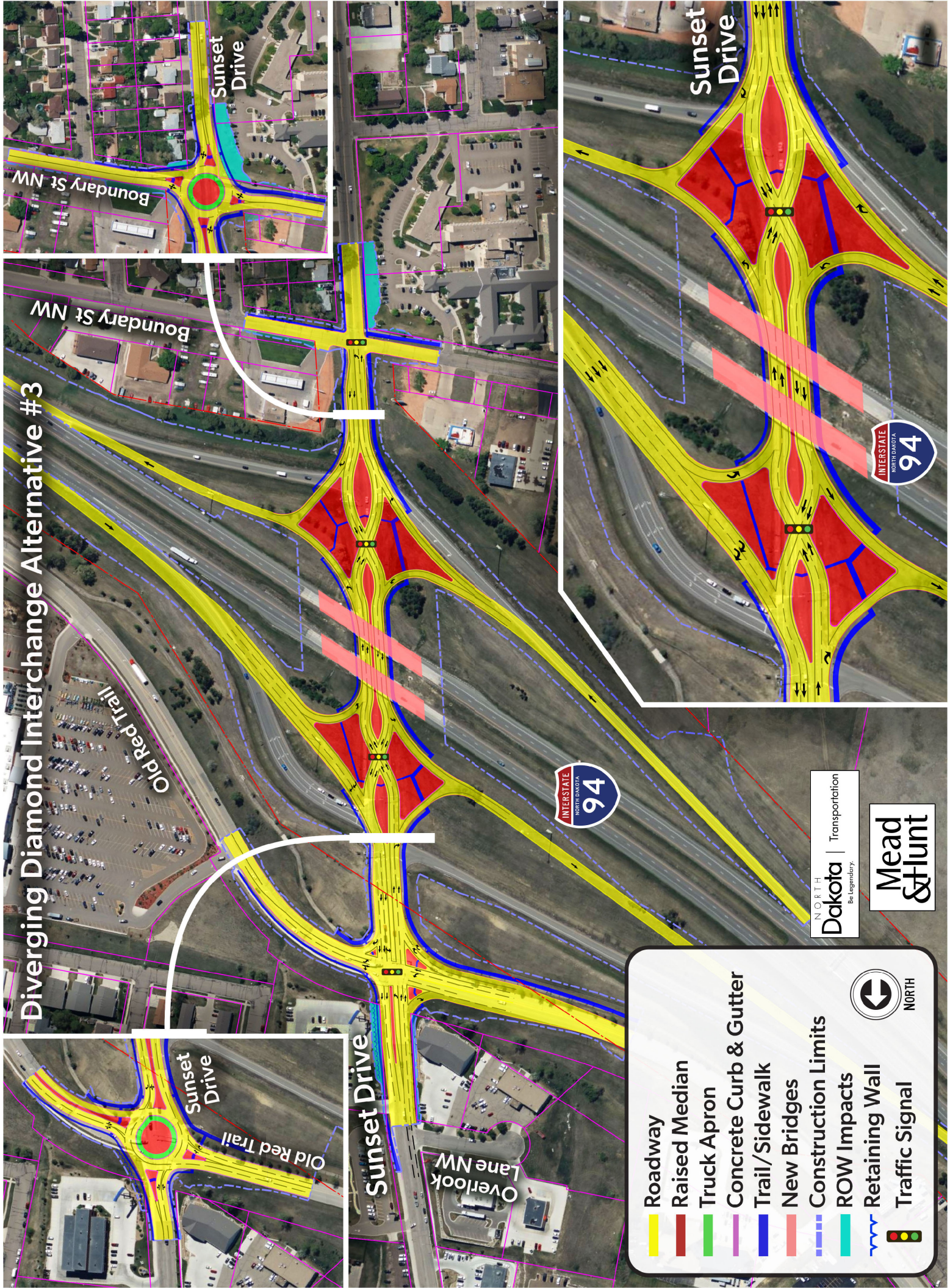


- Roadway
- Raised Median
- Truck Apron
- Concrete Curb & Gutter
- Trail/Sidewalk
- New Bridges
- Construction Limits
- ROW Impacts
- Retaining Wall
- Traffic Signal





# Diverging Diamond Interchange Alternative #3



- Roadway
- Raised Median
- Truck Apron
- Concrete Curb & Gutter
- Trail/Sidewalk
- New Bridges
- Construction Limits
- ROW Impacts
- Retaining Wall
- Traffic Signal

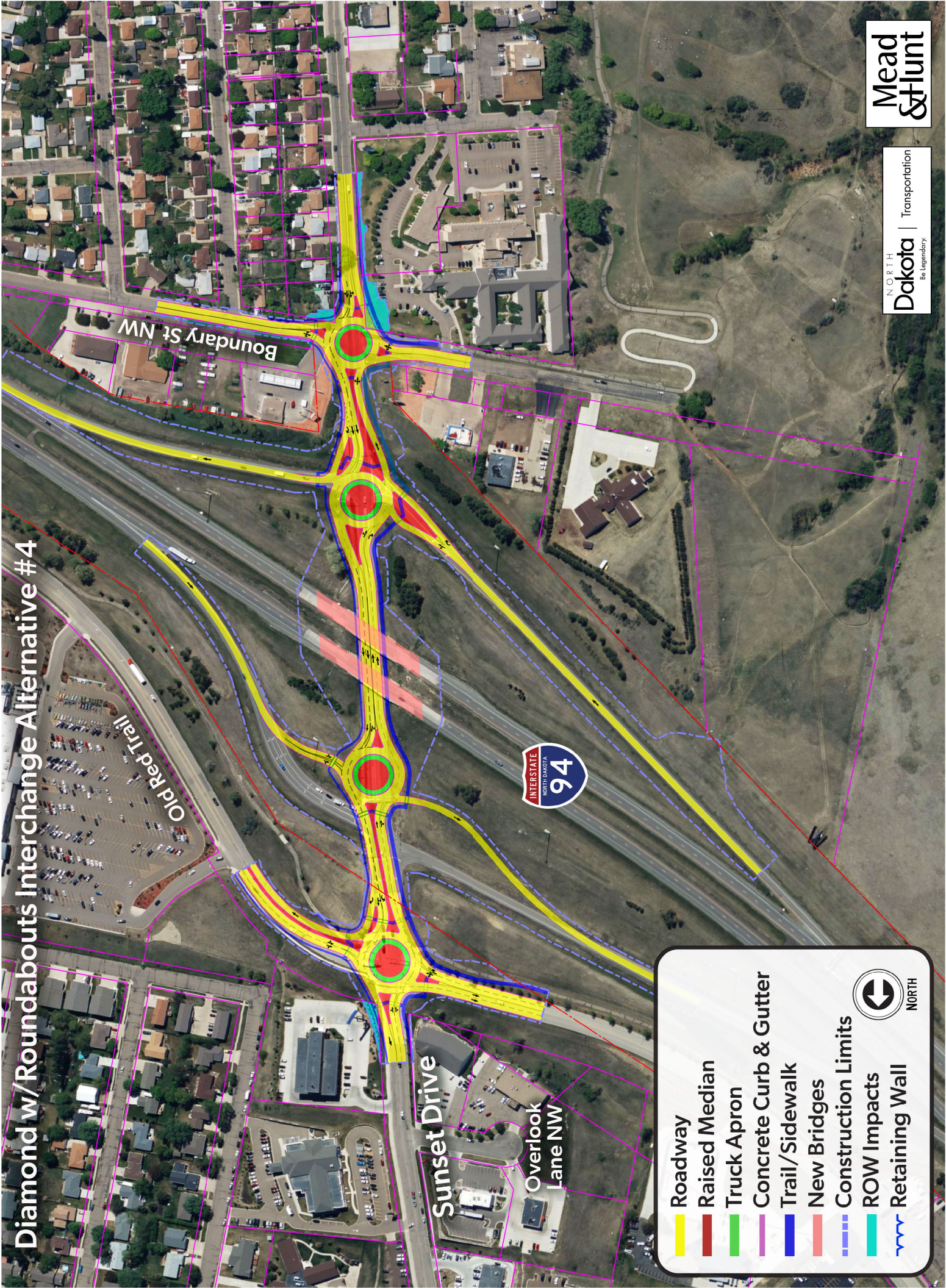
NORTH  
Dakota | Transportation  
Be Legendary.

Mead  
& Flunt





# Diamond w/ Roundabouts Interchange Alternative #4



Roadway
 Raised Median
 Truck Apron
 Concrete Curb & Gutter
 Trail/Sidewalk
 New Bridges
 Construction Limits
 ROW Impacts
 Retaining Wall

NORTH



## **Appendix D**

### **Presentation Slides**



1



## AGENDA

- Project Overview
- Existing Conditions
- Environmental Screening
- Traffic Conditions
- Interchange Alternatives
- Next Steps

2





3

## BACKGROUND

**FINAL REPORT**

**I-94 Corridor Study**

Bismarck-Mandan Metropolitan Planning Organization

**North Mandan Subarea Transportation Study**

August 2013

Legend

- Future Development
- Residential
- Commercial
- Mixed Use/Industrial
- Mixed Use/Residential

Much of the future development oriented traffic will funnel through the Sunset Drive corridor.

More traffic will result in more congestion, unless improvements are made.

There is a limited existing roadway system to support areas anticipated for future urban density development.

Additional miles of multi-use transportation corridors are needed to support development/economic growth.

NORTH  
**Dakota** | Transportation  
Be Legendary.

4



## NEW DEVELOPMENTS

New developments have begun north of the project area with direct impact to the Sunset Drive Interchange.

These include:

- The new Mandan High School (opening fall of 2024).
- New developments (shown on map), north of I-94, include residential and commercial properties.

5

## WHAT IS THE EXIT 152 PROJECT?

The project purpose is to develop an alternative interchange design that meets future travel demand and provides safe, efficient multimodal traffic operations with minimal impacts to right-of-way, environmental features and at a reasonable cost

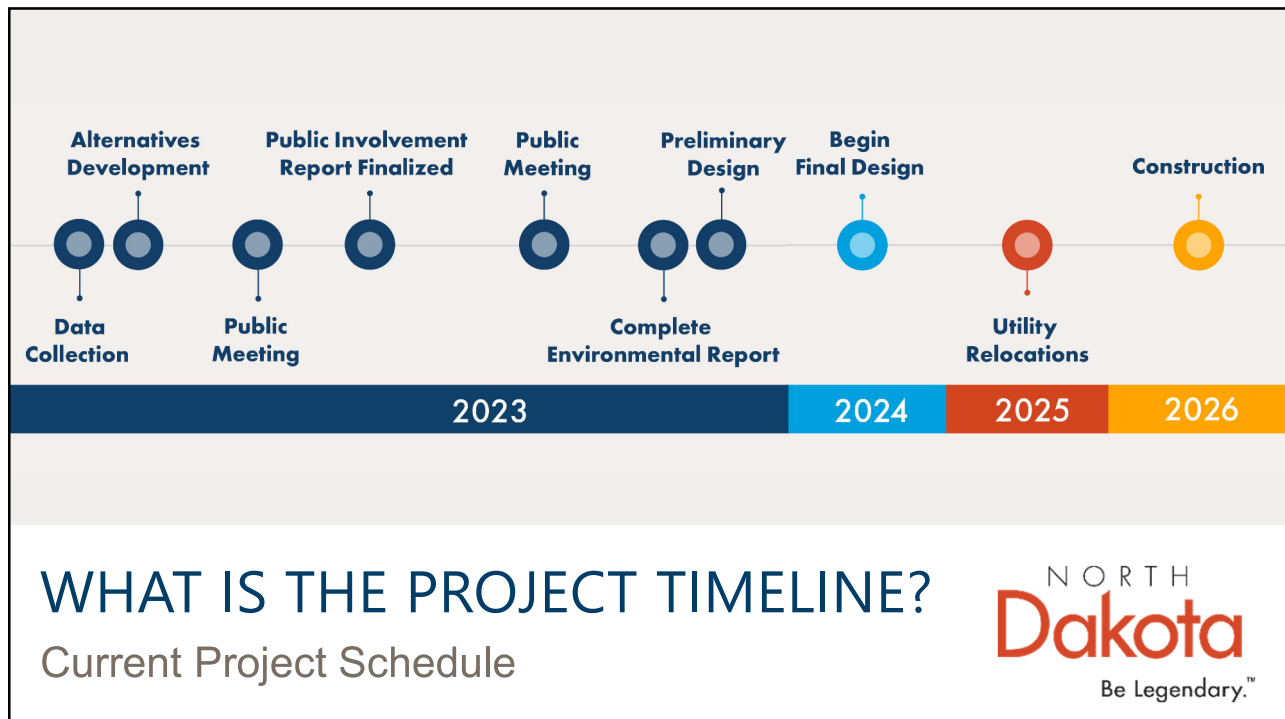
## WHY IS THE PROJECT NEEDED?

- Interchange configuration and design will not be able to meet future traffic demand without unacceptable delays.
- Accelerated pavement deterioration associated with additional traffic.
- Skewed on and off ramps have inadequate sight distance for vehicles.
- Existing vertical clearance is greater than 2 feet lower than NDDOT design standards require. This has caused multiple bridge hits, resulting in safety concerns, traffic delays and the need for emergency repairs.

6



7



8





9



10

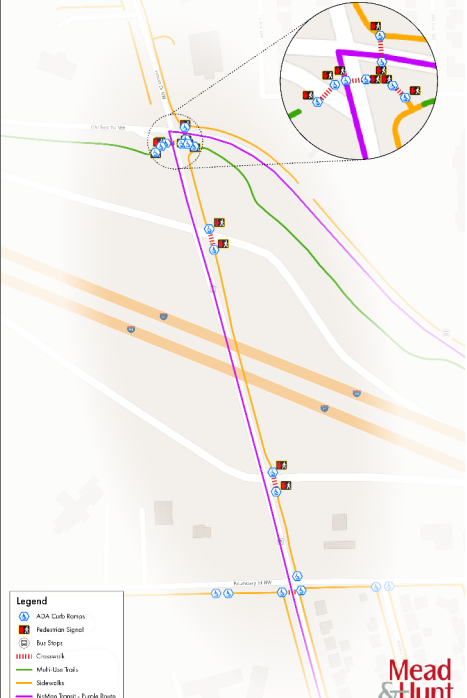



11




12

## MULTI-MODAL OPTIONS







Bis-Man Transit provides bus service along Sunset Drive. The purple route provides service daily with stops at Walmart and the Mandan High School.



City of Mandan Parks and Recreation has a shared use path along the east side of Sunset Drive and along the south side of Old Red Trail.




City of Mandan also has sidewalk facilities north and south of the interchange to serve pedestrians in the area.




13

## EXISTING RESOURCES

- Adjacent land use is developing as residential and commercial
- Sunset Park Walking Trail
- Environmental Justice
- Cultural Resources
- Old Red Trail - Section One
- Biological Resources



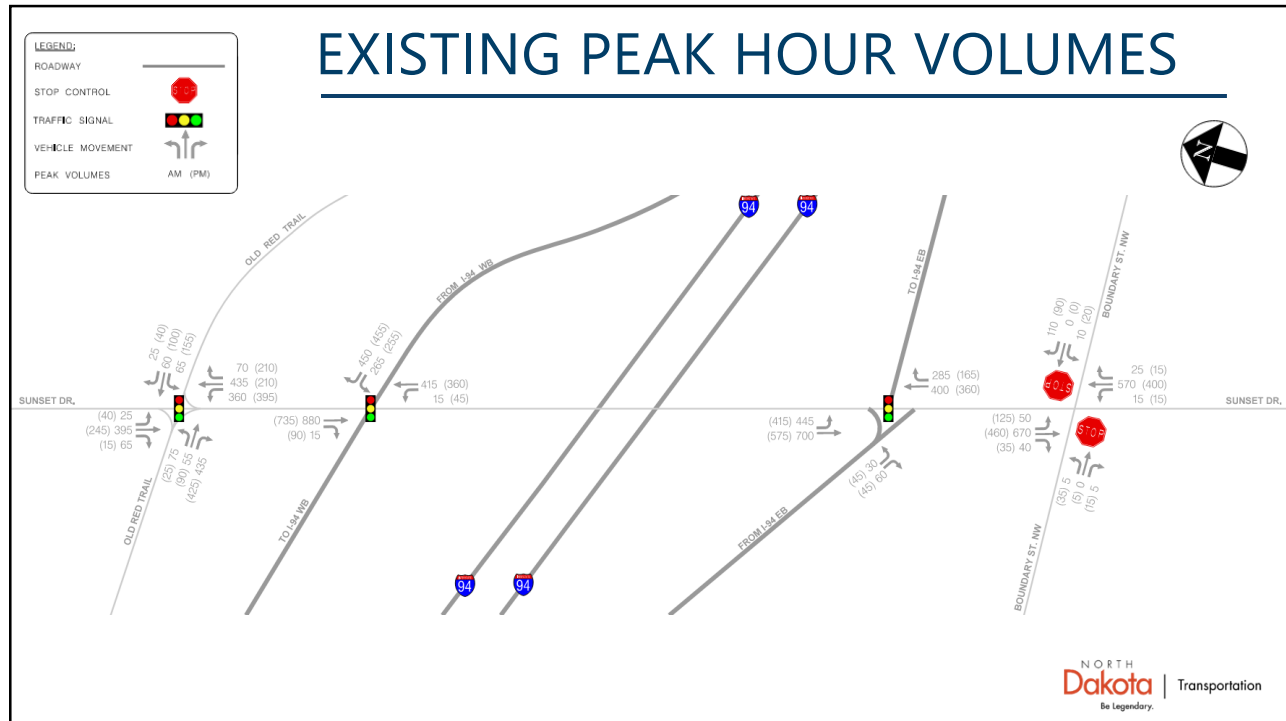


14

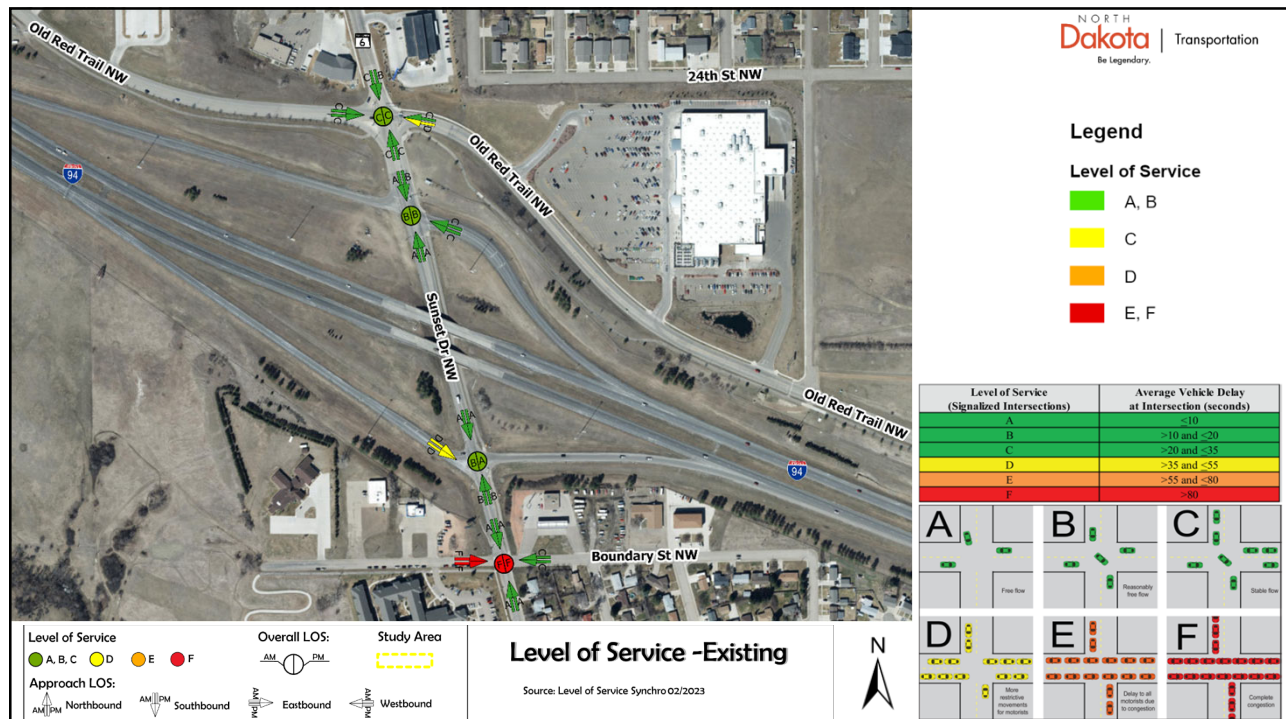
7



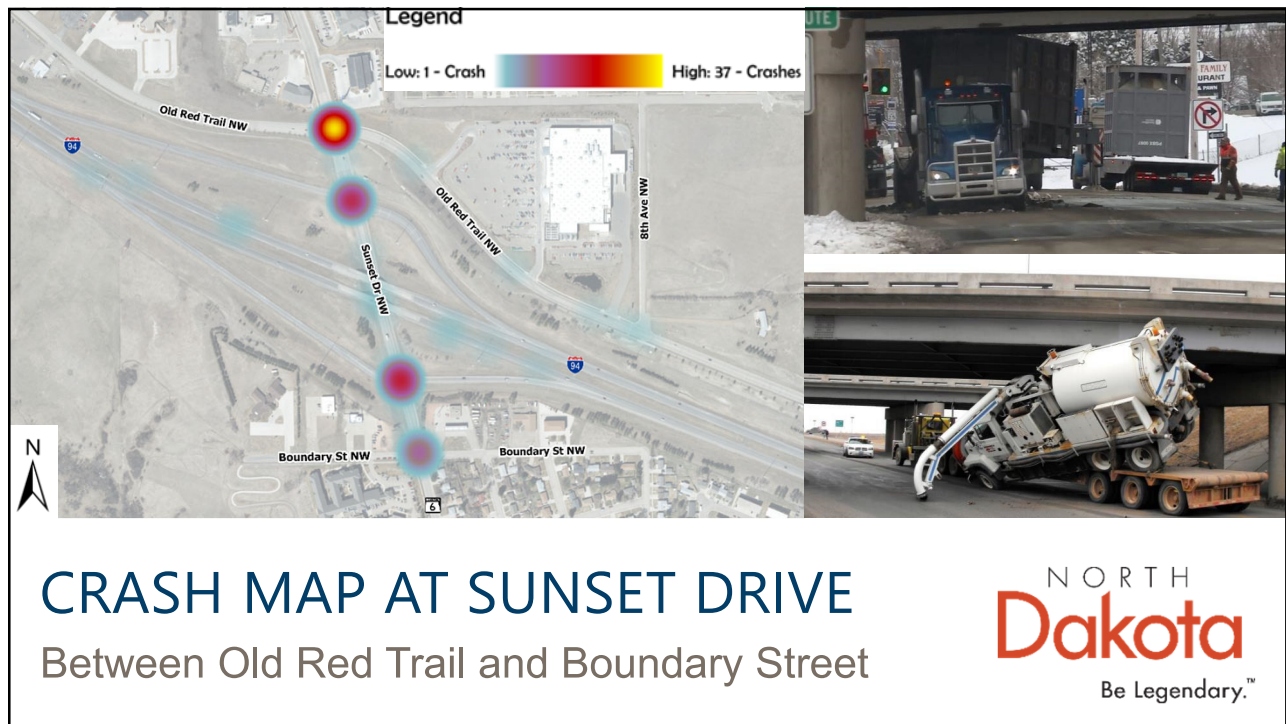




17



18

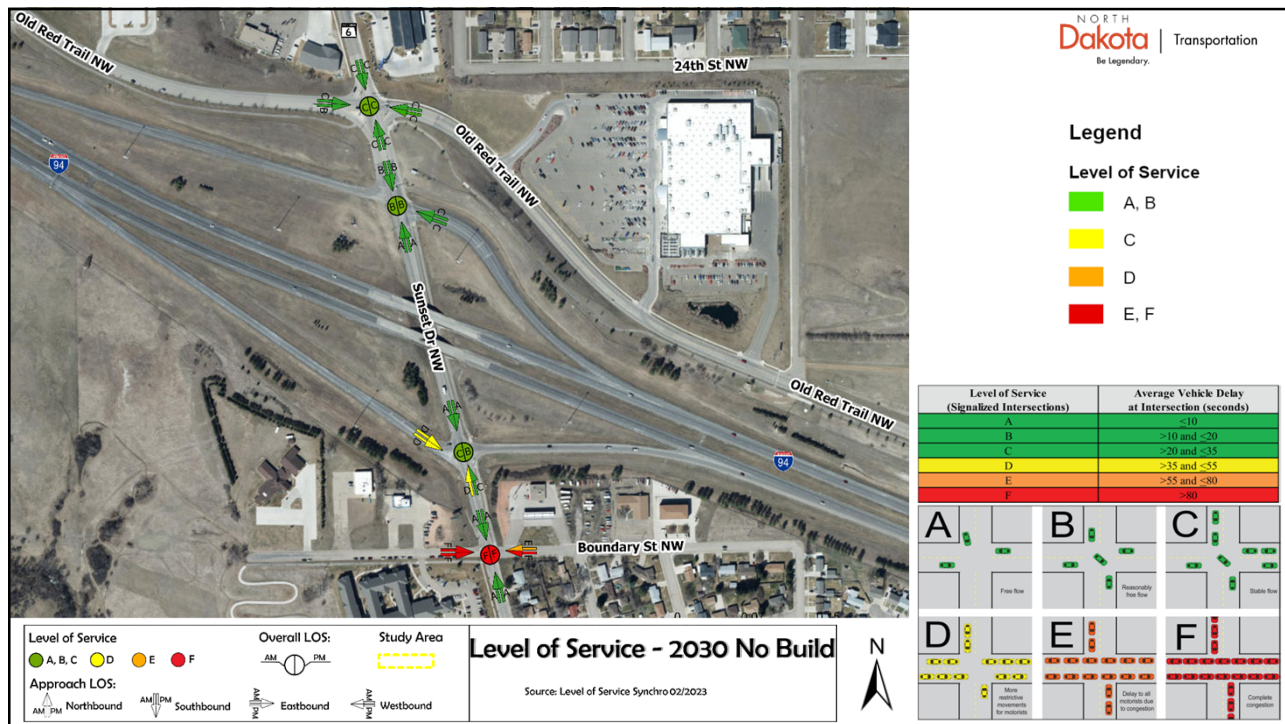


19

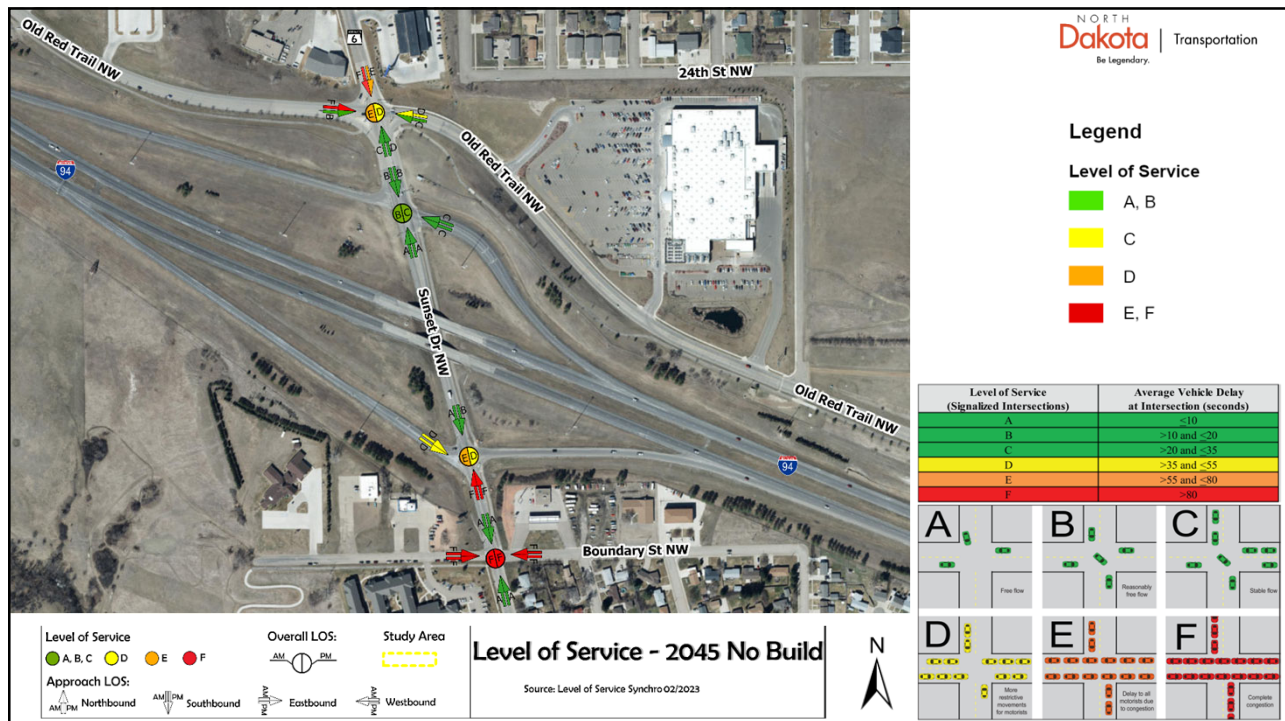


20



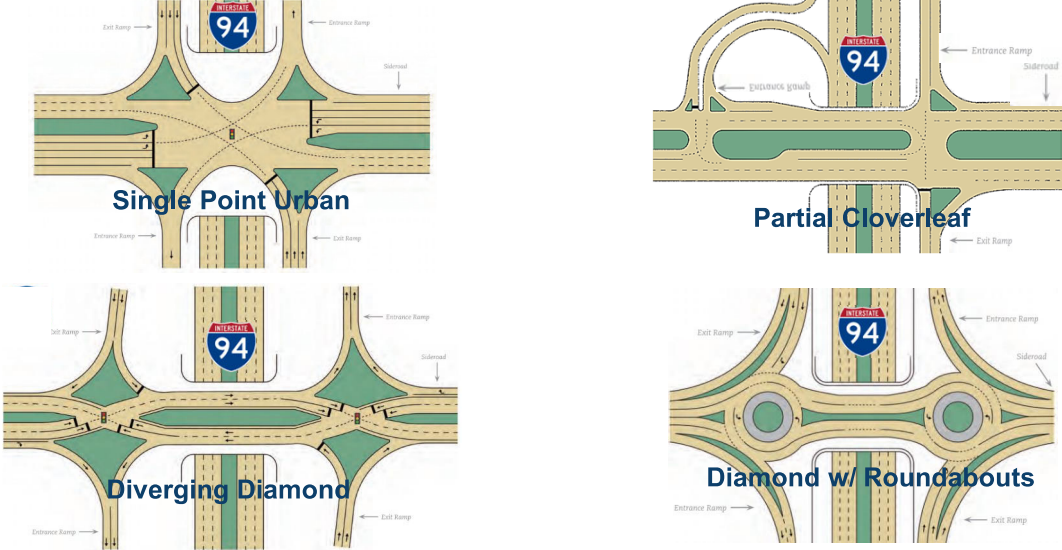


21



22






**POTENTIAL ALTERNATIVES**  
Interstate 94 and Sunset Drive Interchange

**NORTH Dakota**  
Be Legendary.™

23



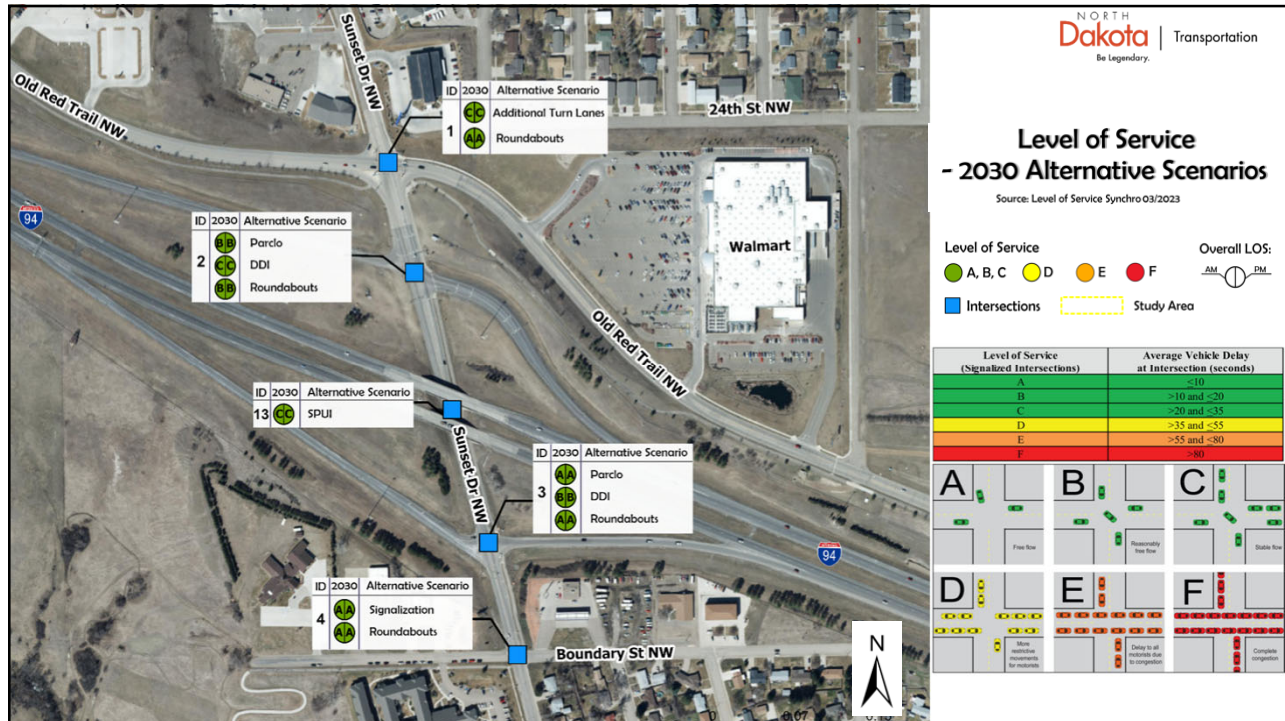
**OLD RED TRAIL NW**

**BOUNDARY ST. NW**

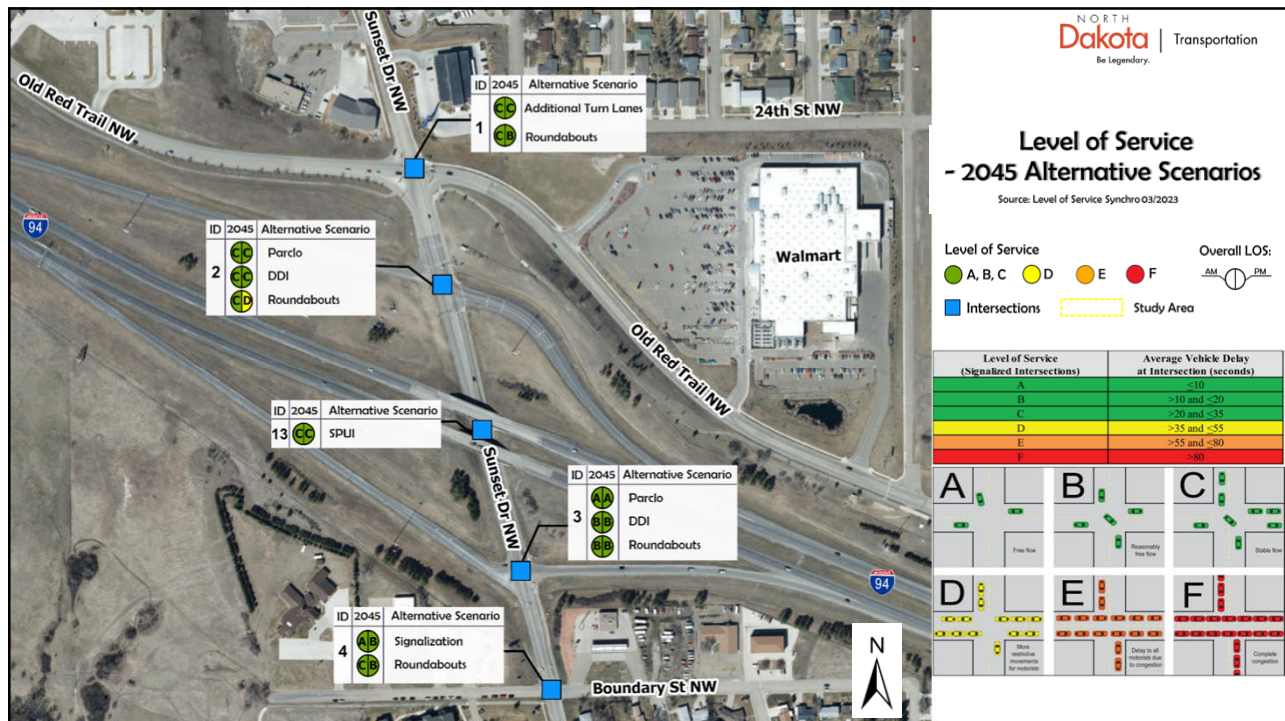
**POTENTIAL ALTERNATIVES**  
Old Red Trail NW and Boundary Street NW

**NORTH Dakota**  
Be Legendary.™

24



25



26



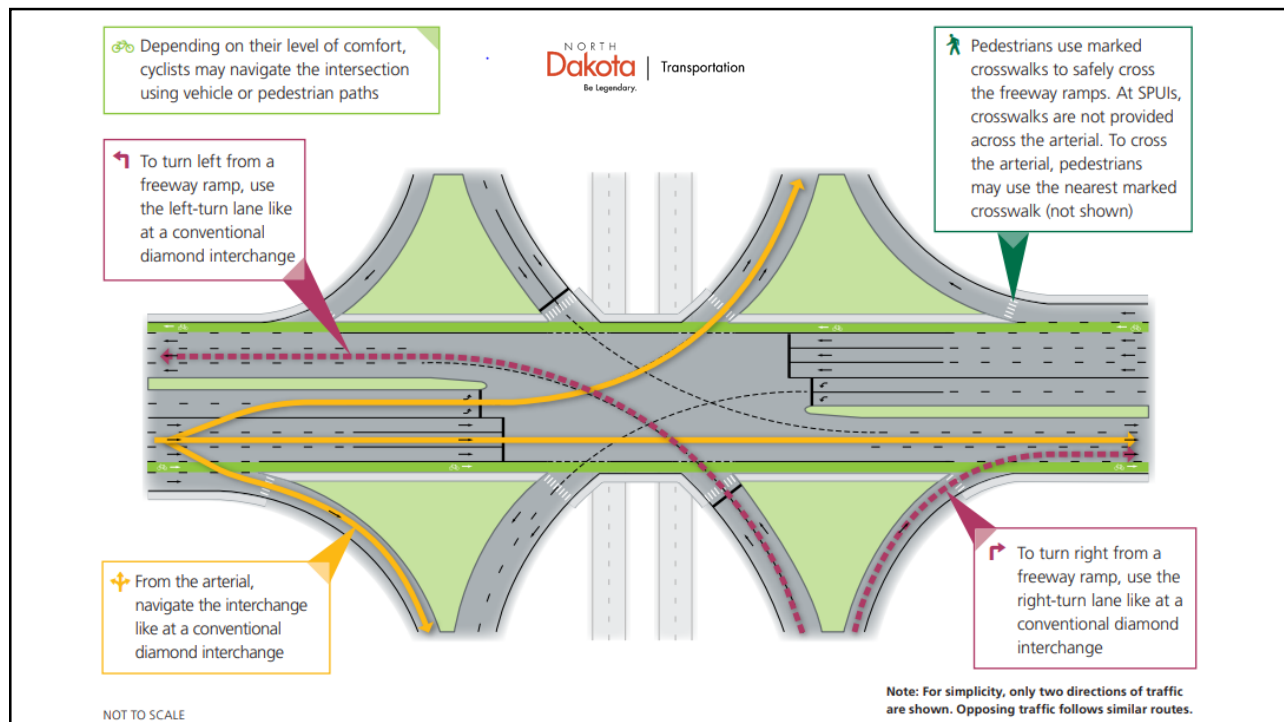


27

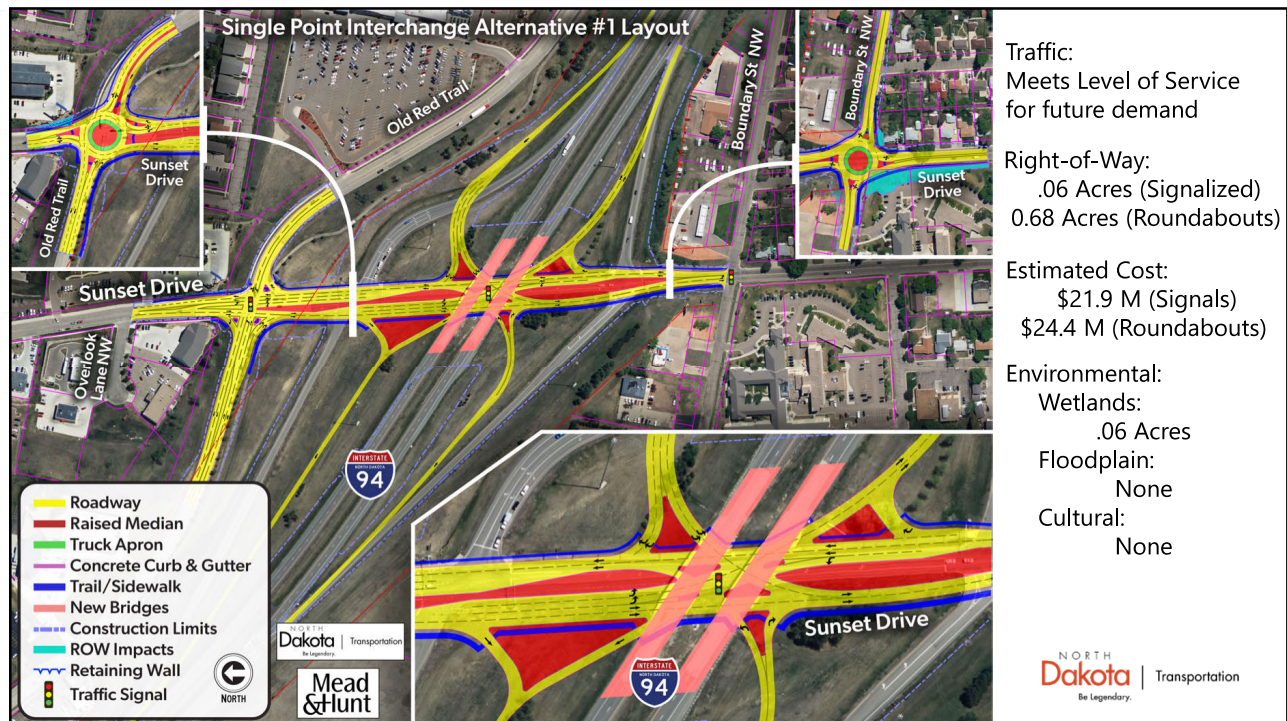


28





29



30





31



32



33

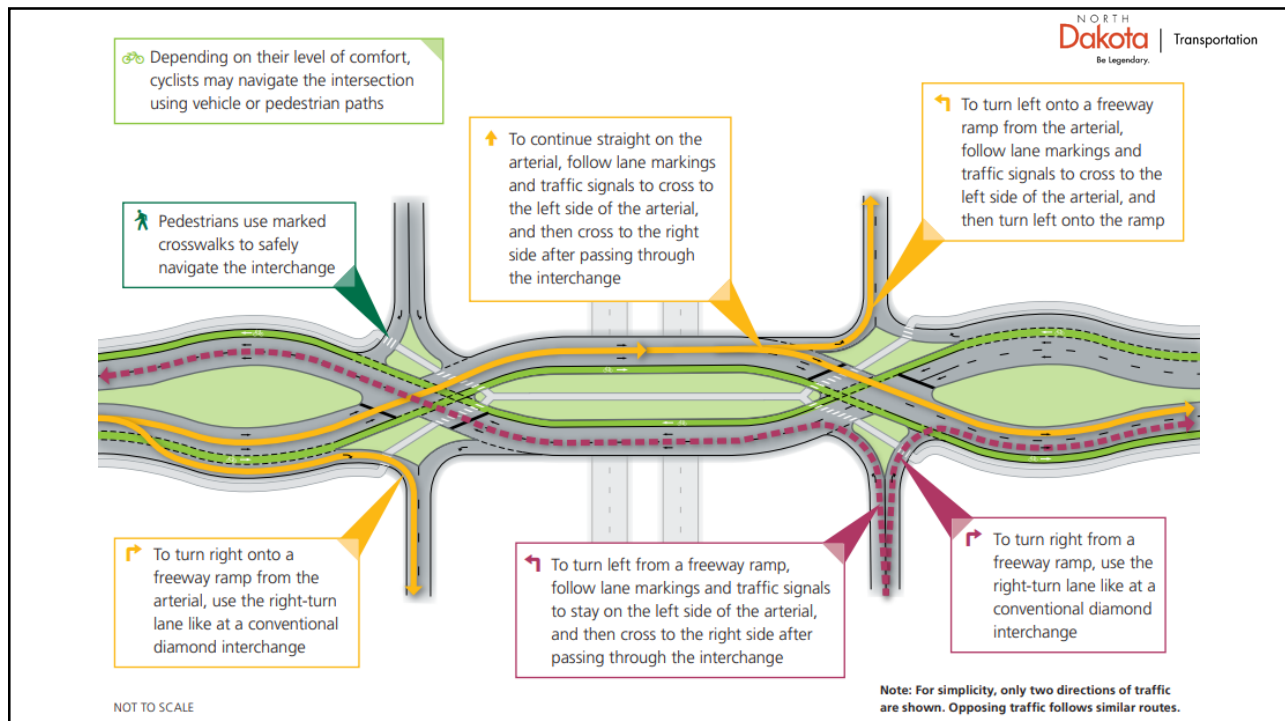


34

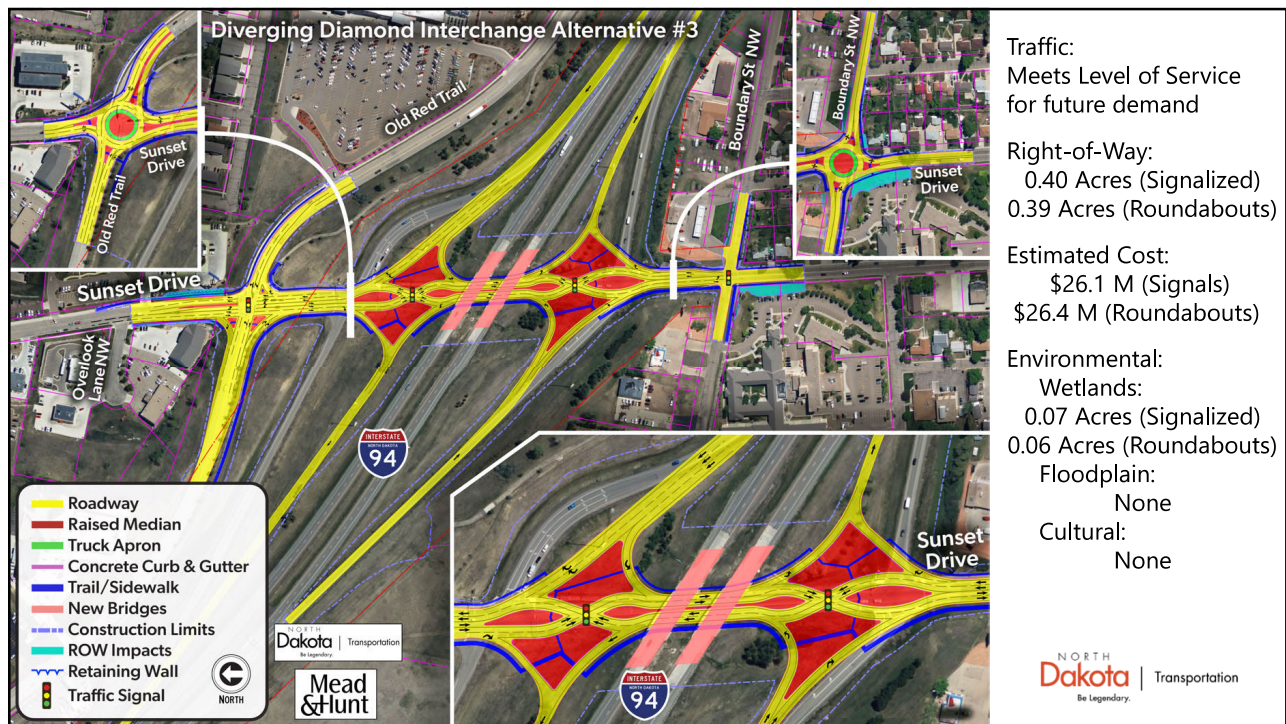




35



36



37

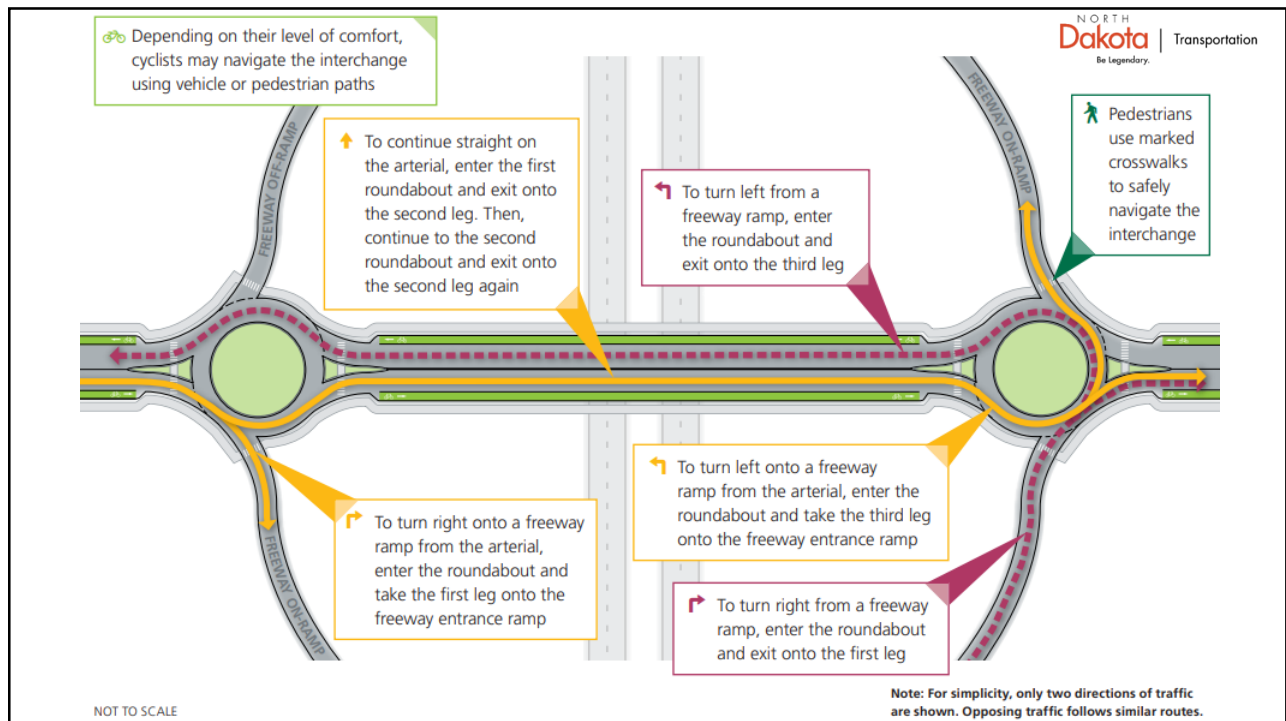


38





39



40



41



42

Interchange Alternative	Right – of – Way	Wetland Impacts	Approximate Costs	Traffic Operations
<b>Single Point Urban (SPUI)</b>	Signals - 0.06 Acres Roundabouts - 0.68 Acres	Signals - 0.06 Acres Roundabouts - 0.06 Acres	\$21.9 M (Signals) \$24.4 M (Roundabouts)	★
<b>Diverging Diamond (DDI)</b>	Signals - 1.29 Acres Roundabouts - 1.47 Acres	Signals - 0.02 Acres Roundabouts - 0.02 Acres	\$26.1 M (Signals) \$26.4 M (Roundabouts)	★
<b>Partial Cloverleaf</b>	Signals - 0.40 Acres Roundabouts - 0.39 Acres	Signals - 0.07 Acres Roundabouts - 0.06 Acres	\$20.8 M (Signals) \$24.1 M (Roundabouts)	★
<b>Diamond w/Roundabouts</b>	0.45 Acres	0.03 Acres	\$23.9 Million	★

★ denotes traffic Operation meet LOS criteria for 2045 design year

## ALTERNATIVE COMPARISON

**NORTH Dakota**  
Be Legendary.™

43

## NEXT STEPS

- Review of public input, refinement of alternatives, and completion of preliminary engineering feasibility study to determine alternatives for the proposed project.
- Complete ranking of alternatives and selection of a preferred alternative.
- 2<sup>nd</sup> Public Input Meeting to present rankings and preferred alternative.
- An environmental document will be prepared to further evaluate preferred alternatives.

44



## QUESTIONS / COMMENTS

Written Statements or Comments about this project may be submitted by **May 5<sup>th</sup>** to:

Chris Rossmiller, Project Manager  
Mead & Hunt, Inc.  
600 South Second Street, Suite 120  
Bismarck, ND 58504

Email: [c.rossmiller@meadhunt.com](mailto:c.rossmiller@meadhunt.com)  
Note: **"Public Input Meeting"** in the email subject line

### Pre-recorded Presentation:

Go to NDDOT website at [www.dot.nd.gov](http://www.dot.nd.gov)  
Click "Public Meetings" under Quick Links  
Date April 20, 2023

[Sign in Sheet](#)

[NDDOT Title VI Public Participation Survey](#)

**Thank you for attending the public information meeting regarding the proposed improvements to the Sunset Drive Interchange.**

NORTH  
**Dakota**  
Be Legendary.™

45



46

## **Appendix E**

### **Roster**

**SIGN-IN SHEET**North Dakota Department of Transportation, Civil Rights  
SFN 59531 (5-2018)Page 1 of     

Division/District/Consultant 20 DESIGN / 61 BISMARCK / MEAD & HUNT			
Meeting Location MANDAN MIDDLE SCHOOL	Meeting Type PUBLIC INPUT MEETING	Meeting Date 04-20-2023	
Project Number IM-1-094(231)152		PCN 23594	
Project Description INTERSTATE 94 AND SUNSET DRIVE INTERCHANGE FEASIBILITY AND PRELIMINARY ENGINEERING			
Name (Please print) Amy Denz		Title/Representing Enviro Leader / Moore Engineering	
Address 925 10 <sup>th</sup> Ave E.	City West Fargo	State ND	ZIP Code 58078
Email Address amy.denz@mooreengineeringinc.com		Telephone Number 320-979-0274	
Name (Please print) Raula Samardzic		Title/Representing NDDOT	
Address 124 Cherry Ln.	City Bismarck	State ND	ZIP Code 58503
Email Address		Telephone Number	
Name (Please print) Jordan King		Title/Representing Education	
Address 2421 Coolidge Ave	City Bismarck	State ND	ZIP Code 58501
Email Address		Telephone Number	
Name (Please print) Jim Neubauer		Title/Representing City Admin. City of Mandan	
Address 205 2 <sup>nd</sup> Ave NW	City Mandan	State ND	ZIP Code 58554
Email Address JNeubauer@cityofmandan.com		Telephone Number 701-667-3210	
Name (Please print) Melanie Schwab		Title/Representing	
Address	City Mandan	State ND	ZIP Code 58554
Email Address		Telephone Number 701-425-6181	
Name (Please print) Sarah Bradford		Title/Representing Citizen	
Address 701 16 <sup>th</sup> Ave NW	City Mandan	State ND	ZIP Code 58554
Email Address		Telephone Number 701-471-9801	
Name (Please print) Curt Johnson		Title/Representing	
Address 2113 11 <sup>th</sup> Ave SE	City Mandan	State ND	ZIP Code 58554
Email Address		Telephone Number	



**SIGN-IN SHEET**North Dakota Department of Transportation, Civil Rights  
SFN 59531 (5-2018)Page 2 of     

Meeting Location <b>MANDAN MIDDLE SCHOOL</b>		Meeting Type <b>PUBLIC INPUT MEETING</b>		Meeting Date <b>04-20-2023</b>	
Project Number <b>IM-1-094(231)152</b>				PCN <b>23594</b>	
Project Description <b>INTERSTATE 94 AND SUNSET DRIVE INTERCHANGE FEASIBILITY AND PRELIMINARY ENGINEERING</b>					
Name (Please print) <b>Kim Riepl</b>		Title/Representing <b>Director / BMMPO</b>			
Address <b>221 N 5th St.</b>		City <b>Bis</b>		State <b>ND</b>	ZIP Code <b>58501</b>
Email Address <b>KRiepl@bismarcknd.gov</b>				Telephone Number <b>701-355-1844</b>	
Name (Please print) <b>Brad Olson</b>		Title/Representing <b>City</b>			
Address <b>545 Marilyn Dr.</b>		City <b>Mandan</b>		State <b>ND</b>	ZIP Code <b>58554</b>
Email Address				Telephone Number	
Name (Please print) <b>Dellilah Johnson</b>		Title/Representing			
Address <b>2113 11th Ave SE</b>		City <b>Mandan</b>		State <b>ND</b>	ZIP Code <b>58554</b>
Email Address				Telephone Number	
Name (Please print) <b>Tim WEIBUNG</b>		Title/Representing <b>CITY OF MANDAN</b>			
Address		City		State	ZIP Code
Email Address				Telephone Number	
Name (Please print) <b>Steve Horner</b>		Title/Representing			
Address		City <b>Mandan</b>		State <b>ND</b>	ZIP Code <b>58554</b>
Email Address				Telephone Number	
Name (Please print) <b>KEN GIESER</b>		Title/Representing			
Address		City <b>MANDAN</b>		State	ZIP Code <b>58554</b>
Email Address <b>oldgzyr@bismidco.net</b>				Telephone Number	
Name (Please print) <b>Mark Rytz</b>		Title/Representing <b>City of Mandan Public Works</b>			
Address		City		State	ZIP Code
Email Address <b>mark@cityofmandan.com</b>				Telephone Number	

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

Page 3 of     

SFN 59531 (5-2018)		Division/District/Consultant 20 DESIGN / 61 BISMARCK / MEAD & HUNT	
Meeting Location MANDAN MIDDLE SCHOOL		Meeting Type PUBLIC INPUT MEETING	Meeting Date 04-20-2023
Project Number IM-1-094(231)152		PCN 23594	
Project Description INTERSTATE 94 AND SUNSET DRIVE INTERCHANGE FEASIBILITY AND PRELIMINARY ENGINEERING			
Name (Please print) <i>MIGUEL ANDREW</i>		Title/Representing <i>TRANSPORTATION ENGINEER/NDDOT</i>	
Address <i>608 E. BOULEVARD AVE</i>		City <i>BISMARCK</i>	State <i>ND</i> ZIP Code <i>58501</i>
Email Address <i>meadandrews@nd.gov</i>		Telephone Number <i>701-528-4796</i>	

Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	

<b>Name (Please print)</b>	<b>Title/Representing</b>		
<b>Address</b>	<b>City</b>	<b>State</b>	<b>ZIP Code</b>
<b>Email Address</b>		<b>Telephone Number</b>	

Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	

<b>Name (Please print)</b>	<b>Title/Representing</b>		
<b>Address</b>	<b>City</b>	<b>State</b>	<b>ZIP Code</b>
<b>Email Address</b>		<b>Telephone Number</b>	

Name (Please print)		Title/Representing	
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

**SIGN-IN SHEET**North Dakota Department of Transportation, Civil Rights  
SFN 59531 (5-2018)Page 4 of     

Meeting Location <b>MANDAN MIDDLE SCHOOL</b>		Meeting Type <b>PUBLIC INPUT MEETING</b>		Meeting Date <b>04-20-2023</b>	
Project Number <b>IM-1-094(231)152</b>				PCN <b>23594</b>	
Project Description <b>INTERSTATE 94 AND SUNSET DRIVE INTERCHANGE FEASIBILITY AND PRELIMINARY ENGINEERING</b>					
Name (Please print) <b>Jarek Wigness</b>		Title/Representing <b>Assistant City Eng. Mandan</b>			
Address <b>1025 Chippewa Ave NE</b>		City <b>Mandan</b>		State <b>ND</b>	ZIP Code <b>58554</b>
Email Address <b>jarek.wigness@cityofmandan.com</b>				Telephone Number	
Name (Please print) <b>Blaine Engelstad</b>		Title/Representing <b>SELF</b>			
Address <b>5305 Highland Rd NW</b>		City <b>Mandan</b>		State <b>ND</b>	ZIP Code <b>58554</b>
Email Address <b>btengelstad@live.com</b>				Telephone Number <b>701-662-3654</b>	
Name (Please print) <b>Bernice Hulfer</b>		Title/Representing			
Address <b>3rd Ave SE #305</b>		City <b>Mandan</b>		State <b>ND</b>	ZIP Code <b>58554</b>
Email Address				Telephone Number	
Name (Please print) <b>Dennis Rohrer</b>		Title/Representing <b>CITY OF MANDAN</b>			
Address <b>2933 39th Ave SE</b>		City <b>MANDAN</b>		State <b>ND</b>	ZIP Code <b>58554</b>
Email Address <b>drohr@CITYOFMANDAN.COM</b>				Telephone Number <b>471-4972</b>	
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address				Telephone Number	
Name (Please print)		Title/Representing			
Address		City		State	ZIP Code
Email Address				Telephone Number	

Date	Name	Title/Representing	Address	Email	Phone
	Candace Gosney	Mead & Hunt	2440 Deming Way, Middleton, Wisconsin 53562	candace.gosney@meadhunt.com	6143540624
4/17/2023 20:51	Jackson Hurst	self	4216 Cornell Crossing, Kennesaw, Georgia 30144	ghostlightmater@yahoo.com	6786284232
4/18/2023 21:37	Mark Gaydos	Mark Gaydos	5240 Meadowcrest Road, Bismarck ND 58503	marksgaydos@midco.net	701-214-0777
4/23/2023 3:15	paul hefner		508 3rd ave se Mandan ND 54554	esc.ur.thoughts@gmail.com	7013210872
5/1/2023 17:31	Joel Winckler		200 2nd Street NW Mandan, ND 58554	nodakjoel@gmail.com	7012699960
5/2/2023 1:29	Dean Stolz	Resident of over 40 years	1901 9 Ave SE, Mandan, ND, 58554	luckypopeye@bis.midco.net	701-471-7840
5/2/2023 16:56	Natasha Peterson	Resident	2801 46th Ave SE Mandan, ND 58554	natpete77@gmail.com	7014260501



## **Appendix F**

### **Comments and Responses**

# COMMENT CARD

## SUNSET DRIVE INTERCHANGE STUDY

Comments about this project  
must be mailed by

**May 5, 2023**

to:

Mead & Hunt, Inc.  
**Attn:** Chris Rossmiller  
600 South Second Street  
Suite 120  
Bismarck, ND 58504

Or email comments with the  
subject line "Public Input  
Meeting" to:  
[c.rossmiller@meadhunt.com](mailto:c.rossmiller@meadhunt.com)

Name \_\_\_\_\_

Representing \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

Comment(s):

Prefer alternate #2  
" " "

#2 choice is alternate 1

like roundabouts on each  
end!

Please provide your contact information to receive future information about the project:

Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

# COMMENT CARD

## SUNSET DRIVE INTERCHANGE STUDY

Comments about this project  
must be mailed by

**May 5, 2023**

to:

Mead & Hunt, Inc.  
**Attn:** Chris Rossmiller  
600 South Second Street  
Suite 120  
Bismarck, ND 58504

Or email comments with the  
subject line "Public Input  
Meeting" to:  
c.rossmiller@meadhunt.com

Name

Representing

Address

Phone

Email

### Comment(s):

Alternative #2 appears to be a configuration that would be "comfortable" to what we are familiar with in terms of interchanges. It also appears to solve some current flow problems and is the most cost effective. This would be my first choice.

AH #1 appears a little unique, but ultimately effective. This would be my second choice.

AH #3 & 4 are not desirable for a variety of reasons, some of which would be confusion of drivers and snow removal. ~~well~~ I do not prefer either of these choices.

Please provide your contact information to receive future information about the project:

Name: Sarah Bradford

Email Address: ducktape.sarah@yahoo.com

# COMMENT CARD

## SUNSET DRIVE INTERCHANGE STUDY

Comments about this project  
must be mailed by

**May 5, 2023**

to:

Mead & Hunt, Inc.  
**Attn:** Chris Rossmiller  
600 South Second Street  
Suite 120  
Bismarck, ND 58504

Or email comments with the  
subject line "Public Input  
Meeting" to:  
c.rossmiller@meadhunt.com

Comment(s):

Have people that speak  
even questions - Use  
microphone so everyone  
can hear.

Name

Representing

Address

Phone

Email

Please provide your contact information to receive future information about the project:

Name: \_\_\_\_\_

Email Address: \_\_\_\_\_



# COMMENT CARD

## SUNSET DRIVE INTERCHANGE STUDY

Comments about this project  
must be mailed by

**May 5, 2023**

to:

Mead & Hunt, Inc.  
**Attn:** Chris Rossmiller  
600 South Second Street  
Suite 120  
Bismarck, ND 58504

Or email comments with the  
subject line "Public Input  
Meeting" to:  
c.rossmiller@meadhunt.com

Name

Representing

Address

Phone

Email

Comment(s):

Alter #2 } with Road  
Alter #1 } About

Least #4  
#3

~~What~~  
90% Fed 10% State  
What Amount Local  
for Borsley + old Red Tree

Please provide your contact information to receive future information about the project:

Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

Date	Name	Address	Phone	Email	Comment
	Candace Gosney	2408 Chatten Drive, Quincy, IL 62305	614-354-0624	candace.gosney@meadhunt.com	This is a test and I have no comments.
4/12/2023 21:16	Eric Gaasland	1162 N 4th St Bismarck	307-349-9782	egaasland@yahoo.com	All the options for this are terrible. I would suggest looking at I-49 and E155th St exit 176 in Missouri or 38Degrees 50' 35.52" N 94 Degrees 31' 42.98 W according to Google Earth.
4/18/2023 12:07	Rob Knoll	1506 27th St NW Mandan	701-333-8248	knollappraisals@gmail.com	I am an owner of Bennigan's in Mandan. The year after we opened 5 years ago there was road construction between Bis/Mdn for almost 8 months. Our business barely made it through that. Now this. The thing you don't talk about in this presentation is timeline. That is so important and not sure why it is not addressed. Or access during construction. We might as well close now.
4/20/2023 1:19	Sara Pacht	3808 Amari Loop NW		sara.pacht@hotmail.com	Prefer the half clover and the round about at sunset and boundary, but really don't think a round about would go well at sunset and old red. Especially with the amount of semi trucks that go through there.
4/24/2023 17:43					Prefer alternative #1 SPUI interchange treatment for the interchange. A small roundabout may work nicely at Boundary St intersection. I will let an expert select the best treatment option for the Sunset and Old Red Trail intersection.
4/25/2023 20:23	Ellen Huber	2359 37th St, Mandan	7014006249	eahuber@outlook.com	My preference for the options is as follows: 1) Single point 2) Partial cloverleaf 3) 4 roundabouts  I find the diverging diamond to be too confusing.
4/25/2023 23:54	Jackson Hurst	4216 Cornell Crossing, Kennesaw, Georgia 30144	6786284232	ghostlightmater@yahoo.com	The alternative that I support for NDDOT's I-94 Interchange (Exit 152) Sunset Drive Project is Alternative 4: Diamond with Roundabouts Interchange because this alternative will improve safety and reduce the number of intersection conflict points at the following intersections: Sunset Drive/Old Red Trail and Sunset Drive/Boundary St NW.
5/1/2023 20:42	Joel Winckler	200 2nd Street NW, Mandan, ND 58554	7012699960	nodakjoel@gmail.com	I absolutely do not like alternative #4. The other three are okay. I like the idea of roundabouts at Old Red Trail and Boundary Street. Alternative #1 seems to make the most sense.
5/2/2023 0:12	Curtiss Kovash	909 St Thomas Trail Mandan, ND 58554	701-989-3062	CKOVASH4@BIS.MIDCO.NET	I prefer alternative #1 without any roundabouts. There are several students at the Mandan Middle School which walk this way to and from school. When you put the roundabouts in the picture some off them will try to take the shortest path which would be cutting across the roundabout instead going around the edges.
5/2/2023 1:28	Dean Stolz	1901 9 Ave SE, Mandan, ND	701-471-7840	luckypopeye@bis.midco.net	Listed are the estimated costs for each signalized and roundabout scenarios. Do any of your estimates take into account the amount of costs to run the signalized scenarios compared to the roundabout scenarios? It is my feeling that the roundabout scenarios would be cheaper due to far less maintenance concerns with the signals and the cost of electricity to run them. In my opinion, alternative #4 makes more sense.
5/2/2023 16:56	Natasha Peterson	2801 46th Ave SE, Mandan, ND 58554	7014260501	natpete77@gmail.com	Hello,  My choice for plans on this project would be the Single-Point option without the roundabouts. It keeps things simple and cost effective.
5/4/2023 17:37	Samantha Dobransky	3903 Amari Loop NW	701-870-1729	Samijo.927@gmail.com	The SPUI without roundabouts & the partial cloverleaf without roundabouts are the options I think will be best for the area. There will be a lot of new drivers on the road in this area & the less complicated the better in my opinion.

## Blair Patchin

---

**From:** Todd Fuehrer <tdfuehrer@gmail.com>  
**Sent:** Tuesday, May 2, 2023 11:10 AM  
**To:** Chris R  
**Subject:** Exit 152 change

[You don't often get email from tdfuehrer@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello, Chris. I would like to give my support to the Diamond/Roundabout proposal. It would decrease maintenance on street lights. It would allow for better flow of traffic (especially during off peak hours).

Thank you for giving the public an opportunity to provide input.  
Todd Fuehrer  
406 6th Ave NW  
Mandan, ND

## Blair Patchin

---

**From:** oldgzs@bis.midco.net  
**Sent:** Wednesday, March 29, 2023 9:51 AM  
**To:** Chris R  
**Subject:** Exit 152

You don't often get email from oldgzs@bis.midco.net. [Learn why this is important](#)

It appears the Public Meeting has been re-scheduled to April 20. Thank You.

However, the video noted in the announcement does not seem to be available.

Ken Gieser  
Mandan



Virus-free. [www.avg.com](http://www.avg.com)



## Blair Patchin

---

**From:** sahuettl@bis.midco.net  
**Sent:** Thursday, May 4, 2023 9:22 PM  
**To:** Chris R  
**Subject:** Mandan project

You don't often get email from sahuettl@bis.midco.net. [Learn why this is important](#)

Thank you for allowing the feedback. We certainly would prefer the roundabouts. The maintenance would be much less along with installation and construction. Traffic lights and stop signs are not good alternatives, we have seen too many near accidents with these two types of traffic control. They do not slow down the traffic nor is there good traffic flow. The other alternatives are totally confusing on paper, can't imagine what it would be like to drive it. The roundabout on 1806 and Old Red Trail is amazing.

## Blair Patchin

---

**From:** Scott Staudinger <scotts@cloverdalefoods.com>  
**Sent:** Monday, April 3, 2023 11:30 AM  
**To:** Chris R  
**Cc:** T.J. Russell  
**Subject:** Mead & Hunt Project Manager  
**Attachments:** MINNEAPOLIS MN 03-31-23 13h53.wav

You don't often get email from scotts@cloverdalefoods.com. [Learn why this is important](#)

Chris, I received your phone call on the I-94 Interchange (Exit 152) Sunset Drive DOT project. Looking forward to work with you on this project.

SJS



### Scott Staudinger - SHRM-SCP

*Vice President of Government Affairs & Human Resources*

Cloverdale Foods Company

o: 701.663.9511 x297

c: 701.590.4773

toll free: 800.669.9511

CloverdaleFoods.com

**APPLY TODAY!**



Chris Rossmiller, P.E.  
Mead & Hunt Project Manager  
600 South Second Street, Suite 120  
Bismarck, ND 58504  
952-641-8832  
[c.rossmiller@meadhunt.com](mailto:c.rossmiller@meadhunt.com)

Project:  
<https://www.dot.nd.gov/projects/bismarck/exit152/>

Company:  
<https://meadhunt.com/>

---

**From:** MINNEAPOLIS MN <[hostedsmtprelay@gmail.com](mailto:hostedsmtprelay@gmail.com)>  
**Sent:** Friday, March 31, 2023 1:54 PM  
**To:** Scott Staudinger <[scotts@cloverdalefoods.com](mailto:scotts@cloverdalefoods.com)>  
**Subject:** Voice Message from MINNEAPOLIS MN (1m 12s)

Voice Message Arrived on Friday, March 31 @ 1:53 PM  
Name: MINNEAPOLIS MN  
Number: 952-641-8832  
Duration: 1m 12s

---

NEC SV9100 InMail

## Blair Patchin

---

**From:** oldgzs@bis.midco.net  
**Sent:** Sunday, April 23, 2023 9:22 PM  
**To:** Chris R  
**Cc:** tim.helbling@cityofmandan.com  
**Subject:** Public Input Meeting Exit 152

You don't often get email from oldgzs@bis.midco.net. [Learn why this is important](#)

Mr. Rossmiller – Thank You for the information provided at the meeting on Thursday, April 20. Comments were provided at the meeting and additional comments provided here.

- Goals of the project – As stated in the opening presentation are all related to I-94.
  - No goals are related to Old Red Trail, Boundary Street, Sunset Drive or any other City of Mandan street.
  - THIS PROJECT IS BY AND FOR THE BENEFIT OF THE NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
  - The designs add a turning lane, concrete dividers and a stop light to the intersections; or round-a-bouts. Not much for a probable \$5 million and a projected life span of 20 years.
- NDDOT has not demonstrated an effective track record with the City of Mandan. Example – Highway 10 – In process since 2013, repeatedly rescheduled by NDDOT and now stalled again related to funding; Summer 2022 – Sixth Avenue SE and Highway 1806 – The NDDOT way or no way.  
Will this project be any different?
- Development – Failed to identify development west of the Baymont and gave limited recognition to the impact of traffic from these areas. Including industrial, commercial, residential such as Cloverdale, NISC, Red Trail Elementary, BSC, multiple residential developments.
- MPO – Reference to past MPO studies regarding development west of the Baymont. The most recent published study is dated 2013-2014. Recommendations from that study have not been implemented which would significantly reduce the need for reconstruction of Exit 152, including I-94 interchanges at 30<sup>th</sup> Avenue West and 56<sup>th</sup> Avenue West, extending Boundary Road and Lohstreter Road.
- Exit 152 Project – Projected length of service – 20 years (approx. 2046); Cost- Up to \$25 million; City of Mandan (Taxpayers) “Complex” – typically Special Assessment x 20 years (approx. 2046); Comparative – Exit 161- 10% to 19.07% City Share (\$2.5 to \$4.76 million)
- Sunset Drive Reconstruction – 2 phases – North approx. 2035, South approx. 2045 – Cost approx. \$20 million (today); City of Mandan (Taxpayers) – typically Special Assessment x 20 years ( approx. 2055 and 2065, respectively) Likely considerably larger share
- Timelines  
Exit 152 Interchange – 2026, paid to 2046, replace/renew approx. 2046, paid to 2066.  
North Sunset Drive – 2035, paid to 2055, replace/renew ?, paid to ?  
South Sunset Drive – 2045, paid to 2065, replace/renew ?, paid to ?  
Paying for project to PERPETUITY! AND OTHER STREET AND IMPROVEMENT PROJECTS!
- As discussed by Mayor Helbling, construction of an I-94 interchange at 56<sup>th</sup> Avenue West or 30<sup>th</sup> Avenue West, as recommended by the MPO in 2013-2014, would resolve short term issues, be more cost effective in the long

term, reduce the need for continual road replacement and serve the needs of the City of Mandan rather than the proposed project.

Ken Gieser  
Mandan



## Blair Patchin

---

**From:** Dane Buysse <dtbuysse@gmail.com>  
**Sent:** Monday, May 8, 2023 9:25 AM  
**To:** Chris R  
**Subject:** Re: I-94 Interchange (Exit 152) Sunset Drive project

You don't often get email from dtbuysse@gmail.com. [Learn why this is important](#)

That description is correct, Chris. Thank you for following up!

Dane Buysse

---

**From:** Chris R <c.rossmiller@meadhunt.com>  
**Sent:** Monday, May 8, 2023, 9:22 AM  
**To:** Dane Buysse <dtbuysse@gmail.com>  
**Subject:** RE: I-94 Interchange (Exit 152) Sunset Drive project

Dane and Alicia,

Thank you for the feedback and comments.

For my clarification and reference, when you mention the Walmart stop light, are you referring to turning from southbound Sunset Drive onto Eastbound Old Red Trail? Just want to make sure we record your concern appropriately on our end.

Thank you,

---

**From:** Dane Buysse <dtbuysse@gmail.com>  
**Sent:** Saturday, May 6, 2023 7:42 AM  
**To:** Chris R <c.rossmiller@meadhunt.com>  
**Subject:** I-94 Interchange (Exit 152) Sunset Drive project

You don't often get email from [dtbuysse@gmail.com](mailto:dtbuysse@gmail.com). [Learn why this is important](#)

Chris,

My wife and I are Mandan residents and travel the project area each day when taking our daughter to daycare and on the way to work. Keeping this brief we are in support of the Alternative 4 Diamond with roundabouts interchange. Thank you for the opportunity to provide input. One suggestion is also below if stoplights are used at the walmart (north) intersection.

Currently we will not use the Walmart stop light (when traveling from the north and turning towards Walmart) because when coming from the north and taking a left hand turn to travel East it is difficult to see oncoming traffic from the south when cars are waiting at the stoplight and facing north. We had a close call once and will not chance the turn again. A green arrow at this light for turning would be absolutely necessary.

We hope this insight is helpful from our personal experience.

Thank you,

## Dane and Alicia Buysse

This email, including any attachments, is intended only for the use of the recipient(s) and may contain privileged and confidential information, including information protected under the HIPAA privacy rules. Any unauthorized review, disclosure, copying, distribution or use is prohibited. If you received this email by mistake, please notify us by reply e-mail and destroy all copies of the original message.

## Blair Patchin

---

**From:** DeNae Kautzmann <pdemand3@bis.midco.net>  
**Sent:** Monday, May 1, 2023 10:36 AM  
**To:** Chris R  
**Subject:** Sunset

[You don't often get email from pdemand3@bis.midco.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Prefer single point  
DeNae Kautzmann

Sent from my iPad

## Blair Patchin

---

**From:** Lori Dailey <loridailey01@gmail.com>  
**Sent:** Tuesday, May 2, 2023 2:28 PM  
**To:** Chris R

You don't often get email from loridailey01@gmail.com. [Learn why this is important](#)

We prefer single point interchange for sunset street interchange project. Thank you.



**From:** [Andrew K. Stromme](#)  
**To:** [Chris Rossmiller](#); [Andrews, Miguel](#)  
**Cc:** [Tim Helbling \(corralrv@midco.net\)](#); [Joseph A. Camisa Jr.](#); [Jim Neubauer](#); [Mitchell L. Bitz](#); [Justin J. Froseth](#); [Jarek W. Wigness](#); [Jason J. Ziegler](#); [Madison M. Cermak](#)  
**Subject:** City of Mandan Comment on Alternatives Proposed for Mandan Sunset Interchange \*(1-094(231)152 PCN 23594)  
**Date:** Friday, May 5, 2023 10:37:54 AM  
**Attachments:** [City Response NDDOT Sunset Project.pdf](#)

---

Good morning Chris and Miguel,

Please see attached for the City of Mandan's comments in regards to alternatives proposed for the Mandan Sunset Interchange Project.

Thank you,



**Andrew Stromme** | *City Planner*  
*City of Mandan Planning Department*  
[andrew.stromme@cityofmandan.com](mailto:andrew.stromme@cityofmandan.com)  
701.667.3255 (office) | 701-301-9195 (cell)  
205 2<sup>nd</sup> Ave NW, Mandan, ND 58554  
[www.cityofmandan.com](http://www.cityofmandan.com)



**To:** Chris Rossmiller, PE, Mead & Hunt and Miguel Andrews, PE, NDDOT

**From:** Andrew Stromme, City Planner

**Date:** May 5, 2023

**Subject:** Comment on Alternatives Proposed for Mandan Interchange \*(1-094(231)152 PCN 23594)

The City of Mandan would like to express its appreciation for the opportunity to provide feedback on the proposed interchange alternatives for Exit 152, Sunset Drive NW.

Based on the input received from various departments, including Public Works, Police, Engineering, and Planning, the City requests prioritization of the single-point interchange over the diverging diamond, with the partial cloverleaf and roundabouts placed at the bottom of the list for the DOT to consider in this location.

City Staff contemplated the advantages and disadvantages of each option, both general and specific to the location in Mandan. Based on growth projections and the land uses that adjoin or flow into this interchange, we feel the SPUI will set our community up for the most success going into the future.

The City requests that Mead & Hunt and NDDOT explore the use of living snow fences or tree rows to proactively mitigate snow drifting, regardless of which alternative is selected. That is a concern with the current underpass configuration.

Additionally, the City requests that NDDOT and FHWA proactively consider leading in the cost sharing of improvements outside the FHWA ROW that are seen as necessary for the optimization of a new interchange, whether it be modifications to existing or new signals or the roundabout alternatives. This would greatly assist the City as the improvements are in the near term and not presently programmed or planned locally.

Please let City Engineer Froseth, Public Works Director Bitz or Myself know if you have any questions or need to discuss further.

Thank you for your attention to this matter.

Best regards,

Andrew Stromme  
City Planner  
City of Mandan

CC:

*Tim Helbling – Mayor*

*Joseph Camisa – City Commissioner, Engineering and Planning Portfolio Holder*

*Jim Neubauer – City Administrator*

*Justin Froseth – Engineering Director*

*Mitch Bitz – Public Works Director*

*Jarek Wigness – Assistant City Engineer*

*Jason Ziegler – Police Chief*

*Madison Cermak – Business Development & Communications Director*

## **Appendix G**

### **Transcript/Video Script**

**Speaker 1**

Welcome and thank you for taking time to learn more about the Interstate 94 and sunset Dr. Interchange project. The project is being undertaken by the North Dakota Department of Transportation in cooperation with the Federal Highway Administration and the City of Mandan. The consultant team from Mean Hunt is assisting the North Dakota Department of Transportation with this project and will be presenting information on this project today. My name is Chris Rossmiller and I am serving as the consultant project manager for Mean Hunt with me. Today I have members of our project team including our lead traffic engineer, Kyle Roberts, Jason Owen, our lead roadway engineer. And Amy dens for more engineering, who is leading our environmental review for this project. Our agenda for this presentation includes an overview of the project. This includes some of the background and the need for the project, followed by some of the information about the existing interchange in service today. Amy will be providing in brief overview of the environmental screening process followed by Kyle, who will be covering the existing traffic conditions observed and transitioning into the future conditions assessment for the interchange. Jason will then provide an overview of the interchange configuration alternatives being evaluated to address the future needs. This will also include a summary of cost and impacts associated with the alternatives. We will then close the presentation with the next steps for the project and information on how you can provide feedback and ask questions about the project. In 2013, the Bismarck, Mandan Metropolitan Planning Organization completed a study of the area north of Interstate 94 in Mandan. The study found that a significant portion of new growth in Mandan would occur north of the sunset Dr. The new growth would generate a large volume of new traffic that would funnel through the existing interchange. The report identified that modifications to the interchange would be needed within the next 5 to 15 years from when the study was completed. To accommodate this new growth of traffic. At this time, I'd also like to note that the study identified needs along the sunset Dr. Corridor, including extension of sunset Dr. N to 38th St. The corridor along Sunset Drive from Division St. to Boundary St. located South of the interchange. And Old Road trail to 38th St. north of the interchange, is currently being studied under a separate project undertaken by the Bismarck Mandan Metropolitan Planning Organization. This is a separate study from the information being provided in this presentation and more information about this study can be found on the mpow's website by clicking on MPO studies and projects link. Additionally, there's also a link to the corridor study. Project website on the I-94 interchange. Exit 152 project website from the completion of that study in 2013. Now, Fast forward 10 years. There has been quite a bit of growth along Sunset Drive and Old Road Trail including the Comfort Inn, the Medical Plaza and the Walmart to name a few more recently continued signs of gross including the construction of the new high school set to open in 2024. Has begun. There has also been several other developments reviewed by the city, both commercial and residential, that will have an impact in the amount of traffic traveling through the interchange and how the current users travel through the interchange day-to-day to reach these new destinations. With that background, the purpose of this project we are presenting today is to develop an alternative interchange design that meets the future travel demand, provides safe, efficient, multimodal traffic operations with minimal impacts to right away environmental features and can be constructed at a reasonable cost. The need for the project is driven by changes and increases to traffic due to the new developments and growth. Along with this increase in volume, there's also accelerated deterioration of pavement that would be observed as the traffic continues to increase. The project will also address geometric deficiency as the current interchange, such as the skew of the ramp intersections as they intersect Sunset Drive. This can have an effect on safety in the operations of how those intersections work. We'll also be looking at the low bridge clearance as I-94 passes over sunset Dr. which is currently more than two feet less than state standards and impacts the ability for trucks to utilize the interchange project limits for the study include. Interstate 94, about one mile east and West of Sunset Drive. This starts at the scenic



overlook along eastbound 94 located West of Sunset Drive and continues easterly to Hwy. 1806 Collins Ave. East of Sunset Dr. along Sunset Dr. itself the project limits for the study begins at 18th St. South of the interchange and continues N to Overlook Lane. The study will also include the intersections of Boundary St. and Old Red Trail. Taking a look at the current project schedule, we are currently here in April with our first public input meeting. After this meeting, we will be reviewing public input, making refinements to alternatives and completing the engineering and feasibility report, ultimately ranking and selecting a preferred alternate. We'll be coming back to present the rankings and preferred alternatives this summer, followed by completing the environmental documentation and beginning preliminary and final engineering, which will run through 2024. Utility relocations would be completed during 2025, with construction and interchange currently scheduled to begin in 2026. Interstate 94 and the Sunset Dr. Interchange were originally constructed in the late 1960s, and the last major reconstruction of the interchange to the configuration that's out there today was completed in the 1980s. I-94 itself is an urban Interstate highway running in east West direction. The cross section is a four lane Interstate highway section. With dual 12. Foot lanes, a four foot left shoulder and a 10 foot right shoulder in each travel direction. The travel directions are separated by a grass median and within the project limits the posted speed is 60 mph. Sunset Drive is a principal NS arterial which serves as a thorough way through the city connecting the downtown and residential area South of I-94 to the businesses and schools north of I-94, the posted. The speed limit through the interchange is 25 mph under 94, as shown here. It has a three lane cross section with a single northbound lane and two southbound lanes with one of those lanes acting as a left turn onto eastbound 90. The roadway at this location is constrained by the bridge carrying I-94, so it really acts as a pinch point as volumes continue to grow. We also want to note that the trail currently runs along the east side of the Sunset Drive through the interchange. Once you get away from the bridge though, heading north towards Old Red Trail sunset Dr. Widens to include A5 lane. Cross section with three northbound lanes approaching all the Red Trail, two of which are left turns onto westbound. All the Red Trail and two southbound lanes. Also through the interchange, there are several multimodal options serving the residents of Mandan. Bismarck Transit provides bus service via the Purple Route, which enters the project area along Old Red Trail connecting with Sunset Dr. running through the interchange and continuing S into downtown Mandan. The bus provides service daily with stops at Walmart and the main Dan High School in its current location. I previously mentioned the trail on the east side of sunset, which is operated by the city of Mandan Parks and Recreation Department. The trail serves bicyclists and pedestrians through the interchange between Old Red Trail and Boundary St. Also working in conjunction with this trail, the city of Mandan has several sidewalk facilities, North and South of the interchange to provide pedestrians a connection between the residential areas South of the interchange to the businesses north of the interchange. And now I'd like to turn it over to Amy to cover a little bit more about the environmental screening process.

## **Speaker 2**

A preliminary environmental screening process was conducted to inform the alternatives development phase of this project. During the screening, information was gathered from publicly available sources such as federal and state agency data. Agency and stakeholder input was conducted through a solicitation of use process, which sent emails requesting information from each entity that they may have about the project area, such as known future Development Plan, Special resources or other information that they feel would be informative. To our investigation. Land use within and adjacent to the project area has been developing significantly in the past five to 10 years and will continue to do so into the foreseeable future based on the local land use plans. For the area. Alternative development considers how a project could affect land use and socioeconomics in the area. Including potential impacts related to environmental justice. For cultural resources, the Class 1 literature review was conducted for the project area to

identify any known resources and whether these resources are listed or are eligible to be listed on the National Register of Historic Places. A lot of development and study have taken place in the project area and its immediate vicinity, which was very informative to the Class 1 literature review for this project. The initial findings indicate a portion of the Old Red Trail, also known as North Dakota Hwy. 10, occurring within the project. The next step will be consultation with the North Dakota Historic Preservation Office, otherwise known as Shippo, and also following the requirements of Section 106 of the Historic Preservation Act as it relates to historic properties. Biological resources include threatener endangered species that may be present within the project area. Preliminary screening indicated that threaten and endangered species that could occur here are northern longer bat piping, plover, roofer, red knot, whooping crane. Dakota Skipper and the monarch butterfly. The Missouri River is also located east of the project corridor. And contains critical habitat for the piping plover. Aquatic resources such as wetlands and other water bodies. Evaluated using the National wetlands inventory data. The presence of mapped floodplains was also reviewed.

Office data review. There are no aquatic resources or FEMA floodplains located within the project area. Additional study will be conducted during the environmental document preparation phase of this project that will provide a more detailed evaluation of potential impacts from the project. This will include conducting field aquatic resource delineation once weather and site conditions. This will allow us to verify the office findings and stay in compliance with the US Army Corps of Engineers. Section 404 of the Clean Water Act requirements next, Kyle Roberts will tell you about traffic operations and safety.

### **Speaker 3**

The existing lane configurations, shown in Gray and the turn based storage links noted in blue, were inventoried to accurately code our traffic models. New 24 hour turning movement counts were conducted in December 2022 for all study intersections and interchange ramps and were used to develop base year 2023 AM and PM peak hour traffic volumes. These lane configurations and turning movement volumes supplemented with field observations and measurements were used to build and calibrate the traffic models, level of service or Los is a qualitative measure describing operational conditions of an intersection or any other transportation facility. At intersections, Los is a letter designation that corresponds to a certain range of roadway operating conditions. The levels of service range from A to F with A indicating the best or free flow, operating conditions, and F indicating the worst or congested and failing operating conditions. And DDOT provides guidance on Los in the Ndot traffic operations manual that states the capacity analysis is 1 factor to determine recommended geometric design. The NDOT guidance is to meet or exceed an overall Los D Under 20 year projected automobile traffic. Under existing conditions in our study area, signalized intersections are operating at an overall Los, C or better during the AM and PM peak hours. With several approaches operating at Losd. The eastbound approach at the two way stop controlled intersection at Boundary St. operates at Los F. Crash data was collected for the study area for the period from 2017 to 2022. During that time, there were 95 reported crashes along Sunset Drive between Boundary St. and Old Red Trail with the highest density of crashes occurring at the sunset Dr. at Old Red Trail intersection. The majority of the crashes were rear end type collisions, which can be associated with signal control and congestion. As the pictures show, several of the crashes involved trucks in the low clearance of the I-94 bridge. Future Year 2030 or opening year and 2045 design year volume sets were developed in 20-30 signalized intersections. Continue operating at an overall LOC or better in the AM and PM peak hours with several approaches operating at Los D. The eastbound and westbound approach at the two way stop controlled intersection at Boundary St. operates at Los F. In 2045, operations begin to deteriorate. Multiple intersections operate at Los

E or F during the peak hours, with several failing approach Los. These results in the need to accommodate future growth in the corridor, necessitate improvements to the interchange and adjacent intersections. 4 interchange configurations were evaluated, including a single point urban interchange or spui. A diverging diamond interchange, or DDI, a partial cloverleaf interchange or park low and a diamond interchange with roundabouts. At the adjacent intersections, North and South of the interchange, improvements were also evaluated, including additional lanes and the roundabout option at the Sunset Drive in Old Red Trail intersection and Signalization, and a roundabout option at the Sunset Dr. at Boundary St. The 2030 level of service results show that all intersections under all alternatives would operate at losd or better. The 2040. Five level of service results also show that all intersections under all alternatives would operate at losd or better. Additional detailed analysis was performed for these alternatives, comparing additional measures of performance such as network delay, corridor travel times and queue links, which are detailed in the report and help provide input into the decision making process. Additionally, there are geometric and other considerations that Jason will detail in the following slides.

#### **Speaker 4**

We'll be presenting 4 alternatives for the interchange area. Each one is unique in the configuration and how drivers will navigate them. The first alternative that we'll look at today is the single point interchange. Here you can see an example of 1 and how traffic is coming off the ramps from the main line is condensed into a single area underneath the bridge. The idea of a single point interchange is to have the traffic passing through a central point where vehicle movements can be controlled from a single set of traffic signals. The navigation through the intersection is similar to conventional diamond interchange, just compacted as seen on the diagram here in the maroon dash line. To turn left from a freeway ramp, use the left turn lane like a conventional diamond interchange to turn right from a freeway ramp, use the right turn lane like a conventional. In interchange as well as seen here in the solid gold line from the arterial, navigate the interchange like a conventional diamond interchange. Pedestrians use marked crosswalks to safely cross the freeway ramps at single point interchanges. Crosswalks are now provided across the arterial to crosshair arterial. Pedestrians may use the nearest marked crosswalk. Depending on their level of comfort, cyclists may navigate the intersection using vehicle or pedestrian paths. Shown here is the single point alternative developed for the Sunset Drive and I-94 interchange, with the turning movements occurring under the I-94 bridges. This alternative will require the bridges to be replaced because of the extra width required of the single point configuration and the skewed angle of Sunset Drive to I-94. Looking at the insets, there's an option to include roundabouts at the ends of the project. Instead of signalized intersections. Because of these two options, there are two right away impact areas and two estimated cost. The signalize option will affect .06 acres of right away will cost approximately \$21.9 million. The single boy intersection with roundabouts option will affect .068 acres of right away and will cost \$24.4 million. On the environmental impacts, both options affect 0.06 acres of wetlands and will not impact the floodplain or cultural areas. Here we see what a typical section would look like if you were looking N on sunset drive and you were at the I-94 Overpass, 2 lanes going northbound 2 lanes going southbound, and two southbound left turning lanes to get onto I-94 E ramp. The second alternative that is being considered is a partial cloverleaf similar to the one shown here, with the loop ramp in the southwest quadrant of the interchange and traditional ramps to and from the Interstate. The partial cloverleaf alternative that was developed for this project can be seen here. The loop ramp is located in the southwest quadrant of the interchange, allowing southbound Sunset Drive traffic to exit and then merge onto the eastbound I-94. Traffic on the bridge. The loop in this alternative is longer to minimize the grade change from sunset to I-94 and provide needed merging space between the bridge and the entrance ramp in the southeast quadrant. Because of this elongated ramp, the

right away impacts are more significant than the other alternatives. 1.29 acres of is impacted with the signalize option of the Cove relief and 1.4 acres is impacted with the round of option for the right away. The Partial color relief signalized option estimate is \$20.8 million and the roundabout option is \$24.1 million. For both options, there is .06 acres of wetland impacts and no impacts to either floodplain or cultural areas for both. Here we see a cross section of the partial cloverleaf alternative. If we were looking N on sunset drive at the I-94 overpass, the design has one lane going both North and South, separated by a painted median and a southbound lane that is the access lane to the loop ramp. A third alternative that will present is a diverging diamond interchange like the one shown here in the photo shown here. The diverging movements are shown on the bridge structure. Our alternative has the diverging movements on Sunset Drive. The diverging diamond interchange is different than the normal interchange. The biggest difference is that vehicle traffic crosses over and travels on the left side of the roadway through a series of traffic signals. Taking a look at the gold traffic movements on the diagram here to turn right onto a freeway ramp from the arterial, use the right turn lane like a conventional diamond interchange. To continue straight through the arterial, follow lane markings and traffic signals to cross to the left side of the arterial and then cross to the right side. After passing through the interchange. To turn left onto a freeway ramp from the arterial, follow lane markings and traffic signals to cross to the left side of the arterial, then turn left onto the ramp. Taking a look at the maroon dash traffic flows to turn left from a freeway ramp. Follow the markings and traffic signals to stay on the left side of the arterial and then cross to the right side after passing through the interchange to turn right from a free rear ramp, use the right turn lane like a conventional diamond interchange. Depending on the level of comfort, cyclists may navigate the intersection using vehicle or pedestrian pass. Pedestrians use more crosswalks to safely navigate the interchange. Shown here is that diverging Diamond interchange developed for this project as shown previously, northbound and southbound traffic will cross at signalized locations North and South of the I-94 bridges. Traffic will then follow signing and marking for the left, turning movements onto the eastbound and westbound ramps to I-94. Right of way impacts for the signalized and roundabout options are virtually identical with the signalize option having .40 acres and the roundabout having .39 acres of impact cost wise. The estimated cost for a diverging diamond with signals is \$26.1 million, and that diverging diamond with roundabouts option is \$26.4 million. Environmentally, there is .07 acres of wetland impact for the diverging diamond with signals and .06 acres of wetland. Impact with the roundabouts option, there is no impact in the floodplain or cultural areas with this alter. Here is the cross section of the diverging diamond roadway. If you were looking N on sunset drive at the I-94 overpass. At this point, traffic has already crossed and the northbound traffic is on the left side of the roadway and the southbound traffic is on the right. There will be another crossover point just north of the overpasses. That will return traffic to the normal roadway configuration. The 4th alternative that we'll be presenting is the diamond interchange with a series of four roundabouts between Old Red Trail and Boundary St. Here's an aerial view of a similar interchange configuration. The diagram here describes and shows how to make proper turning movements to and from on ramps that utilize roundabouts. At ramp terminals. Looking at the Maroon Dash line, turn left from our freeway ramp, another roundabout, and then exit onto the third leg. To turn right from a freeway ramp, use the roundabout and exit onto the first leg. Looking at the gold traffic movements to turn right onto a freeway ramp from the arterial and other roundabout and take the first leg onto the freeway entrance ramp. To continue straight on the arterial, enter the first roundabout and exit onto the second leg. Then continue to the second roundabout and next it onto the second leg again. To turn left onto a freeway ramp from the arterial, enter the roundabout and take the third leg under the freeway entrance. Depending on the level of comfort, cyclists may navigate the interchange using vehicle or pedestrian paths. Pedestrians use marked crosswalks to safely navigate the interchange. Shown here is the diamond interchange with roundabouts layout that was developed for the project. The eastbound and



westbound I-94 exits are the same as with the traditional diamond interchange, but the ramps lead to a roundabout intersection instead. This alternative has been developed with roundabouts at Old Red Trail and Boundary St. to provide better traffic operations through this corridor. This alternative does not have an option to include signalized intersections at Old Red Trail or Boundary St. and were not included because it did not meet the standards of level of service. Of the corridor. The right of way impacts for this alternative are .45 acres and the cost estimate is 23.9 million. Dollars .03 acres of wetlands will be impacted and there are no impacts to the floodplain or cultural areas for this alternative. Here is the cross section of the roundabout alternative looking N at Sunset Drive at the I-94 overpass with two lanes northbound and two lanes southbound. Here we have an alternative comparison for each of the four options that we are proposing. We compare the right of way impacts the wetland impacts and the approximate costs for each of the four options. The traffic operations meet the level of service criteria for the 2045 design year for each of the alternatives that we are proposing.

### **Speaker 1**

Now looking at the next steps for the project, the comment period for this meeting will remain open until May 5th. We would like your input and views on the alternatives presented here tonight, and any questions that you have about them, please let us know what you liked or did not like about the alternatives presented here. From there, the team will be reviewing the feedback from the meeting and making refinements to the alternatives. We will be working with the Department of Transportation to rank the alternatives and select the preferred alternative when considering the traffic operations, geometrics safety, environmental impacts, a review of the construction staging needed to construct the alternative cost. And of course, the public input received on the alternatives. Following the selection of a preferred alternative, we'll be scheduling a meeting this summer to come back and present the rankings and the preferred alternative to the public, and here any comments or feedback that you have on the project. The team will continue to work to prepare the environmental document for project and developing construction plans. We would like to thank you for taking time to learn more about the sunset Dr. Interchange exit 152 project. Your feedback is very important to us. It is an opportunity for you to communicate with project design staff and relate information and ideas that may be beneficial to the designers as they work through the design process to improve this interchange. We encourage you to review the exhibits and handout materials and. Know your thoughts on the alternatives presented today. If you have any questions or comments about the alternative or about the project in general, please reach out to us in writing or by e-mail using the contact information listed here. All comments must be emailed or postmarked by May 5th. Also, if you haven't done so already, please return to the project website and fill out the sign in sheet and the North Dakota dot title six public participation survey as this helps the North Dakota dot to receive federal funding. Thank you again for attending this presentation.