

MEMO TO: Ronald J. Henke, Deputy Director for Engineering

FROM: Kirk Hoff, Design Engineer

DS
KH

DATE: September 22, 2021

SUBJECT: Decision Document on Deceleration/Acceleration Lanes at Railroad Crossings on US 52
HEN-7-052(034)000 - PCN 22484
HEN-4-052(093)036 - PCN 22483
HEN-4-052(099)101 - PCN 23149
HEN-4-052(100)140 - PCN 23150
HEN-3-052(053)185 - PCN 23151

Background

Design Division is preparing the environmental document and plans for two passing lane projects from Portal to Minot. The projects are PCN's 22484 and 22483. Ulteig is working on the environmental document and plans for three passing lane projects from Minot to Carrington. The projects are PCN's 23149, 23150 and 23151.

The projects include passing lanes typically 2 miles in length that are spaced approximately every 6-10 miles in each direction. 18 total passing lane locations are proposed in the 81-mile corridor north of Minot. 23 total passing lanes are proposed in the 120-mile corridor south of Minot. The passing lanes will consist of 12-foot lanes with 5-foot shoulders.

During the solicitation of views and the public input meeting, comments were received from a local resident north of Kenmare that expressed the need for additional lanes for trucks hauling hazardous material and passenger buses to safely stop at the railroad crossing south of his residence adjacent to US 52. The Minot District Engineer also provided comments that we should consider adding truck deceleration/acceleration lanes at this railroad crossing identified by the local resident.

A discussion between Office of Project Development, Design Division and the Minot District led to reviewing all the railroad crossings within this US 52 passing lane corridor, including the projects assigned to Ulteig on US 52 south of Minot. Railroad crossings are located at the following RPs along US 52:

- **RP 6.9** - HEN-7-052(034)000 - SOO Line Railroad Company dba Canadian Pacific Railway – DOT 699046W MP 547.360
- **RP 20.6** - HEN-7-052(034)000 - BNSF Railway Company – DOT 093216L MP 14.147
- **RP 40.4** - HEN-4-052(093)036 Northern Plains Railroad – DOT 697835N MP 602.82
- **RP 120.5** - HEN-4-052(099)101 ADM (CPR services) – DOT 694781A MP 443.370
- **RP 143.5** - HEN-4-052(100)140 SOO Line Railroad Company dba Canadian Pacific Railway – DOT 693130J MP 419.940

Proposed Improvements

Five railroad crossings are within the project limits of the five passing lane projects on US 52. The option being presented would require additional roadway widening at each railroad crossing, alterations of the railroad track surfacing, warning arms, and flashing signals.

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The roadway will be widened with an additional lane and shoulder for trucks hauling hazardous material and passenger buses to pull out of the main lane(s) of traffic, stop at the RR crossing, accelerate, and merge back into traffic. A deceleration and acceleration lane will be constructed in each direction at each crossing. The length of the deceleration and acceleration lanes will be in accordance with Chapter III of the NDDOT Design Manual. For roadways with a 65-mph posted speed limit, the additional lane will have a 180' exit taper, 530' deceleration length, 1410' acceleration length and 300' entrance taper. This is approximately 0.45 miles of widening per bound per railroad crossing.

Secondly, coordination will be required with each railroad that crosses US 52 to modify or replace the crossing surface and railroad crossing warning systems. The railroad crossing surface (consisting of concrete or rubber) would require extensions or replacement depending on condition. This work typically includes installation of surface panels with supporting track ties (8-ft panels). It would also include replacement of the railroad crossing arms, warning signals and bungalow. Currently, the lowered crossing arm prevents a single lane of vehicle traffic from entering the railroad crossing. This would be replaced with longer crossing arms to prevent two-lanes of vehicle traffic from entering the crossing when a train is present.

Funding and Schedule

Recently, the NDDOT was awarded an INFRA Grant in the amount of \$16,750,000 to construct passing lanes and turn lanes on US 52 between Kenmare and Carrington. The INFRA Grant will be used on four of the five programmed passing lane projects. The northern most passing lane project from the State Line (Portal) to the east Junction of ND 5 was not included in the INFRA Grant. It is assumed that federal aid highway funding may be used to fund this project not included as part of the INFRA Grant.

The passing lanes projects are scheduled for construction with two projects in 2022, two in 2023 and one in 2024 as follows:

Project	PCN	Location	Project complete date	Funding Source
7-052(034)000	22484	State Line to E Jct ND 5	12/17/2021	Federal aid highway funds
4-052(093)036	22483	E Jct ND 5 to Brooks Jct	9/1/2022	INFRA Grant
4-052(099)101	23149	Minot to East of Balfour	4/1/2023	INFRA Grant
4-052(100)140	23150	East of Balfour to Fessenden	12/1/2022	INFRA Grant
3-052(053)185	23151	Fessenden to Carrington	3/15/2022	INFRA Grant

The crossing improvements would be done as a stand-alone project using the Section 130 Federal Funding that Planning/Rail administers and would be constructed as the contractor does his road work.

Issues

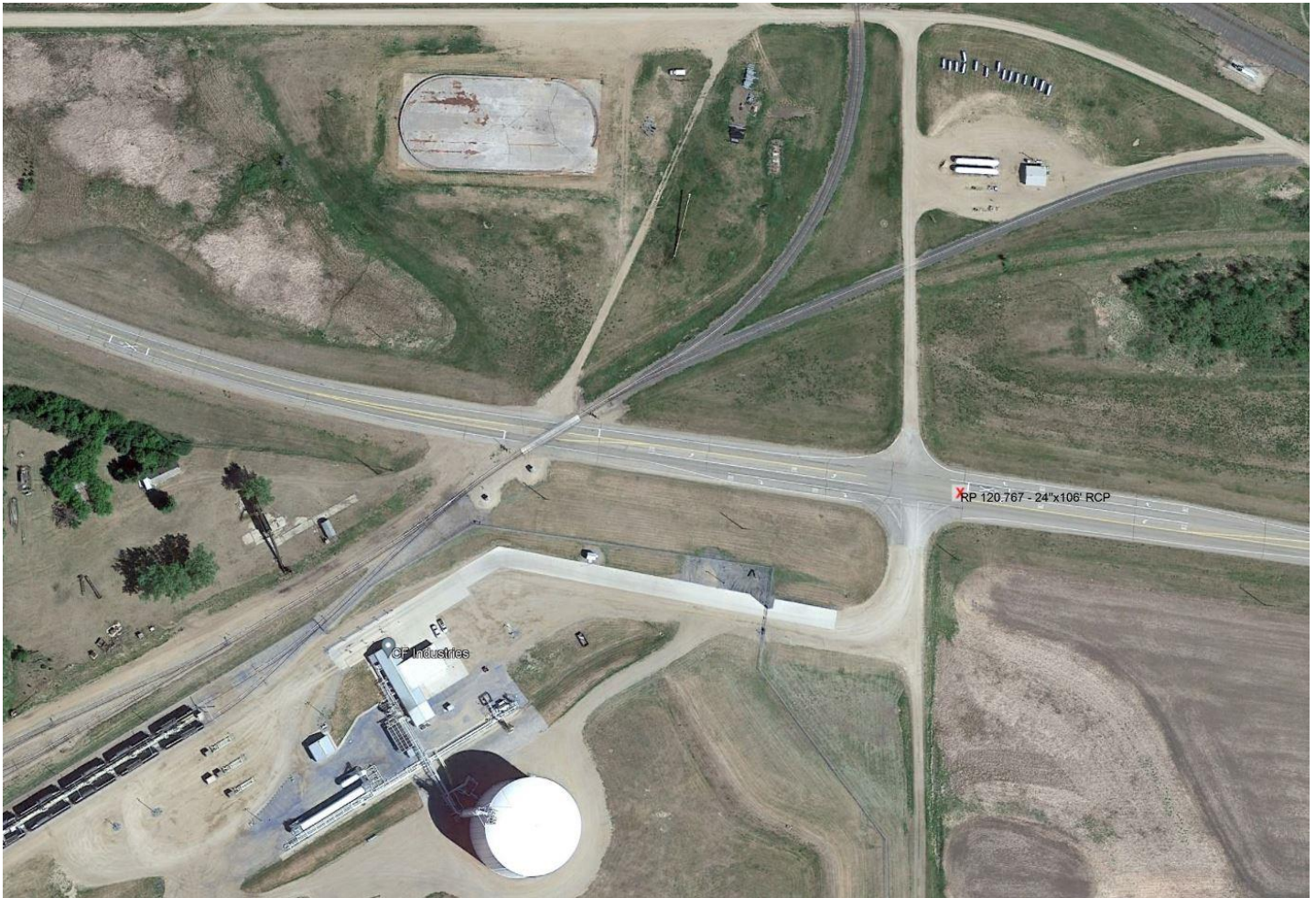
The five railroad crossings on US 52 will require coordination and agreements with numerous different railroads to complete work within the railroad right of way. Typically, these agreements take approximately 3 to 6 months to complete. The project from the State Line (Portal) to the east Junction of ND 5 has a plan completion date of 12/17/2021. Due to the winter completion date, it may not be possible to have the agreement completed to include the two railroad crossings at RP 6.9 and RP 20.6 as part of this first project. The additional survey, cultural investigation, and wetland delineation is planned to be completed this Fall in case this optional work is selected.

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At RR crossing near RP 120.6, it will be a challenge to add the acceleration and deceleration lanes due to the existing turn lanes at the adjacent intersection. There are two switches here, one on each side of the road. We may have problems extending the crossing material any closer to them. The skew of the crossing will also require some very long gate arms to maintain the required distances from the tracks and still close the lanes.



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The RR crossing near RP 143.5 crossing has adjacent wetlands present.



The funding for four of the five passing lane projects is a \$16,750,000 INFRA Grant. This grant did not include the additional railroad crossing work being proposed. Each crossing will cost an additional \$573,000 as described in the table shown below.

Project	PCN	RP	Additional Project Cost
7-052(034)000	22484	6.9	\$ 573,000
4-052(093)036	22483	20.6	\$ 573,000
4-052(099)101	23149	40.4	\$ 573,000
4-052(100)140	23150	120.5	\$ 573,000
3-052(053)185	23151	143.5	\$ 573,000
ALL PROJECTS		TOTAL	\$ 2,865,000

Recommendation***Recommendations Table***

* See overall comment below table

	Should Deceleration/Acceleration lanes be added at the Railroad crossing at RP 6.9?	Should Deceleration/Acceleration lanes be added at the Railroad crossing at RP 20.6?	Should Deceleration/Acceleration lanes be added at the Railroad crossing at RP 40.4?	Should Deceleration/Acceleration lanes be added at the Railroad crossing at RP 120.5?	Should Deceleration/Acceleration lanes be added at the Railroad crossing at RP 143.5?
*Office of Project Development	Yes	Yes	Yes	Yes	Yes
*Office of Transportation Programs	No	No	No	No	No
*Office of Operations	Yes	Yes	Yes	Yes	Yes
*Planning/Asset Management					
*Design Division	Yes	Yes	Yes	Yes	Yes
Minot District	Yes	Yes	Yes	Yes	Yes
*Williston District	Yes	Yes			

*** Office of Project Development:** For RP 6.9 & 20.6, not enough time to get this location included in the plans for the 12/17/21 project completion date. See my overall comment.

We should complete this work. The timing with the INFRA Grant and money available to complete it seems to be the main issues. I would recommend that we complete all of these under one separate project with separate funding for a 12/1/2022 project completion date and look to tie them to one of the last 2 projects, if we can get through the design, permits, agreements with RR, ROW, etc. No matter what, we need to get the project developed and figure out where the construction staging and funding makes sense, get it on the shelf. We need to look at what options exist at RP 120.5, too early to eliminate proceeding at this location.

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*** Office of Transportation Programs:** Since this is a grant funded project, I do not recommend including these with this project. I would recommend setting up a separate project for this work and fund it with other Federal Funds.

***Office of Operations:** It would be best if these were included in their passing lane project. Steve brings up a point and if they can't be included with the Grant projects, they should be a separate project but can we supplement with other federal funds? Also, if we can't get the agreements with the railroads or other permits in time, they may need to be a separate project.

*** Planning/Asset Management:** P/AM agrees with Steve Salwei's comments. The Division also adds that the INFRA grant funding was reduced by USDOT from the application amount. Despite this \$3.75M reduction, NDDOT is required to complete the full scope of the original grant application. The rail-crossing programs do have funding available to complete the necessary upgrades (over a couple years), if that is the decision. However, the crossing at RP 20.6 is a BNSF crossing and we have been unable to develop a crossing-improvement standard agreement with BNSF that accounts for detour route restoration. Therefore, all crossing work with BNSF is on a soft hold until this issue can be resolved; we are continuing to work on it. Finally, as Mr. Salwei noted, it would be best if the acceleration/deceleration lanes could be done under separate projects, because using other federal funds to complete the INFRA grant scope is not allowed. Therefore, we would need to convince USDOT these lanes were never contemplated as part of the original grant scope, if they were constructed with the of the grant-funded passing lanes. While this may seem obvious to us, USDOT has a track record of requiring things like this on previous grants.

***Design Division:** As long as it does not affect INFRA Grant, recommend these first three improvements at RP 6.9, 20.6, and 40.4 be done individually as separate projects tied to PCN 22483 (Kenmare to Minot). Recommend this improvement at RP 120.5 be done individually as separate project tied to PCN 23149 (Minot to East of Balfour). Recommend improvement at RP 143.5 be done individually as separate project tied to PCN 23150 (East of Balfour to Fessenden).

***Williston District:** It appears that this crossing is not an INFRA grant funded project.

Decisions

Should Deceleration/Acceleration lanes be added at the Railroad Crossing at RP 6.9 for \$573,000?

Yes No

A.) If yes, should it be included as part of the project from the E Jct of ND 5 to Brooks Jct (PCN 22483)?

Yes No

B.) If yes, should a separate project be programmed for construction?

Yes No

Comments:

None

Should Deceleration/Acceleration lanes be added at the Railroad Crossing at RP 20.6 for \$573,000?

Yes No

A.) If yes, should it be included as part of the project from the E Jct of ND 5 to Brooks Jct (PCN 22483)?

Yes No

B.) If yes, should a separate project be programmed for construction?

Yes No

Comments:

None

Should Deceleration/Acceleration lanes be added at the Railroad Crossing at RP 40.4 for \$573,000?

Yes No

A.) If yes, should it be included as part of the project from the E Jct of ND 5 to Brooks Jct (PCN 22483)?

Yes No

B.) If yes, should a separate project be programmed for construction?

Yes No

Comments:

None

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Should Deceleration/Acceleration lanes be added at the Railroad Crossing at RP 120.5 for \$573,000?

Yes No

A.) If yes, should it be included as part of the project from the Minot to East of Balfour (PCN 23149)?

Yes No

B.) If yes, should a separate project be programmed for construction?

Yes No

Comments:

None

Should Deceleration/Acceleration lanes be added at the Railroad Crossing at RP 143.5 for \$573,000?

Yes No

A.) If yes, should it be included as part of the project from the East of Balfour to Fessenden (PCN 23150)?

Yes No

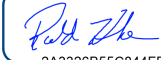
B.) If yes, should a separate project be programmed for construction?

Yes No

Comments:

None

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Ronald J. Henke, Deputy Director for Engineering

9/28/2021

Date

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khoff@nd.gov
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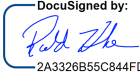
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Chad Orn
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Carahsoft OBO North Dakota Department of
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Security Level: Email, Account Authentication
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TURN LANE REQUESTS

Project No.

X-HEN-4-052(099)101

X-HEN-4-052(100)140

X-HEN-3-052(053)185

PCN

23149

23150

23151

From Minot to Carrington



DECISION DOCUMENT

Prepared by

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

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

**DIRECTOR
William T. Panos**

**PROJECT DEVELOPMENT DIRECTOR
Chad M. Orn, P.E.**

**Principal Author: Ulteig Engineers, Inc.
November 17, 2021**

A. Project Description

<i>Highway:</i>	US Highway 52	<i>District:</i>	Minot & Devil's Lake
<i>Projects:</i>	X-HEN-4-052(099)101, PCN 23149	<i>From:</i>	Minot to E of Balfour
	X-HEN-4-052(100)140, PCN 23150	<i>From:</i>	E of Balfour to Fessenden
	X-HEN-4-052(053)185, PCN 23151	<i>From:</i>	Fessenden to Carrington

B. Purpose of Document

During the public comment period, numerous comments were provided requesting additional turn lanes be incorporated into the project design. The purpose of this document is to determine which, if any, of these requested turn lanes should move forward as separate project(s).

C. Background Information

A series of four public input meetings for PCNs 23149, 23150, and 23151 were held August 2-5, 2021. All three projects were presented at each meeting. During the public comment period, 14 additional turn lane locations were requested by members of the public.

NDDOT was awarded an INFRA Grant in the amount of \$16,750,00 to construct passing lanes and turn lanes on US Highway 52 from Kenmare to Carrington, including PCNs 23149, 23150, and 23151. The requested turn lanes were not part of the INFRA Grant awarded to the NDDOT and therefore are not eligible for inclusion in these projects. If a decision is made to install any of the requested turn lanes, they would need to be designed and constructed as part of a separate project(s).

D. Comments from document distribution

Comment (Jane Berger): A potential turn lane project would need to be programmed through District priorities or HSIP submission.

Response: Noted

Comment (Scott Zainhofsky): This document should be presented to Jen Turnbow for her input, as well.

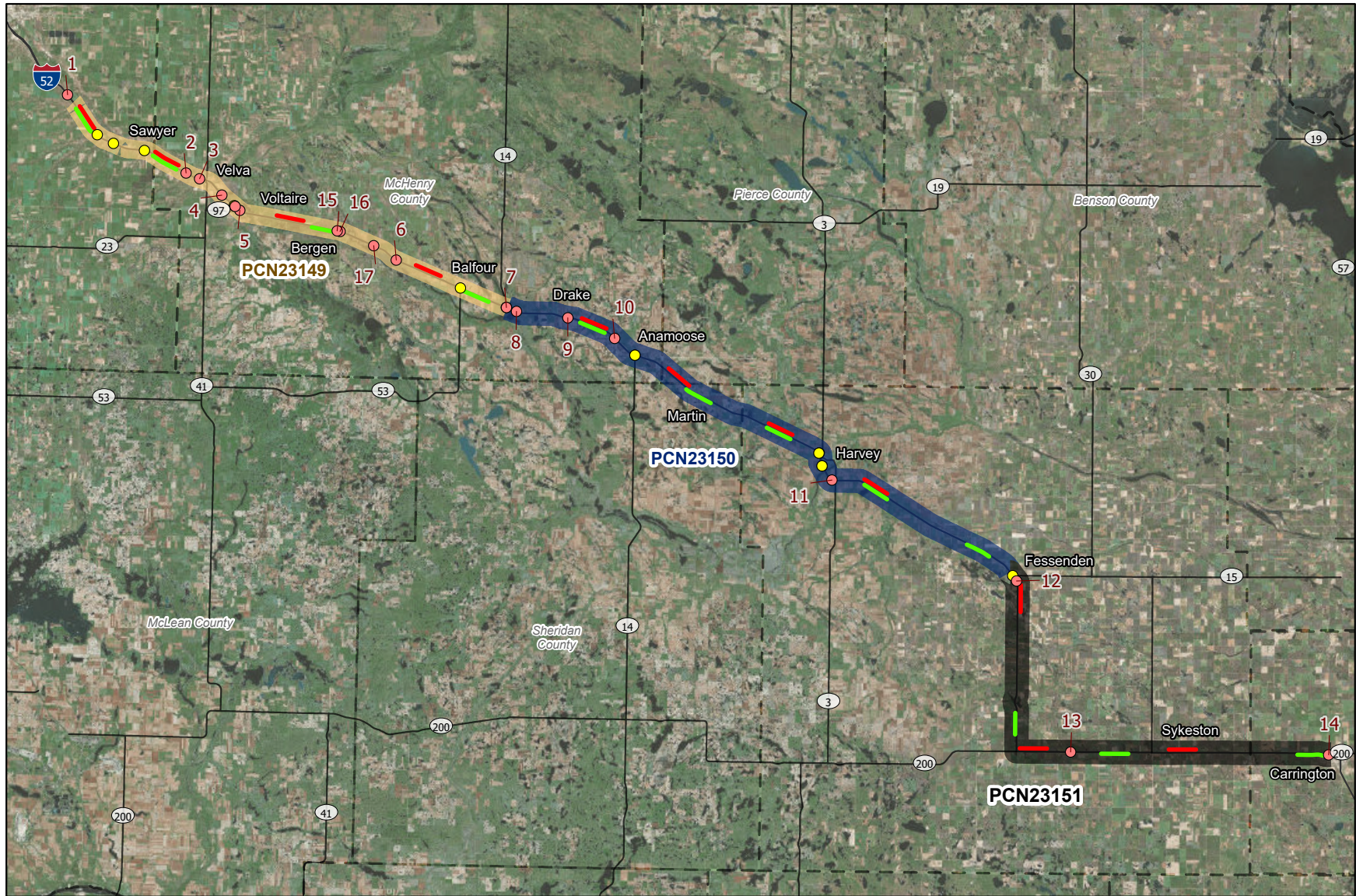
Response: The Draft Decision Document was provided to Jen Turnbow for Review and Comment.

Comment (Scott Zainhofsky): I struggle with private development along a rural highway meant to carry long-distance and heavy traffic requiring public investment specifically for the benefit of that development. If these turn lanes are appropriate, they should have been made a requirement of the developer, upfront. While that ship has sailed, it would be very appropriate to request cost sharing, at this time.

Response: Noted

Comment (Scott Zainhofsky): I think it is important to remember we are responsible for an entire system, not just individual corridors. Our standards and warrants were established to manage the system as a whole. Additionally, every needs study we have done for many years has indicated we need roughly a 150% increase in funding just to maintain the system and services we currently provide. Therefore, every dollar we spend exceeding our standards is a dollar we can't apply to a location somewhere else on the system that doesn't meet current standards.

Response: Noted



Highway 52 Turning Lane Locations
Date Exported: 11/1/2021

N

- Requested Turning Lane Locations
- Proposed Turning Lane Locations
- Proposed Eastbound Passing Lane Location
- Proposed Westbound Passing Lane Location
- PCN 23149
- PCN 23150
- PCN 23151

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Turn Lane Request #1

Location: Intersection of Ward County Road 19 east of Logan (RP 104.3)

Location is within project limits of PCN: 23149

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

Was location part of original traffic operations study? Yes

Intersection was studied by the NDDOT as part of the Traffic Operations Study. Turn lanes are not warranted based on current Traffic Volume.

Turn lane requestor(s) comment:

Carol Moldenhauer	"They should make a turn lane at the Logan east entrance exit on CO. Rd 19."
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Additional Notes:

Turn lanes not warranted at this location per Traffic Operations Report:

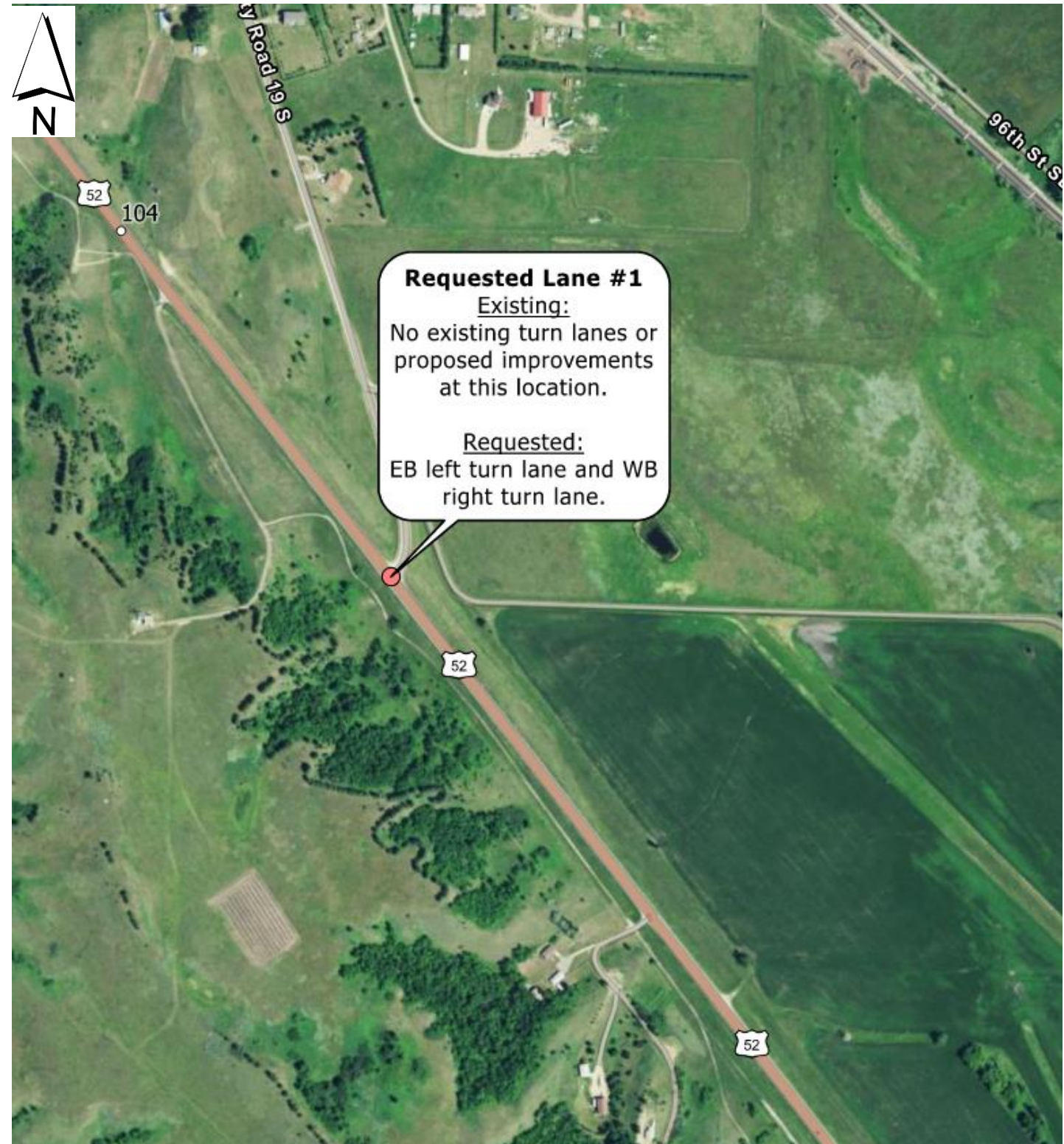
(Note: PCE = Passenger Car Equivalent, based on 2018 traffic counts)

EB Left PCE = 44 (50 required to meet warrants)

WB Right PCE = 6 (50 required to meet warrants)

Zero crashes reported at this intersection.

There is an existing left turn lane for EB traffic to enter Logan at the intersection of US 52 / CR 16, located one mile to the west of this location. This turn lane was constructed in 2018 as part of PCN 21685.



Turn Lane Request #1

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	No to both turn lanes
Office of Transportation Programs		
Office of Operations	No (Wade Swenson)	
Bridge Division		
Construction Services Division		
Design Division	No (Jeff Rensch)	Neither the EB Left nor the WB Right is recommended by Design Division.
Minot District	No (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No to both turn lanes.

Executive Decisions

1. Should the requested turn lane be installed as part of a separate project?

_____ Yes

X No

Amendments/Comments:

None



 Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

 Date

Turn Lane Request #2

Location: Oak Creek Ranch approach west of Velva (RP 115.3)

Location is within project limits of PCN: 23149

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

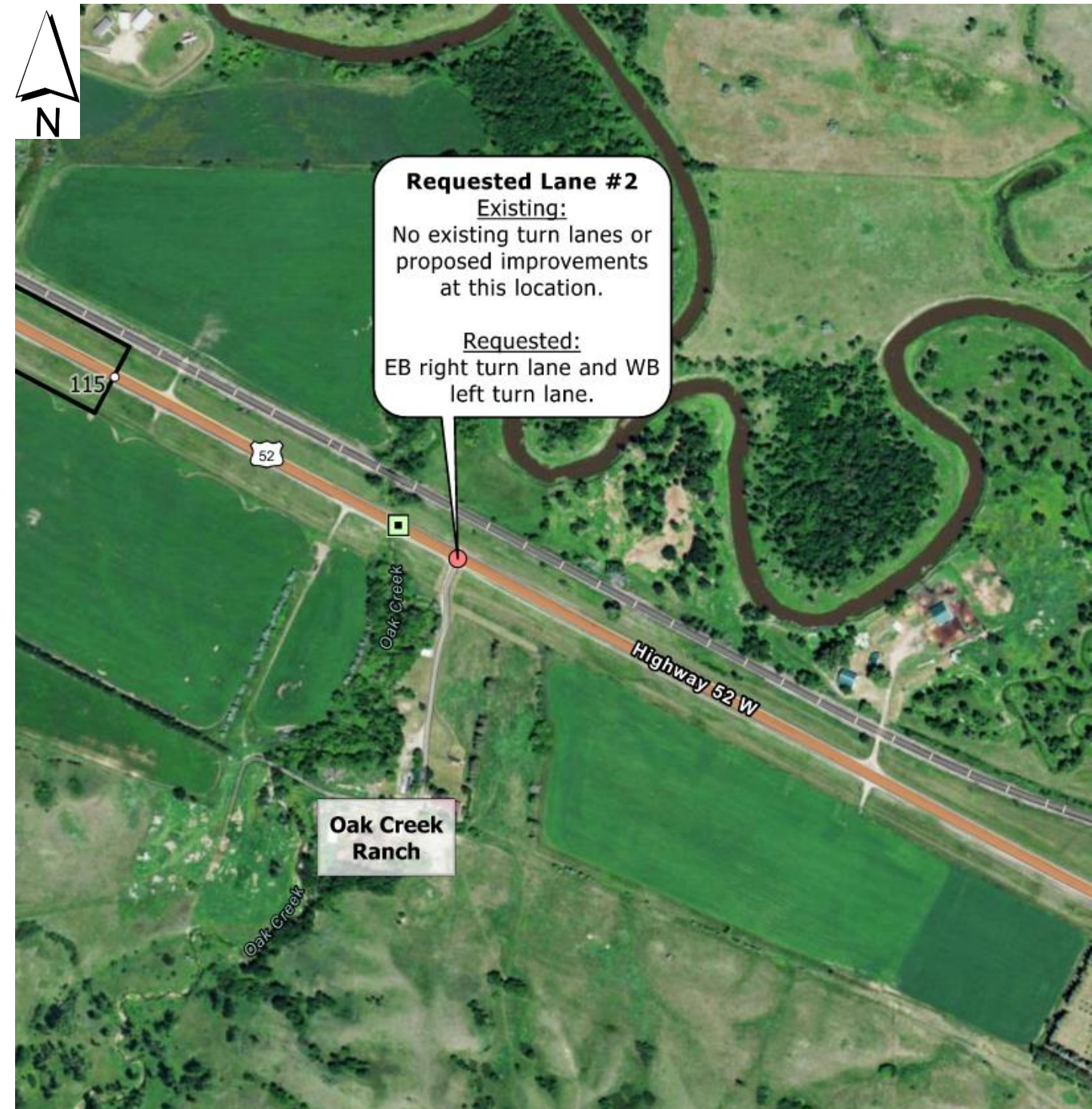
Was location part of original traffic operations study? No

Turn lane requestor(s) comment:

Kacy, Kristie and Tate Abrahamson (Abrahamson Cattle Company)	"We live at 1752 Hwy 52 W; which is 1 mile west of Velva on the south side of the road (Oakcreek Ranch). We propose turning lanes at our approach for east and west bound lanes to make this highway a safer choice."
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Additional Notes:

A double box culvert structure is located approximately 220 feet west of this location that would likely need to be extended if a turn lane were installed. This is a private ranch access, so there is no traffic data available at this location.



Turn Lane Request #2

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	
Office of Transportation Programs		
Office of Operations	No (Wade Swenson)	
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	Neither the EB Right nor the WB Left is recommended by Design Division.
Minot District	No (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No to both.

Executive Decisions

- Should the requested turn lane be installed as part of a separate project?

_____ Yes

 X No

Amendments/Comments:

None

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Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #3

Location: Velva Cenex Access (RP 116.3)

Location is within project limits of PCN: 23149

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

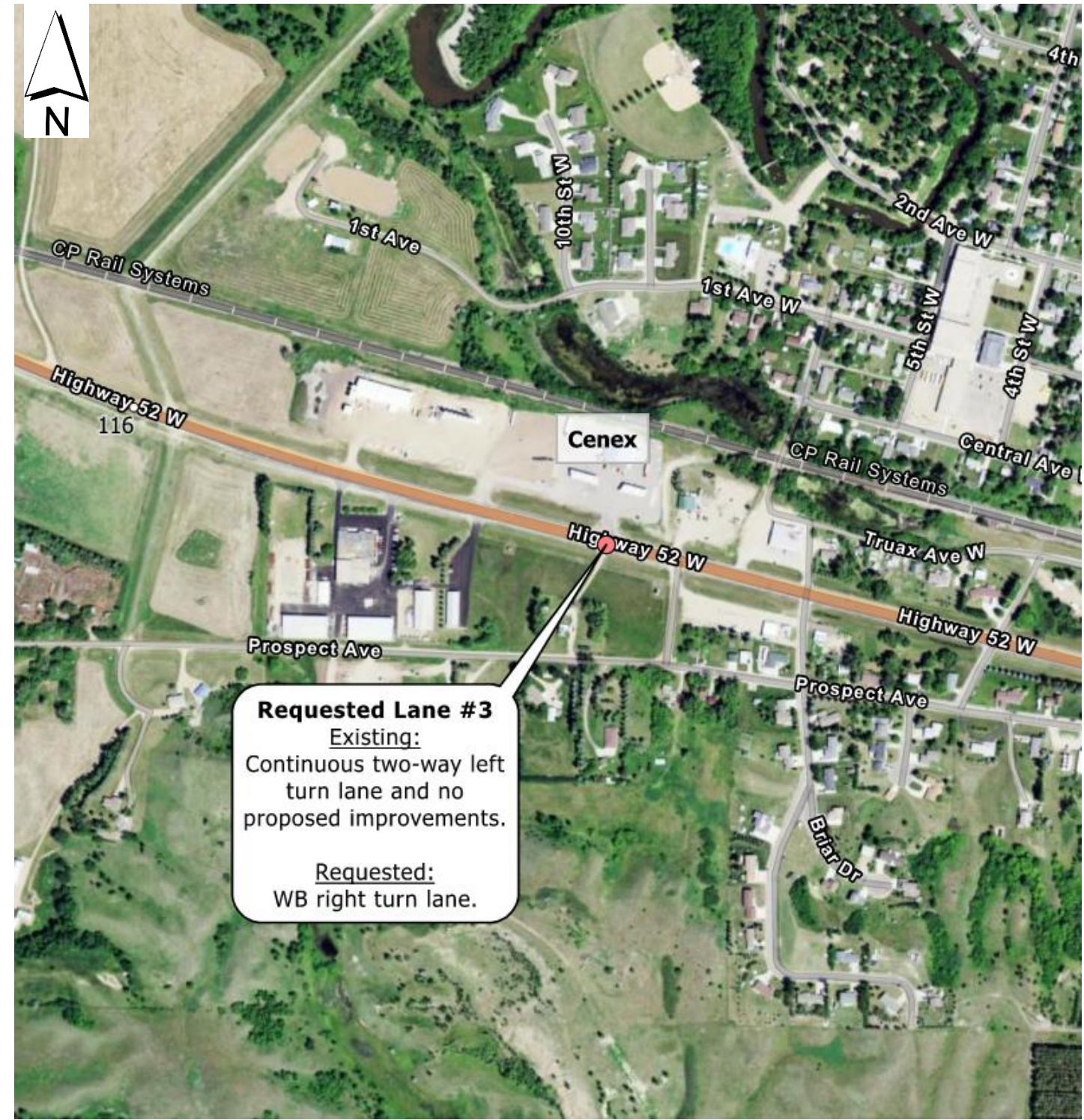
Was location part of original traffic operations study? No

Turn lane requestor(s) comment:

William Christen	"Expanded turn lane at Cenex truck stop just west of Velva?"
Randy Hauck (Verendrye Electric Cooperative)	"You missed the two most dangerous right hand turning lanes, into the Velva C-Store ... If you [sic] engineering design is based on traffic count, the Velva C-store will have a higher daily traffic count than any other turning lane that you are planning to install between Carrington and Velva."

Additional Notes:

This location is in Velva in a 40-mph speed zone. The existing roadway cross section has a 12-foot wide center-left turn lane, 12-foot wide driving lanes, and 8-foot wide paved shoulders. A right turn lane to the main Cenex approach would overlap with the approach to Velva Glass and Auto located 200 feet to the east.



Turn Lane Request #3

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	
Office of Transportation Programs		
Office of Operations	No (Wade Swenson)	
Bridge Division	No (Jon Ketterling)	No due to speed limit of 40.
Construction Services Division		
Design Division	No (Jeff Rensch)	The WB right turn lane is not recommended by Design Division.
Minot District	No (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No - with the existing paved shoulder, moderate speed limit, and remaining wide geometrics, a right turn lane is unnecessary.

Executive Decisions

- Should the requested turn lane be installed as part of a separate project?

_____ Yes

_____ No

Amendments/Comments:

Please study

DocuSigned by:

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 Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

 Date

Turn Lane Request #4

Location: Approach to Gooseneck Implement east of Velva (RP 118.5)

Location is within project limits of PCN: 23149

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

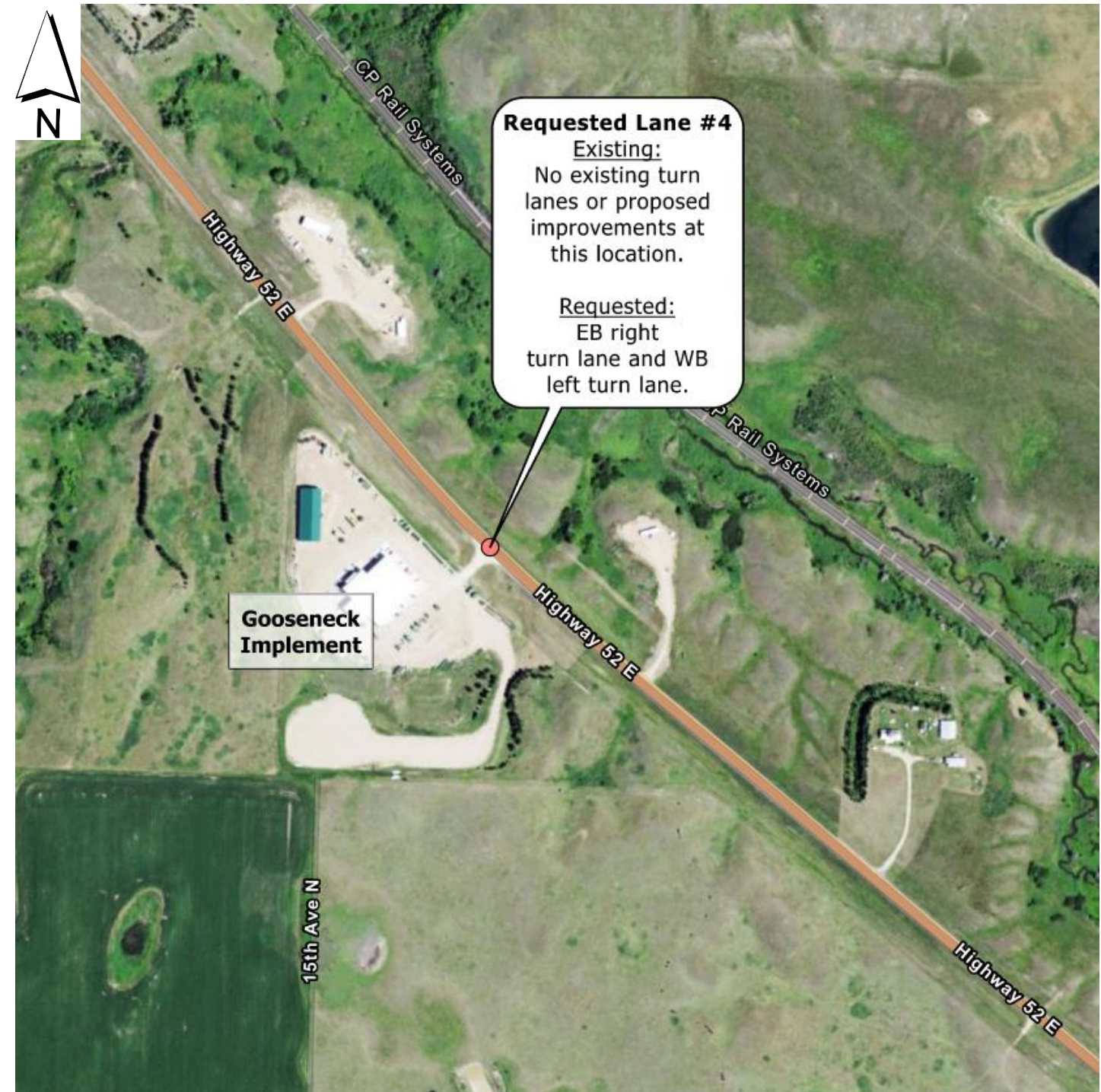
Was location part of original traffic operations study? No

Turn lane requestor(s) comment:

Paul duToit (Gooseneck Implement)	<i>"The entry and exit from Highway 52 to our business is very dangerous and there have been several incidents where truck traffic almost took out the vehicle turning into our property. From the east, traffic is coming over a hill and when traffic builds because of oncoming traffic, it makes it very dangerous. Often it is larger farm equipment coming in or out of the property. Equipment is also slower moving and sometimes fairly long that makes this turn lane even more essential."</i>
William Christen	<i>"How about turn lane near John Deere dealership east of Velva?"</i>
Gerald Holte	<i>Is hard with large equipment to turn left into John Deere Dealership near Velva.</i>
Randy Hauck (Verendrye Electric Cooperative)	<i>"You missed the two most dangerous right hand turning lanes, ... and into Gooseneck Implement east of Velva. If you [sic] engineering design is based on ... large machinery the Gooseneck Implement turn will be at the top of the list."</i>
Sandee Michalenko (City Auditor of Bergen via of a petition signed by 41 individuals.)	<i>Right hand and left hand turning lanes going south at Gooseneck Implement east of Velva, ND. This turn has a hill just to the east of it. Because of that it is dangerous when coming from the east and there are trucks and vehicles coming behind you and there is traffic both ways.</i>

Additional Notes:

No Traffic data is available at this location



Turn Lane Request #4

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	Yes (Chad Orn)	Yes to both
Office of Transportation Programs		
Office of Operations	Yes (Wade Swenson)	
Bridge Division	Yes (Jon Ketterling)	
Construction Services Division		
Design Division	Yes (Jeff Rensch)	Design Division recommends adding the EB right turn lane and the WB left turn lane at this location.
Minot District	Yes (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	Maybe (Jane Berger)	Maybe just because of the type of traffic, not because of volumes.
Planning/Asset Management Division	Maybe (Scott Zainhofsky)	I recommend this location be studied. However, I struggle with private development along a rural highway meant to carry long-distance and heavy traffic requiring public investment specifically for the benefit of that development. If these turn lanes are appropriate, they should have been made a requirement of the developer, upfront. While that ship has sailed, it would be very appropriate to request cost sharing, at this time.

Executive Decisions

1. Should the requested turn lane be installed as part of a separate project?

_____ Yes

_____ No

Amendments/Comments:

Please study

DocuSigned by:



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Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #5

Location: Approach to ADM Grain Elevator east of Velva (RP 120.2)

Location is within project limits of PCN: 23149

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

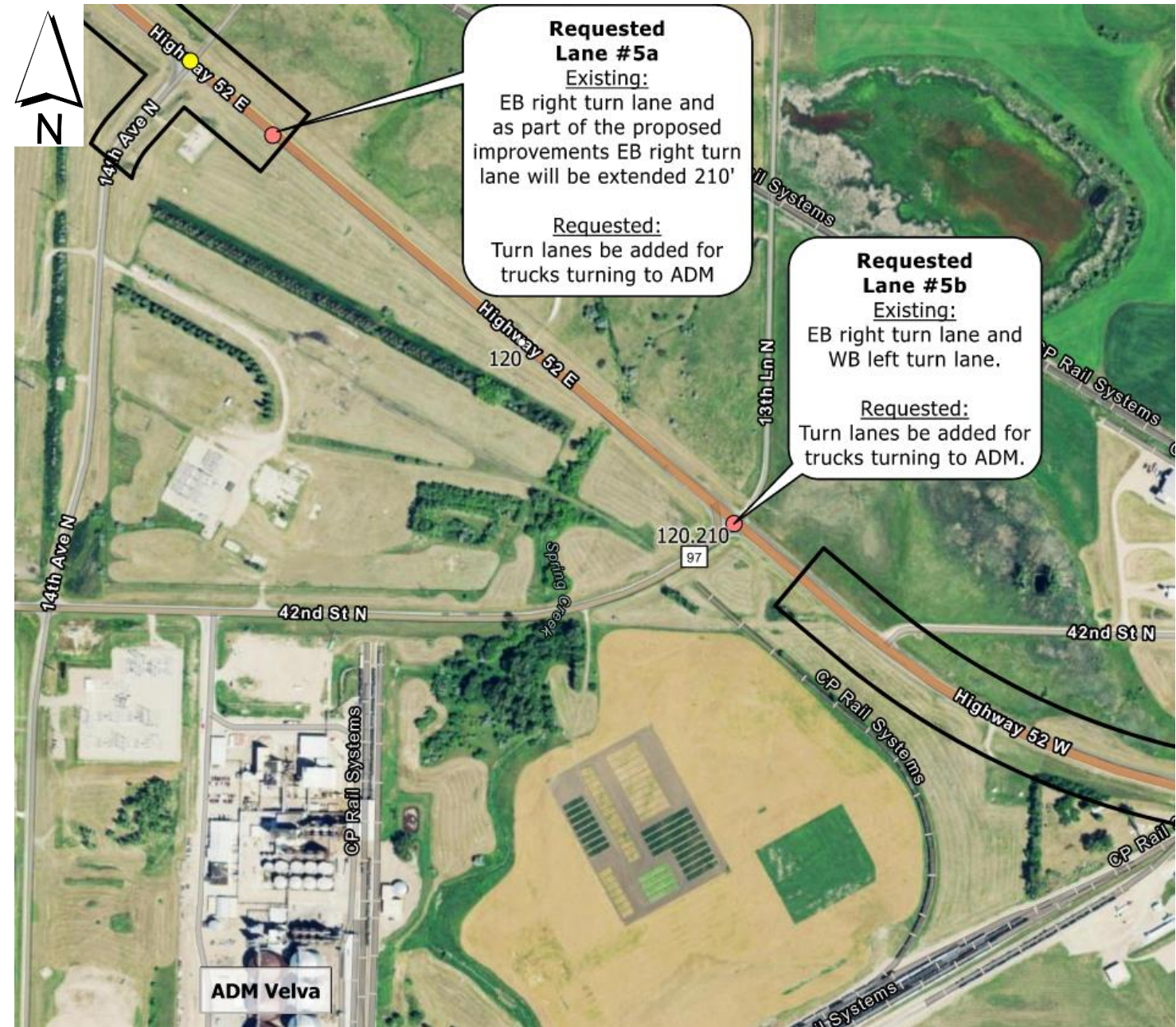
Was location part of original traffic operations study? No

Turn lane requestor(s) comment:

William Christen	"How about ADM – Velva turn lane?"
---------------------	------------------------------------

Additional Notes:

This location already has a designated left-turn lane for westbound traffic and a right-turn lane for eastbound traffic. There is an alternate access point for this facility to the north at the intersection with 14th Ave N. that has an existing right-turn lane for eastbound traffic. As part of this project, this right-turn lane at 14th Ave N. will be extended 210 feet. No Traffic data is available at this location



Turn Lane Request #5

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	No, agree with Design Divisions Reasoning.
Office of Transportation Programs		
Office of Operations	No (Wade Swenson)	Agree with not adding any new turn lanes.
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	The existing turn lanes at the two intersections appear to be adequate for the anticipated traffic movements. The extension of the existing EB right turn lane will be completed as part of PCN 23149 as described in the document. Design Division does not recommend installation of any new turn lanes at this location.
Minot District	No (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No to anything more than the proposed extension already planned, for the reasoning indicated by Design Division.

Executive Decisions

1. Should the requested turn lane be installed as part of a separate project?

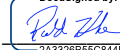
_____ Yes

_____ No

Amendments/Comments:

Please study

DocuSigned by:



Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #6

Location: Intersection at 2nd Ave N towards Karlsruhe (RP 132.5)

Location is within project limits of PCN: 23149

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

Was location part of original traffic operations study? Yes

Intersection was studied by the NDDOT as part of the Traffic Operations Study. Turn lanes are not warranted based on current Traffic Volume.

Turn lane requestor(s) comment:

William Christen	"Karlsruhe town needs a turning lane due to trucks coming over the hill while farmers from Karlsruhe area turn onto highway."
Arlen Schiele	"I'm writing to you concerning the 2 nd Ave N and highway 52 intersection. I really believe a turning lane should be considered going east and west, but especially going east it is a very dangerous intersection because of the curve and the hill when traveling east."
Bryan Bruder (Chairman of McHenry County commissioners)	"I would just like to say ... west of Balfour a couple miles, there were our County Road goes north to Karlsruhe, it's coming up a hill and right by that big lake, and there's a curve there, there's been a number of accidents there through the years they've almost got to put turning lanes there."
Sandee Michalenko (City Auditor of Bergen via of a petition signed by 41 individuals.)	"Left and right hand turning lanes at Highway 52 at the turn to Karlsruhe, ND. This turn has a hill to the west of it. Because of that it is dangerous when coming from the west and there are trucks and vehicles coming behind you and there is traffic both ways."

Additional Notes:

Turn lanes not warranted at this location per Traffic Operations Report:

(Note: PCE = Passenger Car Equivalent, based on 2018 traffic counts)

EB Left PCE = 13 (80 required to meet warrants)

WB Right PCE =17 (160 required to meet warrants)

No crash history at this location.

Passing sight distance provided by US 52 roadway profile = 1105'

Exceeds required sight distance of 1100' for 65 mph speed and provides adequate intersection sight distance for left turn from stop and right turn from stop movements from 2nd Ave. North onto US 52.



Turn Lane Request #6

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	No to all turn lanes based on counts and review of sight distances.
Office of Transportation Programs		
Office of Operations	Yes (Wade Swenson)	Yes, to accommodate the City of Karlsruhe.
Bridge Division	Maybe (Jon Ketterling)	Maybe based on poor sight distance and accident history
Construction Services Division		
Design Division	No (Jeff Rensch)	Neither the EB Left nor the WB Right is recommended by Design Division.
Minot District	Yes (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No to all, based on Traffic Operations analysis, adequate sight distance, and lack of crash history or risk factors.

Executive Decisions

1. Should the requested turn lane be installed as part of a separate project?

_____ Yes

 X No

Amendments/Comments:

None

DocuSigned by:



Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #7

Location: Intersection of Highway 14 (RP 141.4)

Location is within project limits of PCN: 23150

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? Yes

As part of the proposed improvements, an EB left turn lane will be installed.

Was location part of original traffic operations study? Yes

Intersection was studied by the NDDOT as part of the Traffic Operations Study. An EB left turn lane is warranted based on current Traffic Volume.

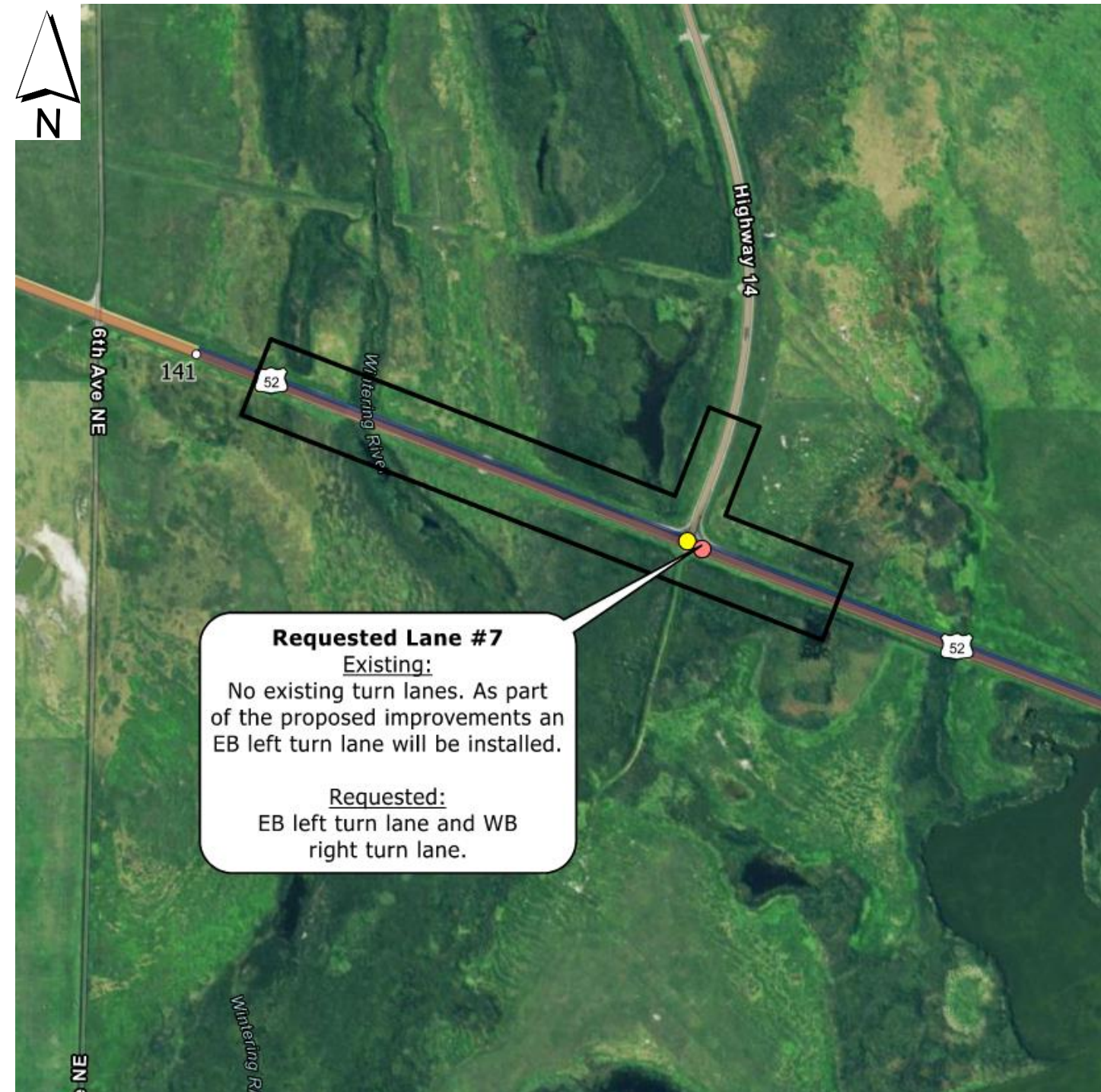
Turn lane requestor(s) comment:

Kayla Burkhart (Dakota Midland Grain)	<i>Our company has a location north of 52 on Highway 14 with thousands of semi-trucks a year that take a left off of 52 onto 14, and a turning lane there would be favorable for public safety.</i>
Shannon Dieterle (Sheridan County Commissioner)	<i>Another issue with this intersection is truck traffic northbound on 7th making a left turn onto 52 and then turning right onto Hwy 14 just past camp Bentley. Since Dakota Miland Grain opened for a terminal on Hwy 14. This causes westbound traffic on 52 to slow down significantly waiting for the trucks to turn off onto Hwy 14."</i>

Additional Notes:

EB left turn lane is warranted at this location and is already part of project.
 WB right turn lane is not warranted at this location per Traffic Operations Report:
 (Note: PCE = Passenger Car Equivalent, based on 2018 traffic counts)
 EB Left PCE = 80 (80 required to meet warrants)
 WB Right PCE = 57 (160 Required to meet warrants)
 Three crashes were reported at this location, none were attributed to turning vehicles.

The EB turn lane is warranted and will be installed at this location as part of project PCN 23150. The decision is whether or not to install the WB right turn lane at this location.



Turn Lane Request #7

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	Yes (Chad Orn)	Yes, but only if it can be added into the Grant project since a left turn is already being added. Doesn't make sense to come back to the same spot a few years later.
Office of Transportation Programs		
Office of Operations	Yes (Wade Swenson)	
Bridge Division	Yes (Jon Ketterling)	
Construction Services Division		
Design Division	Yes (Jeff Rensch)	The EB left turn lane will be installed with passing lane project PCN 23150. Design Division recommends installing the WB right turn lane at this location.
Minot District	No (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No, due to lack of funding and the right-turn lane not meeting warrants. The grant award was lower than requested and it isn't clear if we'll be able to use regular federal funds to cover the gap, at this time.

Executive Decisions

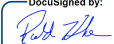
1. Should the requested turn lane be installed as part of a separate project?

_____ Yes

 X No

Amendments/Comments:

None

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Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #8

Location: Intersection of 7th Ave NE (McHenry Co Rd 9) west of Drake (RP 142.2)

Location is within project limits of PCN: 23150

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

Was location part of original traffic operations study? Yes

Intersection was studied by the NDDOT as part of the Traffic Operations Study. Turn lanes are not warranted based on current Traffic Volume.

Turn lane requestor(s) comment:

Comment Card – No Name	<i>“Please take a look at constructing turning lanes at 7th Ave NE between Drake and Belfour on the east side of Camp Bentley. Blind curve downhill to the east of the intersection makes it very dangerous to make left hand turns south onto 7th.”</i>
Shannon Dieterle (Sheridan County Commissioner)	<i>“The first issue is traffic coming from the east on 52 making a left turn to go south on 7th Ave is dangerous due to the terrain of 52. If you are coming from the east, 52 drops in elevation and curves slightly to the NW. There are also shelterbelts on the north side making it difficult to see around the curve any distance for trucks. If you try to make a left turn onto 7th and must yield to eastbound traffic, trucks must brake hard on a downhill slope by the time they see you. This is especially dangerous in the spring of the year as there are many farmers pulling anhydrous from Enerbase in Drake @ 25mph making the left turn onto 7th.”</i>

Additional Notes:

Turn lanes not warranted at this location per Traffic Operations Report:

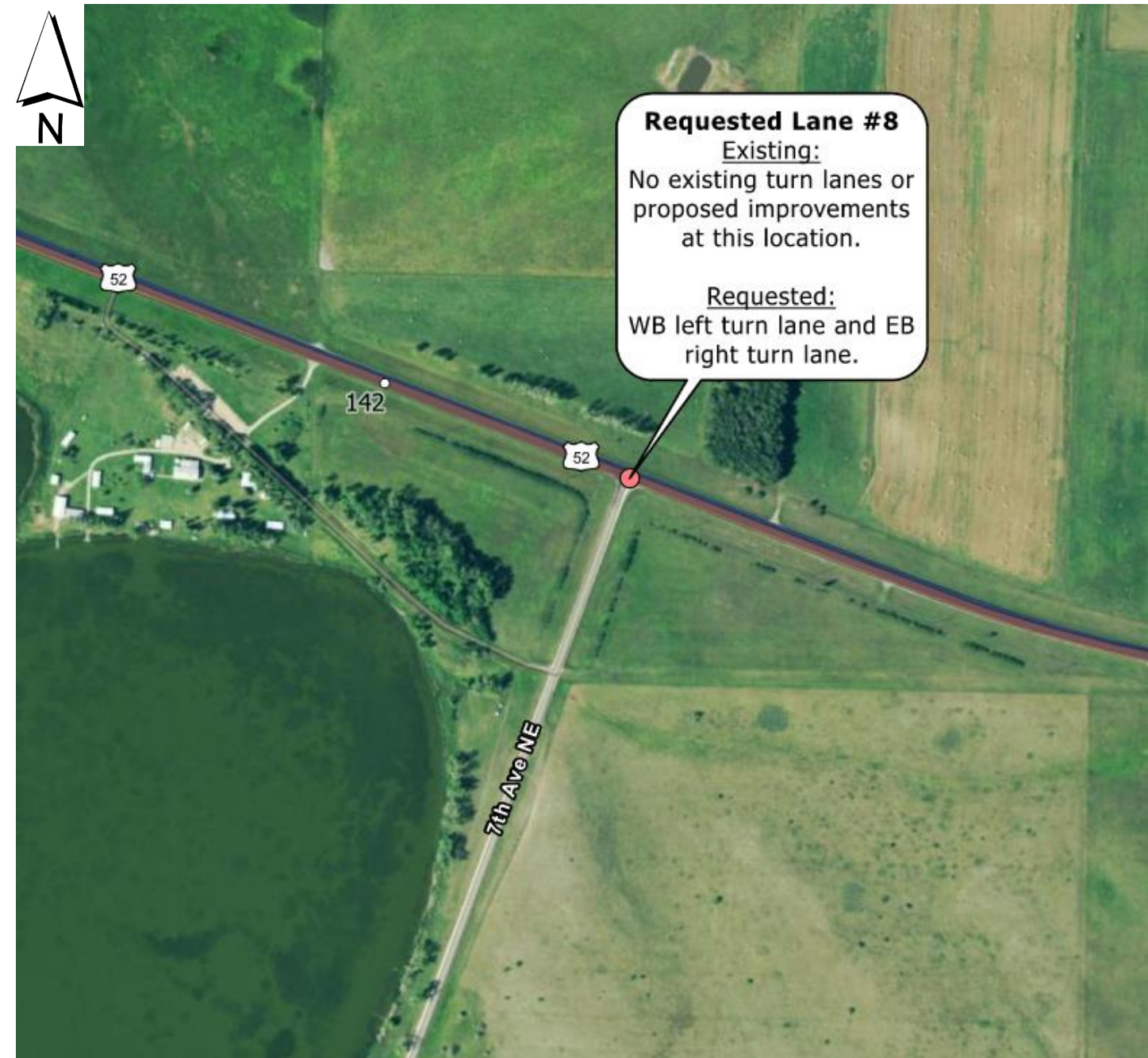
(Note: PCE = Passenger Car Equivalent, based on 2018 traffic counts)

EB Right PCE = 11 (160 required to meet warrants)

WB Left PCE = 21 (80 required to meet warrants)

Two crashes were reported at this intersection. One crash involved a rear end collision with a vehicle slowing to make an EB right turn.

Passing sight distance, provided by US 52 roadway profile, exceeds the required sight distance of 1100 feet for 65 mph speed and provides adequate intersection sight distance for left turn from stop and right turn from stop movements from 7th Ave. NE onto US 52.



Turn Lane Request #8

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	No to all turn lanes
Office of Transportation Programs		
Office of Operations	Yes (Wade Swenson)	I would say yes because of crash history.
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	Neither the EB Right nor the WB Left is recommended by Design Division.
Minot District	No (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No. However, if other locations are reviewed along the corridor, it may be worth reviewing this location, since two public comments suggest a potential issue that occurred in the crash history.

Executive Decisions


1. Should the requested turn lane be installed as part of a separate project?

_____ Yes

 X No

Amendments/Comments:

None

DocuSigned by:

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Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #9

Location: Intersection of 11th Ave NE east of Drake (RP 146.0)

Location is within project limits of PCN: 23150

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

Was location part of original traffic operations study? No

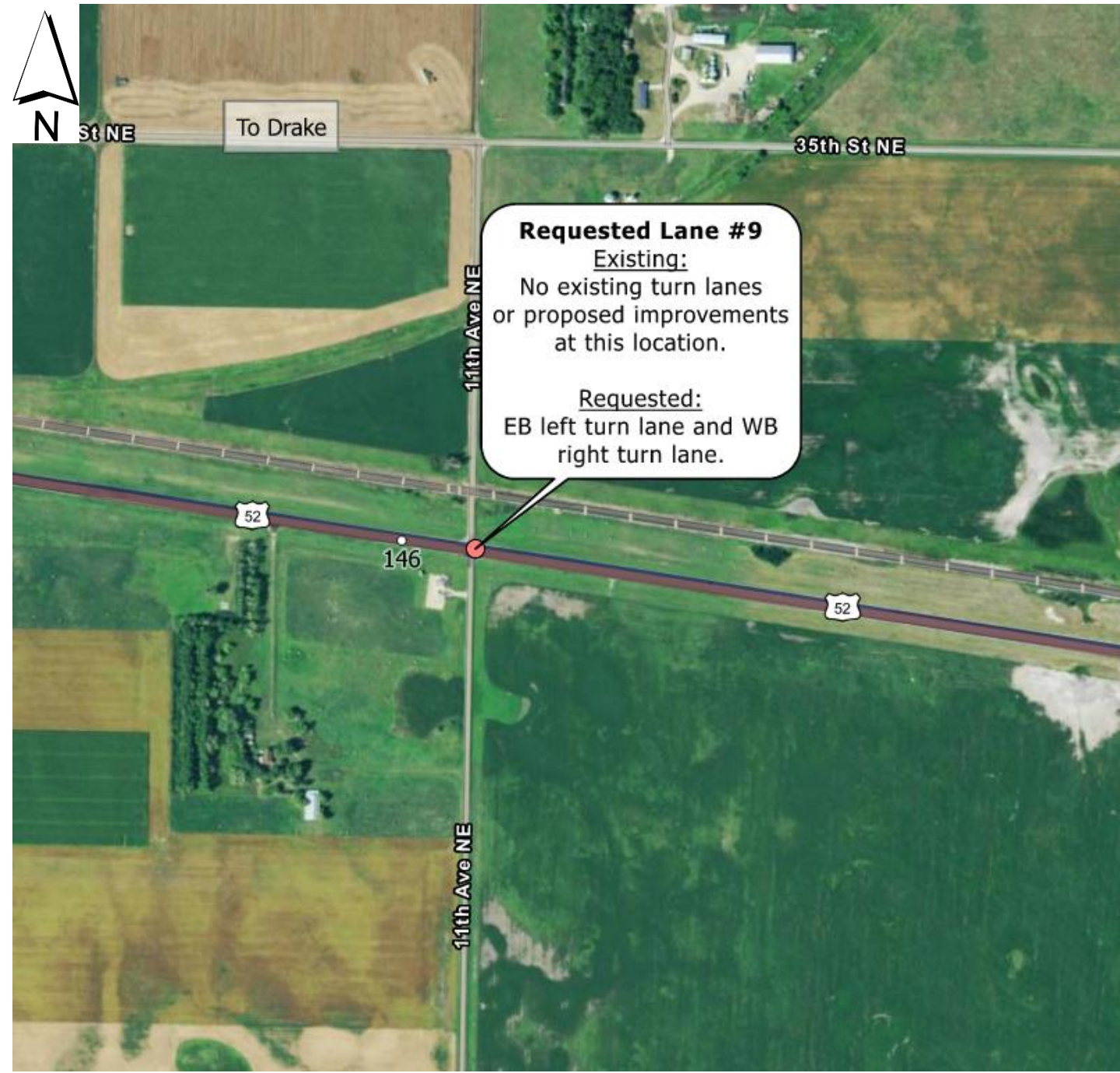
Turn lane requestor(s) comment:

Robert Isaak (Mayor of Drake)	The City is requesting the construction of a turn lane one mile east on the north side of Highway 52 at 11 th Avenue NE. We have two entrances into Drake. The main entrance to Drake is frequently blocked by long trains and school buses, delivery trucks, emergency vehicles, and residents have to go one mile east to 11 th Avenue, since there is no turn lane there.
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Additional Notes:

No traffic data is available at this location.

The main access into Drake is located one mile west of this location at the intersection of US 52 and Lake Street. To enter Drake via Lake Street, vehicles must cross five railroad tracks on Lake Street. In 2013, Design Division studied alternatives to construct a grade separation crossing from US Hwy 52 into Drake due to concerns raised by the City of Drake about trains blocking access to the City at Lake Street.



Turn Lane Request #9

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	No, turn lanes are provided at the main entrance into Drake.
Office of Transportation Programs		
Office of Operations	Yes (Wade Swenson)	I would say Yes to accommodate the city's request. Looking at Pathweb a train was blocking the main entrance to the city and 11th Ave NE, not sure the turn lanes at 11th will help their issue if trains block both entrances.
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	Yes/No (Jeff Rensch)	Design Division recommends constructing an EB Left turn lane at this location due to the history of access problems noted on the previous page. Do not recommend installing a WB right turn lane at this location.
Minot District	Yes (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	FYI - There is very little uniform data regarding blocked train crossings, nationally. In Dec. 2019, FRA created a blocked crossing reporting portal for public and emergency responder use. However, very few incidents get reported to it.

Executive Decisions

1. Should the requested turn lane be installed as part of a separate project?

_____ Yes

_____ No

Amendments/Comments:

Please study

DocuSigned by:

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Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #10

Location: Approach to Arthur Companies west of Anamoose (RP 149.9)

Location is within project limits of PCN: 23150

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

Was location part of original traffic operations study? No

Turn lane requestor(s) comment:

Paul Thomas (State Representative District 6)	"Arthur companies on the west side of Anamoose has a [sic] agronomy center that handles anhydrous. Anhydrous tanks are pulled at slow speeds and in the spring of the year the traffic at this facility is heavy. Turning lanes for this location would be beneficial."
Gerald Holte	A lot of large machinery activity at the grain elevator east of Balfour by ND 14.

Additional Notes:

No traffic data is available at this location.



Turn Lane Request #10

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	Yes (Chad Orn)	
Office of Transportation Programs		
Office of Operations	Yes (Wade Swenson)	Yes. I know of three or four (and there maybe more) of these anhydrous/fertilizer terminals along US 52 and they should all get turn lanes.
Bridge Division		
Construction Services Division		
Design Division	Yes (Jeff Rensch)	Design Division recommends adding the EB right turn lane and the WB left turn lane at this location.
Minot District	Yes (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	Maybe (Jane Berger)	Maybe just because of the type of traffic, not because of volumes.
Planning/Asset Management Division	Maybe (Scott Zainhofsky)	Maybe - I recommend this location be analyzed, similar to the Gooseneck Implement location, and with the same comments.

Executive Decisions


1. Should the requested turn lane be installed as part of a separate project?

_____ Yes

_____ No

Amendments/Comments:

Please study

DocuSigned by:

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Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #11

Location: Intersection of 23rd St NE near Harvey (RP 169.7)

Location is within project limits of PCN: 23150

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

Was location part of original traffic operations study? No

Turn lane requestor(s) comment:

Mike Seibel	"Consider adding WB turning lane (left turn) ¼ mile east of intersections of Highway 52 and 3 – south of Harvey."
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Additional Notes:

No traffic data is available for this location.

A large intersection with right and left turn lanes for both travel directions is in place at 31st Ave. NE, located 1500 feet east of this location. A review of aerial photos shows only two residences that may benefit from turning onto 23rd St. NE instead of using the intersection with 31st Ave to the east. This location is adjacent to the City of Harvey where the roadway speed is posted at 55 mph.



Turn Lane Request #11

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	No to all turn lanes
Office of Transportation Programs		
Office of Operations	No (Wade Swenson)	
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	Design Division does not recommend installing any turn lanes at this location.
Minot District	Yes (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No - based aerial imagery, it appears these turn lanes would serve one farmstead and a communications tower site. Therefore, it is highly unlikely that turn lane warrants would be met.

Executive Decisions


1. Should the requested turn lane be installed as part of a separate project?

_____ Yes

 X No

Amendments/Comments:

None

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Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #12

Location: Intersection of 2nd St near Fessenden (RP 186.1)

Location is within project limits of PCN: 23151

PCN Bid Ready Date: 3/15/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

Was location part of original traffic operations study? Yes

Intersection was studied by the NDDOT as part of the Traffic Operations Study. Turn lanes are not warranted based on current Traffic Volume.

Turn lane requestor(s) comment:

Larry Fandrich "Truck route turn lane would be nice at Fessenden. For school bus and slow traffic."

Additional Notes:

Turn lanes not warranted at this location per Traffic Operations Report:

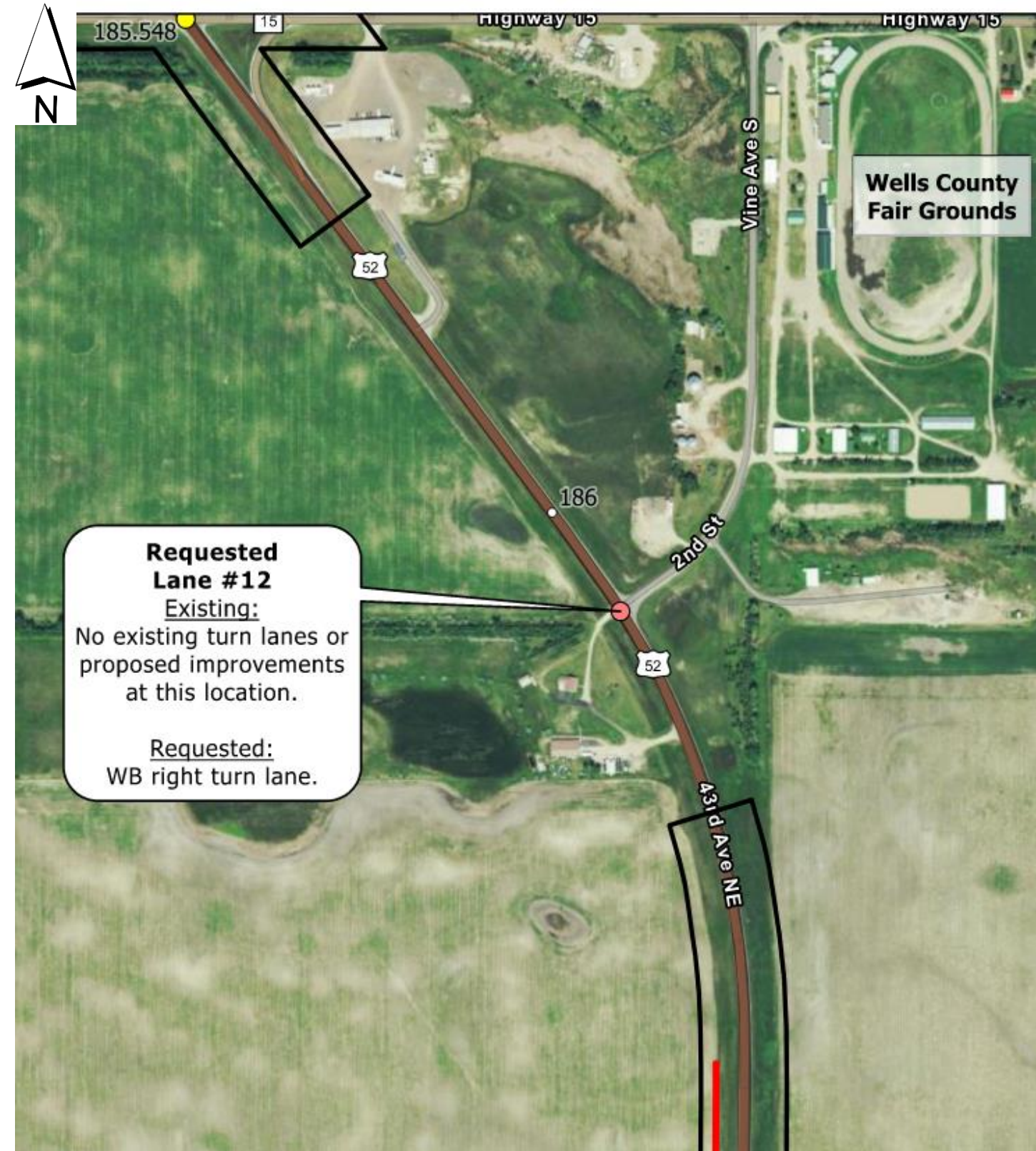
(Note: PCE = Passenger Car Equivalent, based on 2018 traffic counts)

EB Left PCE = 18 (90 required to meet warrants)

WB Right PCE = 53 (175 required to meet warrants)

No crash history at this location.

The main access into Fessenden at ND Hwy 15 is located 1/2-mile NW of this location and provides a slip ramp for the northbound right turn movement into Fessenden.



Turn Lane Request #12

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	No to all turn lanes
Office of Transportation Programs		
Office of Operations	No (Wade Swenson)	No, (Side note: we own this stretch of road from US 52 to ND 15.)
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	Design Division does not recommend installing any turn lanes at this location.
Minot District		
Devils Lake District	Yes (Wyatt Hanson)	Yes to a WB right. This truck route is used heavily in the harvest season as well as being our turn for our satellite section in Fessenden. Wells County fair grounds gets used a lot during the summer also.
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	

Executive Decisions

1. Should the requested turn lane be installed as part of a separate project?

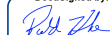
_____ Yes

 X No

Amendments/Comments:

None

DocuSigned by:



Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #13

Location: Intersection of 47th Ave NE (Wells Co Rd 8) south of Heaton (RP 202.7)

Location is within project limits of PCN: 23151

PCN Bid Ready Date: 3/15/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

Was location part of original traffic operations study? Yes

Intersection was studied by the NDDOT as part of the Traffic Operations Study. Turn lanes are not warranted based on current Traffic Volume.

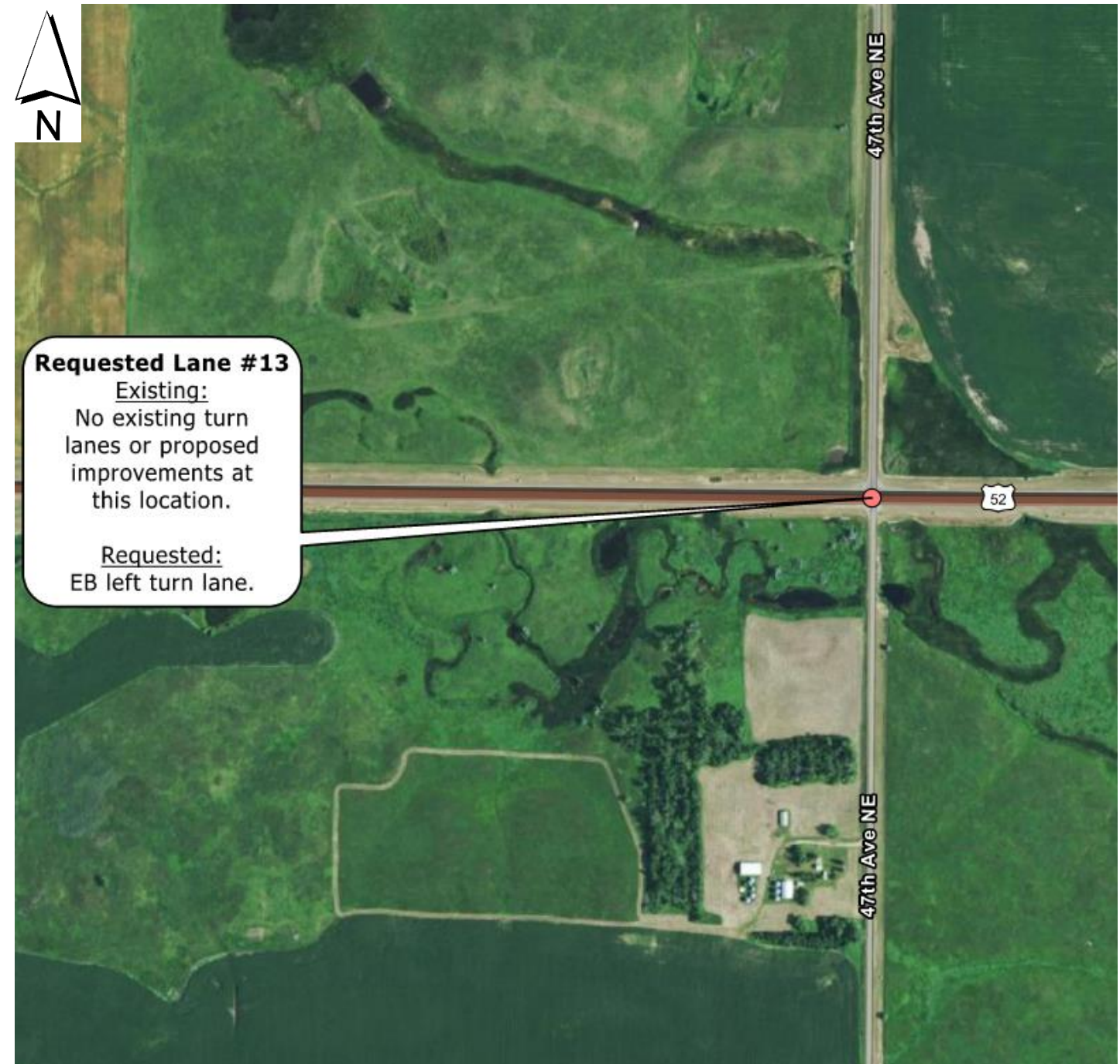
Turn lane requestor(s) comment:

Verbal comment provided during Harvey public input meeting – no name provided	<i>That visibility in the valley when you're trying to turn to Heaton is bad, you can't see if anyone is coming. There should really be a turn lane there.</i>
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Additional Notes:

Turn lanes not warranted at this location per Traffic Operations Report:
 (Note: PCE = Passenger Car Equivalent, based on 2018 traffic counts)
 EB Right PCE = 10 (160 required to meet warrants)
 EB Left PCE = 11 (80 required to meet warrants)
 No crash history at this location.

Passing sight distance provided by US 52 roadway profile exceeds required sight distance of 1100 feet for 65 mph speed and provides adequate intersection sight distance for left turn from stop and right turn from stop movements from 47th Ave. NE onto US 52.



Turn Lane Request #13

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	
Office of Transportation Programs		
Office of Operations	No (Wade Swenson)	
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	Design Division does not recommend installing any turn lanes at this location.
Minot District		
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	

Executive Decisions

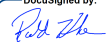
- Should the requested turn lane be installed as part of a separate project?

_____ Yes

 X No

Amendments/Comments:

None

DocuSigned by:

2A3326B55C844FD

 Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

 Date

Turn Lane Request #14

Location: Approach to High Plains Equipment west of Carrington (RP 221.9)

Location is within project limits of PCN: 23151

PCN Bid Ready Date: 3/15/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

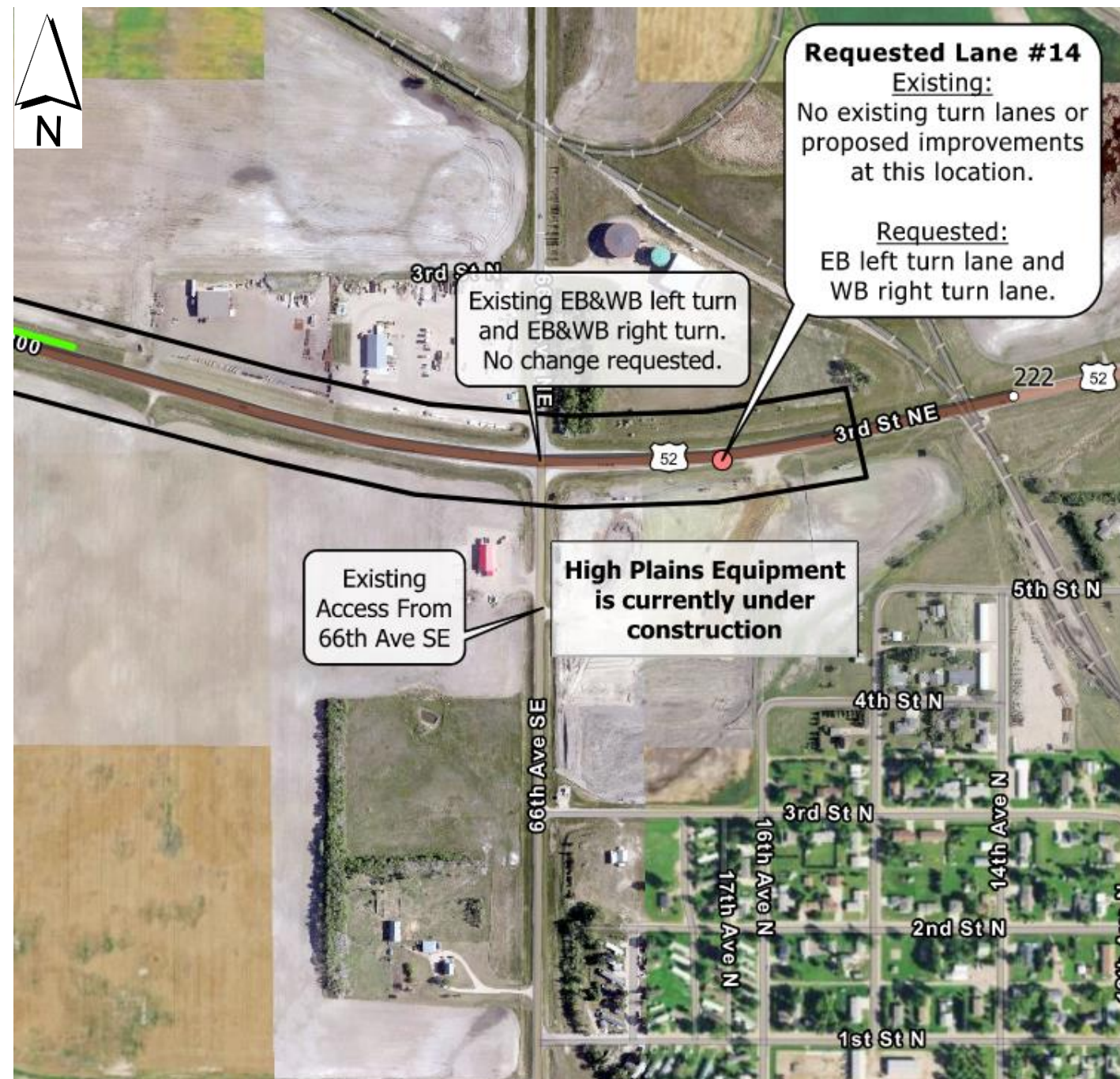
Was location part of original traffic operations study? No

Turn lane requestor(s) comment:

John Swenseth (High Plains Equipment)	"We would like to see a turn lane for entry to the lot on the approach off of highway 52 from the east and also a turn lane into that same approach from the west would be appropriate."
Tom Erdmann (Mayor of Carrington)	"Due to recent development we need some additional turning lanes from the roundabout to the first one mile west of Carrington on Highway 52-200."
David Nelson (High Plains Equipment)	"We spoke about potentially adding turning lanes for the north entrance, south side of Hwy 52 & 200, to High Plains Equipment's new location in Carrington. Specifically in the area between 66 th Ave NE and continuing east to the railroad tracks, a distance of about 1500 feet. I believe that a left hand turn lane for westbound traffic and a right hand turn lane for east bound traffic is necessary to provide safe travel for everyone who passes through this area of fast moving, high volume traffic."

Additional Notes:

Obstacles/concern identified at this location include the following:
 Taper would require crossing the CP rail line.
 Turn lanes would overlap existing turn lanes at 66th Ave.
 The speed for this portion of roadway is posted at 45 mph.
 There is no traffic data available for this location.



Turn Lane Request #14

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	No, agree with Design's comments.
Office of Transportation Programs		
Office of Operations	No (Wade Swenson)	No, their entrance should be on 66th.
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	Neither the EB Right nor the WB Left is recommended by Design Division due to overlap with RR grade crossing and presence of existing turn lanes at County Road intersection to the west.
Minot District		
Devils Lake District	Yes (Wyatt Hanson)	Yes to the WB left, the EB traffic should turn on 66th. While the location noted on the aerial view does land on the turn lane for 66th Ave., where the actual approach is does not land on the turnlane. With the posted speed limit being 40 the total distance would be 294', the approach is approximately 678' from the at grade crossing.
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No. In fact, consideration could be given to removing this access to US 52, given the property's access from 66th Ave. SE.

Executive Decisions

1. Should the requested turn lane be installed as part of a separate project?

_____ Yes

 X No

Amendments/Comments:

None

DocuSigned by:

2A3328B55C844FD

Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021
Date

Turn Lane Request #15

Location: Intersection of Viking Ave to Bergen (RP 127.6)

Location is within project limits of PCN: 23149

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? Yes
 A westbound passing lane will begin at approximately this intersection.

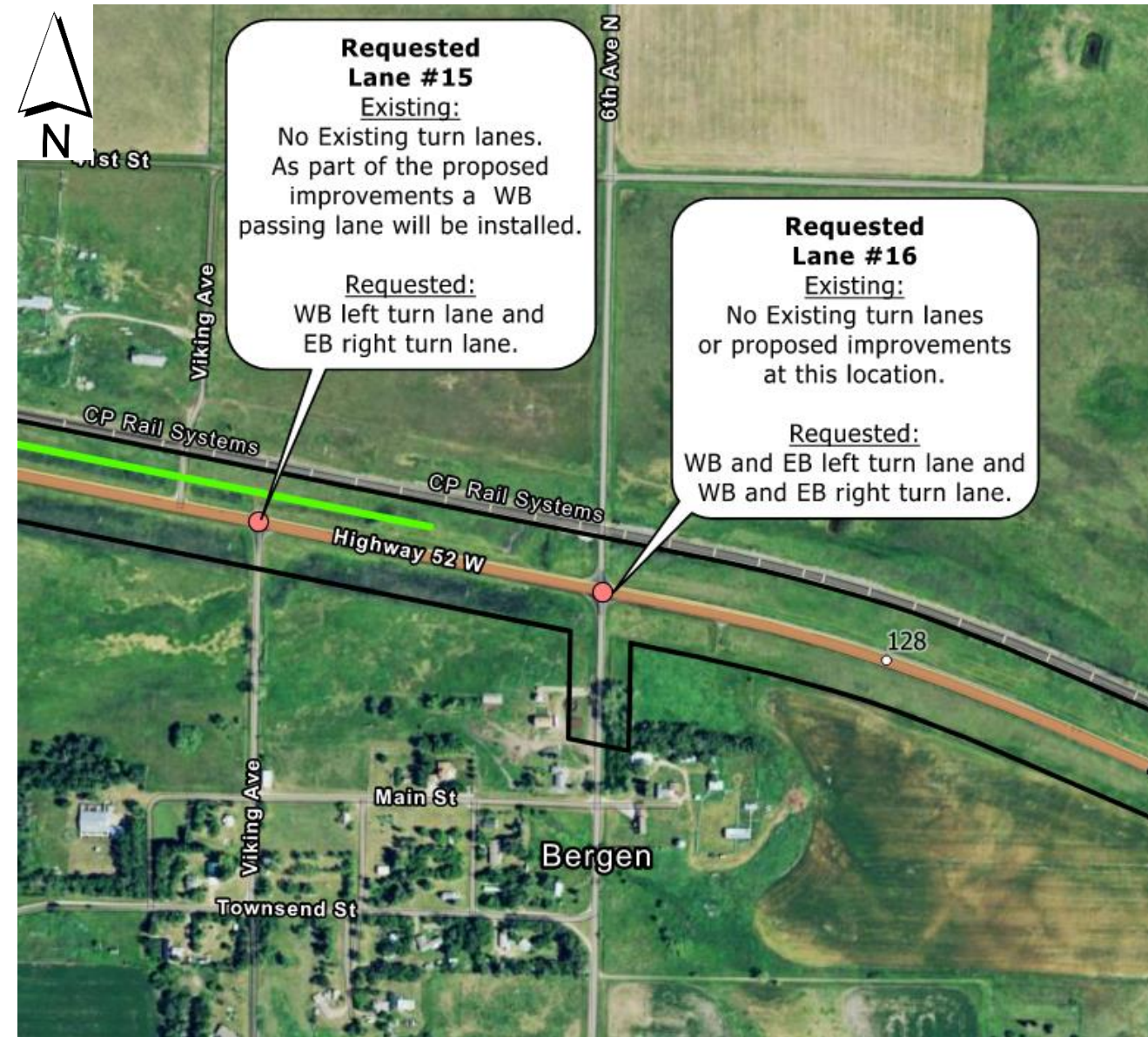
Was location part of original traffic operations study? No

Turn lane requestor(s) comment:

Sandee Michalenko (City Auditor of Bergen via of a petition signed by 41 individuals.)	"Right hand and left hand turning lane at Viking Avenue going into Bergen, ND. This turn has open highway but is dangerous when turning into Bergen because there are many trucks and vehicles that have to slow way down when there is traffic both ways."
---	---

Additional Notes:

No Traffic data is available at this location



Turn Lane Request #15

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	
Office of Transportation Programs	No (Steve Salwei)	
Office of Operations	No (Wade Swenson)	
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	No. The requested location is a small gravel road into Bergen and unlikely to carry significant traffic volume.
Minot District	No (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	

Executive Decisions

- Should the requested turn lane be installed as part of a separate project?

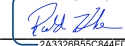
_____ Yes

_____ No

Amendments/Comments:

Please study

DocuSigned by:



Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #16

Location: Intersection of 6th Ave. to Bergen (RP 127.8)

Location is within project limits of PCN: 23149

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? Yes

A westbound passing lane will begin at approximately this intersection.

Was location part of original traffic operations study? Yes

Intersection was studied by the NDDOT as part of the Traffic Operations Study. Turn lanes are not warranted based on current Traffic Volume.

Turn lane requestor(s) comment:

Sandee Michalenko (City Auditor of Bergen via a petition signed by 41 individuals.)	"Right hand and left hand turning lanes going both north and south on 6 th avenue at Bergen, ND. This turn has a curve and small hill just to the east of it. Because of that it is dangerous when coming from the east or west and there are trucks and vehicles coming behind you and there is traffic both ways"
--	--

Additional Notes:

Turn lanes not warranted at this location per Traffic Operations Report:

(Note: PCE = Passenger Car Equivalent, based on 2018 traffic counts)

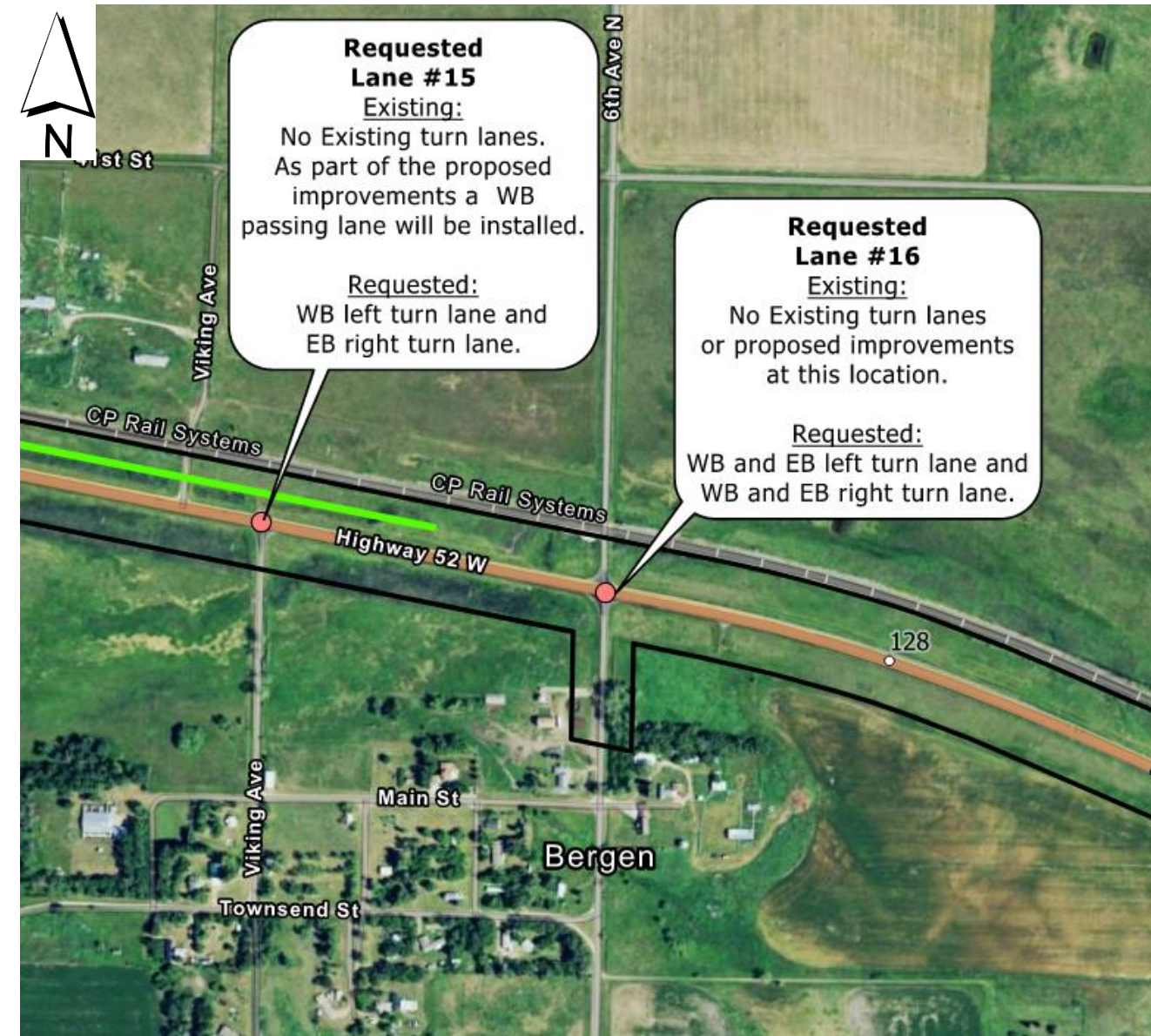
EB Left PCE = 8 (80 required to meet warrants)

WB Left PCE = 7 (80 required to meet warrants)

EB Right PCE = 10 (160 required to meet warrants)

WB Right PCE = 2 (160 required to meet warrants)

Zero crashes reported at this intersection.



Turn Lane Request #16

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	No, not warranted
Office of Transportation Programs	No (Steve Salwei)	
Office of Operations	Yes (Wade Swenson)	I would give the city turn lanes on one of their requests. I chose this one because it is on a section line.
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	No, due to no crash history and low turning volumes for all turn movements.
Minot District	No (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	No, due to warrant not being met. We don't have enough funding to meet our established service-level standards, much less exceed them.

Executive Decisions

1. Should the requested turn lane be installed as part of a separate project?


_____ Yes

 X No

Amendments/Comments:

None

DocuSigned by:



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Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

Date

Turn Lane Request #17

Location: Intersection of 4th Ave. to Butte (RP 130.5)

Location is within project limits of PCN: 23149

PCN Bid Ready Date: 12/01/2022

Is requested turn lane within existing project study area? No

No work is currently proposed for this location. No survey work or environmental studies have been completed at the requested location.

Was location part of original traffic operations study? Yes

Intersection was studied by the NDDOT as part of the Traffic Operations Study. Turn lanes are not warranted based on current Traffic Volume.

Turn lane requestor(s) comment:

Sandee Michalenko (City Auditor of Bergen via of a petition signed by 41 individuals.)	<i>“Right hand and left hand turning lanes on 4th avenue turn to Butte, ND. This turn has a hill and curve to the east of it. Because of that it is dangerous when coming from the east or west and there are trucks and vehicles coming behind you and there is traffic both ways.”</i>
--	---

Additional Notes:

Turn lanes not warranted at this location per Traffic Operations Report:

(Note: PCE = Passenger Car Equivalent, based on 2018 traffic counts)

WB Left PCE = 1 (80 required to meet warrants)

EB Right PCE = 20 (160 required to meet warrants)

Zero crashes reported at this intersection.



Turn Lane Request #17

Note: The requested turn lane is not part of the INFRA Grant awarded to the NDDOT for this project. If a decision is made to install the requested turn lane, the turn lane will be designed and constructed as part of a separate project.

Recommendations

	Install the Requested Turn Lane Yes/No	Comment
Office of Project Development	No (Chad Orn)	
Office of Transportation Programs	No (Steve Salwei)	
Office of Operations	No(Wade Swenson)	
Bridge Division	No (Jon Ketterling)	
Construction Services Division		
Design Division	No (Jeff Rensch)	No, due to no crash history and low turning volumes for all turn movements.
Minot District	No (Korby Seward)	
Devils Lake District		
Environmental and Transportation Services Division		
Maintenance Division		
Materials and Research Division		
Programming Division	No (Jane Berger)	
Planning/Asset Management Division	No (Scott Zainhofsky)	

Executive Decisions

- Should the requested turn lane be installed as part of a separate project?

_____ Yes

 X No

Amendments/Comments:

None

DocuSigned by:

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 Ronald J. Henke, P.E., Deputy Director for Engineering

11/29/2021

 Date

Certificate Of Completion

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Contract Number:	
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Time Zone: (UTC-06:00) Central Time (US & Canada)	608 E Boulevard Ave
	Bismarck, ND 58505
	gneigum@nd.gov
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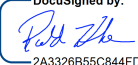
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Signer Events

Ronald J. Henke
 rhenke@nd.gov
 ND Department of Transportation
 Security Level: Email, Account Authentication (None), Authentication

Signature

DocuSigned by:

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Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp
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Certified Delivery Events	Status	Timestamp
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Kirk Hoff
khoff@nd.gov
Carahsoft OBO North Dakota Department of
Transportation CLOUD
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Chad Orn
corn@nd.gov
Carahsoft OBO North Dakota Department of
Transportation CLOUD
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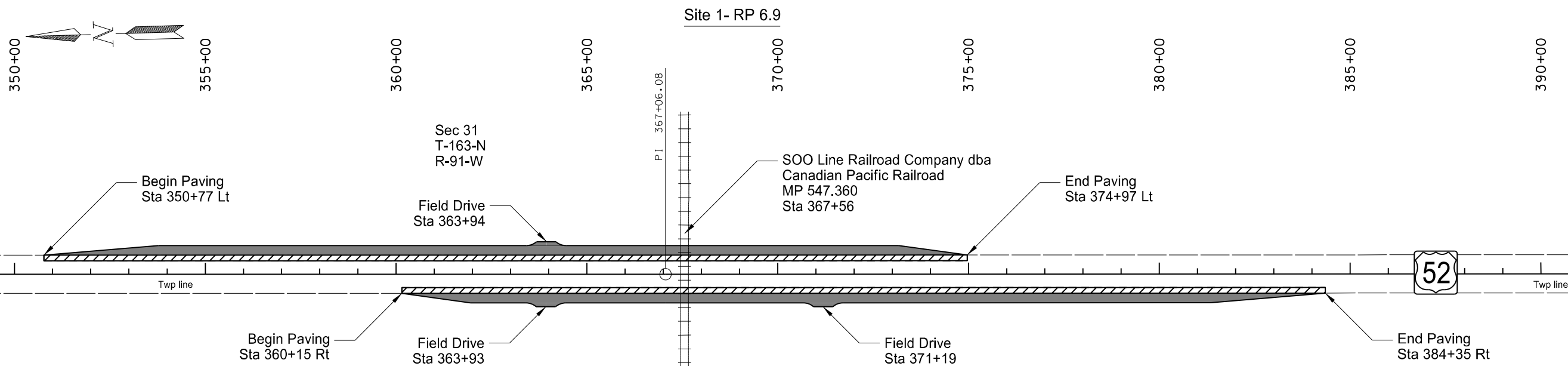
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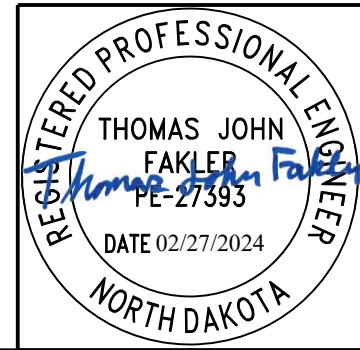
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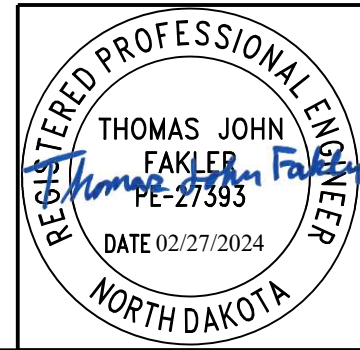
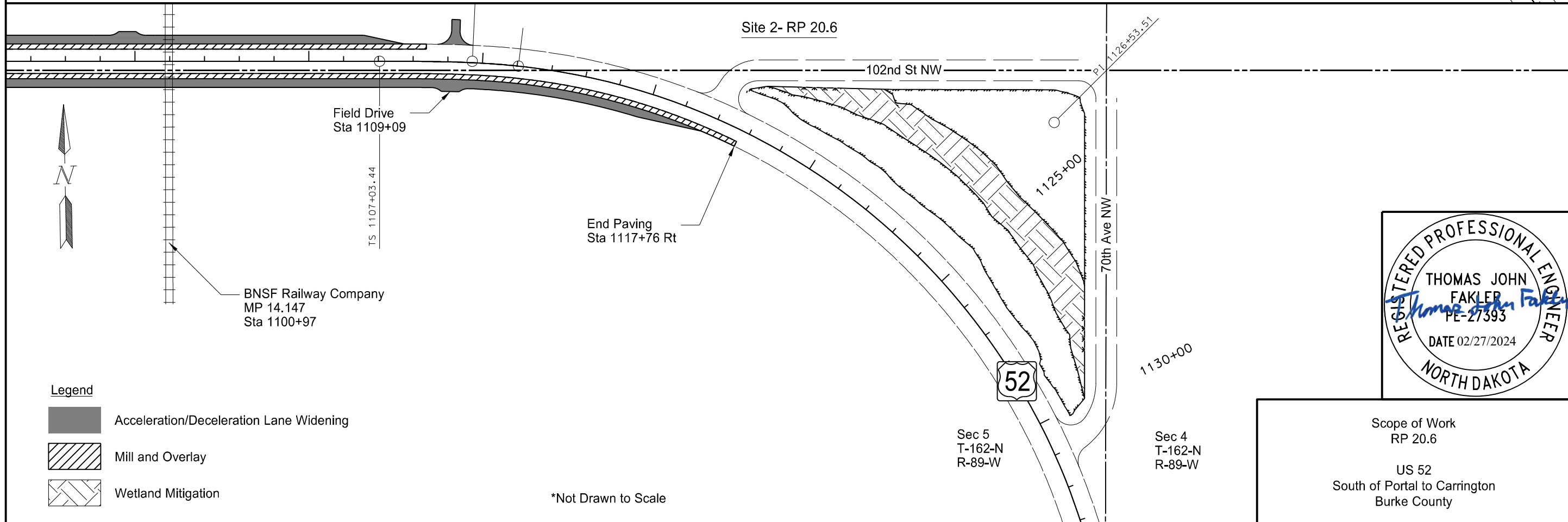
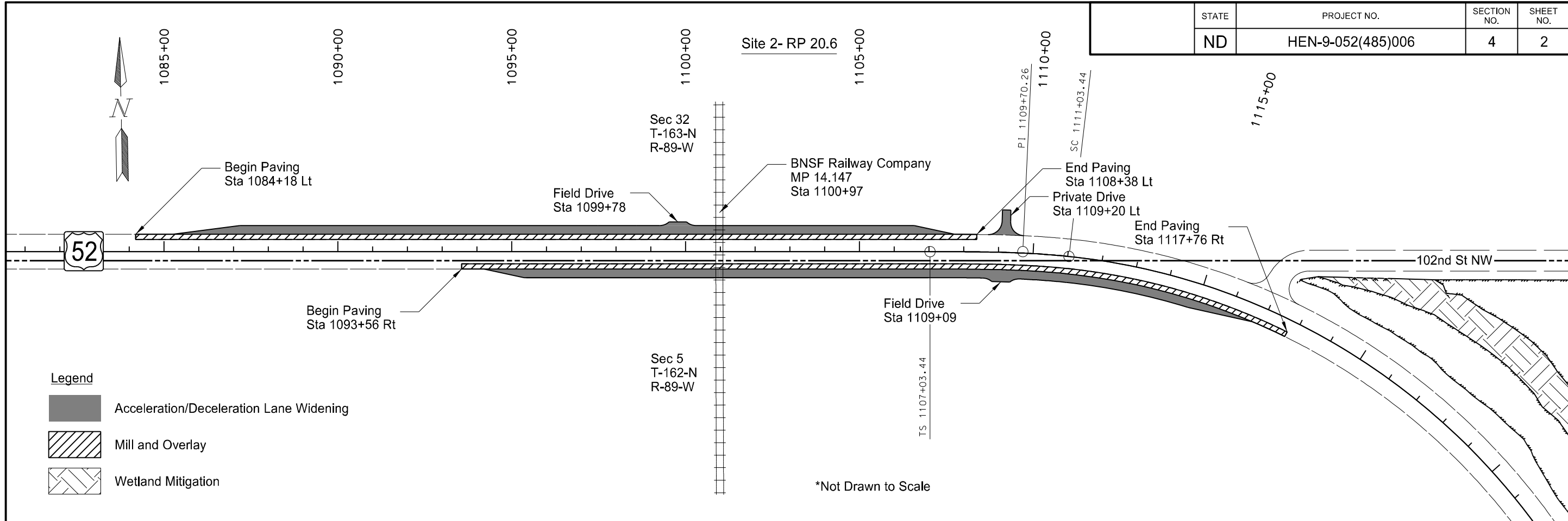
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- Mill and Overlay

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Scope of Work
 RP 6.9
 US 52
 South of Portal to Carrington
 Burke County

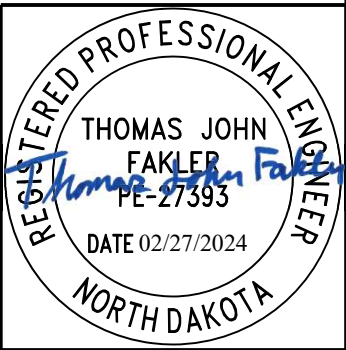
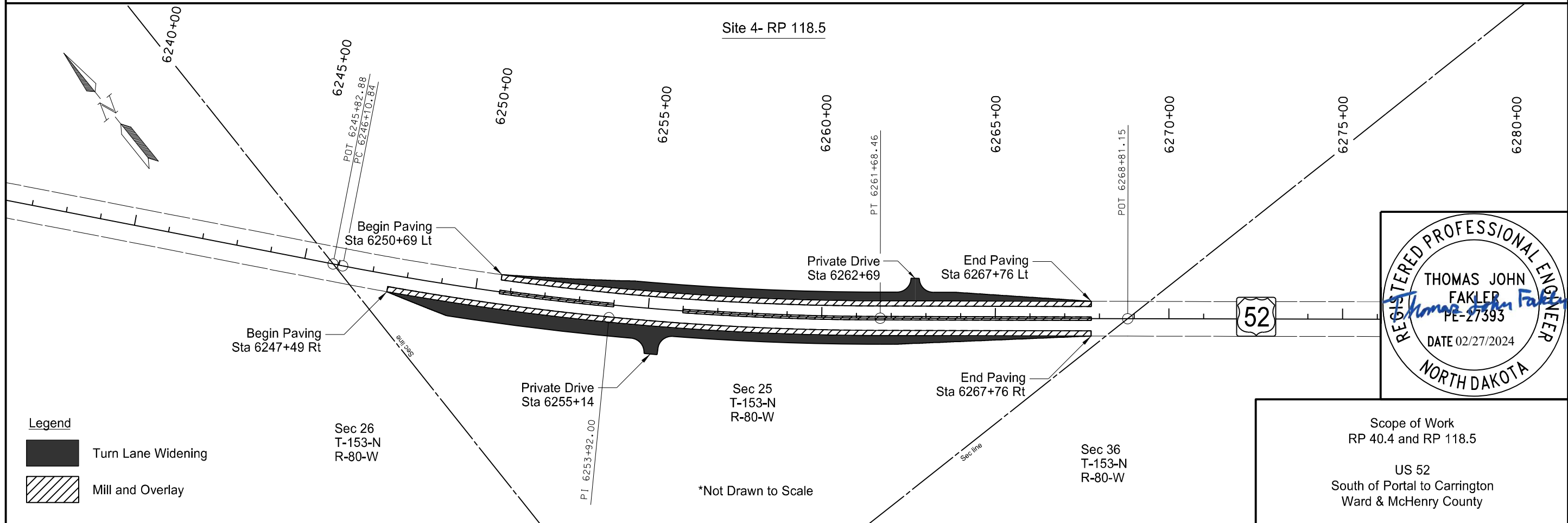
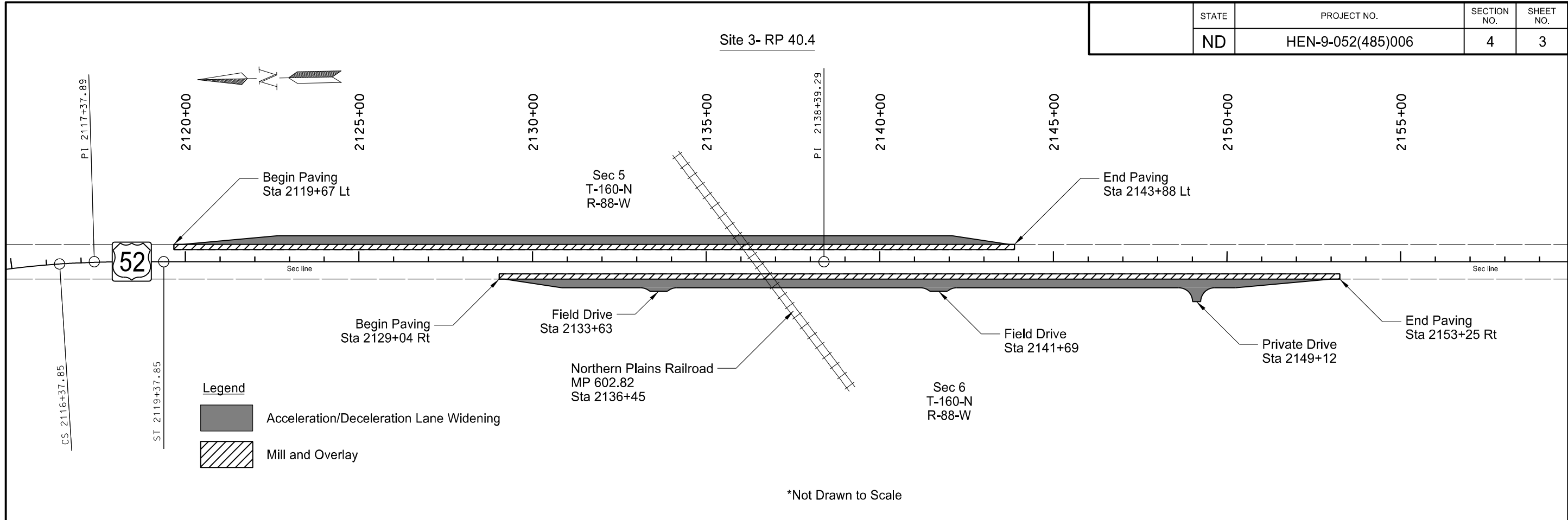
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Scope of Work
 RP 20.6

US 52
 South of Portal to Carrington
 Burke County

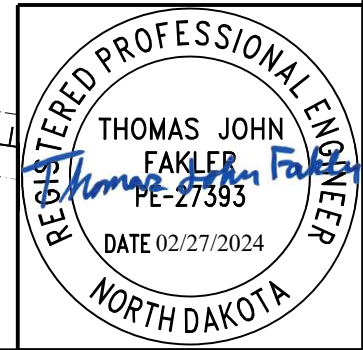
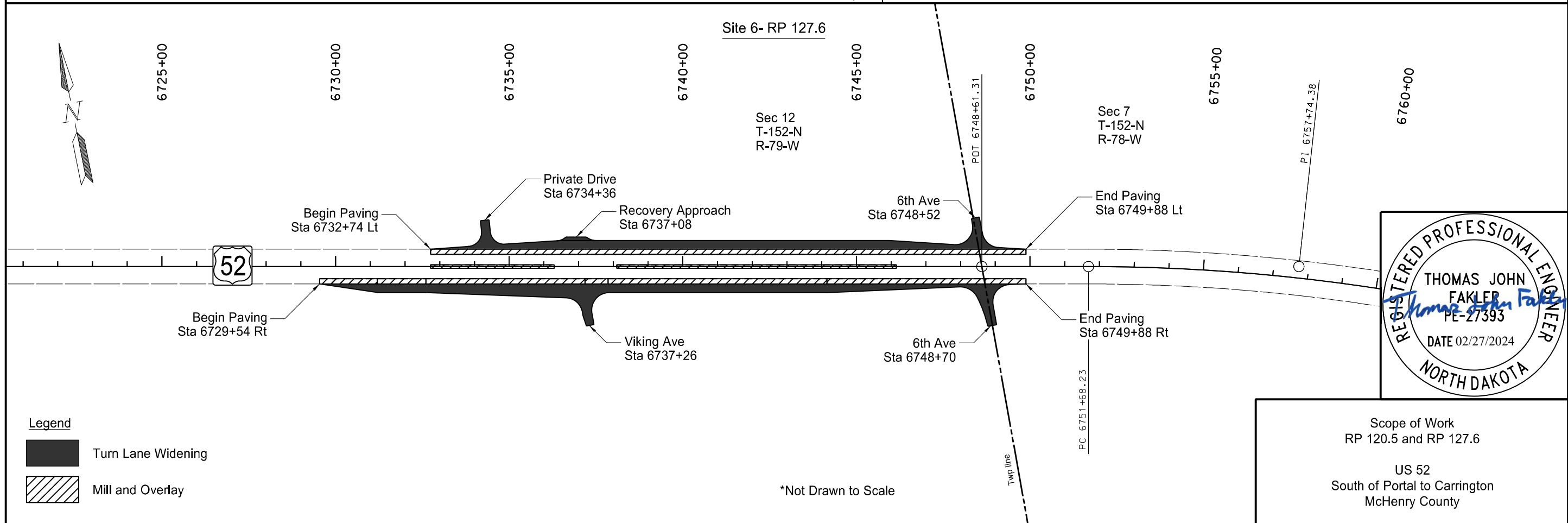
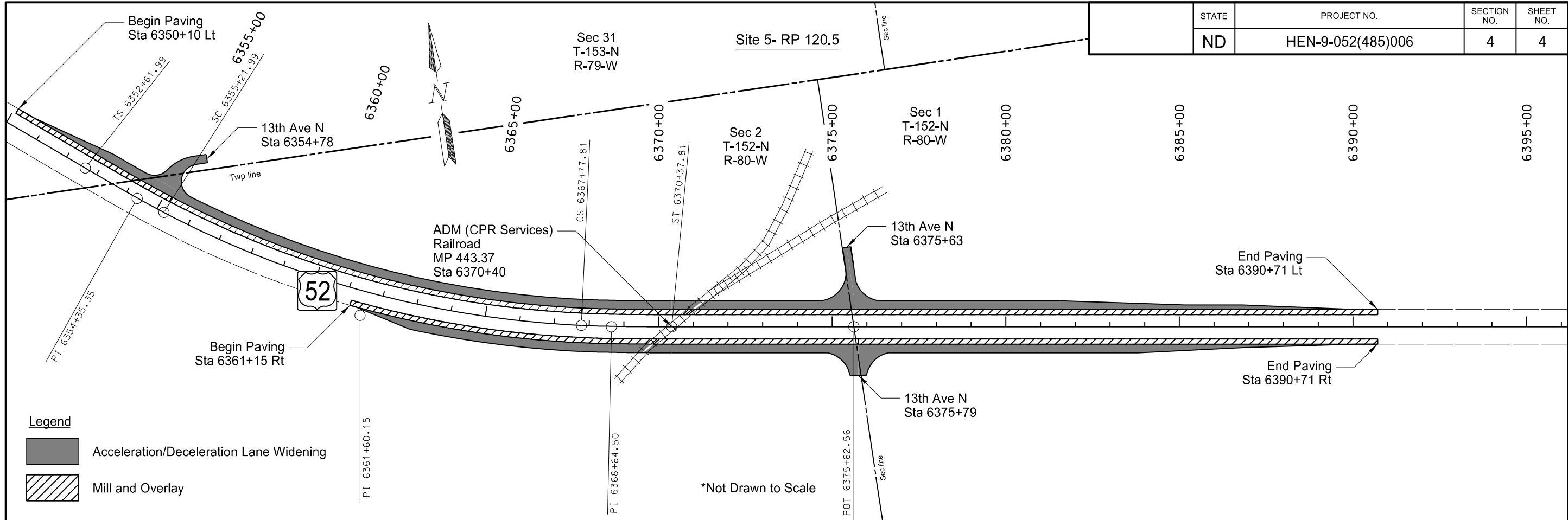
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Scope of Work
RP 40.4 and RP 118.5

US 52
South of Portal to Carrington
Ward & McHenry County

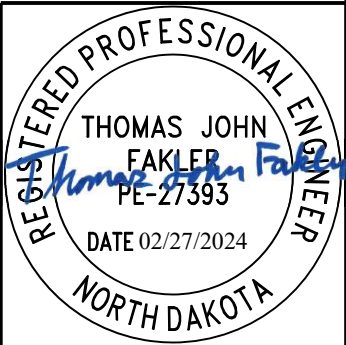
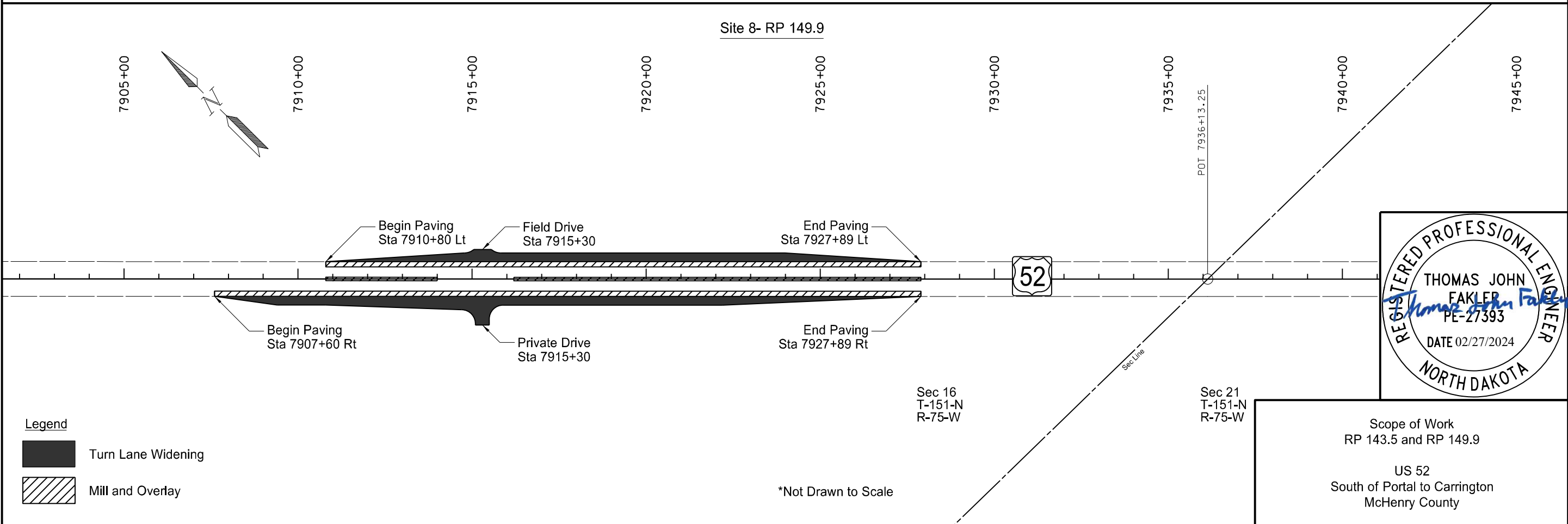
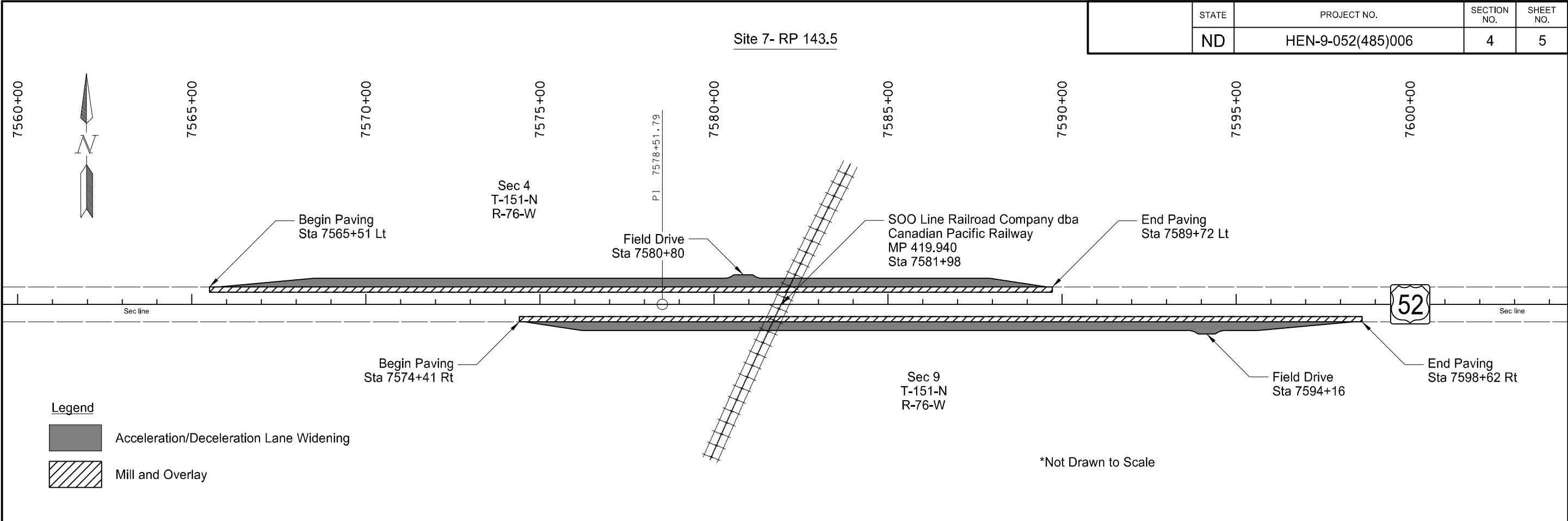
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Scope of Work
 RP 120.5 and RP 127.6

US 52
 South of Portal to Carrington
 McHenry County

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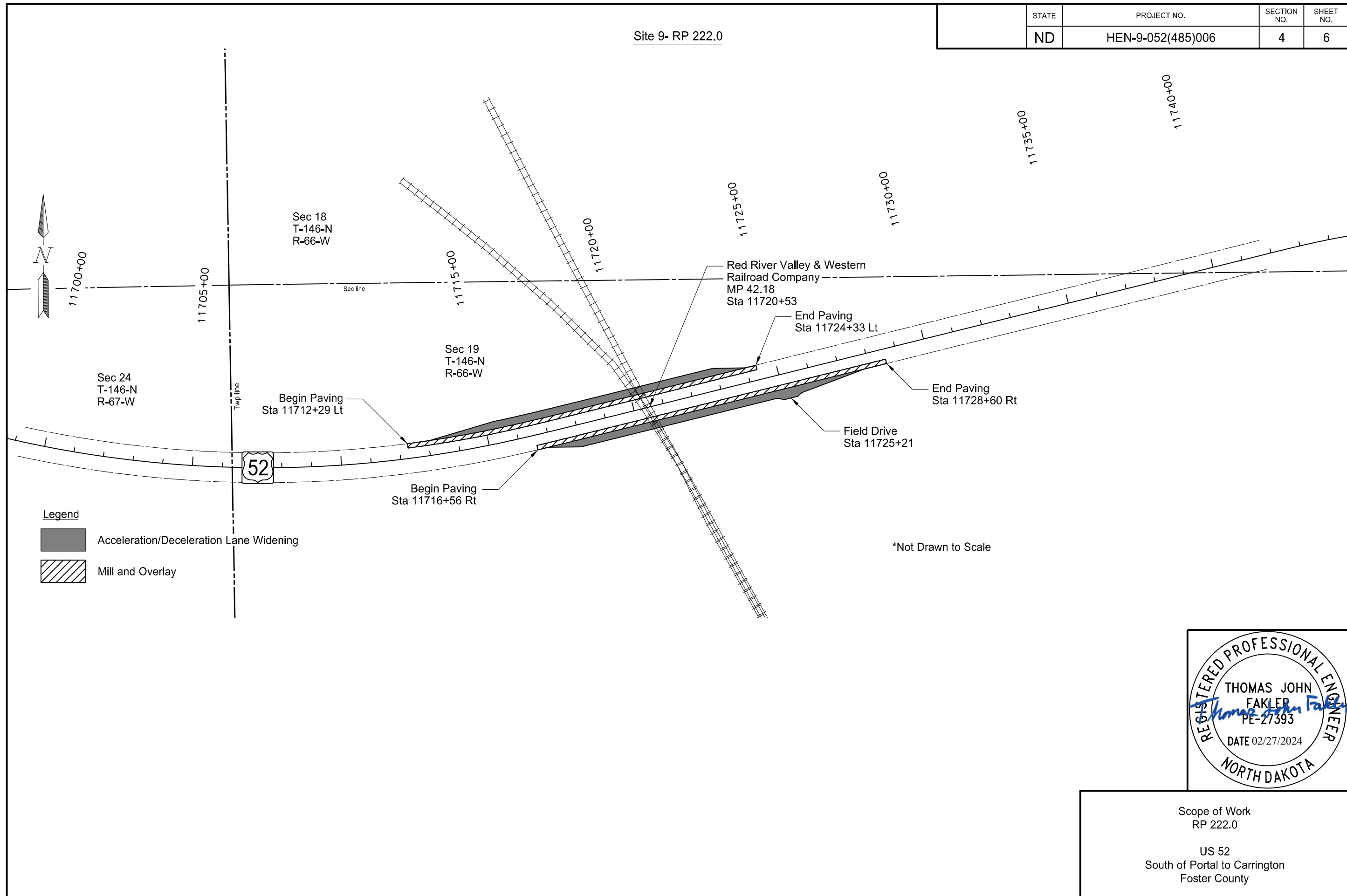


Scope of Work
RP 143.5 and RP 149.9



US 52
South of Portal to Carrington
McHenry County

Site 9- RP 222.0

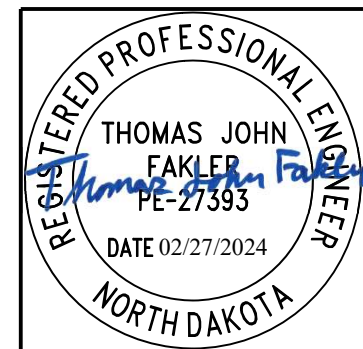
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Legend

-  Acceleration/Deceleration Lane Widening
-  Mill and Overlay

*Not Drawn to Scale



Scope of Work
RP 222.0

US 52
South of Portal to Carrington
Foster County