



Engineering Department

DATE: March 26, 2024

FROM: Gabe Schell, City Engineer

ITEM: Century Avenue Reconstruction Presentation and Decisions - HC 165

REQUEST:

Receive presentation and recommendations on East Century Avenue reconstruction project and provide direction

BACKGROUND INFORMATION:

At the June 13, 2023 Board of City Commission meeting, East Century Ave from Centennial Rd to Kost Dr was approved as the next half-cent sales tax funded arterial road reconstruction project. This project would also include the extension of East Century Ave from Kost Dr to 52nd St NE and the extension of 52nd St NE from East Century Ave to Gold Dr.

The City is contracted with KLJ Engineering to perform preliminary engineering services. Alternatives have been developed for the Commission's review and direction. KLJ will provide a presentation on the project, the alternatives, and the public input received.

Staff will request direction from the Board pertaining to the alternatives and funding source for the 52nd St NE improvements.

RECOMMENDED CITY COMMISSION ACTION:

Receive presentation and provide direction

STAFF CONTACT INFORMATION:

Gabe Schell, City Engineer, 701-355-1507, gschell@bismarcknd.gov

ATTACHMENTS:

1. East Century Avenue Preliminary Engineering Report - HC 165 - 240319



ENGINEERING, REIMAGINED

CITY PROJECT: HC165
EAST CENTURY AVENUE AND 52ND
STREET NORTHEAST IMPROVEMENTS

PRELIMINARY ENGINEERING REPORT

PREPARED FOR: CITY OF BISMARCK, NORTH DAKOTA

March 2024

KLJ Project #2304-00414

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EXECUTIVE SUMMARY

A. Project Description

The proposed project includes reconstruction and improvements to East Century Ave from just east of Yorktown Dr where asphalt section begins to Kost Dr as well as the new construction of East Century Ave from Kost Dr to 52nd St NE and 52nd St NE from East Century Ave to Gold Dr. The project will include capacity and safety improvements for vehicular, bicycle, and pedestrian modes of traffic. Improvements to lighting, storm sewer, and watermain are anticipated within the urban reconstruction area.

B. Project Schedule

Project: East Century Ave Reconstruction - HC165
Bid Ready: Fall 2024

Construction: 2025

C. Purpose of Project

The purpose of the proposed project is to reconstruct the East Century Ave corridor to improve vehicle, pedestrian, and bicycle safety, and make any required updates to sewer, water, and stormwater infrastructure in the area. The project will provide connectivity in roadways by connecting East Century Ave with 52nd St NE.

D. Need for Project

East Century Ave needs an improved cross-section to improve safety, accommodate turning vehicles into neighborhoods, improve/add pedestrian and bicycle facilities, and extend East Century Ave and 52nd St NE to provide connectivity. The project will facilitate storm sewer, water main, and sanitary sewer improvements where necessary. See **Exhibit 2** for project study area map.

Table 1, shows the current annual daily traffic (ADT) as well as the highest forecasted ADT from Centennial Rd to Kost Dr on East Century Ave, dependent on the different traffic scenarios studied in the traffic operations report. The table also shows forecasted ADT on the East Century Ave extension and 52nd St NE connection. With the growth on East Century Ave between 2023 and 2045, minor approach operations become unacceptable as outlined in the in **Existing Conditions** and **Deficiencies** below.

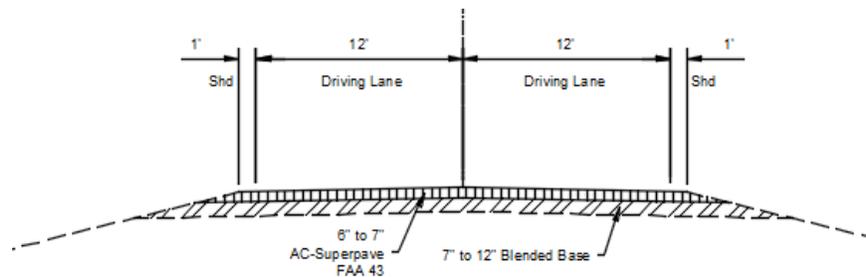
Table 1, Traffic Data

		Year	Passengers	Trucks	Totals
East Century Ave Centennial Rd to Kost Dr	Current ADT	2023	5,760	240	6,000
	Forecast ADT	2045	9,600	400	10,000
East Century Ave Kost Dr to 52 nd St NE	Current ADT	2023	0	0	0
	Forecast ADT	2045	11,760	240	12,000
52 nd St East Century Ave to Gold Dr	Current ADT	2023	0	0	0
	Forecast ADT	2045	11,760	240	12,000

1. Existing Conditions

The existing East Century Ave roadway section east of Greensboro Dr consists of a 24-foot-wide asphalt roadway with one 12-foot driving lane in each direction. There are no turning lanes. East Century Ave has a 10-foot shared-use path along the north side between Centennial Rd and Stonewall Dr. Another 10-foot shared path along the south side of East Century Ave connects Lafayette Dr and British Dr. A continental crosswalk is located midway between Lafayette Dr and British Dr allows for pedestrian access to Roosevelt Dr and is marked with school crosswalk warning signs. There is also a six-foot sidewalk along the south side of the roadway from Centennial Rd to Yorktown Dr. There are no dedicated bike lanes or bus stops on the corridor. See **Exhibit 1** for existing typical section on East Century Ave.

Exhibit 1, Existing Typical Section from Greensboro Dr to Kost Dr



Existing Typical Section E Century Ave

The review of historic crash information can help identify existing deficiencies that can be addressed through this study. Five years of segment and intersection crash records (July 1, 2018 through June 30, 2023) were requested from NDDOT for the study area. There were twelve crashes along East Century Ave during the five-year analysis period. There were no fatal crashes reported during the analysis period. One of the twelve crashes was reported as resulting in incapacitating injury, with the remainder classified as property damage only (PDO) (8), possible injury (2), or non-incapacitating injury (1). The incapacitating injury crash involved a motorcycle operating at night without a headlight that struck a turning vehicle.

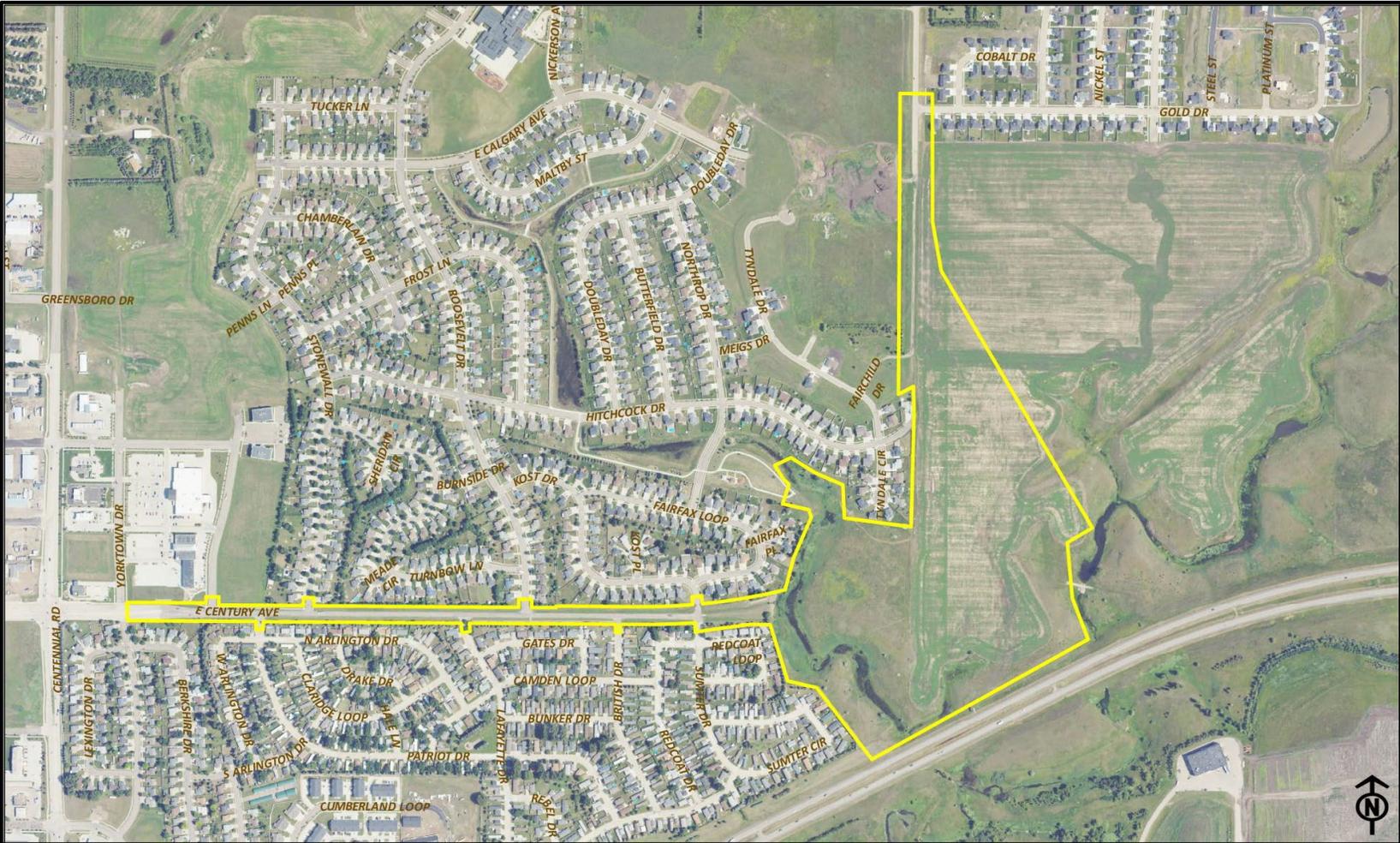
Rear end crashes were the most prevalent crash type, with four occurring during the analysis period. Two of these rear end crashes occurred along the East Century Ave corridor. The proposed two-way left turn lane configuration of East Century Ave should help alleviate these types of crashes. Two of the total twelve crashes involved motorcycles. No pedestrian or bicycle crashes were reported.

2. Deficiencies

The existing pavement condition has exceeded its design life, with significant transverse, longitudinal, and alligator cracking. The existing roadway section does not provide the capacity needed to meet the future multimodal traffic demands. Additionally, future growth potential is being restricted with East Century Ave currently terminating at Kost Dr. East Century Ave does not cross the Sunrise Tributary or connect into 52nd St providing continuity in this region.

Other deficiencies within the current roadway corridor include lack of turn lanes, lighting, and pedestrian facilities.

Exhibit 2, Project Study Area Map



E. Description of Alternatives

a. Alternative A: No Build

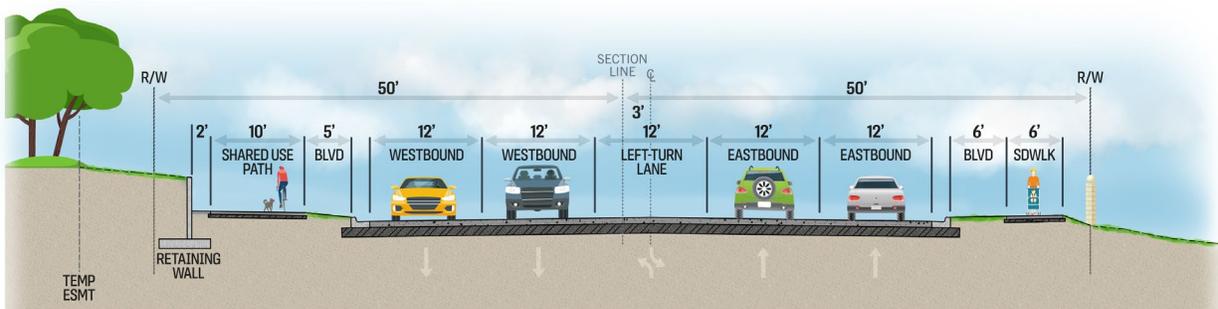
The proposed project would not be reconstructed with Alternative A. The continuation of existing conditions does not address the roadway deficiencies, safety, or social demand/economic development of East Century Ave and 52nd St. Alternative A would not meet the project's purpose and need.

b. Alternative B: 5-Lane Reconstruction

Alternative B would construct a five-lane section for East Century Ave consisting of two through lanes in each direction and a two-way left turn lane (TWLTL) in the center, see **exhibit 3**. Multimodal facilities are provided in the form of a 10-foot shared used path to the north and a 6-foot sidewalk to the south. The typical section provides consistency with the lane configuration of East Century Ave at the Centennial Rd intersection. A five-lane section would operate sufficiently based on traffic operations for all scenarios for 2045 projected traffic volumes. The five-lane section would extend just east of the Sunrise Tributary (roughly 980' east of Kost Drive) providing for future extension and connection to 52nd St NE, see **exhibit 6**. Retaining walls are anticipated to be required along parts of the north and south side of East Century Ave from Patriot Dr to just east of Kost Dr. The need for retaining walls may be eliminated or reduced if temporary construction easements could be obtained for grading on private property.

The intersections along East Century Ave would be stop-controlled on the approaches, with either a two-way left turn lane or dedicated left turn lanes on East Century Ave for the intersections.

Exhibit 3, Five-Lane Typical Section from Greensboro Dr to East of Sunrise Tributary

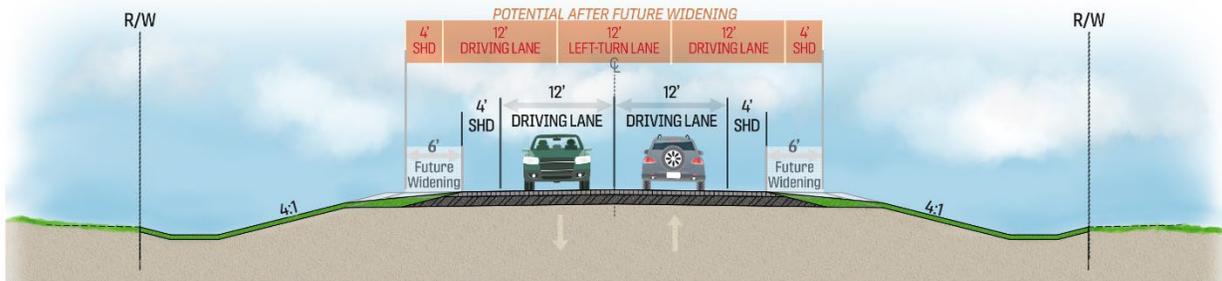


c. Alternative C: 5-Lane new Construction With 2-Lane Rural Extension

Alternative C would consist of the improvements made in Alternative B with the addition of an extension into a two-lane rural segment at the end of the five-lane section and the extension of 52nd St NE from East Century Ave extension to Gold Dr.

The two-lane rural segment would provide a single lane in each direction and 4' shoulders, see **exhibit 4**. Grading and widening would be done to accommodate addition lanes in the future. 52nd St NE will also consist of a single lane in each direction and 4' shoulders, see **exhibit 4**. The rural segment would continue to the intersection where 52nd St NE will be extended and connected to East Century Ave, see **exhibit 7**. A side-street stop approach on 52nd St NE at the intersection of East Century Ave and 52nd St NE is recommended for the near-term.

Exhibit 4, 52nd St NE extension to East Century Ave & Two-Lane Rural Section from east of Sunrise Tributary to 52nd St NE extension



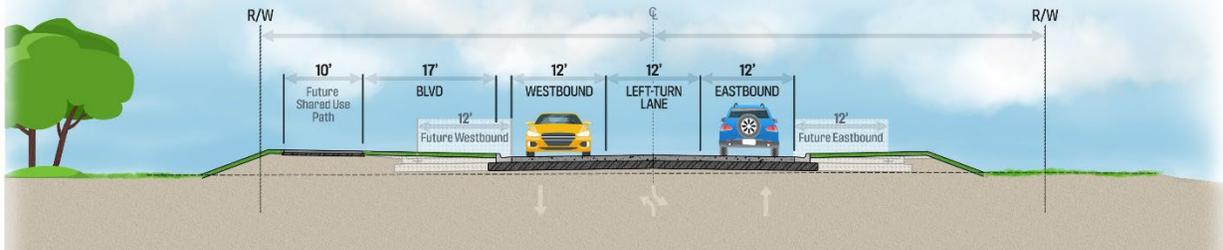
d. Alternative D: 5-Lane new Construction With 3-Lane Urban Extension

Alternative D would consist of the improvements made in Alternative B with the addition of an extension into a three-lane urban segment at the end of the five-lane section and the extension of 52nd St NE to the East Century Ave extension.

The three-lane urban segment would provide a single lane in each direction with a two-way left turn lane (TWLTL) in the center, see **exhibit 5**. 52nd St NE will consist of a single lane in each direction and 4' shoulders, see **exhibit 4**. The urban segment would continue to the intersection where 52nd St NE will be extended and connected to East Century Ave, see **exhibit 8**. A side-street stop approach on 52nd St NE at the intersection of East Century Ave and 52nd St NE is recommended for the near-term.

This alternative would also include lighting along the extension and storm sewer system under the extension.

Exhibit 5, Three-Lane Urban Section from east of Sunrise Tributary to 52nd St NE



e. Pedestrian Crossing options

The traffic operations report proposed pedestrian improvements to the north-south crosswalk at the Roosevelt Dr intersection to include a pedestrian refuge island and rectangular rapid-flashing beacons on both sides in addition to the typical high visibility pavement markings, advanced warning signing, and lighting.

Other north-south crosswalk locations such as at the Lafayette Dr intersection are also being considered to include a pedestrian refuge island.

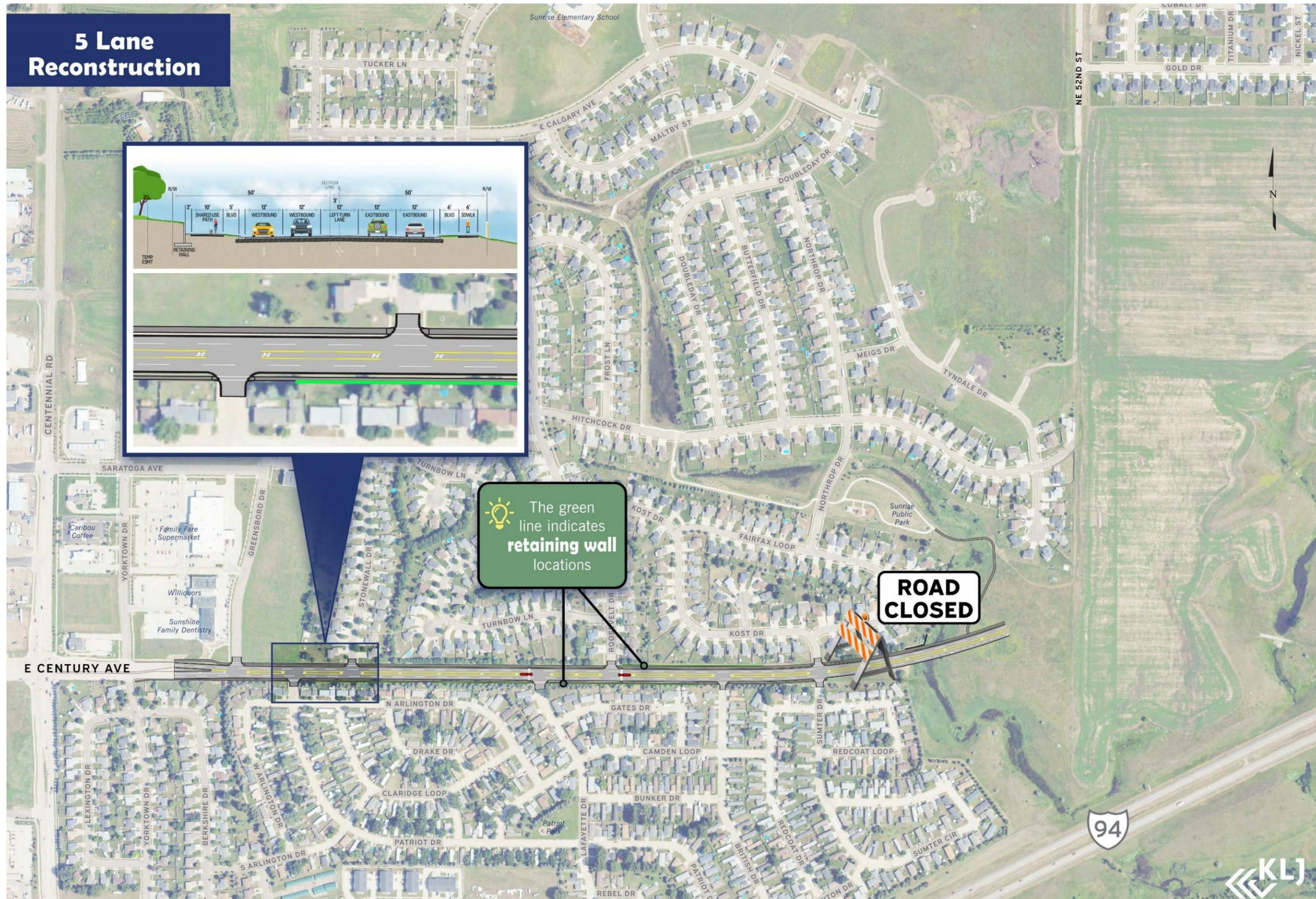


Exhibit 7, Alternative C: 5-Lane with 2 Lane Rural Extension

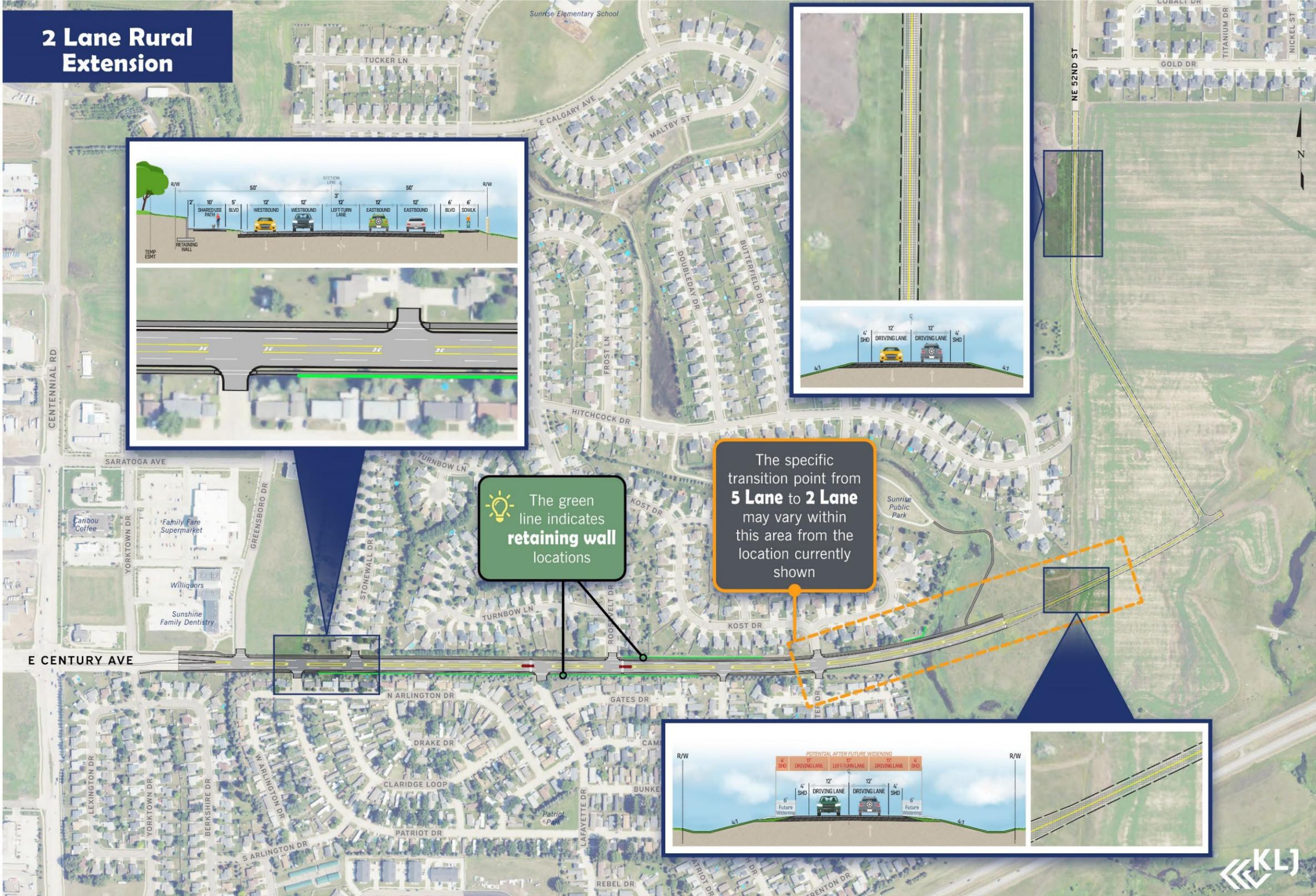
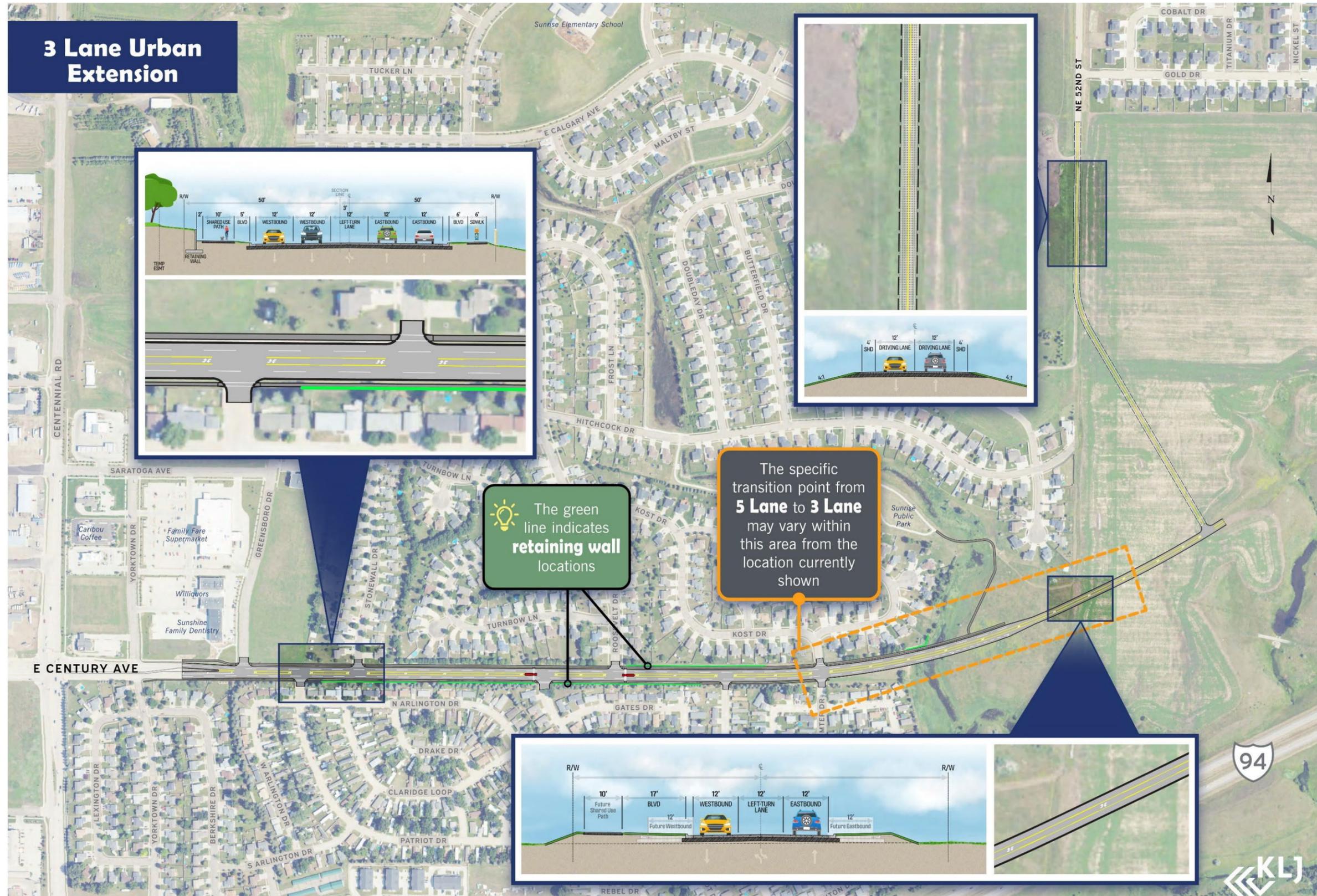


Exhibit 8, Alternative D: 5-Lane with 3 Lane Urban Extension



f. Optional Work Items

1. Option 1: Sunrise Park Shared Use Path Connection

A 10-foot shared use path connecting the existing shared use path at Sunrise Park to the proposed shared use path along the north side of East Century Ave. The proposed path would run along the east side of the Sunrise Tributary.

The path connection would require embankment along the path, a culvert to the north of its connection to the proposed East Century shared use path as well as culverts under the portion that would be crossing the Sunrise Tributary, see **exhibit 9**.

ND Department of Transportation Alternatives (TA) funding has been applied for to assist in the funding of these improvements. If TA funding is obtained, these improvements would be designed, bid, and constructed under a separate project. If TA funding is not obtained, a decision would be brought to the Board of City Commissioners for action on this item.

Exhibit 9, Option 1: Sunrise Park Shared Use Path Connection



g. Utilities

Coordination with utilities will continue to occur throughout the design and construction phases. Generally, utility impacts will be avoided where possible and protected during construction. In locations where intersection and/or storm sewer improvements cause possible conflicts, utility relocation will be coordinated with the utility owners. The extension of East Century Ave would cross a NuStar refined petroleum product pipeline. Impacts to the NuStar line could be avoided, however, NuStar identified that the infrastructure is aging and needing replacement. The replaced section of this fuel line will be designed and replaced by NuStar. Coordination with the roadway design and underground facilities will assure that future conflict would not arise during roadway construction. The NuStar line is anticipated to be relocated by Fall of 2024.

h. Work Zone Traffic Control

East Century Ave provides access to Sunrise Town Centre commercial properties, Sattler's Sunrise residential neighborhood, and Century Park residential properties from Centennial Rd and because East Century Ave ends at Kost Dr, this is a primary access location to these developments. East Century Ave will need to be closed to facilitate construction; however, consideration is being made to provide temporary access to Sattler's Sunrise and Century Park. The construction could be phased by shifting traffic onto temporary roadway surfacing for East Century Ave connecting to Patriot Dr and Stonewall Dr. East Century Ave east of Stonewall Dr would be closed through the duration of construction; however, consideration could be made to require completion by certain dates to accommodate school.

i. Maintenance Responsibility Discussion

The City of Bismarck would be responsible for maintenance of the project.

j. Summary of Engineering Issues

1. NuStar Pipeline

Avoiding impacts to the NuStars Pipeline under the extension of East Century Ave will require raising the vertical profile of the roadway to go over their facility. The raised profile may potentially create undesirable fill conditions vs impacting their facility resulting in costly reimbursable relocations. Raising the profile not only results in undesirable fill but may also impact future development requiring additional fill for development grade connections to the roadway.

2. Retaining Walls

The minimal right of way mixed with diverse terrain of highs and lows along East Century Ave may require retaining walls. The retaining walls could be eliminated or at least reduced if temporary construction easements could be obtained to allow grading into private property. Where retaining wall would be required, fencing, tree, irrigation, and landscaping may be impacted by the installation of the retaining walls. Designs would attempt to minimize these impacts, to the maximum extent feasible.

3. Sight Distance

The intersection sight distance for right turning movements at Stonewall Dr onto East Century Ave does not meet current standards. During preliminary review, the intersection sight distance requirements can be met through a combination of the following improvements:

- Shifting the high point of East Century Ave to the west
- Lowering the high point of East Century Ave
- Providing a longer more gradual vertical curve in East Century Ave

k. Summary of Environmental Issues

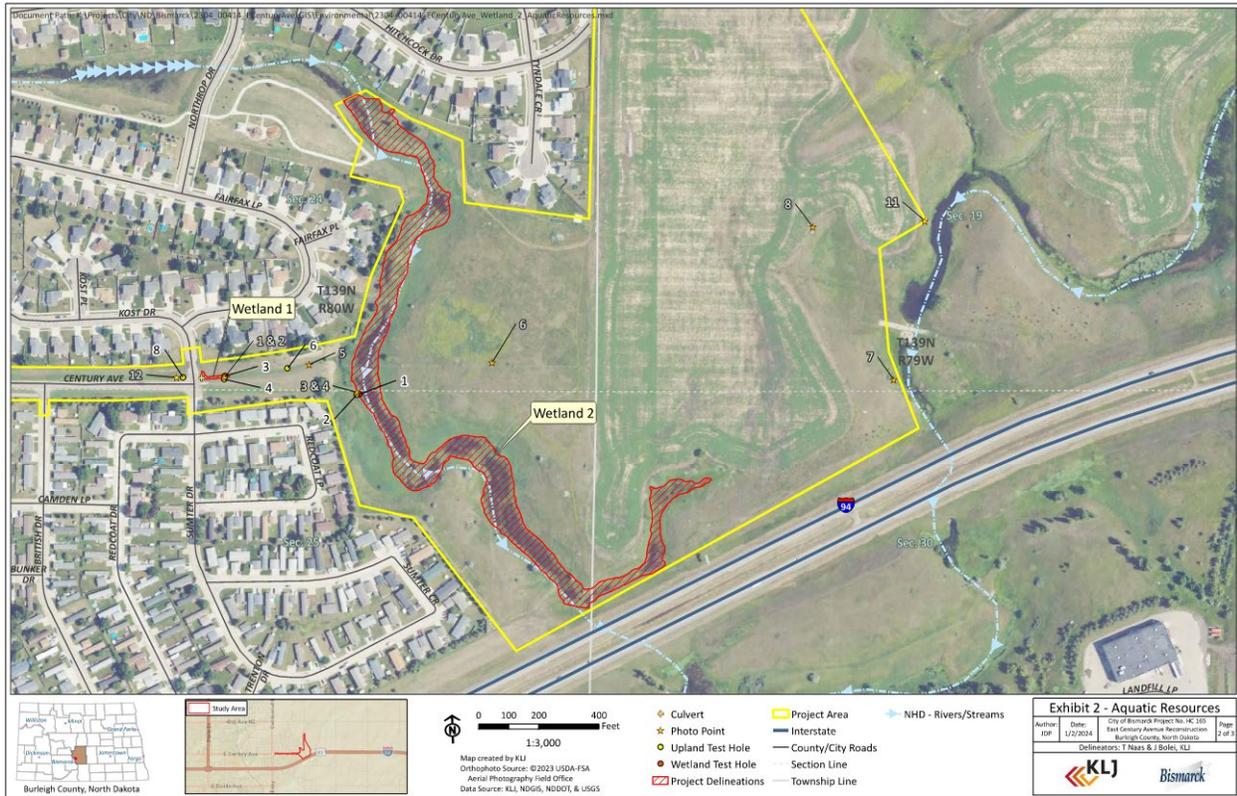
A field aquatic resource delineation was conducted by KLJ in accordance with the 1987 Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region (Version 2.0). Wetland boundaries within the study area were determined by completing United States Army Corps of Engineers (USACE) Wetland Determination Data Forms for paired test hole points and observing soils, vegetation, and hydrology in the area. For any Other Water (OW) delineations, USACE Regulatory Guidance Letter 05-05 was used in conjunction with an Other Water form.

Two wetlands, totaling 4.55 acres, were delineated within the study area. The study area spanned approximately 88.80 acres. Some aquatic resources extended beyond the limits of the study area; however, aquatic resources were only delineated to the boundary of the study area. A summary of the delineated features is shown in **Table 2, Delineated Wetlands**, and the map of the locations of these delineated features is shown in **Exhibit 10, Map of Delineated Wetlands**.

Table 2, Delineated Wetlands

Wetland Number	Test Hole (in wetland)	Location	LONG West (Dec. Deg.)	LAT North (Dec. Deg.)	Field Cowardin Classification	Wetland Type*	Wetland Size (acres)	Wetland Feature	Located in a Natural Feature
1	3	Sec.24, T139N, R80W	-100.714333	46.838068	PEMAx	Ditch	0.02	Created	No
2	1	Sec. 24, T139N, R80W	-100.712547	46.837906	PEMC	Slope (Drainage)	4.53	Natural	Yes
Totals							4.55		

Exhibit 10, Map of Delineated Wetlands



1. East Century Ave

It is anticipated that permanent wetland impacts would be approximately 0.515 acres. Temporary impacts would be approximately 0.046 acres. An approved jurisdictional determination to the USACE has been submitted. It is assumed in the cost estimate that wetlands are jurisdictional and require mitigation.

2. 52nd St NE

There are no anticipated wetland impacts along 52nd St NE connection to East Century Ave.

3. Sunrise Park Shared Use Path

It is anticipated that permanent wetland impacts would be approximately 0.095 acres. Temporary impacts would be approximately 0.032 acres. An approved jurisdictional determination to the USACE has been submitted. It is assumed in the cost estimate that wetlands are jurisdictional and require mitigation.

I. Right of Way

1. East Century Ave & 52nd St NE

Permanent right of way will be acquired in locations where proposed improvements extend beyond the existing right of way. It is anticipated that 120 foot width of permanent right of way will be acquired along roadway centerlines for the unplatted sections of East Century Ave and 52nd St NE. It is anticipated that approximately 9.0 acres of permanent right of way will be required for Alternate C or D. Temporary construction easements will also be required. See **table 3** for a breakdown of right of way acquisition.

2. Sunrise Park Shared Use Path

Part of the shared use path will be on land owned by Bismarck Park District and part will be in an existing stormwater, drainage, and pedestrian path easement. No permanent right of way or temporary construction easements are anticipated for Option 1.

Table 3, Right of Way

Right of Way Summary					
Alternative	Permanent Right of Way			Temporary Right of Way	
	Total Width (Ft)	Number of Parcels	Total Acres	Number of Parcels	Total Acres
Alternative A: No Build	0	0	0	0	0
Alternative B: 5-Lane Reconstruction	0	0	0	40	2.817
Alternative C: 5-Lane Reconstruction W/ 2-Lane Rural Extension & 52 nd St NE Connection	120	4	8.945	44	3.246
Alternative D: 5-Lane Reconstruction W/ 3-Lane Extension & 52 nd St NE Connection	120	4	8.945	44	3.246
Option 1: Sunrise Park Shared Use Path	0	0	0	0	0

m. Project Costs

The project is intended to be funded by City of Bismarck 0.5 cent sales tax, except for the watermain improvements that will be funded by the City of Bismarck water utility Fund. See **Table 4, Summary of Estimated Total Costs**.

Table 4, Summary of Estimated Total Costs

Summary of Estimated Total Costs						
	No Build	Alternative B 5-Lane Reconstruction W/ 5-Lane Extension	Alternative C 2-Lane Rural Extension	Alternative D 3-Lane Urban Extension	Alternative C or D 52 nd St NE Connection	Option 1 Sunrise Park SUP Connection
Roadway Construction Costs	\$0.00	\$14,492,253.00	\$1,735,960.00	\$3,106,909.00	\$1,786,116.00	\$671,601.00
Design Engineering	\$0.00	\$1,086,919.00	\$130,197.00	\$233,018.00	\$133,959.00	\$50,370.00
Construction Engineering	\$0.00	\$1,086,919.00	\$130,197.00	\$233,018.00	\$133,959.00	\$50,370.00
Right of Way/Temporary Construction Easements	\$0.00	\$73,614.00	\$136,428.00	\$136,428.00	\$321,999.00	\$0.00
Wetland Mitigation	\$0.00	\$73,226.00	\$0.00	\$0.00	\$0.00	\$10,278.00
Utility Relocation	\$0.00	\$100,000.00	\$1,057,071.00	\$1,057,071.00	\$0.00	\$0.00
SUBTOTAL	\$0.00	\$16,912,931.00	\$3,189,853.00	\$4,766,444.00	\$2,376,033.00	\$782,619.00
Watermain Construction Costs	\$0.00	\$1,856,100.00	\$1,168,750.00	\$1,168,750.00	\$362,940.00	\$0.00
Design Engineering	\$0.00	\$139,208.00	\$87,656.00	\$87,656.00	\$27,221.00	\$0.00
Construction Engineering	\$0.00	\$139,208.00	\$87,656.00	\$87,656.00	\$27,221.00	\$0.00
SUBTOTAL	\$0.00	\$2,134,515.00	\$1,344,063.00	\$1,344,063.00	\$417,381.00	\$0.00
TOTAL PROJECT COSTS	\$0.00	\$19,047,446.00	\$4,533,916.00	\$6,110,507.00	\$2,793,414.00	\$782,619.00

n. Comparison of Alternatives

Table 5, Comparison of Alternatives

Alternative / Options	Advantages	Disadvantages
Alternative A: No Build	Lowest initial cost; no direct impacts to the environment	Does not meet the purpose and need of the project; increased traffic will continue to impede travel efficiency and does not improve safety.
Alternative B: 5-Lane Reconstruction	Improves safety and capacity of roadway; intersection sight distance; and pedestrian facilities and crossings, addresses deteriorating pavement conditions, avoids significant utility impacts.	Does not meet the full purpose and need of the project; Large corridor footprint; Does not provide network connectivity for public and emergency services.
Alternative C: 5-Lane New Reconstruction W/ 2-Lane Rural Extension & 52 nd St NE Connection	Improves safety and capacity of roadway; intersection sight distance; and pedestrian facilities and crossings. Provides network connectivity for public and emergency services.	Large corridor footprint; increased cost; increased right of way acquisition; 2 lane rural roadway section likely needing to be converted to an urban section in the future, potential impacts to NuStar Pipeline
Alternative D: 5-Lane New Reconstruction W/ 3-Lane Urban Extension & 52 nd St NE Connection	Improves safety and capacity of roadway; intersection sight distance; and pedestrian facilities and crossings. Provides network connectivity for public and emergency services, 3 lane urban roadway section will serve the anticipated traffic demand	Large corridor footprint; increased cost; increased right of way acquisition; potential impacts to NuStar Pipeline
Option 1: Sunrise Park SUP Connection	Provides Connectivity from Sunrise Park path to East Century Ave shared use path	Increased cost; wetland impacts

F. Public Concerns / Need for Public Input

A Public Input Meeting was held on February 22, 2024, at the Sunrise Elementary School Cafetorium. A direct mailer notification of the public input meeting was sent to all property owners within one-half mile of the project corridor including all of Century Park/Sattler Sunrise developments, all of Silver Ranch south of 43rd Ave NE, Bismarck Parks and Recreation, Bismarck Public Schools, and area developers. A press release was distributed, legal ad was printed in the newspaper, and Sunrise Elementary School distributed the notice to their mailing list of parents. The meeting was held with an open house format where participants were able to talk with the project team individually. A formal presentation was given, and an informational handout was also available. A total of 35 people attended the meeting, and 19 comments were received during the two-week comment period that followed via email or comment cards.

Comments expressed by the public focused on:

- Visibility/Sight Distance of oncoming traffic from the east at Stonewall Dr
- Will it address current drainage/stormwater conveyance through the corridor
- Where five lanes end and where the road will extend to
- Where retaining walls will be
- How Improvements to I-94 Exit 161 will affect the project
- Coordination with NuStar
- Will existing dead end roadways connect into 52nd St

Please refer to **Appendix A, Public Input Comments** for the written comments that were received and the minutes from the public input meeting.

CITY DECISIONS

1. Do you concur with the project concepts as proposed?

_____ Yes

_____ No

2. Which alternative should proceed with the project?

_____ Alternative A – No-Build Alternative (\$0)

_____ Alternative B – 5-Lane Reconstruction – East of York Dr. to East of Sunrise Tributary
(roughly 980' east of Kost Drive) (\$19,047,446)

_____ Alternative C – 5-Lane Reconstruction W/ 2-Lane Rural Extension & 52nd St SE Extension
(\$26,374,775)

_____ Alternative D – 5-Lane Reconstruction W/ 3-Lane Urban Extension & 52nd St SE Extension
(\$27,951,367)

Amendments/Comments for Project No. HC 165:

Gabe Schell, City of Bismarck Engineer

Date

APPENDIX A

Public Inputs Comments



Public Input Meeting — Minutes

East Century Avenue

HC 165

Date: 2/22/2024

Facilitator: KLJ Engineering

Time: 6:00-8:00 PM

Location: Sunrise Elementary School

Question and Answer Session

Comment: How far east do the retaining walls extend?

Response: Current proposed retaining wall locations are assumed worst case scenario ranging from 2 feet to 5' in height. The retaining walls are located at the south side of E Century between Patriot Drive and Lafayette Drive, the south side of E Century between Lafayette Dr and British Drive, the north side of E Century between Roosevelt Drive and Kost Drive, and the north side of E Century near the Sunrise Coulee.

Comment: Will the project address the issues with ponding water, silted in culverts, undersized culverts?

Response: One of the goals of urbanizing a corridor will be to eliminate the existing ditches and culverts, capturing water into the storm sewer system and carrying that stormwater in underground trunk lines until they discharge at outfall locations. Ponding water will be addressed by providing positive drainage and undersized culverts will be address by sizing the storm sewer to accommodate the required design storm event.

Comment: Where does the 5-lane reconstruction section currently end?

Response: The current proposed 5-lane reconstruction ends just immediately east of the Sunrise Coulee, but the exact location may vary between Kost Dr and the Section Line of 52nd Street. Currently, the 5-lane section is strategically carried over Sunrise Coulee so that drainage structures (culverts) are installed to the correct length and not needing to be widened again in the future if the roadway is further expanded.

Comment: Has the project been coordinating with NuStar about crossing their facilities?

Response: The project does require coordination with private utilities, which has already been started. The project team has met with NuStar about the requirements/agreements necessary to cross their easement/facilities. No agreements have been made at this time.

Comment: Will the NuStar and other agreements be public information?

Response: Yes, City agreements with these utility companies will ultimately become public information, but at what time those agreements may become available is unknown at this time.

Comment: Will the existing roadways that currently dead-end, such as Hitchcock, Fairchild, and Calgary Drive, connect into 52nd Street?

Response: The project is not currently proposing to provide these connections, but will accommodate their future connection. The connections would most likely be made when the area develops and a private developer installs this infrastructure.

Comment: What are the next steps? When will it be constructed?

Response: The preliminary engineering is anticipated to be completed in March, 2024 with City Commission Presentation in late March/early April, 2024. Upon City Commission decisions, final design and right of way will begin in April, with final plans completed in the Fall of 2024. A bid date has not yet been set, but the project would likely be bid in Fall 2024 or early 2025 with construction during the summer of 2025.

Comment: Have you considered how the improvements to Exit 161 (Centennial/Expressway Interchange) will affect this project?

Response: The project is aware of the proposed improvements at Exit 161. The two projects will likely be under construction at the same time. The project team did review the traffic control for the Interchange, with concerns that the access at Trenton Drive may be impacted. However, the project does not have any proposed closures to Trenton Drive that would impact access to Century Park. However, to further mitigate these concerns with access, the City/design team is reviewing temporary access along East Century so that access would be maintained to Silver Ranch at Stonewall Drive and to Century Park at Patriot Drive.

Comment: Will the project address the issues with visibility of oncoming traffic at the intersection of Stonewall Drive and East Century?

Response: The design team is aware of the sight distance concerns at this intersection, due to the high point in East Century Avenue. We are currently reviewing options to shift the high point of East Century Avenue further west, lowering the high point of East Century Avenue, and providing a longer, flatter, more gradual vertical curve in East Century Avenue. Through a combination of these

Comment: Does the project start where the roadway starts to transition down to the narrow 2-lane section (near Centennial)?

Response: Yes, the project will tie-into the existing concrete section that is widened to accommodate the turn lanes at Centennial Road.

Comment: The intersection of 43rd Ave and Roosevelt Drive is currently very busy, and it is difficult to turn onto 43rd during busy periods. Has the project considered a traffic signal for this intersection? It may need one when that is the only access point to Sattler Sunrise.

Response: The intersection is outside of the scope of this project, but consideration may be needed during construction due to increased traffic volumes requiring to use this intersection. Gabe stated that the City would likely review solutions starting with the least amount of impacts before immediately providing a signal. Reducing the speed limit, providing 4-way stop control, and other measures would be considered to improve the intersection level of service.

Comment: Will East Century Avenue continue and tie into the 66th Street (potential future interchange at 66th)?

Response: The City's Master Plan would continue to extend East Century Avenue to 66th Street.

Comment: Will the project provide trees along the boulevards as shown in the exhibits provided?

Response: Trees would be proposed, where they could be accommodated based on boulevard widths. The design team will work with the City's forester to determine trees that could be sustained in these locations, without creating maintenance issues. Additionally, the forester will help determine if boulevard widths can accommodate trees.

Comment: Any roundabouts, traffic control being installed at any of the intersections?

Response: No roundabouts are proposed for this project.

Comment: Can the extension portion with 52nd be completed first to allow for additional access during the reconstruction of Century?

Response: The design team will review and discuss with the City about providing milestone completion so that additional, likely temporary, access to Sattler Sunrise could be provided along 52nd Street. However, there may not be added value that supports the costs of doing this, as most vehicles would likely still utilize the intersection of Roosevelt Drive and 43rd to access Sattler Sunrise. This will be reviewed and considered with the City.

Comment: How will the project be funded? Just 0.5 cent sales tax or will there be any special assessments for those in Sattler Sunrise?

Response: Currently, it will be the recommendation to City Council that the project be funded through the 0.5 cent sales tax without any special assessments.

Comment: [REDACTED] mentioned the connections to Trenton have decreased traffic onto E Century by about 2/3?

- a. He said that there are some options to close at least one connection to E Century
- b. Options to regrade side streets
- c. He is adamantly opposed to commercial type special assessments to Century Park
- d. He doesn't think the sidewalk is needed along the south side of E Century

Comment: Property owner at the NE corner of E Century and Roosevelt is concerned about how close is property is to the roadway

- a. He is not opposed to a retaining wall or discussing regrading/replanting portions of his yard

Comment: Landowner off Red Coat Loop said that water always sits in the ditch to the north of him along the south side of E Century



Meeting Comments from Written Cards

Date: 2/22/2024
Attendees: See Sign In Sheets

Facilitator: KLJ Engineering
Comments: East Century Avenue

Comment 1

E Century Ave Centennial Rd to Kost Dr: Remove the hill at Stonewall and Century.
Extension of E Century Ave and 52nd St NE:

Comment 2

E Century Ave Centennial Rd to Kost Dr: Concerns regarding increased noise from traffic, safety of pedestrians with through traffic, decreased property values on homes that border Century Ave or are in close vicinity.
Extension of E Century Ave and 52nd St NE:

Comment 3

E Century Ave Centennial Rd to Kost Dr: One thought we have is to not be so concerned about planting trees along the roads. They need water if not they look bad. I think the money could be spend elsewhere.
Extension of E Century Ave and 52nd St NE:

Comment 4

E Century Ave Centennial Rd to Kost Dr: Very much Needed!
Extension of E Century Ave and 52nd St NE: Good for the Future Too!

Comment 5

E Century Ave Centennial Rd to Kost Dr: I have concerns about how the retaining wall will be put in and any affect it might have on my existing yard
Extension of E Century Ave and 52nd St NE:

Comment 6

E Century Ave Centennial Rd to Kost Dr: It is definitely needed. Century gets so congested with people needing to turn it will be so nice to have center lane for turning. I'm hoping for a walking path or sidewalk along the road as well.
Extension of E Century Ave and 52nd St NE: All for this one as well. Having a Three lane with sidewalks or walking paths along this road will also be needed. With two kids it would be nice to be able to get over to the other developments while on walks or bike rides without halving to walk/ride on the shoulder of a busy road.
It would make more sense to complete this section first before reconstructing Century to give another part of access. Also making Hitchcock & the road N of Hitchcock off Tyndale to temp connect to 52nd during construction.

E Century Ave HC 165



COMMENTS

What are your thoughts and comments on the
reconstruction of E Century Avenue from Centennial Road to Kost Drive?

Remove the hill @ Stonewall + Century

What are your thoughts and comments on the
extension of E Century Avenue and 52nd St NE?

E Century Ave HC 165



COMMENTS

What are your thoughts and comments on the **reconstruction of E Century Avenue from Centennial Road to Kost Drive?**

Concerns regarding increased noise from traffic,
safety of pedestrians with through traffic,
decreased property values on homes that
border Century Avenue or are in close
vicinity

What are your thoughts and comments on the **extension of E Century Avenue and 52nd St NE?**

E Century Ave HC 165



COMMENTS

What are your thoughts and comments on the reconstruction of E Century Avenue from Centennial Road to Kost Drive?

*one idea thought we have is to not be so concerned about planting trees along the road, they are not upkeep if not they look bad. I think there it's could be spend elsewhere.
Thank you*

What are your thoughts and comments on the extension of E Century Avenue and 52nd St NE?

E Century Ave HC 165



COMMENTS

What are your thoughts and comments on the **reconstruction of E Century Avenue from Centennial Road to Kost Drive?**

Very much needed!

What are your thoughts and comments on the **extension of E Century Avenue and 52nd St NE?**

Good For The Future Too!

E Century Ave HC 165



COMMENTS

What are your thoughts and comments on the
reconstruction of E Century Avenue from Centennial Road to Kost Drive?

I Have CONCERNS about How THE Retaining
Wall will Be Put IN and any EFFECT
it MIGHT Have ON my exciting yard



THANKS

What are your thoughts and comments on the
extension of E Century Avenue and 52nd St NE?

E Century Ave HC 165



COMMENTS

What are your thoughts and comments on the **reconstruction of E Century Avenue from Centennial Road to Kost Drive?**

It is definitely needed. Century gets so congested with people needing to turn it will be so nice to have a center lane for turning. I'm hoping for a walking path or side walk along the road as well.

What are your thoughts and comments on the **extension of E Century Avenue and 52nd St NE?**

All for this one as well. Having a 3 lane with side walks or walking paths along this road will also be needed. With 2 kids it would be nice to be able to get over to the other developments while on walks or bike rides without having to walk/ride on the shoulder of a busy road.

It would make more sense to complete this section first before reconstructing Century to give another part of access. Also making Hitchcock to the ~~main~~ road N of Hitchcock off Tyndale to temp connect to 52nd during construction.



Meeting Comments from Online Input

Date Start: 2/22/2024
Date End: 3/8/2024

Facilitator: Online
Comments: East Century Avenue

Comment 1

E Century Ave Centennial Rd to Kost Dr: Much needed

Extension of E Century Ave and 52nd St NE: much needed as the area grows make it 4 lanes so it doesn't have to be widened in 5 years. Also put interstate ramp in!

Comment 2

E Century Ave Centennial Rd to Kost Dr: It is long overdue. I am glad to see the addition of a center lane in addition to two lanes each direction.

Extension of E Century Ave and 52nd St NE: I would like to see the urban roadway project implemented as traffic is only going to increase in that area with the continued construction. It would be nice to see 52nd St NE expanded as much as possible now to ease future expansion. With the amount of houses on the 71st Ave corridor, the use of 52nd is only going to increase with this added access.

Comment 3

E Century Ave Centennial Rd to Kost Dr: May as well build it for the near future, the "urban 3-lane roadway makes the most long-term economical sense.

Extension of E Century Ave and 52nd St NE: If this "can" gets kicked down the road it will only cost much more in the coming years, best to complete it now.

Comment 4

E Century Ave Centennial Rd to Kost Dr: I think this is perfect and what is needed! Worried about possible back ups at Greensboro Drive with drivers trying to make left turn from Greensboro to Century. Already have to wait a bit at peak traffic times. Also showing only "for sure" exit out of development will be to 43rd during construction isn't ideal, especially during school months with Legacy students and buses all trying to access the subdivision.

Extension of E Century Ave and 52nd St NE: Extension is fine. Not sure why 52nd isn't being expanded to more than a rural 2 lane road. At public meeting Bismarck guy said they don't want to put in roads that look nice but aren't needed. Not sure what he's talking about, there are already 2 elementary schools and possible hundreds of houses going into Silver Ranch...of course the expanded road is needed, it probably already is! Of course people are going to build by an elementary school. 52nd should be expanded to, at minimum, a 3 lane road from Century to 43rd.



Comment 5

E Century Ave Centennial Rd to Kost Dr: I am in favor of the reconstruction segment of this project. It is needed. I do have concerns about the traffic phasing for the area. I do not think 43rd would work for the entire development as a route to get onto Centennial Drive. Traffic should be able to get through to Centennial at least one of three ways during construction: Stonewall Drive West onto Centennial Drive, Lafayette Drive South onto Trenton Drive West onto Centennial Drive, or Sumter Drive South onto Trenton Drive West onto Centennial Drive.

Extension of E Century Ave and 52nd St NE: With the minimal cost increase, I think that a concrete 3-lane roadway on Century would make sense. As the rest of Century is Concrete, for continuity, it could be concrete throughout and require less costs in the future.

Comment 6

E Century Ave Centennial Rd to Kost Dr:

Extension of E Century Ave and 52nd St NE: I am disappointed to find out that once the road meets 52nd, that it will remain a 2 lane road way. Bismarck notoriously functions in a "reactive" manner, instead of proactive. We saw that with 43rd Ave alone. This area of town is close to 2 different elementary schools and a high school. Telling the community the reason for not having it be a MINIMUM of a 3 lane road is because there "aren't enough houses," is not reasonable. This area of town will continue to grow residentially, and should definitely be treated as such.

Comment 7

E Century Ave Centennial Rd to Kost Dr: Would agree on doing Century as a 5 lane road. But what is the reasoning to drop it to a 3 lane road where it connects to 52nd? In a few short years that will be a major roadway needing reconstruction into a 5 lane road anyway. Wouldn't it be more cost efficient to completely build Century as a 5 lane road to its terminus at 52nd? After all, costs are just going to increase. I would much rather see this done right the first time.

Extension of E Century Ave and 52nd St NE: Is 52nd second planning on becoming a major arterial road out of Silver Ranch development? Wouldn't it make sense to build 52nd to the future Bismarck traffic plan standards? Connecting Century will just add more traffic to 52nd, and just making it a 2 lane rural roadway seems like it is underbuilt. Traffic will be increasing in a few short years as more and more houses are completed in Silver Ranch.

From: EastCentury
Sent: Monday, February 26, 2024 12:15 PM
To: [REDACTED]
Cc: Brad Krogstad
Subject: RE: Public input meeting - Grading down a portion of E Century.

Good Afternoon [REDACTED],

Thank you for the email. We are aware of the concerns with visibility due to this hill, specifically at this intersection. The concerns have been noted both during our preliminary design review and by several comments like yours! One of our design requirements is to ensure adequate sight distance/visibility without obstructions. At this intersection, we are doing several things to help with this issue:

- Shifting the high point of E Century Ave further west so that it's closer to Stonewall Drive
- Lowering the high point of E Century Ave so that drivers stopped at Stonewall Drive are not sitting much lower than the top of the hill
- Providing a longer, more gradual vertical curve in E Century Ave so that drivers can see further distances without obstruction

Through a combination of all of these improvements, we've been able to exceed the minimum requirements for sight distances with our design speed. We feel there will be a significant improvement upon project completion.

Thank you again for your comment/question. Please don't hesitate to contact us if you have any other questions.

Thanks,

Todd Hummel PE



701-271-4860 **Direct**
701-315-0393 **Cell**
300 23rd Ave E, Suite 100
West Fargo, ND 58078
kljeng.com

From: [REDACTED]
Sent: Monday, February 26, 2024 11:30 AM
To: EastCentury <EastCentury@kljeng.com>
Subject: Public input meeting - Grading down a portion of E Century.

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

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Good morning,

Thank for the information. It sounds like this will be a great improvement. We do have one question though.

We live on Stonewall Drive and currently, when we are at the stop sign on Stonewall Dr at Century Ave, it is very difficult to see the oncoming traffic from the east due to the slight hill obstruction. Are there plans to lower or grade down East Century Ave a bit (the portion just east of Stonewall Drive) so that the Stonewall Drive traffic has an unobstructed view of oncoming traffic? We have witnessed some close-call potential accidents and with increased traffic, it could pose an issue, especially on icy days when we cannot take off very fast from Stonewall Dr.

Thank you for your time,

████████████████████

Sent from my Verizon, Samsung Galaxy smartphone

From: EastCentury
Sent: Thursday, March 7, 2024 1:56 PM
To: [REDACTED]; EastCentury
Cc: Brad Krogstad
Subject: RE: East Century Project

Good Afternoon [REDACTED],

Thank you for the email. We appreciate your comments on the proposed project and will incorporate these into the engineering report. At this time, the proposed improvements would be tentatively constructed in the summer of 2025.

If you have any other questions or comments, please don't hesitate to contact us.

Thank you,

Todd Hummel PE



701-271-4860 **Direct**
701-315-0393 **Cell**
300 23rd Ave E, Suite 100
West Fargo, ND 58078
kljeng.com

From: [REDACTED]
Sent: Thursday, March 7, 2024 11:48 AM
To: EastCentury <EastCentury@kljeng.com>
Subject: East Century Project

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3 Lane with center turning
lane.....YEEEEEEEEEEEEEEEEES!!!!!!!!!! The 5 lane with
center turning lane absolutely NOOOOOOOOOO! The
proposed walking paths.....YEEEEEEEEEEEEEEEEES!!!!!!!!!!

How about starting construction this year,
2024.....YEEEEEEEEEEEEEEEEES!!!!!!!!!!

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]