

TRANSCRIPT OF PUBLIC HEARING

Held on April 3rd, 2008
At the Wingate Inn
Fargo, North Dakota

**FARGO I-94 AND 45TH STREET INTERCHANGE AND I-94
AUXILIARY LANES FROM 45TH STREET TO I-29**

Project No. IM-8-094(055)348, PCN Number 16216



Prepared by

**HWS CONSULTING GROUP INC.
OMAHA, NEBRASKA**

In association with
**HOUSTON ENGINEERING
FARGO, NORTH DAKOTA**

<http://hws.com>

April 2008

TRANSCRIPT OF PUBLIC HEARING

IM-8-094(055)348, PCN Number 16216

45th Street and I-94 Interchange and I-94 Auxiliary Lanes from 45th Street to I-29

Public Hearing held at the Wingate Inn, Fargo

April 3rd, 2008

5:00 p.m. – 7:00 p.m.

Formal Presentation at 5:30 p.m.

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1. NOTICE OF PUBLIC HEARING

Below is a copy of the Public Hearing Notice advertisement was published in the Fargo Forum on March 19th, 2008, fifteen days prior to the meeting. On the following page is a tearsheet of the page on which the advertisement was run. The affidavit of publication is also included on page 3. Page 4 displays the press release used for the public hearing.

PUBLIC HEARING

WHY?

To discuss proposed improvements to the Interstate 94 and 45th Street Interchange. The project consists of identifying and evaluating alternatives for improving the bridge and ramps at the Interstate 94 and 45th Street Interchange.

WHEN?

April 3, 2008
Open House: 5:00 p.m. to 7:00 p.m.
with a formal presentation at 5:30 p.m.

WHERE?

Wingate Inn
4429 19th Avenue SW
Fargo, ND 58103

**OPEN HOUSE
CONDUCTED BY**

ND Department of Transportation (NDDOT)
and HWS Consulting Group

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

Representatives from the NDDOT and HWS Consulting Group will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by April 17, 2008, to Dawn Steffen, HWS Consulting Group, 825 J Street, Lincoln, NE 68508
Email: dsteffen@hws.com
Note "Public Input Meeting" in email subject heading.

DISABILITIES: People with disabilities who plan to attend the meeting and need special arrangements should contact Steve Salwei before the meeting.
Phone: 701-328-3689 TTY : 701-328-4156

PROOF OF PUBLICATION

I, Julie Perleberg, being duly sworn on oath now and during all times herein stated, have been the publisher and designated agent of the publication known as, The Forum ("Publication") and have full knowledge of the facts herein stated as follows:

The 2col x 7" ad for HWS Consulting ("Ad/Advertiser") was distributed to the Publication's full circulation on Wednesday, March 19th, 2008.

By: Julie Perleberg

State of North Dakota .
County of Cass .

PRESS RELEASE

A public input meeting will be held April 3, in Fargo to discuss proposed improvements to the Interstate 94 and 45th Street Interchange. The public is invited to attend this open house, which will be conducted by the North Dakota Department of Transportation and HWS Consulting Group.

The meeting will consist of an open house from 5 to 7:00 p.m., with a formal presentation beginning at 5:30 p.m. at the Wingate Inn, located at 4429 19th Avenue SW in Fargo. During this time employees from NDDOT and HWS Consulting Group will address questions and concerns about this project, which consists of identifying and evaluating various alternatives for improving the bridge and ramps at the Interstate 94 and 45th Street Interchange.

Written statements or comments about this project can be mailed to Dawn Steffen, HWS Consulting Group, 825 J Street, Lincoln, NE 68501. Emails may also be sent to dsteffen@hws.com. Please note "Public Input Meeting" in email subject heading. Correspondence must be received by April 17, 2008.

People with disabilities who plan to attend the meeting and need special arrangements should contact Steve Salwei before the meeting at (701) 328-3689.

2. EXPLANATION OF PUBLIC HEARING

PURPOSE

Public Hearings in regard to roadway projects are held to inform the public of proposals for roadway improvements and to make known to the North Dakota Department of Transportation (NDDOT) the views of interested parties, prior to completion of final plans.

Such hearings (or acceptable substitute procedures) are required by federal law in some cases involving the expenditure of federal funds for roadway improvements. In addition, they are in accordance with the policy of NDDOT to ensure the proper consideration is given to all social, economic, and environmental factors before the final decisions are reached in regard to roadway improvement projects.

PROPOSED IMPROVEMENTS

The proposed improvements have resulted only after careful study and consideration of all known pertinent factors. Engineering and economic factors, traffic behavior and desires, and safety have played an important part in the development of these plans. However, the present and future environmental, economic, and social needs of the community and the state have also been considered. Study reports covering all alternatives are available for examination or copying.

HEARING PROCEDURE

A public hearing was conducted with a formal presentation shortly after the commencement of the hearing. Various exhibits illustrating the proposed alternatives were displayed. At the conclusion of the formal presentation, the floor was open for public comments and question. Following the group question period, an open house format allowed attendees to focus on the exhibit station and to ask individual questions of the project team.

THE RECORD

The Certified Realtime Reporter recorded the presentation and comment session. Comment forms were available for written comments that would be included in the transcript. Transcripts were furnished by the NDDOT and are made available to any interested party. These records are utilized in reviewing the points brought forth at the meeting.

POST HEARING

Following the public hearing, representatives from the City of Fargo, NDDOT, and the Federal Highway Administration reviewed the project alternatives under consideration on the basis of what was brought forward during the hearing. When all factors have been addressed satisfactorily, the Department of Transportation will choose a design alternative and proceed with preparation of final plans.

3. PUBLIC HEARING HANDOUT

I-94 and 45th Street Interchange

April 3, 2008
Public Hearing

Formal Presentation at 5:30Project Concept Report

Welcome!

Thank you for coming this evening. The North Dakota Department of Transportation, with the cooperation of HWS Consulting Group, has been planning improvements to the Interstate 94 and 45th Street Interchange. The project consists of identifying and evaluating alternatives for improving the bridge and ramps at the Interstate 94 and 45th Street Interchange.

This is the final public meeting that will be held for the study. The purpose of this meeting is to present a list of recommended alternatives with the anticipated impacts. One of the most important aspects of the study is to have an effective public participation program. Suggestions made by area property owners are very helpful and will be considered when selecting a preferred alternative. The North Dakota Department of Transportation is committed to having a comprehensive public participation program for this study. Please fill out a comment form and tell us about any questions or concerns you have about this project. We look forward to hearing from you!



Contact Information

Dawn Steffen
HWS Consulting Group
825 J Street
Lincoln, NE 68508
1.800.279.4972
email: dsteffen@hws.com



Project Approach

The approach of this project is summarized in the following:

- Analyze the existing traffic conditions.
- Develop preliminary alternatives.
- Evaluate preliminary alternatives.
- Present preliminary alternatives to public and receive comments.
- Develop draft project concept report.
- Present the draft project concept report to the public for review and comment.

Project Purpose

The purpose of the project is to develop and analyze various improvements for the 45th Street and I-94 Interchange in order to accommodate future traffic conditions. A traffic analysis was performed which indicated the current lane configuration will not operate satisfactorily in the future. As a result various improvement alternatives were examined and analyzed. Tonight's meeting is intended to provide the public with analysis information regarding the alternatives and any of their related impacts along with an opportunity to comment on the project.



Schedule

2007
May

Public Input Meeting

Introduction of Project
Present Preliminary Alternatives
Receive Public Comments

2008
April

Public Hearing

Present Draft Project Concept Report
Receive Public Comments

2008
May

Final Project Concept Report

The above schedule should be considered preliminary. Exact dates for future milestones and any changes may occur without notice.



APPENDIX A
Transcript of the Public Hearing

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PUBLIC HEARING
FOR THE I-94 AND 45TH STREET INTERCHANGE

DATE: Thursday, April 3, 2008
PLACE: Wingate Inn
Fargo, North Dakota
REPORTED BY: Sandra K. Bjerke, RDR, CRR

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A P P E A R A N C E S

FOR THE NORTH DAKOTA DEPARTMENT OF TRANSPORTATION:

Kevin Gorder
Dave Leftwich
Steve Salwei
Ardin Striefel
Michael Johnson

FOR THE CITY OF FARGO:

Mark Bittner
Brenda Derrig
Jeremy Gorden

FOR HWS CONSULTING GROUP:

Michael Gorman
Ryan Huff
Austin Yates

FOR HOUSTON ENGINEERING:

Jeremy McLaughlin

MEMBERS OF THE PUBLIC

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P R O C E E D I N G S

(Whereupon, the Public Hearing in Regard to the I-94 and 45th Street Interchange commenced at 5:32 p.m., as follows:)

MR. SALWEI: I think we'd like to get started this evening. I'd like to welcome everybody for coming this evening.

We're here to talk about the rehabilitation of the 45th Street interchange and possibly adding some auxiliary lanes to I-94 from I-29 over to 45th Street.

My name is Steve Salwei. I'm an engineer with the DOT, and my office is actually in Bismarck.

With me today, there's quite a few representatives, so I'll try to introduce them all. We've got Mark Bittner, the Fargo city engineer. We've got Brenda Derrig in the back, also with the city.

We have Kevin Gorder with the Fargo District with the DOT. We have Dave Leftwich, Arden Striefel and Mike Johnson in the back. They are also with the DOT from Central Office in Bismarck.

The DOT, along with the city, we hired a consultant, HWS, to do the environmental document and the traffic operations report for us. So with HWS I have Mike Gorman, Ryan Huff and Austin Yates. He's out managing the table.

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1 And with HWS, they also have -- they've teamed
2 up with Houston Engineering, and I have Jeremy
3 McLaughlin in the back with Houston.

4 The project that we're looking at is, it's an
5 interstate -- it's on the interstate system, so it's 90
6 percent federal dollars, 10 percent state dollars.

7 There is no city-required funding in this
8 project unless the city would decide to put some
9 utilities in the area, and then the city would be asked
10 to participate in that.

11 Also, the auxiliary lanes on the interstate,
12 of course, they'd be the same funding, a 90/10.

13 The project we're looking at ranges anywhere
14 from around 4 to 6 million dollars, depending upon
15 which options are chosen and if we would put the
16 auxiliary lanes on I-94 as well.

17 This is a public hearing. It's probably your
18 last chance to comment. So if you have any options
19 you'd like to see carried forward, please let us know.
20 If you don't want to get up in front of the group,
21 please pull one of us aside afterwards. We're going to
22 continue the open house until 7 o'clock this evening.
23 So someone will be here.

24 So at this time I'd like to turn it over to
25 Mike Gorman, and he will actually walk us through all

1 the improvements.

2 MR. GORMAN: Okay. Thank you. See if this
3 works, and it does. That's great.

4 Well, first of all, I'd like to also thank all
5 of you for being here tonight. Just from my count of
6 looking at the faces I'm not familiar with, I think
7 we've increased our participation by about 700 percent
8 from the last meeting we had, so thank you all for
9 coming.

10 I would like to point out, and I don't
11 remember if Steve did or not, but we do have a
12 stenographer with us here tonight and that is to take
13 down all of the comments that are made with the
14 presentation, because it's important, the discussions
15 that you have with us, and not only because of the fact
16 that it makes it a better project, but we want to make
17 it a part of the record of the project. So please
18 speak up, and we'll record your comments as well.

19 Why are we here tonight? Well, we're here to
20 discuss the 45th Street/I-94 interchange. You folks
21 are familiar with that interchange that live here and
22 have businesses here.

23 Currently it's quite congested during the peak
24 periods, the a.m. peak and the evening peak. We have a
25 very heavy westbound movement that goes from the I-29

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1 interchange past 45th Street. There's actually more
2 traffic that gets off at 45th Street than continues on
3 west on I-94, so quite a heavy amount of traffic there.

4 Through the years, the city has improved 45th
5 Street to six lanes north of the interchange and six
6 lanes south of the interchange. So there's a portion
7 right on the bridge where you have lane drops. You
8 can't continue on a through lane, and there's the
9 turning movements that are on the bridge that cause
10 some awkward movements.

11 So it's not a -- you know, most of us like to
12 get into a lane and stay on that lane as we're going
13 through these areas, and here you could get trapped and
14 have to drop off. So we want to maintain lane
15 continuity through the bridge to connect with 45th
16 Street on either side.

17 Part of our task was to review the existing
18 conditions. Then we were to look at, well, as the area
19 continues to grow and as Fargo has grown, particularly
20 in this area, look at what would the traffic conditions
21 be like 20 or so years from now.

22 And Ryan can explain kind of how we do that,
23 but it's through travel demand modeling and it's
24 through looking at land use and the street system.

25 You know, as we apply that future traffic that

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2 configuration, we can really get a handle on not only
3 the deficiencies that occur today, but what's going to
4 happen in the future.

5 And then once we do that, we start to develop
6 some improvement scenarios that will accommodate that
7 future traffic. So that's really kind of what we were
8 assigned to do, is look at those things.

9 Traffic has really increased. We're expecting
10 it to increase quite a bit more. As you can see, the
11 north leg is a little over 30,000 expected -- 30,000
12 vehicles per day now. Expected to go to almost 40,000
13 vehicles per day in the future.

14 South leg is about 17,000 vehicles now.
15 Expected to go to almost 50,000 vehicles per day in the
16 future with the land use that we're expecting and the
17 growth that we're expecting, you know, again over the
18 next 20 years.

19 The study area includes the 45th Street
20 interchange and I-94 between 45th Street and I-29.

21 Our approach, and I kind of went through that
22 a little bit, is to first analyze the existing
23 conditions, develop some alternatives, evaluate those
24 alternatives. That's really what we started a year ago
25 when we met in this -- actually right here. Present

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1 the preliminary alternatives to the public, and then

2 once we're done and we receive the comments from
3 tonight, we'll be in a position to finish the Project
4 Concept Report, which includes all of these factors.
5 We're holding this public hearing to get your comments,
6 and then we'll finalize the concept report after that.

7 I think with that, I'll turn it over to Ryan
8 and he'll talk about the traffic analysis work that was
9 completed.

10 MR. HUFF: Thanks, Mike. One of the things we
11 did, I guess, to evaluate the interchange is we first
12 had to look at, as Mike alluded to, existing year
13 traffic at the interchange and future year traffic.

14 What we did is we obtained counts at the
15 interchange, I guess, in 2006. We analyzed what those
16 conditions were like, and I'll walk through those here
17 in a second. We also got -- obtained future year
18 traffic projections from the Fargo-Moorhead
19 Metropolitan Area Council of Governments. We plugged
20 the information they gave us into the interchange and
21 then to see what happens, essentially.

22 Like I said originally, or Mike alluded to, we
23 looked at the traffic operations at the interchange,
24 and what you're seeing here is kind of a drawing of the
25 interchange with I-94 running up and down and then 45th

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1 Street running side to side. 19th Avenue, 23rd.

2 What this -- I guess it's a little difficult
Page 8

3 to see, but what we did is we took the traffic volumes
4 and put them into a program to determine, I guess, the
5 level of congestion that you would expect to experience
6 at these -- at each intersection.

7 A level of service is just a way -- I guess we
8 look at level of service as a grading system that kind
9 of rates congestion on the letter scale from A to F.
10 If you have a good level of service, you're an A. If
11 you have a bad level of service, you're an F.

12 What we typically shoot for in, I guess,
13 improvements for any kind of, I guess, roadway
14 improvement is we try and get the roadway at least to a
15 level of service C, is what we're shooting for.

16 This is kind of the peak period, is the time
17 of day when, you know, you see the most amount of
18 traffic. So every other time of day you're going to
19 have pretty good operations if you can get a C during
20 peak periods.

21 So we plugged the traffic volumes into our, I
22 guess, traffic modeling software, and these
23 interactions operate, you know, at an acceptable level.
24 We're seeing above C at every intersection. Some of
25 the individual movements are a level of service D. We

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1 can live with that.

2 What we did next was, like I said, we obtained

3 future year traffic volumes from FMCOG. What they do,
4 and Mike alluded to it earlier, they develop a travel
5 demand model for the entire city, and what the travel
6 demand model does, is it looks out into the future at
7 what the existing, I guess, the entire roadway network
8 is like, looks at proposed land uses that are
9 documented in your comprehensive plan and plugs those
10 all into a model.

11 Looks at the capacity of the roadway, looks
12 where traffic generators are and trip attractors are
13 and then it assigns traffic to the entire city network
14 in a way where people will try to minimize their miles
15 traveled and hours traveled. And so you come up with a
16 system of traffic for the entire city.

17 Some of the numbers that we were getting Mike
18 talked about. This figure just shows that traffic
19 along the corridor will be growing. The top number
20 would be the existing year traffic in one day, a
21 24-hour period. The number in the parentheses is what
22 it's expected to grow to by year 2030.

23 So we took those numbers, we did the same type
24 of analysis using the exact same lane configuration
25 that's out there, plugged those in, and what we found

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1 was some of the level of service at the north terminal
2 intersection were, I guess, below what we considered to
3 be acceptable. During the p.m. peak period, the

4 intersection experiences a level of service D.

5 In addition, the -- I guess the northbound
6 left here to get onto the interstate is a level of
7 service E. So we're getting close to that, I guess,
8 very congested level of traffic.

9 In addition, the p.m., I guess people coming
10 off of the interstate on the off-ramp, the lefts
11 experience an E as well. So it kind of showed that we
12 needed to look at some different kind of lane options
13 to kind of help mitigate some of these, I guess,
14 congestion issues.

15 We developed two options. Mike talked about
16 connecting the two six-lane sections north of, I guess,
17 the interchange and south of the interchange, which are
18 six lanes. We wanted to extend that six-lane -- excuse
19 me -- extend the six-lane facility through the
20 interchanges for continuity purposes.

21 We developed two options through discussions
22 with city of Fargo representatives and NDDOT
23 representatives.

24 The first option we developed was the
25 construction of dual northbound lefts, and I'll get

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1 into kind of the details of what that looks like, to
2 help just kind of move more traffic through the
3 interchange, I guess, through the interaction at the

4 north terminal.

5 We also proposed a -- to construct a loop ramp
6 for the northeast quadrant of the interchange. And
7 I'll walk you through what those look like now.

8 This first slide just kind of displays what
9 Option 1 looks like. These boards are spread around
10 the room, so if you don't see, I guess can't see it
11 real well, you can get a lot closer and check out any
12 detail and we can answer any questions you have. What
13 this option does, obviously, like I said, it connects
14 the six-lane section north and south of the
15 interchange.

16 Zooming in here a little bit closer, it gives
17 you a little bit better detail, but each -- in each
18 direction you have three lanes. Also, right in here
19 you add the dual northbound left that's proposed. That
20 would require the ramp be widened to two lanes so to
21 accommodate that traffic.

22 What does that look like? If you're looking
23 south from 19th Avenue South, this is just kind of a
24 cross-section. If you're driving south on 45th Street,
25 what that kind of looks like.

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1 You've got the two northbound dual lefts here,
2 you've got three southbound movements and three
3 northbound movements and this is I-94 going underneath.
4 So as part of that, the bridge will be widened

5 approximately 28 feet to the east. That will include,
6 I guess, a bike trail or a pedestrian path there.

7 That's kind of a suboption to Option 1; is
8 originally this was three lanes coming down here and
9 this drop onto the loop ramp there is a short right
10 turn decel lane there. Option 1-a looks at extending
11 that right turn lane across the bridge to somewhere
12 just south of the north terminal.

13 So it's just a slight variation in Option 1,
14 just to help -- I guess there's a lot of trucks at the
15 truck stop that come climbing over the hill. It helps
16 get them out of the through stream of traffic since
17 they're going a lot slower.

18 Option 2 is the loop option, again tying into
19 the six-lane on either side of the interchange.
20 Zooming in a little bit, what the loop does is now all
21 the people that were turning left doing -- making this
22 movement now will be required to make this movement,
23 similar to the way they do it here.

24 What that will -- what will happen is medians
25 will be erected to help channelize people away from

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1 making that existing movement; some updated geometry on
2 the ramp here to allow for that.

3 This option, I guess Option 2 has a short
4 right turn decel lane in, I guess, 3 and 3, and we are

5 also proposing, for safety reasons, a traffic signal, I
6 guess, for pedestrians there. Otherwise, right turners
7 would just have a free movement onto the interstate.
8 So to help protect pedestrians, we would propose that a
9 signal be tied into this one so pedestrians could cross
10 safely.

11 What does that typical section look like?
12 Similar to -- I guess similar to 1. The bridge will be
13 widened to the east, but this time only about 16, 17
14 feet. You'll see the three lanes in each direction.

15 And then I'll flip to -- this is a view from
16 the interstate looking east. People on the structure
17 coming across will now loop around onto the -- I guess
18 under to I-94, which will create a new lane underneath
19 the bridge. So they'll -- backing up, I guess, they'll
20 have about a thousand feet of acceleration between the
21 gore and the entrance point of the on-ramp.

22 We looked at a suboption. I guess several
23 suboptions to 2. They're very similar to Option 1 in
24 that the Option 2-a looks at extending this short right
25 decel lane across the bridge and would start at

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1 somewhere just north of the south terminal.

2 Option 2-b is the same as 2-a in that it
3 extends this right turn lane across, but it also
4 extends this right turn lane for the on-ramp back to
5 somewhere just south of the interchange.

6 What we decided to do was since we evaluated,
7 I guess, the existing conditions to see how congested
8 they were, we also wanted to evaluate the options to
9 see how they would help mitigate the congestion that
10 drivers would experience in the future.

11 This slide shows Option 1, traffic operations.
12 Again, it's somewhat difficult to see. The red lanes
13 represent where the new or proposed lanes for this
14 option would come into play.

15 The resulting level of service for this
16 option, the northbound dual left, it improved the level
17 of service at that intersection from a D to a C. So
18 the level of congestion will decrease.

19 In addition, it eliminated the level of
20 service E for this northbound left and this westbound
21 left as well. So it got us back into the ranges we
22 would like to see, but we also went ahead and analyzed
23 Option 2 to see how that would affect the resulting
24 level of service.

25 This represents the new loop ramp and the new

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1 right turn lane. It will eliminate that left turn
2 lane, and it improved the level of service from a D to
3 a B. So it was one letter grade better than the left
4 turn loop. So it kind of progressed from good to
5 better in terms of the options. And you just see a lot

6 better operations with the left, the loop movement. I
7 guess loop option.

8 This is just a quick comparison matrix for the
9 options. We went ahead and looked at no build, 1, 1-a,
10 2, 2-a, 2-b. Looked at the level of service and cost.

11 As you can kind of see, there's no cost
12 associated with the no build, but it also operates in
13 kind of a congested way.

14 When you look at Option 1, it improves the
15 letter grades to somewhat of an acceptable level. The
16 costs are about, you know, 2.7 million. That extension
17 of the right turn lane jumps up the cost a little bit.

18 Option 2, it increases the level of service
19 even further, but it also kind of gives you some of the
20 same, I guess, cost information.

21 So those were the -- I guess that was the
22 evaluation of the alternatives on the -- on 45th
23 Street.

24 Another portion of this project was to also
25 examine some of the operations that are currently going

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1 on on the interstate. As you know, there's a lot of
2 truck traffic in this area because of the gas station
3 and there's a lot of movement in this area.

4 We did an analysis, which I'll get into here
5 in a moment, that looked at how to -- like how would we
6 mitigate some of the weaving motion and poor levels of

7 service that this is expected to see.

8 What we're proposing, I guess, for this
9 section, currently there's two lanes along, I guess,
10 I-94 in the westbound direction. Traffic from, I
11 guess, southbound, the southbound directional ramp has
12 to merge into I-94 in this short section, and then a
13 lot of traffic coming from the east wants to get off
14 there. So you kind of get this weaving effect, and it
15 deteriorates the level of service and you start to see
16 a lot of congestion in that area.

17 In the same way here on the eastbound
18 direction, you've got a lot of traffic coming in here,
19 coming in from the loop ramp and they're all trying to
20 merge in this short distance while some want to go east
21 and some want to go west, so you get some more of that
22 effect.

23 What we're proposing here is to give this
24 off-ramp its own lane, which drops onto the westbound
25 off-ramp at 45th Street, and that single lane would

17

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1 become a dual lane. So two lanes can exit off the
2 interstate, and I'll kind of display that in a little
3 bit more detail.

4 In the eastbound, I guess, direction -- oops.
5 Back it up. What we're proposing here is you have two
6 lanes here and one lane coming in. What we're

7 proposing is to put in an auxiliary lane, which gives
8 this on-ramp its own lane all the way over to this loop
9 ramp that goes northbound on I-29, and I'll kind of
10 show what that looks like in a second.

11 Like I said, we looked at -- we used a traffic
12 software to kind of analyze what the level of service
13 or congestion levels would be on the interstate. What
14 this -- the red circles are kind of showing some
15 congested areas.

16 This segment here, we're seeing a level of
17 service D. With this inside lane, a level of service
18 E. Also with this merge point, we're getting level of
19 service E. Similar things happen. We're getting level
20 of service E. The whole segment is operating at a D.
21 So there's going to be some congested operations in the
22 future under the existing lane configuration that's
23 operating out there today.

24 So what we did is we plugged in these
25 configurations. The first slide you see here is the

18

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1 westbound comparison. I went ahead and show, I guess,
2 put the existing levels of service for ease of
3 comparison on the top. It shows also the segment at a
4 D and some movements at E.

5 When you get down to the proposed, this lane,
6 this southbound directional ramp gets its own lane,
7 which is shown here, and people in the middle lane can

8 also exit onto the off-ramp under the proposed dual
9 ramp there. Just because the traffic volumes are so
10 heavy, it seems appropriate.

11 What that did was it got rid of the Es, we got
12 down to some Ds, but it also just cleared up the level
13 of service on the segment quite a bit.

14 So in the eastbound direction, we were seeing
15 a lot of these poor levels of service with all these
16 merge points here and in between as well coming down to
17 the loop ramp to get north on I-29.

18 This lane was -- I guess our proposed
19 auxiliary lane would extend through here all the way
20 over to that lane and then add a traditional, I guess,
21 decel lane where this is, I guess, the ramp to go south
22 on I-29. So when we added those, it eliminated all of
23 the congestion that we were seeing.

24 So, again, there were some impacts, I guess.
25 I guess we looked at some of the environmental impacts,

19

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1 and I was just going to let Mike tell you about those.

2 MR. GORMAN: Well, as part of the Project
3 Concept Report, we had to look at more than just the
4 traffic analysis and just the cost of the improvements.

5 We had to look at some other issues such as
6 what are the delays that are going to occur during
7 construction. Thought that those would be minor

8 because we do plan to keep at least one lane of traffic
9 open at all times on 45th Street.

10 What changes there might be in air quality or
11 noise as a result of these improvements, and again, our
12 analysis indicated that that would be minimal.

13 Wildlife. Again, minor impacts there.

14 Pedestrians and bicyclists. I think there
15 will be some times when the existing pedestrian
16 facilities that are on the bridge will be down and
17 pedestrians will be directed to 42nd Street or 9th
18 Street East during that time frame in order to cross.
19 There may be some short periods where pedestrian type
20 activity may not be permitted, but in the long run, we
21 hope to enhance the pedestrian movements across the
22 bridge.

23 Wetlands. We're not expecting any impacts
24 there.

25 Cultural resources. Those are kind of

20

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1 historical types of things. We don't expect to see
2 that.

3 And again, just the construction impacts.

4 So we looked at all those items and documented
5 those in the report for all of the alternatives that we
6 looked at.

7 Other things that we need to kind of look at
8 but really weren't applicable in this particular case

9 are these types of items that are shown on the screen
10 here.

11 Finally, construction schedule. If things do
12 stay as planned, we expect that the construction would
13 begin in 2010. We're -- the project is in the state
14 Transportation Improvement Plan, so dollars have been
15 set aside for these improvements before construction
16 begins.

17 The North Dakota Department of Transportation
18 is the agency responsible for the project, but I
19 understand that there is some participation plan by the
20 city of Fargo.

21 If you have any comments tonight, we do have
22 some comment sheets that are on this center table, and
23 I invite you to take those with you or fill them out
24 tonight and leave those with us. If you do take those
25 with you, just fold them. They're self-addressed. Put

21

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1 a stamp on them and send it to us, or you could fax
2 those to us at the number indicated. Fax number
3 indicated on the handout.

4 We do need to receive these comments by April
5 17th in order to make it part of the Project Concept
6 Report.

7 Our next steps are to address the comments we
8 receive tonight. Once we do that, we're going to

9 determine a preferred alternative between Option 1 and
10 Option 2 and the variations of that that Ryan walked us
11 through.

12 We'll then finalize the Project Concept
13 Report, prepare a construction -- the construction
14 documents, the actual plans and specifications that
15 will be used for a contractor to bid on the
16 construction, and then begin the construction in year
17 2010.

18 I guess that's our presentation, and now we'd
19 like to open it up to any questions that you have.
20 Yes.

21 AUDIENCE MEMBER: So you haven't decided on an
22 option yet?

23 MR. GORMAN: We have not.

24 AUDIENCE MEMBER: How long would the longest
25 one take?

22

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1 MR. GORMAN: The longest one take? We're
2 expecting that construction would take one construction
3 season, which is approximately April through November.
4 So they both would take approximately the same amount
5 of time.

6 AUDIENCE MEMBER: And the bridge would be shut
7 down to one lane --

8 MR. GORMAN: In the worst case --

9 AUDIENCE MEMBER: -- north and south?

10 MR. GORMAN: -- it would be one lane north and
11 south. I think once we get more into the design part
12 of it, there may be some things that you could do by
13 removing the median, maybe shifting traffic over. But
14 again, I think what we're trying to present tonight is
15 the worst case of one lane in each direction, but I'm
16 sure that as we get into the design, we'll try to see
17 if there's a way that we can try to improve upon that.
18 Any other questions?

19 AUDIENCE MEMBER: In the first option where
20 you would have the -- going west from the north part --

21 MR. GORMAN: Um-hum.

22 AUDIENCE MEMBER: -- and you would have the
23 two lanes, how would you get them onto the interstate
24 then? You'd have --

25 MR. GORMAN: What you'd have to do then in

23

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1 that option, and I know this is very difficult to see,
2 but I'll just talk through it, is that the two come
3 together. They turn into two lanes and it's striped
4 for two lanes on the on-ramp, and then there's a merge
5 area where the outside lane would merge to the left and
6 to finally get onto the interstate.

7 And that's an issue that we thought of as we
8 were evaluating this alternative versus the loop,
9 because many times what we've seen where you have two

10 left turn lanes turning onto the ramp like this is
11 people will shy away from that right turn lane because
12 they know that once they get on the ramp, they've got
13 to merge in. So some people will try to avoid being in
14 that lane. So that affects really the operation of
15 that intersection. So we take that into account as
16 part of the evaluation.

17 AUDIENCE MEMBER: Then when you'd have the --
18 on the second option where you have that loop and you
19 have the pedestrian crossing, is that like on the 25th
20 Street? Who's from Fargo?

21 MR. GORDEN: I am.

22 AUDIENCE MEMBER: Is that like going
23 westbound? Or if you're going south on 25th going west
24 onto the interstate, is that --

25 MR. GORDEN: Yeah, but there will be a signal

24

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1 added for the ramp.

2 AUDIENCE MEMBER: Okay.

3 MR. GORMAN: What we're planning to do with
4 that loop option, and here you can't see it, but there
5 will be signals here for pedestrians. So if a
6 pedestrian is crossing the loop, they'll hit a button
7 and the lights will go red. Traffic will stop that's
8 going onto the loop, allowing the pedestrians to pass
9 through and then cross. So we are providing positive
10 protection for pedestrians at the loop.

11 AUDIENCE MEMBER: Thank you.

12 MR. GORMAN: Any other questions? Because
13 when we're done here, we can break up and kind of look
14 at these drawings in a little more detail. But if
15 there's some general questions, I'd sure like to get
16 them recorded for the good of our report.

17 If not, we can be done. Again, and feel free
18 to talk to any one of us and go to the exhibits and
19 we'll answer your questions further there.

20 And I think if you have any comments that you
21 would like to be made part of the record, again, I
22 would encourage you to fill out the comment sheet or
23 maybe visit with our stenographer as well. Okay.

24 Well, thank you.

25 (Whereupon, the Public Hearing in Regard to

25

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1 the I-94 and 45th Street Interchange concluded at
2 6:03 p.m.)

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C E R T I F I C A T E

STATE OF NORTH DAKOTA)
COUNTY OF CASS)ss.

I, SANDRA K. BJERKE, of Norman E. Mark Court Reporter Service, 118 Broadway, Suite 312, Fargo, North Dakota, certify that I am the Reporter who was present and reported the preceding testimony. This record is a true

APPENDIX B
Presentation Slides

Welcome!

I-94 and 45th Street Interchange Project Concept Report

To the I-94 and 45th Street Public Hearing



Project Purpose & Need

I-94 and 45th Street Interchange Project Concept Report

- Purpose
 - Examining Improvements to the Interchange
 - Existing & Future Conditions
 - Address Deficiencies
- Need
 - Growth in Traffic at the Interchange is anticipated
 - North Leg 30,400 ADT → 39,300 ADT
 - South Leg 16,700 ADT → 47,900 ADT



Study Area

I-94 and 45th Street Interchange Project Concept Report

- 45th Street – 19th Avenue South to 23rd Avenue South
- I-94 – 45th Street to I-29



Project Approach

I-94 and 45th Street Interchange Project Concept Report

- Analyze the Existing Interchange
- Develop Preliminary Alternatives
- Evaluate Preliminary Alternatives
- Present Preliminary Alternatives to Public
- Develop Draft Project Concept Report
- Hold Public Hearing
- Finalize Project Concept Report



Analyze Existing Interchange

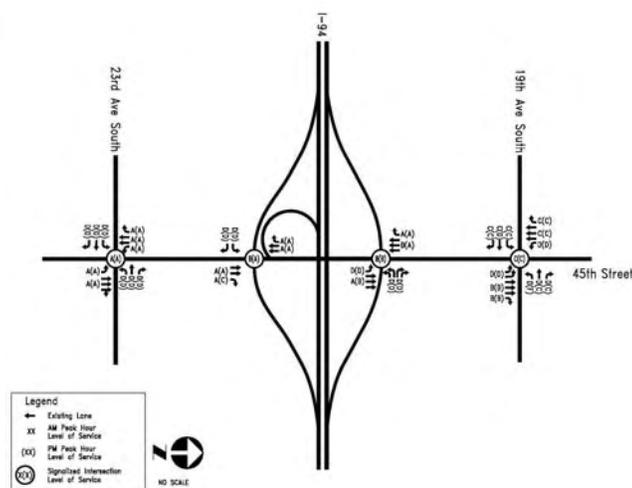
I-94 and 45th Street Interchange Project Concept Report

- Obtain Existing Traffic Volumes
- Analyze the Existing Traffic Conditions
- Develop Future Traffic Volumes
- Analyze Future Traffic Conditions



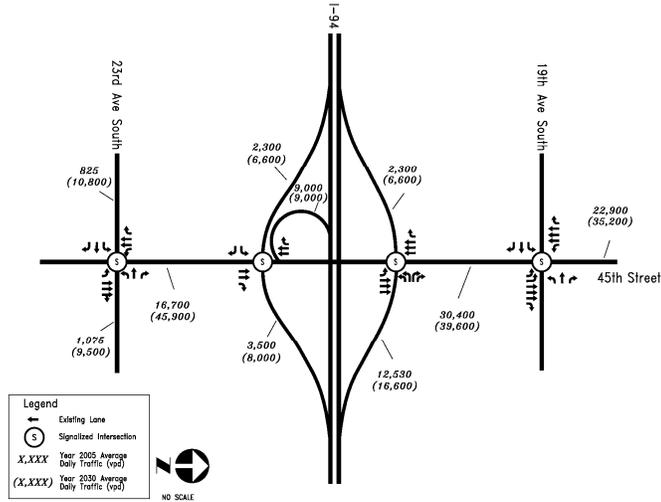
Analyze Existing Traffic

I-94 and 45th Street Interchange Project Concept Report



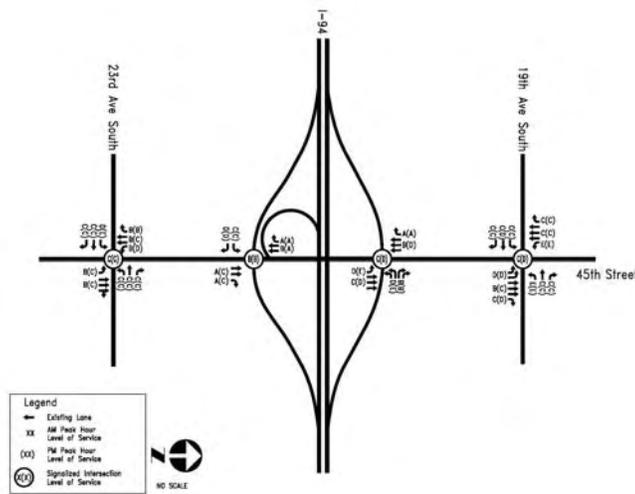
Develop Future Traffic

I-94 and 45th Street Interchange Project Concept Report



Analyze Future Traffic

I-94 and 45th Street Interchange Project Concept Report



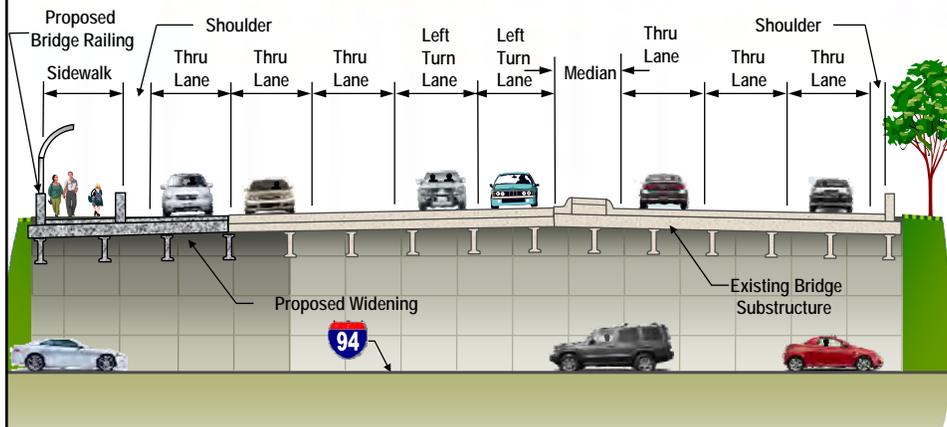
Option 1 – Preliminary Layout

I-94 and 45th Street Interchange Project Concept Report



Option 1 – Typical Section

I-94 and 45th Street Interchange Project Concept Report



PROPOSED 45TH ST. CROSSROAD AT BRIDGE
DUAL LEFT ALTERNATIVE - LOOKING SOUTH



Option 1a – Preliminary Layout

I-94 and 45th Street Interchange Project Concept Report



Option 2 – Preliminary Layout

I-94 and 45th Street Interchange Project Concept Report



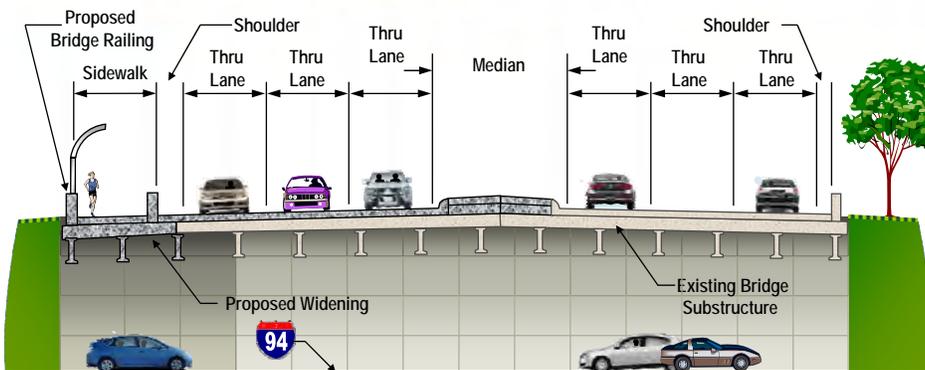
Option 2 – Preliminary Layout

I-94 and 45th Street Interchange Project Concept Report



Option 2 – Typical Sections

I-94 and 45th Street Interchange Project Concept Report

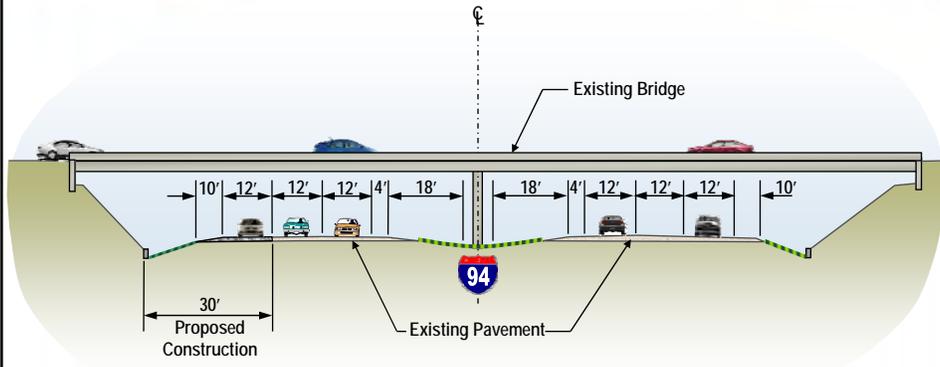


PROPOSED 45TH ST. CROSSROAD AT BRIDGE
LOOP ALTERNATIVE – LOOKING SOUTH



Option 2 – Typical Sections

I-94 and 45th Street Interchange Project Concept Report



PROPOSED MAINLINE AT 45TH ST. STRUCTURE
LOOP ALTERNATIVE – LOOKING EAST



Option 2a – Preliminary Layout

I-94 and 45th Street Interchange Project Concept Report



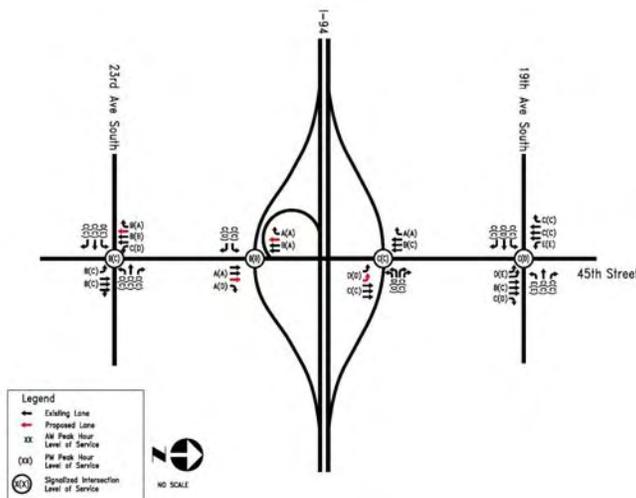
Option 2b – Preliminary Layout

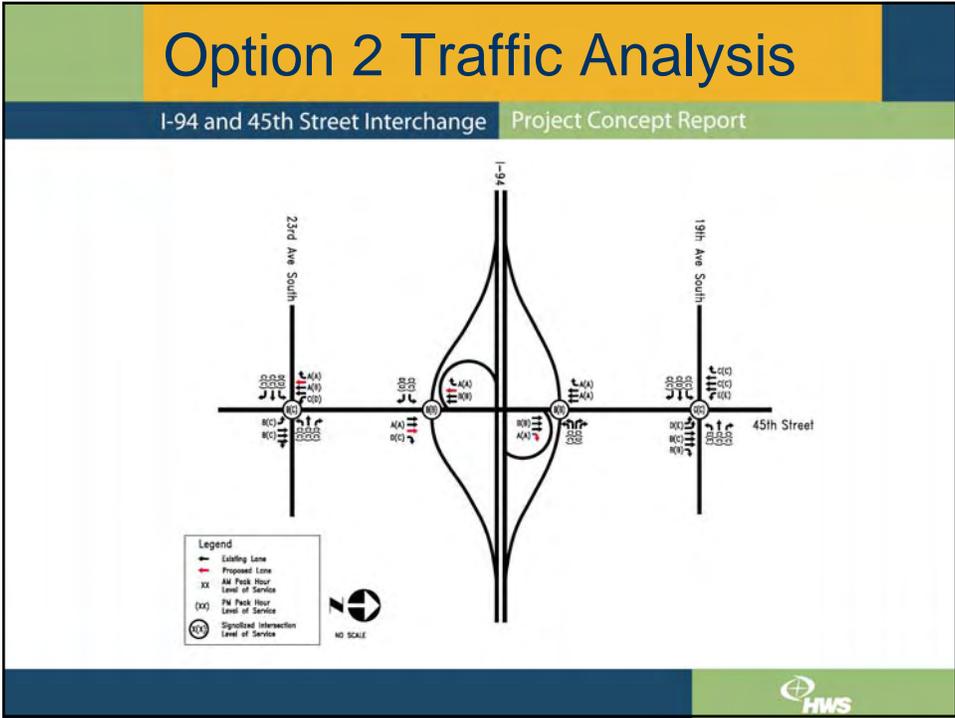
I-94 and 45th Street Interchange Project Concept Report



Option 1 Traffic Analysis

I-94 and 45th Street Interchange Project Concept Report





Comparison Matrix

I-94 and 45th Street Interchange Project Concept Report

Alternative	No Build	1	1a	2	2a	2b
Total Cost	\$0.00	\$2,763,000	\$3,494,000	\$2,852,000	\$3,194,000	\$3,906,000
North Terminal PM Peak Hour Level of Service	D	C		B		
North Terminal PM Peak Hour Level of Service Westbound Left	E	D		C		

Proposed I-94 Layout

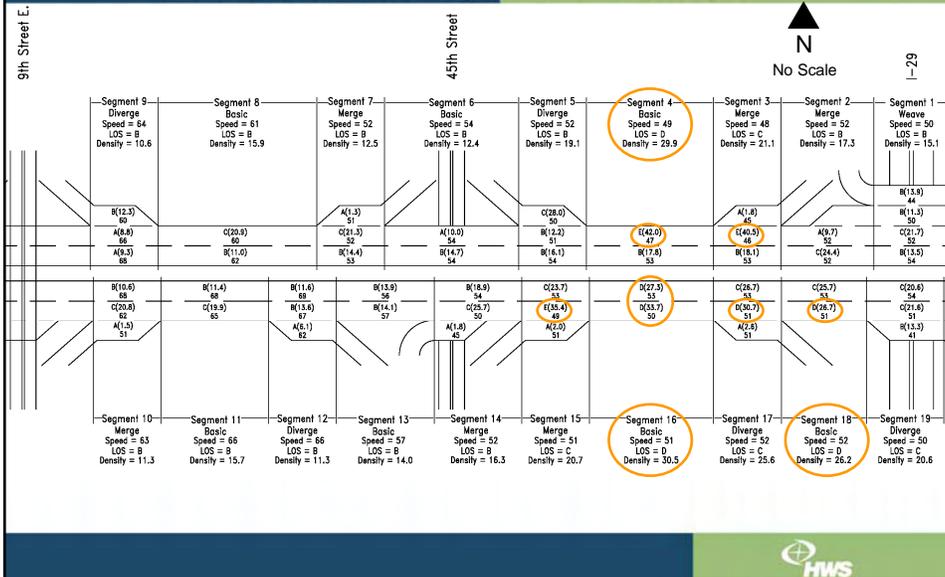
I-94 and 45th Street Interchange Project Concept Report



I-94 Existing Traffic Analysis

2030 PM Peak Hour Level of Service

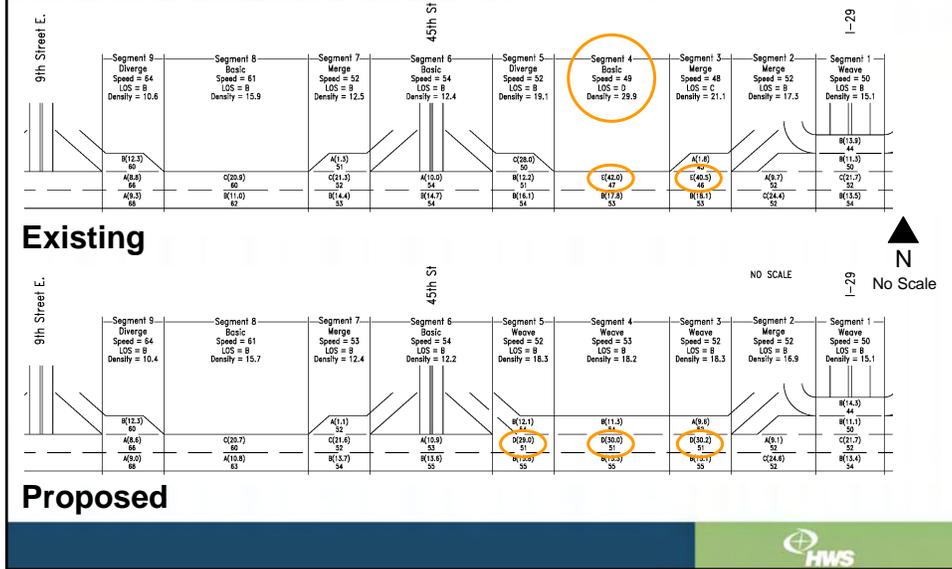
I-94 and 45th Street Interchange Project Concept Report



I-94 Westbound Comparison

2030 PM Peak Westbound Level of Service

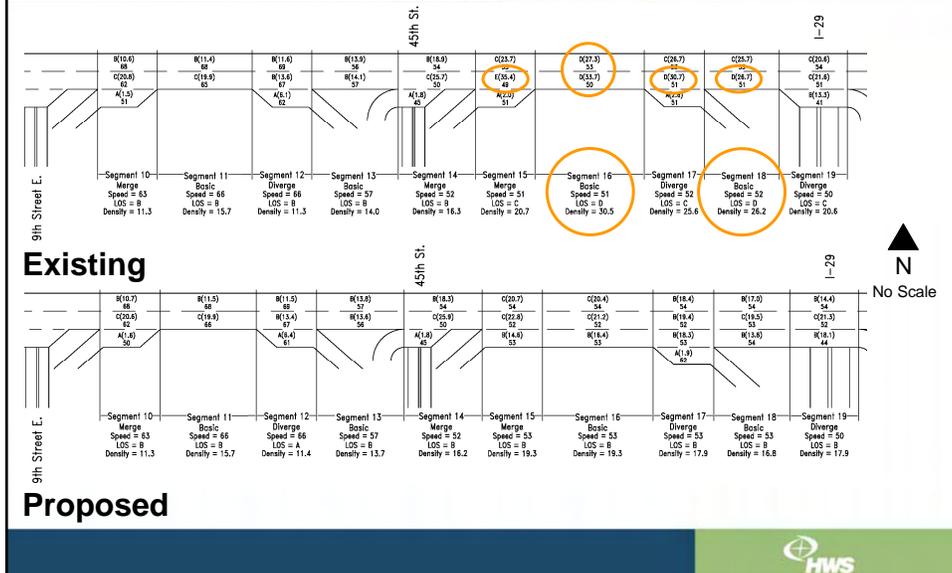
I-94 and 45th Street Interchange Project Concept Report



I-94 Eastbound Comparison

2030 PM Peak Eastbound Level of Service

I-94 and 45th Street Interchange Project Concept Report



Project Impacts

I-94 and 45th Street Interchange Project Concept Report

- **Social** – Minor delay during construction
- **Air Noise** – Expected to be minimal
- **Wildlife** – Minor, short term impacts
- **Pedestrians/Bicyclists** – Project will connect existing walkways/bike paths approaching the interchange, add a pedestrian signal for the loop option
- **Wetlands** – No impact, no tree impacts
- **Cultural Resources** – No impact
- **Construction** – Bridge will remain open with traffic reduced to 1 lane in each direction



Unaffected Categories

I-94 and 45th Street Interchange Project Concept Report

- Land Use
- Economic
- Flood Plain
- Hazardous Waste
- Section 4(f) and 6(f)
- Prime & Unique Farmland
- Water Quality
- Wild & Scenic Rivers
- Visual
- Minority Groups of Individuals
- Relocation
- Water Body Modification
- Endangered Species
- Energy



Project Implementation

I-94 and 45th Street Interchange Project Concept Report

- Construction Schedule
- Project Funding
- Agency Responsible for the Project



Commenting

I-94 and 45th Street Interchange Project Concept Report

- Comment Sheets
- Email / Phone
Dawn Steffen
1.800.279.4972
dsteffen@hws.com

Must be received by April 17th, 2008



Next Steps

I-94 and 45th Street Interchange Project Concept Report

- Address Public Hearing Comments
- Determine a Preferred Alternative
- Finalize Project Concept Report
- Prepare Construction Document
- Construction



APPENDIX C
Attendance Sheets and Comment forms

April 3 2008
Public Hearing

I-94 and 45th Street Interchange

Project Concept Report

Do you have any comments or questions about the I-94 and 45th Street Interchange Project?

If so, we would like to hear from you. Please write your comments in the space below and return them to HWS. You can drop this form off on your way out, or you may take it with you and mail it later. If you like, you may also call or fax at the numbers listed below.

Thank you for your participation!

Dawn Steffen

HWS Consulting Group
825 J Street

Lincoln, NE 68508

phone: 402.479.2200 fax: 402.479.2276

email: dsteffen@hws.com

After listening to the presentation & reviewing the options presented, I am in favor of Option 2b. I believe it is. Our office assists many out-of-town drivers who are unfamiliar with Fargo roadways. By having the long turning lanes connect into the east- & west-bound loops, it allows those unfamiliar drivers time to decipher the correct path of travel.

On a personal note, I utilize I-94 between West Fargo & Moorhead quite a bit. I am also in favor of the extra construction work suggested between I-29 & 45th St. particularly the west-bound work. That area can be very chaotic & unsafe.

(optional)

Name

Address

Telephone No.

Annette Thompson
American Cancer Society
4646 Amber Valley Pkwy.
701.282.3867



April 3, 2008
Public Hearing

I-94 and 45th Street Interchange

Project Concept Report

Do you have any comments or questions about the I-94 and 45th Street Interchange Project?

If so, we would like to hear from you. Please write your comments in the space below and return them to HWS. You can drop this form off on your way out, or you may take it with you and mail it later. If you like, you may also call or fax at the numbers listed below.

Thank you for your participation!

Dawn Steffen
HWS Consulting Group
825 J Street
Lincoln, NE 68508
phone: 402.479.2200 fax: 402.479.2276
email: dsteffen@hws.com

AFTER HEARING THE INFORMATION AND SEEING THE OPTIONS AT THE PUBLIC MEETING, I THINK THE BEST LONG-TERM SOLUTION FOR THE INTERSECTION IS TO INSTALL THE HORSE SHOE RAMP FROM NORTHBOUND 45TH TO WESTBOUND I-94, ELIMINATING THE LEFT TURN ALTOGETHER. WITH SO MUCH SOUTHBOUND TRAFFIC ON 45TH INCLUDING MANY SLOW MOVING TRUCKS, THE LEFT TURN SIGNAL DELAYS THE SOUTHBOUND MOVEMENT.

THE PROPOSAL FOR DEALING WITH PEDESTRIANS CONCERNS ME. HAVING A SIGNAL ON THE RAMP TO ALLOW PEDESTRIANS TO CROSS IS UNIQUE TO OUR AREA AND I THINK IS AN ACCIDENT WAITING TO HAPPEN. MY SUGGESTION, ALTHOUGH ADDING MORE DOLLARS TO THE PROJECT, WOULD BE TO SEPARATE THE PEDESTRIAN TRAFFIC FROM SUCH A BUSY INTERSECTION BY INSTALLING A SEPARATE PEDESTRIAN BRIDGE ACROSS I-94 JUST EAST OF THE INTERCHANGE. THE PEDESTRIANS COULD BE BROUGHT BACK TO 45TH ST VIA A SIDEWALK ON THE NE SIDE OF THE CORNER. THE PEDESTRIAN BRIDGE WOULD BE ELEVATED OVER THE RAMP, ALLOWING TRAFFIC TO FLOW ON THE RAMP WITHOUT THE NEED FOR A SIGNAL.

(optional)

Name

Address

Telephone No.

LEE FRIGEN
3149 24TH AVE S
FARGO, ND 58103
701-492-2617 office #

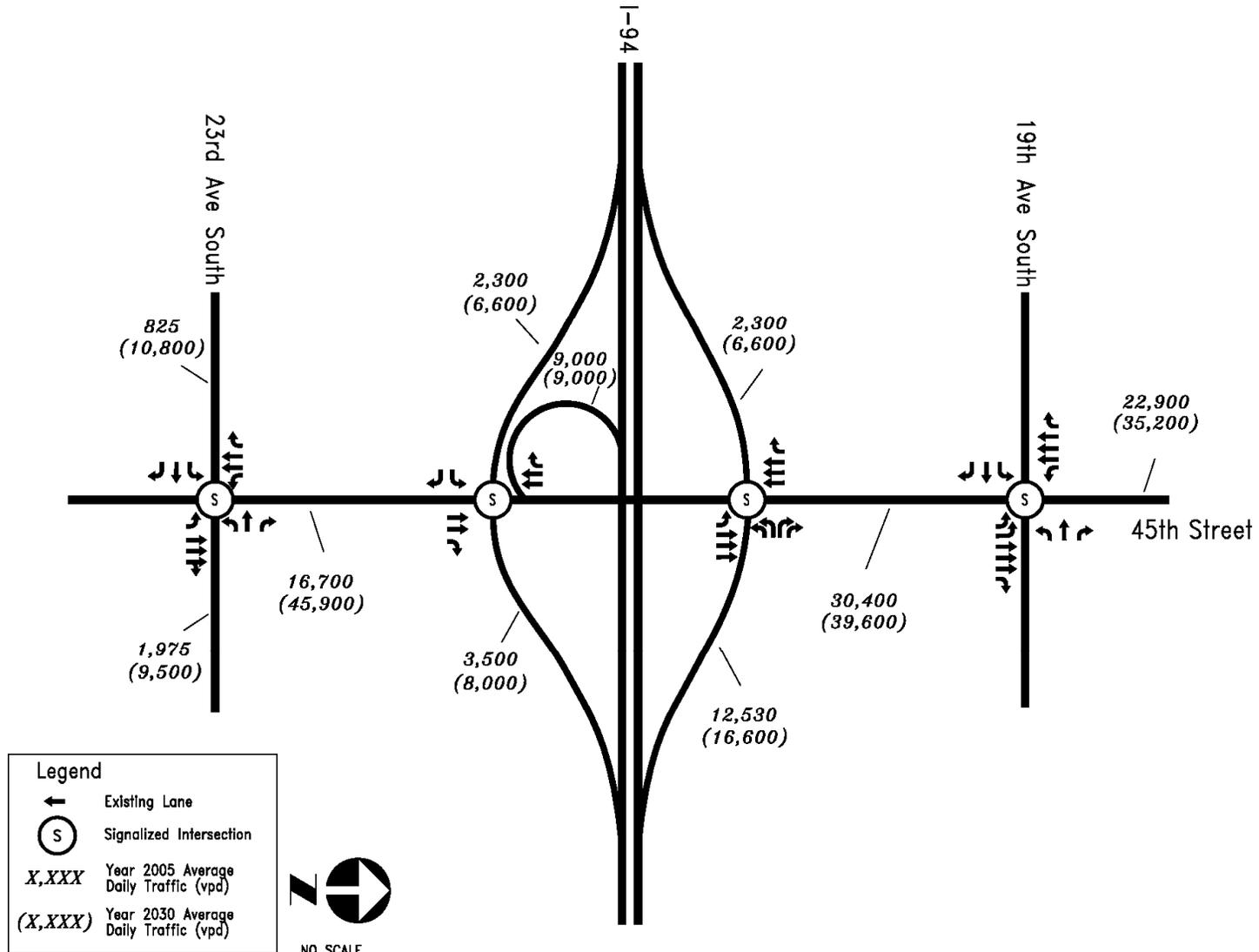


APPENDIX D
Exhibits

Future Traffic

I-94 and 45th Street Interchange

Project Concept Report



Option 1

Proposed Geometry

19th Avenue S.

45th Street S.

23rd Avenue S.

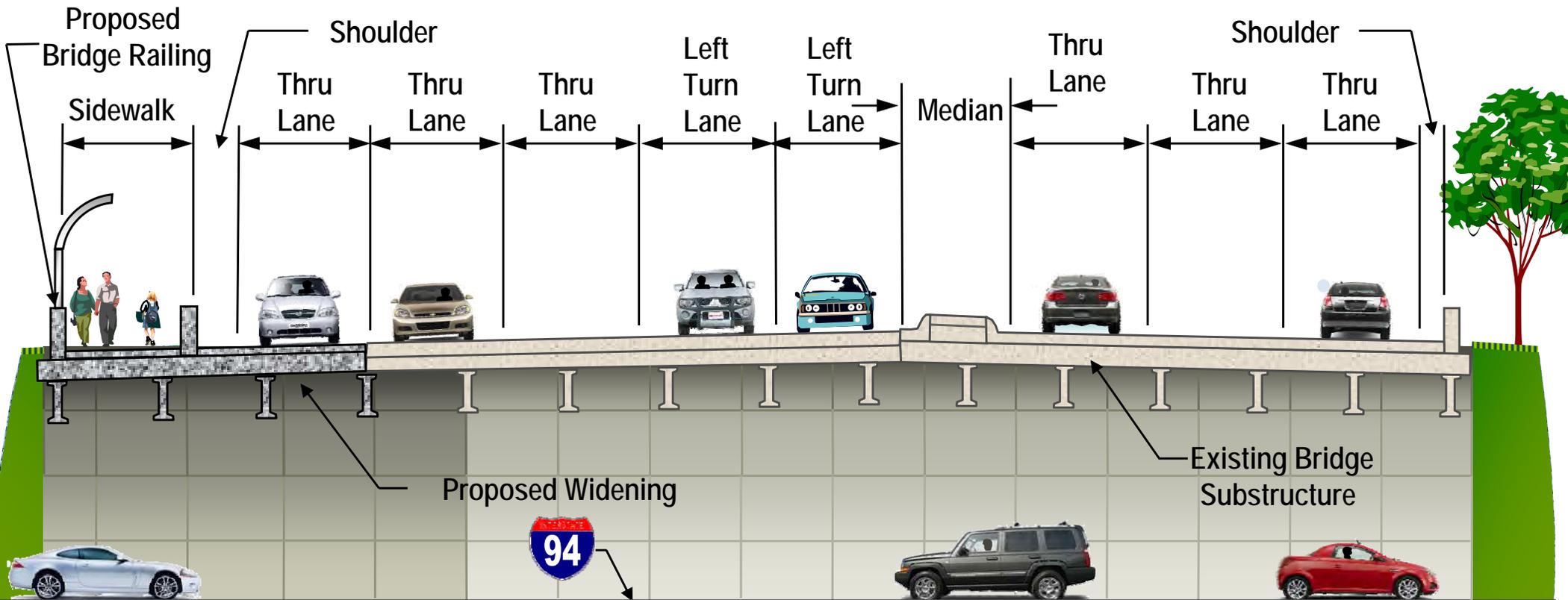
- Rebuild Portion of Ramp to Accommodate 2 Lanes
- 300' Parallel Lane
- 300' Lane Drop
- Dual Left Turns to Westbound Entrance Ramps
- No Widening on West Side of Bridge
- Widen Bridge 28.75' on East Side
- Convert Loop Lane into Through Lane
- Add Loop Lane South of Bridge
- 5:1 Taper
- 45:1 Taper
- 8:1 Taper
- 6:1 Taper



Option 1 – Typical Section

I-94 and 45th Street Interchange

Project Concept Report



**PROPOSED 45TH ST. CROSSROAD AT BRIDGE
DUAL LEFT ALTERNATIVE – LOOKING SOUTH**

Option 1a

Proposed Geometry

19th Avenue S.

45th Street S.

Rebuild Portion of Ramp to Accomodate 2 Lanes

307 Parallel Lane

300 Lane Drop

8:1 Taper

Dual Left Turns to Westbound Entrance Ramps

Widen Bridge 14.5' on West Side

Convert Loop Lane into Through Lane

Add Loop Lane South of Bridge

Minor Modifications North of Ramps

Widen Bridge 28.75' on East Side



45:1 Taper

8:1 Taper

8:1 Taper

23rd Avenue S.



Option 2

Proposed Geometry

19th Avenue S.

45th Street S.

94

23rd Avenue S.

1020' Acceleration Length from 25 mph to 60 mph

115' Radius Reconstruct Overhead Sign

8:1 Taper

38:1 Taper

200' Radius OSR 25 mph

8:1 Taper

Widen Bridge 16.75' to East Side

No Widening to West Side of Bridge

16' Median

8:1 Taper

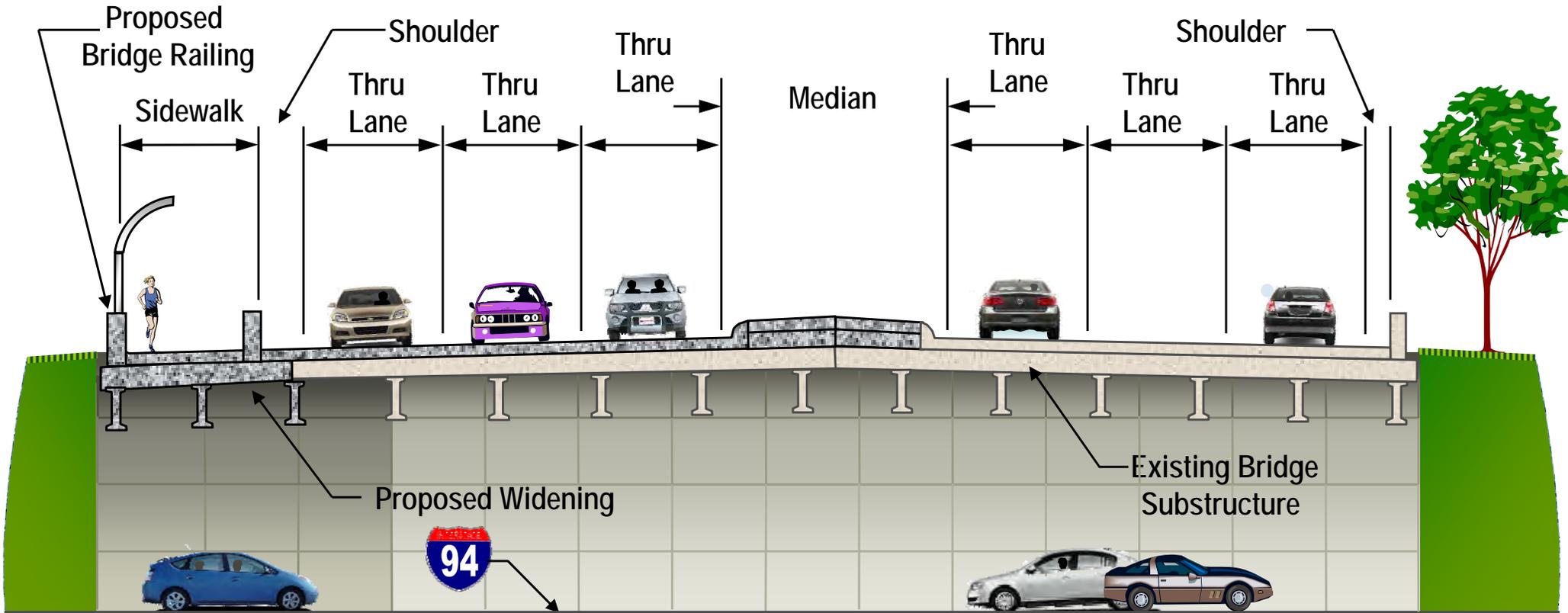
8:1 Taper



Option 2 – Typical Sections

I-94 and 45th Street Interchange

Project Concept Report

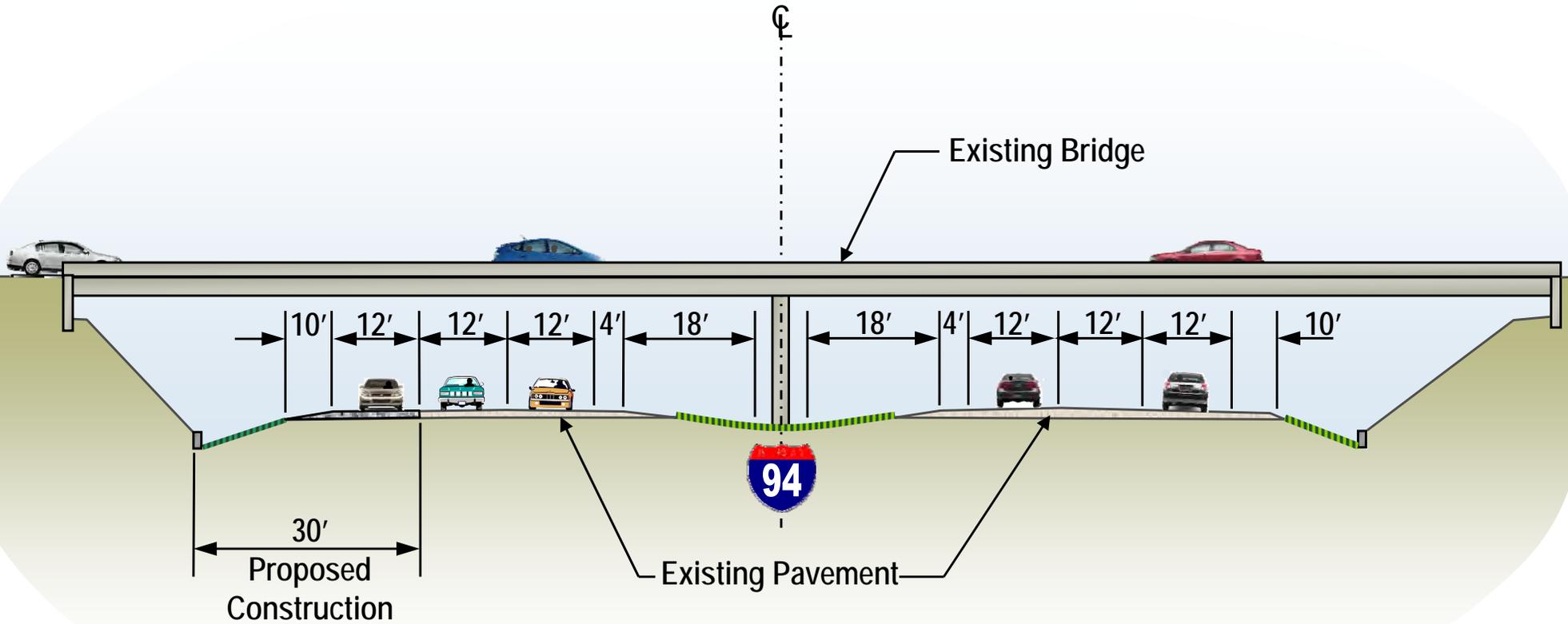


PROPOSED 45TH ST. CROSSROAD AT BRIDGE
LOOP ALTERNATIVE – LOOKING SOUTH

Option 2 – Typical Sections

I-94 and 45th Street Interchange

Project Concept Report



PROPOSED MAINLINE AT 45TH ST. STRUCTURE
LOOP ALTERNATIVE – LOOKING EAST

Option 2a

Proposed Geometry



Option 2b

Proposed Geometry

19th Avenue S.

45th Street S.

23rd Avenue S.



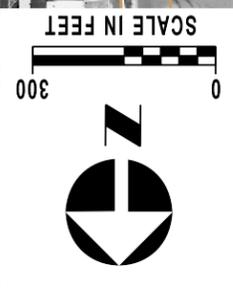
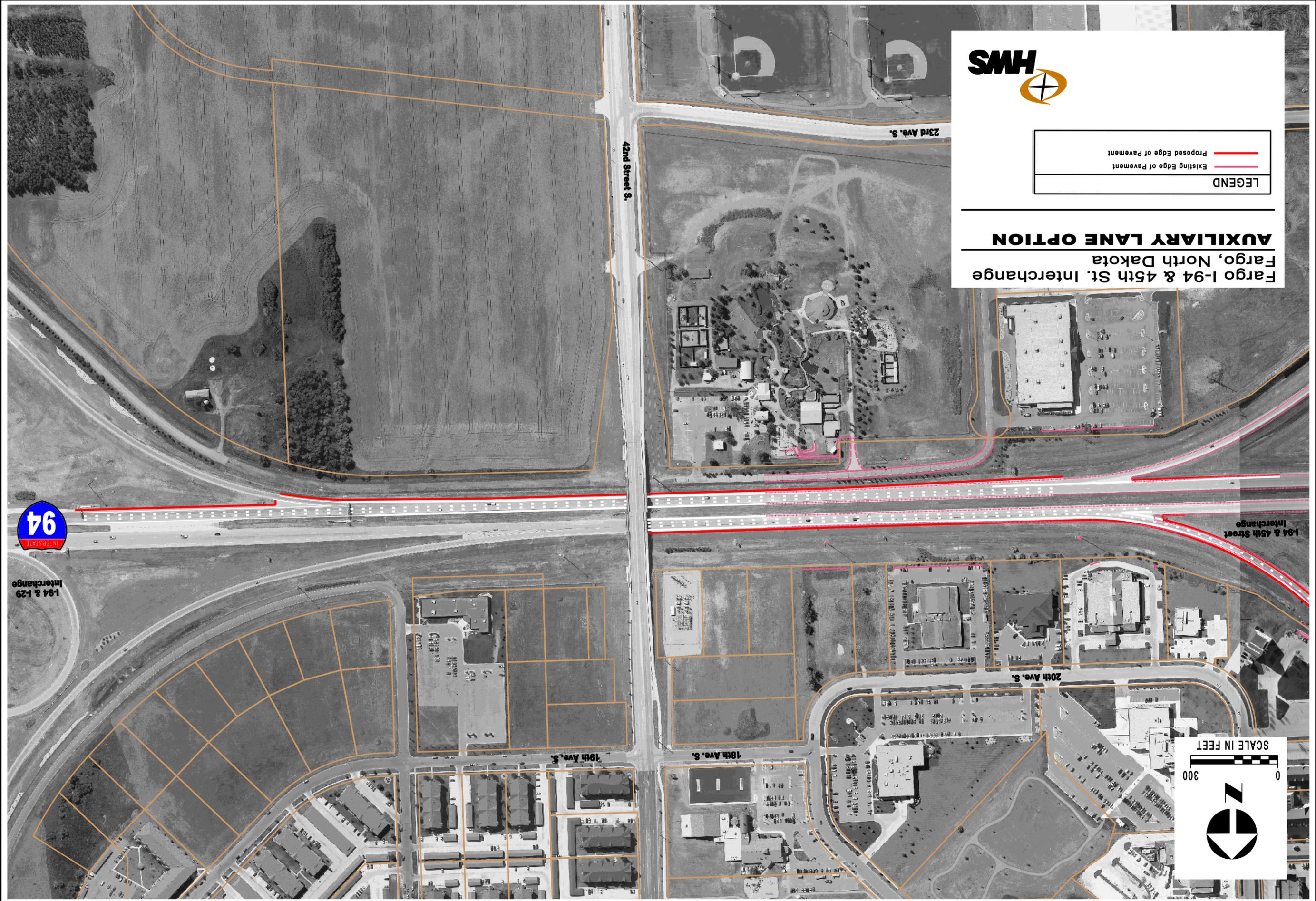
Comparison Matrix

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Total Cost	\$0.00	\$2,763,000	\$3,494,000	\$2,852,000	\$3,194,000	\$3,906,000
North Terminal PM Peak Hour Level of Service	D	C		B		
North Terminal PM Peak Hour Level of Service Westbound Left	E	D		C		



	Proposed Edge of Pavement
	Existing Edge of Pavement

AUXILIARY LANE OPTION
 Fargo, North Dakota
 Fargo I-94 & 45th St. Interchange



I-94 & I-29 Interchange

I-94 & 45th Street Interchange

23rd Ave. S.

42nd Street S.

20th Ave. S.

18th Ave. S.

19th Ave. S.