

AGENDA

Highway 2 West Bypass Committee
Williston Transportation Plan
9:30 a.m., Thursday, September 24, 2009
Williston City Hall

1. ADT Projections
 - a. 2020 on Existing Network Plus Development Related Network
 - b. 2035 on Existing Network Plus Development Related Network
 - c. 2035 Alternative 1 – Addition of Key Arterial Roadway Connections
 - d. 2035 Alternative 2 – Same as Alternative 1 Plus Completion of Beltway Roads
2. Volume to Capacity Ratios
3. Hwy 2 West Bypass – Peak Hour Turning Movement Projections and Level of Service – No Build Scenario
4. Hwy 2 West Bypass Conceptual Alternatives (see attached list of characteristics for each alternative)
 - a. Alternative 1
 - b. Alternative 1A
 - c. Alternative 1B
 - d. Alternative 2
5. Public input on various aspects of alternatives
6. Identify preferred elements of the alternatives
7. Next Steps
 - a. Prepare map of preferred elements
 - b. Code preferred elements into traffic projection model network and run model for ADT projections
 - c. Recalculate peak hour turning movements
 - d. Rerun analysis to determine peak hour level of service (LOS) and identify traffic control and capacity needs
 - e. Complete written analysis (technical memo and language for transportation plan)

Highway 2 West Bypass (West Dakota Parkway)

Summary of Alternatives

Alternative 1

- a. Grade separation of 26th Street and Hwy 2
- b. Relocation of Hwy 2 and 2nd Avenue W intersection
- c. Remove 4th Avenue W connection to Hwy 2
- d. Remove 6th Avenue W connection to Hwy 2
- e. Realignment of 9th Avenue W and connection to Hwy 2 (T-intersection).
Install traffic signal. Remove frontage road connection
- f. Change Hwy 2/Box Elder Street intersection from full access to $\frac{3}{4}$ access, eliminating left turns onto Hwy 2
- g. At 18th St W and Hwy 2, remove frontage road connection north of 18th St W and eliminate frontage road between 18th St W and 9th Avenue NW
- h. Vehicular grade separation of Hwy 2 and 9th Ave NW, combined with a grade separated pedestrian/bicycle facility along 9th Ave NW
- i. Realignment of 16th Avenue W and connection to Hwy 2 (T-intersection)
- j. Starting at 16th Avenue W, move northbound Hwy 2 travel lanes to the west, for closer spacing to southbound lanes.
- k. Realign 11th Street W approaches to Hwy 2 to allow alignment of 11th Street W with 14th St. W (or potentially with another street that runs behind the platted lots). Install traffic signal.
- l. Realign 2nd St W at Hwy 2, creating a single signalized intersection, and eliminate all ramps connecting 2nd St W with Hwy 2 in both directions.

Alternative 1A

- a. Realign southbound Hwy 2 free right turn lane on the bypass to increase the radius, and continue the lane to the SW in the form of a third through lane, which becomes a right turn lane at Box Elder Street.
- b. Remove frontage road from approximately 4th Avenue W to Airport Road.
- c. Remove 4th Avenue W connection to Hwy 2.
- d. Remove 6th Avenue W connection to Hwy 2.
- e. Change NDDOT full access to a $\frac{3}{4}$ access, prohibiting left turns out of the site.
- f. Realign 26th Street W to the SE starting at approximately 9th Avenue W, creating new signalized intersection of 26th Street W along Hwy 2.
- g. Continue 26th Street W to the SE along the edge of the NDDOT property, and connect to 22nd Street E.

- h. Change Hwy 2/Box Elder Street intersection from full access to $\frac{3}{4}$ access, eliminating left turns onto Hwy 2.
- i. At 18th St W and Hwy 2, remove frontage road connection north of 18th St W and eliminate frontage road between 18th St W and 9th Avenue NW

Alternative 1B

- a. Grade separation of 26th Street and Hwy 2
- b. Relocation of Hwy 2 and 2nd Avenue W intersection
- c. Remove 4th Avenue W connection to Hwy 2
- d. Remove 6th Avenue W connection to Hwy 2
- e. Realignment of 9th Avenue W and connection to Hwy 2 (T-intersection). Install traffic signal. Remove frontage road connection.
- f. Change Hwy 2/Box Elder Street intersection from full access to $\frac{3}{4}$ access, eliminating left turns onto Hwy 2
- g. At 18th St W and Hwy 2, remove frontage road connection north of 18th St W and eliminate frontage road between 18th St W and 9th Avenue NW
- h. Remove 18th St W from Crest St to Hwy 2 and construct cul de sac at south end of Crest St (north of 18th St W)
- i. Construct roadway connection between 18th St W and Bison Drive W and a grade separation between this connection and Hwy 2.

Alternative 2

- a. Grade separation and interchange of Hwy 2 and 26th Street W, with new traffic signal at west ramps and 26th Street W.
- b. Remove frontage road along west side of Hwy 2 between 26th Street and Airport Road.
- c. Remove 4th Avenue W connection to Hwy 2.
- d. Remove 6th Avenue W connection to Hwy 2.
- e. Change Hwy 2/Box Elder Street intersection from full access to $\frac{3}{4}$ access, eliminating left turns onto Hwy 2.
- f. At 18th St W and Hwy 2, remove frontage road connection north of 18th St W and eliminate frontage road between 18th St W and 9th Avenue NW
- g. Construct shared bicycle/pedestrian path from 9th Avenue NW to Hwy 2, and provide grade separated crossing approximately 900 feet south of 9th Avenue NW, and continue shared bicycle/pedestrian path along 16th Ave NW.
- h. Starting at 16th Avenue W, move northbound Hwy 2 travel lanes to the west, for closer spacing to southbound lanes.

- i. Grade separation of Hwy 2 and 11th Street W. Realign 11th Street W approaches to Hwy 2 to allow alignment of 11th Street W with 14th St. W (or potentially with another street that runs behind the platted lots).
- j. Full interchange of 2nd St W at Hwy 2. Eliminate existing ramps connecting 2nd St W with Hwy 2 in both directions.