

## RECORD OF MEETING

### Highway 2 Corridor Study Planning Advisory Committee Meeting

November 19, 2008 – 3:30 p.m.

Williston, North Dakota – City Hall

#### Members in Attendance:

Paul Benning  
Kent Jarcik  
Monte Meiers  
Jeff Rodacker  
Cindy Gray  
Peggy Harter

#### Representing:

NDDOT – Local Government  
City of Williston – Planning  
City of Williston – Engineer  
Ackerman Estvold Engineering  
SRF Consulting Group, Inc.  
SRF Consulting Group, Inc.

### Introductions

Cindy Gray welcomed the group to the meeting and asked everyone to introduce themselves and who they were representing. The purpose of this meeting is to touch base with a Committee for the Highway 2 Corridor Study to let them know what has been completed, and show them issues associated with the corridor and potential alternatives that could be presented to the public for comment.

### Existing Conditions and Needs Assessment

Peggy Harter discussed that the data collection, base map preparation, existing traffic operations analysis, and access inventory have been completed. The crash analysis for the corridor was on hold until SRF receives detailed crash data from NDDOT. Paul Benning brought the detailed crash data from his office and gave it to SRF at the meeting.

### Project Issues and Early Conceptual Alternatives

A large board was displayed to the Committee that identified project issues along the study corridor and early conceptual alternatives. The early conceptual alternatives were developed to relieve or eliminate the corridor issues. It was noted to the Committee that the corridor issues may not be complete, since the potential for future capacity constraints will not be identified until completion of future traffic projections. The following is a list of the issues and preliminary alternatives that were presented to the committee along with their comments:

1. The geometrics of the southbound free right-turn lane at the intersection of Highway 2 and 26<sup>th</sup> Street cause oversized trucks to track over the curb and onto the grass.  
*The Committee would like a wind turbine truck used as the design vehicle to run auto turn on the proposed alternative geometrics to see how it handles the turn.*
2. The close proximity of the 26<sup>th</sup> Street/Highway 2 Frontage Road to the southbound right-turn limits options for improved geometrics.  
*Consider frontage road realignment. The property just adjacent to the frontage road was recently sold. Redevelopment is possible, but nothing has been proposed to the City yet.*
3. Abrupt merge from southbound right-turn lane into westbound Highway 2 through lanes, with little or no distance for acceleration.  
*Consider frontage road realignment to allow for an expanded acceleration/merge lane.*
4. Excessive distance (1/2 mile) between 26<sup>th</sup> Street/6<sup>th</sup> Avenue West access to Highway 2 and frontage road access to Highway 2 (north of 26<sup>th</sup> Street).  
*Difficult to resolve and still appropriately address access management.*
5. Access management is needed at 4<sup>th</sup> Avenue North.
6. Access management is needed at 6<sup>th</sup> Avenue North.
7. A new connection between 26<sup>th</sup> Street and Highway 2 may be needed as development occurs further west on 26<sup>th</sup> Street. An improved access with more stacking room would allow for a future traffic controlled intersection. Recent developments limit options for roadway realignment.  
*The Committee liked the idea of the newly aligned access as shown on the alternatives map. They also had an additional idea to have on and off slip ramps near this location as an alternative to provide access to/from the northwest side of Highway 2.*
8. Access management is needed at Box Elder Street for both Highway 2 and the frontage road along the north side of Highway 2.  
*Limited options at this location.*
9. At Highway 2 and 18<sup>th</sup> Street, the frontage road is very close to the intersection and the median on 18<sup>th</sup> Street is too narrow.  
*Significant agreement on this, especially with regard to the design of the median. Monte indicated it was required by NDDOT when the intersection was signalized.*
10. Is the frontage road between 9<sup>th</sup> Ave N and 18<sup>th</sup> St necessary, or can it be eliminated with other connections?  
*No conclusion on this issue.*
11. Public input emphasized the desire for a pedestrian and/or vehicular grade separation at 9<sup>th</sup> Avenue North.

12. Access points along 9<sup>th</sup> Avenue North (northwest of Highway 2) are in close proximity to the Highway 2 intersection.
13. Possible location for a grade separated pedestrian crossing of Highway 2 between the ball parks and 14<sup>th</sup> Street.  
*The Committee liked the idea of the grade separated crossing for safety issues but noted that First International Bank & Trust has development plans on the southeast side of Highway 2 and along the west side of 9<sup>th</sup> Avenue North. The Committee also noted that there is a significant drainage ditch along the northwest side of Highway 2, which may make an underpass of Highway 2 more difficult to design.*
14. Possible location for the reconfiguration or relocation of the Highway 2 and 11<sup>th</sup> Street intersection to better serve the growth area to the northwest.  
*Affected lots are still undeveloped, so there is still an opportunity for this.*
15. Realignment of SB Highway 2 travel lanes to reduce or eliminate separation between the NB and SB lanes and increase the distance between Highway 2 and the severe drop in elevation west of the frontage road.
16. Awkward NB & SB slip ramps between Highway 2 and 2<sup>nd</sup> Street.  
*The Committee felt that the current slip ramps function well and they would not be in favor of them being removed, unless a redesign made it necessary and provided a better alternative.*
17. Bridges over the creek may increase the cost to change the alignment of Highway 2. Could work with existing bridges, one new structure, or two new structures. Is bridge condition data available?  
*Paul Benning, with NDDOT, will request and provide data for the existing bridges.*
18. Possible location for a future full access intersection to eliminate the slip ramps on and off Highway 2 and with 2<sup>nd</sup> Street.

### **Access Management Guidelines**

A handout was distributed to the Committee that included access management guidelines for both the States of South Dakota and Minnesota. The group agreed that no current access management guidelines were in place at the State, County or City level for this study. The group was in concurrence that the example access guidelines could be applied to the Transportation Plan and, in particular, to the Highway 2 Corridor Study to review the current access situation and set a guideline for future developments and roadway improvements.

### **Next Steps**

- Complete the detailed crash analysis.
- Complete the future year analysis after the traffic projections have been completed.
- Develop the corridor alternatives upon completion of the future year traffic analysis.

If there are any additions or corrections to these minutes, please contact Peggy Harter of SRF at 701.237.0010 or [pharter@srfconsulting.com](mailto:pharter@srfconsulting.com).

PH/bls