Design Recommendations for the 32nd Avenue S Street Reconstruction Project

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Overview

- Use of Federal Funds – Categorical Exclusion (Catex)
- Public Input
- What influences our decisions?
- Proposed changes – general and specific
- Consider optional items (turn lanes)
- Make decision for decision document

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Use of Federal Funds

- Use of Federal Funds ($13.19 million total) requires compliance with National Environmental Policy Act (NEPA)
  - We must "evaluate the environmental and related social and economic effects" of our proposed actions.
  - We must also "provide opportunities for public review and comment on those evaluations".
- A project like this one does not have a "significant effect on the human environment" and therefore does not require an environmental assessment nor an environmental impact statement as normally required.
- Instead, a Categorical Exclusion (Catex) is used.
  - Benefits of Catex: reduces paperwork and saves time and resources.

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Categorical Exclusion (Catex)

- Catex requires a decision document with alternatives.
  - Must evaluate the do nothing option (No Build)
  - Must also evaluate the impacts of the proposed build option(s).
    - We can always have less impact than what was approved in the Catex, but to be more impactful would require an addendum to the Catex

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Categorical Exclusion (Catex)

- Why do we need a decision from you?
  - The Catex has a decision document that must be filled out.
  - Once a decision is made, we can then submit the Catex to Federal Highway Administration for review and approval. This meets the NEPA requirement for the utilization of Federal Funds ($13.19 million).

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Categorical Exclusion (Catex)

- What comes next?
  - After the Catex is approved, we then move into the design phase.
  - That is when we will decide items like:
    - Length of turn lanes
    - Median locations
    - Median and boulevard widths
    - Planting islands and landscaping items

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Public Input

- Public Comment Period
  - When was it?
    - August 12, 2020 to August 27, 2020
  - How did we get comments?
    - Interactive Map – 42 Comments
    - Facebook – 27 Comments

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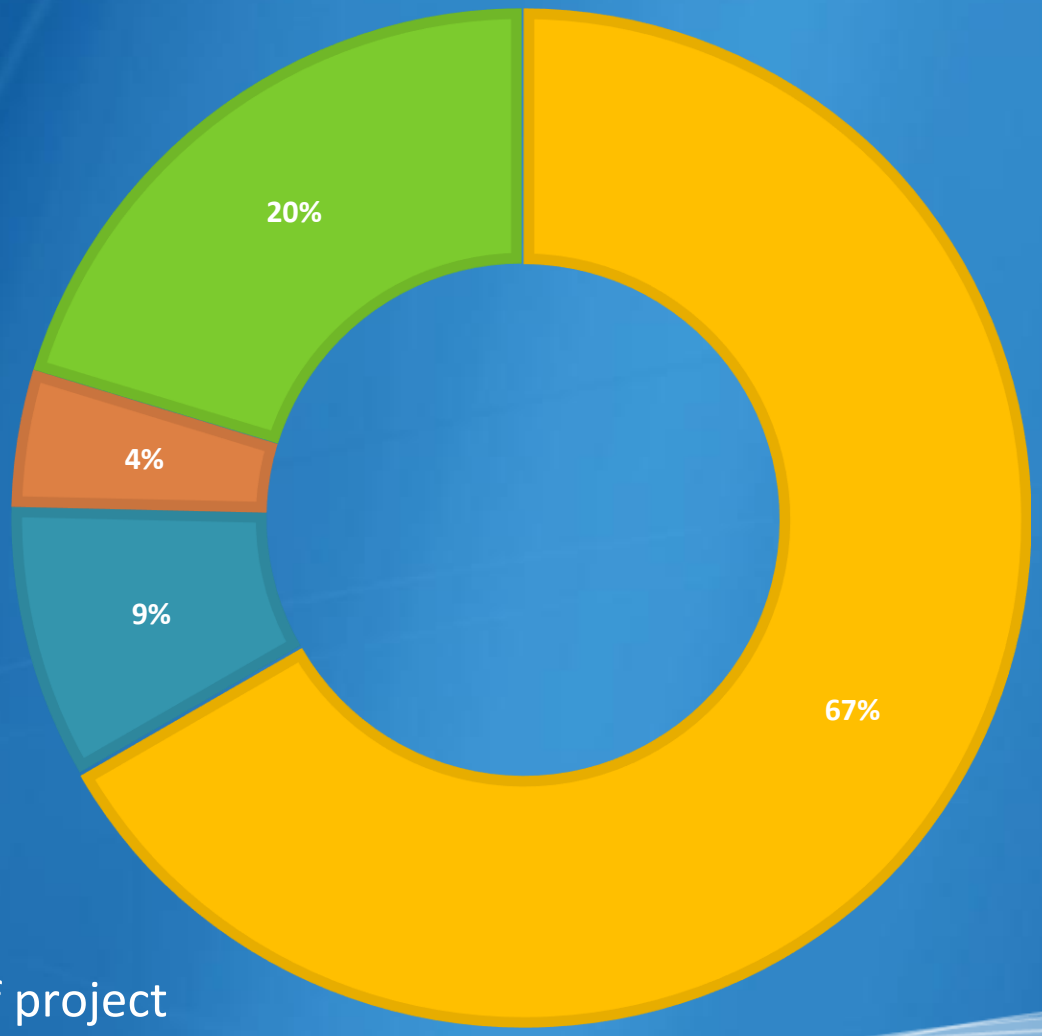
Public Input – All Public Input



- Vehicle/Traffic/Street
- Pedestrian/Bike
- Utility/Other
- Not related/Outside of project

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Open House Meeting

- When was it?
  - Wednesday, August 12, 2020 from 4pm to 6pm
- Where was it?
  - Meeting was held outside at Rheault Farm
- Who attended?
  - Members of the Public – 6
  - City of Fargo Employees – 4
  - Apex Engineering (Project Consultant) – 2
  - Flint Group (Project PR Firm) – 2

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What influences our decisions on design?

- Public Input
- Crash Data
- Traffic Operations Study
- Existing Plans and Studies
  - 32nd Ave S Corridor Study
  - Go2030
  - Fargo/West Fargo Parking & Access Study
  - Metro GROW – 2045 F-M Transportation Plan
  - Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

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What influences our design decisions cont'd?

- Evaluation of pedestrian/bike routes and usage
- Evaluation of transit routes
- Discussion with other departments
  - Planning, Public Works, Forestry
- Prioritization of items
  - Safety
  - Tree Preservation
  - Traffic flow and pedestrian environment
- Experience on other corridors (lessons learned)
- Very limited right-of-way
  - Only 100', typical arterial is 200'

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What are some of the changes being proposed?

- Driving Lanes
  - Reduced from 12 feet to 11 feet
  - Benefits:
    - Increase boulevard and sidewalk width
    - Reduce crossing distance for pedestrians
    - Traffic calming
    - Reduces costs
- Center Lane/Center Median
  - Reduced in width from 19 feet to 12 feet
  - Benefits:
    - Increase boulevard and sidewalk width
    - Reduce crossing distance for pedestrians

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What are some of the changes being proposed?

- <u>Increased boulevard and sidewalk widths</u>
  - Benefits:
    - Creates larger buffer between vehicles and pedestrians, which creates a friendlier pedestrian environment
    - Minimizes disturbance to existing boulevard trees
    - Allows proper boulevard width for future tree growth
    - Wider sidewalks allow people to walk side-by-side and allows for easier passing
    - Increased snow storage
- <u>Improved street lighting</u>
  - Benefits:
    - Improves safety
    - Reduced energy usage

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Project Location Map

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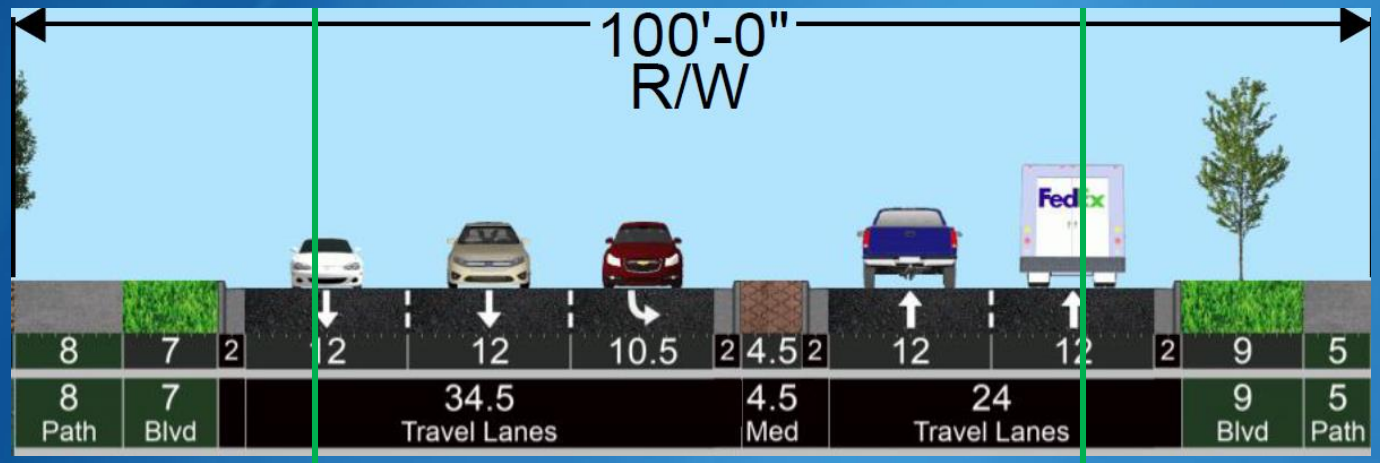
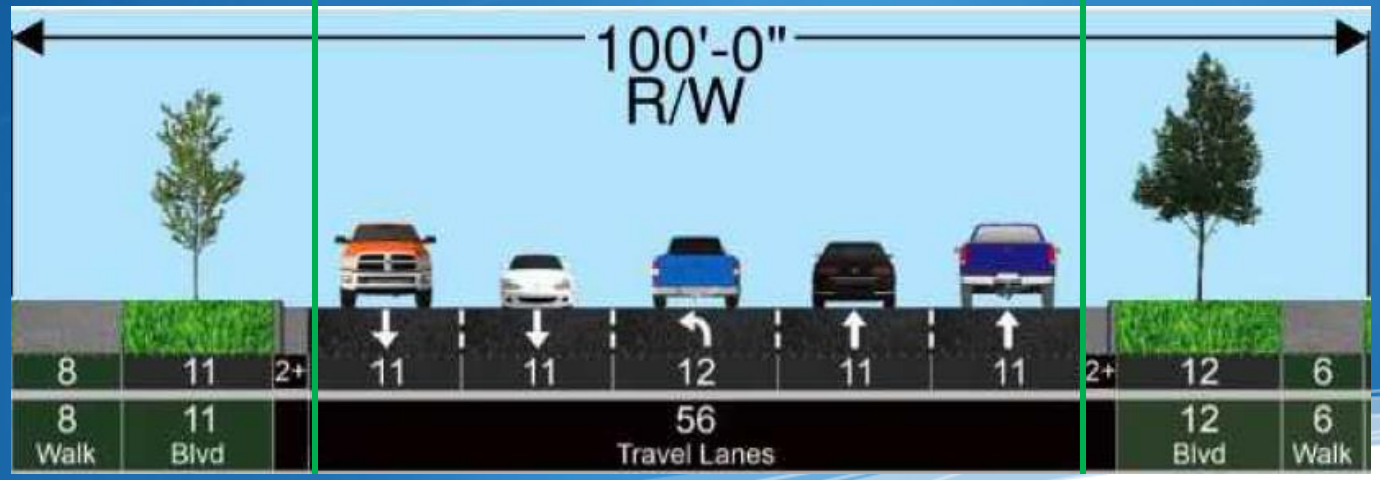
Road cross section – Existing & Proposed

Existing →



← Curb to Curb is 71'

Proposed →



← Curb to Curb is 60'

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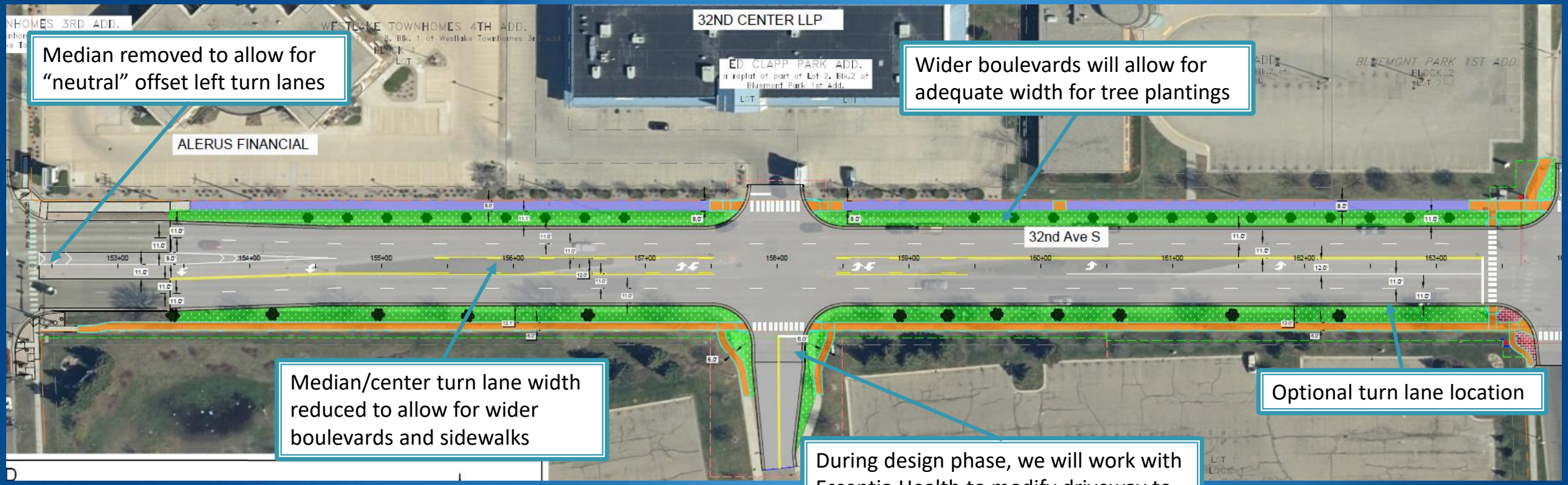
Segment 1 - 32nd Street to 28th Street



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Segment 1 - 32nd Street to 28th Street

Potential Planting Islands – We will work with the NDDOT during the design phase to receive an exception to the design standards to allow planting islands.

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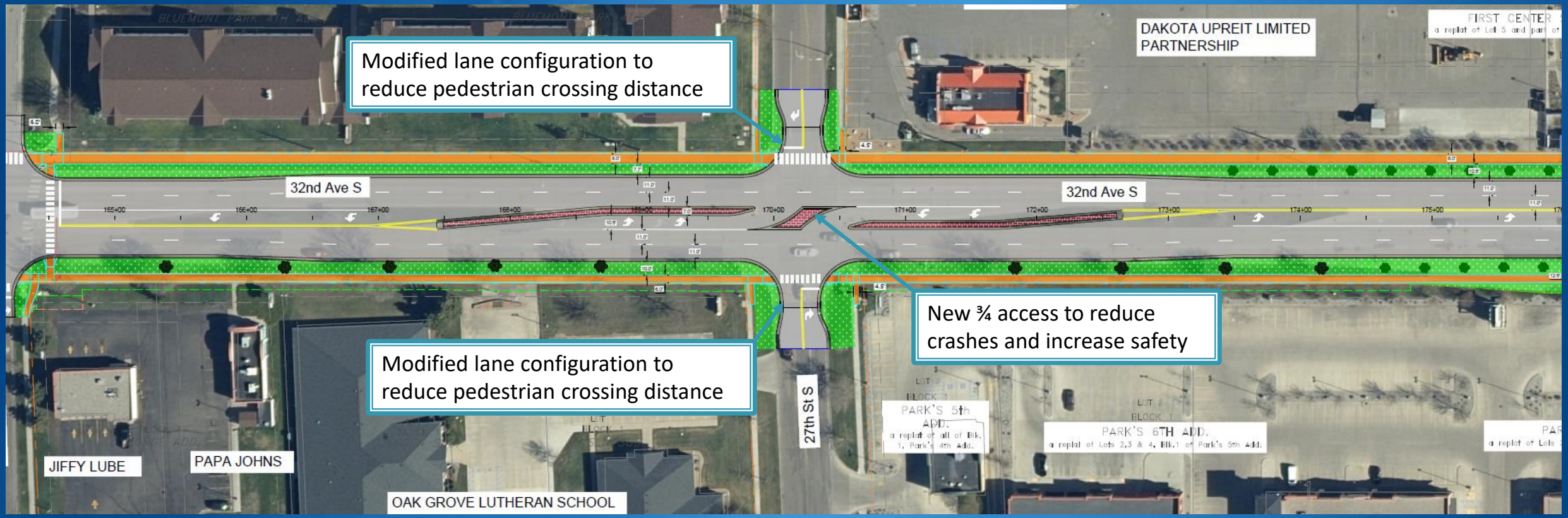
Segment 1 - 28th Street to 25th Street



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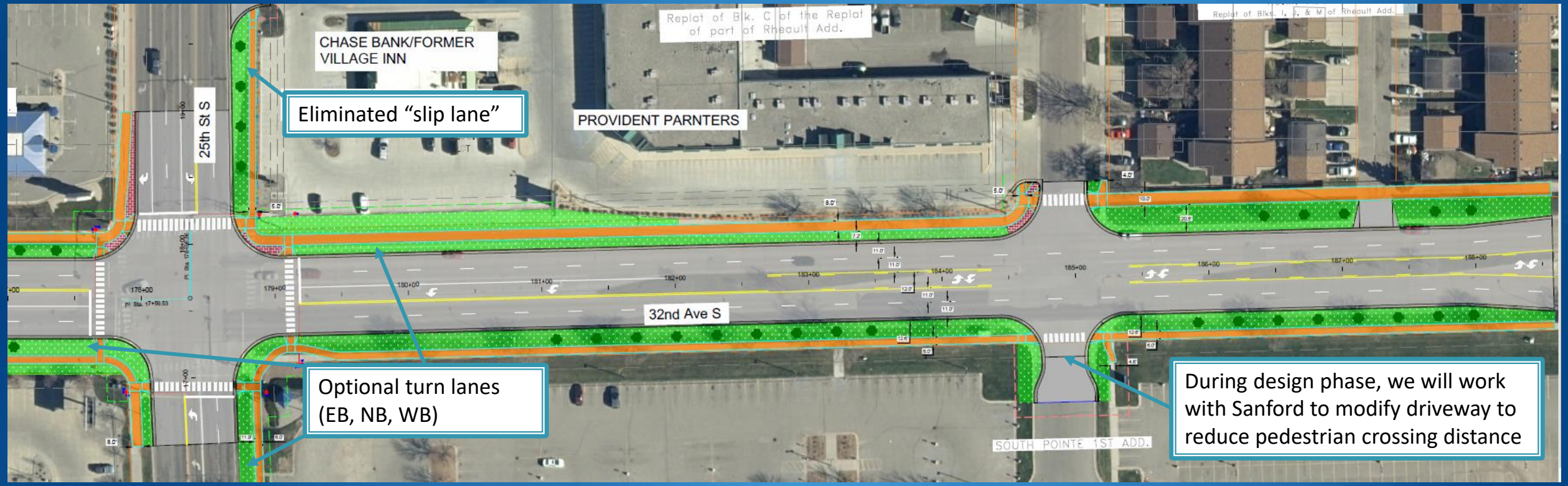
Segment 1 - 25th Street to 22nd Street



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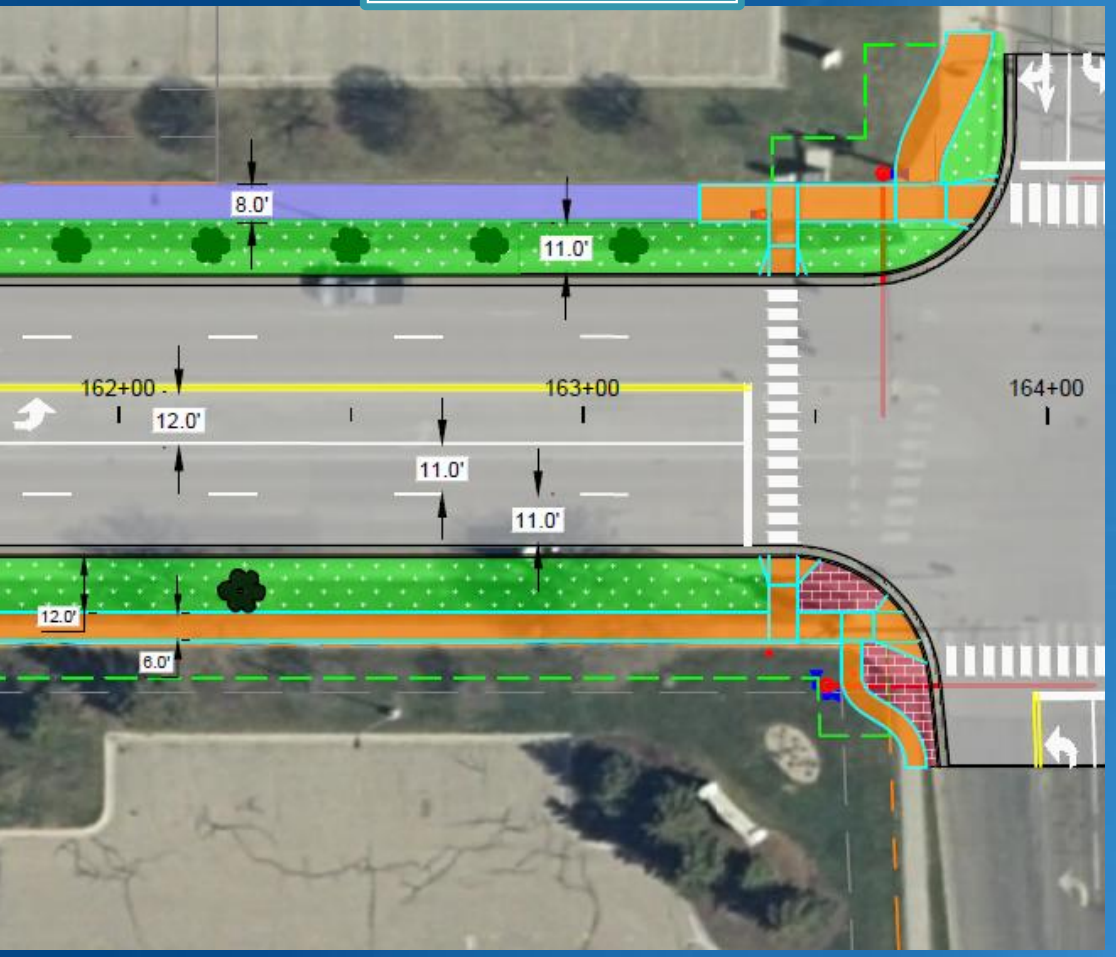
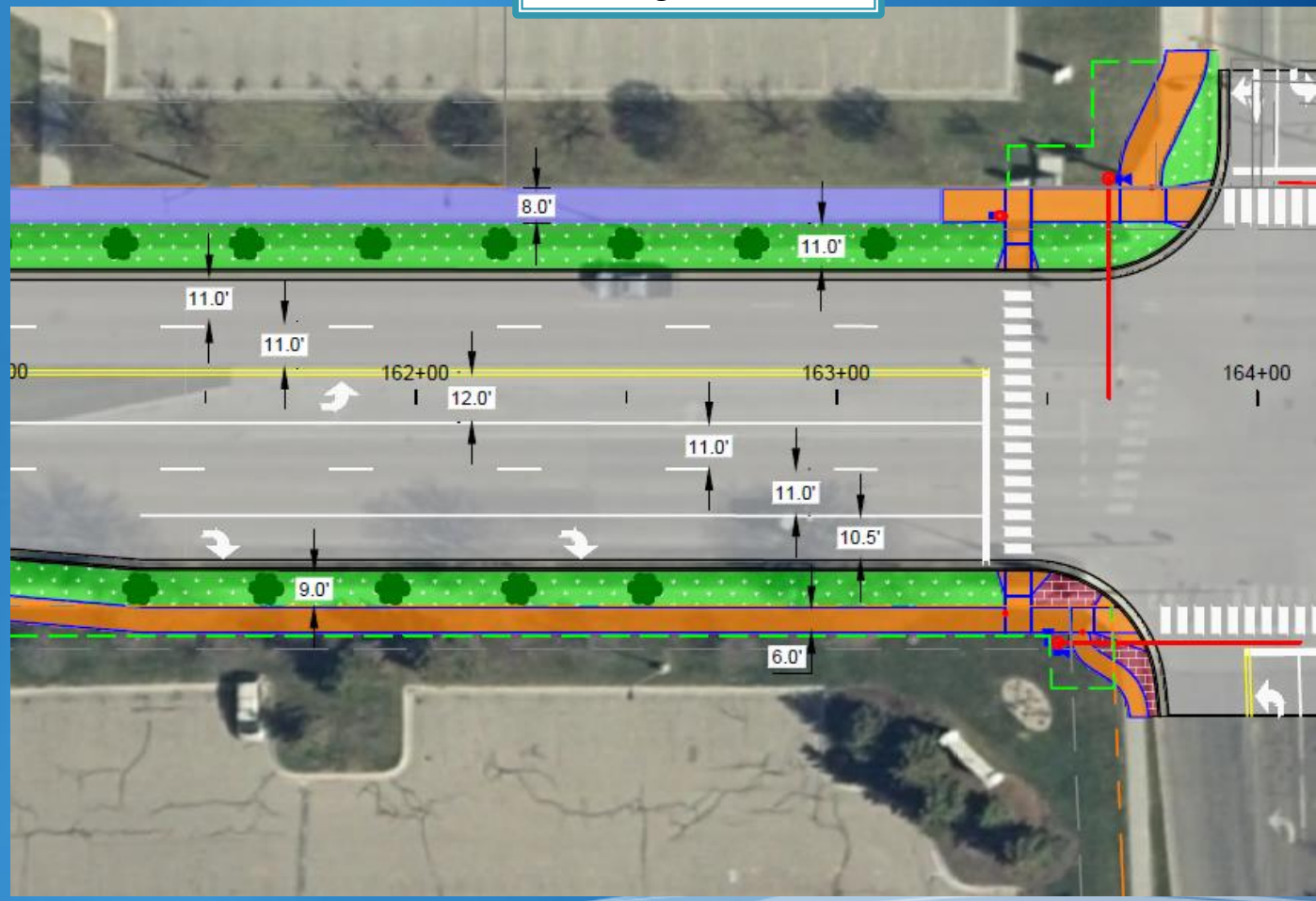
Option 1 – Eastbound right turn lane at 28th Street

No Right Turn Lane



With Right Turn Lane



Turn lane would require additional right-of-way and would increase crossing distance for pedestrians. Boulevard spacing would also be reduced with the turn lane. We are recommending no turn lane at 28th St.

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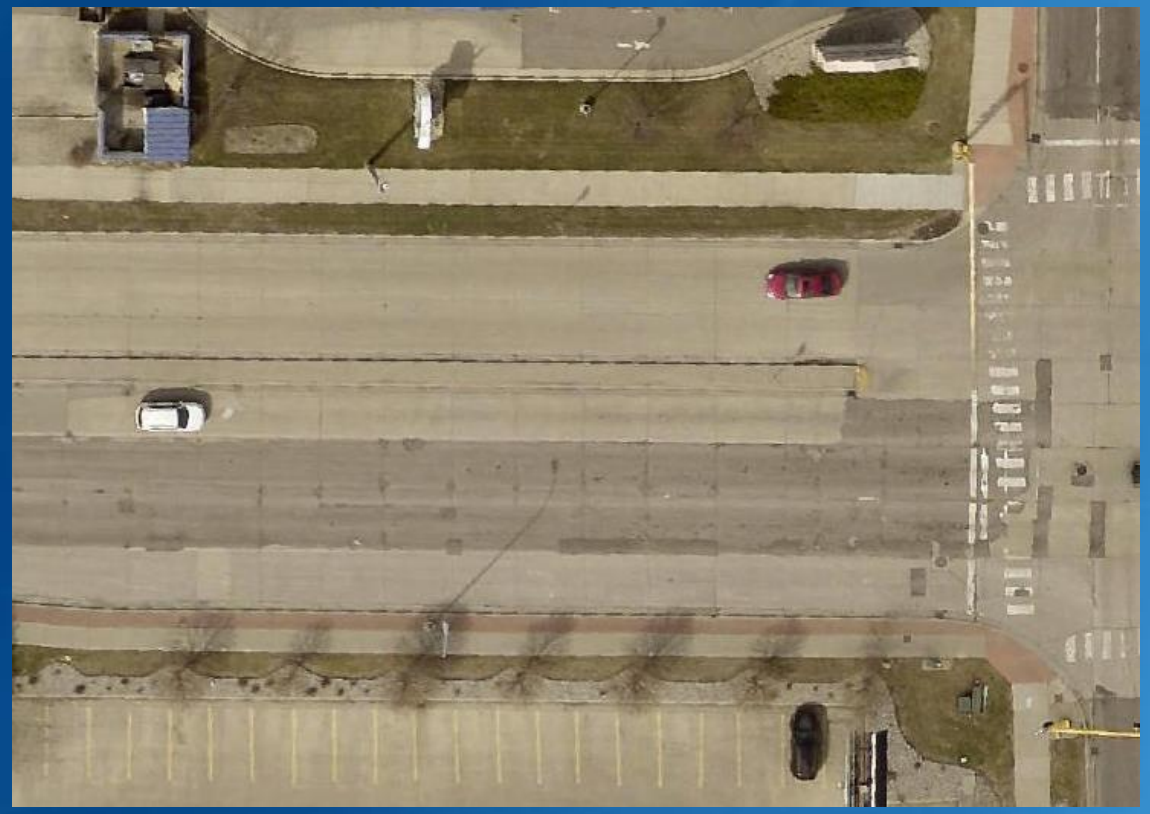
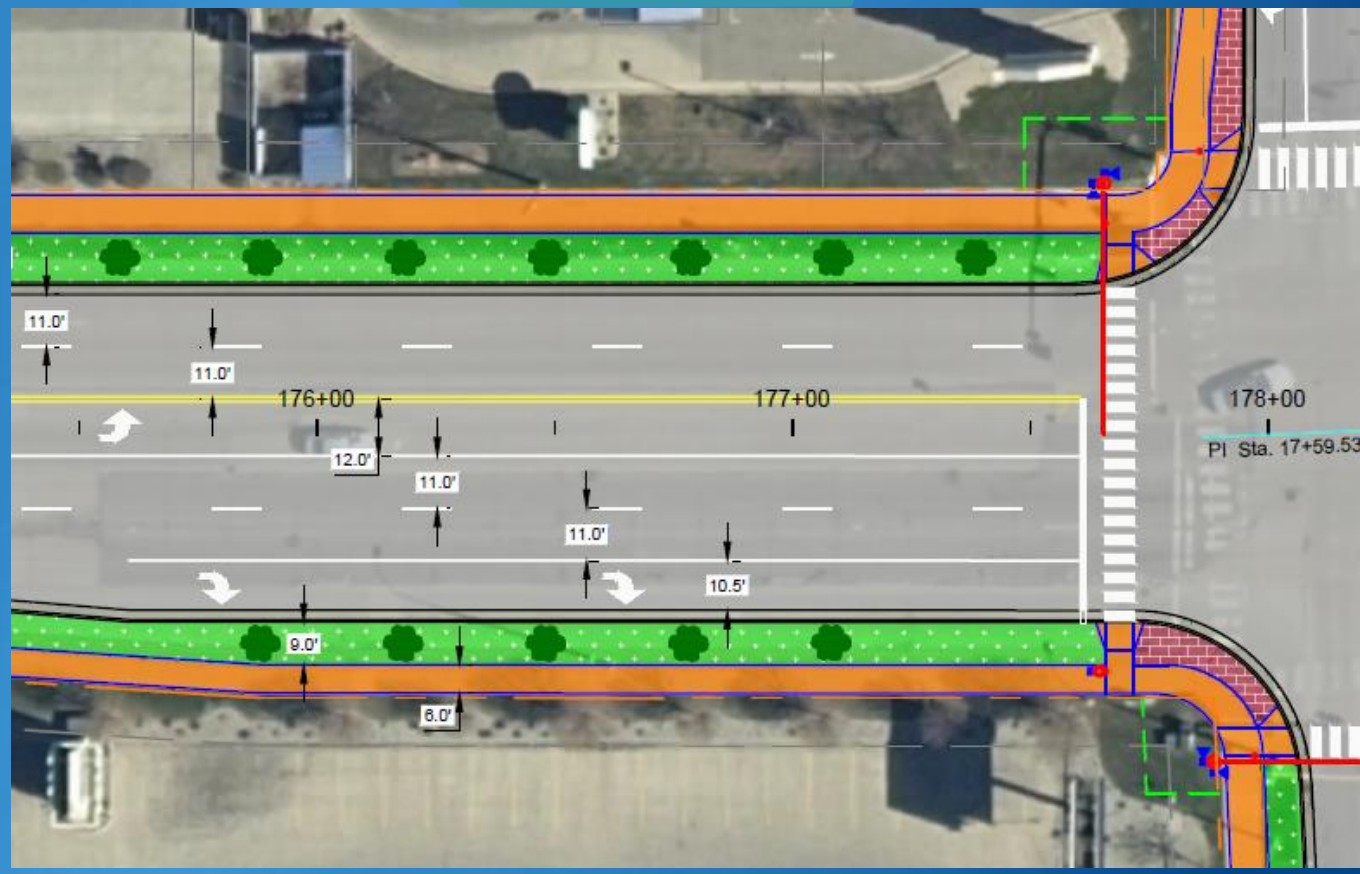
Options 2-4 – EB right turn lane at 25th Street

Existing



With Right Turn Lane



Eastbound turn lane currently exists. We recommend that the turn lane remain. Removal of the eastbound turn lane would significantly increase traffic stacking.

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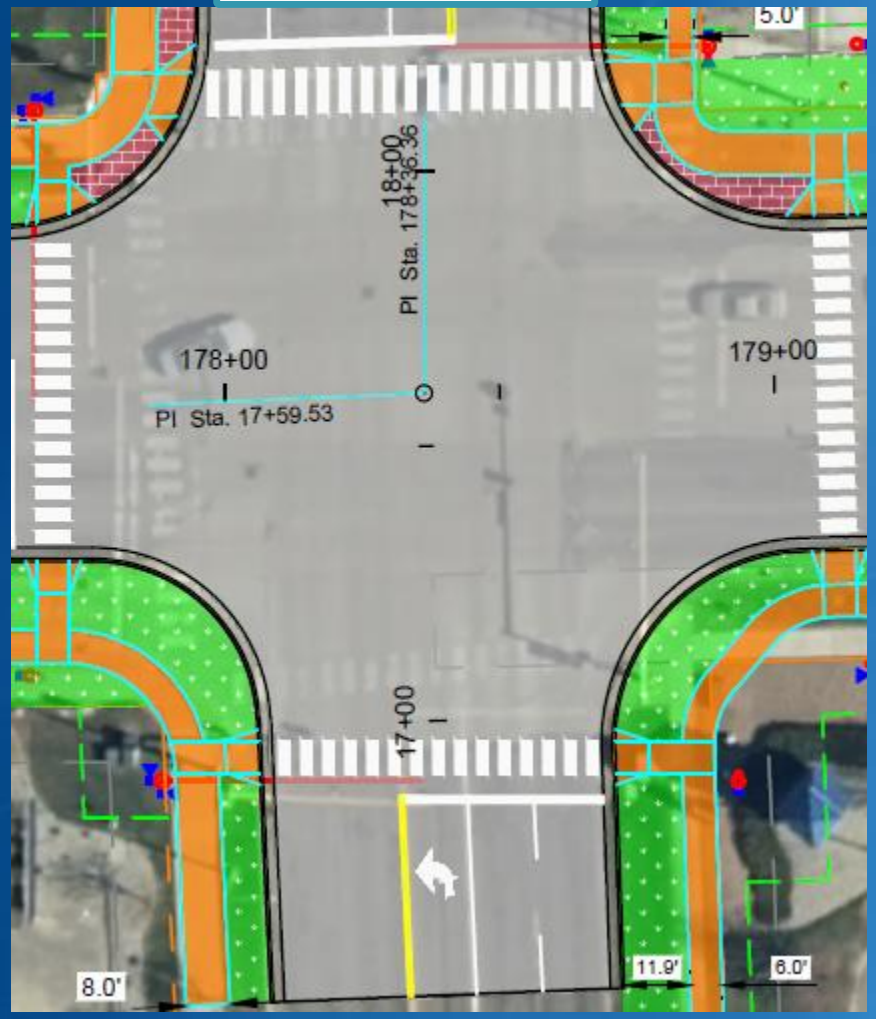
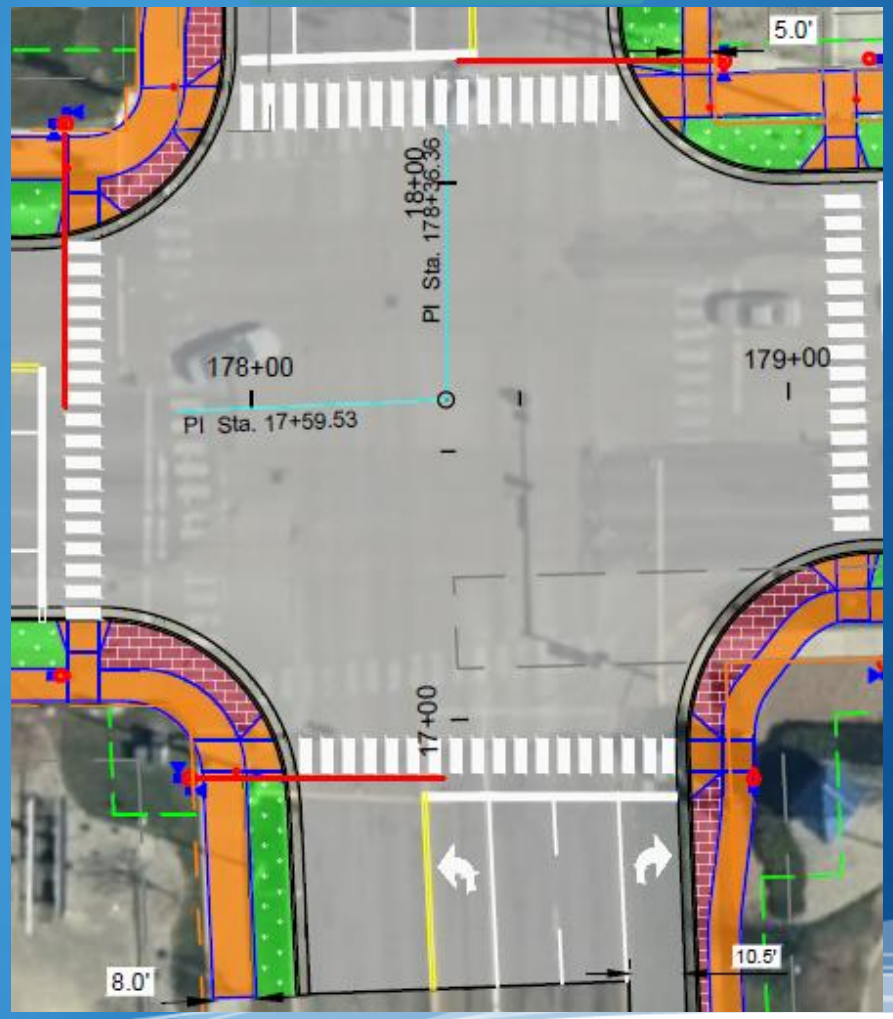
Options 2-4 – NB right turn lane at 25th Street

No Right Turn Lane



With Right Turn Lane



Northbound turn lane does not currently exist. Would require the acquisition of addition right-of-way. We recommend that a right turn lane is not installed.

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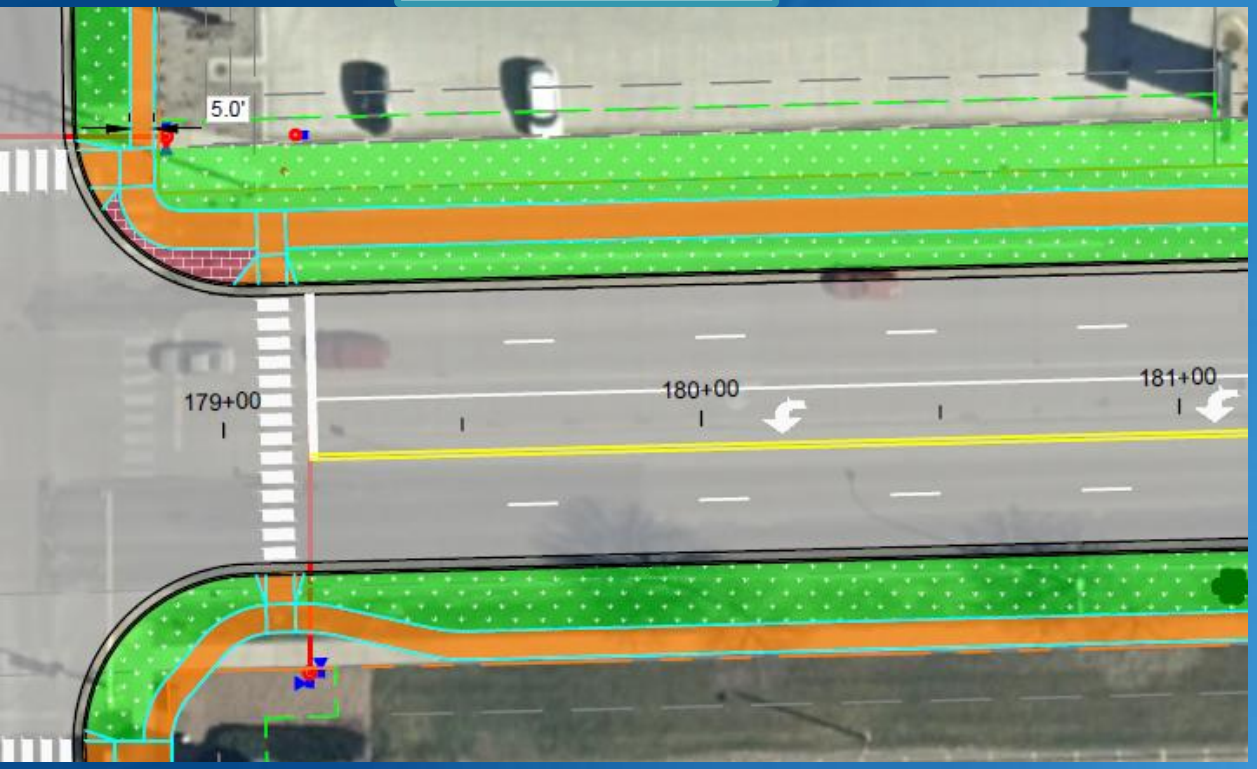
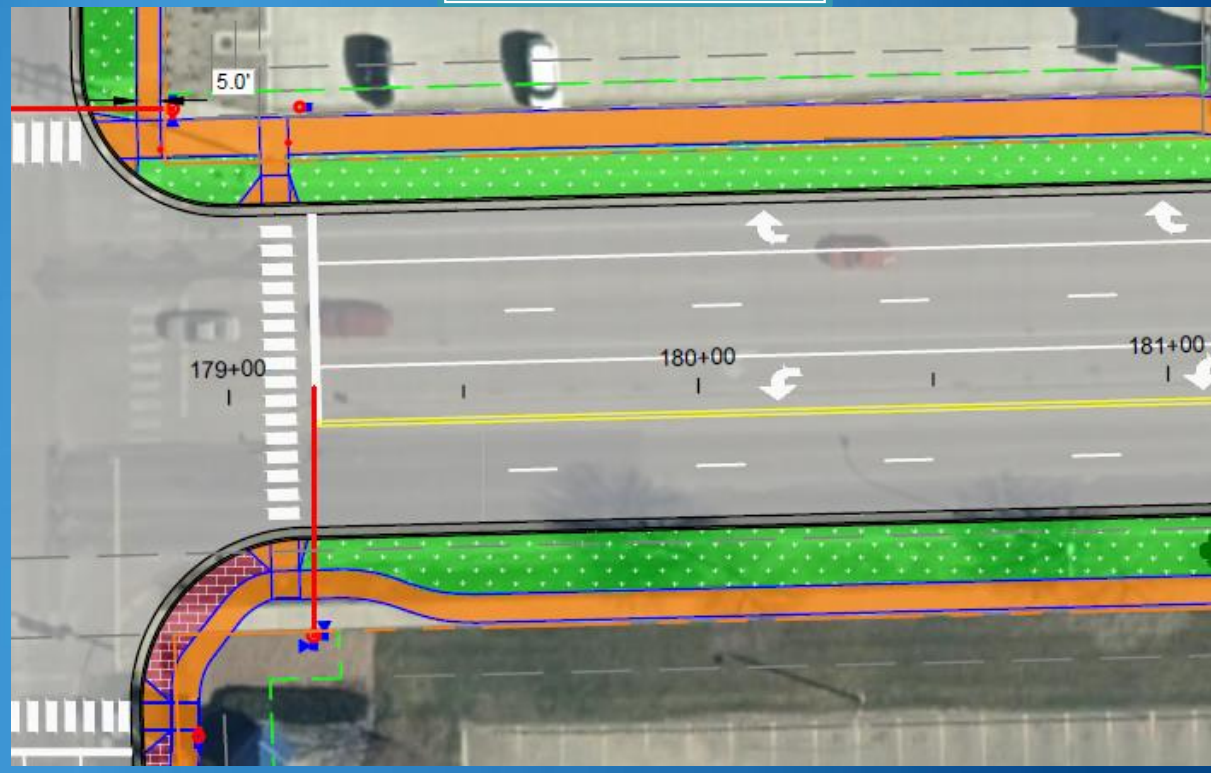
Options 2-4 – WB right turn lane at 25th Street

No Right Turn Lane



With Right Turn Lane



Westbound turn lane currently exists. We recommend that a right turn lane is not installed. This will allow for wider boulevards and a shorter pedestrian crossing.

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Crossing Distance for Optional Turn Lanes

Option/Location	Right Turn Lane Currently Exist?	Crossing Distance: Existing	Crossing Distance: w/ Right Turn Lane	Crossing Distance: w/o Right Turn Lane
Option 1: 28th St (EB)	No	71’	70.5’	60’
Option 2: 25th St (EB)	Yes	83’	70.5’	60’
Option 3: 25th St (NB)	No	64’	70.5’	60’
Option 4: 25th St (WB)	Yes	83’	70.5’	60’

Denotes our recommendation

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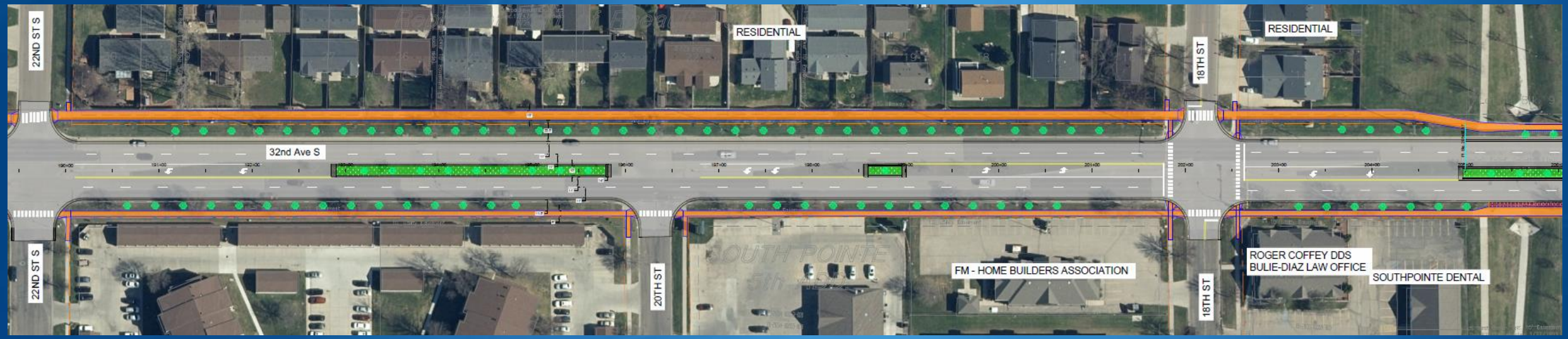
Segment 2 – 22nd Street to Milwaukee Trail



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Segment 2 – Milwaukee Trail to Hornbacher's

Potential for more planting islands through the design phase

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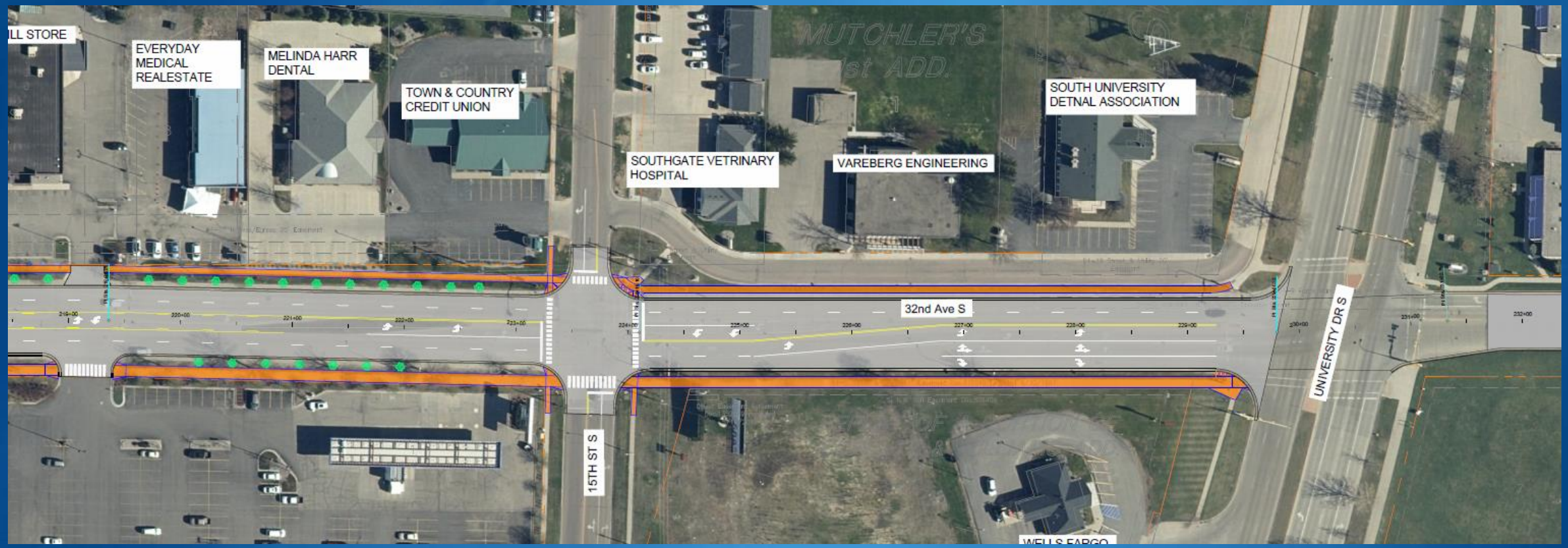
Segment 2 – Hornbacher's to University Drive



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Next Steps

- Segment 1 (32nd St to 22nd St):
  - Complete Segment 1 final design (plans due in November)
  - Bid Segment 1 project in February 2022 (NDDOT)
  - Begin Segment 1 Construction in April 2022
  - Complete Segment 1 Construction in October 2022
- Segment 2 (22nd St through University Dr):
  - Return in early 2023 for review of Segment 2 decision and amend decision if necessary
  - Complete final design for Segment 2 in 2023
  - Bid Segment 2 project in February 2024 (NDDOT)
  - Construct Segment 2 in 2024 calendar year

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I. Executive Decisions

Do you concur with the project concepts as proposed?

X Yes

_____ No

Which alternative per segment should proceed with the project?

Segment #1 – 32nd St S to 22nd St S

_____ Alternative A - No Build:
Estimated Cost $0

X Alternative B1 - Concrete 5-Lane Reconstruction W/ Flush Median:
Estimated Cost $8,430,000

Which options should proceed with Alternative B1?

_____ Yes
X No
Option 1 – Eastbound right turn lane at 28th St:
Estimated Additional Cost $45,000

X Yes
_____ No
Option 2 – Eastbound right turn lane at 25th St:
Estimated Additional Cost $45,000

_____ Yes
X No
Option 3 – Northbound right turn lane at 25th St:
Estimated Additional Cost $45,000

_____ Yes
X No
Option 4 – Westbound right turn lane at 25th St:
Estimated Additional Cost $45,000

Segment #2 – 22nd St S to Red River of the North

_____ Alternative A – No Build:
Estimated Cost $0

X Alternative B1 - Concrete 5-Lane Reconstruction W/ Flush Median:
Estimated Cost $11,170,000

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Questions?

Recommended Motion:

To concur with Project Concepts as shown, and select Alternative B1 as the build alternative to move forward for both Segment 1 and Segment 2, ‘Yes’ for Option 2, and select ‘No’ for Options 1, 3 and 4.

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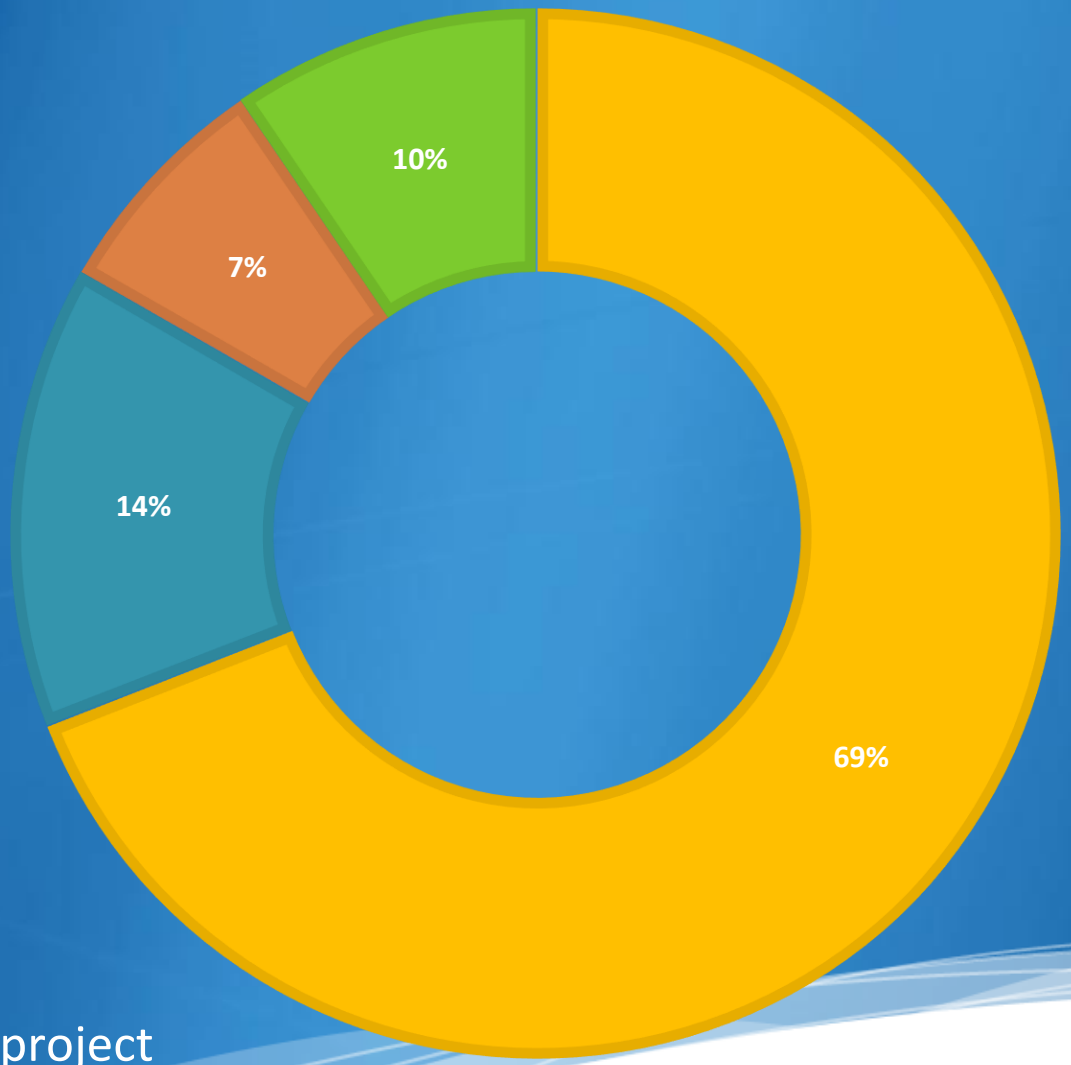
Public Input – Interactive Map



- Vehicle/Traffic/Street
- Pedestrian/Bike
- Utility/Other
- Not related/Outside of project

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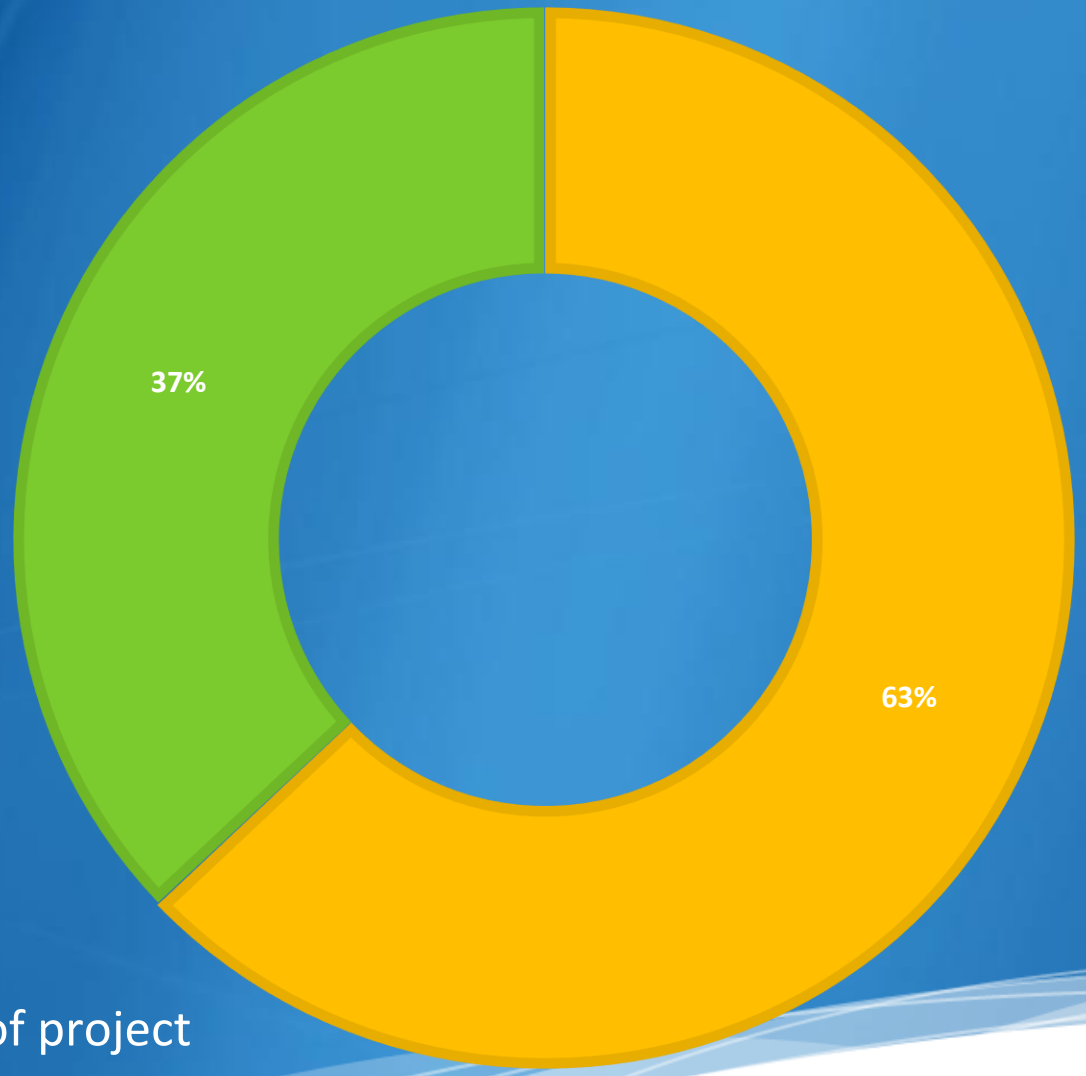
Public Input – Facebook



- Vehicle/Traffic/Street
- Pedestrian/Bike
- Utility/Other
- Not related/Outside of project

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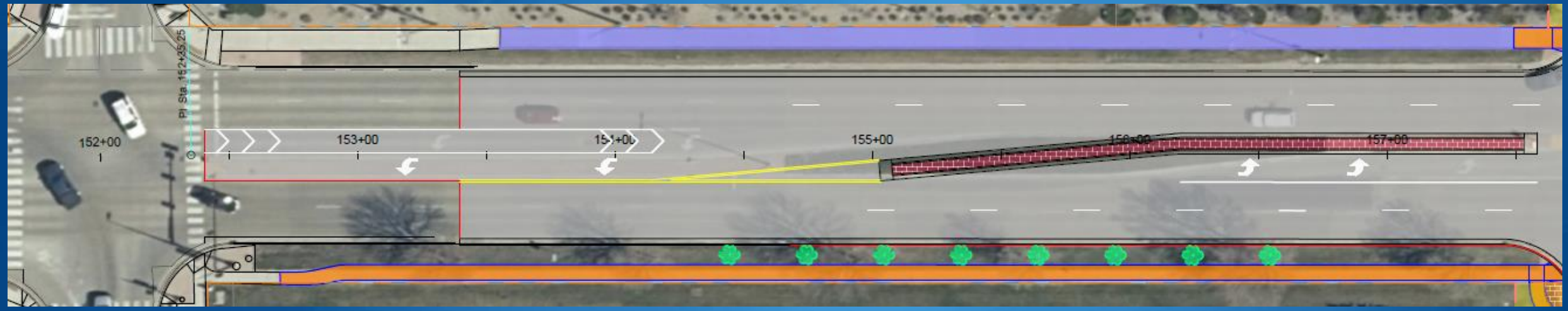
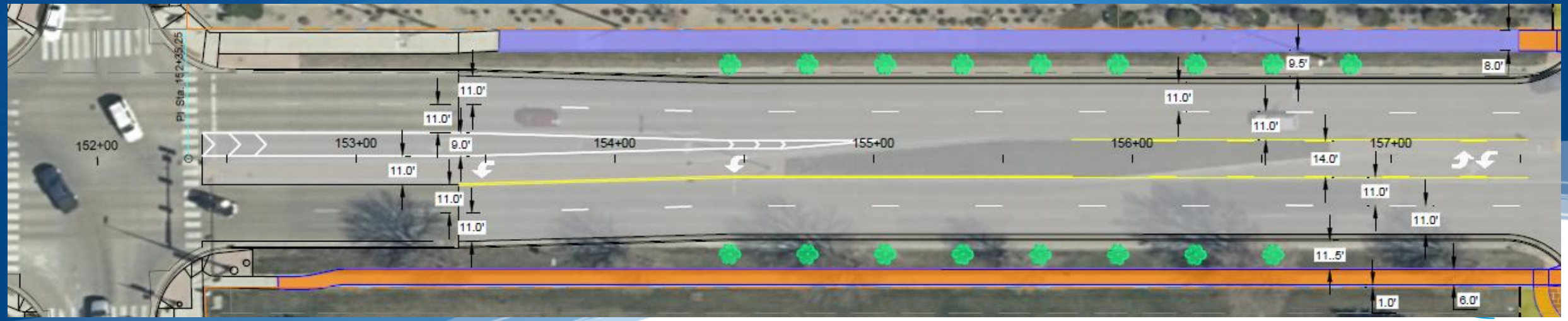
Raised Median or No-Median… What is the difference?

Raised Median



No-Median