

Burleigh County 66th Street SE SU-SC-CVD-1-981(125), PCN 23055

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Public Input Meeting

March 22, 2022

What and Where is the Project?

Burleigh County, in cooperation with the North Dakota Department of Transportation and Federal Highway Administration, is proposing a roadway improvement on 66th Street SE from Apple Creek Road to Northgate Drive. Please refer to Project Location Map on the back page.

The project consists of roadway reconstruction, roadway widening, culvert replacement, a new Apple Creek Bridge, Railroad Overpass Bridge, 66th Street SE and Apple Creek Road intersection improvements, underground utility relocation, and lighting. 66th Street SE will remain open to through local traffic during construction with some partial lane closures. This project is expected to be constructed during the 2023 to 2026 construction seasons.

What is the Project's Purpose?

The purpose of the proposed project is to reconstruct the 66th Street SE corridor to accommodate increased transportation demand in the area and to provide a railroad overpass for emergency services to the City of Lincoln. The project would increase roadway capacity, correct roadway deficiencies, and improve intersection turn movements.

Why is the Project Needed?

Need for the proposed project is driven by increases in traffic movements due to rapid growth in the City of Lincoln and Apple Creek Township, social, and economic demands of growth include numerous large residential developments, an elementary school with a recent expansion, apartment construction and intersection and roadway deficiencies. Other considerations are reliable emergency service routes that are not stopped by a train crossing the roadway and requiring long detours to go around the train crossing. Hydraulic capacity would be improved to reduce road overtopping due to flood events. Deficiencies with the current roadway corridor include intersection turning movements, subgrade issues, and a way to cross the railroad without stopping emergency services or creating a long detour times due to a train crossing.

What Project Alternatives are Being Studied?

Alternate A: No Build – 66th Street SE from Apple Creek Road to Northgate Drive would not be reconstructed with Alternate A. Current geometry does not address the roadway deficiencies, system linkage, or social demand/economic development. Alternate A would not meet the project's purpose and need.

Alternate B: Two Lane Section on 66th Street SE Existing Alignment (Alignment 1) – Consists of reconstructing 66th Street SE from Apple Creek Road to Northgate Drive to a two-lane section with a Railroad Overpass Bridge, a new bridge over Apple Creek, and reconstructing the intersection of 66th Street SE and Apple Creek Road into a roundabout with turn lanes. The Railroad Overpass Bridge requires 30' of fill material and on the existing 66th Street SE alignment, this amount of fill would also fill in Apple Creek on the west side of the roadway. This is an unacceptable environmental impact and the alternative was no longer considered.

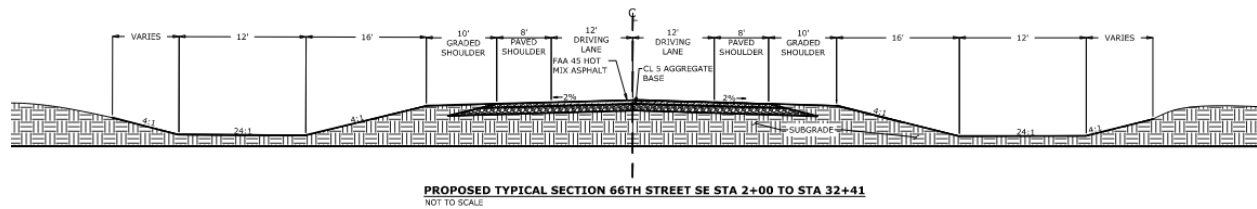
Alternate C: Two Lane Section on 66th Street SE East of Existing Alignment and Ties into Existing Apple Creek Road Intersection (Alignment 2) – Consists of reconstructing 66th Street SE from Apple Creek Road to Northgate Drive to a two-lane section with a Railroad Overpass Bridge, a new bridge over Apple Creek, and reconstructing the intersection of 66th Street SE and Apple Creek Road into a roundabout with turn lanes. This alternative minimizes the impact to adjacent landowners by requiring the least amount of new right-of-way, the least amount of wetland mitigation, and a reduced amount of oxbow mitigation. The Railroad Overpass Bridge requires a total fill of 30' to be placed over two years' time. The first year will have just over 20' placed and allowed to settle to greatly reduce any material moving sideways or slopes failing from the amount of fill. In the second year an additional amount of fill will be placed to bring the total to 30' and will need to compact the soft soils underneath for another year. In the third year some extra material that was placed to help with consolidation will be removed to final grade and final construction of the bridges and roadways can be completed. The existing alignment of 66th Street SE will remain open during the time for material to settle and during the construction of the roadway tie-ins, traffic will be phased during construction. The new bridge over Apple Creek can have construction start sooner than the Railroad Overpass bridge because it will not need the extended amount of settlement time due to small fill amounts. The bridge will reduce the frequency of overtopping on 66th Street SE due to flood events. A roundabout with turn lanes is proposed to be constructed at the existing intersection of 66th Street SE and Apple Creek Road. Traffic will be phased during construction of the roundabout to allow traffic to move through the intersection. Approach accesses will need to be reconstructed to accommodate access to the new road grade and this will be included in the project.

Alternate D: Two Lane Section on 66th Street SE East of Existing Alignment and Shifts Apple Creek Road Intersection East (Alignment 3) – Consists of reconstructing 66th Street SE from Apple Creek Road to Northgate Drive to a two-lane section with a Railroad Overpass Bridge, a new bridge over Apple Creek, and reconstructing the intersection of 66th Street SE and Apple Creek Road into a roundabout (intersection shifted approximately 600' east) with turn lanes. This alternative has the most impact to adjacent landowners by requiring a significant amount of new right-of-way, the largest amount of wetland mitigation, and the most oxbow mitigation. The Railroad Overpass Bridge would also require a total fill of 30' to be placed over two years' time. The first year will have just over 20' placed and allowed to settle to greatly reduce any material moving sideways or slopes failing from the amount of fill. In the second year an additional amount of fill will be placed to bring the total to 30' and will need to compact the soft soils underneath for another year. In the third year some extra material that was placed to help with consolidation will be removed to final grade and final construction of the bridges and roadways can be completed. The existing alignment of 66th Street SE will remain open during the time for material to settle and during the construction of the roadway tie-ins, traffic will be phased during construction. The new bridge over Apple Creek can have construction start sooner than the Railroad Overpass bridge because it will not need the extended amount of settlement time due to small fill amounts. The bridge will reduce the frequency of overtopping on 66th Street SE due to flood events. A roundabout with turn lanes is proposed to be constructed approximately 600' east of the existing

intersection of 66th Street SE and Apple Creek Road. Traffic will be phased during construction of the roundabout to allow traffic to move through the intersection. Approach accesses will need to be reconstructed to accommodate access to the new road grade and this will be included in the project.

Following public input, these alternatives will be further analyzed within the environmental document.

Typical Section for Alternate B, C and D



What is the Purpose of the Public Input Meeting?

The public input meeting is to discuss proposed improvements to 66th Street SE and to initiate early communication with the public, inform the public of the project, and provide an opportunity for feedback regarding the project.

Can I Submit Comments after the Meeting?

Yes, that would be great and it allows people more time to think about questions to ask or comments to submit. You can submit comments by mail or email to:

Casey Einrem, Project Manager
Burleigh County Highway Department
8100 43rd Avenue NE
Bismarck, ND 58503
Email to: ceinrem@nd.gov

Please note "Public Input Meeting" in the email subject heading.
You can submit comments until April 8, 2022.

How does this Project get Funded?






There are a few funding sources for this project. Federal funding will come from urban road funds, rural road funds, COVID relief funds, and ARPA funding. Additional funding sources will be from gas and property tax that is already paid to Burleigh County. The City of Lincoln and Apple Creek Township are also contributing to the project. There will be no County special assessments for the project.



66TH STREET SE RAILROAD OVERPASS STUDY AREA
 SU-SC-CVD-1-981(125)
 PCN: 23055



03/17/2022

-  Study Area
-  Section Lines
- Potential Alignments**
-  Alignment 1
-  Alignment 2
-  Alignment 3

Section 6
 T 138 N
 R 79 W

Section 5
 T 138 N
 R 79 W

Section 7
 T 138 N
 R 79 W

Section 8
 T 138 N
 R 79 W

66TH ST SE

APPLE CREEK RD

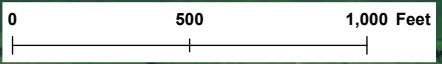
Proposed Alignment 2
 Apple Creek Bridge Location

Existing Apple Creek Bridge Location

Proposed Alignment 3
 Apple Creek Bridge Location

Proposed Railroad
 Overpass Location

NORTHGATE DR



COMMENTS

Burleigh County 66th Street SE SU-SC-CVD-1-981(125), PCN 23055

Tuesday, March 22, 2022 – Burleigh County Highway Department – 5:30 pm to 7:30 pm

Please use the space below to provide comments regarding the
Burleigh County 66th Street SE Project

Name: _____

PLEASE

PRINT Address: _____

Please leave comments with meeting conductors or mail comments by April 8, 2022 to:

Casey Einrem, PE
Burleigh County Highway Department
8100 43rd Avenue NE
Bismarck, ND 58503
Email: ceinrem@nd.gov
Note "Public Input Meeting" in email subject heading.

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

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Division/District/Consultant
Div.-38, Dist.-61, Burleigh County Highway Department

Meeting Location Burleigh County Highway Department	Meeting Type Public Input Meeting	Meeting Date 03-22-2022
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Project Number SU-SC-CVD-1-981(125)	PCN 23055
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Project Description
66th Avenue NE from Apple Creek Road to Northgate Drive, Bismarck, ND

Name (Please print)	Title/Representing		
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Address	City	State	ZIP Code
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Email Address	Telephone Number
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Name (Please print)	Title/Representing		
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Email Address	Telephone Number
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