



US 52 
JAMESTOWN
 Reconstruction Project

**PUBLIC INPUT MEETING –
 APRIL 2024**

PCN 23630, NHU-NH-2-052(050)266, JAMESTOWN, US-52, 7TH
 ST S TO 4TH AVE SW

SRF with Barr Engineering Co., Interstate Engineering,
 Juniper, LLC, Jorge L. Pagan, Martinez Geospatial

Virtual Meeting Agenda

Discuss Alternatives and Improvements

- Project Location
- Project Purpose & Need
- Project Schedule
- Project Background & Feedback Collected
- Traffic Analysis & Proposed Alternatives
- Other Project Considerations
- Preliminary Cost Estimate & Next Steps

Solicit Public Feedback and Answer Questions

- Importance of Soliciting General Public
- Respond to Public Comments and Concerns
- Two Week Comment Period – Mail or Email Comments by Friday, May 3rd



Project Location

- US 52, 4th Ave SW – 10th St E
 - Concrete Reconstruction and Bridge Replacements
- US 52 & 10th St SE Intersection
 - Concrete Reconstruction and Re-configuration
- 1st Ave S, 10th St SE – 7th St
 - Replacement of Pavement Markings
- Other Improvements
 - Sidewalk Improvements and Pedestrian Crossings
 - Replacement of Storm Sewer & Lighting



Project Purpose & Need

- Replace Deteriorating Infrastructure – Roadway Pavement, Bridges, Existing Utilities
- Maintain Vehicular Mobility and Access to Local Streets and Businesses
- Improve Pedestrian Environment, Facilities, and Connections
- Support Local and Regional Mobility



Tentative Project Schedule

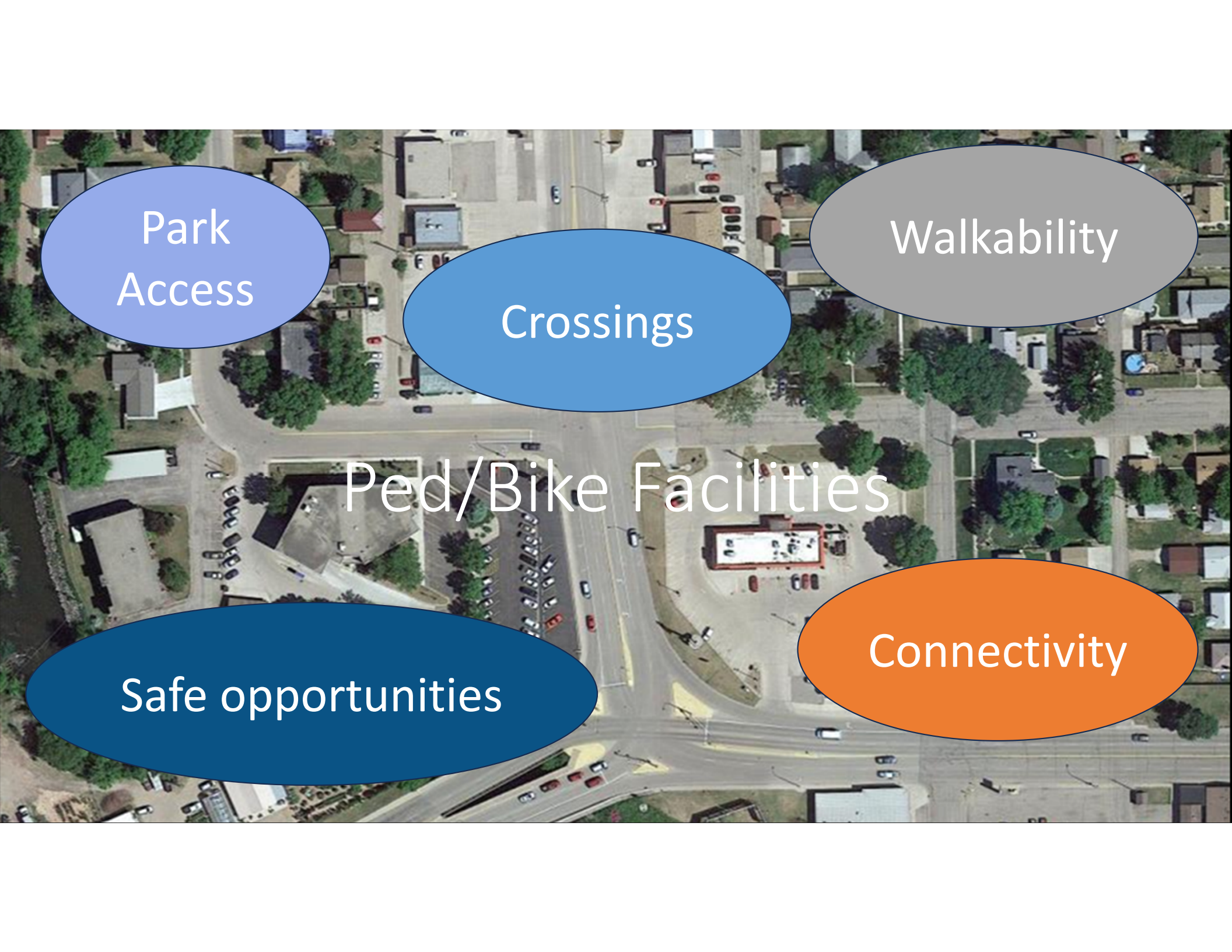


Project Background

- Most Traveled Corridor in Jamestown
- 2015 Land Use Transportation Plan (LUTP)
- Highest Ranked Safety Project Identified by Local Stakeholders in 2020 LUTP Audit
- Public Feedback
 - 80-90% of Comments Focused on Pedestrian Improvements, 9-15% Dedicated Left Turns/Business Access, 5% Landscaping

Alternative Development & Traffic Analysis





Park
Access

Crossings

Walkability

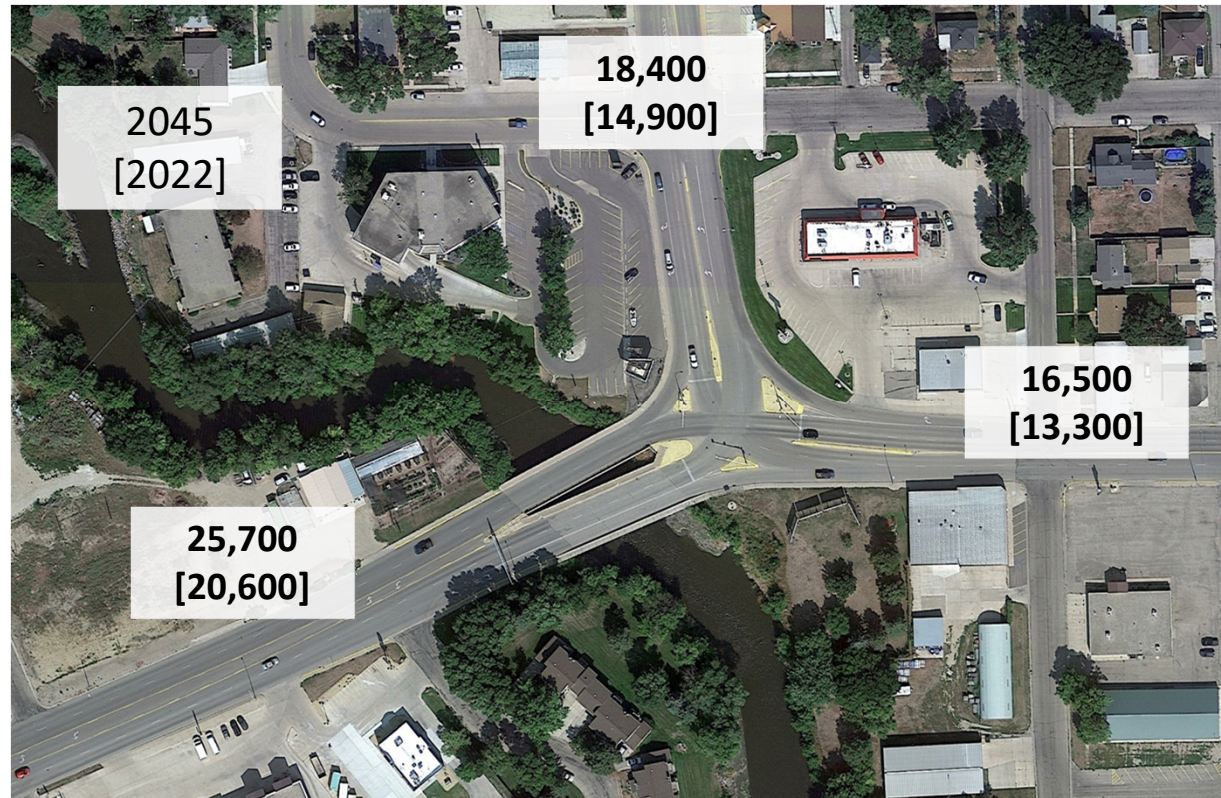
Ped/Bike Facilities

Safe opportunities

Connectivity

Future Roadway System Capacity

- Population and employment growth (1.1%)
- 4-lanes are needed on west Business Loop
- Tie into road diet on the north



Design Criteria

All Alternatives Provide:

- ADA Compliance & Improved Pedestrian Environment Including Pedestrian Crossings
- Full Intersection Access at 4th Avenue SW/12th Street SW
- Reduced/Consolidated Driveway Access
- Replacement of Storm Sewer & Lighting
- Separation of sidewalk from street and parking lots
- Re-striping of US 52/1st Ave S to 3-lane north of 10th St SE intersection

Design Element	Acceptable Standard
Design Speed	25 MPH
Lane Widths	12' Width
Center Left-Turn	12' Width
Sidewalk	5.0' Desired 4.0' Minimum (only in constrained areas) 1.5% Cross-Slope
Boulevards	2.0' Minimum Boulevard Stamped, Colored Concrete for Paved 10% Maximum Slope

Corridor Alternatives

- US 52 & 10th Street SE Intersection Options
 - Option 1 – Radial T
 - Option 2 – Double Crossovers
 - Option 3 – Displaced Left-Turns
 - Option 4 – Roundabout
- US 52 Corridor Alternatives – West of James River
 - Alternative A – No Build
 - Alternative B – 5 Lane with Two-Way Left Turn Lane (TWLTL)
 - Alternative C – 4 Lane, Full Intersection Access with Raised Medians
 - Alternative D – 4 Lane, 3/4 Intersection Access with Raised Medians
 - Alternative E – 4 Lane, Right-In Right-Out Intersection Access with Raised Median

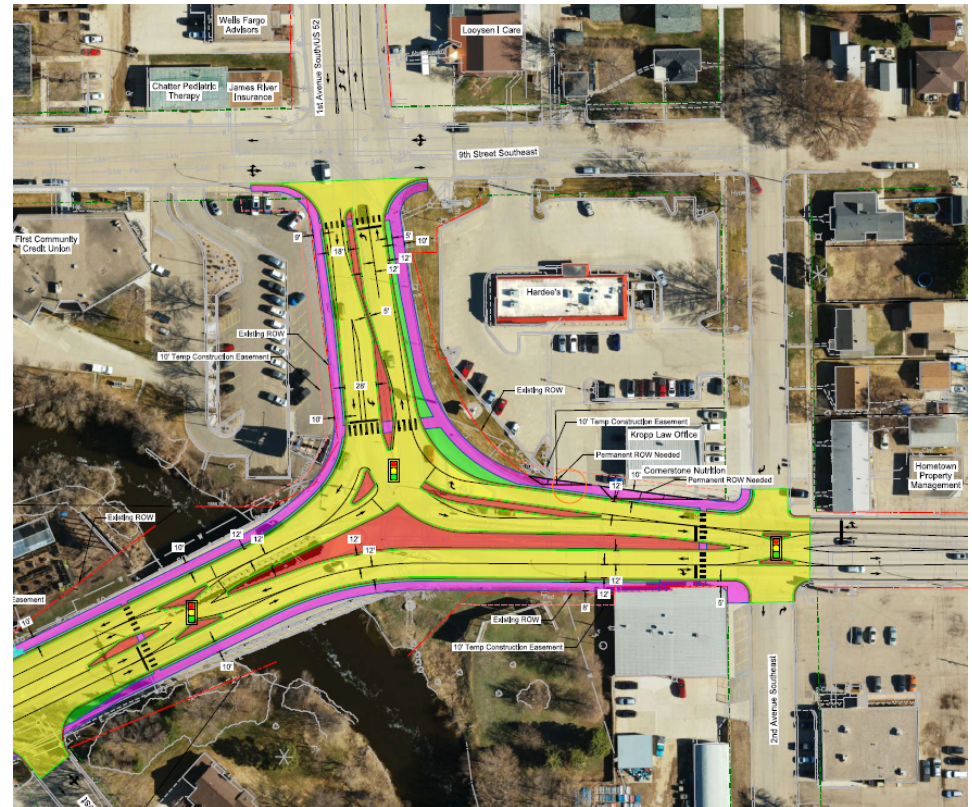
US 52/1st Ave S & 10th St SE Intersection Option 1

- Radial T Intersection
 - Two lanes for SB & WB traffic going WB
 - One lane for EB to NB, EB to EB, SB to EB, and WB to NB
 - One traffic signal
 - Pedestrian refuges at raised medians



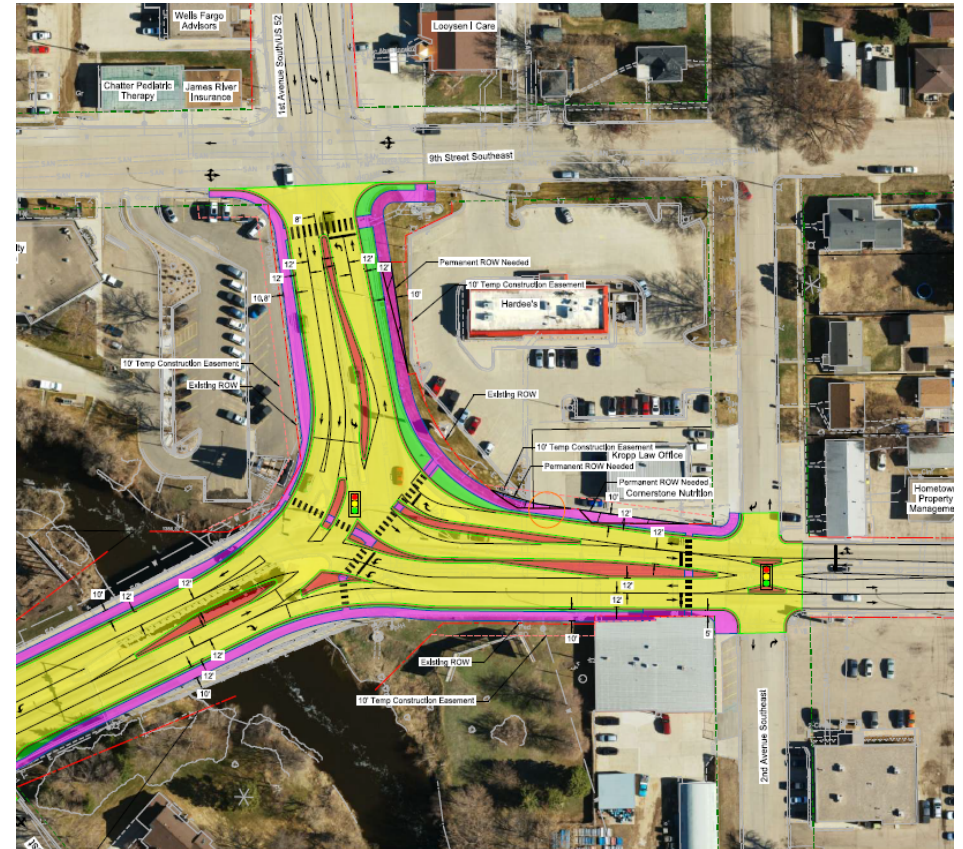
US 52/1st Ave S & 10th St SE Intersection Option 2

- Double Crossover
 - Three traffic signals with pedestrian crossings/refuges
 - Left-turn movements “cross over” at two signals
 - Turns 2nd Ave SE into right-in right-out
 - Provides additional landscaping opportunities



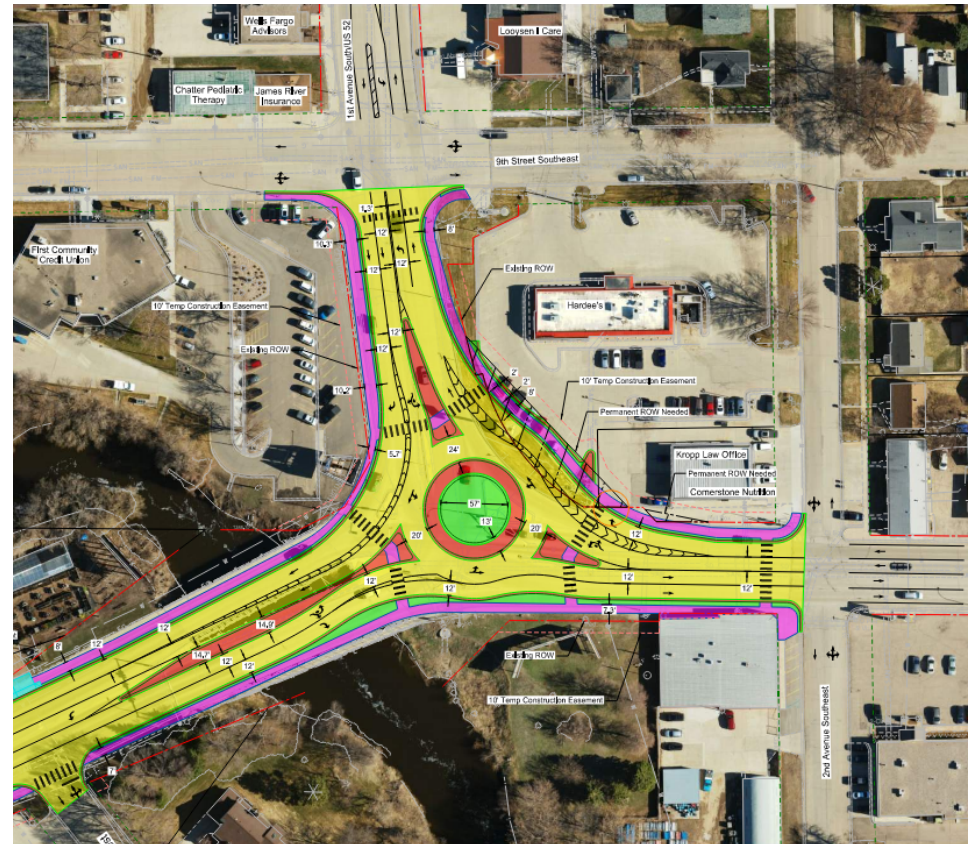
US 52/1st Ave S & 10th St SE Intersection Option 3

- Displaced Left-Turns
 - WB Left-turn movements “cross over” at east signal
 - Two traffic signals with pedestrian crossings/refuges – Pedestrians cross during left-turn phase and through phase at main intersection
 - Turns 2nd Ave SE into right-in right-out

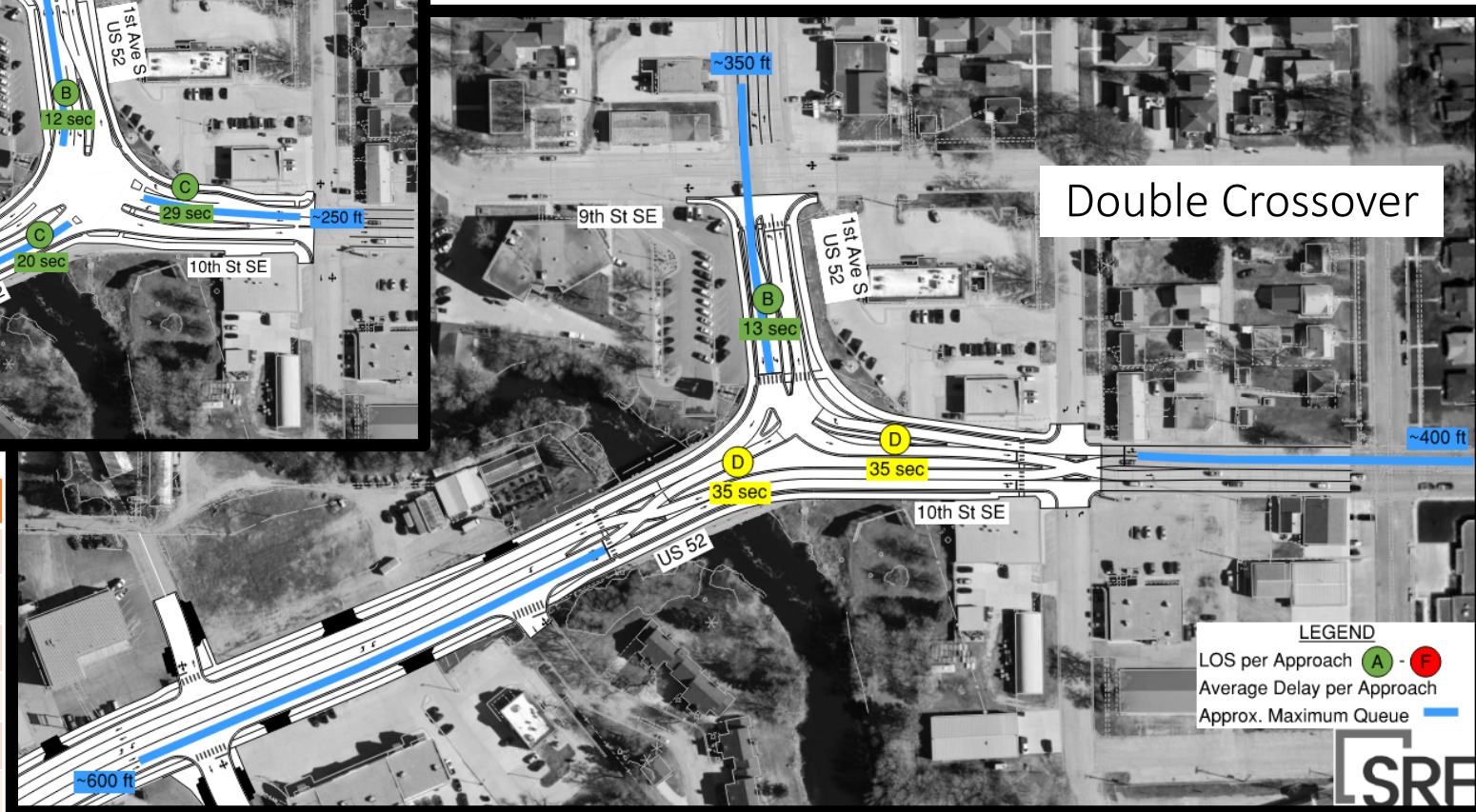
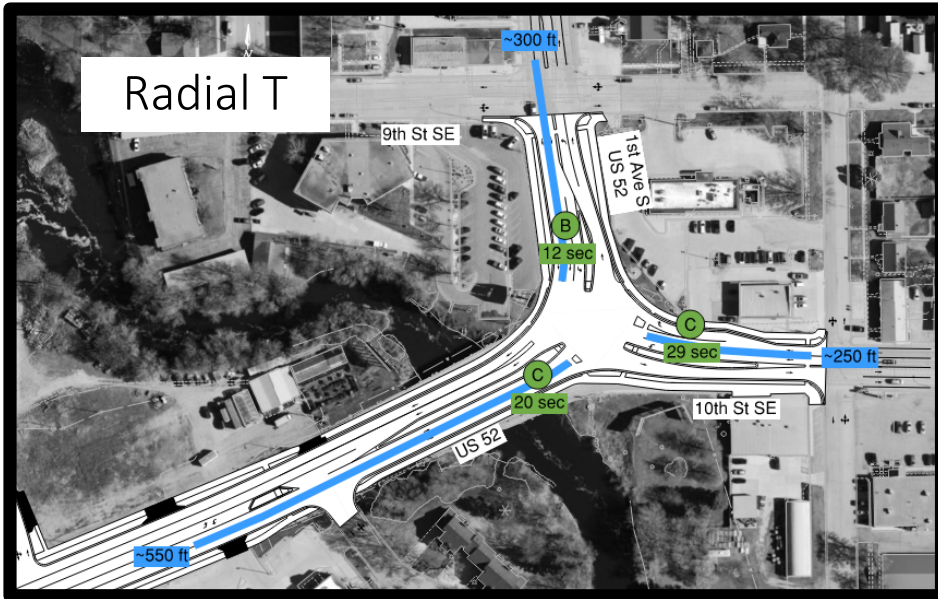


US 52/1st Ave S & 10th St SE Intersection Option 4

- Roundabout
 - Bypass right-turn lanes in NW and NE
 - Two-lane entries at all legs
 - Requires acquisition of permanent right of way from NE properties & parking space re-configuration



Intersection Options – Levels of Service

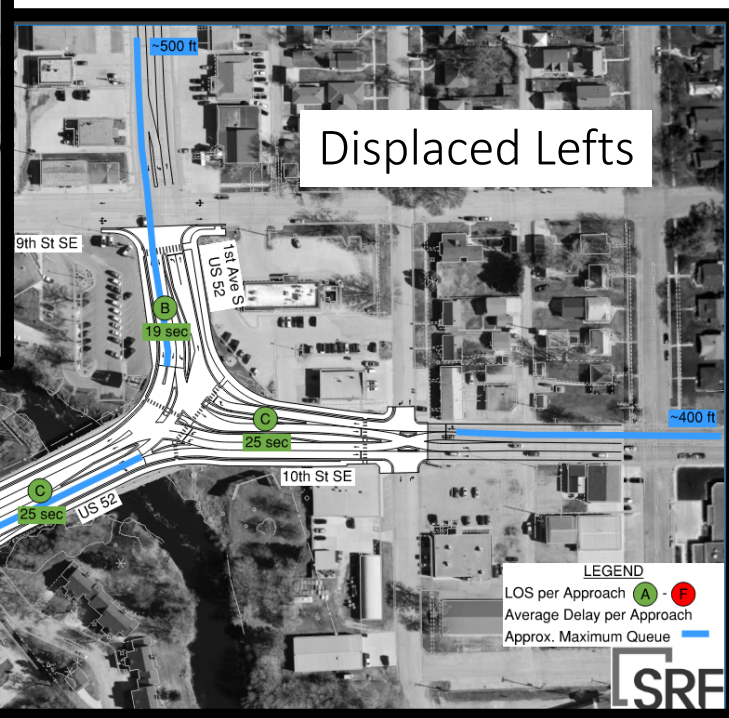
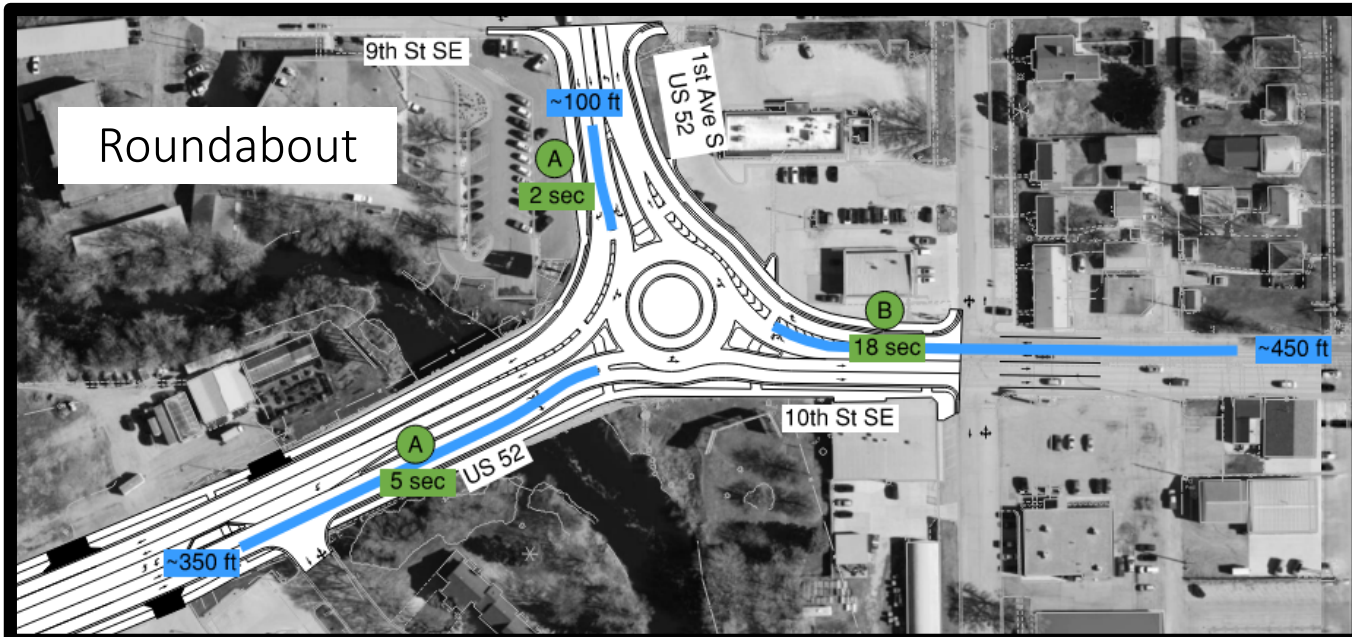


LOS	Description
A	Free Flow
B	Stable Flow (Slight Delays)
C	Stable Flow (Acceptable Delays)
D	Approaching Unstable Flow (Acceptable)
E	Unstable Flow
F	Forced Flow (Congested and Clearing Failure)

LEGEND
 LOS per Approach A - F
 Average Delay per Approach
 Approx. Maximum Queue



Intersection Options – Levels of Service



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A	Free Flow
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C	Stable Flow (Acceptable Delays)
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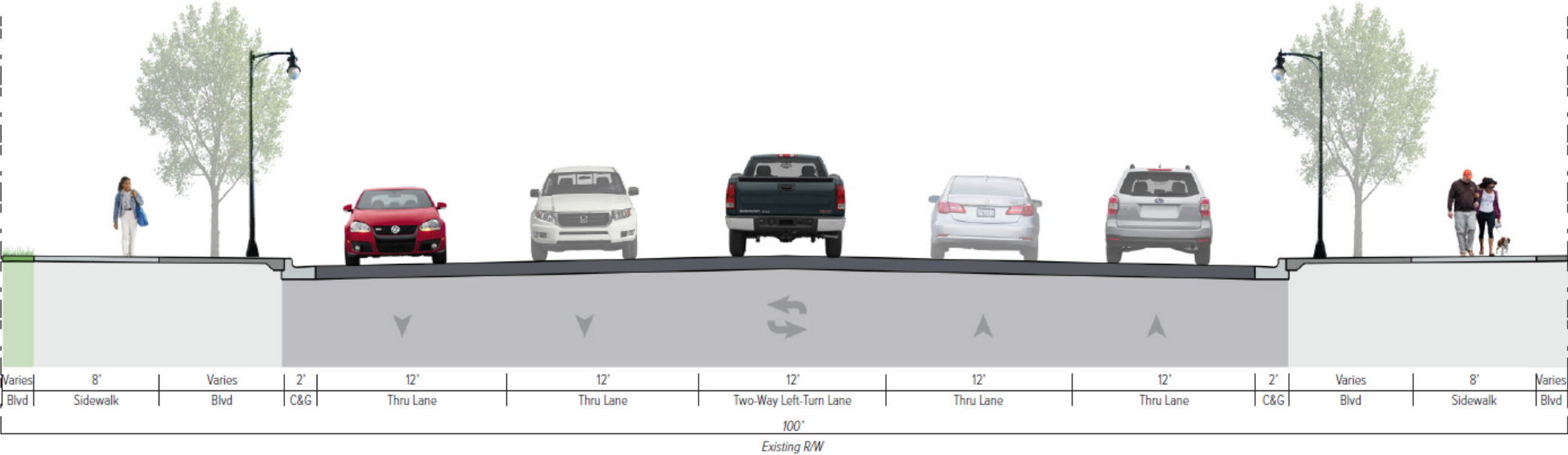
LEGEND

LOS per Approach **A** - **F**

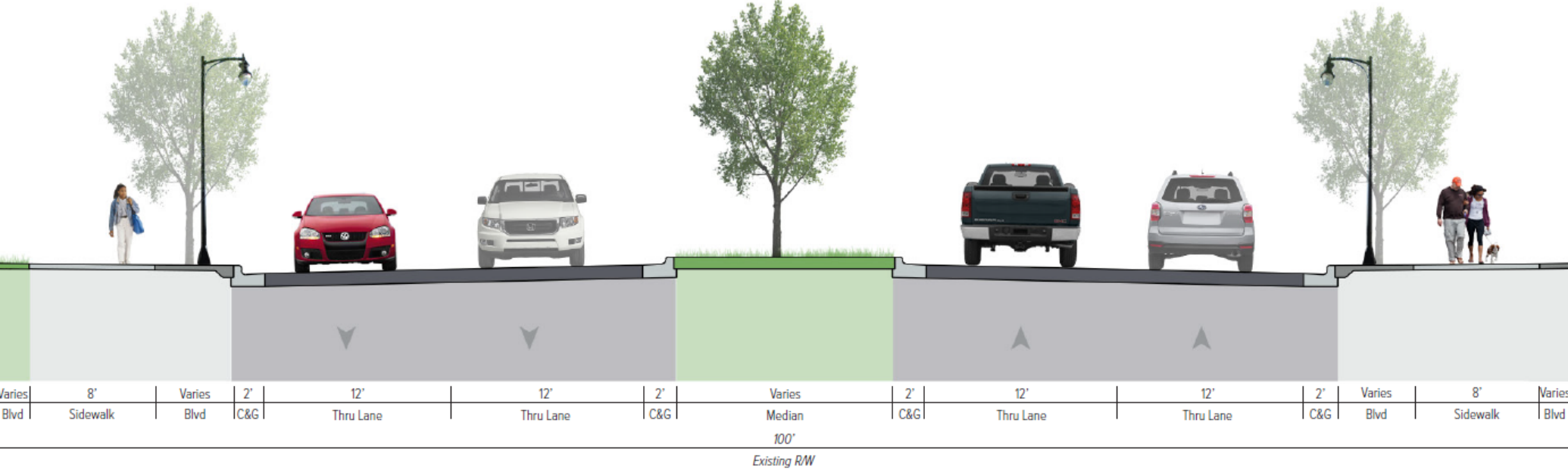
Average Delay per Approach

Approx. Maximum Queue

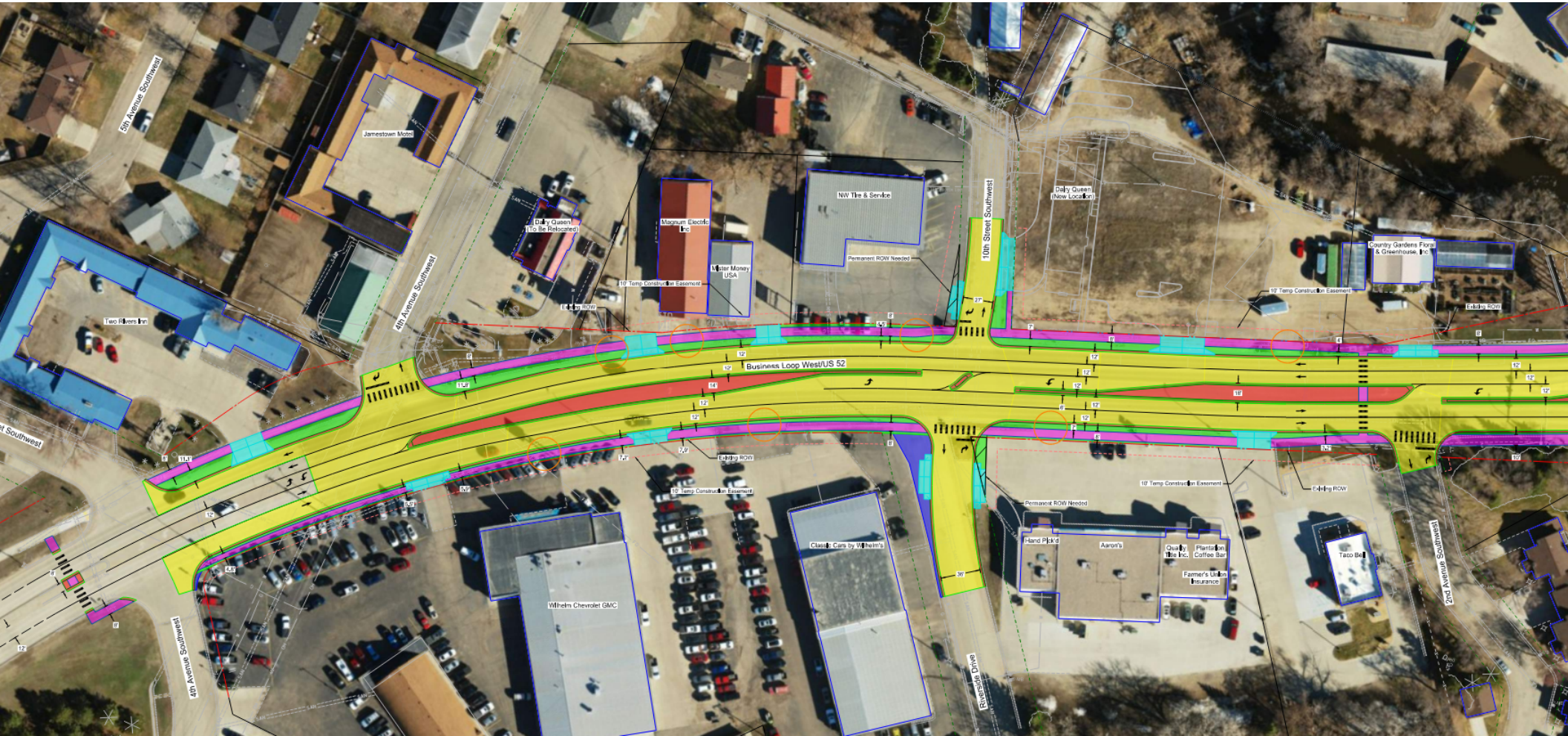
Alternative B – Typical Section



Alternatives C, D, & E – Typical Section



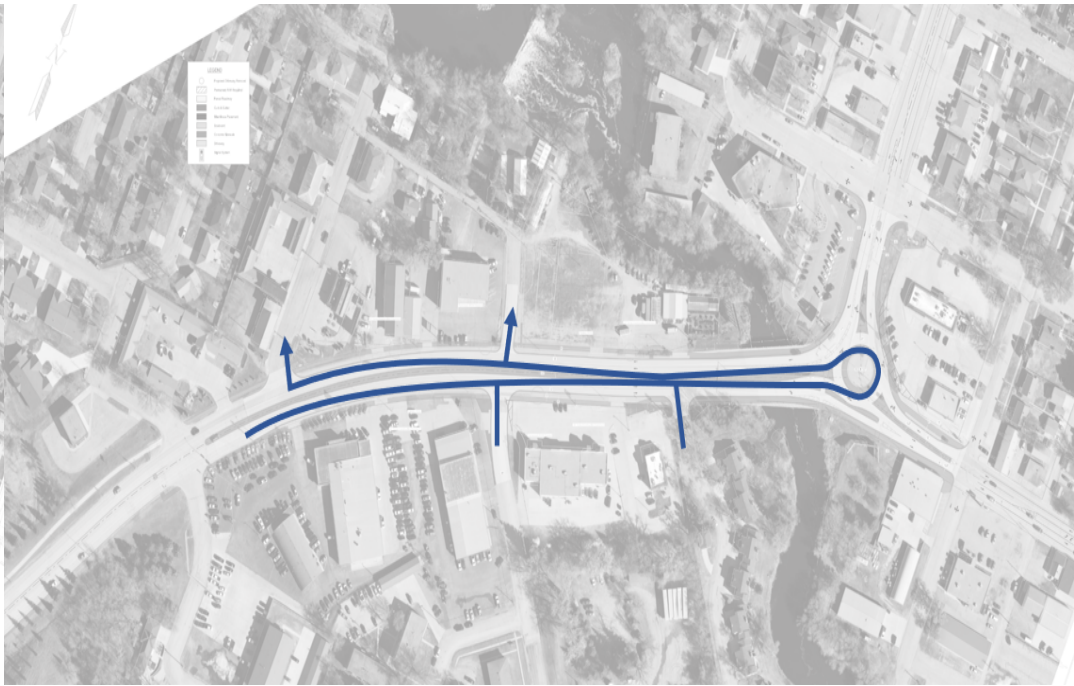
Alternative D: 4-Lane, 3/4 Intersection Access with Raised Medians



Alternative E: 4-Lane, Right-in Right-out Intersection Access with Raised Median

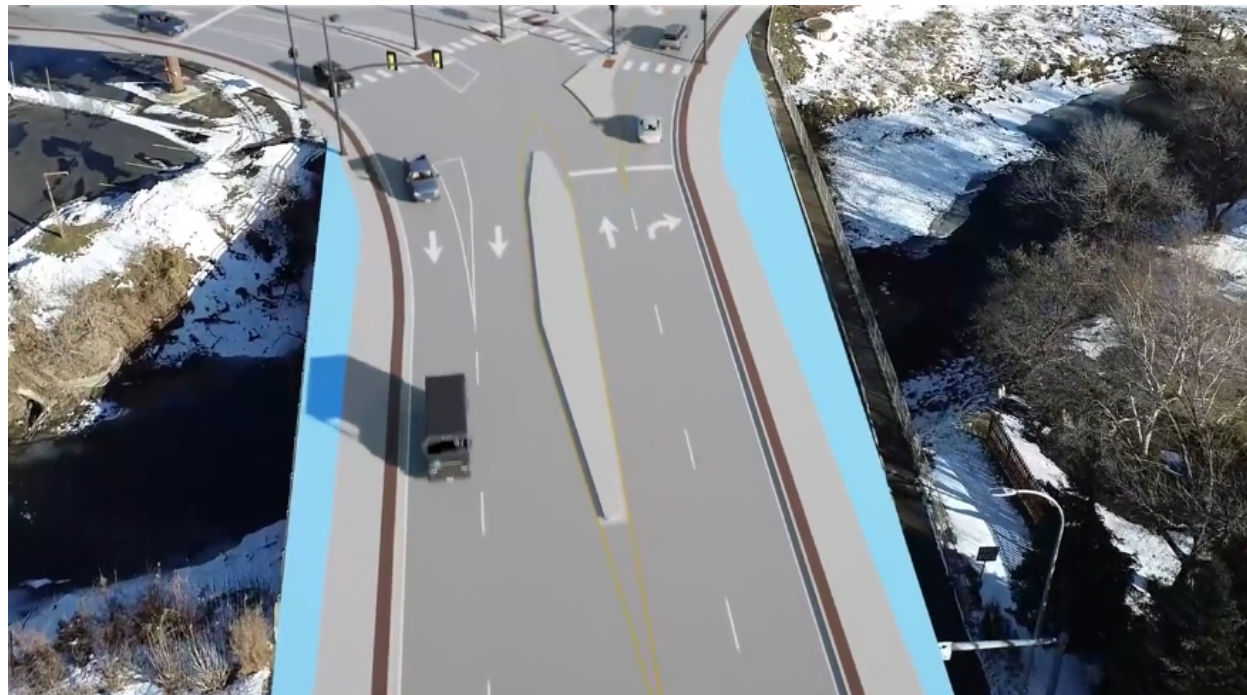


Alternative D & E – Re-Routing & U-Turn Examples



Bridge Replacement over the James River

- Replace Two Aging Structures with One New Structure
- Wider Sidewalks and Boulevards
- Accommodate Intersection Options



Right of Way Impacts & Access Management

Corridor Alternative/Intersection Option	Permanent ROW Sq. Ft.	Temporary ROW Sq. Ft.
B - 5 Lane with TWLTL	800 Sq. Ft.	18,524 Sq. Ft.
C- 4 Lane, Full Intersection Access with Raised Medians	800 Sq. Ft.	18,536 Sq. Ft.
D - 4 Lane, 3/4 Intersection Access with Raised Medians	800 Sq. Ft.	18,520 Sq. Ft.
E - 4 Lane, Right-in Right-Out Intersection Access with Raised Median	0 Sq. Ft.	16,885 Sq. Ft.
Option 1 - Radial T	1,419 Sq. Ft.	9,118 Sq. Ft.
Option 2 - Double Crossover	587 Sq. Ft.	7,954 Sq. Ft.
Option 3 - Displaced Left-Turns	1,036 Sq. Ft.	8,433 Sq. Ft.
Option 4 - Roundabout	4,953 Sq. Ft.	9,395 Sq. Ft.
Total Private Accesses		Potential Access Reduction
16		7

Streetscaping Opportunities

- Tree Plantings
 - Potential for plantings between back of curb and sidewalk and/or within raised medians
 - Outside 250' billboard no-planting zones
- Planting Beds
 - 9' minimum width desired
- Parking Lot Separation
 - Raised v-curb
 - Decorative or wire fencing



Environmental Impact Considerations

- Section 4(f)
 - Limiting impacts to park located south of US 52/10th Street SE Intersection
- Cultural
 - No Historic Properties Affected
- Animal Crossing Accommodations
- Permits/approval associated with James River Bridge:
 - US Army Corps Section 404
 - City Floodplain Permit
 - State Sovereign Land Permit

Preliminary Cost Estimates & Funding

	Preliminary Construction and Engineering Costs
US 52 CORRIDOR ALTERNATIVES	
Alternative B: 5-Lane with TWLTL	\$5.2M - \$7.8M
Alternative C: 4-Lane, Full Intersection Access with Raised Medians	\$5.1M - \$7.6M
Alternative D: 4-Lane, ¾ Intersection Access with Raised Medians	\$5.1M - \$7.7M
Alternative E: 4-Lane, Right-In Right-Out Intersection Access with Raised Median	\$4.7M - \$7.1M
JAMES RIVER BRIDGE REPLACEMENT	\$3.6M – \$5.8M
US 52 & 10TH STREET SW INTERSECTION OPTIONS	
Option 1 – Radial T	\$3.4M – \$5.1M
Option 2 – Double Crossover	\$3.8M - \$5.7M
Option 3 – Displaced Left-Turns	\$3.9M - \$5.8M
Option 4 - Roundabout	\$3.5M – \$5.2M
TOTAL APPROXIMATE PRELIMINARY PROJECT COSTS	\$11.7M – \$19.4M

- Funding: Combination of Federal, State, and City funds
 - Federal Share = \$9.4M – \$15.5M
 - State Share = \$2.1M – \$3.1M
 - City Share = \$0.2M – \$0.8M

We Value Your Input

Your input will help determine which corridor alternative and intersection option is selected for US 52. Please tell us about your concerns, issues, and needs.



To provide written comments, mail:

SRF Consulting Group, Inc.
Attn: Scott Harmstead
2370 Vermont Avenue
Bismarck, ND 58504



Email your comments to:

SHarmstead@srfconsulting.com

Subject: “Virtual Public Input Meeting-PCN 23630”

Postmarked or Emailed by **May 3rd, 2024**

NDDOT Title VI Public Participation Survey

Title VI and Nondiscrimination Survey Link

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community. To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

[TITLE VI PUBLIC PARTICIPATION SURVEY](#) 

Sex: <input type="checkbox"/> Female <input type="checkbox"/> Male	Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No		
Age: <input type="checkbox"/> 34 and younger <input type="checkbox"/> 35-54 <input type="checkbox"/> 55 and older			
Race:			
<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Native Hawaiian/Other Pacific Islander		
<input type="checkbox"/> Asian	<input type="checkbox"/> White		
<input type="checkbox"/> Black/African American	<input type="checkbox"/> Other _____		
<input type="checkbox"/> Hispanic or Latino			
Language most frequently spoken in your home:			
<input type="checkbox"/> Arabic	<input type="checkbox"/> German	<input type="checkbox"/> Somali	<input type="checkbox"/> Vietnamese
<input type="checkbox"/> Bosnian	<input type="checkbox"/> Nepali	<input type="checkbox"/> Spanish	<input type="checkbox"/> Other _____
<input type="checkbox"/> Croatian	<input type="checkbox"/> Russian	<input type="checkbox"/> Swahili	
<input type="checkbox"/> English	<input type="checkbox"/> Serbian	<input type="checkbox"/> Turkish	
Do you receive public assistance? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Indicate how you heard about the event:			
<input type="checkbox"/> Internet	<input type="checkbox"/> Mailing	<input type="checkbox"/> NDDOT Contact	<input type="checkbox"/> Newspaper
<input type="checkbox"/> Radio	<input type="checkbox"/> Social Service Agency	<input type="checkbox"/> Television	
<input type="checkbox"/> Advocacy Group (which group) _____			
<input type="checkbox"/> Other _____			

Thank You!