



City of Grand Forks
Staff Report

Committee of the Whole – January 26, 2026
City Council – February 2, 2026

APPROVED & ACCEPTED
by City Council

02/02/2026

Maureen Storstad
Maureen Storstad
City Auditor

Agenda Item: Decision Document for City Project No. 8951 – US 2 & Airport Rd Intersection Improvements

Submitted by: Engineering Department, Todd Feland (City Administrator)
Allen Grasser, PE (City Engineer)
David Kuharenko, PE (Assistant City Engineer)

Staff Recommended Action: **Concur with Grand Forks County and the Grand Forks Regional Airport Authority and Select Alternative C: Roundabout 2x1 as the Preferred Alternative for City Project No. 8951 – US 2 & Airport Rd Intersection Improvements**

Committee Recommended Action: Motion by Berg, second by Fridolfs to move staff recommendation to city council with a recommendation to approve. Motion carried 5-1 with Sande dissenting,

Council Action: Motion by Weigel, second by Sande to not object to Grand Forks County decision on project. Motion passed unanimously.

BACKGROUND:

The Decision Document is one of the first requirements for a Federal-aid project and is intended to provide a description of the project needs, general plan, and obtain public/outside agency comments for a project. Thereafter, the North Dakota Department of Transportation (NDDOT) and Federal Highway Administration will select the project alternative that is to be pursued.

The intersection of Gateway Dr/US 2 and Airport Rd/CR 5 was listed as #3 on the 2020-2024 Rural High Crash Locations Report from the NDDOT. After a fatal crash that occurred on June 3, 2024, the Grand Forks County Commission requested that the NDDOT investigate potential improvements at this intersection. Since then, the NDDOT hired Ulteig Engineers to develop a Decision Document for improvements at this intersection. Multiple alternatives were developed and after reviewing the alternatives, they were narrowed down to four alternatives:

- Alternative A – Do Nothing - \$0
- Alternative B – Roundabout Single Lane - \$8,500,000*
- Alternative C – Roundabout 2x1 - \$12,000,000*
- Alternative D – Shifted Diamond Interchange - \$99,900,000*

*Cost estimates are inflated to time of construction as identified in the Decision Document.

This project is located at the intersection of US 2/Gateway Dr and County Rd 5/Airport Rd. US 2/Gateway Dr is owned and maintained by NDDOT. County Rd 5 is owned and maintained by Grand Forks County. Airport Rd is owned and maintained by the Grand Forks Regional Airport Authority. Though the City does not own or maintain any of the roads of this intersection, the Grand Forks Airport is within Grand Forks City Limits and within the City's urban area along with other nearby City facilities and properties. As such the NDDOT sees the City as a valuable partner on this project and desires feedback and the City's preferred alternative recommendation.

The Grand Forks County has been the champion for this project since the beginning requesting the NDDOT investigate the intersection in June of 2024. At the December 16, 2025 Grand Forks County Commission meeting the Commission approved selecting Alternative C: 2x1 Roundabout as their preferred alternative. At the January 15, 2026 meeting the Grand Forks Regional Airport Authority approved selecting Alternative C: 2x1 Roundabout as their preferred alternative. The City has received letters from both entities regarding their support for this alternative and staff is recommending concurring with the community partners that are most impacted by this intersection.

Based on previous conversations with the NDDOT staff, it is anticipated that if Alternative B: Roundabout One Lane, or Alternative C: Roundabout 2x1 are selected, that the NDDOT may be able to program through their standard funding mechanisms with CR5 and Airport Rd funded by the Local Public Agencies. If Alternative D: Shifted Diamond Interchange is selected, the NDDOT anticipates that additional outside funding will be required. It is anticipated that this would also include a much higher local share. If the project is moved forward, a discussion between the City, County, and Airport Authority will be needed to discuss the potential split of the local cost share between the three entities.

There are a range of different alternatives. A brief description of each alternative is listed below:

- Alternative A: No Build – Nothing is done at this intersection.
- Alternative B: Roundabout One Lane – This alternative is proposed to include the reconstruction of the intersection with a single lane roundabout. This would require traffic on US 2/Gateway Dr to merge prior to entering the roundabout. It is anticipated that this project could be funded as soon as four years with an estimated construction cost of \$8,500,000.
- Alternative C: Roundabout 2x1 – This alternative is proposed to include the reconstruction of the intersection with a 2x1 roundabout. This would allow the two lanes of traffic on US 2/Gateway Dr to remain in their respective lanes as they maneuver through the roundabout while CR 5/Airport Rd traffic would have only one lane entering and exiting the roundabout. Though the turn lanes would be removed, traffic on US 2/Gateway Dr wanting to turn left at the intersection would still need to be in the left lane and right turning traffic would need to be in the right lane. It is anticipated that this project could be funded as soon as four years with an estimated construction cost of \$12,000,000.
- Alternative D: Shifted Diamond Interchange – This alternative is proposed to include the reconstruction of the intersection with a diamond interchange. With the elevation changes required to for the bridge over US 2/Gateway Dr, the intersection needed to be shifted to the east to avoid the Runway Protection Zone (RPZ) for their airport's main runway. This shift and additional embankment materials will also impact the City's water booster station located in the north east corner of the existing intersection. This booster station provides water and water pressure to both the airport as well as the Grand Forks Air

Force Base. A new station would likely need to be built prior to taking the existing station offline to provide minimal impact to the airport and Grand Forks Air Force Base. The NDDOT has indicated that this alternative would likely require additional outside funding as they do not have the funding available to fully fund this alternative. It is anticipated that this project could be funded as soon as ten years with an estimated construction cost of \$99,900,000, however it would likely require additional outside funding and likely a higher than typical local cost share.

A detailed list of impacts, advantages and disadvantages can be found in the attached Decision Document.

This intersection has been included in past studies including:

- NDDOT Local Road Safety Plan – 2014
- Grand Forks/East Grand Forks Metropolitan Planning Organization (MPO) US Highway 2 Access Study Report – 2014
- NDDOT Road Safety Review – November 2017
- NDDOT Traffic Operations Study – August 2019
- NDDOT Traffic Operations Study – February 2024

This project has been considered at a number of previous Council/Committee/Commission/Public meetings, some of which are as follows:

- June 18, 2024 – At the Grand Forks County Commission meeting this intersection was discussed with a desire to include the City of Grand Forks and Chamber in adding it to the legislative priorities and bringing it up at the upcoming Grand Forks/East Grand Forks Metropolitan Planning Organization (MPO) Executive Board meeting.
- June 19, 2024 – At the MPO Executive Board meeting comments were made regarding a recent fatal crash that the MPO should request the NDDOT complete a study of the intersection.
- September 24, 2024 – A Public Input meeting was held at the Hilton Garden Inn.
- January 23, 2025 – A project update was provided to the Airport Authority that Ulteig Engineers had been selected
- February 27, 2025 – A project update was provided to the Airport Authority regarding an upcoming meeting and discussion of various concepts.
- March 27, 2025 – A project update was provided to the Airport Authority. At a recent stakeholder meeting the roundabout and interchange concepts were recommended to move forward while the reduced conflict intersection and staggered t-intersection were
- August 5, 2025 – The Grand Forks County Commission approved setting aside \$500,000 for the airport intersection project.
- October 7, 2025 – The Grand Forks County Commission was given a project update and recommended the roundabout concept because of the cost and time for an interchange.
- November 4, 2025 and November 5, 2025 – Public Input meetings were held at the Alerus Center.
- November 20, 2025 – The Grand Forks Regional Airport Authority Commission discussed the proposed alternatives presented at the public input meeting and approved the recommendation to remove the single lane roundabout alternative.
- December 16, 2025 – The Grand Forks County Commission approved a selecting the Roundabout 2x1 alternative as their preferred alternative and sending a letter to the City of Grand Forks (see attached).

- January 15, 2026 – The Grand Forks Regional Airport Authority Commission approved a selecting the Roundabout 2x1 alternative as their preferred alternative sent a letter to the NDDOT (see attached).
- In addition, this project has been previously reviewed at a number of various committee meetings

ANALYSIS AND FINDINGS OF FACT:

- As part of the Decision document approval process, the City Council is being requested to identify, along with the County Commission and Airport Authority, the preferred Alternative for prior to the NDDOT making a final selection for proceeding with the final design and construction of the project from the various Alternatives studied.
- Alternatives studied in the Decision Document are as follows:
 - Alternate A) No Build - \$0
 - Alternate B) Roundabout One Lane - \$8,500,000 (4 years to construction)
 - Alternate C) Roundabout 2x1 - \$12,000,000 (4 years to construction)
 - Alternate D) Shifted Diamond Interchange - \$99,900,000 (10 years to construction)
- Funding has not been secured for the construction of this project.
- City funding for a local cost share has not been identified or included within the 6 Year CIP.
- The City would work with the Count and Airport Authority on the local funding partnership.
- City funding would be anticipated to come from Street/Infrastructure 4815.

SUPPORT MATERIALS:

- Draft Decision Document (16 pages)
- Letter from the Grand Forks County Commission (2 pages)
- Letter from the Grand Forks Regional Airport Authority (1 page)

INTERSECTION IMPROVEMENTS

Project No.

6-002(146)351

PCN

24422

US Hwy 2 and Airport Drive



Prepared by

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA**

<http://www.dot.nd.gov/>

**DIRECTOR
Ronald J. Henke, P.E.**

**PROJECT DEVELOPMENT DIRECTOR
Jon Ketterling, P.E.**

**Principal Author: Ulteig Operations, LLC
January 2026**

US Hwy 2 and Airport Drive Intersection Improvements

US Hwy 2 and Airport Drive

CERTIFICATION

This document
is preliminary
and not for
construction or
implementation
purposes.

PRELIMINARY

E. Scope of Work

The project consists of intersection improvements at the intersection of US Hwy 2 and Airport Drive near Grand Forks, ND. See **Figure 1 - Project Location Map** for the project location map.

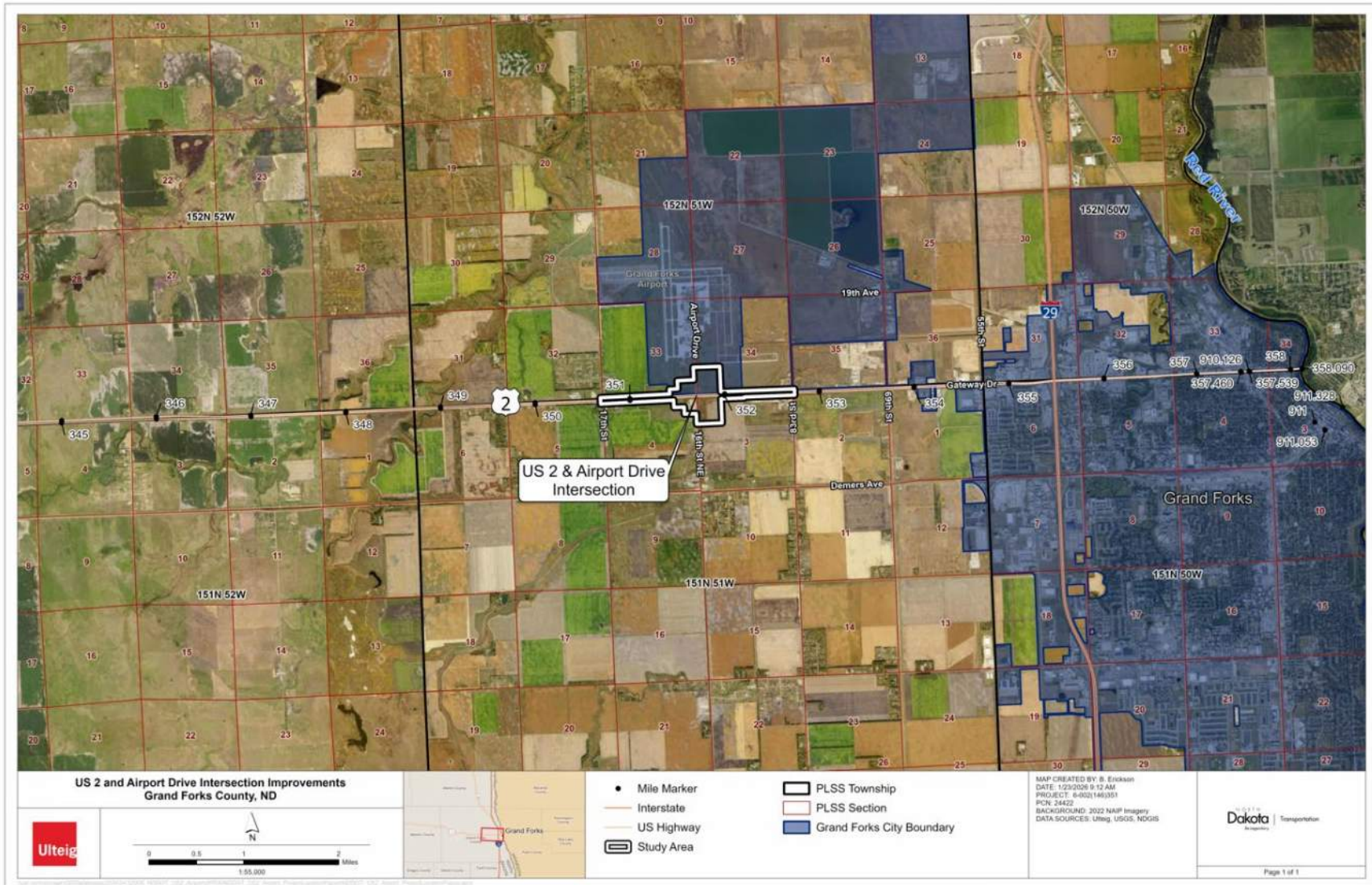


Figure 1 - Project Location Map

F. Alternatives

Alternative A: No Build

Alternative A, the No Build Alternative, would leave the existing conditions as-is, with the continuation of current maintenance practices. Under this alternative, no improvements would be completed at the intersection. Alternative A would not meet the purpose and need for the project.

Alternative B: Roundabout Single Lane

The roundabout single lane would consist of one continuous lane through all approaches on the roundabout, along with dedicated right turn lanes off of US Hwy 2. The design includes a lane reduction prior to the roundabout on US Hwy 2 in both the EB and WB directions. US Hwy 2 would consist of 12-foot lanes with curb on the inside and an outside shoulder of 4-foot. Airport Drive and CR 5 would consist of 12-foot lanes with 4-foot shoulders. The minimum circulating lane width through the roundabout would be 22 feet. The posted speed limits would remain 55 mph on US Hwy 2 and 40 mph on Airport Drive and CR 5, with operating speeds reduced to 25 mph through the roundabout. See **Figure 2 - Alternative B: Roundabout Single Lane**.

Alternative C: Roundabout 2x1

The roundabout 2x1 alternative consists of two continuous through lanes along the eastbound and westbound approaches, and one lane along the northbound and southbound approaches. US Hwy 2 would consist of 12-foot lanes with curbs on both sides of the road, resulting in no shoulder width. Airport Drive and CR 5 would consist of 12-foot lanes with 4-foot shoulders. Lane configuration through the roundabout consists of a 19-foot outer lane with a 4-foot buffer and a 13-foot inner lane that has access to the truck apron. The posted speed limits would remain 55 mph on US Hwy 2 and 40 mph on Airport Drive and CR 5, with operating speeds reduced to 30 mph through the roundabout. See **Figure 3 - Alternative C: Roundabout 2x1**.

Alternative D: Shifted Diamond Interchange

This alternative includes a diamond interchange over US Hwy 2 with on and off ramps to access Airport Drive and CR 5. The interchange would shift Airport Drive and CR 5 about 300 feet to the east to reduce impacts to the Airport's RPZ and airspace. The interchange would allow for free flow traffic conditions on both US Hwy 2 and Airport Drive. US Hwy 2 would consist of 12-foot lanes with a 4-foot inside shoulder and 6-foot outside shoulder. Airport drive would consist of 12-foot lanes, 4-foot shoulders, and a 12-foot center left turn lane through the overpass. The ramps would include 14-foot lanes, 4-foot inside shoulders, and 6-foot outside shoulders. See **Figure 4 - Alternative D: Shifted Diamond Interchange**.

Optional Work Items:

There are no optional work items included as part of the project.



Figure 2 - Alternative B: Roundabout Single Lane

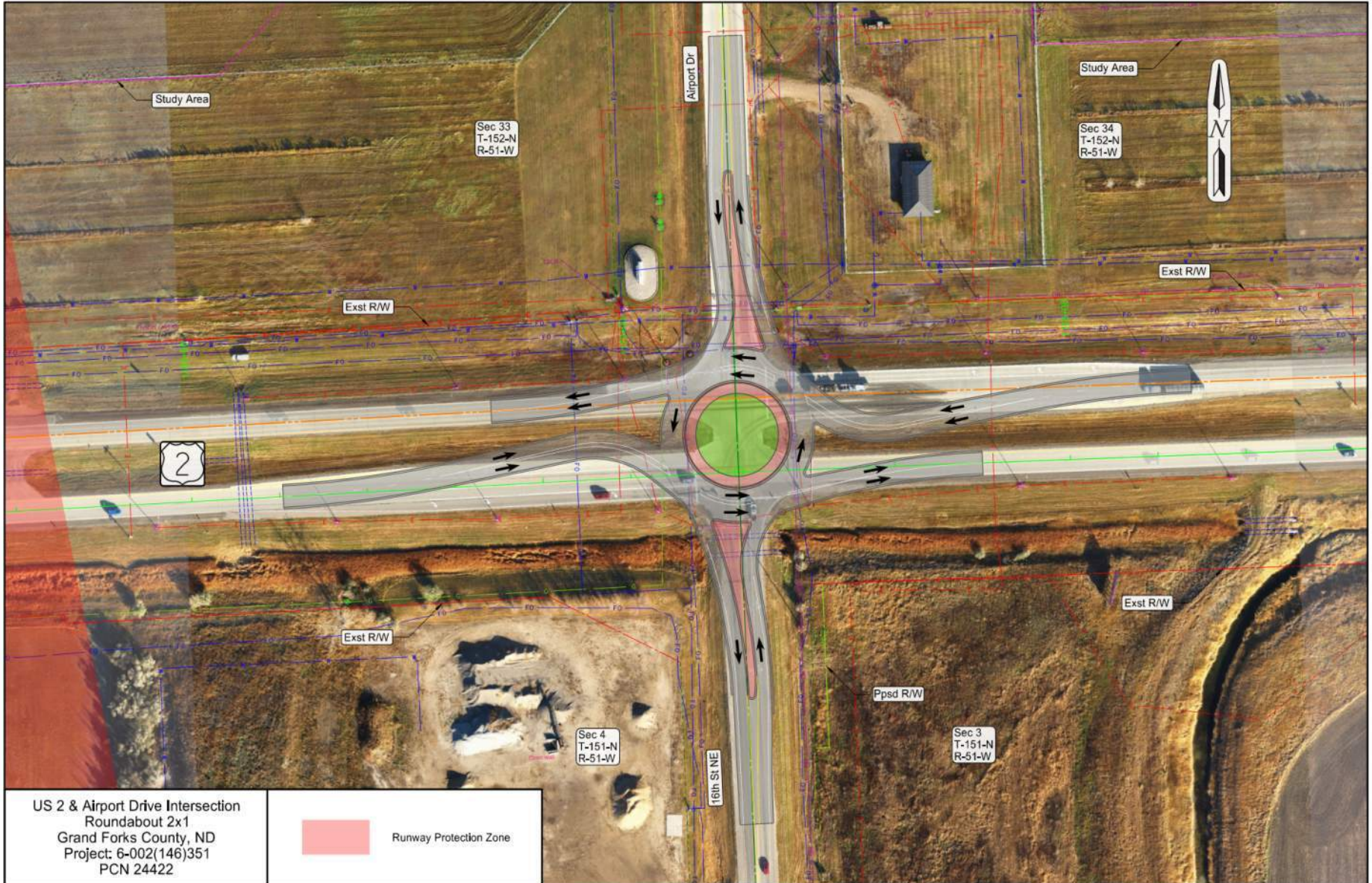


Figure 3 - Alternative C: Roundabout 2x1



Figure 4 - Alternative D: Shifted Diamond Interchange

Engineering Issues:

Utilities

Utilities providers identified in and adjacent to the project area consist of Polar Communications, Midco, Centurylink, UND Telecommunications, Xcel Energy, Minnkota Power Cooperative, Nodak Electric Cooperative, NDDOT, Municipal, Grand Forks Trail Water District, and Base Utilities. Impacts to existing utilities would be avoided where feasible.

The single-lane and 2x1 roundabout alternatives are anticipated to impact underground fiber optic lines, pedestals, underground electric lines, traffic signals, and lighting. The shifted diamond interchange is anticipated to impact underground electric lines, traffic signals, lighting, underground fiber optic lines, pedestals, overhead electric lines and poles, underground water lines, booster station, and gas lines (to be protected in place). The utility impacts for each alternative are shown in **Table 1 - Utility Summary**.

Table 1 - Utility Summary

Utility Provider	Roundabout Single Lane	Roundabout 2X1	Shifted Diamond Interchange
Polar Communications	X	X	X
Midco	X	X	X
Centurylink	X	X	X
UND Telecommunications	X	X	X
Xcel Energy			X
Minnkota Power Cooperative			X
Nodak Electric Cooperative			X
NDDOT	X	X	X
Municipal			X
Grand Forks Trail Water District			X
Base Utilities			X

Water Booster Station

The City of Grand Forks owns and operates a water booster station in the northeast corner of the intersection of US Hwy 2 and Airport Drive. The water booster station connects to and primarily feeds both the Grand Forks Airport and the Grand Forks Airforce Base. The roundabout alternatives would not impact the water booster station. The shifted diamond interchange alternative would require the water booster station to be relocated to an alternate location. A suitable alternate location has not been identified. The estimated cost to relocate the booster is \$7,369,382. Additionally, a temporary system would need to be installed to maintain service throughout the move.

Runway Protection Zone

The Grand Forks Airport Runway Protection Zone (RPZ) is located within the corridor along US Hwy 2. The RPZ is a zone regulated by the Federal Aviation Administration to ensure safe aircraft operations and limit the height or placement of certain infrastructure. Efforts were made to reduce the impact to the RPZ as much as possible. Coordination will need to occur with the Grand Forks Airport and FAA for impacts to the RPZ and Grand Forks Airport Airspace. The roundabout alternatives would not impact the RPZ.

The shifted diamond interchange will avoid height-related impacts within the RPZ. The on/off ramp tapers will extend approximately 745 feet into the RPZ and lighting will be installed. All proposed improvements will be below the maximum allowable height as designated by the Grand Forks Airport.

Legal Drainage Ditch

The Grand Forks County Drain #23 is located southeast of the intersection. The drainage ditch is a legal drainage ditch and would require further coordination and permits through the Grand Forks Water Resources Department if impacted or moved. The roundabout alternatives would not impact the drainage ditch. The shifted diamond interchange alternative would impact the drainage ditch, resulting in the need to relocate the ditch outside of the construction limits or install box culverts at crossing locations. The drainage ditch would need to move 275 feet to the south at the furthest point to be located outside of the interchange ramps.

Gravel Operation

A gravel operation owned and operated by Knife River is located to the southwest of the intersection. The roundabout alternatives would not impact the gravel operation. The shifted diamond interchange alternative would require 2.313 acres of right-of-way acquisition from the property. The existing entrance would be relocated further to the south. Access to the property would be maintained during all phases of construction.

Soil Stability

The soils in the Red River Valley are predominantly heavy clays with high moisture and poor drainage, making them highly susceptible to frost heave and settlement. The roundabout alternatives would not be impacted by soil stability in the area. The shifted diamond interchange alternative would require a linear soil survey to identify variable subsurface conditions, ensuring proper design of embankments and pavement structures to prevent long-term stability and performance issues. Soil borings would be placed at the future piling locations.

Environmental Issues:

Aquatic Resources

An aquatic resources delineation was completed on May 29 and 30, 2025 by Ulteig Operations, LLC. Forty-four wetland segments totaling 21.174 acres and three other water segments totaling 1.522 acres/3,449 linear feet were delineated within the study area. The wetland impacts for each alternative are shown in **Table 2 - Wetland Summary**.

Table 2 - Wetland Summary

Alternative	Wetlands		Other Waters	
	Permanent (acres)	Temporary (acres)	Permanent (acres)	Temporary (acres)
Alternative A: No Build	0.000	0.000	0.000	0.000
Alternative B: Roundabout Single Lane	0.159	0.652	0.000	0.000
Alternative C: Roundabout 2x1	0.259	0.683	0.000	0.000
Alternative D: Shifted Diamond Interchange	3.705	1.529	0.197	0.545

Cultural Resources

SHPO concurred with a determination of “No Historic Properties Affected” on February 5, 2025. The project will not result in any impacts to historic properties as a result of the roundabout alternatives.

The area of potential effect (APE) submitted to SHPO encompassed 139.826 acres. Additional alternative development was completed after SHPO concurrence was received. The original APE did not include adequate study area for the shifted diamond interchange. If the shifted diamond interchange alternative is selected, the APE will be updated to include an additional 66.184 acres to encompass the shifted diamond interchange. The updated APE will be sent to SHPO for concurrence prior to the finalization of the Documented Categorical Exclusion. No impacts are anticipated to occur in the extended APE.

Threatened and Endangered Species

Endangered Species Act (ESA) consultation with the NDDOT was completed on October 29, 2025. NDDOT concurred with “No Effect” to threatened and endangered species, resulting in no impacts as a result of the project.

Highway Traffic Noise

A highway traffic noise analysis must be completed if the project meets the definition of a Type I project per the NDDOT Noise Policy and Guidance (2011). The roundabout alternatives do not meet the definition of a Type I project. The shifted diamond interchange meets the definition of a Type I project, with significant vertical and horizontal alteration. Therefore, a highway traffic noise analysis would be required for the interchange alternative.

Comparison of Alternatives:

Table 3 - Cost Estimate Summary

Alternative	Estimated Cost*	Estimated Construction Time	Estimated Cost at Time of Construction[^]
Alternative A: No Build	\$0	0-years	\$0
Alternative B: Roundabout One Lane	\$6,300,000	4-years	\$8,500,000
Alternative C: Roundabout 2x1	\$8,900,000	4-years	\$12,000,000
Alternative D: Shifted Diamond Interchange	\$46,300,000	10-years	\$99,900,000

*Costs are today's dollars.

[^]Costs are based on 8% inflation rate.

Table 4 - Right-Of-Way (ROW) Summary

Alternative	Temporary ROW Needed (acres)	Permanent ROW Needed (acres)
Alternative A: No Build	0.000	0.000
Alternative B: Roundabout One Lane	0.043	0.000
Alternative C: Roundabout 2x1	0.043	0.064
Alternative D: Shifted Diamond Interchange	1.401	32.563

Table 5 - Comparison of Alternatives

Alternative	Advantages	Disadvantages
Alternative A: No Build	<ul style="list-style-type: none"> - No additional cost. 	<ul style="list-style-type: none"> - Does not meet the purpose and need of the project.
Alternative B: Roundabout One Lane	<ul style="list-style-type: none"> - Reduced crash potential and severity. - Provides greater operational advantages than the existing intersection configuration. - Fewer stops and hard accelerations, reducing idle time and emissions. - Consistent speed for all traffic movements. - Long-term cost effectiveness. - Able to handle large traffic volumes in the future. - Minimal Temporary/Permanent ROW needs. - Lowest Cost 	<ul style="list-style-type: none"> - Complex construction phasing. - Traffic needs to slow down and yield before entering roundabout.
Alternative C: Roundabout 2x1	<ul style="list-style-type: none"> - Reduced crash potential and severity. - Provides greater operational advantages than the existing intersection configuration. - Fewer stops and hard accelerations, reducing idle time and emissions. - Consistent speed for all traffic movements. - Long-term cost effectiveness. - Able to handle large traffic volumes in the future. - Minimal Temporary/Permanent ROW needs. 	<ul style="list-style-type: none"> - Complex construction phasing. - Traffic needs to slow down and yield before entering roundabout. - Larger trucks may encroach on the adjacent lane. - Multilane roundabouts have greater crash potential than single lane roundabout option.
Alternative D: Shifted Diamond Interchange	<ul style="list-style-type: none"> - Reduced number of conflict points, reducing crash potential and severity. - Provides greater operational advantages than the existing intersection. - Allows for continuous traffic flow on US Hwy 2 and Airport Drive/16th Street NE. - Reduced travel time due to less congestion. 	<ul style="list-style-type: none"> - Highest cost. - Long construction time. - Large impact to surrounding properties. - 1.401 acres of temporary and 32.563 acres of permanent ROW needed. - Potential impacts to Grand Forks Airport Airspace. - Impacts to the water booster station. - Impacts to overhead utilities. - Impacts to legal drain. - Potential need for lift station. - RPZ encroachment.

G. Comments from the Draft Decision Document

Recommendations Table

	1. Do you concur with the project concepts as proposed?	2. Which alternative should proceed with the project?
Office of Project Development		
Office of Operations		
Bridge Division		
Construction Services Division		
Design Division		
District		
Environmental and Transportation Services Division		
Local Government Division		
Maintenance Division		
Materials and Research Division		
Programming Division		
Planning/Asset Management Division		
City		
FHWA		

Executive Decisions

1. Do you concur with the project concepts as proposed?

_____ Yes

_____ No

2. Which alternative should proceed with the project?

_____ Alternative A: No Build

_____ Alternative B: Roundabout Single Lane

_____ Alternative C: Roundabout 2x1

_____ Alternative D: Shifted Diamond Interchange

Amendments/Comments for Project No. 6-002(146)351:

Matt Linneman, P.E., Deputy Director for Engineering

Date



Board of Commissioners

Kimberly Hagen
Grand Forks, ND

Mark Rustad
Grand Forks, ND

Cynthia Pic
Niagara, ND

Bob Rost
Grand Forks, ND

Terry Bjerke
Manvel, ND

TO: Mayor Brandon Bochenski
FROM: Grand Forks County Commission
DATE: December 17, 2025

SUBJECT: County Commission Support for 2-by-1 Roundabout at the Intersection of U.S. Highway 2, County Road 5, and Airport Road

Dear Mayor Bochenski,

The Grand Forks County Commission is writing to formally convey its unanimous support for the construction of a 2-by-1 roundabout at the intersection of U.S. Highway 2, County Road 5, and Airport Road.

Following review of available data, stakeholder input, and operational analyses, the County Commission believes a 2-by-1 roundabout represents a prudent and forward-looking solution for this high-volume corridor. Roundabouts are widely recognized for their ability to mitigate excessive vehicle speeds by design, requiring drivers to slow as they approach and navigate the intersection. This traffic-calming effect improves overall driver awareness and compliance.

In addition, a roundabout at this location is expected to significantly reduce the total number of traffic crashes, as well as the frequency and severity of serious injury and fatal accidents. By eliminating high-speed, right-angle and head-on conflict points, a 2-by-1 roundabout enhances safety for motorists, commercial traffic, and emergency responders while improving traffic flow and reducing delay.

The County Commission also recognizes the long-term benefits of this design in accommodating future growth associated with airport activity, regional traffic, and continued commercial and industrial development in the area.

The Grand Forks County Commission appreciates the collaborative efforts of the City of Grand Forks, transportation partners, and stakeholders in evaluating alternatives for this intersection. We respectfully encourage the City Council to give favorable consideration to the 2-by-1 roundabout as the preferred alternative.



Board of Commissioners

Kimberly Hagen
Grand Forks, ND

Mark Rustad
Grand Forks, ND

Cynthia Pic
Niagara, ND

Bob Rost
Grand Forks, ND

Terry Bjerke
Manvel, ND

Please do not hesitate to contact me should additional information or clarification be helpful. We value our continued partnership with the City of Grand Forks on critical infrastructure investments that enhance safety, efficiency, and regional connectivity.

Respectfully,

Kimberly Hagen
Chair,
Grand Forks County Commission



Grand Forks Regional Airport Authority
2301 Airport Drive, Suite 107
Grand Forks, ND 58203
701-795-6981
www.gfkairport.com

January 23, 2026

Mr. Aaron Derman
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505

RE: U.S. Highway 2 Intersection – Grand Forks Regional Airport Authority Preferred Alternative

Dear Mr. Derman:

The Grand Forks Regional Airport Authority Board of Commissioners has selected the 2x1 Roundabout as its preferred alternative for the U.S. Highway 2, County Road 5, and Airport Drive intersection. We believe this alternative will improve safety at the intersection by reducing serious accidents. In addition, the 2x1 Roundabout has a significantly shorter construction timeline and a more reasonable overall estimated cost. For these reasons it has become our preferred alternative.

We appreciated the opportunity to participate in the stakeholder working group and to provide comments on this intersection. When the path forward is determined, we are ready to continue working with you on next steps, plan reviews, and construction coordination.

Please contact me directly with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan R.", is positioned above the typed name.

Ryan Riesinger
Executive Director