



US 2 AND AIRPORT DRIVE INTERSECTION

6-002(146)351 PCN 24422

GRAND FORKS COMMITTEE OF THE WHOLE— JANUARY 26, 2026

AGENDA

- Project Overview
- Work Completed to Date
- Stakeholder Group Meeting Overview
- Management Presentation Overview
- Alternatives Summary
- Cost Estimates/Funding
- Public Input Meeting Overview
- Decision Document
- Next Steps
- Questions

SCHEDULE

Phase I: Scoping

- Survey
- Preliminary Design
- Environmental Studies
- Traffic Operations and Safety Analysis
- Stakeholder Engagement
- Airport Coordination



December 2024 – Spring 2025

Phase II: Environmental Document

- Public Involvement
- Decision Document
- Environmental Document



Spring 2025 – Spring 2026

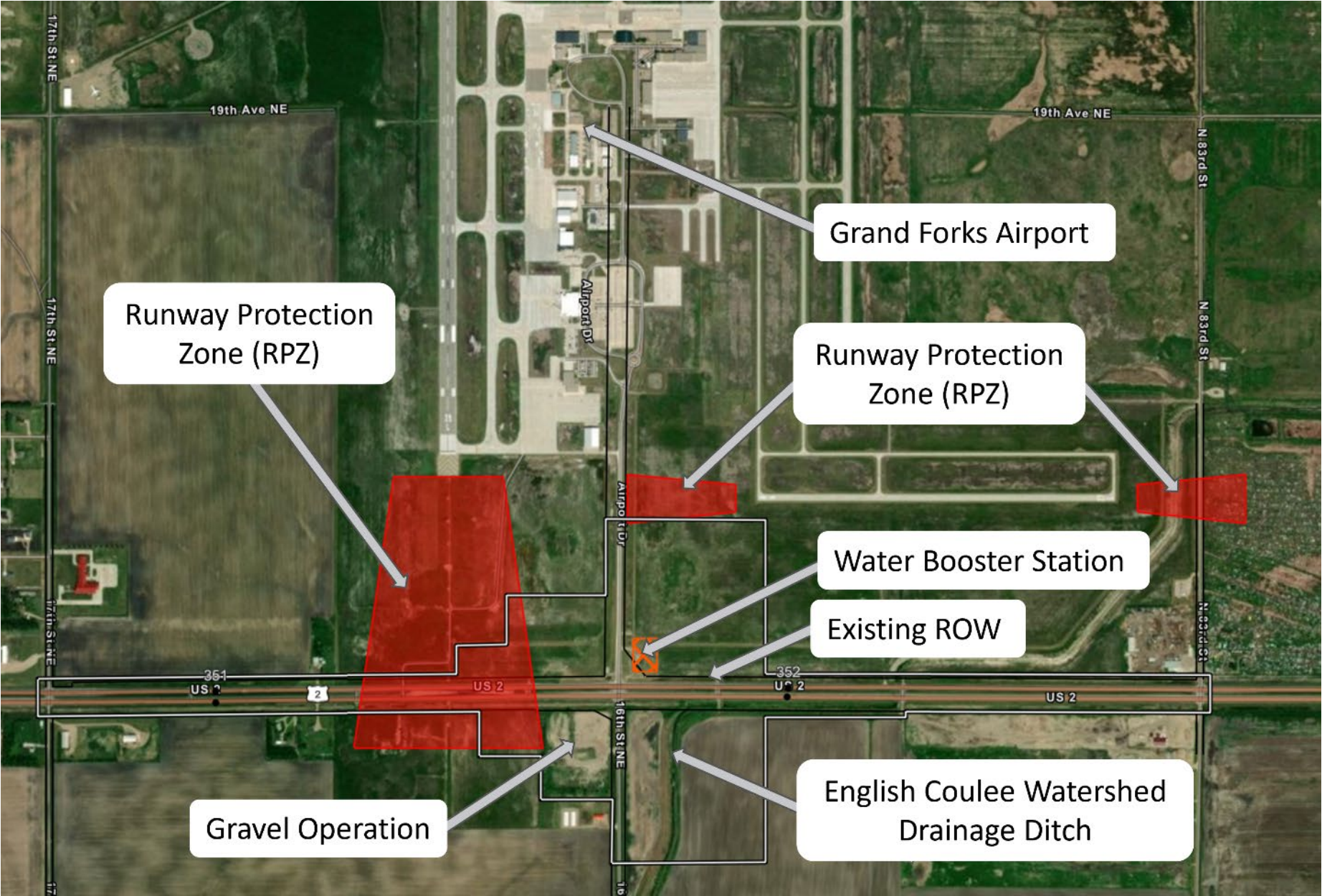
Phase III: Final Design

- Final Design
- ROW
- Permitting



TBD Due to Funding Uncertainties

KNOWN CONSTRAINTS



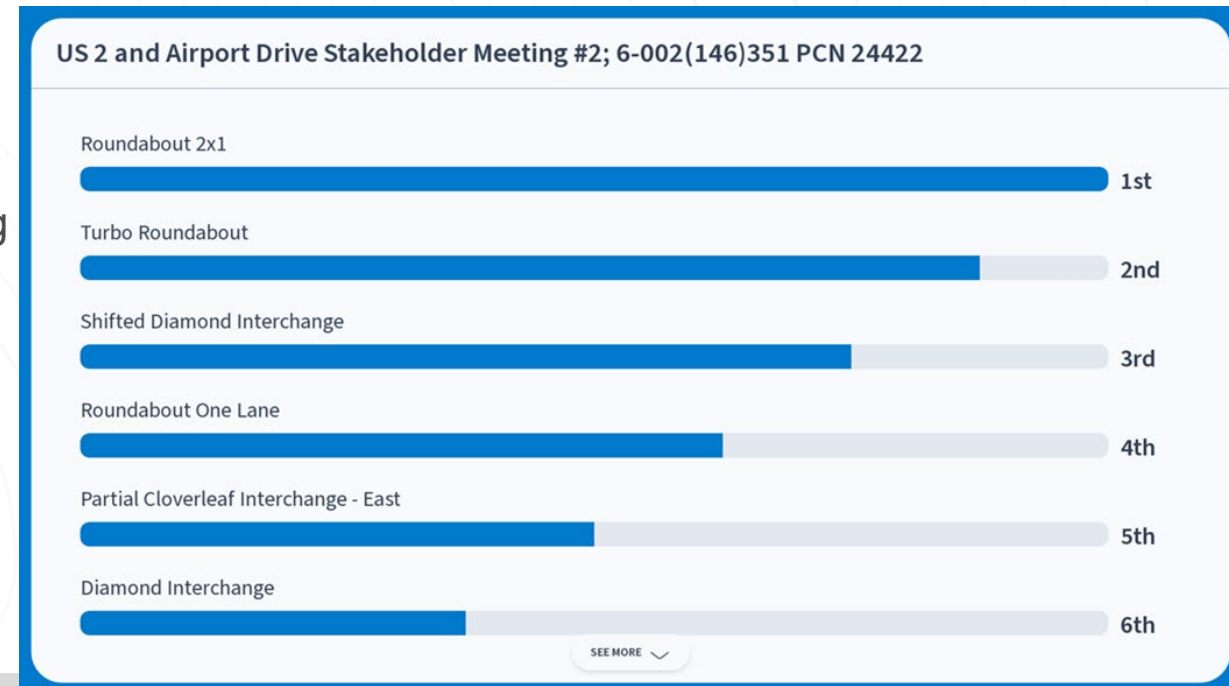
WORK COMPLETED TO-DATE

- Survey
- Traffic Operations
- Environmental Studies
 - Wetland Delineation
- Stakeholder Working Group Meetings
- Management Presentation
- Public Input Meetings



STAKEHOLDER GROUP MEETING OVERVIEW

- Meeting held March 18th, 2025.
 - Discussions at the meeting included:
 - Project studies, alternative refinement, and funding coordination completed to date.
 - It was agreed that the following alternatives could be removed from further refinement:
 - Existing Geometry, Reduced Conflict Intersection, Revised Geometry, and Staggered T Intersection.
- Meeting held May 12, 2025.
 - Discussions at the meeting included:
 - Project studies, alternative refinement, and funding coordination.
 - Poll Results
- Meeting held September 8, 2025.
 - Discussions at the meeting included:
 - Project studies and alternative refinement.
 - Funding coordination completed to date.
 - Management Presentation.

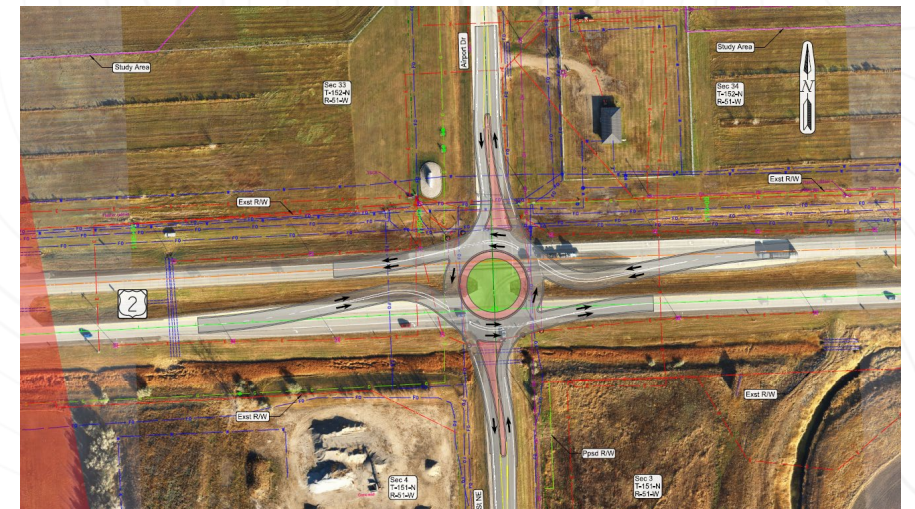


MANAGEMENT PRESENTATION OVERVIEW

- Meeting held August 18, 2025, with NDDOT staff only.
- Topics covered at the meeting included:
 - Background and project overview.
 - Schedule and known constraints.
 - Stakeholders group meetings overview.
 - Alternatives still under consideration.
 - Traffic operations.
 - Cost estimate and funding.
- Discussions resulting from topics:
 - Further evaluation of cost estimate for interchange options to ensure accuracy.
 - Proceed with the Public Input Meetings utilizing general options of roundabout or interchange.
 - Recommended removal of turbo roundabout.
 - Discussion on cloverleaf vs. diamond interchange.
 - Continued stakeholder engagement prior to and after the Public Input Meetings.

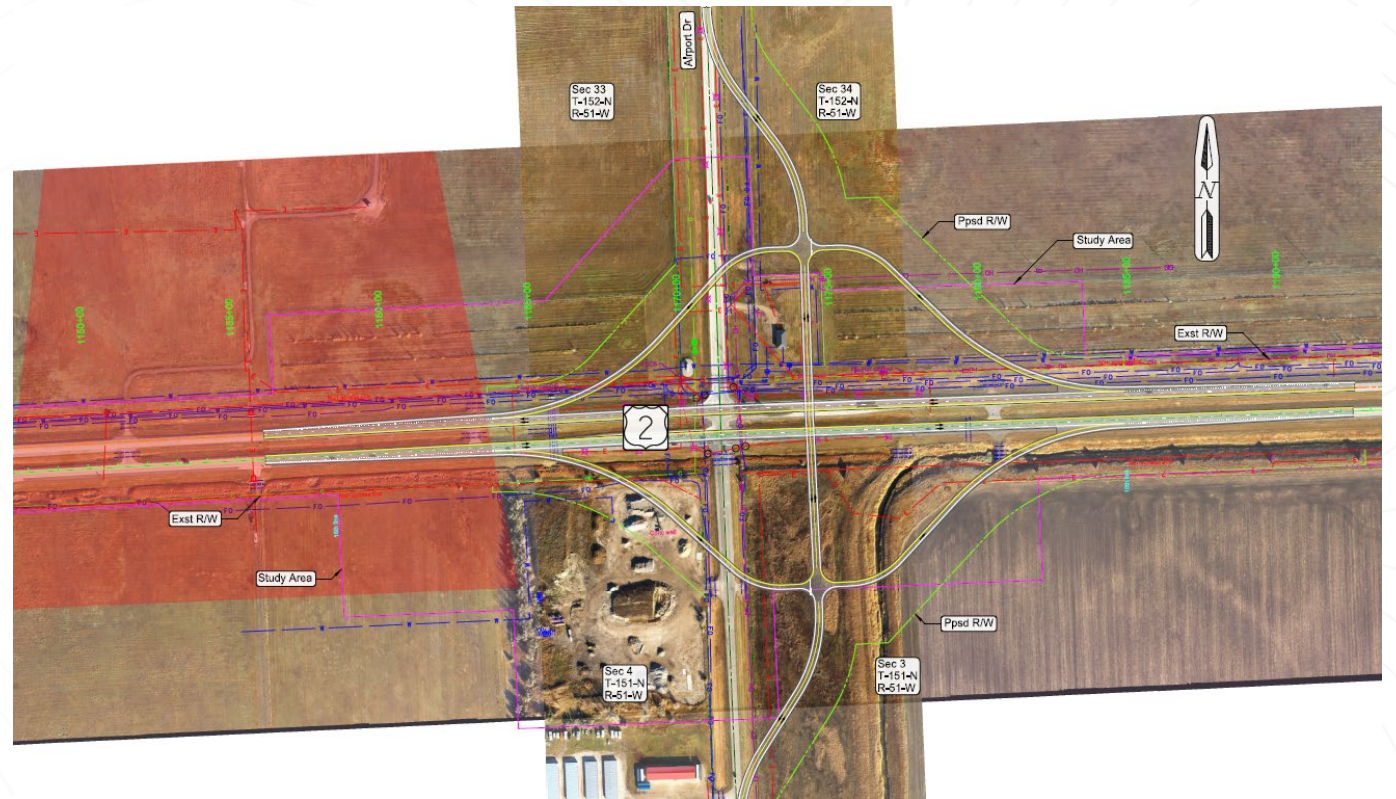
ROUNABOUT ALTERNATIVES

- Roundabout
 - Single Lane
 - 2 X 1
- Removed from Consideration
 - Turbo Roundabout



INTERCHANGE ALTERNATIVES

- Shifted Diamond Interchange
 - Removed from consideration
 - Partial Cloverleaf
 - On Alignment Diamond



COST ESTIMATE/FUNDING

Alternative	Estimated Cost*	Estimated Construction Time	Estimated Cost at Time of Construction^
Roundabout One Lane	\$6,300,000	4-years	\$8,500,000
Roundabout 2x1	\$8,900,000	4-years	\$12,000,000
Diamond Interchange	\$46,200,000	10-years	\$99,700,000

*Costs are today's dollars.

^Costs are based on 8% inflation rate.

PUBLIC INPUT MEETINGS

- Two Meetings Held
 - November 4th and 5th, 2025 at the Alerus Center in Grand Forks, ND
- Number of Attendees: 83
- Results
 - Sixteen comments received via mail, comment card, and email.
 - Ten comments received during the Q&A portions of the Public Input Meetings.



PUBLIC INPUT MEETINGS

- Comment Summary
 - Driver Behavior
 - Both in person and comments received identified concerns noted about speeding and driver attention contributing to safety issues.
 - Roundabout Opposition
 - Several commenters voiced concerns that roundabouts may impede traffic flow and winter operations on US 2.
 - Roundabout Support
 - A number of commenters expressed support for a roundabout solution, describing it as a simple, cost effective, and quick option to implement.
 - Interchange Support
 - Commenters expressed strong support for an interchange as the preferred long-term solution.

PUBLIC INPUT MEETINGS

- Comment Summary
 - Generally, public opinion favors the Interchange Alternative as it is familiar and known.
 - Roundabout Alternative supporters favor it for the cost and expediency.
 - Numerous commenters cited issues at the location that need to be addressed:
 - Speeding
 - Distracted driving
 - Driver behavior

DECISION DOCUMENT

- Outline's purpose and need for project.
- Identifies alternatives.
 - Alternative A: No Build
 - Alternative B: Roundabout Single Lane
 - Alternative C: Roundabout 2X1
 - Alternative D: Shifted Diamond Interchange
- Outlines engineering and environmental issues.
 - Utilities, water booster station, and runway protection zone being key engineering issues.
 - Aquatic resources and noise being key environmental issues.

DECISION DOCUMENT

- Comparison of Alternatives Table
 - Advantages and Disadvantages
- Recommendations Table
 - City input as a stakeholder is valued

Alternative	Advantages	Disadvantages
Alternative A: No Build	- No additional cost.	- 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	Advantages	Disadvantages
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.

NEXT STEPS

- Decision Document
- CATEX Document
 - Complete documentation and impacts analysis based on the Decision Document.
 - Submittal of CATEX.
- Airport Clearance
- Utility Coordination

CONTACT US

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<https://arcg.is/T0Oia0>



QUESTIONS?

The logo consists of a solid red square with the word "Ulteig" written in white, sans-serif font inside it.

Ulteig

THANK YOU FOR YOUR TIME