



TO: Mayor Shaun Sipma
Members of the City Council

FROM: Stephen Joersz, P.E., P.T.O.E., Traffic Engineer

DATE: October 21st, 2019

SUBJECT: BROADWAY CORRIDOR STUDY – ENGINEERING SELECTION (4443)

I. RECOMMENDED ACTION

1. Recommend council select KLJ to perform all consulting engineering for this project.
2. Recommend council authorize the City Engineer to negotiate a scope and fee for services.
3. Recommend council authorize the Mayor to sign the contract.

II. DEPARTMENT CONTACT PERSONS

Lance Meyer, City Engineer	857-4100
Stephen Joersz, Traffic Engineer	857-4100

III. DESCRIPTION

A. Background

Since the first Broadway reconstruction projects started in 1997, the City and NDDOT have been working together to study, plan, program, and construct the needed capacity projects on the corridor.

In addition, the City has taken a proactive role in transportation planning over the past several years, working with the NDDOT to create a long range transportation plan (LRTP) for the City. The plan was completed in 2015, and several projects and initiatives have come to fruition following the plan adoption.

One of the projects identified in the plan was the reconstruction of South Broadway from 19th Ave SW to the southern city limits. The project, as defined in the plan, has a massive cost (over \$40 million) and will unlikely be able to be programmed by the NDDOT or City without a significant planning and scoping study to determine costs, phasing, and timelines.

This is not an uncommon approach with high level transportation plans. The typical process starts with an overall long range plan, followed by individual corridor studies, then followed by budgeting and programming by agencies. We are now at the next logical step in this process, the corridor study.

B. Proposed Project

In 2013, the City applied for and received \$250,000 in federal planning funds to create our most recent and most in-depth Long Range Transportation Plan (LRTP). The grant is an 80/20 federal/local cost share type of grant.

In conversations with the NDDOT, no grant applications have been received for this fiscal year. So, the \$250,000 in federal funds is available to be used to study the Broadway corridor.

Staff feels a broader approach is necessary for the entire Broadway corridor through Minot. Staff is envisioning a study that reviews several key study elements for Broadway from the north to south city limit lines. These elements would include:

- Corridor plan for the proposed Broadway reconstruction project 19th Ave to southern city limits (primary focus of total study)
- Intersection capacity improvements along most or all major Broadway intersections
- Pedestrian/Bicycle improvements along corridor
- Signal timing/progression analysis along corridor
- Other capacity enhancement strategies, technology, and improvements

The engineering department is now resourced to plan and administer the project. The results of the corridor study will inform our engineers, consultants, and the City budget with the data needed when it comes time to program the necessary projects. Staff needs clarity for future projects in order to provide accurate budget and programming needs.

C. Consultant Selection

KLJ was selected using a competitive qualifications based selection. A committee consisting of Alderman Pitner, the City Engineer, Traffic Engineer, NDDOT Assistant District Engineer, and the NDDOT Local Government. Both firms were selected for the interview round of the selection process. The committee interviewed the two firms during an interview and selected KLJ as the most qualified firm to perform the scope of services.

Firm Ranking:

1. KLJ
2. SRF

IV. IMPACT:

A. Strategic Impact:

Broadway is the primary commercial corridor through Minot with the highest average daily traffic (not including the bypasses which are not on our system). With limited right of way, every possible capacity improvement must be seriously reviewed and considered, as widening through the central section of the city is likely not feasible. The corridor study will provide the City and NDDOT the information needed to program funds, phasing, and timelines for various improvements. The corridor study and Broadway improvements are identified in the LRTP as needed improvements. Thus, we are following our existing plan.

B. Service/Delivery Impact:

The study will accomplish many things, but primarily the study will help to advance the south Broadway reconstruction project several years from now. By that time, the pavement and capacity will be compromised to a point where a reconstruction will be needed.

In addition, the traffic division is designing replacement signal cabinets along the Broadway corridor. Soon, the entire corridor can be analyzed, timed, and optimized to allow for better traffic progression. The study will work in tandem with our capital investments in the new infrastructure.

C. Fiscal Impact:

<u>Project Costs</u>	
NDDOT Grant	\$250,000
<u>City Local Match</u>	<u>\$ 62,500</u>
Total Project	\$312,500

Local Project Funding Source
Highway Reserves

In consultation with the finance department, the City's cost share will come from highway reserves funds that were remaining after a project was completed.

V. ALTERNATIVES

Alt 1. The Council could select another firm from the interview round of the process. A finding would have to be made as to why the other firm is more qualified.

Alt 2. The Council could cancel the project and not select an engineering firm.

VI. TIME CONSTRAINTS

Once council proceeds with selecting an engineering firm, the work will begin to study the project.

VII. LIST OF ATTACHMENTS

A. NA