



Special City Council Meeting

Wednesday, October 2, 2024, at 2:30 PM

City Council Chambers, City Hall (10 3rd Ave SW)

Any person needing special accommodation for the meeting is requested to notify the City Clerk's office at 857-4752.

1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. MI-4 DISCUSSION
 - 3.1. MI-4 (MAPLE DIVERSION) ALIGNMENT DISCUSSION

This is informational only. Staff intends to bring this item to the City Council for action on October 21, 2024, at the Regular City Council meeting.

4. ADJOURNMENT



TO: Mayor Ross
Members of the City Council

FROM: Jason Sorenson, Utilities Director

DATE: October 2, 2024

SUBJECT: MI-4 (MAPLE DIVERSION) ALIGNMENT DISCUSSION

I. RECOMMENDED ACTION

This is informational only. Staff intends to bring this item to the City Council for action on October 21, 2024, at the Regular City Council meeting.

II. DEPARTMENT CONTACT PERSONS

Jason Sorenson, Utilities Director, 701-857-4768

III. DESCRIPTION

A. Background

The SRJB continues to advance in the designs for the many phases of the Mouse River Enhanced Flood Protection Project (MREFPP). The Maple Diversion or MI-4 project detailed design started in 2018, however design progress has been slowed due to significant concerns expressed by CPKC and BNSF railroads. The design team has worked through multiple design configurations to check for feasibility of construction and ensure the design standards of the railroads are met. After years of coordination, a configuration has been developed that satisfies railroad requirements and detailed design is again ready to progress. This new configuration differs from what was originally contemplated in the MREFPP Preliminary Engineering Report and will require additional property acquisitions.

This item was brought to City Council on September 3, 2024, at the regular meeting. The motion the City Council voted on was to table the item until October 21, 2024, with a special information meeting to be held prior. The motion was initiated by City Council Member Pitner and seconded by City Council Member Blessum, with a unanimous vote.

B. Proposed Project

The SRJB (and its consultant Houston Engineering) will present information regarding the current alignment and the additional impacts the alignment creates. Affected property owners in the area met with the design team on

August 22 to hear a preview of the information prior to a public presentation to council. Comments received to date since this meeting are included in the council packet. The purpose of this item is to give council the latest information regarding the MI-4 project, hear public comment and either concur with or suggest changes to the recommended alignment. If the proposed alignment is accepted, this will ultimately kick off the acquisition of 11 additional properties.

C. Recommendation Detail

The SRJB is tasked with building flood control in Minot in the most cost-effective manner. This current alignment is a balance between additional acquisitions and building more expensive flood control features.

IV. IMPACT

A. Aspirations

Resilient and Prepared

B. Service/Delivery Impact:

MI-4 is the final piece of project Milestone 1 and, once completed, removes about 60% of residents from the flood plain.

C. Fiscal Impact

Project Costs

The Maple Diversion is estimated to cost about \$100 million.

Project Funding

The City has an agreement with US Army Corps of Engineers to fund about \$65 million of the Maple Diversion. The remaining amount will be split 65/35 between the State of ND and the City of Minot.

VI. ALTERNATIVES

The design team has worked through about 40 iterations of MI-4 to analyze the different alignments to optimize railroad impacts, property acquisitions, and flood control features. The presentation will show the alternatives analysis that has been done to optimize the design.

From: [Sabrina Herrmann](#)
To: [Jason Sorenson](#)
Subject: FW: M1-4 Buy Out - Comments
Date: Thursday, August 29, 2024 10:58:04 AM
Importance: High

Caution: This message has originated from an External Source.
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Hi Jason...

I received the comments below from Taylor Hauf and Zach Wang this morning, please include these comments with those going to council for their review.

Thank you and let me know if you have any questions.
Sabrina

-----Original Message-----

From: Sabrina Herrmann
Sent: Thursday, August 29, 2024 10:56 AM
To: Taylor Hauf [REDACTED]
Cc: Zach Wang [REDACTED]
Subject: RE: M1-4 Buy Out - Comments

I appreciate you taking the time to share your thoughts, comments, and concerns.

I will be forwarding this to Jason Sorenson, City of Minot Utilities Director/SRJB Director, and he will be forwarding these onto the City Council secretary to upload to the council packets for their review for the meeting on Tuesday, September 3rd.

Don't hesitate to reach out if you have any additional thoughts or questions. Thank you and have a good day.

Sabrina Herrmann
SRJB PIO

-----Original Message-----

From: Taylor Hauf [REDACTED]
Sent: Thursday, August 29, 2024 10:36 AM
To: Sabrina Herrmann <sabrina.herrmann@ackerman-estvold.com>
Cc: Zach Wang [REDACTED]
Subject: M1-4 Buy Out - Comments

Dear Councilman/Councilwoman,

Let us take the time to introduce ourselves. Our names are, Zach Wang and Taylor Hauf the property owners of 705 W Central Ave, Minot ND. Our property will be taken by eminent domain upon approval of the amended flood prevention project phase M 1-4 maple diversion. We had been asked to provide feedback, if applicable.

I've been digging a lot on the mouse river plan website. Going through the meeting minutes, invoices and remaining budgets, focusing on M-4 maple grove. Here is the summary I found leading to our concerns, questions, and demands.

November 2023: came to an agreement with the railroad to build a bridge that would not impact the property owners as it was only expected at that time to effect 6-9 home owners. Market value estimated at 1.5 million, with

demolition, relocation costs 3 million. Which they didn't find "feasible" to impact owners at that time.

January 2024: discovered Channel is too small, and possibly of needing to acquire properties if no other solutions could be found accommodating the railroad and assuming Channel needs. Referencing acquisitions again, implying the board knew properties are needed at this point.

From January 2024 to August 2024

Not a lot of change, most accommodations noted made to the railroad. Board referencing acquisitions of impacted properties and planning which ones. I do feel as if the board knew which properties as there is only a few citizen owned bordering this area. As mentioned in November 2023 6-9 homes, which reflect in the 11 properties being threatened present time.

August 1st: railroad accepted the proposed grading for the bridge and SRJB assumed to go the city August 19th to start acquiring 11 properties. March 2025 65% and 90% by end of 2025. Leaving homeowners mere months.

****I could not locate any information nor reports stating why the Channel was unable to be pinched, nor documentation into railroad accommodations with proposed costs. Leading me to question if all revenues were properly exhausted before impacting homeowners? Was the opposing south side also assess for a viable option?**

Is additional funding being granted for the proposed amendment to the current flood prevention project? If so, how will this affect Minot citizen's already high taxes? Reviewing the SRJB project budget only 1.3 million remains. I do recognize the benefit of the flood prevention project for our community, but again at what cost to citizens that might never see its rewards. 2011 flood was devastating within itself, yet citizens are still feeling recourse years later. Is this due to inadequate project planning within the city and SRJB? I don't understand how a plan that was approved in 2018 now needs amendments impacting so many in 2024.

Concerns with buy out

Buy out is based on fair market value, not true market value. Fair market value is not "just compensation", it's simply a number the city wants to pay for a vital asset to its project. This is not a typical open market sale, why is it treated as such? These impacted properties were not apart of the 2018 approved plans. The City needs to buy my home to accommodate changes, I don't want to leave my home, debatably a forced sale by power of eminent domain. As homeowners are given two options: Negotiating compensation, hoping to come to an agreement with the City. Seek compensation within the court. Minot assessed tax value isn't up to date as many of the properties impacted have not been appraised since they were purchased. Will this be taken into account when assessing market value? Discovering via YouTube how the City assess properties at what percentage will this be done? Again 95%-97% refers open market sale, this buyout is not a traditional market sale. Inflated housing market being taken into account when homeowners are being displaced? Purchasing our home in 2020 those number look vastly different to 2024. Conditions of the prospect properties to our property? As a homeowner who has spent thousands of dollars within the last year improving my property, how can I be asked to settle for a dated home, needing equivalent renovations? My understanding during acquisition the government must leave the owner as if no acquisition has occurred. This goes for financially, sq ft, condition, age and amenities. Interest rates have gone up substantially since we purchased our home, forcing us into a new home loan with a higher interest rate seems criminal. How does the city plan to lessen this financial burden? Are we guaranteed a loan, if so how? Credit scores may have been impacted with ongoing economic struggles many may have faced, as this was not a foreseeable anyone has planned for.

Also to add, why were we not told in November of 2023 there was a possibility we could loose our homes? I feel as if we were dehumanized, purposely left in the dark. There has been many opportunities for transparency within the ongoing project demands, that are now on the people impacted to burden. Reflection of these acquisitions is also found within the 2025 City Councils Budget. If homeowners were adequately informed of the potential taking of their home they of could planned. In our case, held off on home improvements, as no grantee of compensation. I've invoiced improvement receipts dating back to November 2023, totaling thousands of dollars. Which we are willing to share. Some which we will see within our appraisal, but not all. Example, a tree was removed earlier this year costing us \$4,000. Is the city willing to compensate for these costs? I understand not every penny put into a home will be regained, however we didn't renovate with intent to sell. Blurring the lines of "just compensation", as these reports indicate this financial burden could have been avoided with transparency from city officials. I ask that The city council look at the burden it's inflicting on these citizens, compensating accordingly. The emotional damage

this has inflicted, and support the citizens as an elected council should. We've had one person offer condolences to us..one. If I, the homeowner, am asked to bear the burden to benefit the community as a whole. I ask you, city council, to bear the burden of its citizens directly impacted by the taking of our homes and the financial struggles associated.

Thank you for taking the time allowing us to ask our concerns and voice our frustrations.

Regards,
Zach Wang and Taylor Hauf
705 W Central Ave, Minot ND

From: [Sabrina Herrmann](#)
To: [Jason Sorenson](#)
Subject: FW: Property Acquisitions
Date: Thursday, August 29, 2024 11:16:44 AM
Importance: High

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Below highlighted in pink in one additional concern Mr. Kibler would like included with his other comments...

From: Robert Kibler [REDACTED]
Sent: Thursday, August 29, 2024 11:05 AM
To: Sabrina Herrmann <sabrina.herrmann@ackerman-estvold.com>
Subject: Re: Property Acquisitions

Thank you very much Sabrina. It does upset me that others say they're sending stuff in or have sent stuff in and yet they have not but it speaks to the general sense that you can't fight City Hall. So I hope City Hall is fair. I would add this one more comment to the packet going to Council:

I've been on the Planning Commission in Burlington that met with the city Council to determine fair pricing for buyout of flooded homes from people. What I remember about that time is that we had an argument on the council because several people felt that we could get people out of their houses at a bargain because Councilmen knew they were devastated and just wanted to be quit of it all. Others of us on the Council Argued that we were dealing with people who are devastated, and that we should not be trying to take advantage of them in their devastation, and that indeed we should be fairer to them than they imagined, because we need to help them put their lives back together again.

I guess I would appeal to the better angels of the Council's nature here. We are devastated people. Silenced people.

Robert Kibler

Robert E. Kibler, reader, writer, beekeeper, swimmer

On Thu, Aug 29, 2024 at 10:37 AM Sabrina Herrmann
<sabrina.herrmann@ackerman-estvold.com> wrote:

Good morning Mr. Kibler...

I am attaching a document that was provided by the CDM Smith, tied to your highlighted in yellow question below regarding commercial property acquisitions. I have also provided you some additional details

on other questions you had, please see those also highlighted below in yellow with the corresponding answers in red.

I also wanted to let you know that as of this email to you, I have not received any other comments from any of the other residents. We will be submitting your comments to City Council, per protocol for meeting agenda, and if other comments come in between tomorrow and Tuesday we will provide those to council as handouts at the meeting on Tuesday, September 3rd.

Thank you! Sabrina Herrmann

Mr. Kibler sent on 8/28/2024 at 9:06pm

They said they will be sending stuff tonight

Robert E. Kibler, reader, writer, beekeeper, swimmer

From: Sabrina Herrmann

Sent: Wednesday, August 28, 2024 3:57 PM

To: Robert Kibler [REDACTED]

Subject: RE: Property Acquisitions

As of this message I have not recieved any additional comments from any of the affected owners on the list I supplied you yesterday afternoon.

I have emailed with both Taylor & Zach, who were not able to attend the meeting, about being able to connect with them on what was covered in the meeting. We scheduled a time with them and CDM Smith & the lead engineer spoke with them. But as of this message I have not received any comments from either of them on the meetings they had or comments to share with City Council.

Sabrina

----- Original message -----

From: Robert Kibler [REDACTED]

Date: 8/28/24 3:39 PM (GMT-06:00)

To: Sabrina Herrmann <sabrina.herrmann@ackerman-estvold.com>

Subject: Re: Property Acquisitions

Two people sent me long rants that they said they were then going to send to you. Nobody sent anything?

Robert E. Kibler, reader, writer, beekeeper, swimmer

On Wed, Aug 28, 2024 at 9:32 AM Sabrina Herrmann
<sabrina.herrmann@ackerman-estvold.com> wrote:

Good morning...

To this point I have not received any additional comments from any of the residents regarding the changes to the plan alignment and potential acquisitions.

Our team was able to meet with the Oak Park Condo residents yesterday, as they were unable to attend last week's meeting, and they could come forward with comments but to this point no one else has sent anything to me other than yourself.

From: Robert Kibler [REDACTED]
Sent: Wednesday, August 28, 2024 6:00 AM
To: Sabrina Herrmann <sabrina.herrmann@ackerman-estvold.com>
Subject: Re: Property Acquisitions

Also, I wonder if we can see the comments that have been gathered for the city Council.

Robert E. Kibler, reader, writer, beekeeper, swimmer

On Tue, Aug 27, 2024 at 3:43 PM Sabrina Herrmann
<sabrina.herrmann@ackerman-estvold.com> wrote:

Hello Mr. Kibler...

Below is the chart that shows you the owners and the addresses of those affected by the proposed additional acquisition for MI-4 Maple Diversion. It would be 11 properties and 10 owners since you own 2 of the properties on this list.

[REDACTED]	810 2ND AVE SW UNIT A **
[REDACTED]	810 2ND AVE SW UNIT B **
[REDACTED]	810 2ND AVE SW UNIT C **
[REDACTED]	810 2ND AVE SW UNIT D **
[REDACTED]	804 1ST AVE SW
[REDACTED]	808 1ST AVE SW
[REDACTED]	104 8TH ST SW
[REDACTED]	100 8TH ST SW
[REDACTED]	709 W CENTRAL AVE
[REDACTED]	705 W CENTRAL AVE
[REDACTED]	701 W CENTRAL AVE

Thank you!

From: Sabrina Herrmann

Sent: Tuesday, August 27, 2024 11:37 AM

To: Robert Kibler [REDACTED]

Subject: RE: Property Acquisitions

Hello Mr. Kibler...

I wanted to let you know that I am in receipt of your emails with comments to City Council and your questions.

I am currently working with our team to get your questions directed to correct party to make sure we can answer your questions. As I have answers I will be sending you responses. I may try to combine all of your email content into one email thread so all of your responses can be found in one location and might better help the dialogue in one place.

I will be in contact this afternoon with some additional data. Thank you for your comments and questions.

Sabrina Herrmann

From: Robert Kibler [REDACTED]

Sent: Tuesday, August 27, 2024 8:33 AM

To: Sabrina Herrmann <sabrina.herrmann@ackerman-estvold.com>

Subject: Property Acquisitions

You don't often get email from [REDACTED]. [Learn why this is important](#)

Okay, one more point for the list that goes to City Council and one more request:

Most of those devastated by the flood took out SBA Loans to rebuild. Those loans came with 3, 4 and sometimes 5% interest rates--rarely beyond. Yet today we are in a market where interest rates hover around 8%--nearly double what everyone has currently on their SBA loan. This will result in a hardship, because those whose properties are acquired will simply have to buy less house, given their overall income. Sure, property values have risen, but not proportionately for those whose properties were flooded. In fact, when selling, many have been told, as was I, that I should deduct the money for a fully 30 year amortized flood insurance payment from the overall asking price of the house to be sold. This is what purchasing homes in the flood zone would entail. For me, that would have been a \$60,000 deduction at the time of the flood. This ought to be considered in any reasonable assessment of compensation. The federal regulations for the Mortgage Interest Differential Payment are covered by [49 CFR 24.401\(d\)](#). Additional relocation benefits through

URA are covered by [49 CFR 24.301-306](#) and [49 CFR 24.401-404](#).

And can I have the names and addresses of those affected by this new property acquisition? The 11? If you do not have it, do you know where I can find it? Thanks for any info. Robert Kibler

From: Robert Kibler [REDACTED]
Sent: Tuesday, August 27, 2024 6:54 AM
To: Sabrina Herrmann <sabrina.herrmann@ackerman-estvold.com>
Subject: Re: Acquisition if properties

You don't often get email from [REDACTED]. [Learn why this is important](#)

I have one more question:

State law notes that we have the right to know the conclusion of 10 property acquisition cases pertaining to our own. Since mine is the only commercial property on the acquisition list, can I get a list of the 10 commercial properties acquisition conclusions for the Maple Street Diversion— or at least can you tell me how or where to get these? Attached is a list of rental multi-family properties and commercial properties that were acquired for the Maple Diversion Project. All of these properties are between Maple St and Broadway. The information includes property address, structure type, original offer, and final accepted offer.

Thanks for any info, Robert Kibler
Robert E. Kibler, reader, writer, beekeeper, swimmer

On Tue, Aug 27, 2024 at 6:23 AM Robert Kibler
[REDACTED] wrote:

Sabrina,

Since you are our poc, can you tell me what policies and/or what century code law guides property acquisitions for the city of Minot? The City of Minot website has the involuntary buyout policies and procedures which follow the federal regulations for Real Property Acquisition and Uniform Relocation Assistance. <https://www.minotnd.gov/DocumentCenter/View/8256>

I also am curious if there is public record of previous acquisitions.
Thanks for any help here. Robert Kibler
Robert E. Kibler, reader, writer, beekeeper, swimmer

FIRST MESSAGE SENT BY MR. KIBLER on 8/26/2024 @ 3:24 pm

For the record to City Council:

*I do not think anyone would have a serious problem with the property acquisitions in the Maple Diversion, because we know it serves the greater good—even though we thought we were part of the future, only to find out now, after ten years, that we are not. At the same time, several of those among the 11 owners whose properties are to be acquired have grave

concerns that the City will try and undervalue our properties, because the Federal and State assets available to buy out properties was already limited before the number of acquisitions totaled 11. I am told this by others who have started doing the research. I do not know it personally. But I am pretty sure some of us will fight giving up our properties for low values that fit the finite amount of money left for buyouts. But I am pretty sure some of us will fight giving up our properties for low values that fit the finite amount of money left for buyouts.

Further:

*10 years has passed since the flood and related home acquisitions began. We 11 owners targeted now are not the same as those people whose lives were devastated in 2011. We were devastated then too, but undertook the tremendous physical, psychological, and financial burden to rebuild our homes because we were assured a bright future. We were on the map marked as safe. To have that safe future yanked out from under us after 10 years, given all of that labor and time and money sets us apart. Those who were in the hazard mitigation zone or the flood way, according to the Mouse River Plan had their devastation all at once, long ago. We were not in the flood or hazard mitigation zones. We were assuredly safe on the map for a decade, until now. That is why we made the decision back then to fight to survive. We are quite reasonably to be understood as far more devastated after ten years than were those who had no choice but to accept their devastation a decade ago and walk away then. Our shock is unique and puzzling.

*Many--perhaps all of us-- took out high mortgage loans to rebuild our properties. Those who were bought out originally have moved on. That means, in a financial sense, wherever they ended up, they have mortgages that they have been working to pay off for the last 10 years. As we know, when you take out a home mortgage, you pay most of the interest up front. If we are relocated now, then we have been paying interest for ten years on properties to no good purpose. Those who were bought out earlier are now ten or so years closer to the point in their loans where they actually start paying off the principle, whereas we are having our financial burden nullified before any of the benefits towards principle begin. When we start again, we start from scratch, with mortgages on new homes, with a new ten years to get to the same amortized place we are today, giving us in effect a 20-year burden. Those who lost all 10 years ago are now quite a bit ahead of us financially. Something should be done about this. It is not unreasonable to think that we should have all of our interest for the last ten years of home loans paid to us, in addition to a true assessed value of our properties by a non-biased assessor.

*Because we have taken out high loans, loans well beyond the value of our properties, compensation for those high loans ought to be figured into all of our valuations. Most of us took out those high loans knowing that it was not prudent to do so from a financial point of view, but would be worth it from the vantage of living in our rebuilt homes over the long arc of time. Only in the long run would our high mortgages pay off. It would be worth it to rebuild what we had lost, start again, and become a part of the bright future resulting from the beautiful and protective Maple Diversion plan, with its walks, lights, open space, et cetera. But now, with these high loans, most people will walk away from their

properties with little to no equity in them. We will technically be able to pay off our loans with a fair assessed valuation, but barely so, leaving us unable to afford a down payment on another home. Most only now have houses that fit the assessed value of what they borrowed 10 years ago to rebuild. To turn a blind eye to this situation wrongs good taxpaying citizens of Minot, who despite the devastation, decided to stay, rebuild, and be part of the future. I think everyone should get a \$10-15000 payment on top of assessed home values, in order to start again. This is especially true for those who have less than, say, \$25,000 in equity in the homes they rebuilt, and have paid mostly interest on for a decade now.

I am among those who believed in the future and paid the price to be part of it, only to have it pulled out from under me. I suspect that this is the case for most everyone affected by this property acquisition. The concern is greatest in light of the general sense that the City will not do the right thing by us but will instead be guided only to the cheapest action--with us bearing the brunt of it, 10 years after the crisis.

Sabrina,

Separate from this list of concerns for the City Council, I would like to request information about the railroad position. Where can I find this? I want to know why, after all of this time, it is deemed necessary to take our homes? What specifically has changed from the original plan? I would appreciate any information here.

Thanks, Robert Kibler, [REDACTED].



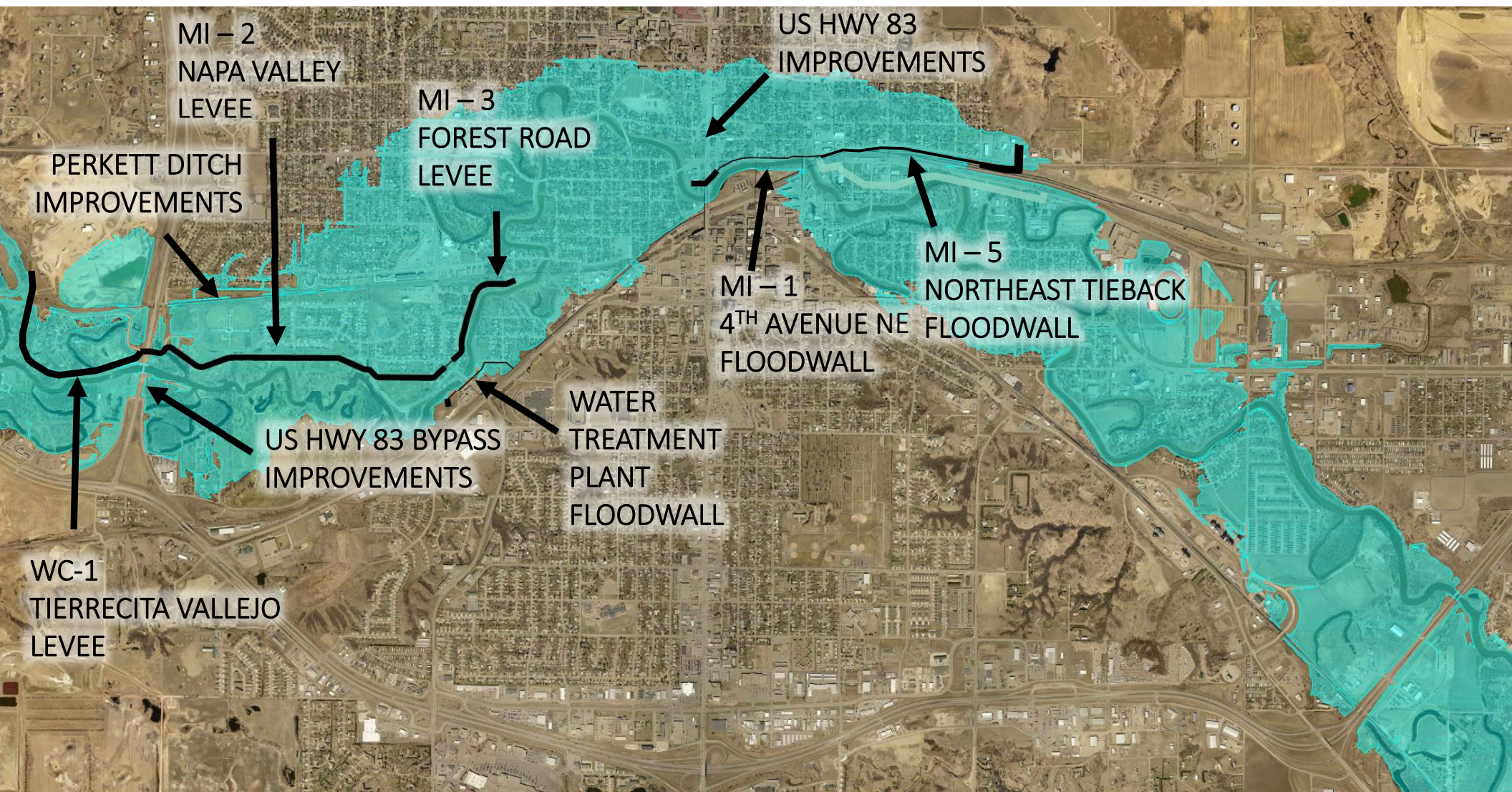
MOUSE RIVER PLAN

SRJB– UPDATE AND ALIGNMENT SELECTION
CITY COUNCIL PRESENTATION
PHASE MI-4: MAPLE DIVERSION
SEPTEMBER 3, 2024



AGENDA

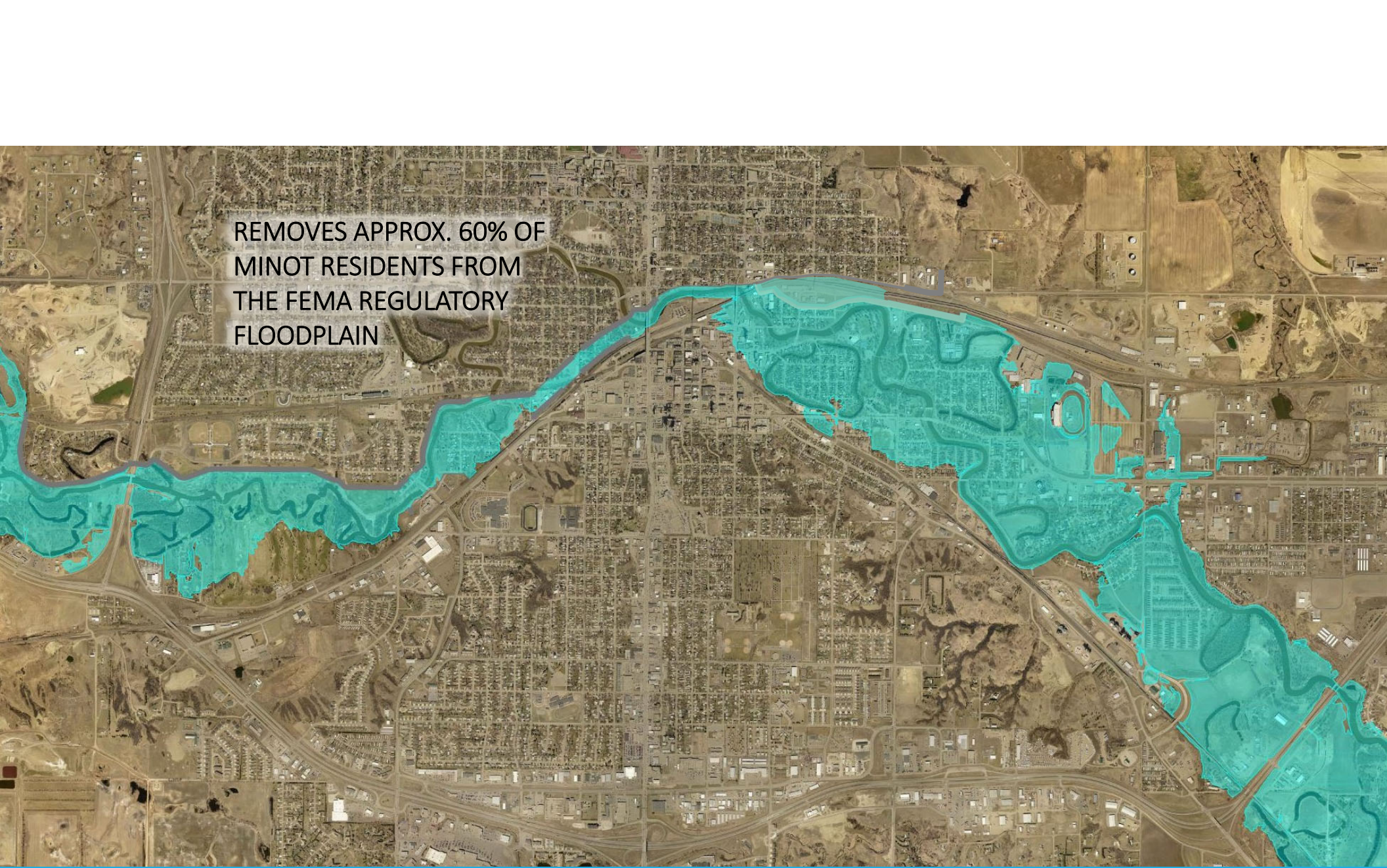
- ❖ MREFPP Project Overview
- ❖ Phase MI-4 – Maple Diversion Project Alternatives/Constraints
- ❖ Preferred Alignment
- ❖ Recent Actions and Path Forward
- ❖ Questions



PHASES COMPLETE OR UNDER CONSTRUCTION

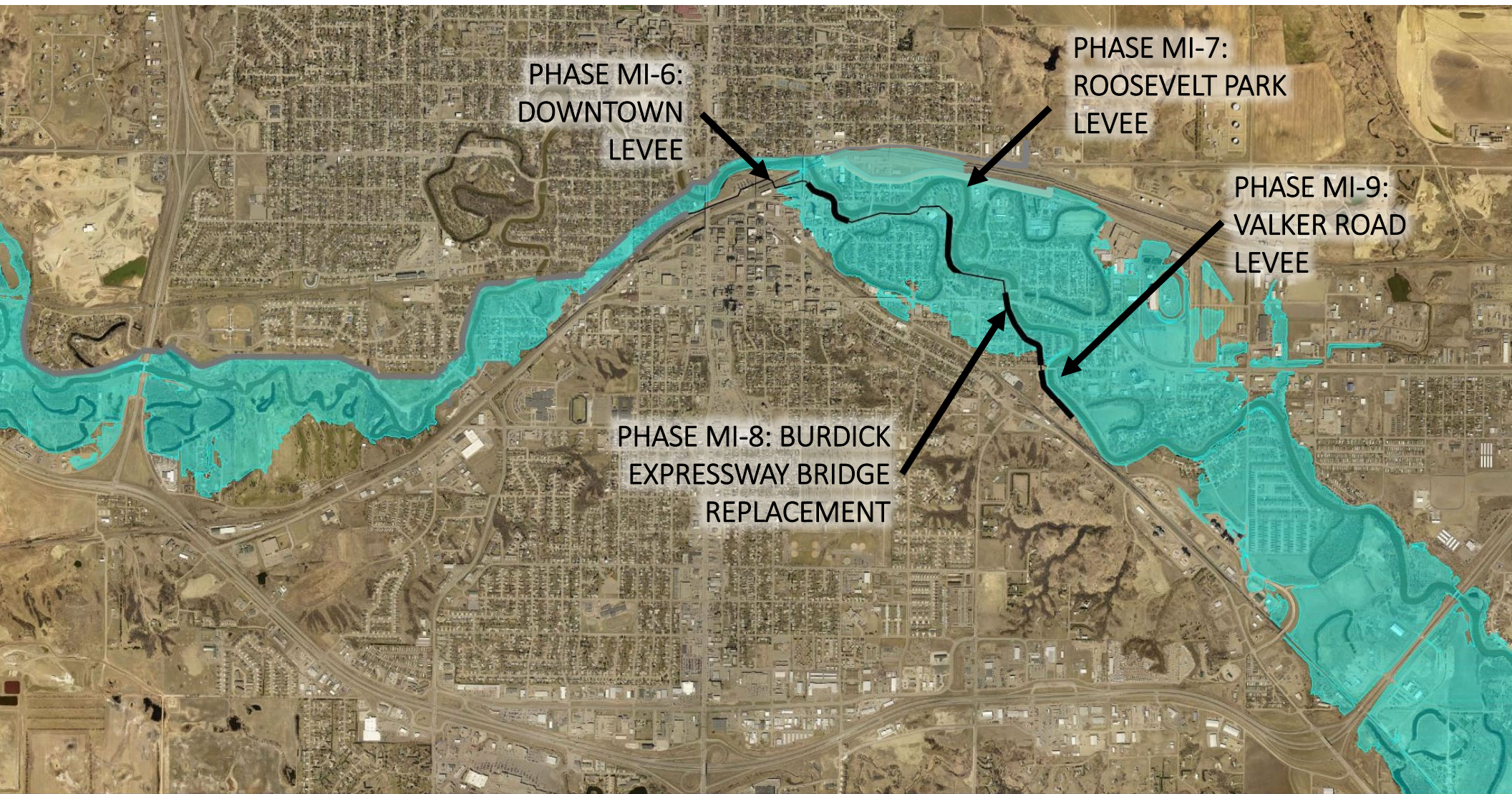


PHASE MI4 – MAPLE DIVERSION



REMOVES APPROX. 60% OF
MINOT RESIDENTS FROM
THE FEMA REGULATORY
FLOODPLAIN

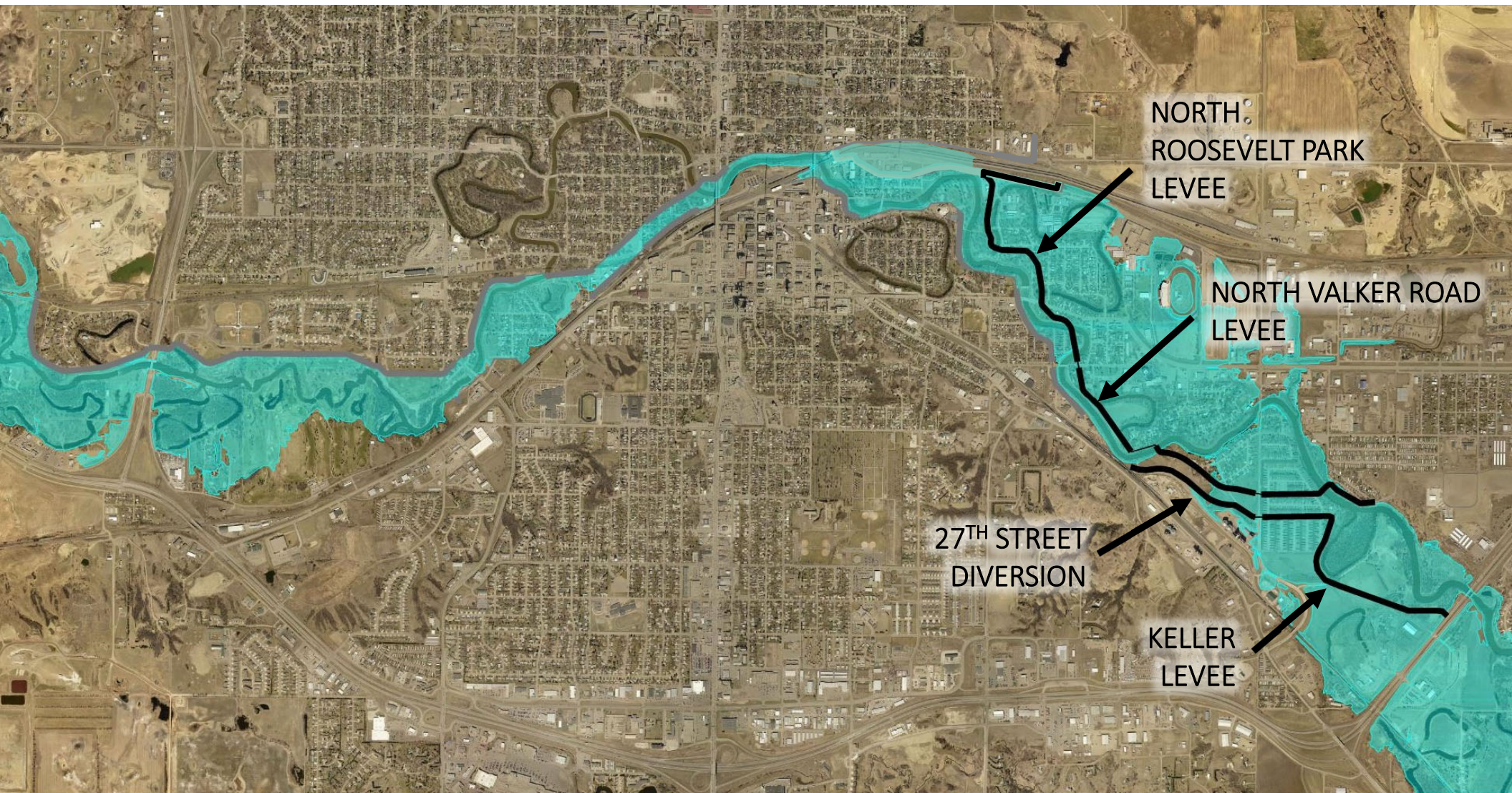
INTERIM REGULATORY FLOODPLAIN – MILESTONE 1



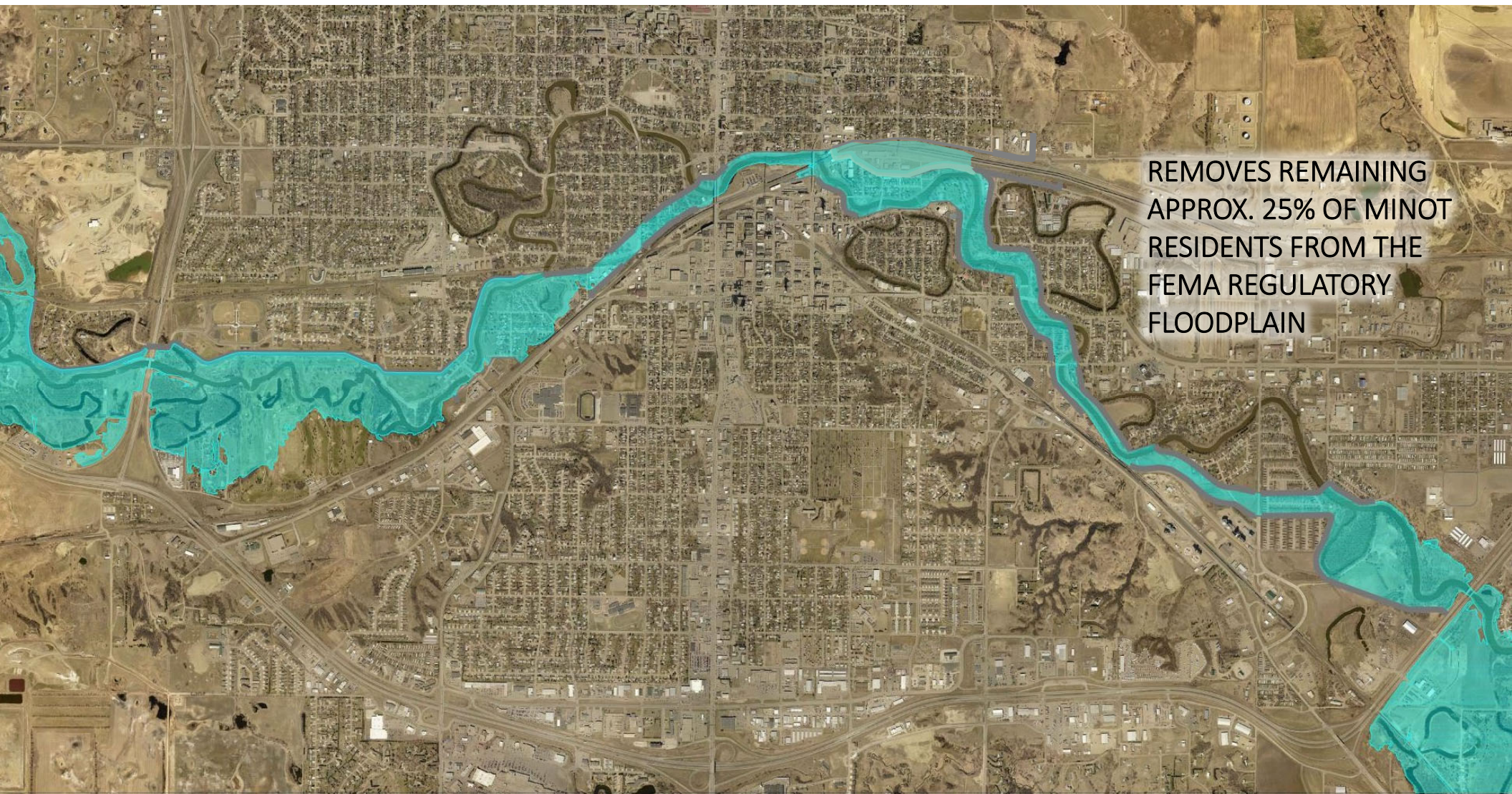
NEXT STEP – MINOT MILESTONE 2



INTERIM REGULATORY FLOODPLAIN FOLLOWING MILESTONE 2



LONG TERM FUTURE FOCUS – MINOT MILESTONE 3



REMOVES REMAINING
APPROX. 25% OF MINOT
RESIDENTS FROM THE
FEMA REGULATORY
FLOODPLAIN

FUTURE REGULATORY FLOODPLAIN FOLLOWING MILESTONE 3

- ❖ Total Project Cost estimated to be \$95 M
- ❖ Federal funding (\$61 M) awarded January 2022 via Infrastructure Investment and Jobs Act (IIJA)
- ❖ State funding (\$22 M) will likely be secured during the upcoming legislative session
- ❖ Federal participation is indexed to inflation (i.e. actual federal share will be adjusted upward to account for inflation at the time of construction)
- ❖ Railroad issues have created delays that are concerning to our federal funding partners
- ❖ Funding for acquisitions is currently available (combination of state and local funds)

Federal Funding and Involvement



U.S. Army Corps of Engineers, St. Paul District

News Release

Mouse River Flood Protection Project receives \$61.45 million in Infrastructure Investment and Jobs Act plan

Published Jan. 19, 2022 / Updated: Jan. 19, 2022

ST. PAUL, Minn. --

The U.S. Army Corps of Engineers, St. Paul District, received \$61 million to complete the Maple Diversion Channel and levees north of city of Minot, North Dakota's City Hall in the Infrastructure Investment and Jobs Act Plan released today.

This project is a part of the much larger Mouse River Enhanced Flood Protection Project within the Mouse, or Souris, River basin. The work, once complete, will reduce flood risk like the one that caused significant damage in 2011. The federally funded Maple Diversion Project will connect phases 1 and 3 of the plan and complete the flood risk reduction in northwestern Minot. With the funds, Corps engineers will finalize their plans to begin construction of the project as soon as possible.

"Receiving \$61.45 million to deliver the federal portion of the Mouse River Enhanced Flood Protection Project is wonderful news," said Col. Karl Jansen, St. Paul District commander. "We are thrilled to advance our partnership with the Souris River Joint Board and remain committed to doing our part in fulfilling the vision of comprehensive flood risk reduction for the great people of Minot and the Souris River valley!"

For additional Corps projects included in the work plan, see <https://www.usace.army.mil/Missions/Civil-Works/Budget>.





2011 FLOOD IN AREA OF MI-4



2011 FLOOD IN AREA OF MI-4



Mouse River Enhanced Flood Protection
Preliminary Engineering Report
 Prepared for North Dakota State Water Commission



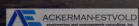
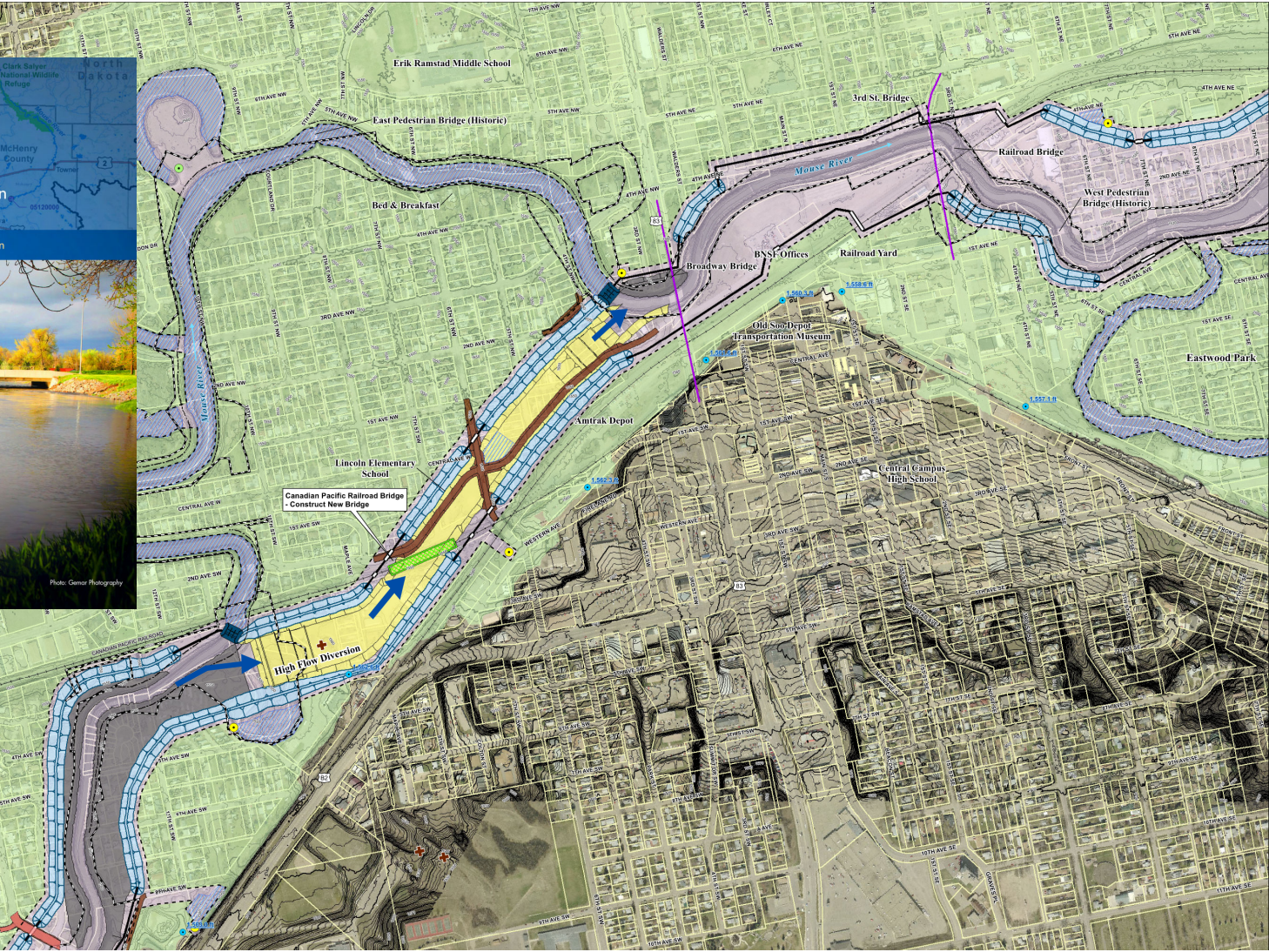
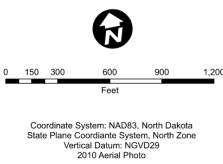





Photo: General Photography



- Levee Footprint
- Floodwall Alignment
- Transportation Closure Structure (Only During Flooding Event)
- River Closure Structure
- Direction of Diverted Flow
- High Flow Diversion
- Road Realignments
- Overbank Excavation
- Interior Ponding Areas
- Road Raise
- Areas of Reduced Flood Risk
- Inundated in Design Flood (27,400 cfs)
- Project Limits (1)
- Bridge Modification
- Centerline of Existing Federal Project Feature
- Critical Transportation Route (Road Remains Open During Flood Event)
- Potential Borrow Area
- Pump Station (Existing)
- Pump Station (New)
- High Water Marks
- USACE Permanent ROW (Existing)
- Property Parcel
- City Limit
- 10 Foot Contour
- 2 Foot Contour



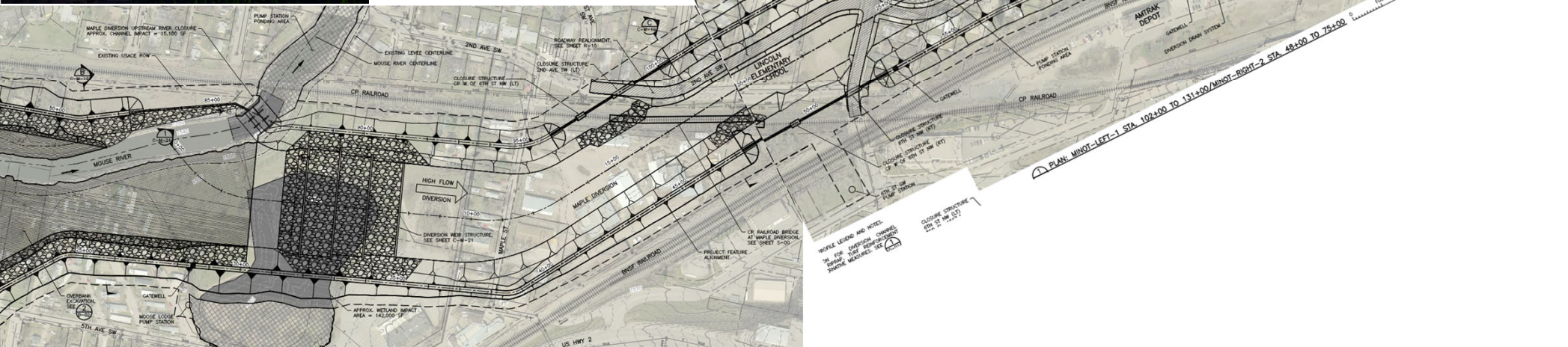
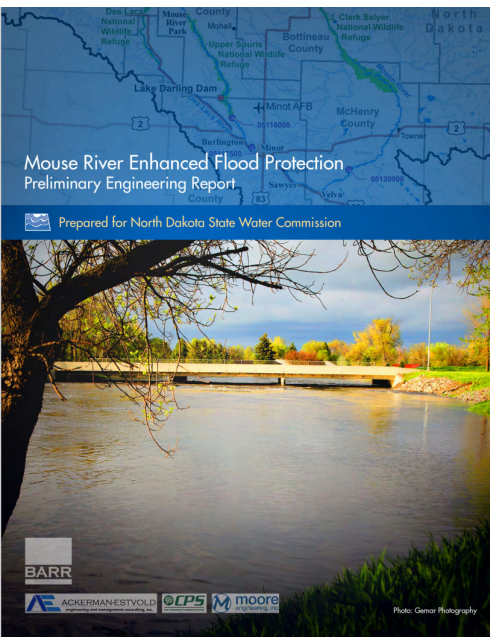
Coordinate System: NAD83, North Dakota
 State Plane Coordinate System, North Zone
 Vertical Datum: NGVD29
 2010 Aerial Photo

Preliminary Engineering Report
 February 29, 2012
 Mouse River Project
 Map 10 of 28

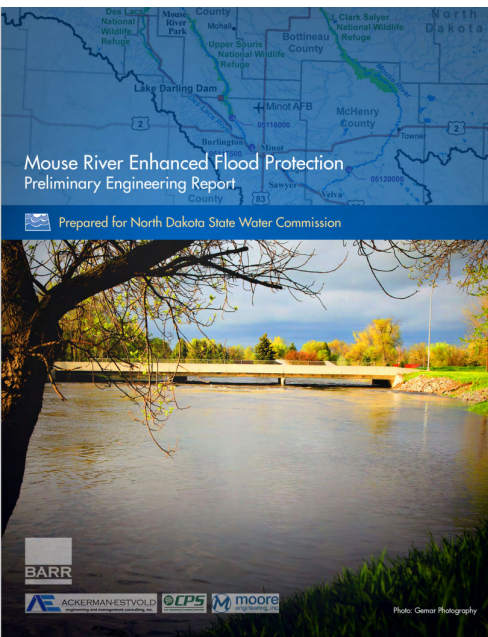
(1) Note: Project limits represent approximate right-of-way required for operation and maintenance of the preliminary flood risk reduction features. Features generally included within the project limits are levees, floodwalls, pump stations, pump station piping and gateways, pump station ponding areas, high-flow diversions, channel realignments, overbank excavations, riprap/erosion control measures, boulder drop structures, transportation closure structures (including roadway and railroad closures), river closure structures, seepage control and collection systems, vegetation clear zones, and access for project inspection, operation and maintenance.

PRELIMINARY ENGINEERING REPORT (PER) 2011

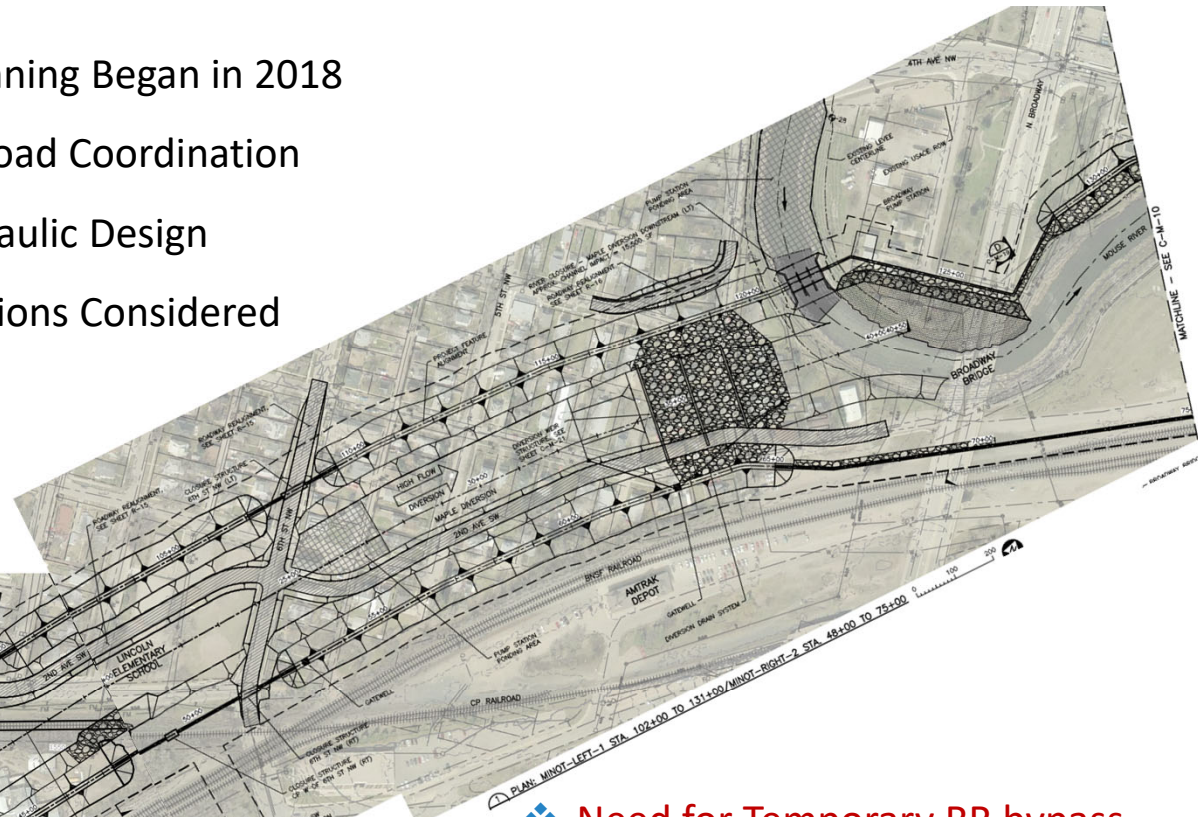
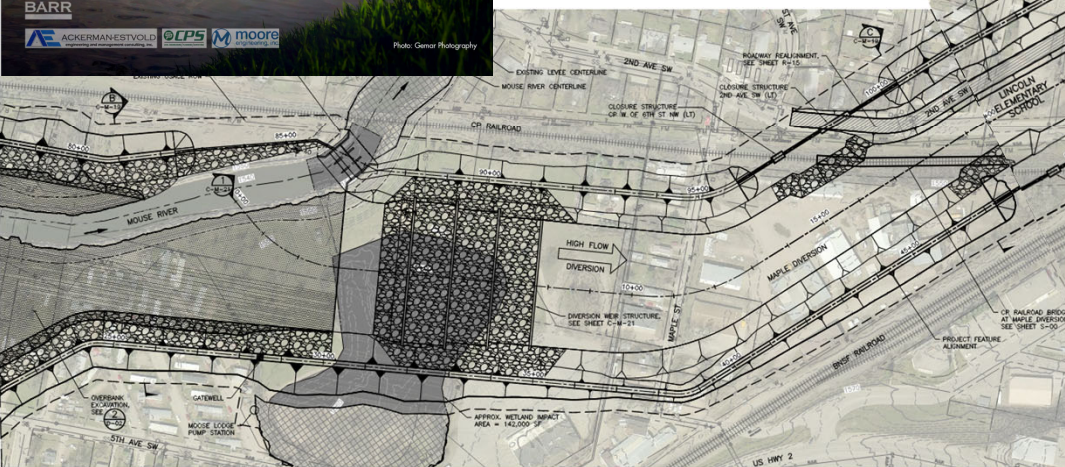




PRELIMINARY ENGINEERING REPORT (PER) 2011



- ❖ Additional Planning Began in 2018
- ❖ Extensive Railroad Coordination
- ❖ Extensive Hydraulic Design
- ❖ Numerous Options Considered

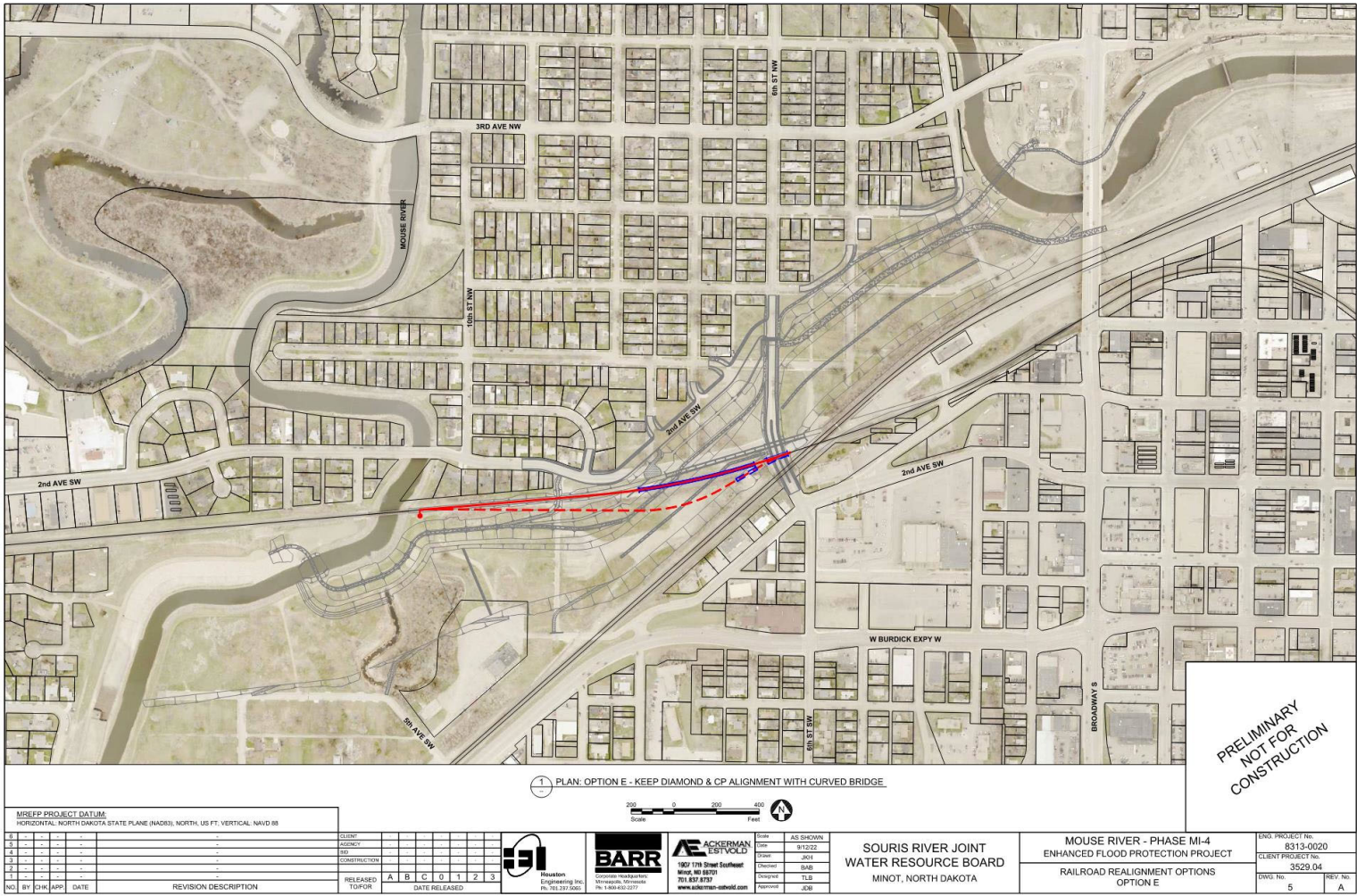


- ❖ Need for Temporary RR bypass
- ❖ RR Operational and Design Criteria
- ❖ Hydraulic Constraints
- ❖ Cost

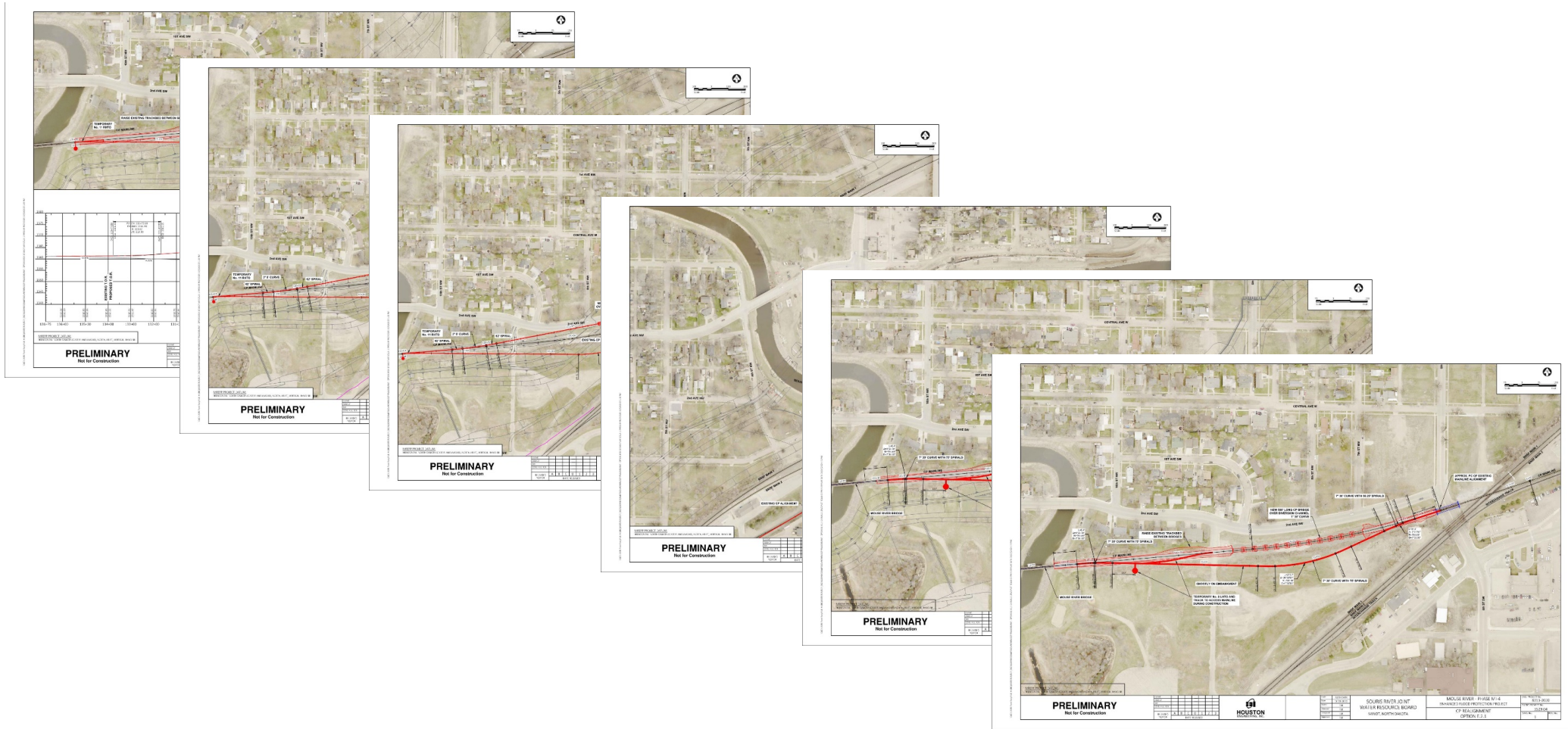
PRELIMINARY ENGINEERING REPORT (PER) 2011



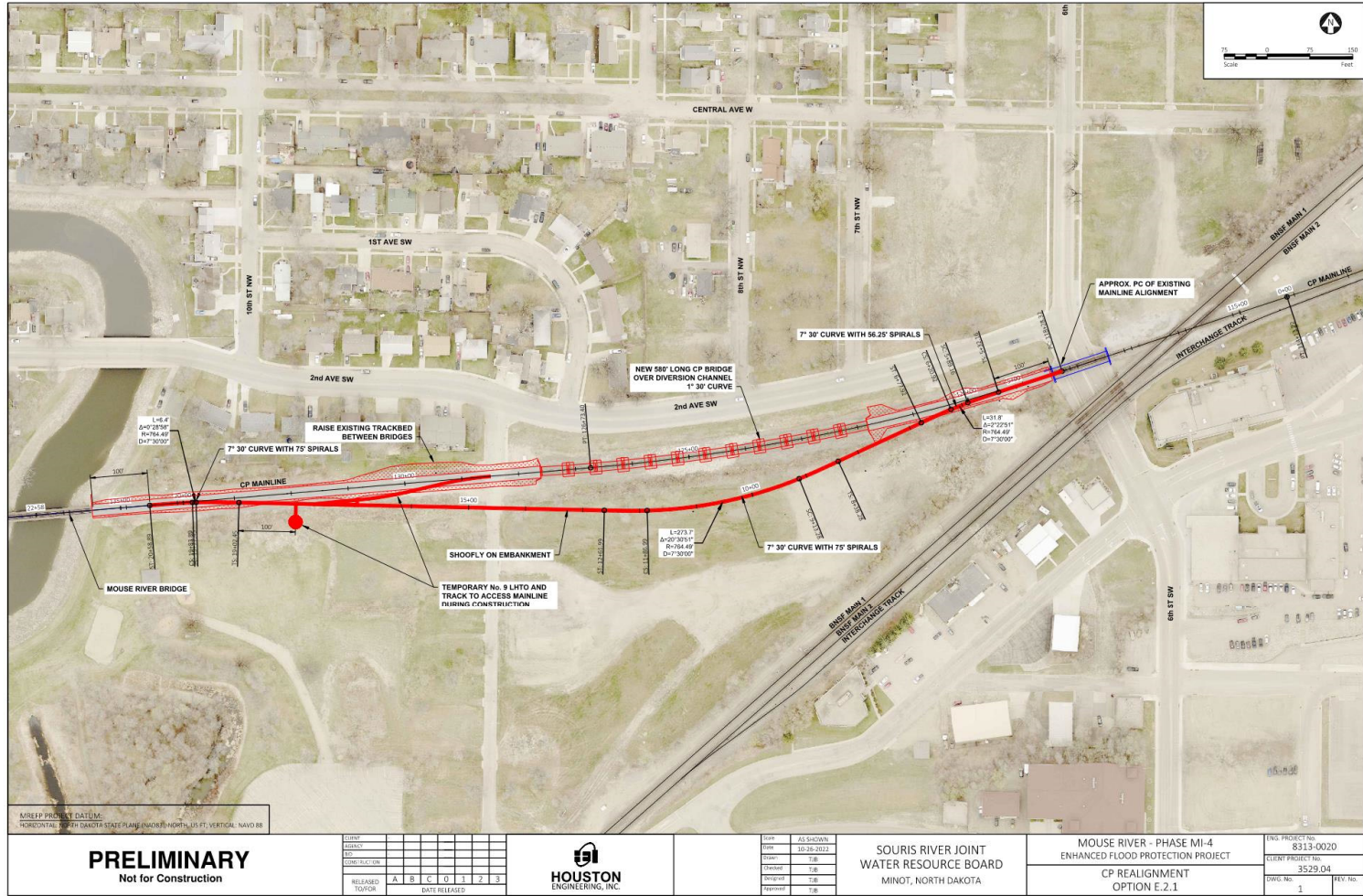
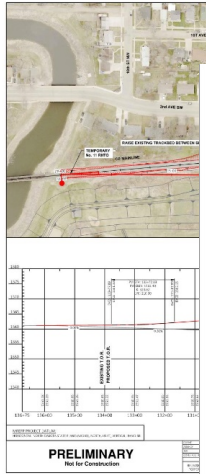
NUMEROUS RR OPTIONAL ALIGNMENT CONSIDERATIONS (A-J)



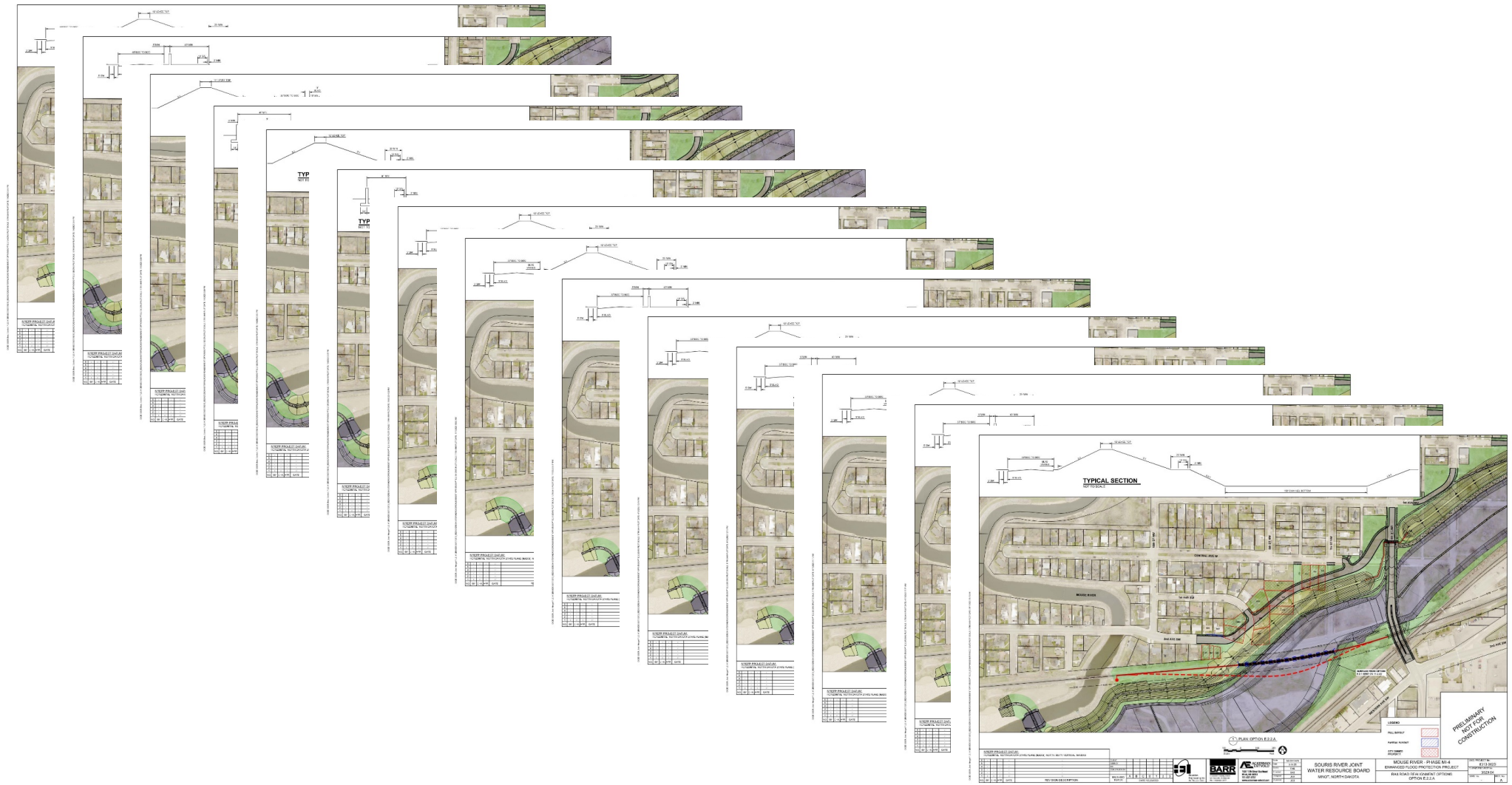
SELECTED OPTION E – NO RR DIAMOND RELOCATION



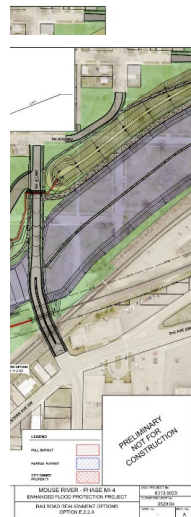
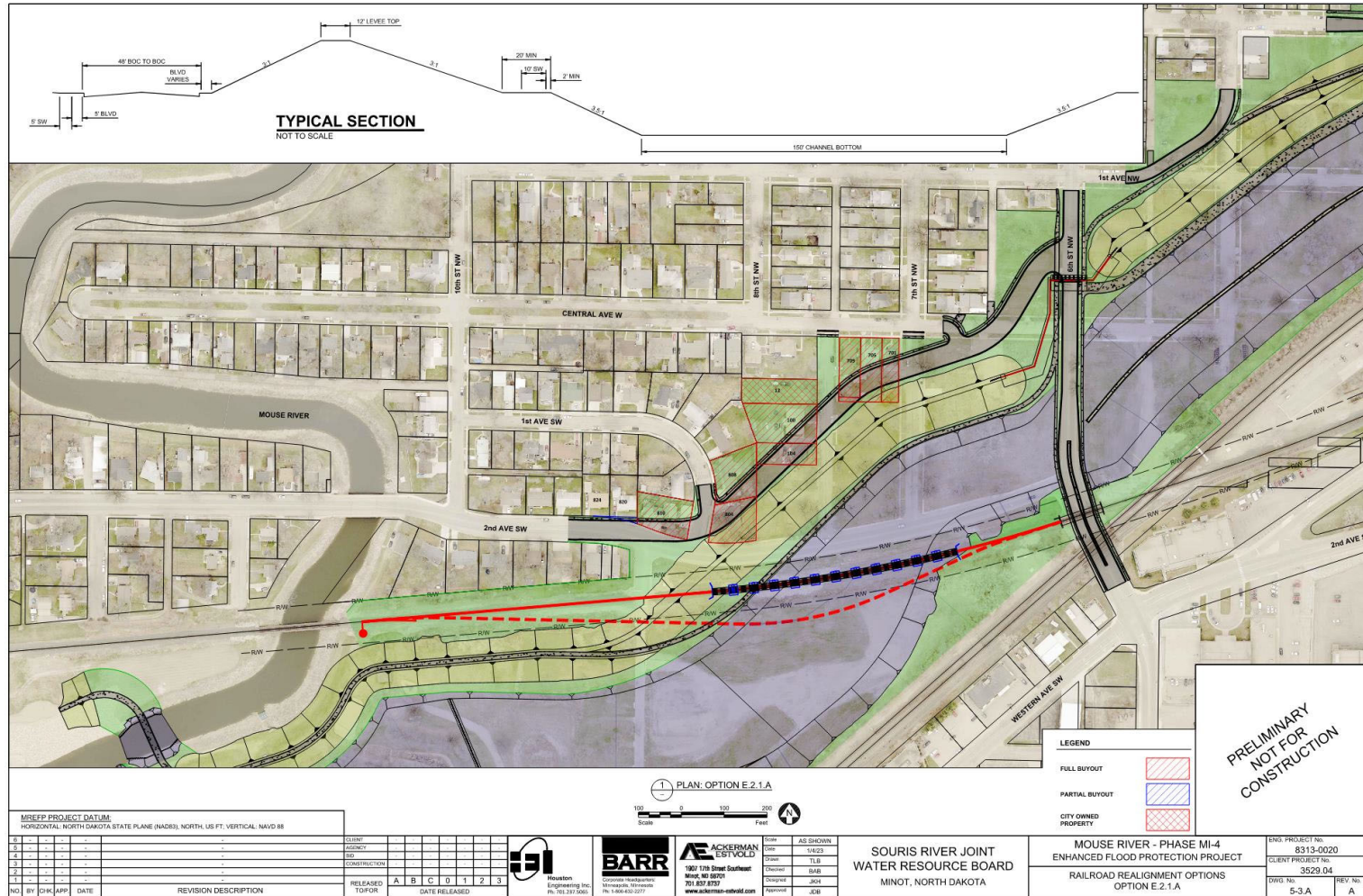
CONSIDERED RR BRIDGE ALIGNMENTS/LOCATIONS (E0-E2.1)



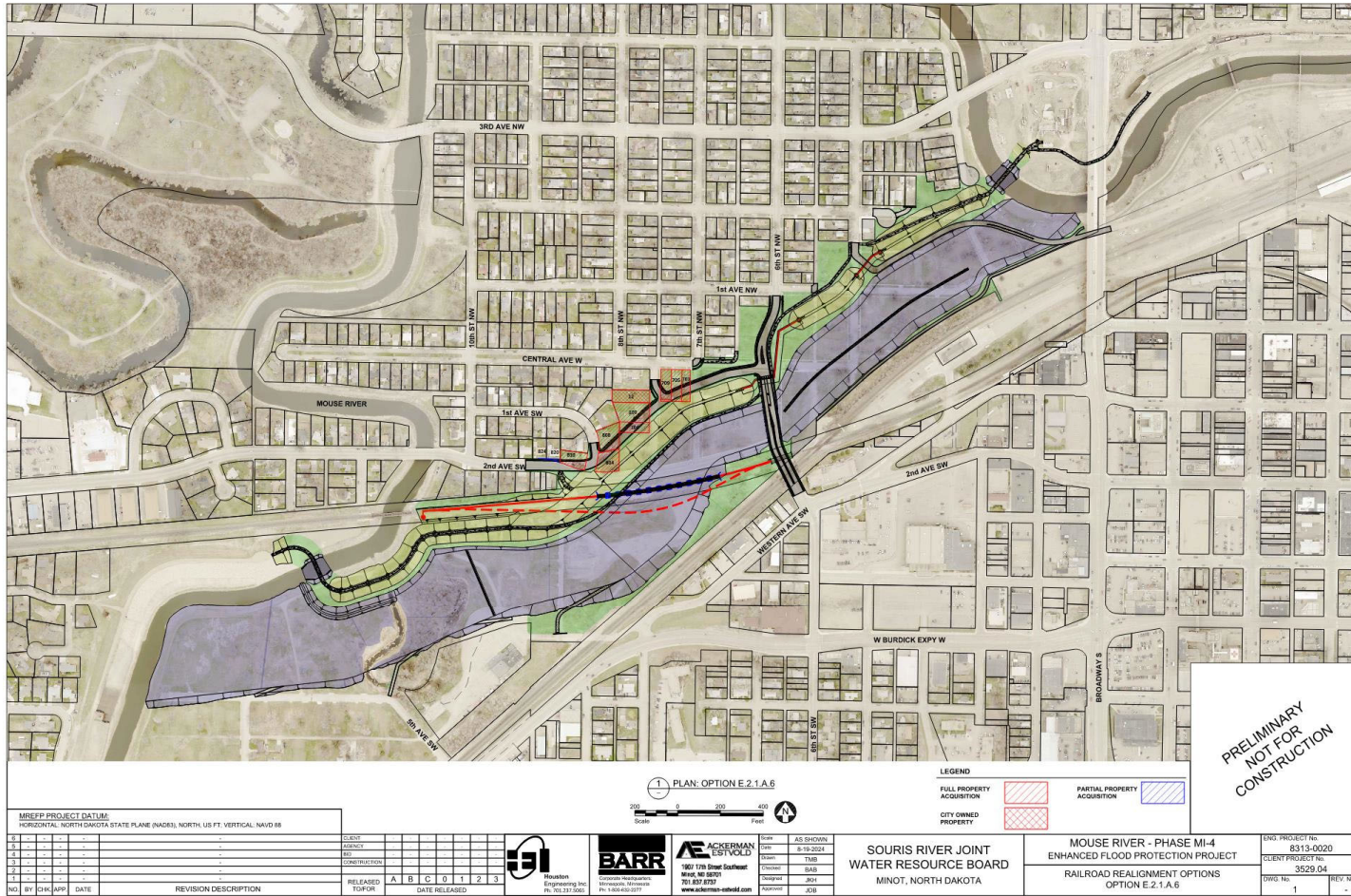
SELECTED OPTION E.2.1 – CURVED BRIDGE/SHOOFLY SOUTH



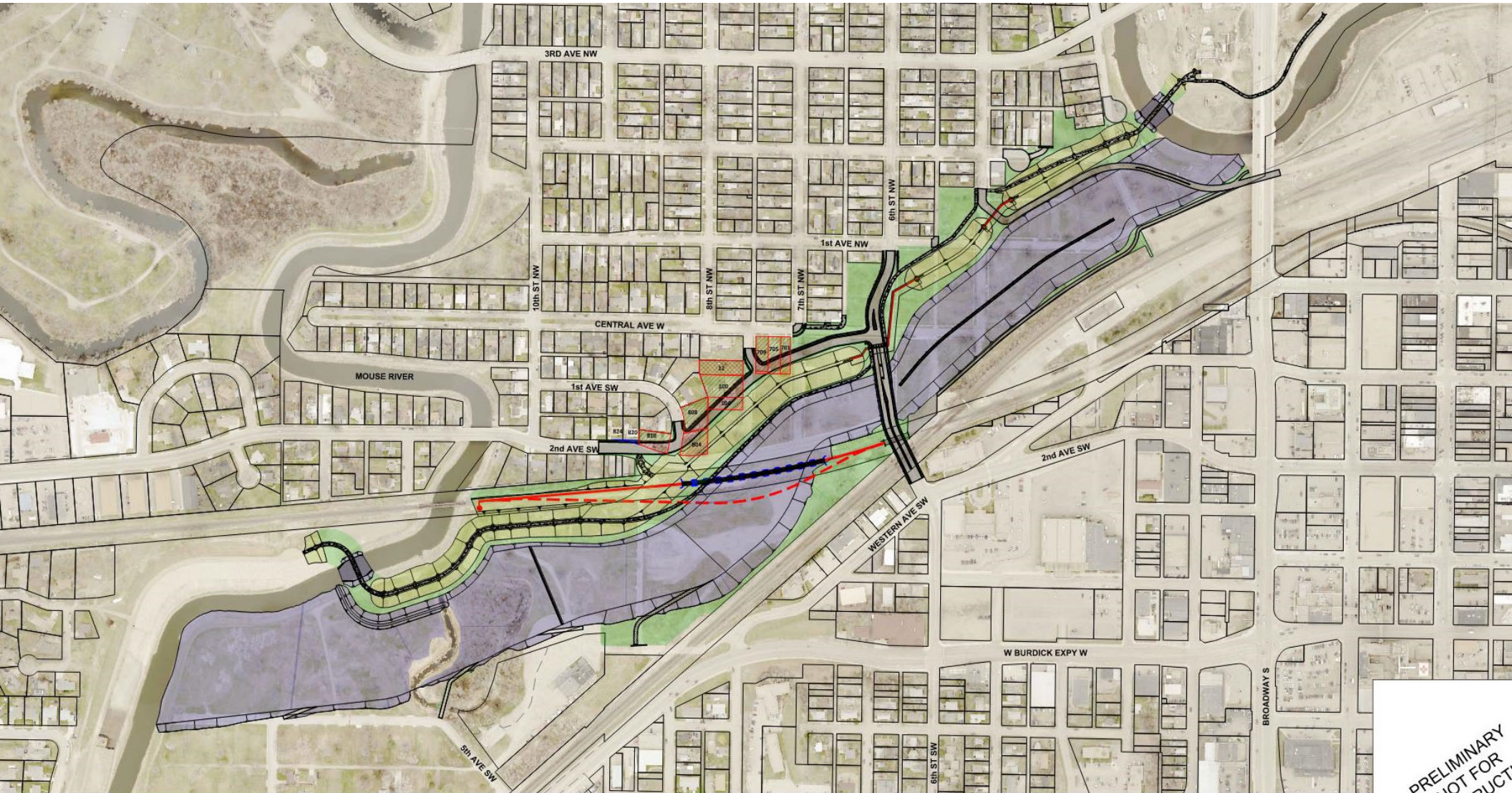
NUMEROUS FLOOD CONTROL ALIGNMENTS (E.2.1.A – E.2.2.F)



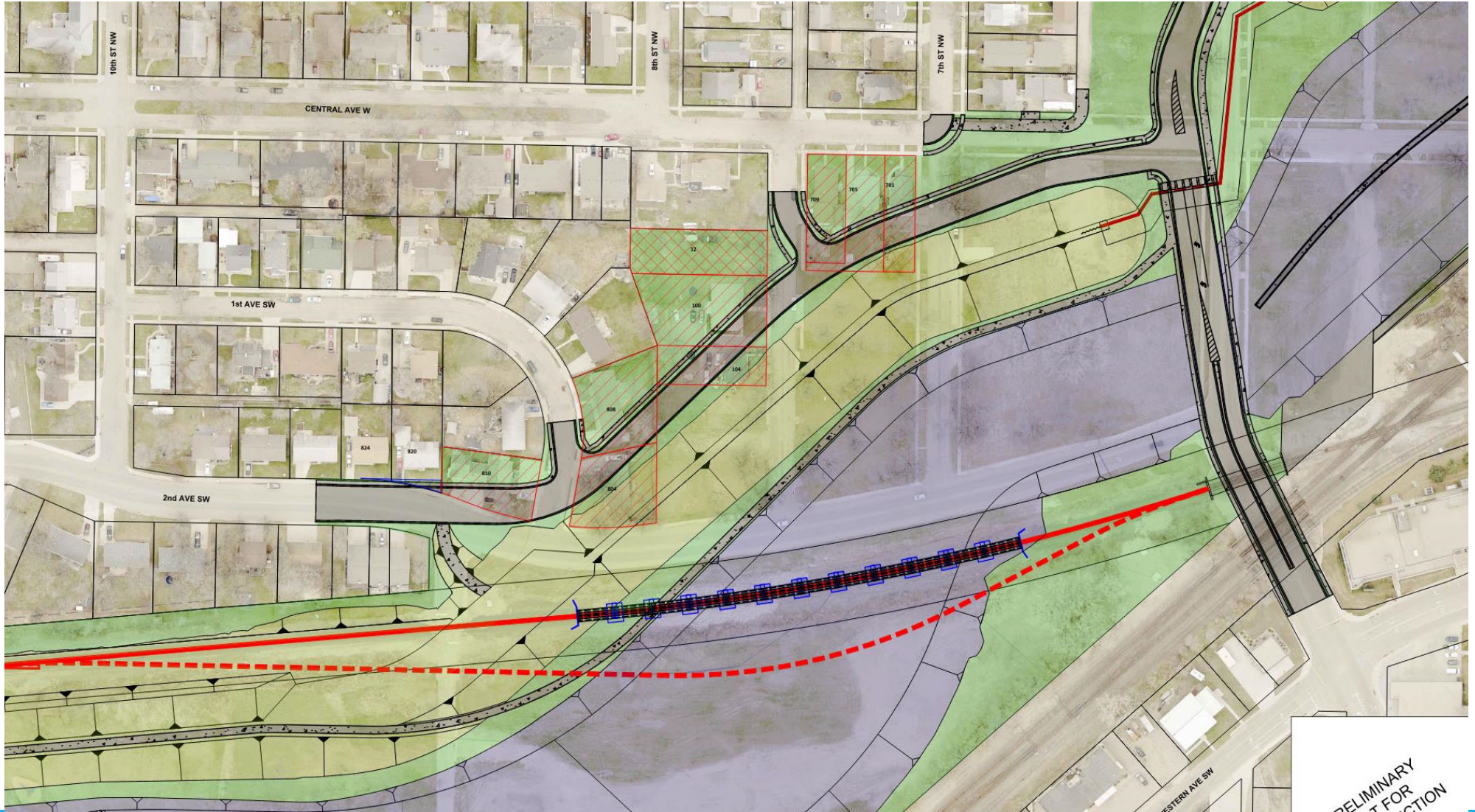
SELECTED OPTION E.2.1.A – FC/ROAD/RECONSTRUCT 6th ST RR BRIDGE



SELECTION OPTION E.2.1.A.6 – RECOMMENDED ALIGNMENT



CURRENT PROPOSED ALIGNMENT – ADDITIONAL PROPERTY IMPACTS



PRELIMINARY
PLAN FOR
SECTION



CURRENT PROPOSED ALIGNMENT

❖ **Public Meeting – Impacted Properties**

- Thursday 8/22
- Additional Individual Follow-up

❖ **City Council Presentation (tonight)**

- Will consider adopting alignment?

❖ **Property Acquisitions**

- City to Lead

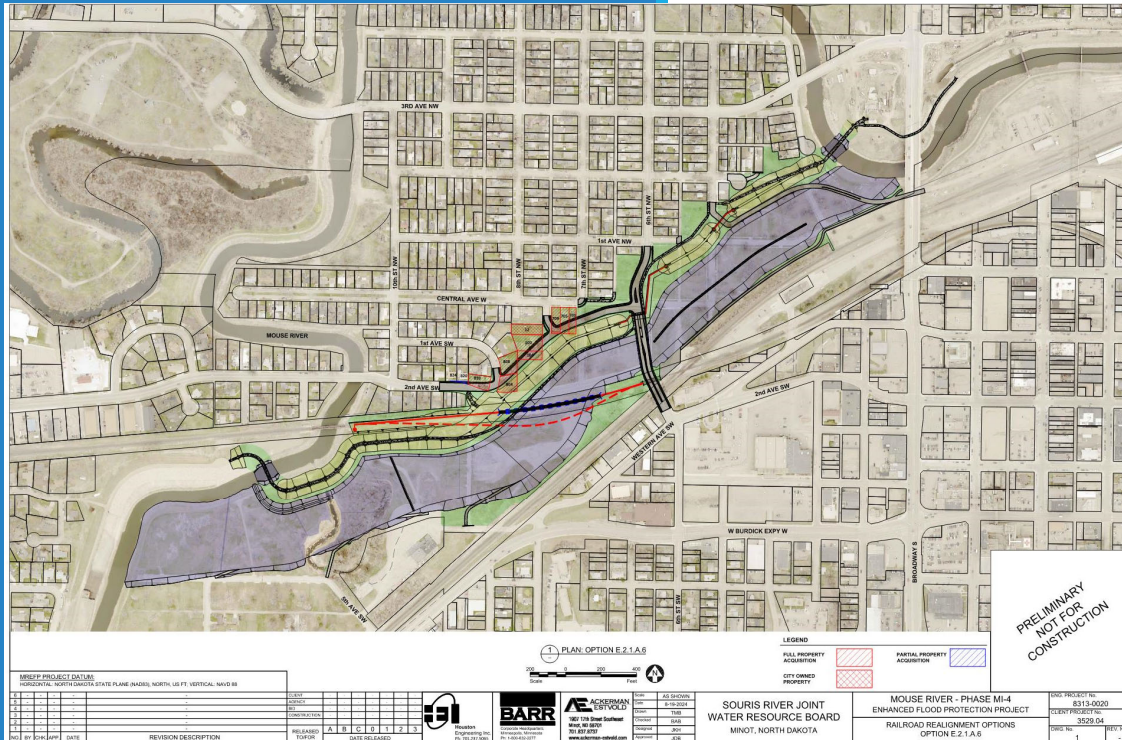
❖ **Project Schedule**

- 60 / 90 / 100% Design – 2024 and 2025
- Project Construction – TBD (likely 2026 start)



MOUSE RIVER PLAN

Questions?





MOUSE RIVER PLAN

SRJB– UPDATE AND ALIGNMENT SELECTION
CITY COUNCIL PRESENTATION
PHASE MI-4: MAPLE DIVERSION
OCTOBER 2, 2024 – SPECIAL MEETING

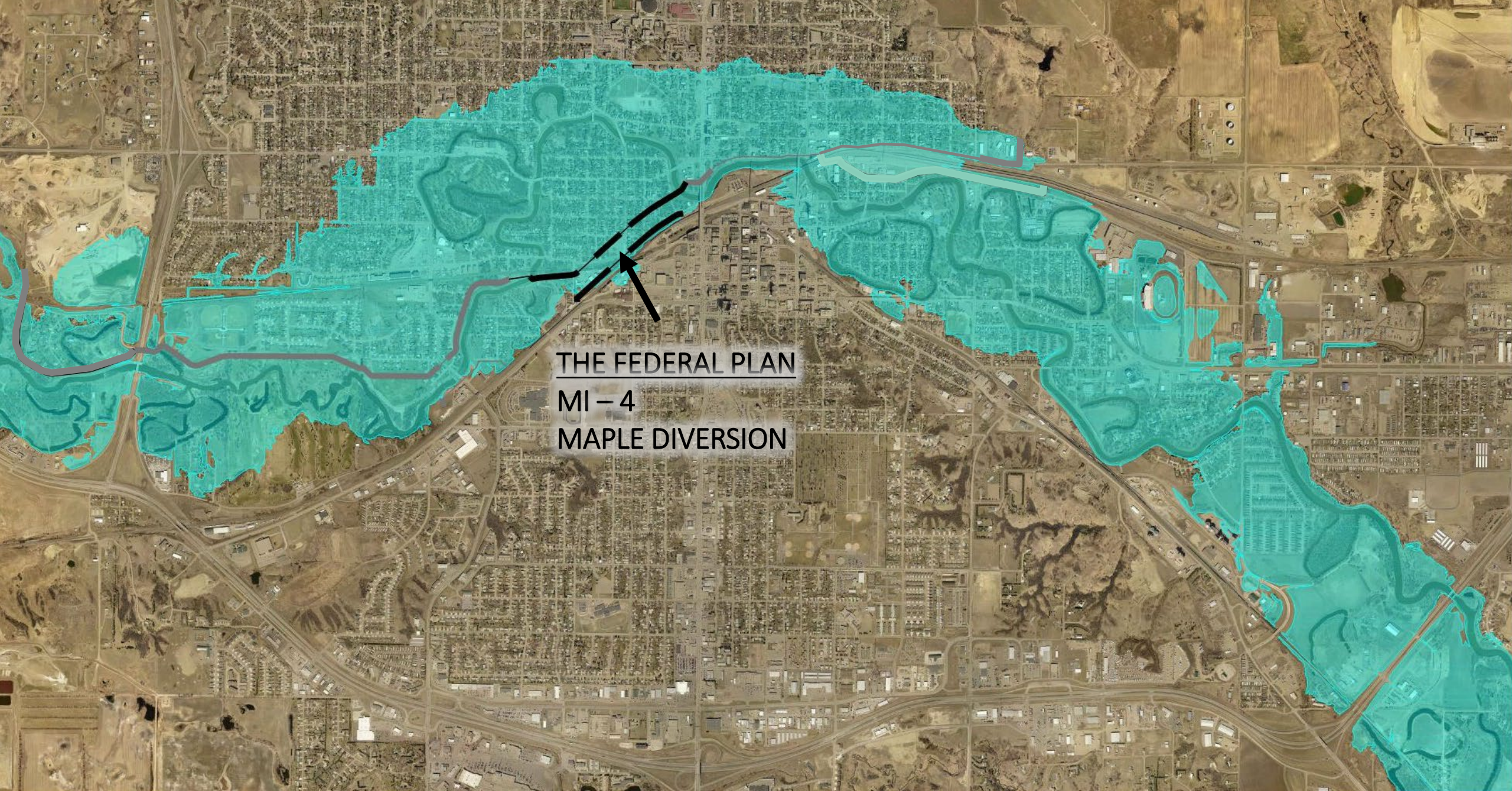


AGENDA

- ❖ MREFPP Project Overview
- ❖ Phase MI-4 – Maple Diversion Project Alternatives/Constraints
- ❖ Preferred Alignment
- ❖ Recent Actions and Path Forward
- ❖ Questions



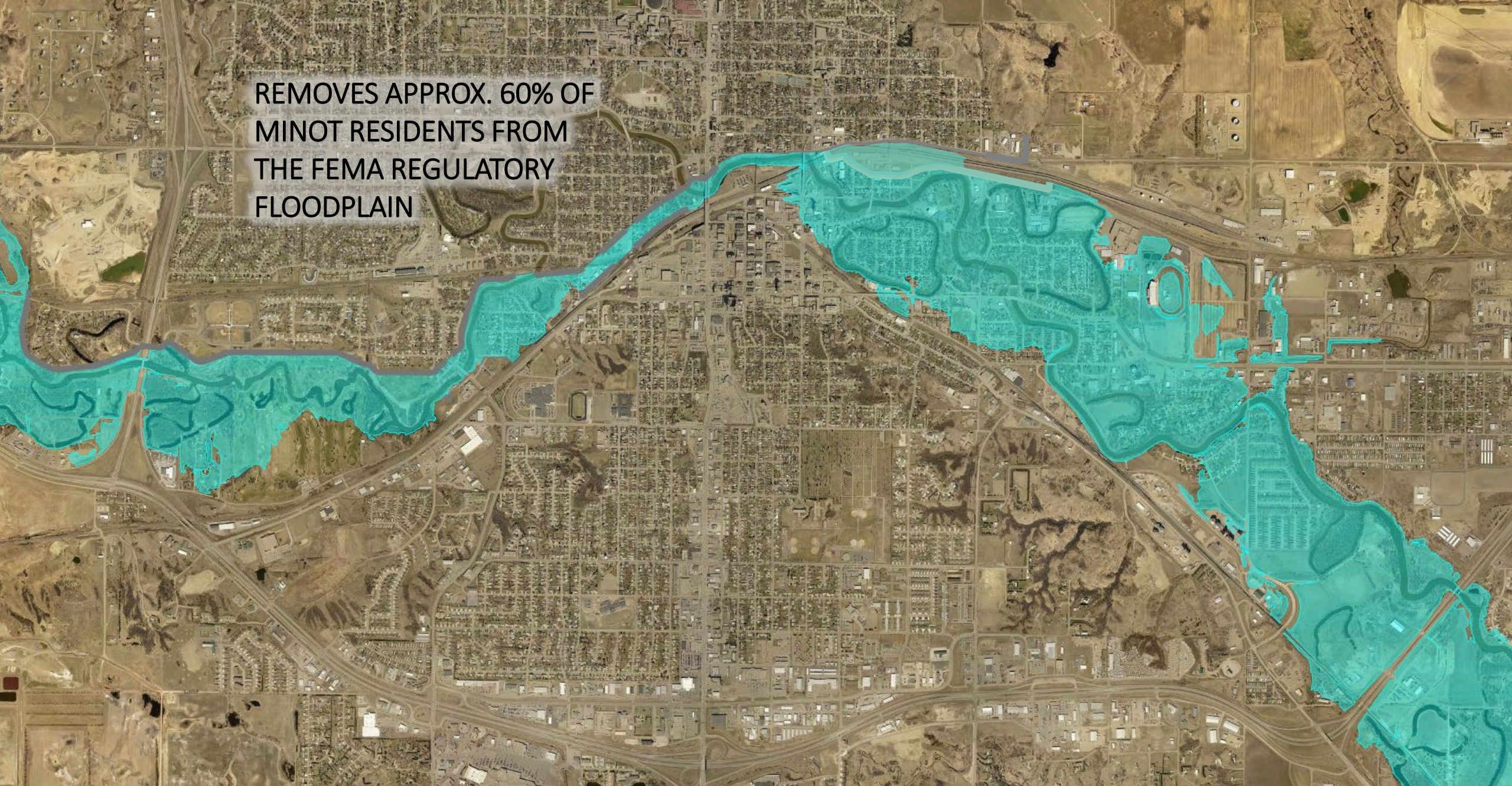
PHASES COMPLETE OR UNDER CONSTRUCTION

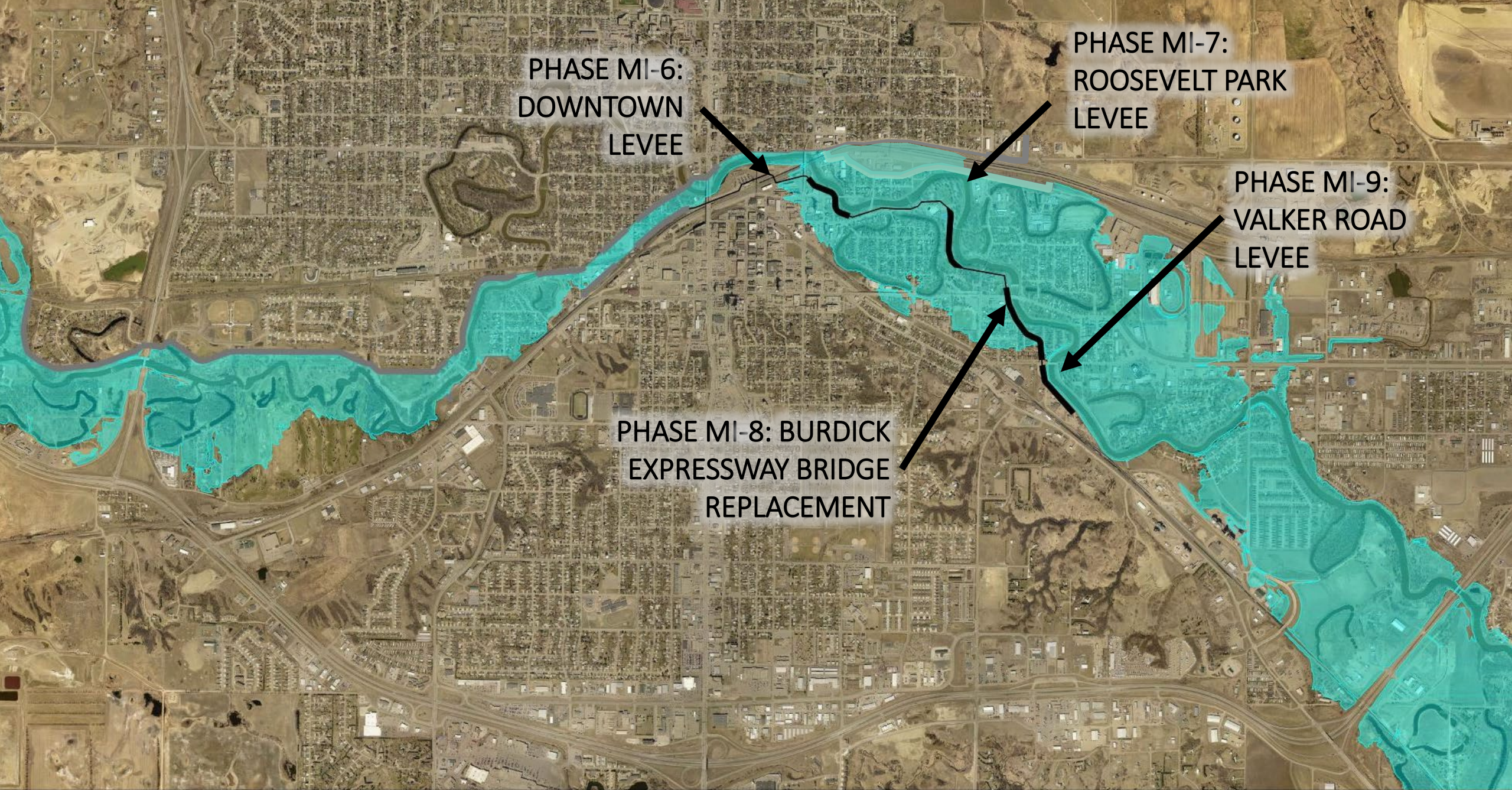


THE FEDERAL PLAN
MI - 4
MAPLE DIVERSION

PHASE MI4 – MAPLE DIVERSION

REMOVES APPROX. 60% OF
MINOT RESIDENTS FROM
THE FEMA REGULATORY
FLOODPLAIN

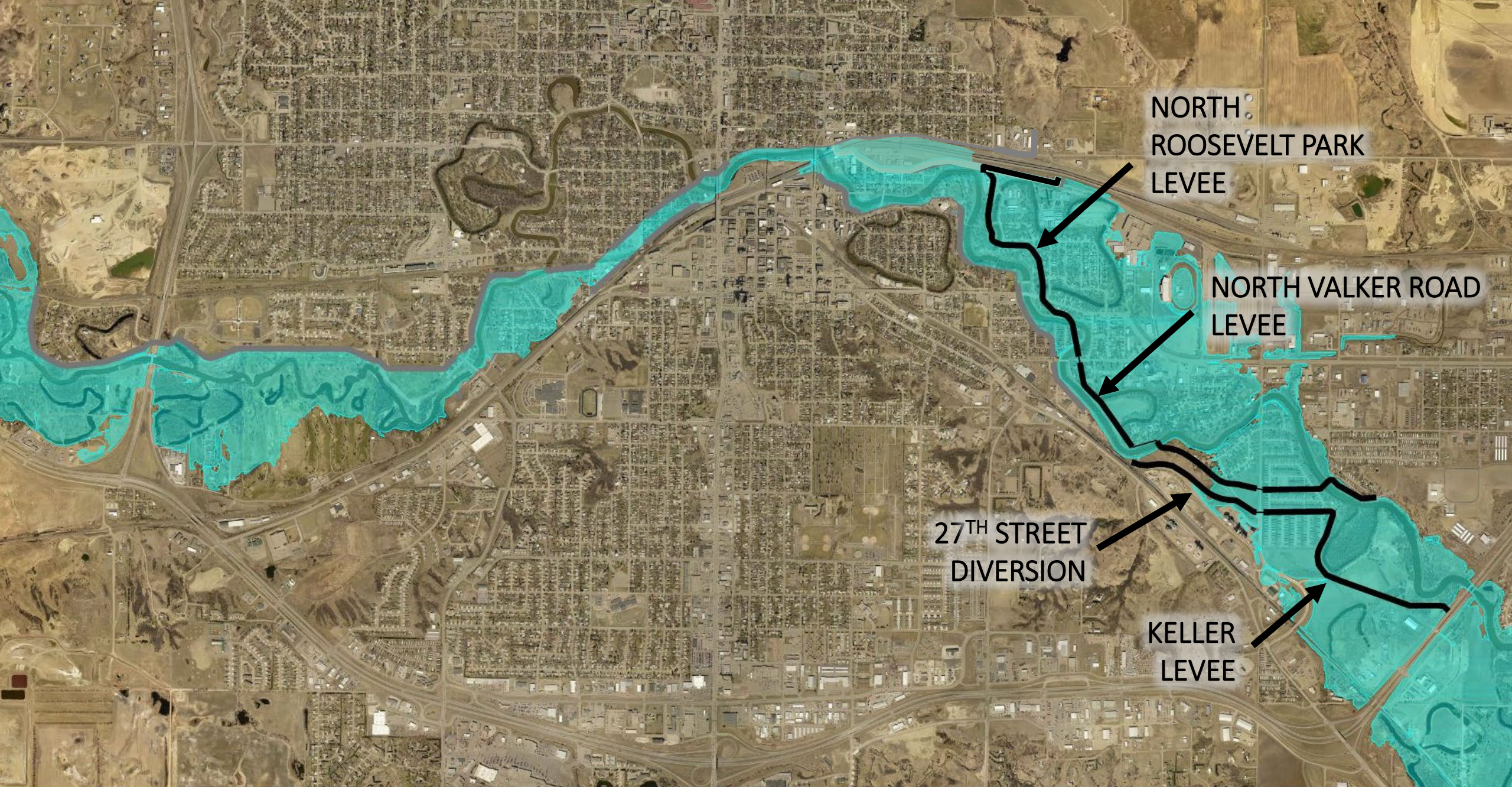




NEXT STEP – MINOT MILESTONE 2



REMOVES AN ADDITIONAL
APPROX. 15% OF MINOT
RESIDENTS FROM THE
FEMA REGULATORY
FLOODPLAIN

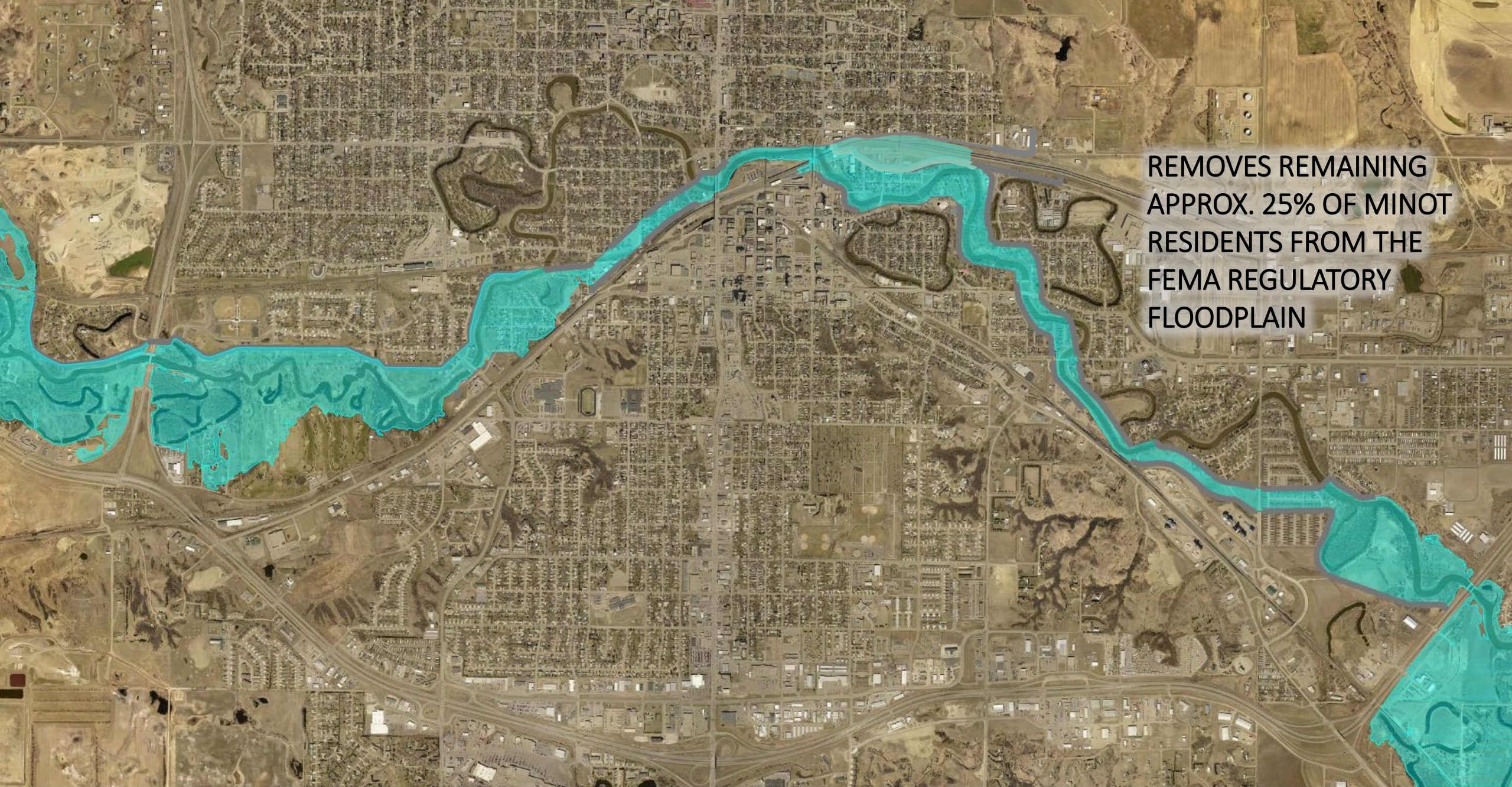


NORTH
ROOSEVELT PARK
LEVEE

NORTH VALKER ROAD
LEVEE

27TH STREET
DIVERSION

KELLER
LEVEE



REMOVES REMAINING
APPROX. 25% OF MINOT
RESIDENTS FROM THE
FEMA REGULATORY
FLOODPLAIN

- ❖ Total Project Cost estimated to be \$95 M
- ❖ Federal funding (\$61 M) awarded January 2022 via Infrastructure Investment and Jobs Act (IIJA)
- ❖ State funding (\$22 M) will likely be secured during the upcoming legislative session
- ❖ Federal participation is indexed to inflation (i.e. actual federal share will be adjusted upward to account for inflation at the time of construction)
- ❖ Railroad issues have created delays that are concerning to our federal funding partners
- ❖ Funding for acquisitions is currently available (combination of state and local funds)
- ❖ **Betterments chosen by the sponsor would be all non-federal funds**



US Army Corps
of Engineers®

U.S. Army Corps of Engineers, St. Paul District

News Release

Mouse River Flood Protection Project receives \$61.45 million in Infrastructure Investment and Jobs Act plan

Published Jan. 19, 2022 / Updated: Jan. 19, 2022

ST. PAUL, Minn. --

The U.S. Army Corps of Engineers, St. Paul District, received \$61 million to complete the Maple Diversion Channel and levees north of city of Minot, North Dakota's City Hall in the Infrastructure Investment and Jobs Act Plan released today.

This project is a part of the much larger Mouse River Enhanced Flood Protection Project within the Mouse, or Souris, River basin. The work, once complete, will reduce flood risk like the one that caused significant damage in 2011. The federally funded Maple Diversion Project will connect phases 1 and 3 of the plan and complete the flood risk reduction in northwestern Minot. With the funds, Corps engineers will finalize their plans to begin construction of the project as soon as possible.

"Receiving \$61.45 million to deliver the federal portion of the Mouse River Enhanced Flood Protection Project is wonderful news," said Col. Karl Jansen, St. Paul District commander. "We are thrilled to advance our partnership with the Souris River Joint Board and remain committed to doing our part in fulfilling the vision of comprehensive flood risk reduction for the great people of Minot and the Souris River valley!"

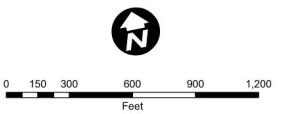
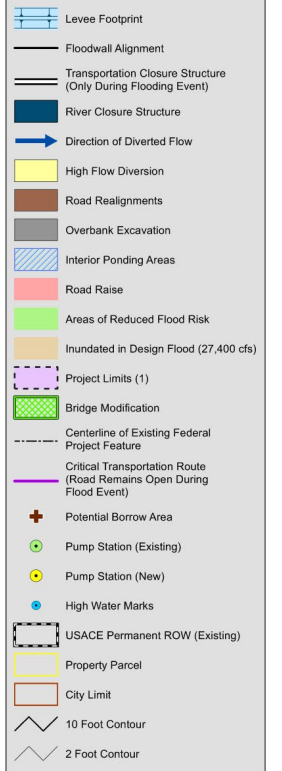
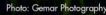
For additional Corps projects included in the work plan, see <https://www.usace.army.mil/Missions/Civil-Works/Budget>.





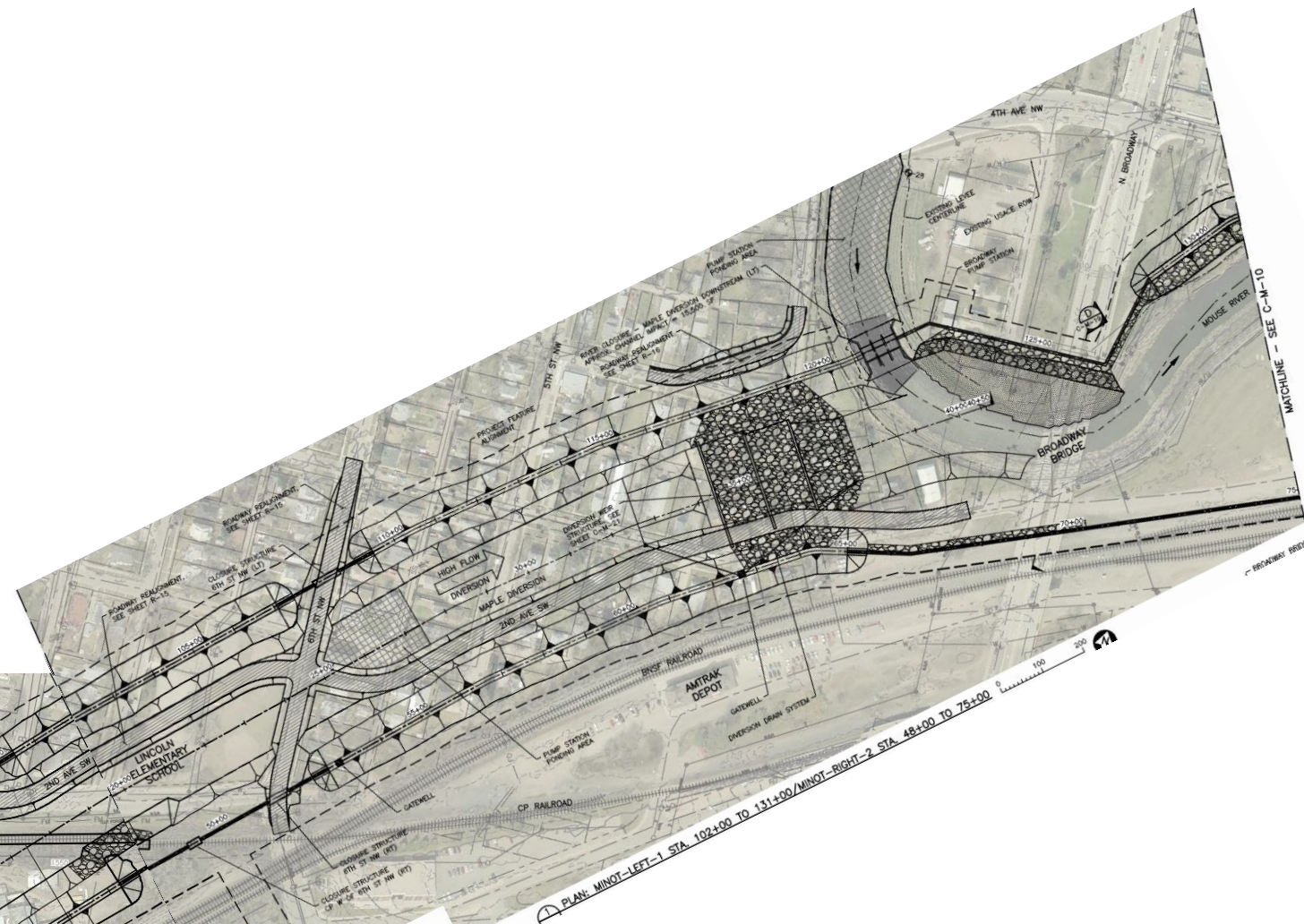
2011 FLOOD IN AREA OF MI-4

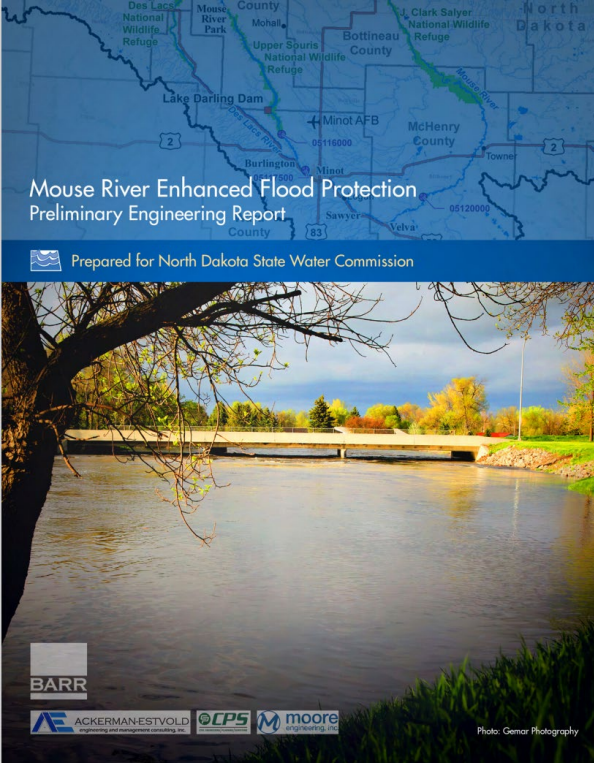


 Prepared for North Dakota State Water Commission

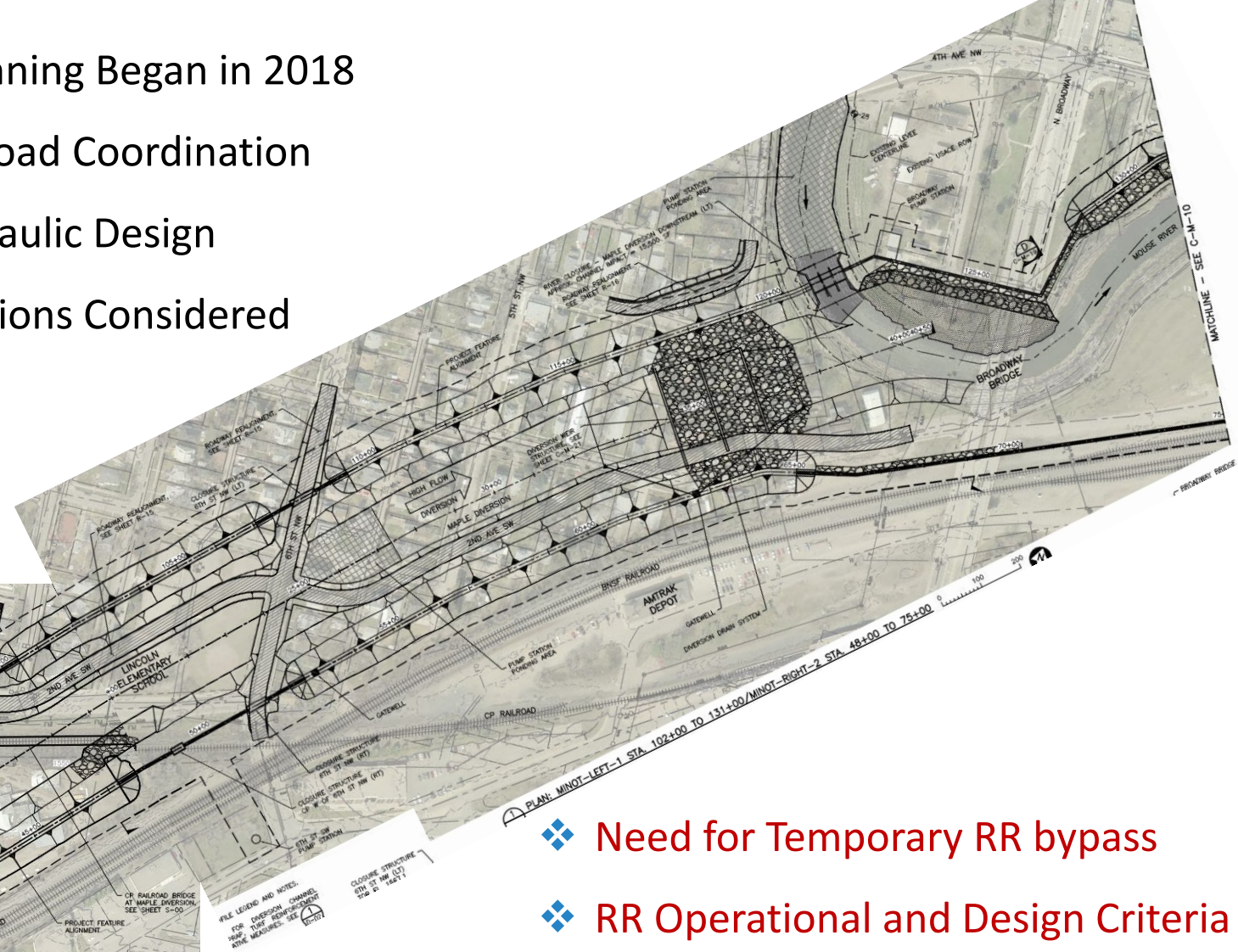
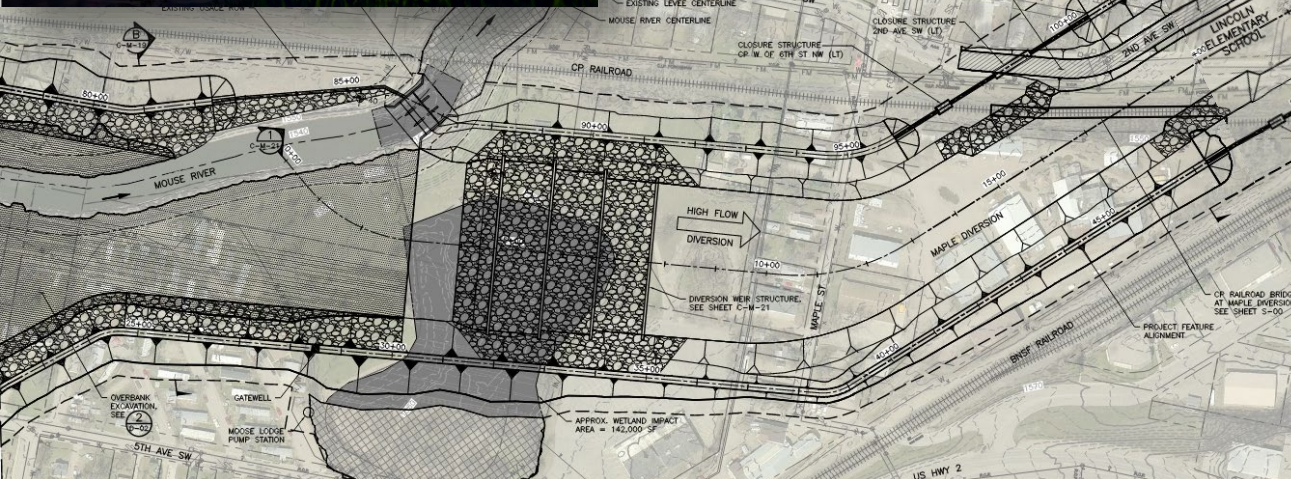
Coordinate System: NAD83, North Dakota
State Plane Coordinate System, North Zone
Vertical Datum: NGVD29
2010 Aerial Photo

(1) Note: Project limits represent approximate right-of-way required for operation and maintenance of the preliminary flood risk reduction features. Features generally included within the project limits are levees, floodwalls, pump station, pump station piping and appurtenances, pump station ponds, canals, high-flow diversions, channel realignments, bank excavations, erosion/perspersion control measures, boulder drop structures, transportation closure structures (including roadway and railroad closures), river closure structures, seepage control and collection systems, vegetation clear zones, and access for project inspection, operation and maintenance.





- ❖ Additional Planning Began in 2018
- ❖ Extensive Railroad Coordination
- ❖ Extensive Hydraulic Design
- ❖ Numerous Options Considered



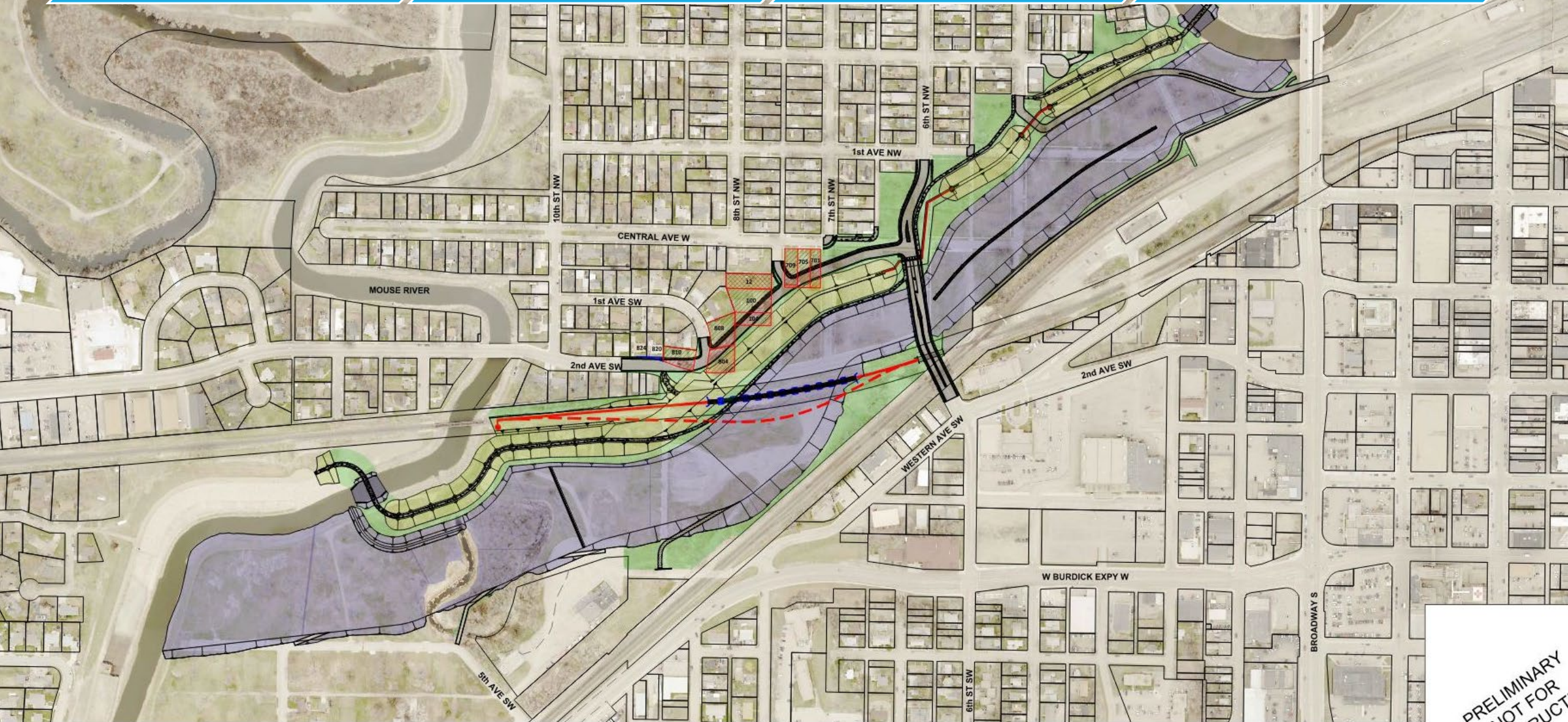
- ❖ Need for Temporary RR bypass
- ❖ RR Operational and Design Criteria
- ❖ Hydraulic Constraints
- ❖ Cost

Railroad Alignments

Bridge Alignments

Flood Control
Alignments

Access / Transportation
/ Misc. Optimization



PRELIMINARY
NOT FOR
CONSTRUCTION

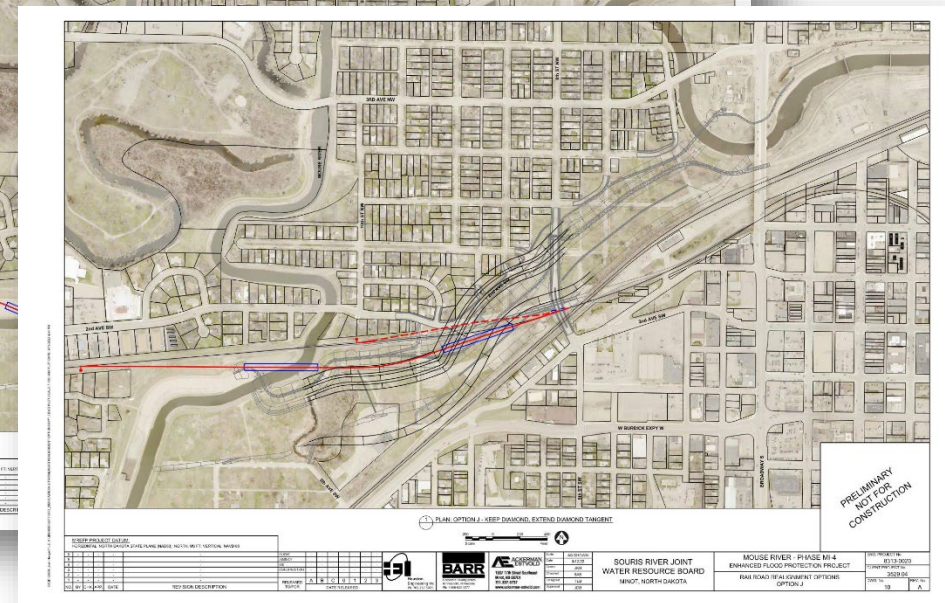
RECOMMENDED ALTERNATIVE – How we get there?

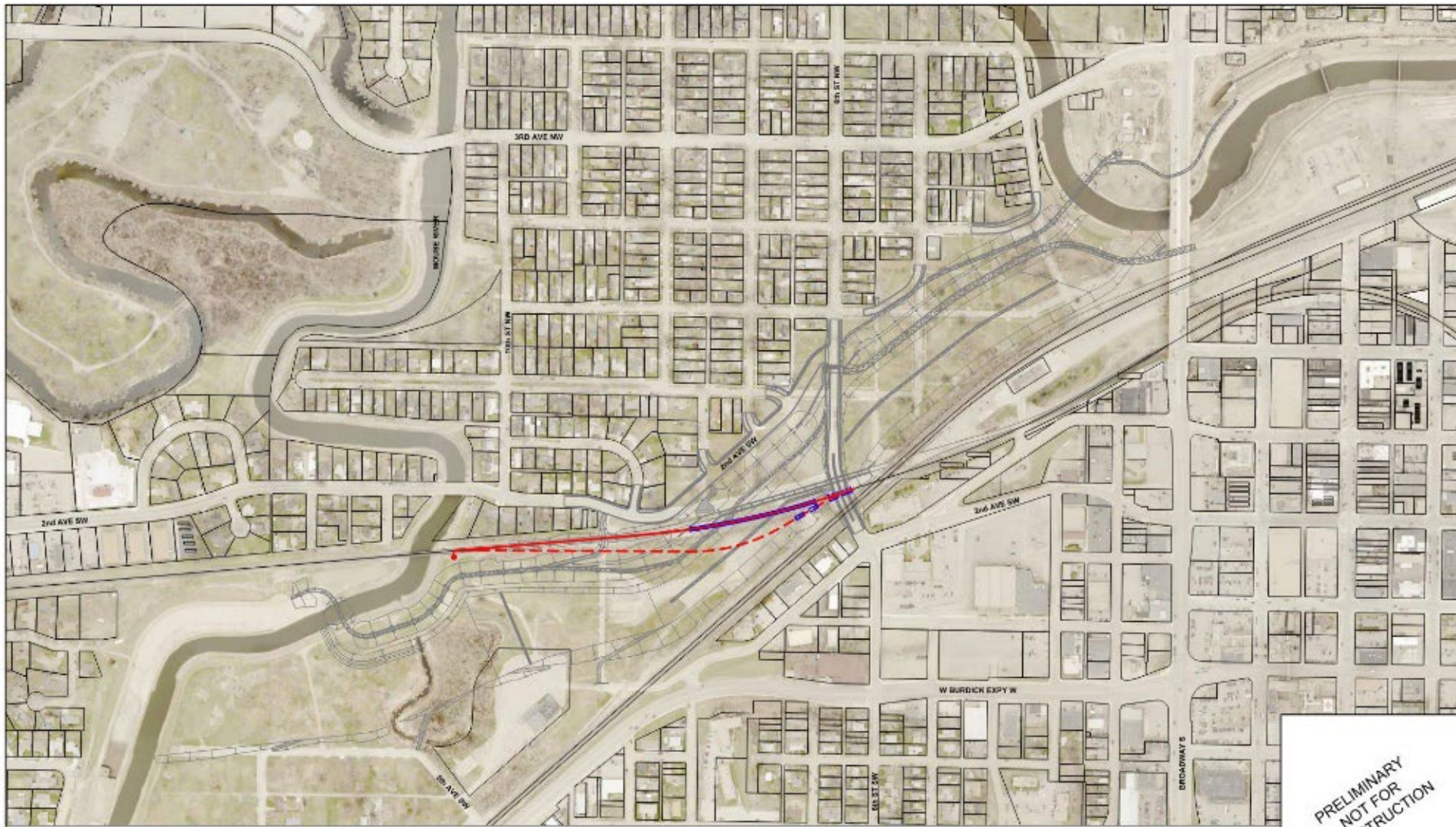
Railroad
Alignments

Bridge Alignments

Flood Control
Alignments

Access / Transportation
/ Misc. Optimization



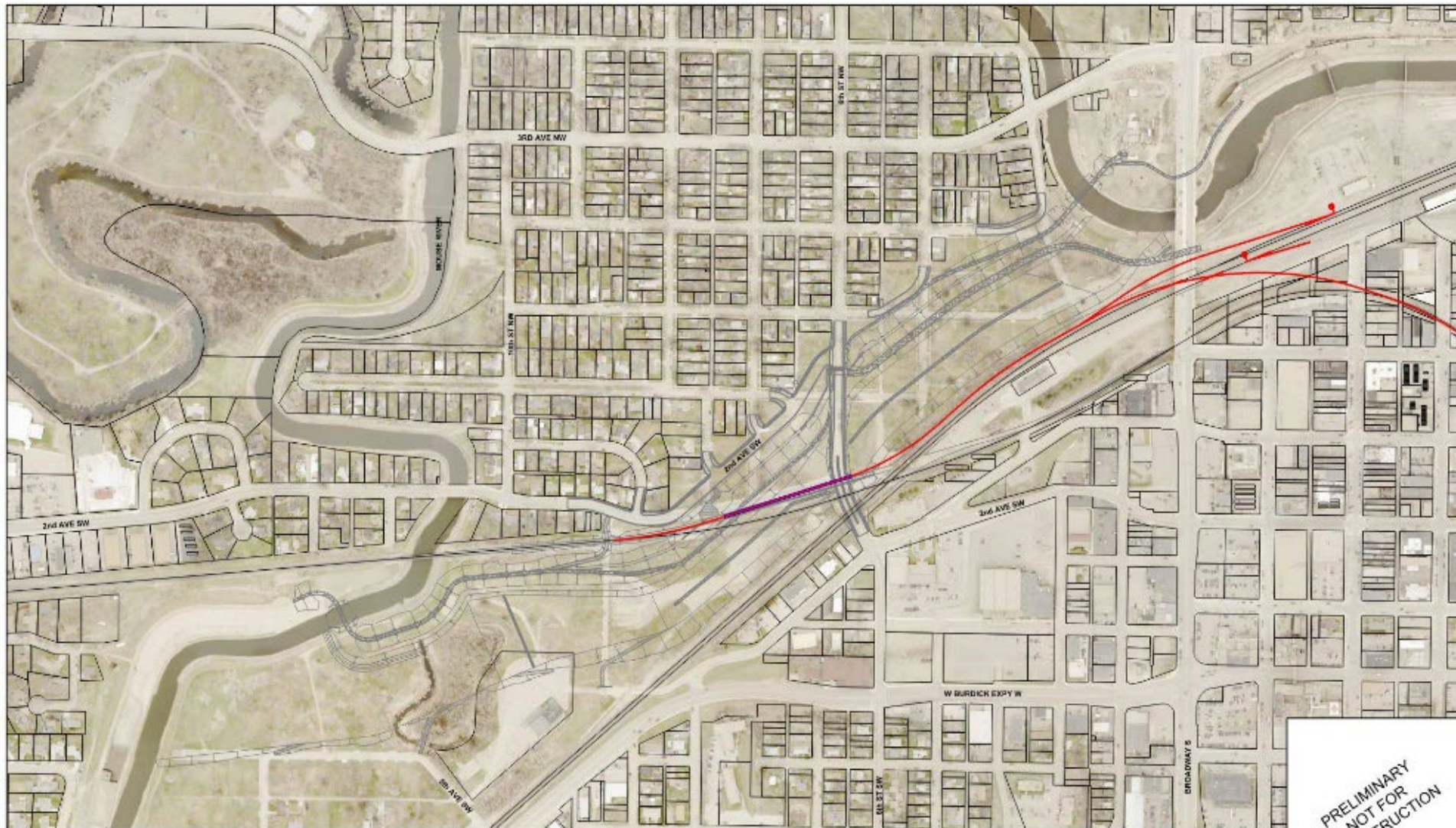


1 PLAN: OPTION E - KEEP DIAMOND & CP ALIGNMENT WITH CURVED BRIDGE

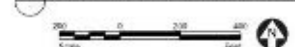
REVISIONS				REVISIONS			
NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION
1	CH	10/1/2011	INITIAL DESIGN	1	CH	10/1/2011	INITIAL DESIGN
2	CH	10/1/2011	REVISION	2	CH	10/1/2011	REVISION
3	CH	10/1/2011	REVISION	3	CH	10/1/2011	REVISION
4	CH	10/1/2011	REVISION	4	CH	10/1/2011	REVISION
5	CH	10/1/2011	REVISION	5	CH	10/1/2011	REVISION
6	CH	10/1/2011	REVISION	6	CH	10/1/2011	REVISION
7	CH	10/1/2011	REVISION	7	CH	10/1/2011	REVISION
8	CH	10/1/2011	REVISION	8	CH	10/1/2011	REVISION
9	CH	10/1/2011	REVISION	9	CH	10/1/2011	REVISION
10	CH	10/1/2011	REVISION	10	CH	10/1/2011	REVISION

BARR ENGINEERING 1001 17th Street NW MINOT, ND 58201 701.837.8757 WWW.BARR-ENGINEERING.COM	ACKERMAN ENGINEERING 1001 17th Street NW MINOT, ND 58201 701.837.8757 WWW.ACKERMAN-ENGINEERING.COM	MOUSE RIVER - PHASE III-4 ENHANCED FLOOD PROTECTION PROJECT RAILROAD REALIGNMENT OPTIONS OPTION E	DRAWING NO. 3529.04 SHEET NO. 8 OF 10
--	--	---	--

- ❖ Keeps current diamond
- ❖ No BN or CP Track realignment
- ❖ Relocate CP Signals
- ❖ No Modification to Amtrak
- ❖ No new limits to future RR Expansion
- ❖ Recommended Plan from this Evaluation Criteria



1 PLAN: OPTION G - DIAMOND ON CURVE

[illegible]

NAME							
SUBJECT							
SEX							
CONSTRUCTION							
RELEASED TO:	A	B	C	U	1	2	3
DATE RELEASED							

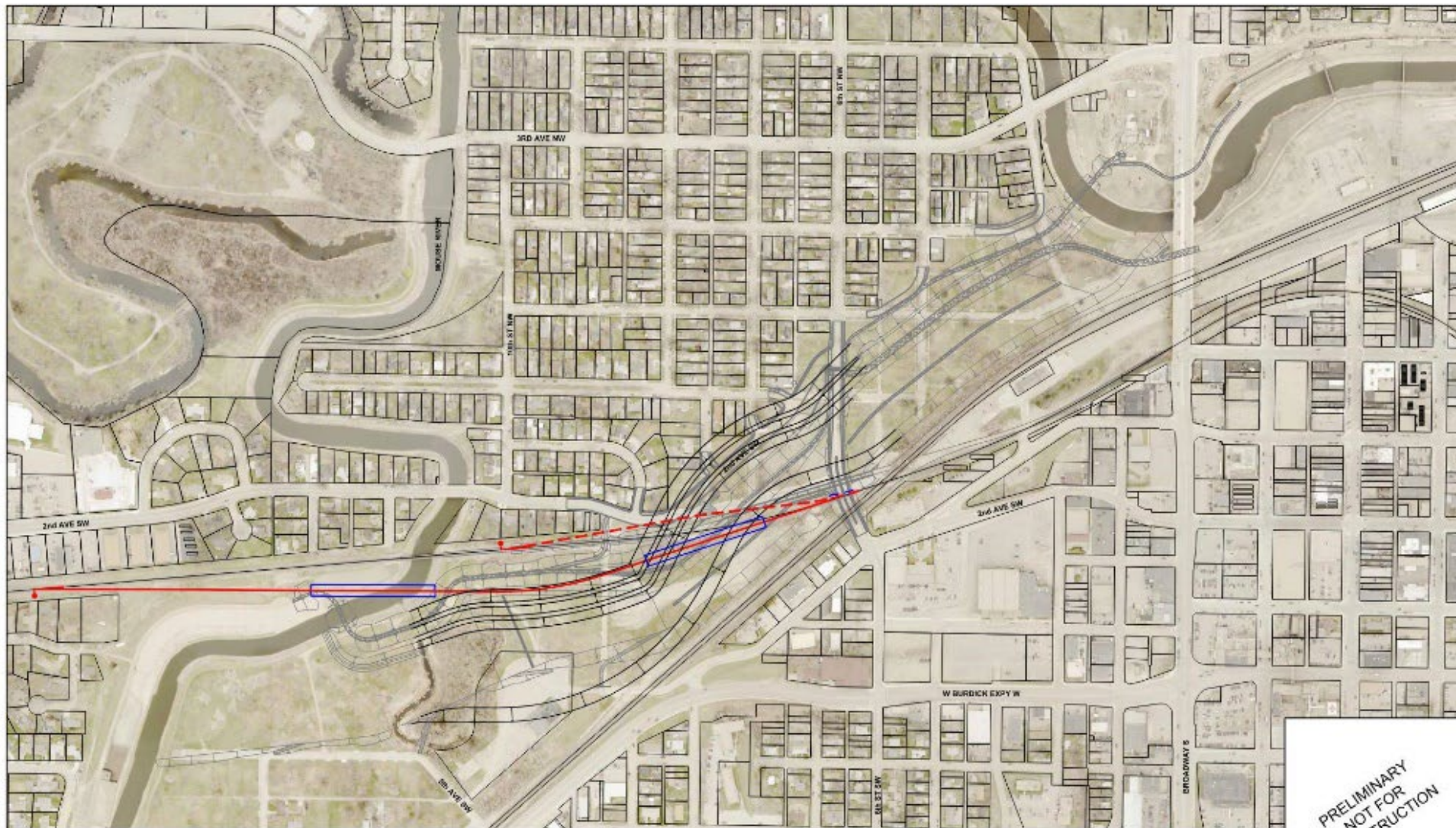


SOURIS RIVER JOINT
WATER RESOURCE BOARD
MINOT, NORTH DAKOTA

MOUSE RIVER - PHASE III-4
ENHANCED FLOOD PROTECTION PROJECT
RAILROAD REALIGNMENT OPTIONS
OPTION C

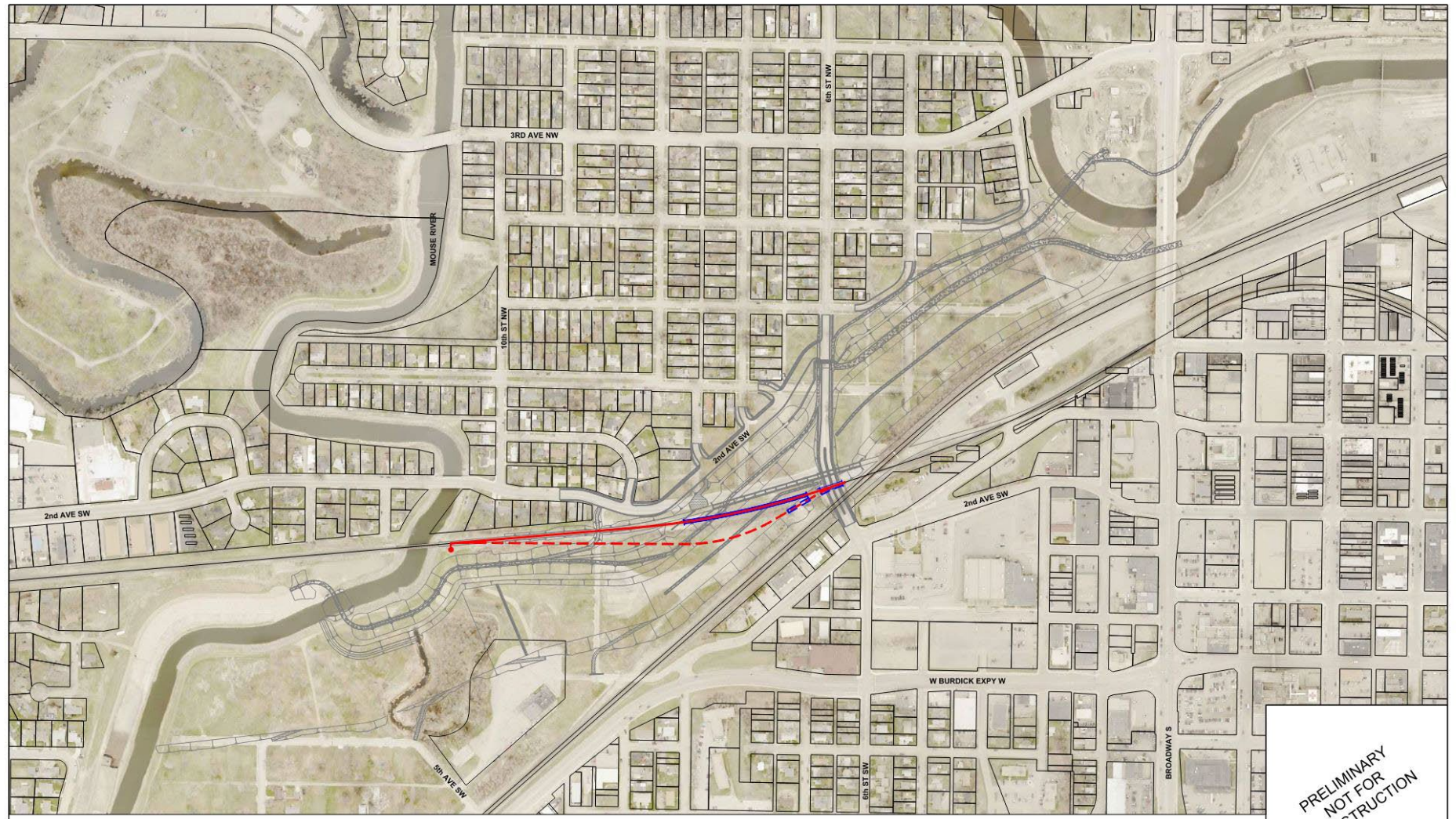
DATA PROJECT No.	8313-0020	
CURRENT PROJECT No.	3529.04	
DATE No.	7	1981

- ❖ Re-align CP
- ❖ Re-align BNSF
- ❖ Relocate Depot/Amtrak
- ❖ Diamond on a Curve
- ❖ Relocated Signals
- ❖ Limits Future RR Expansion
- ❖ Unacceptable – BNSF and CP Operations



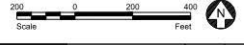
- ❖ Re-align CP
- ❖ Two New CP Bridges
- ❖ Relocated CP Signals
- ❖ Additional Residential Acquisitions
- ❖ Unacceptable – CP Operations and additional curves





PRELIMINARY
NOT FOR
CONSTRUCTION

1 PLAN: OPTION E - KEEP DIAMOND & CP ALIGNMENT WITH CURVED BRIDGE



MREFP PROJECT DATUM:
HORIZONTAL: NORTH DAKOTA STATE PLANE (NAD83), NORTH, US FT. VERTICAL: NAVD 88

NO.	BY	CHK	APP	DATE	REVISION DESCRIPTION
6	-	-	-	-	-
5	-	-	-	-	-
4	-	-	-	-	-
3	-	-	-	-	-
2	-	-	-	-	-
1	-	-	-	-	-

CLIENT	AGENCY	CONSTRUCTION	RELEASED TOP/OF	A	B	C	0	1	2	3	DATE RELEASED
HOUSTON	IND										



Scale	AS SHOWN
Date	9/12/22
Drawn	JR01
Checked	RAB
Designed	TLS
Reviewed	JDB

**SOURIS RIVER JOINT
WATER RESOURCE BOARD**
MINOT, NORTH DAKOTA

**MOUSE RIVER - PHASE M-4
ENHANCED FLOOD PROTECTION PROJECT**
RAILROAD REALIGNMENT OPTIONS
OPTION E

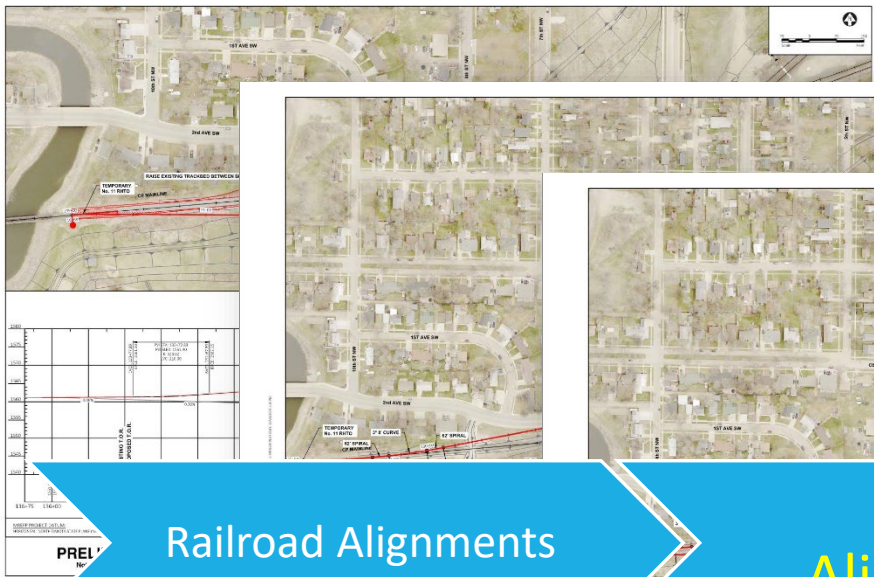
ENG. PROJECT No.	CLIENT PROJECT No.	DWG. No.	REV. No.
8313-0020	3529.04	5	A



PRELIMINARY
NOT FOR
CONSTRUCTION

MOUSE RIVER - PHASE M-4 ENHANCED FLOOD PROTECTION PROJECT	RAILROAD REALIGNMENT OPTIONS OPTION E	DATE	BY
		9/12/2022	JR01

SELECTED OPTION E – NO RR DIAMOND RELOCATION



Railroad Alignments



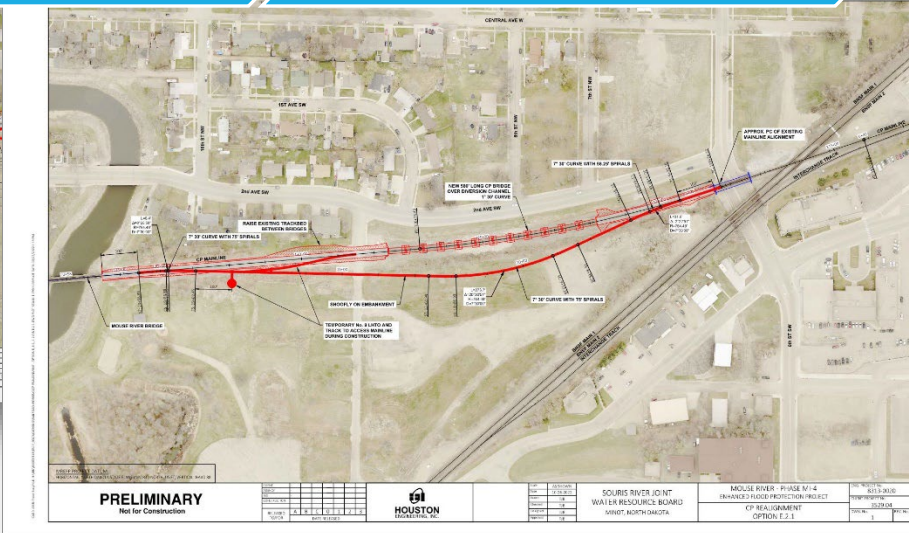
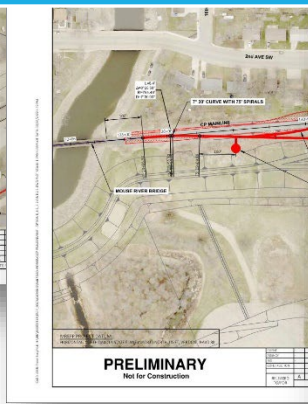
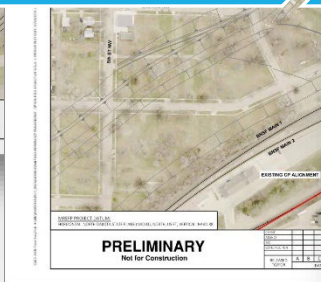
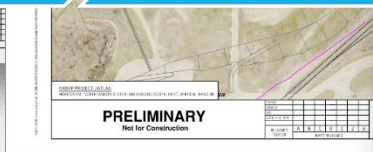
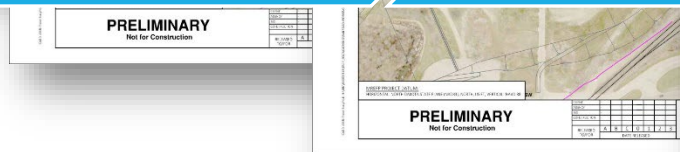
Bridge Alignments

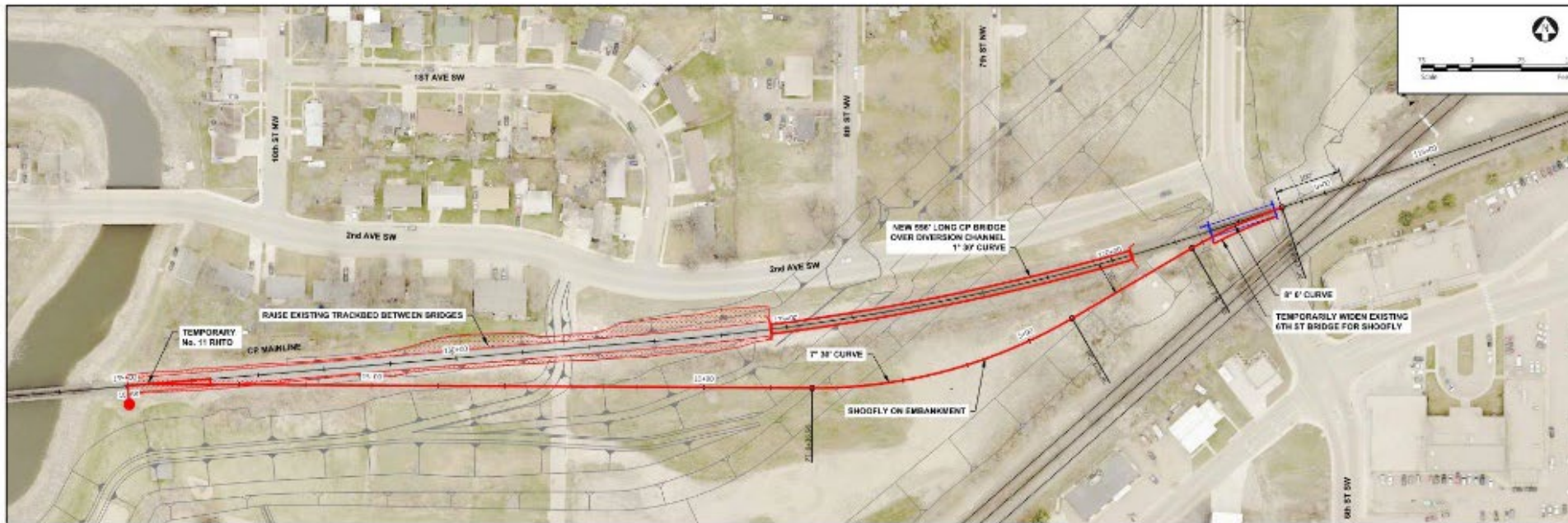


Flood Control Alignments

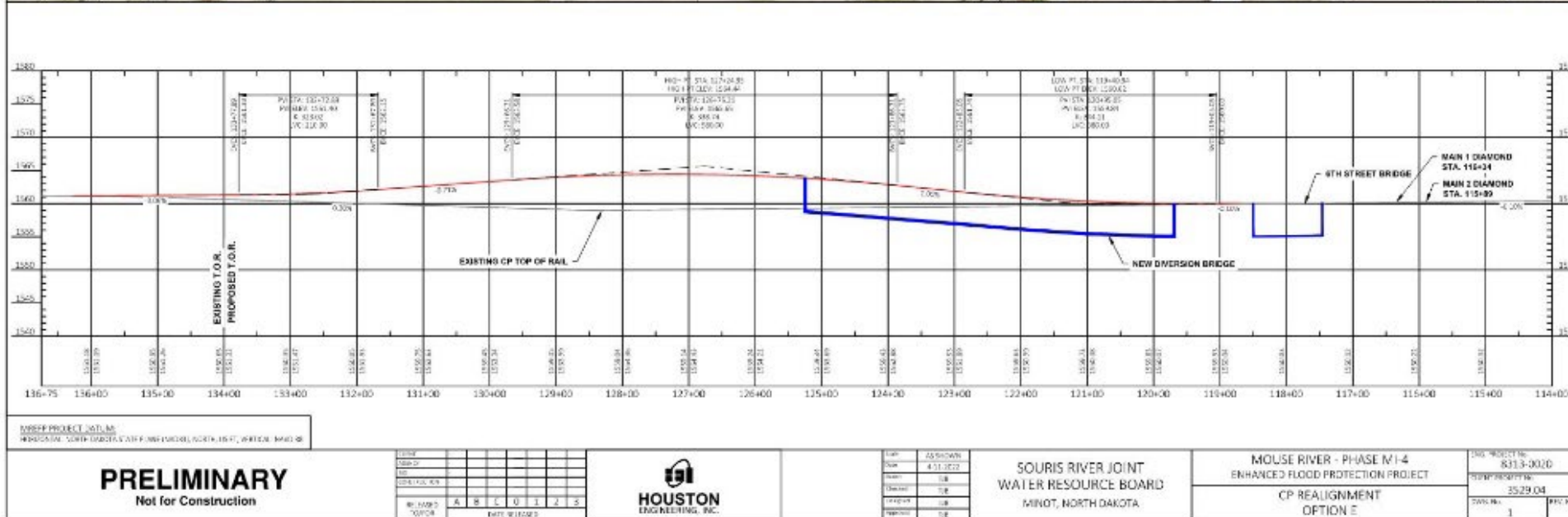


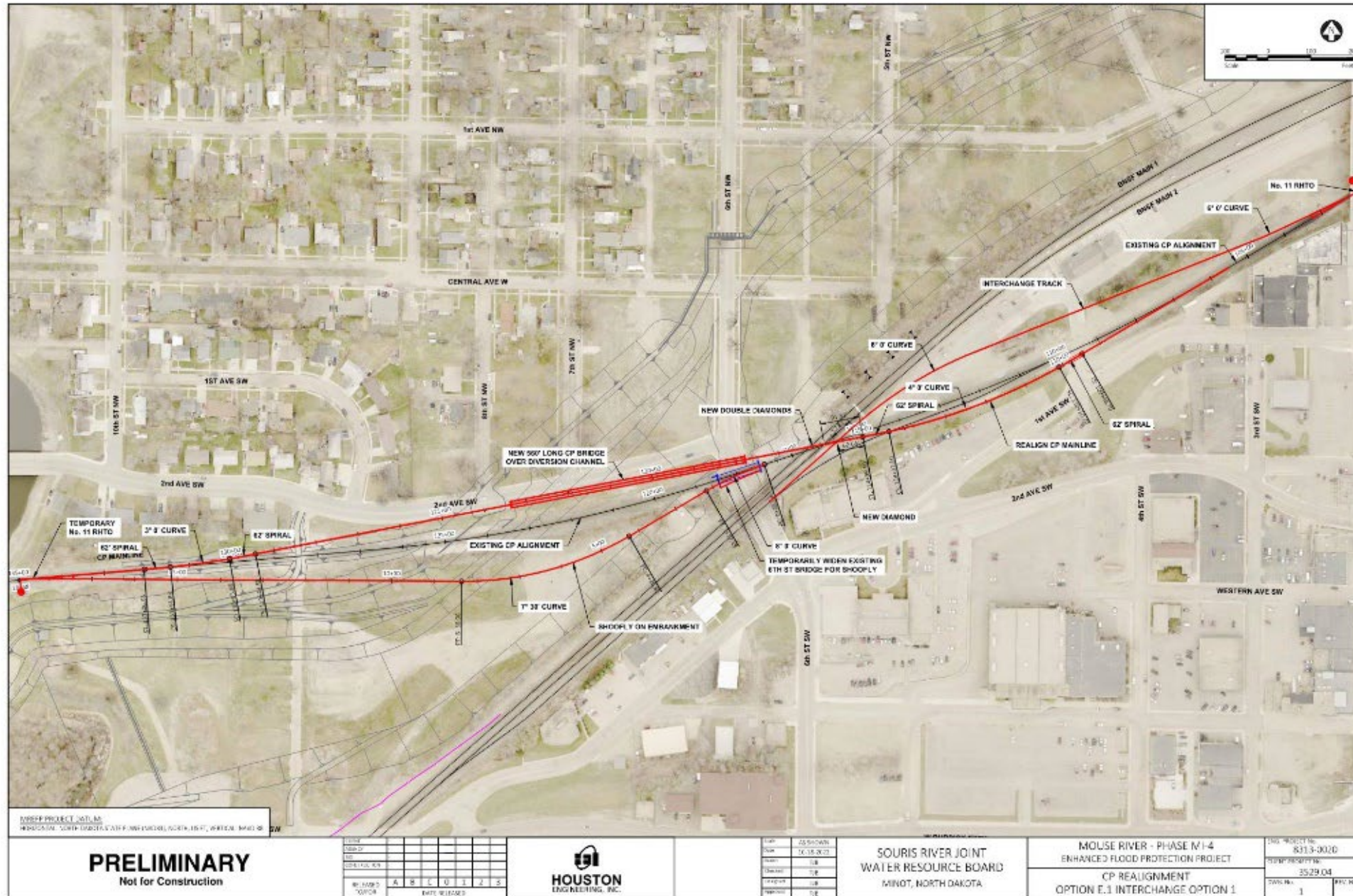
Access / Transportation / Misc. Optimization



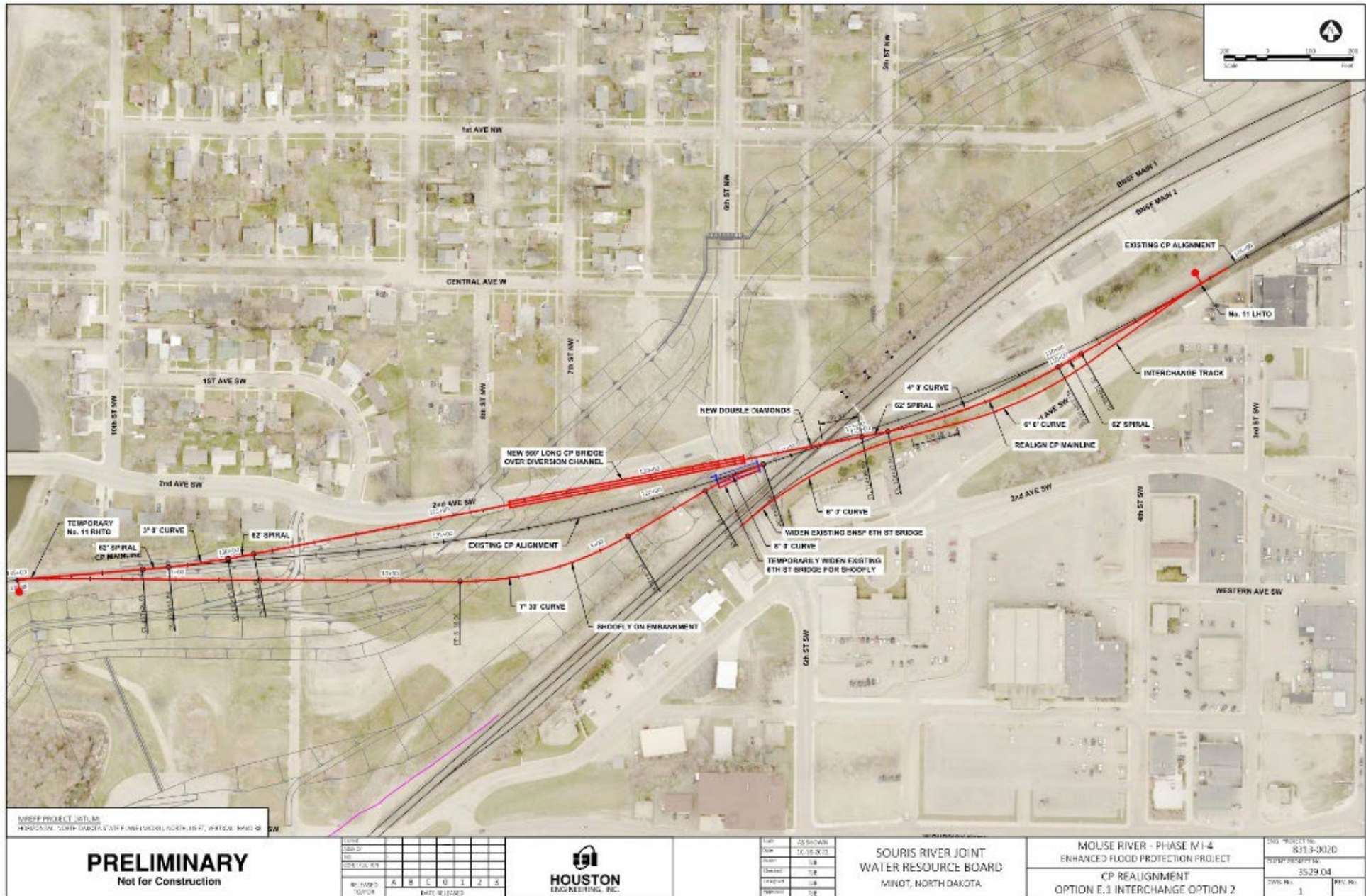


- ❖ Temporary Shoofly and 6th Street Bridge Expansion
- ❖ Unacceptable – CP Operations and distance of Shoofly curve to diamond

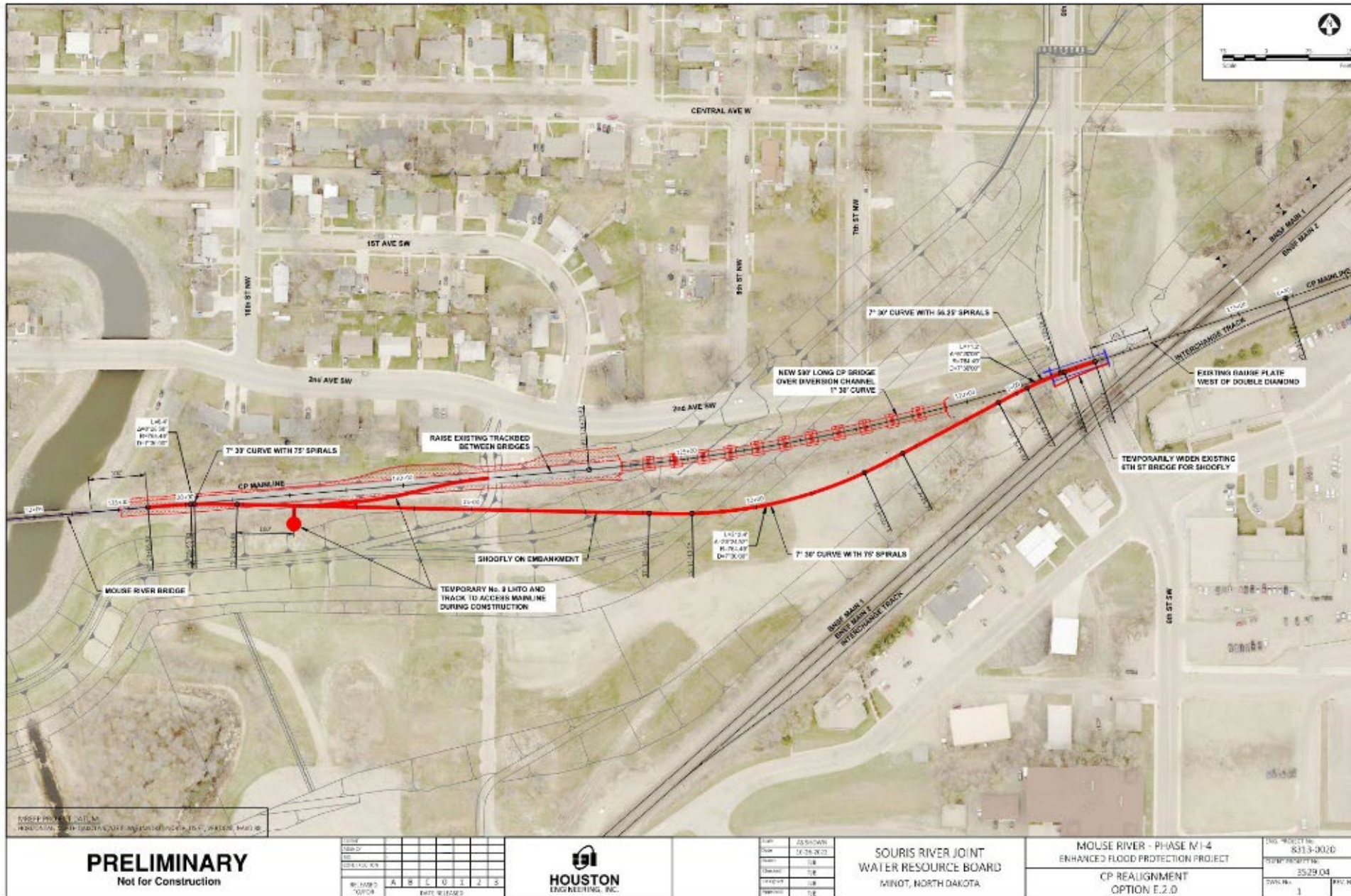




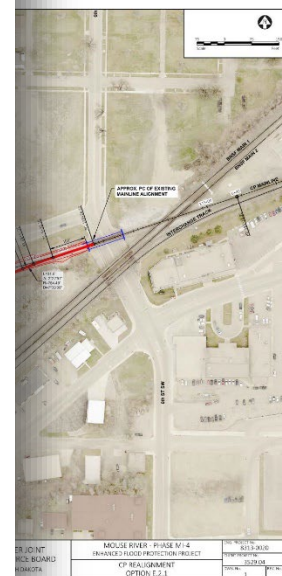
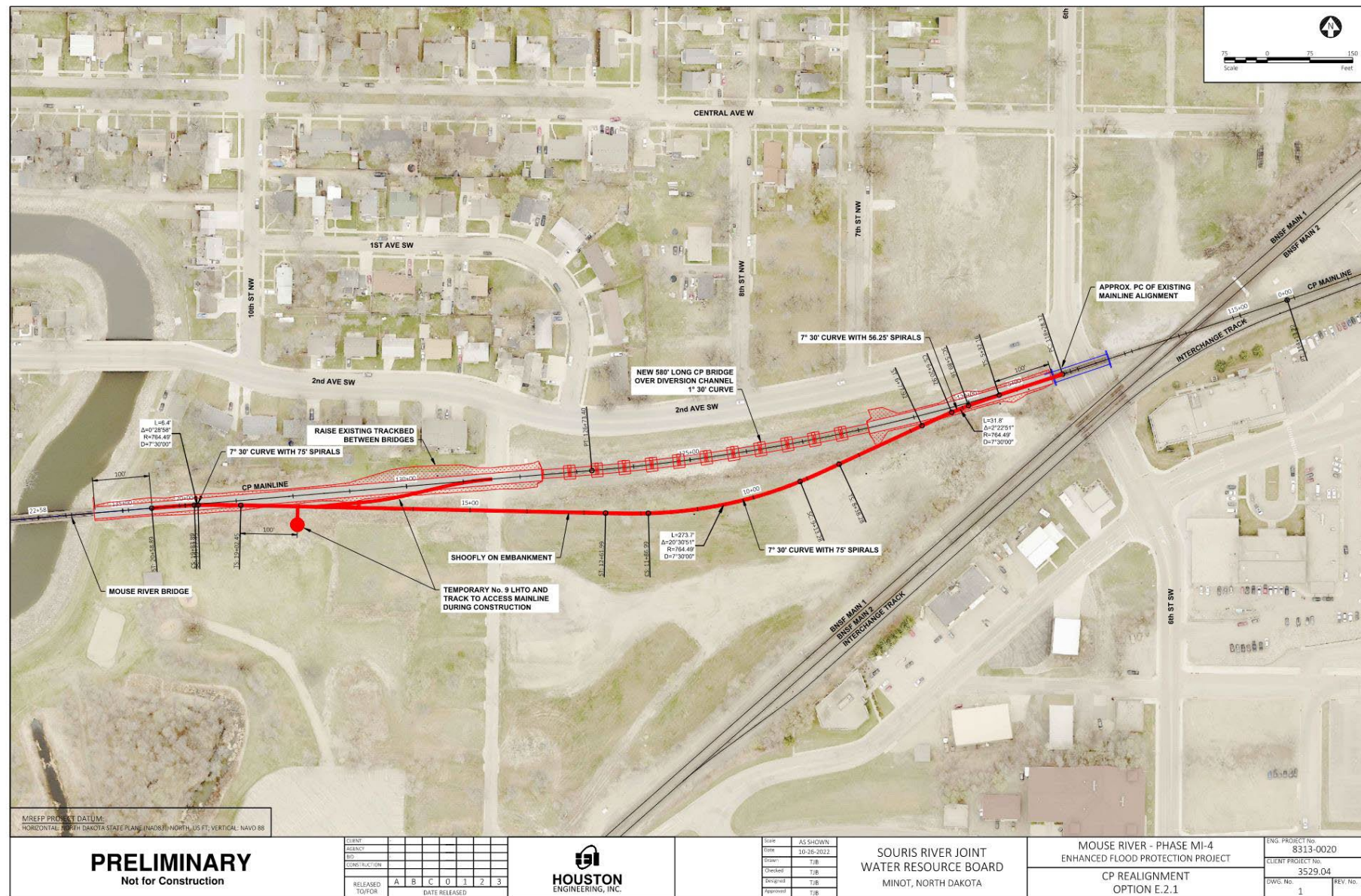
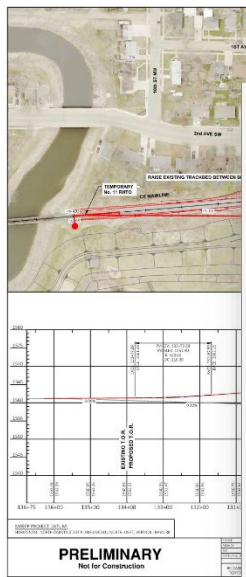
- ❖ Straight Diversion Bridge
- ❖ Temporary Shoofly and 6th Street Bridge Expansion
- ❖ CP Realignment
- ❖ New Diamond Orientation
- ❖ Amtrak/Depot Impacts
- ❖ Unacceptable – Constructability of new bridge to existing 6th Street and Amtrak based on impacts

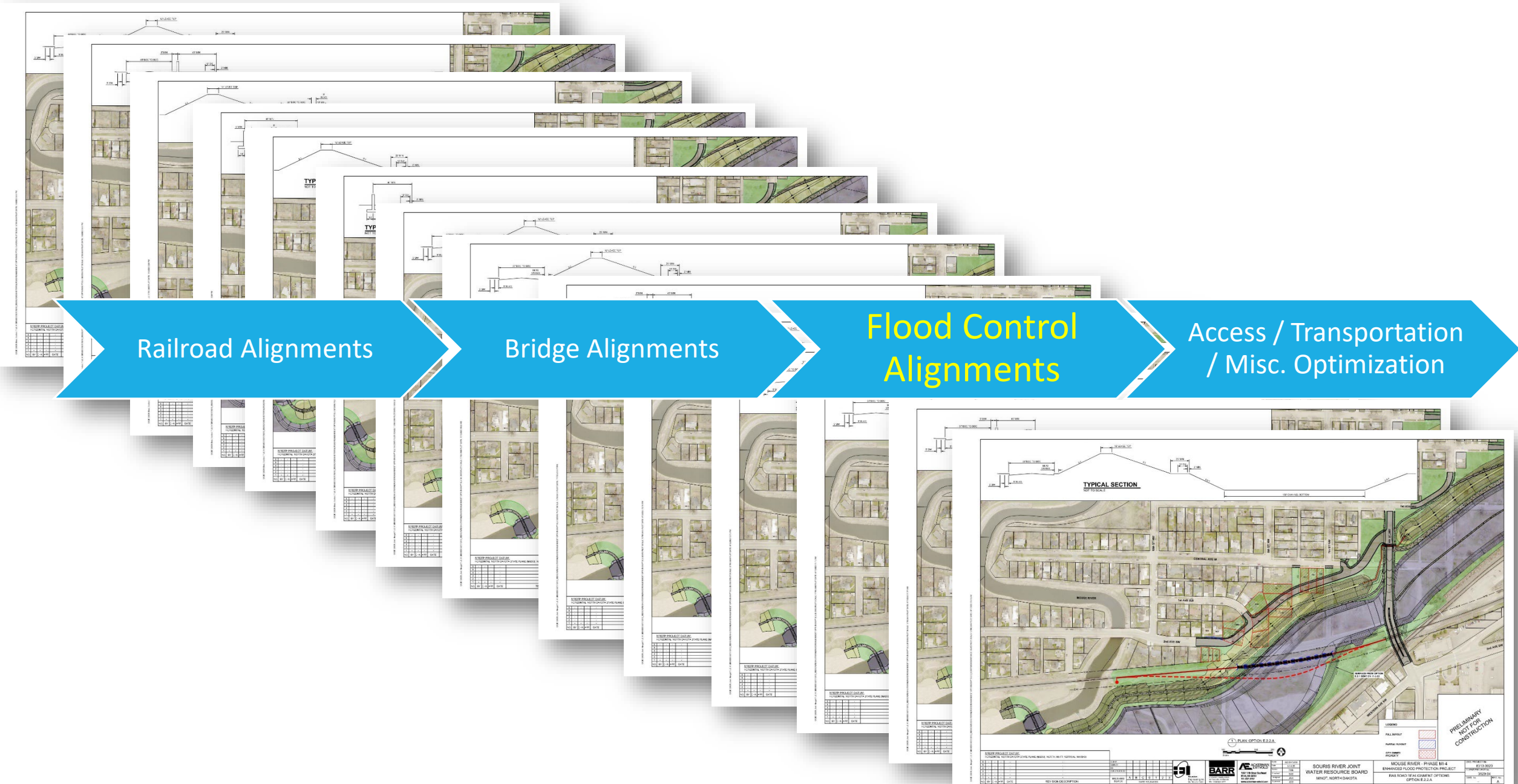


- ❖ Straight Diversion Bridge
- ❖ Temporary Shoofly and 6th Street Bridge Expansion
- ❖ CP Realignment
- ❖ New Diamond Orientation
- ❖ Unacceptable – Constructability of new bridge to existing 6th Street and Amtrak based on impacts



- ❖ Same as Option E0, except for addition of switch and interconnect to allow for on-track construction west of bridge.
- ❖ Unacceptable – CP Operations and distance of Shoofly curve to diamond





Railroad Alignments

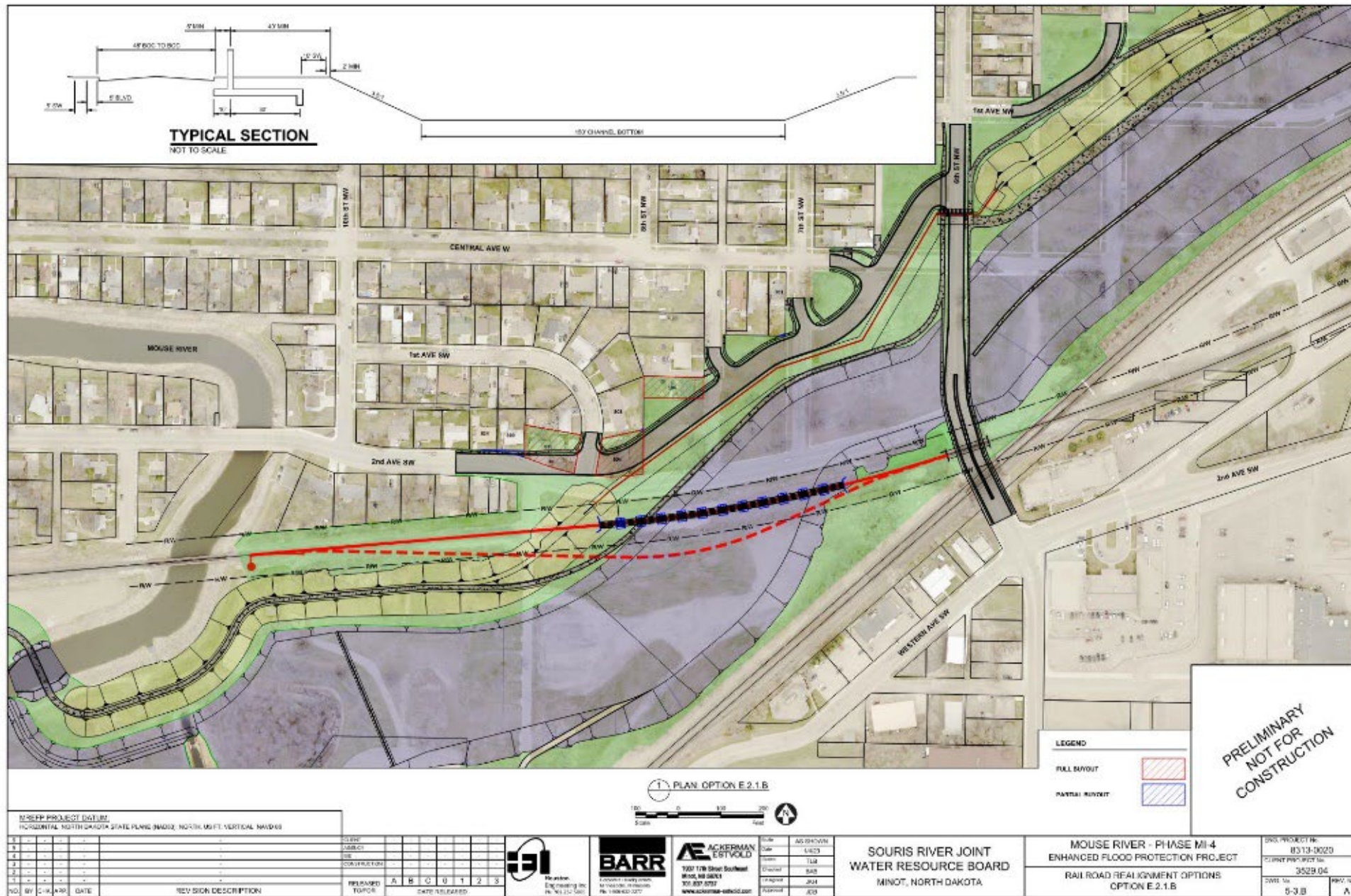
Bridge Alignments

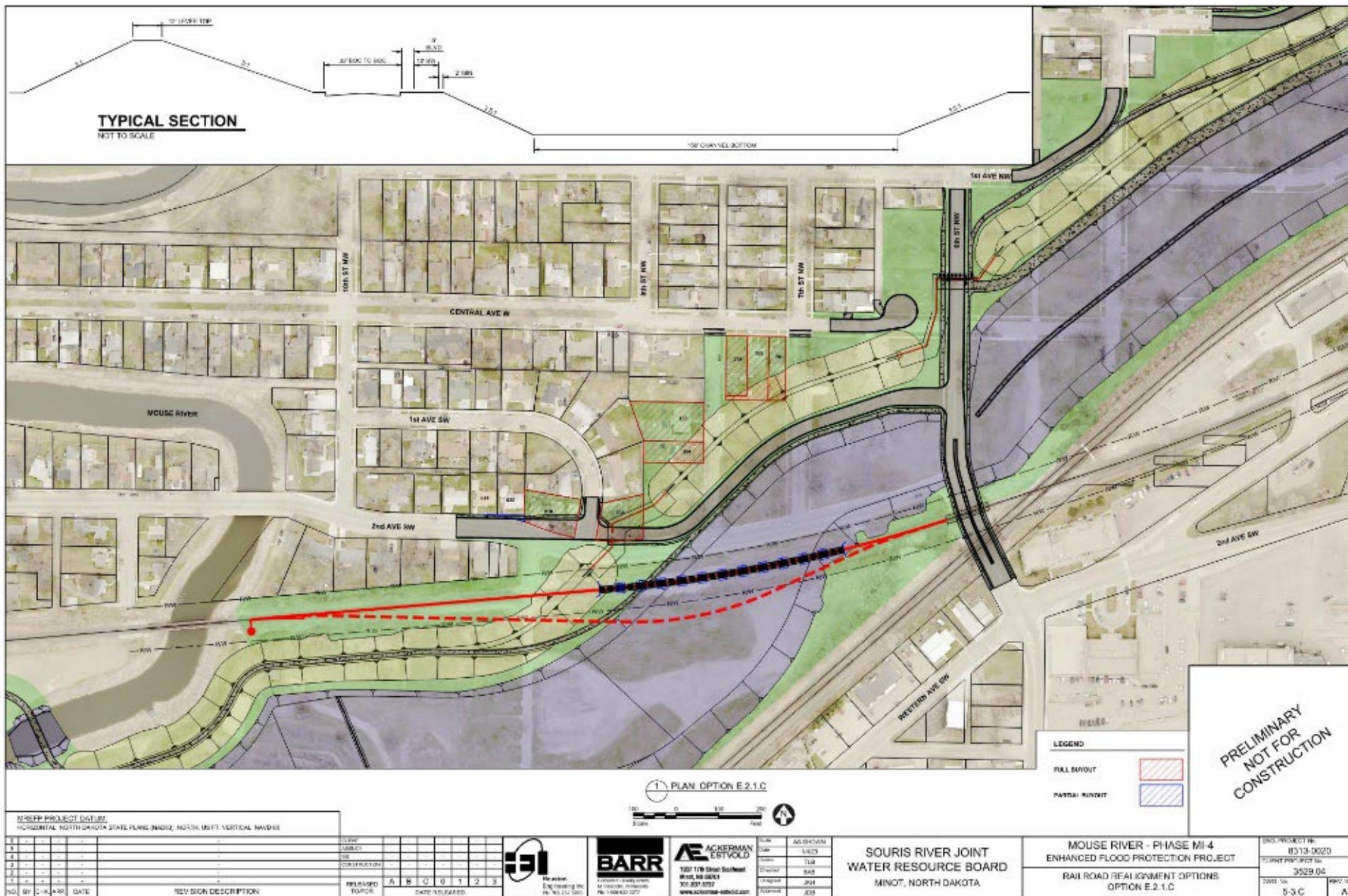
Flood Control
Alignments

Access / Transportation
/ Misc. Optimization

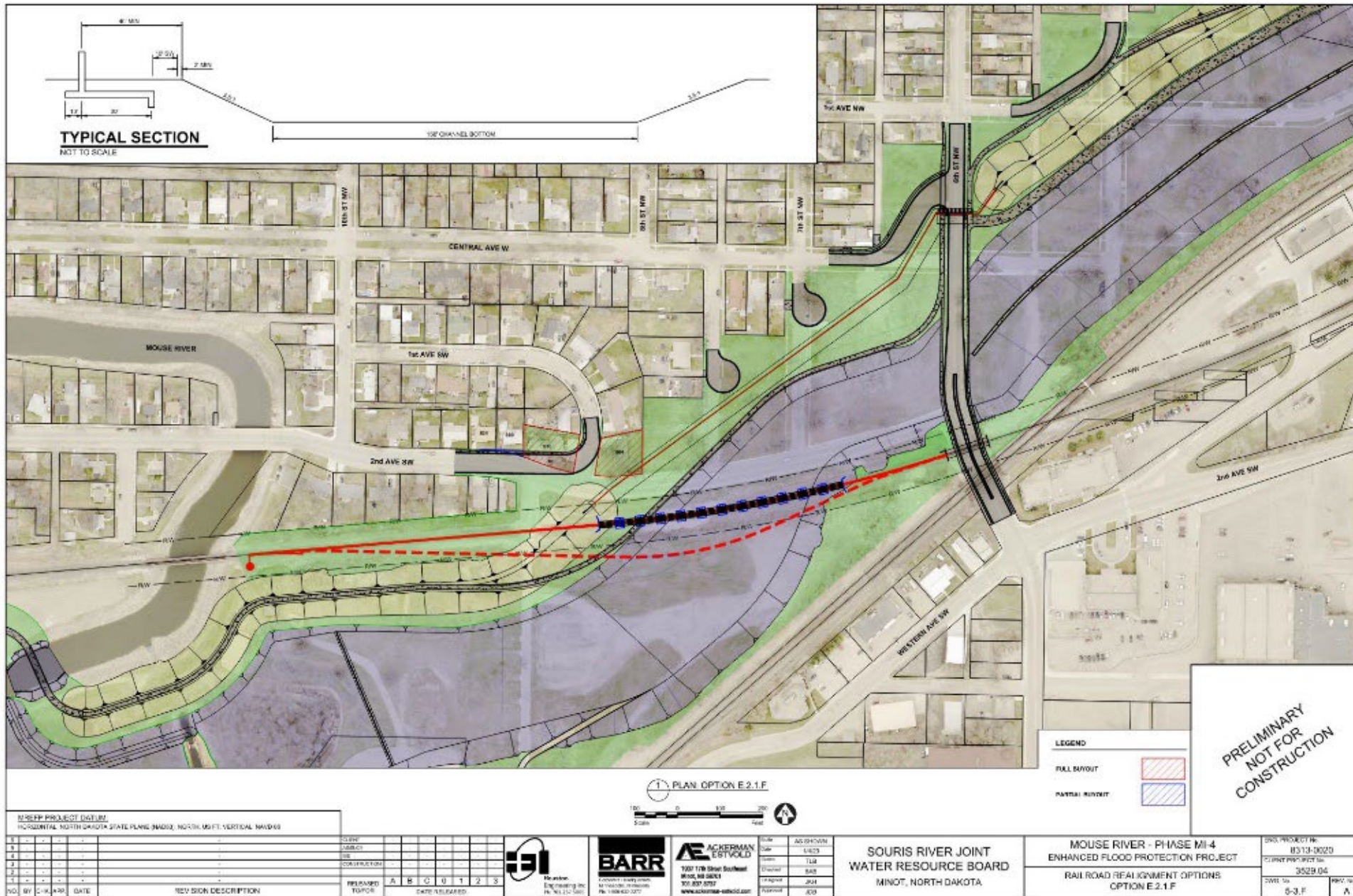
NUMEROUS FLOOD CONTROL ALIGNMENTS (E.2.1.A – E.2.2.F)

DATE: 08/08/2018, TIME: 1:45 PM, PROJECT: MOUSE RIVER - PHASE III-4 ENHANCED FLOOD PROTECTION PROJECT, SHEET: 5-3A, DRAWING: 3529.04, SCALE: 1"=100', 1/4"=10', 1/8"=20', 1/16"=40', 1/32"=80', 1/64"=160', 1/128"=320', 1/256"=640', 1/512"=1280', 1/1024"=2560', 1/2048"=5120', 1/4096"=10240', 1/8192"=20480', 1/16384"=40960', 1/32768"=81920', 1/65536"=163840', 1/131072"=327680', 1/262144"=655360', 1/524288"=1310720', 1/1048576"=2621440', 1/2097152"=5242880', 1/4194304"=10485760', 1/8388608"=20971520', 1/16777216"=41943040', 1/33554432"=83886080', 1/67108864"=167772160', 1/134217728"=335544320', 1/268435456"=671088640', 1/536870912"=1342177280', 1/1073741824"=2684354560', 1/2147483648"=5368709120', 1/4294967296"=10737418240', 1/8589934592"=21474836480', 1/17179869184"=42949672960', 1/34359738368"=85899345920', 1/68719476736"=171798691840', 1/137438953472"=343597383680', 1/274877906944"=687194767360', 1/549755813888"=1374389534720', 1/1099511627776"=2748779069440', 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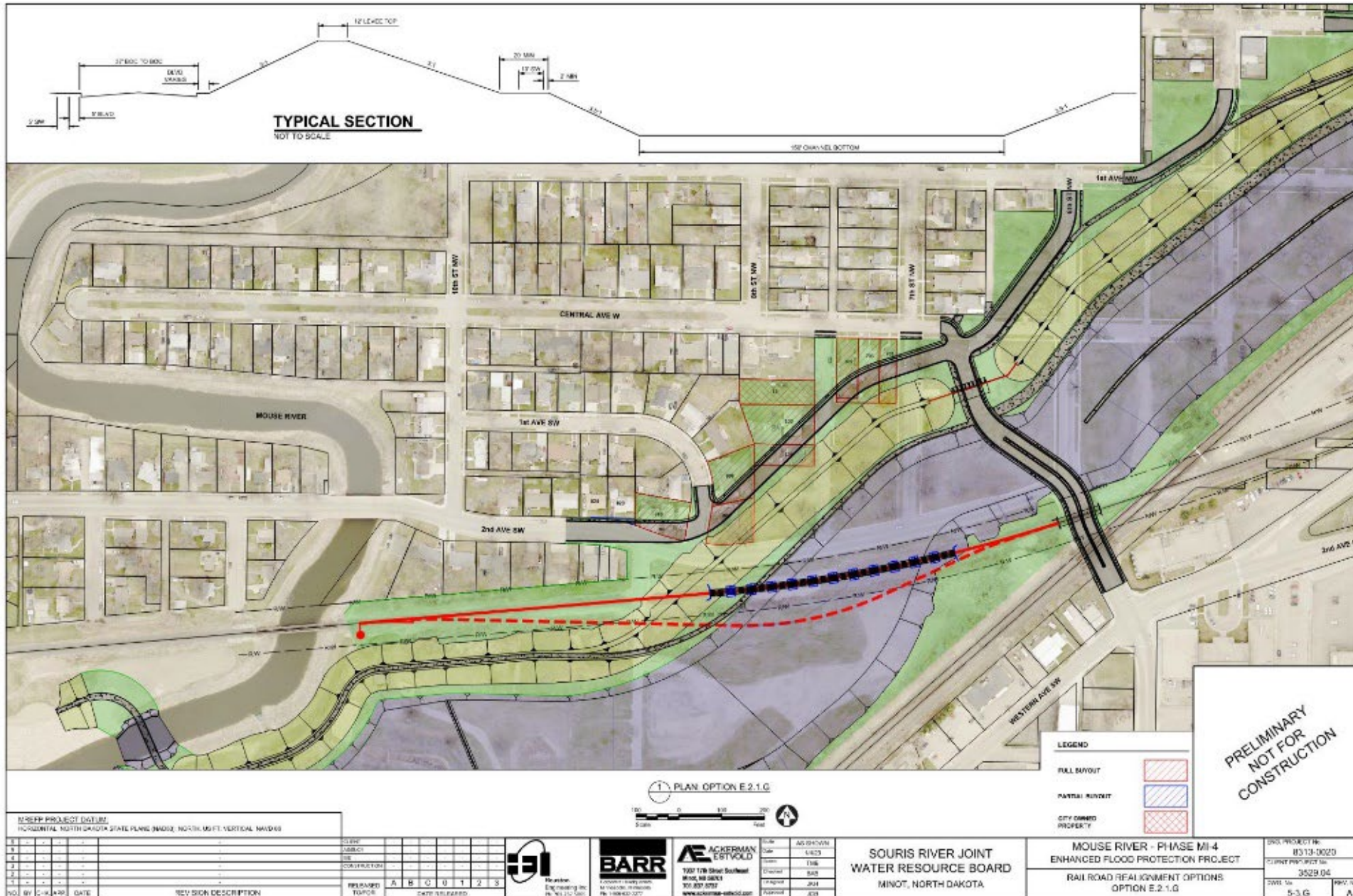


- ❖ Keep Second Avenue – Move to Wet side
- ❖ Additional Closure Structure
- ❖ 10 Acquisitions
- ❖ Roadway Maintenance Post Flood
- ❖ Central Avenue No Longer a through roadway

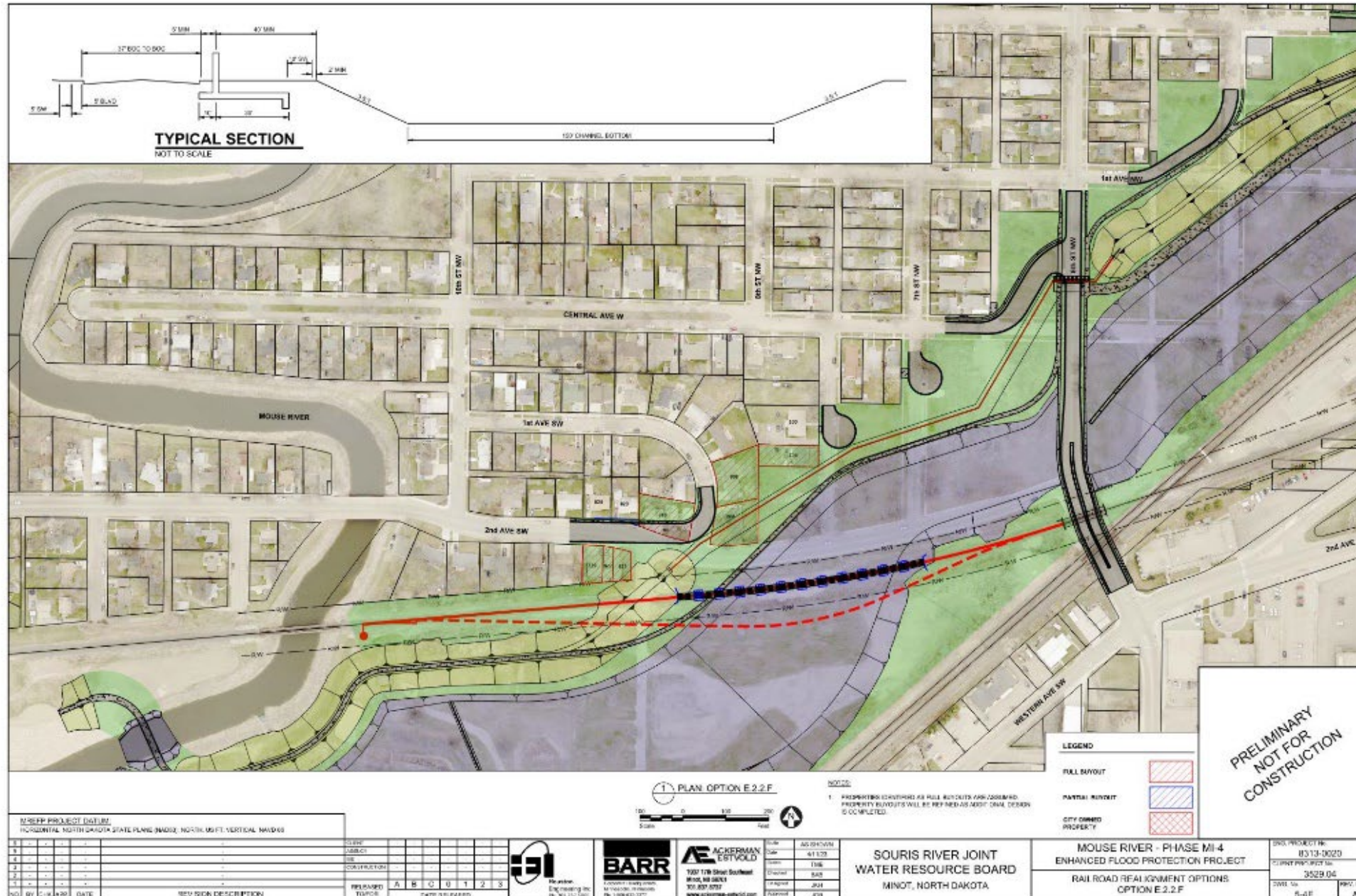


- ❖ Eliminate 2nd Avenue
- ❖ Extended Floodwall
- ❖ Transportation Geometry and Sight Distance Concerns
- ❖ 5 Acquisitions
- ❖ Increased Cost of Floodwall

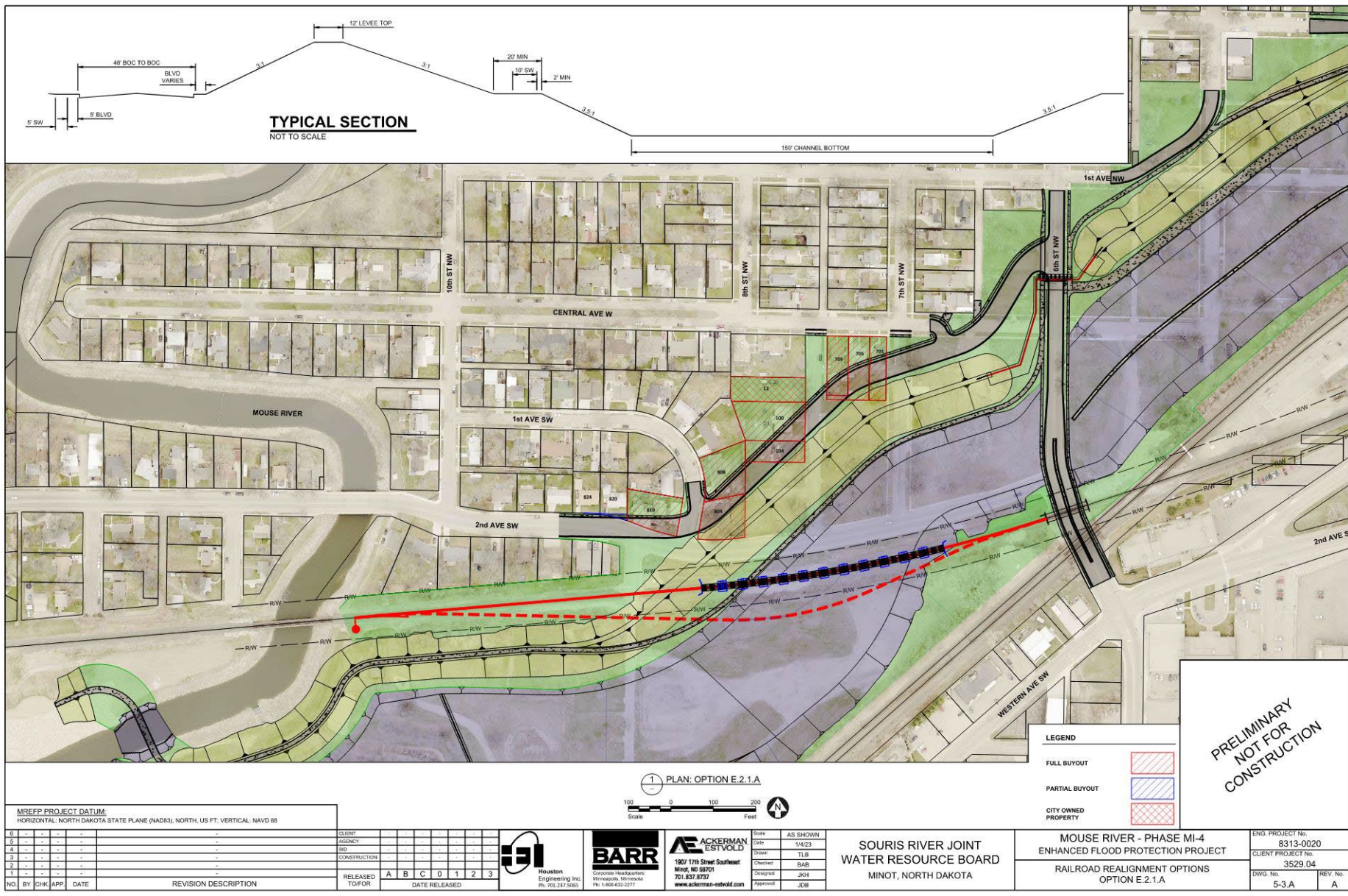
- ❖ Keep Second Avenue
- ❖ Relocated 6th Street
- ❖ Central Avenue Connection maintained
- ❖ 11 Acquisitions



DATE: 2023-04-14, 1:44 PM, Project: E.2.2.F, Location: MINOT, ND, Scale: 1"=100', File: E.2.2.F.dwg, User: J. HARRIS



- ❖ Same as Option E.2.1.F, without rebuilding 6th Street Bridge, as a result the Shoofly moves west.
- ❖ Increased Acquisitions



SELECTED OPTION E.2.1.A – FC/ROAD/RECONSTRUCT 6th ST RR BRIDGE



Railroad Alignments

Bridge Alignments

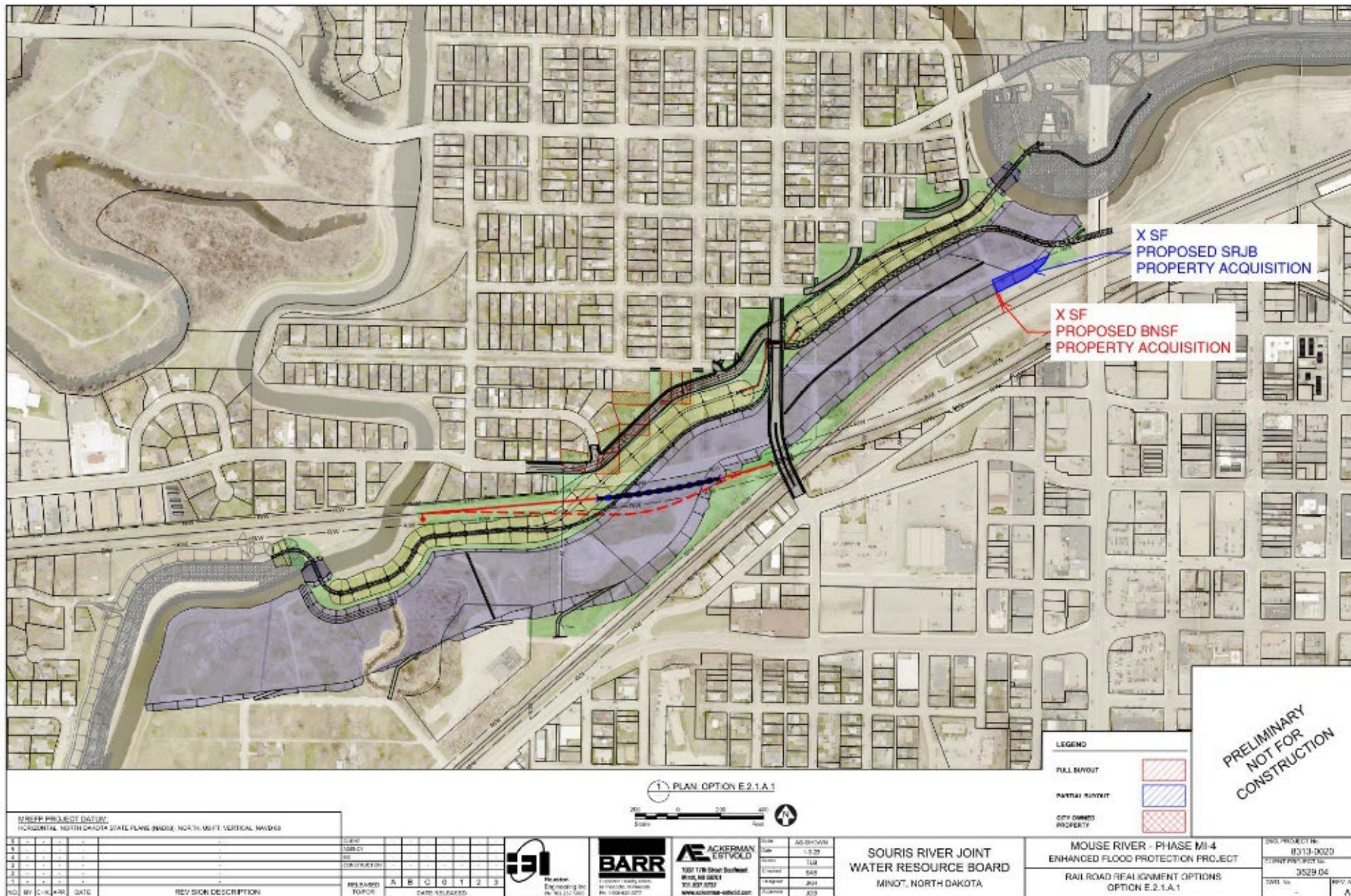
Flood Control
Alignments

Access /
Transportation /
Misc. Optimization

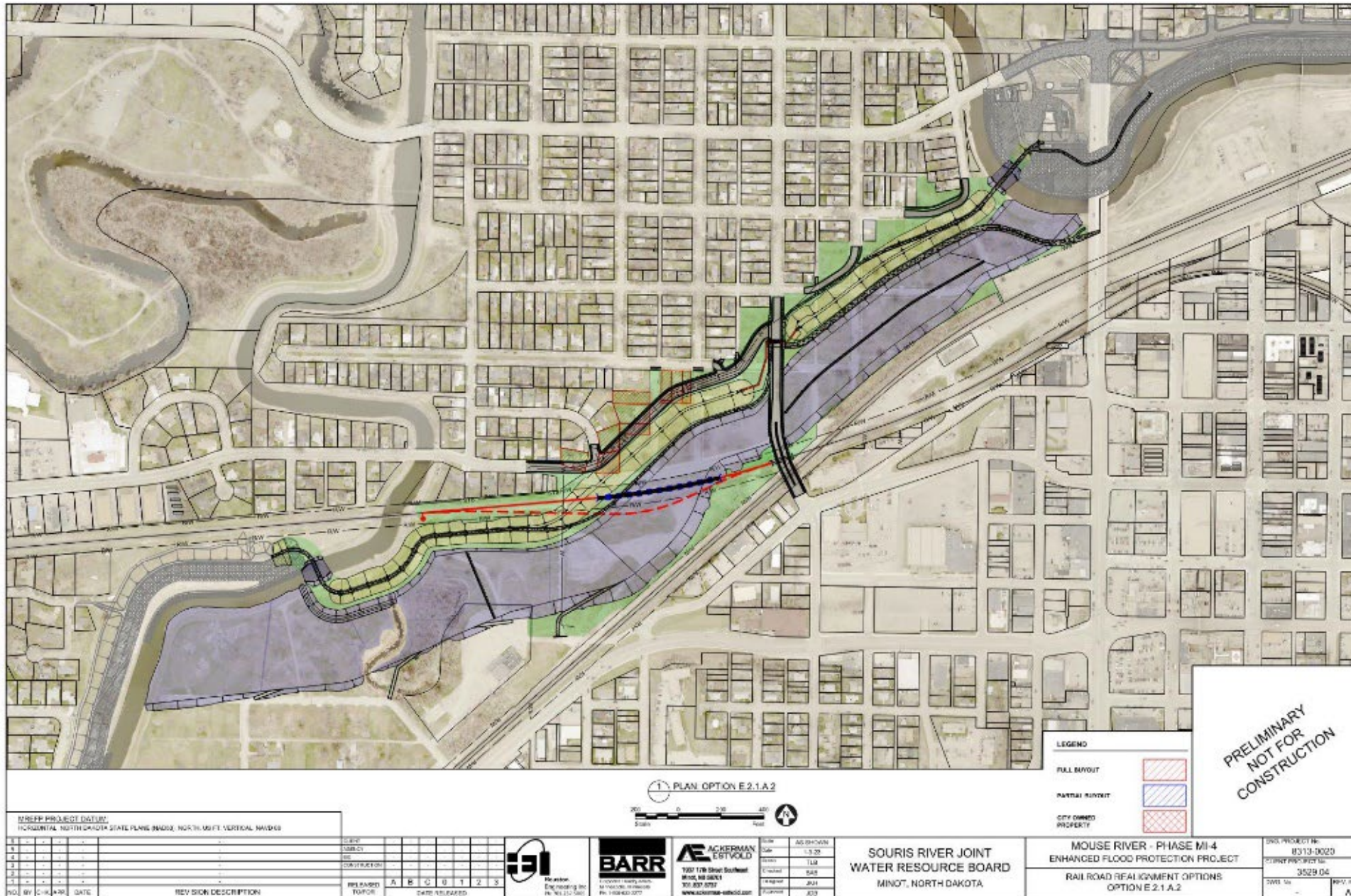


ADDITIONAL REFINEMENTS TRANSPORTATION (E.2.1.A.1– E.2.1.A.6)

- ❖ Proposed acquisition swap with BNSF
- ❖ No change in acquisitions

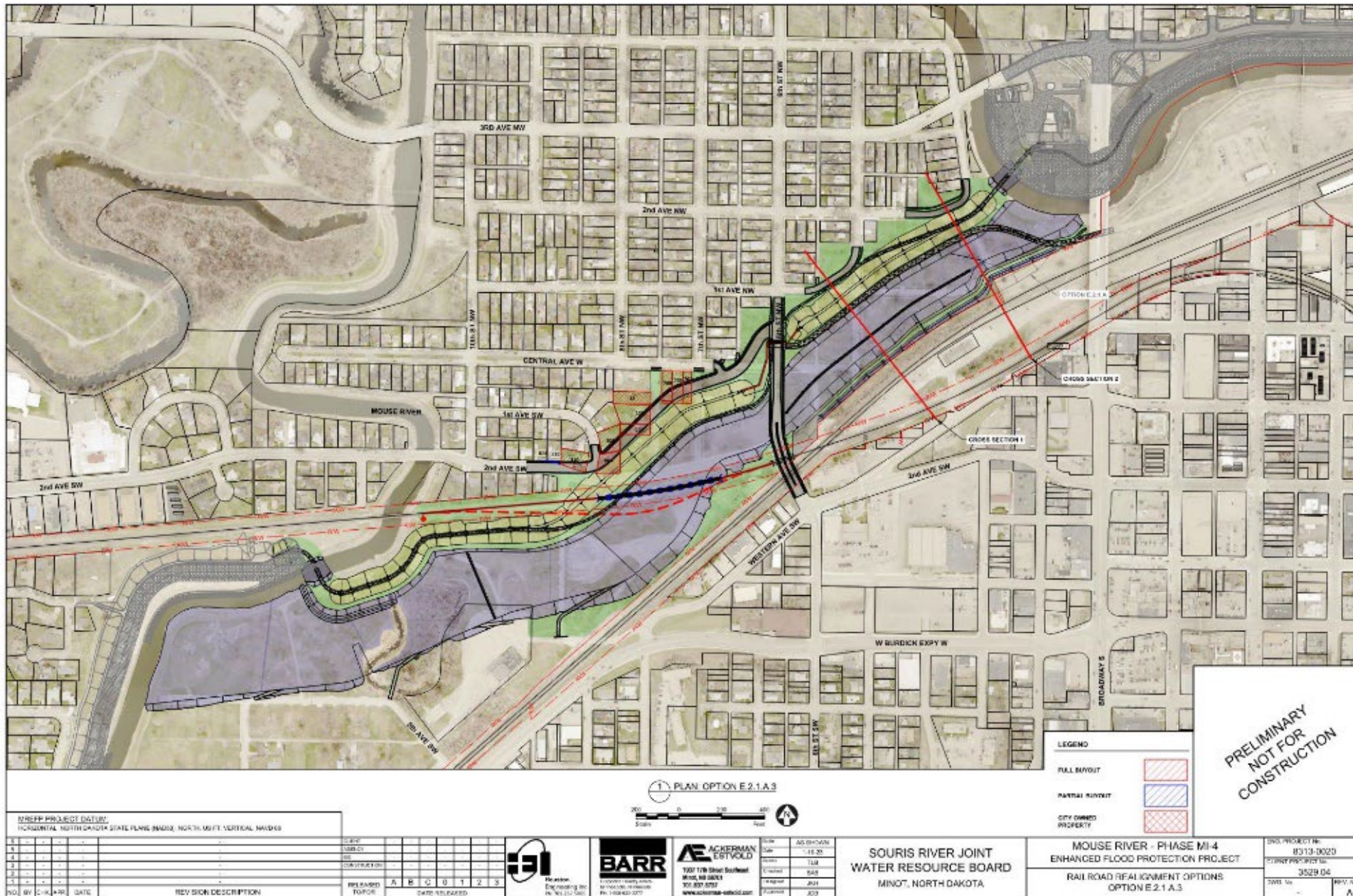


- ❖ Avoid BNSF right-of-way
- ❖ No change in acquisitions



ADDITIONAL REFINEMENTS - Option E.2.1.A.2

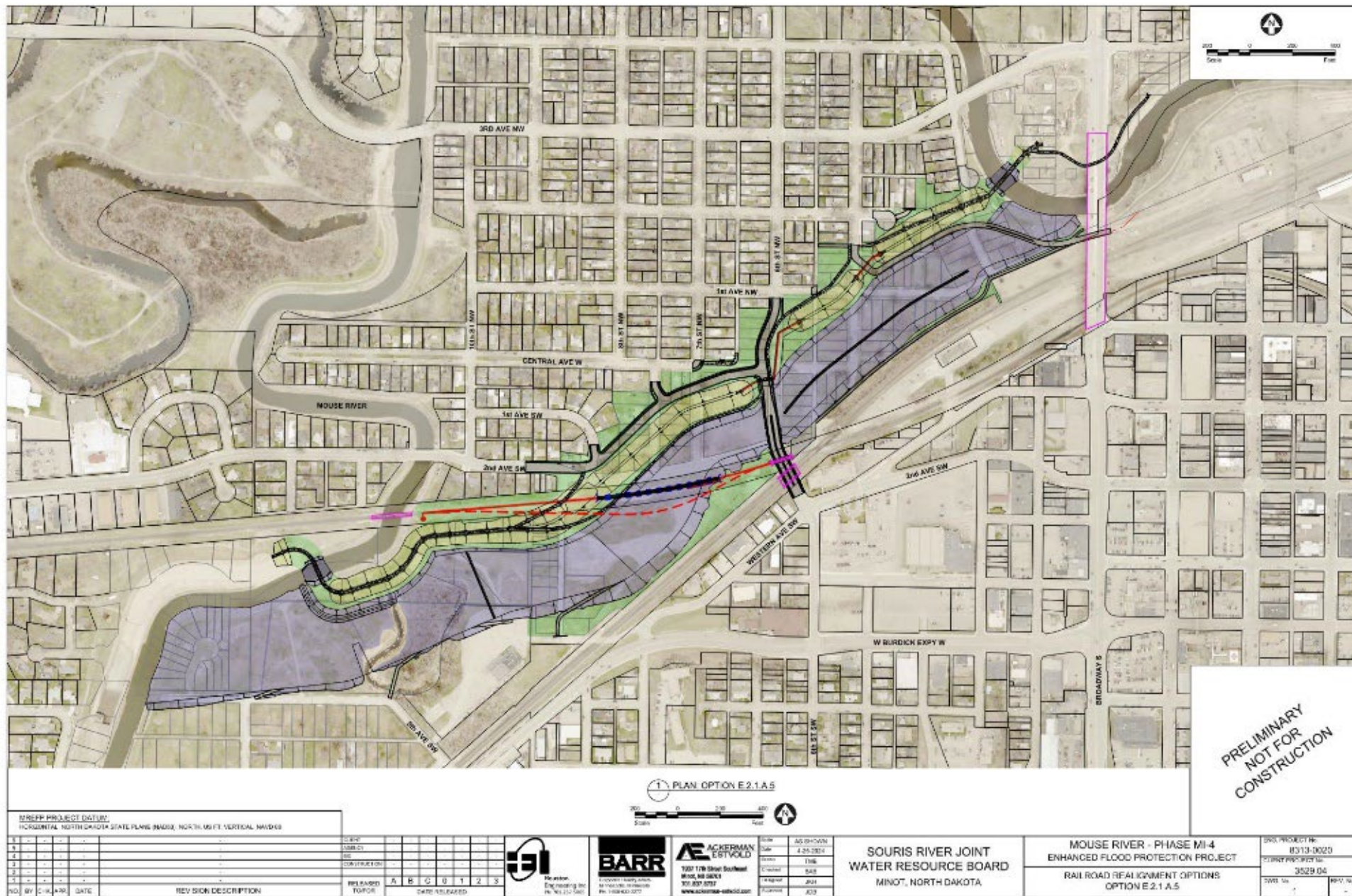
- ❖ Avoid BNSF right-of-way, and...
- ❖ Channel narrowing to allow for potential berm along BNSF
- ❖ No change in acquisitions



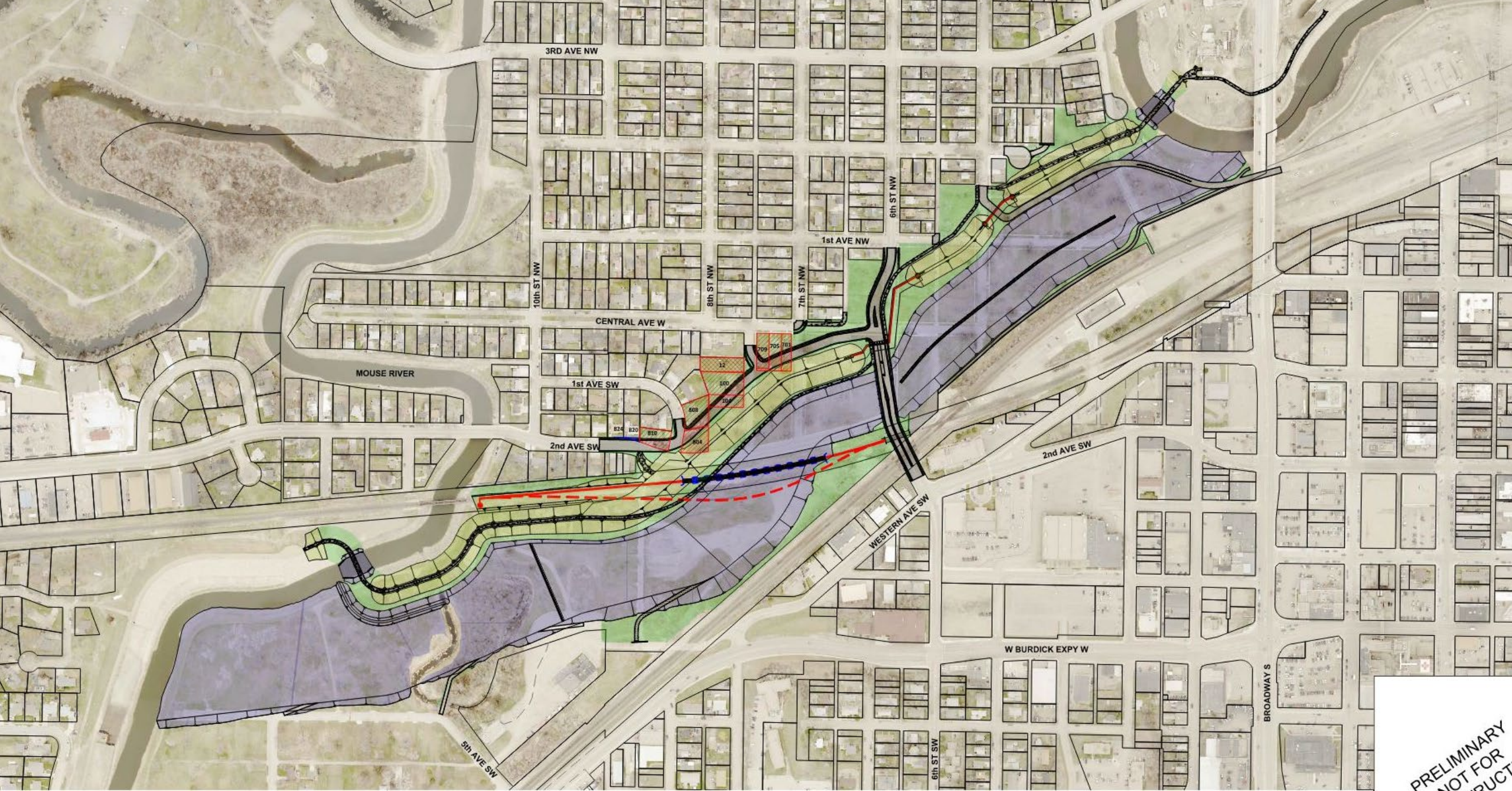


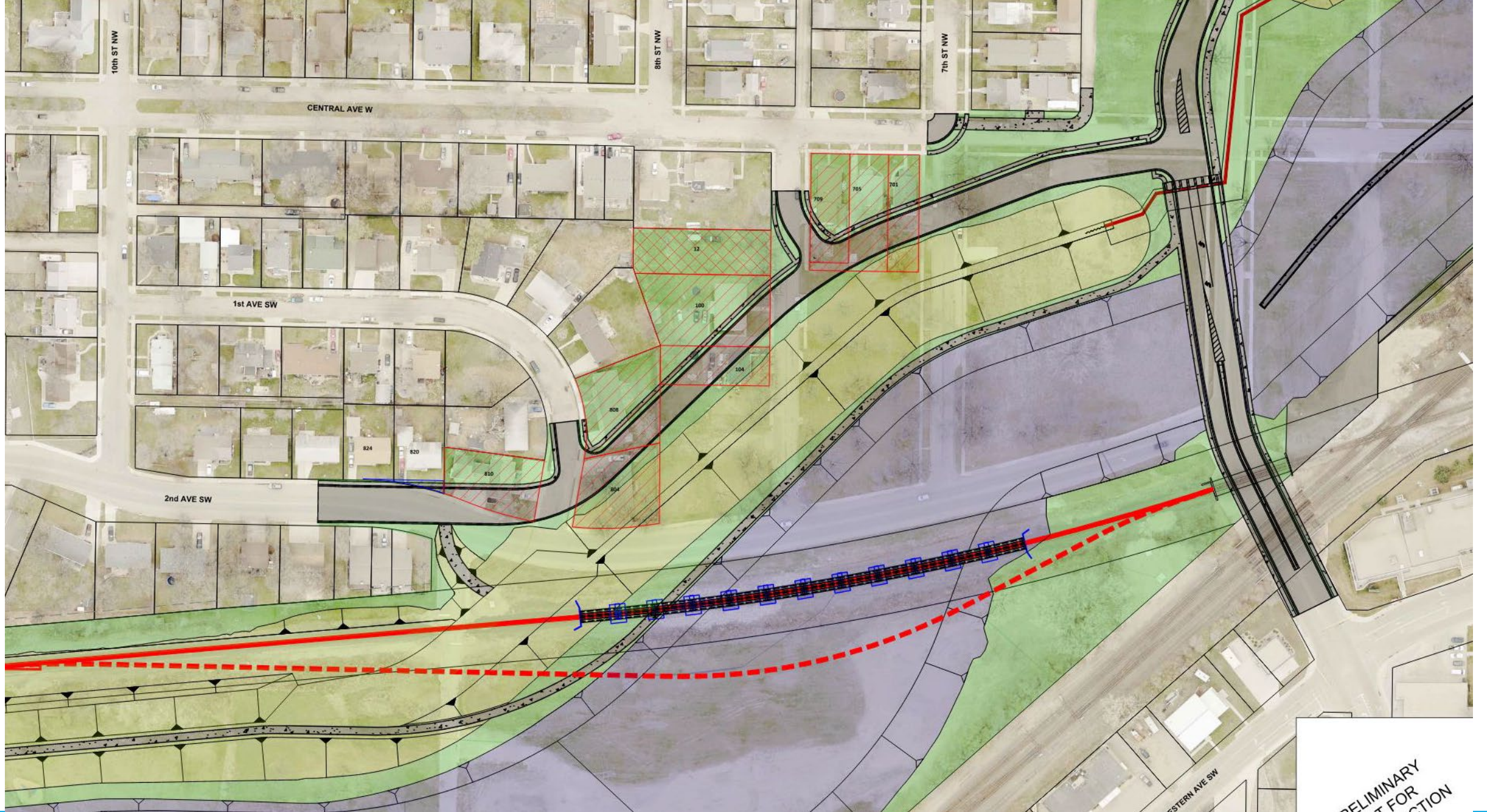
- ❖ Avoid BNSF right-of-way, and...
- ❖ Added traffic roundabout
- ❖ Moved access maintenance access entrance
- ❖ Cul-de-sacs on east end
- ❖ No change in acquisitions

ADDITIONAL REFINEMENTS - Option E.2.1.A.4



- ❖ Avoid BNSF right-of-way, and...
- ❖ T-intersection
- ❖ Shortened floodwall and closure length
- ❖ Maple Street maintenance RR crossing
- ❖ No change in acquisitions

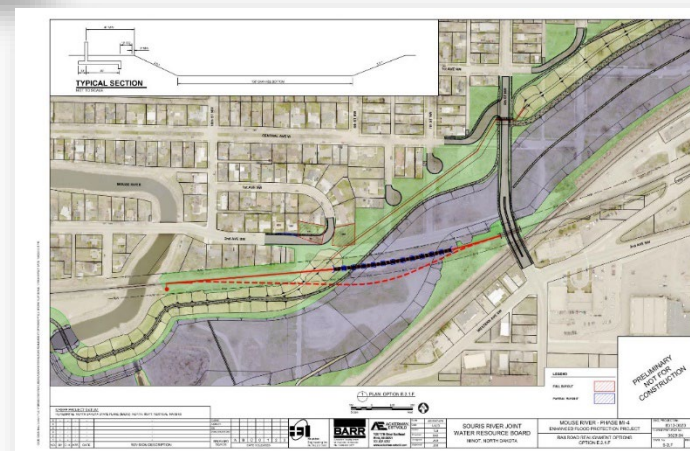
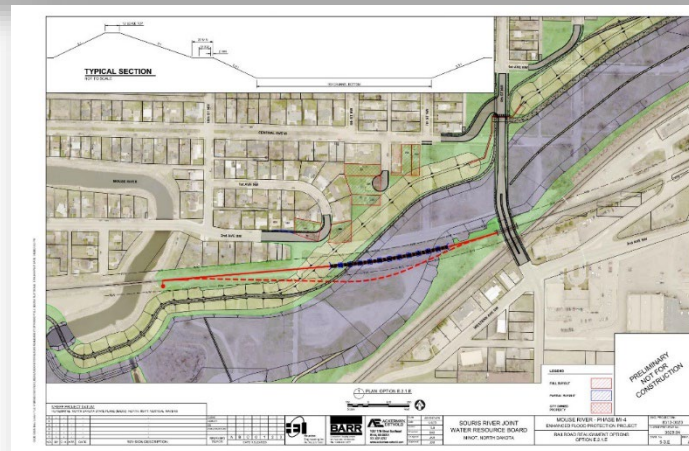
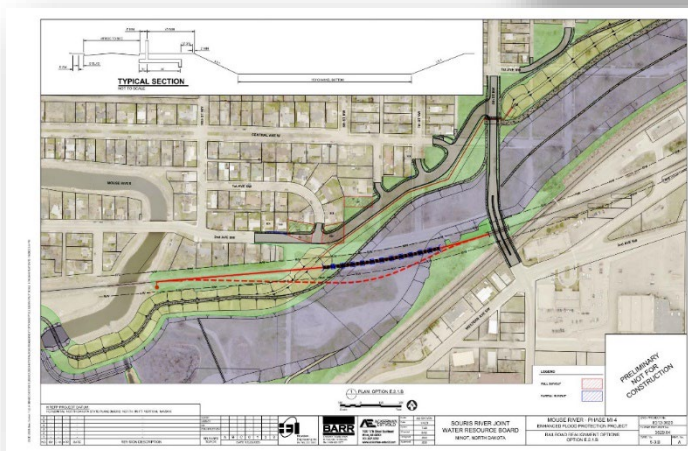
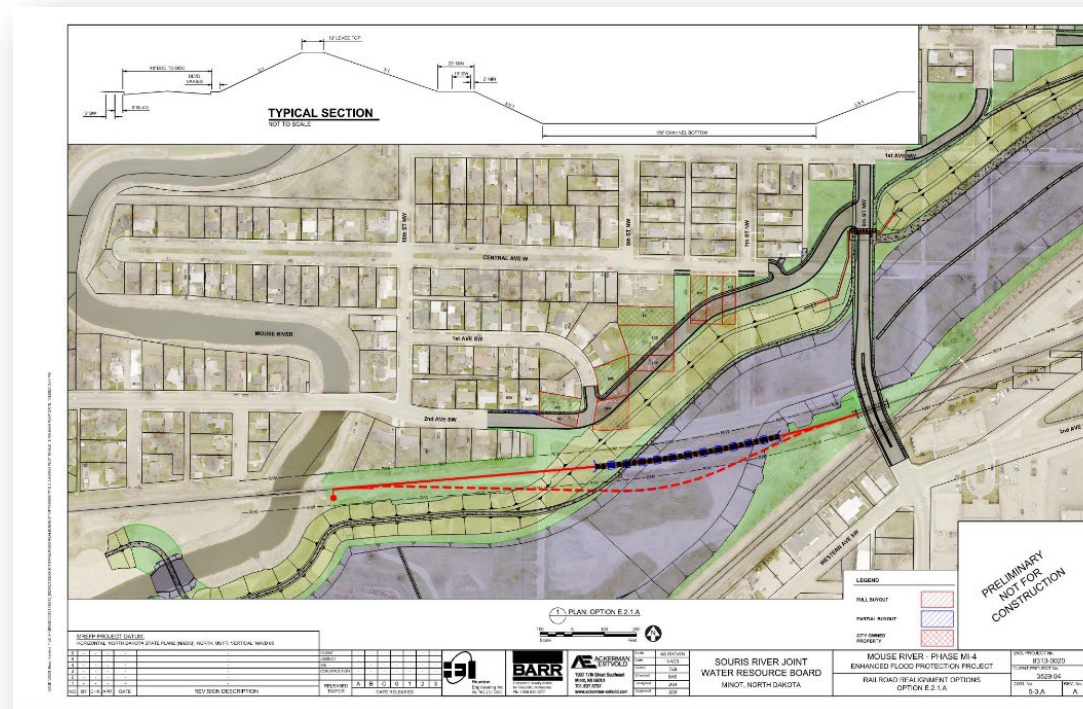




CURRENT PROPOSED ALIGNMENT

PRELIMINARY
FOR
ACTION

❖ Options for Reduction in Acquisitions...but at other costs??



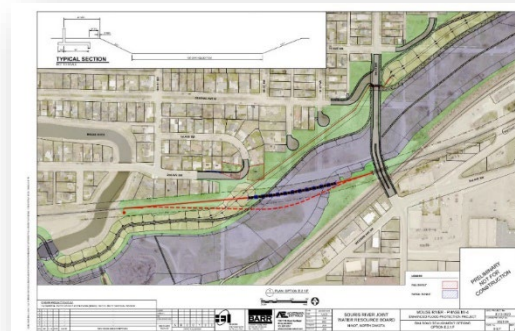
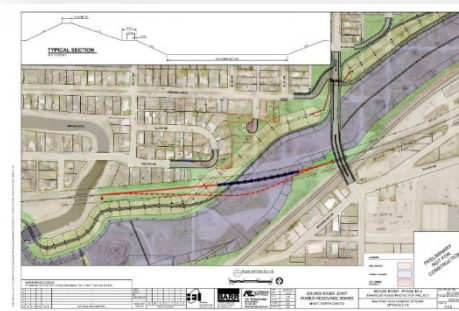
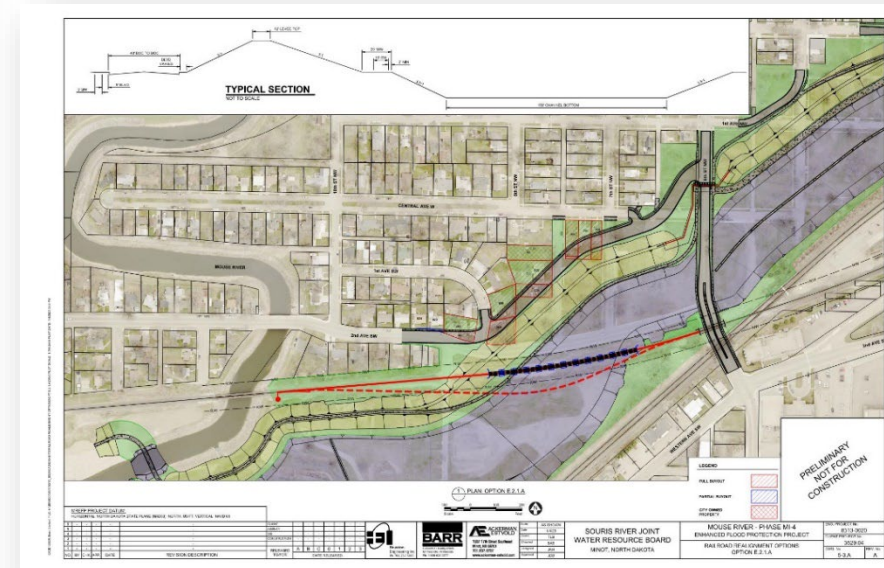
RECENT ACTIONS AND PATH FORWARD

Options for Reduction in Acquisitions...but at other costs??

Flood Control / Roadway Option		Total New Acquisitions (Parcels) ¹	Total New Acquisitions (Dwelling Units) ²	Estimated Total New Acquisition Cost (\$M) ³	Estimated Acquisition Cost Difference from Baseline (\$M)	Estimated Construction Cost Change from Baseline (\$M) ⁴	Estimated Total Cost Change from Baseline (\$M)	Remarks
BASELINE	E.2.1A (Levee, 2nd Avenue Reconstructed)	8	11	\$3.6				Recommended Alternative.
ALTERNATIVES FOR COMPARISON	E.2.1B (Floodwall, 2nd Avenue Reconstructed)	3	6	\$1.5	-\$2.1	\$7.4	\$5.3	Reduction in acquisitions of 5 parcels and 5 dwelling units. Cost increase not eligible for federal cost-share.
	E.2.1E (Levee, 2nd Avenue Discontinued)	6	9	\$2.6	-\$1.0	-\$0.4	-\$1.4	Reduction in acquisitions of 2 parcels and 2 dwelling units. Loss of 2nd Avenue connectivity.
	E.2.1F (Floodwall, 2nd Avenue Discontinued)	2	5	\$1.1	-\$2.5	\$6.9	\$4.4	Reduction in acquisitions of 6 parcels and 6 dwelling units. Loss of 2nd Avenue connectivity. Cost increase not eligible for federal cost-share.

Notes:

- Figure represents estimated total number of new, privately (non-City) owned parcels that would be required to construct the indicated alternative
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RECENT ACTIONS AND PATH FORWARD

❖ Public Meeting – Impacted Properties

- Thursday 8/22
- Additional Individual Follow-up

❖ City Council Presentation (9/3 and 10/2)

❖ City Council Presentation (10/21)

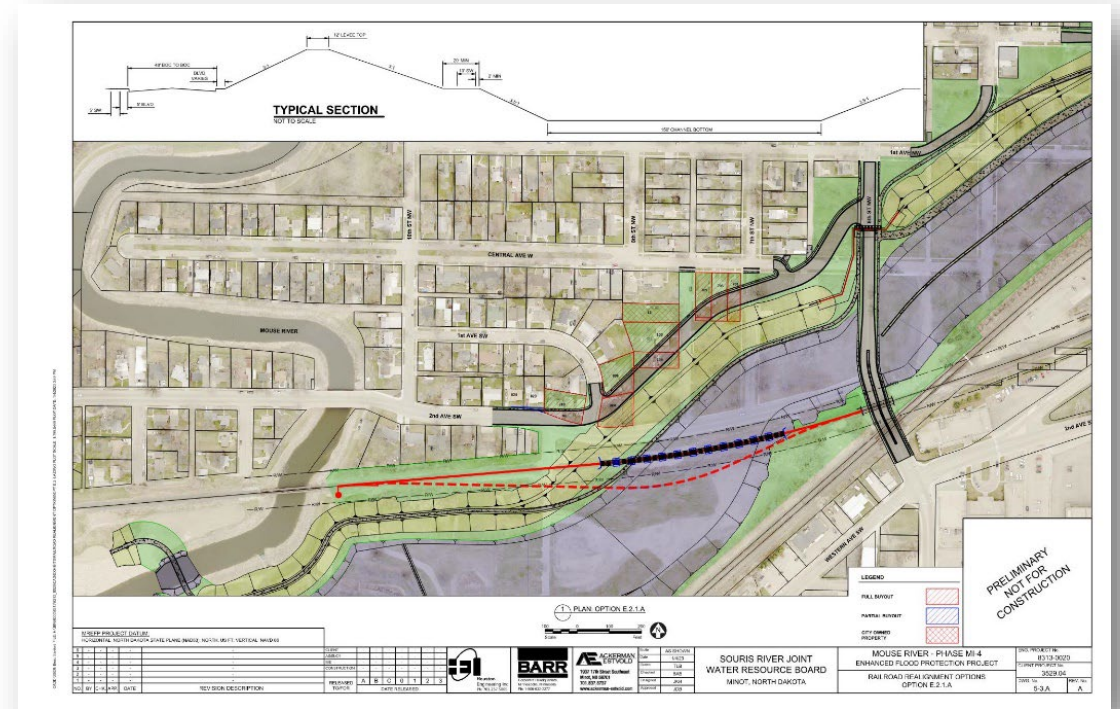
- Will consider adopting alignment?

❖ Property Acquisitions

- City to Lead

❖ Project Schedule

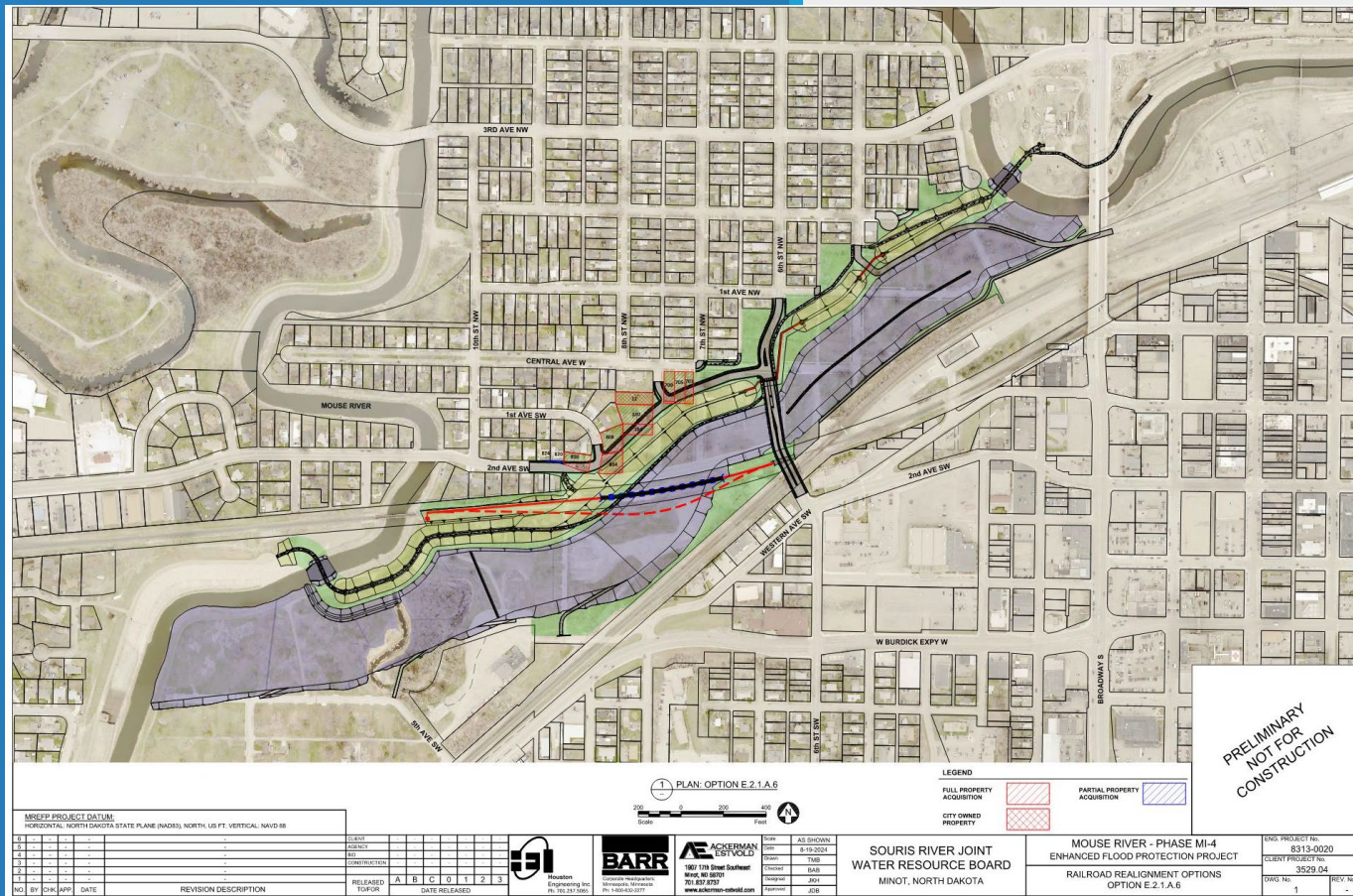
- 60 / 90 / 100% Design – 2024 and 2025
- Project Construction – TBD (likely 2026 start)





MOUSE RIVER PLAN

Questions?



MI-4 and 6th Street SW / 2nd Avenue SW

Engineering Dept Discussion Points

Functional Classification

2nd Avenue SW between 6th Street SW and 16th Street SW is functionally classified with the NDDOT as a Minor Arterial.

The MPO just went through an update to the functional classification process in which 2nd Avenue SW was kept as a Minor Arterial.

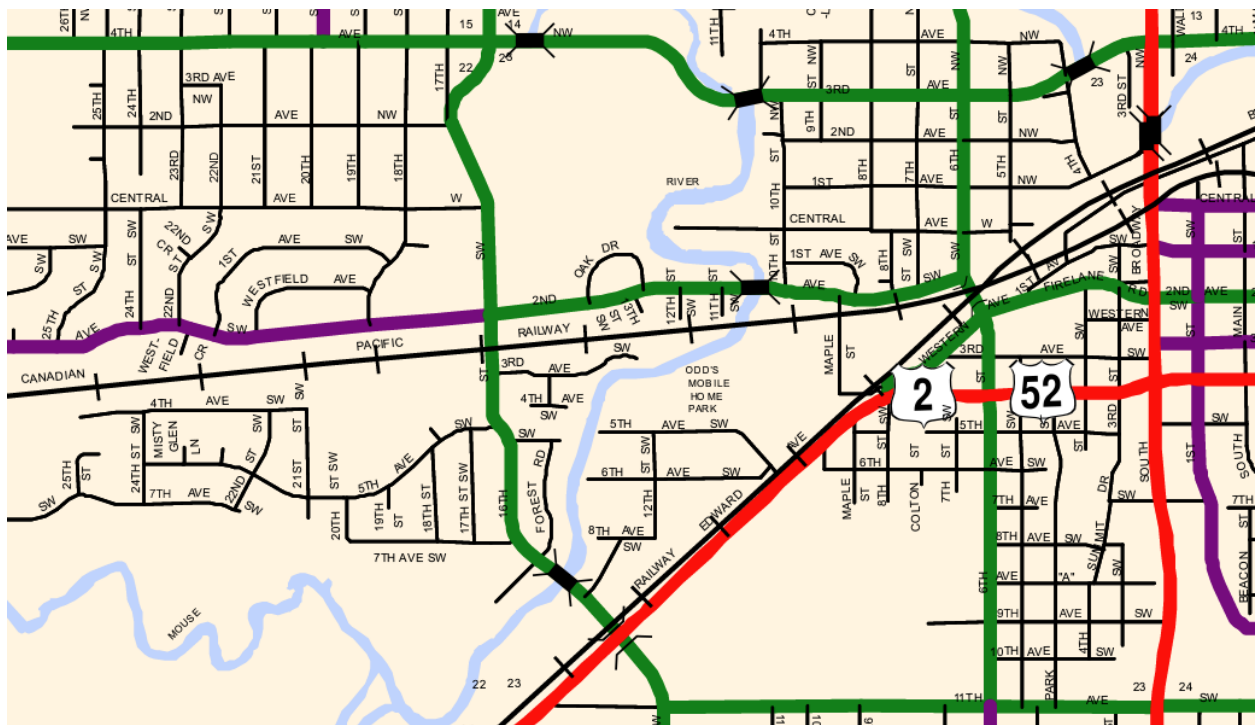
Why is this important?

Functional classification of roadways defines the role each element of the roadway system plays in serving travel needs. All roadways serve two main needs – mobility and access. Arterials prioritize mobility whereas collectors and local roadway prioritize access.

Minor arterials are made to supplement the highway/principle arterial system and connect regions/neighborhoods of a city.

Eliminating 2nd Avenue SW west connection at 6th Street SW could make the 2nd Avenue SW corridor operate and function as more of a local roadway that would serve primarily the adjacent neighborhoods.

[func_cl_minot.pdf \(nd.gov\)](#)

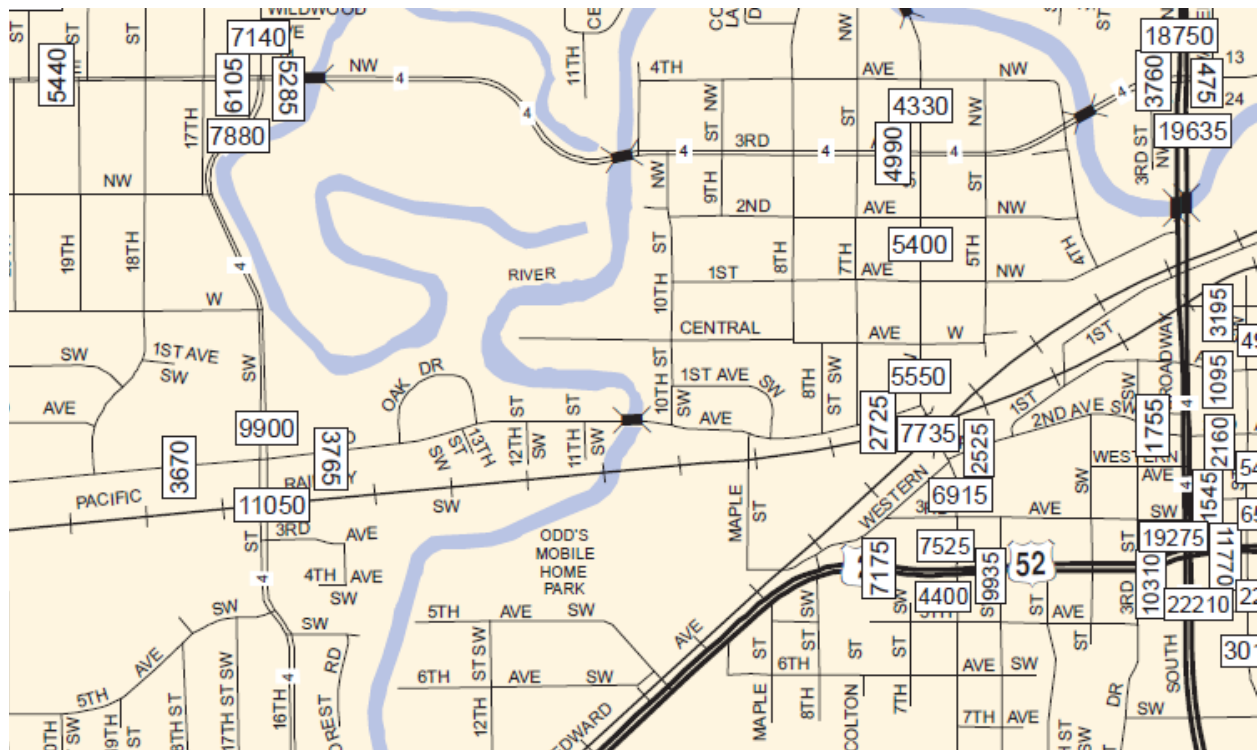


Traffic Volume/Distribution

2nd Avenue SW currently carries 3,700 vehicles near 16th St SW and 2,700 vehicles near 6th St SW.

Capacity wise, 4th Ave NW and 16th St W can handle any shift in traffic volume that would come with eliminating 2nd Ave SW. Three-lane roadways can handle approximately 18,000 vehicles per day.

[Minot.pdf \(nd.gov\)](#)



The closer we move 2nd Avenue SW to 4th Avenue NW at 6th Street SW, we may lessen the appeal of this roadway for westbound traffic. 4th Avenue NW is an alternative route for 2nd Avenue SW which might find that 2nd Avenue SW is not as much a shortcut anymore. f

That being said, the addition of an allowable eastbound left-turn movement increases the appeal from an eastbound standpoint.

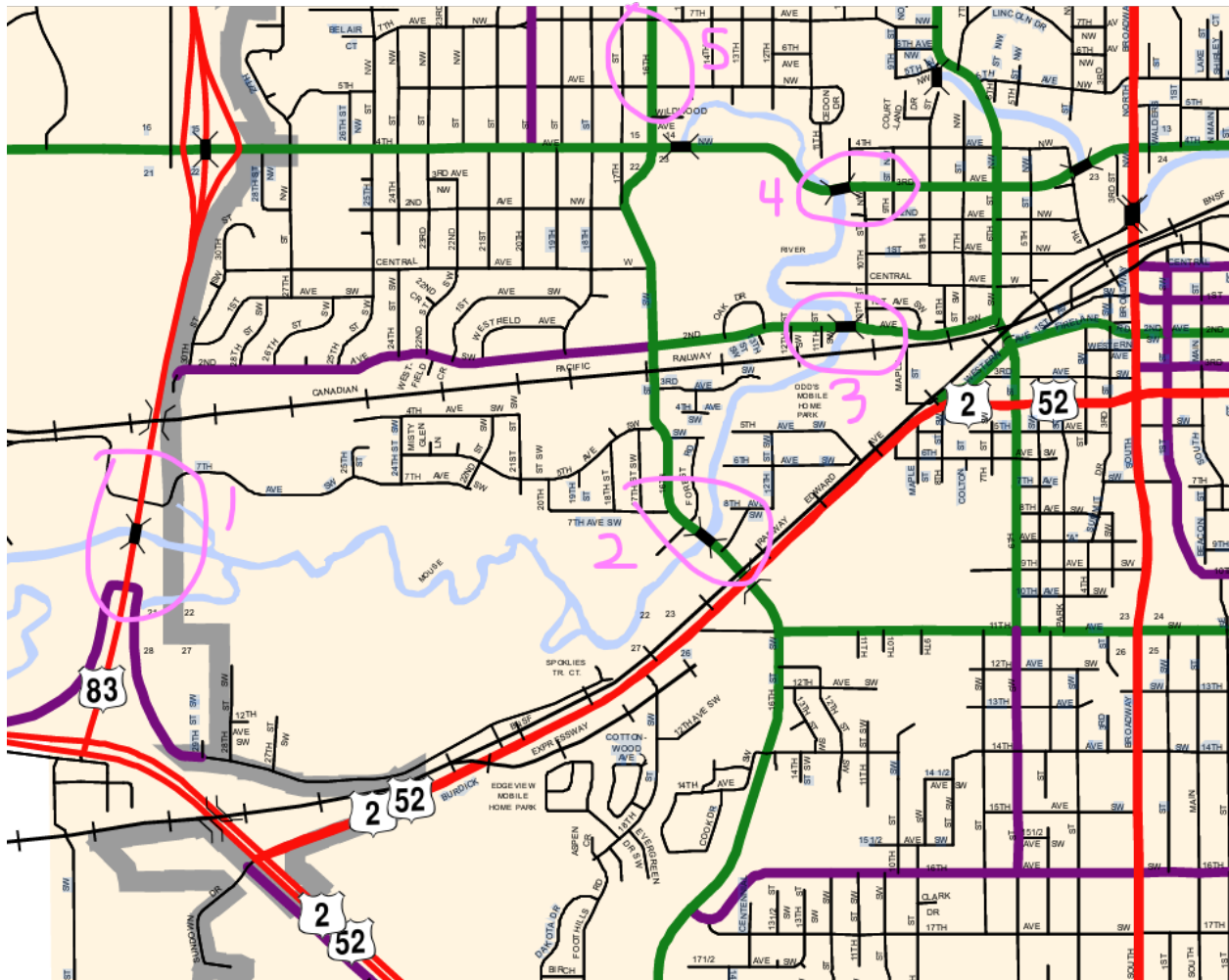
Engineering is uncertain if these two items would cancel each other out, in terms of corridor traffic volume or if the addition of the eastbound left-turn movement would increase traffic for this 2nd Avenue SW stretch.

River Crossings

Minot is a north/south town that is really divided up into three main sections

- 1) North of the river and tracks
- 2) Area between the river/tracks and US Hwy 2
- 3) South of US Hwy 2

Eliminating 2nd Avenue SW west of 6th Street SW would essentially eliminate one of these river crossings from an arterial standpoint. The bridge would stay in place, and traffic will redistribute to the area residential streets to get to 6th St SW. The area streets such as 10th St, Central Ave, and 1st Ave, are 1910's and 1920's design standards and are very narrow. They are not designed nor intended to carry a significant volume of traffic. This could lead to other traffic issues in the neighborhood or in the network that have not been analyzed yet.



Business Impacts

If we start altering routes and removing traffic from the 2nd Avenue SW corridor. This could impact businesses that are on the other end of the 2nd Avenue SW corridor, half a mile away from the 2nd Avenue SW and 6th Street SW intersection.

From the Institute of Transportation Engineers (ITE). Businesses such as gas stations, restaurants, grocery stores, home improvement stores, and more have shown to receive a certain portion of their trips from pass-by traffic. If the removal of 2nd Avenue SW as a minor arterial is chosen, those trips would be distributed (most likely) between 4th Avenue/3rd Avenue NW and 16th Street W. Which could reduce the number of pass-by trips that businesses currently rely on. I think this would most negatively impact those businesses near the 16th St SW and 2nd Ave SW intersection, especially those east and inset from 16th St W.

Smash Factory

From the ITE Land Use Code 934 – Fast-Food Restaurant with Drive-Through Window

On average, 55% of the evening traffic comes from pass-by traffic. 45% of the traffic is based upon non-pass-by/destination traffic.

I feel that if we cut off 2nd Ave SW prior to 6th St SW, this would practically eliminate the pass-by trips for Smash Factory and could be a deadening blow to the business.

India Clay Oven

From the ITE Land Use Code 932 – High-Turnover (Sit-Down Restaurant)

On average, 43% of the evening traffic comes from pass-by traffic. 57% of the traffic is based upon non-pass-by/destination traffic.

The traffic impact may not be as bad compared to Smash Factory, but would make travel to the restaurant from the east side of town more difficult. I would expect a decrease in traffic volume to the restaurant.

Harley Gas Station

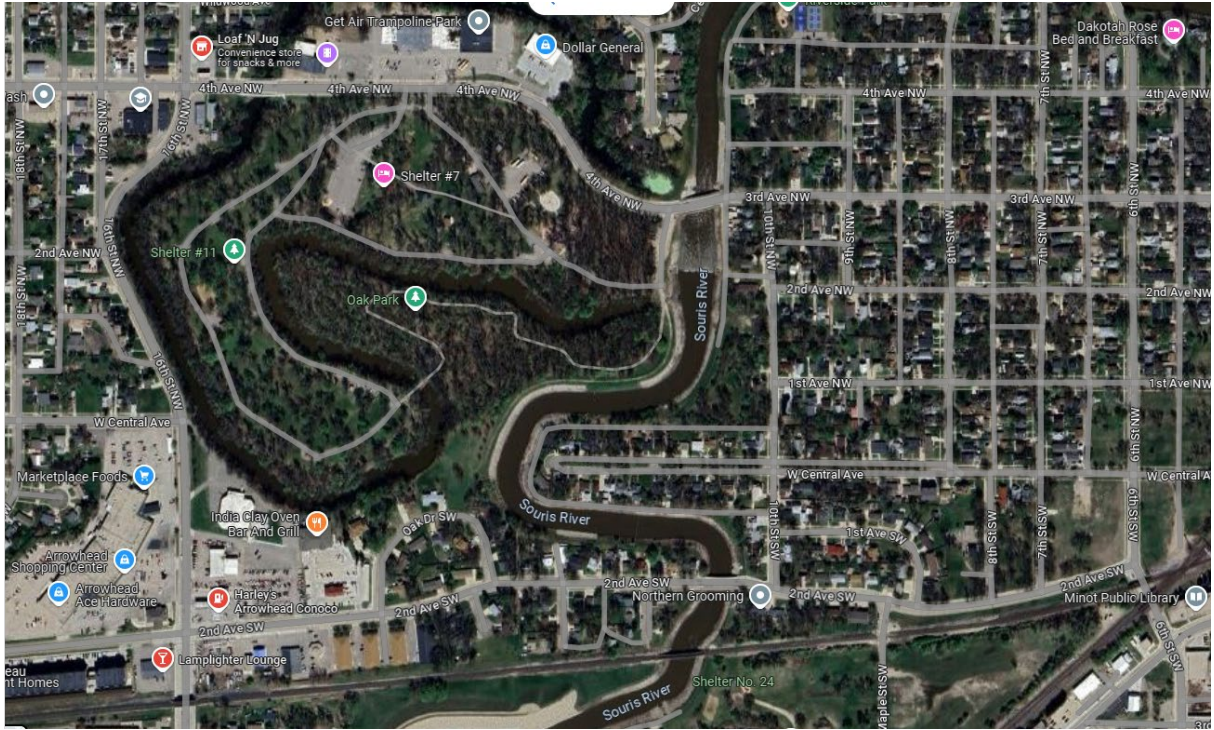
From the ITE Land Use Code 945 – Convenience Store/Gas Station

On average, 70% of the evening traffic comes from pass-by traffic. 30% of the traffic is based upon non-pass-by/destination traffic.

Marketplace Foods

From the ITE Land Use Code 945 – Convenience Store/Gas Station

On average, 24% of the evening traffic comes from pass-by traffic. 76% of the traffic is based upon non-pass-by/destination traffic.



Emergency Access/Snow Routes

Input from the Fire Department, Police Department and Ambulance Service could be important and should be sought in relation to how modifications to the 2nd Avenue SW and 6th Street SW intersection affect their emergency response.

2nd Avenue SW, west of 6th Street SW is currently classified as a snow route.

Draft Snow Plan this corridor is a Priority 2 (of 5 Priority Levels).

[Emergency SnowRoutes 2022.pdf \(minotnd.gov\)](#)



SRJB - MREFPP Optional Cost Comparison (Phase MI-4: Maple Diversion)
Option E.2.1.D added post 10/2/2025 Special City Council Meeting

Flood Control / Roadway Option		Total New Acquisitions (Parcels) ¹	Total New Acquisitions (Dwelling Units) ²	Estimated Total New Acquisition Cost (\$M) ³	Estimated Acquisition Cost Difference from Baseline (\$M)	Estimated Construction Cost Change from Baseline (\$M) ⁴	Estimated Total Cost Change from Baseline (\$M)	Remarks
BASELINE	E.2.1A (Levee, 2nd Avenue Reconstructed)	8	11	\$3.6				Recommended Alternative.
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	E.2.1D (Floodwall, 2nd Avenue Reconstructed on wet side)	2	5	\$1.1	-\$2.5	\$8.3	\$5.9	Reduction in acquisitions of 6 parcels and 6 dwelling units. Cost increase not eligible for federal cost-share.
	E.2.1E (Levee, 2nd Avenue Discontinued)	6	9	\$2.6	-\$1.0	-\$0.4	-\$1.4	Reduction in acquisitions of 2 parcels and 2 dwelling units. Loss of 2nd Avenue connectivity.
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