



Liaison Committee Meeting

Thursday, February 19, 2026, at 12:00 PM

1400 31st Ave SW, Minot, ND 58701 (Badlands Restaurant)

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

1. CALL TO ORDER
2. ELECTION OF CHAIRPERSON
3. APPROVAL OF MINUTES
 - 3.1. APPROVE THE MINUTES - OCTOBER 30, 2025 COMMITTEE MEETING

It is recommended the Liaison Committee approve the minutes from the 4th Quarter Liaison Committee meeting on October 30, 2025.
4. STATE LEGISLATURE - LUNCH BILLS AND IMPACT ON SCHOOLS
5. WARD COUNTY FORCLOSED PROPERTIES: STONY RIDGE CONDOS UNITS 17-40
6. SW CONNECTOR CORRIDOR AND ROUNDABOUT UPDATE - DANA LARSEN
 - 6.1. SW CONNECTOR CORRIDOR AND ROUNDABOUT UPDATE PRESENTATION
7. OTHER BUSINESS
8. ADJOURNMENT

City/County/Park/School Liaison Committee

October 30th, 2025, Meeting

Members Present:

Lisa Olson, Ron Merritt, Miranda Schuler, Scott Louser, Mike Schmitt, Mike Hayes

Members Absent:

Perry Olson, Mitch Kraft

Others Present:

Elly Deslauries, Mikayla McWilliams, Tom Joyce, Ryan Kamrowski, Brian Billingsley, Laura Dokken, Marisa Haman, Dave Lakefield, Misty Hester, Jill Schramm, Calyn Beckman, Jennifer Kleen

FROM: Ward County Auditor

RE: Meeting agenda for October 30th, 2025
12:00 pm Badlands

1. Call to Order

The City/County/Park/School Liaison Committee meeting was called to order at 12:07 pm, by Chairman Schuler, at Badlands.

2. Approval of Minutes

Mike Schmitt moved to approve the minutes from the meetings dated July 17th, 2025, Lisa Olson seconded, and motion carried unanimously.

3. 2025/26 Primary Residence Credit Update

Marisa Haman provided update on the Primary Resident Credit (PRC) including how many people have applied, how transfers are handled as well as the special deadline for the 2026 mobile home PRC .

Discussion was held.

4. Caps and Budgeting-Follow up discussion

Each entity provided the percentage of cap used in their 2026 budget. Discussion was held regarding what budgeting changes were implemented to ensure budgets were compliant with the updated legislation.

5. Other Business

Jennifer Kleen inquired asking to be included on any email lists that provide community type updates. She advised of two email groups, traffic and snow removal updates, that she could add people to if interested.

Dave Lakefield advised that Minot City was selected as a Great American Defense Community at Association of Defense Communities Conference.

Miranda Schuler provided an update regarding the federal government shut down and possible pause of SNAP benefits and how this could impact Ward County residents.

Laura Dokken notified the group that Bell Elementary School is being auctioned via live auction. She also mentioned collaboration between Minot Public School and Minot City Park District to determine that the park district is a better fit to run the community education programs. The first class being offered is aqua Zumba classes at the Minot North pool. Elly Deslauries expressed appreciation to Minot Public schools and stated it was a good example of entity cooperation and collaboration.

Hearing no further business, the meeting was adjourned at 1:00 pm.

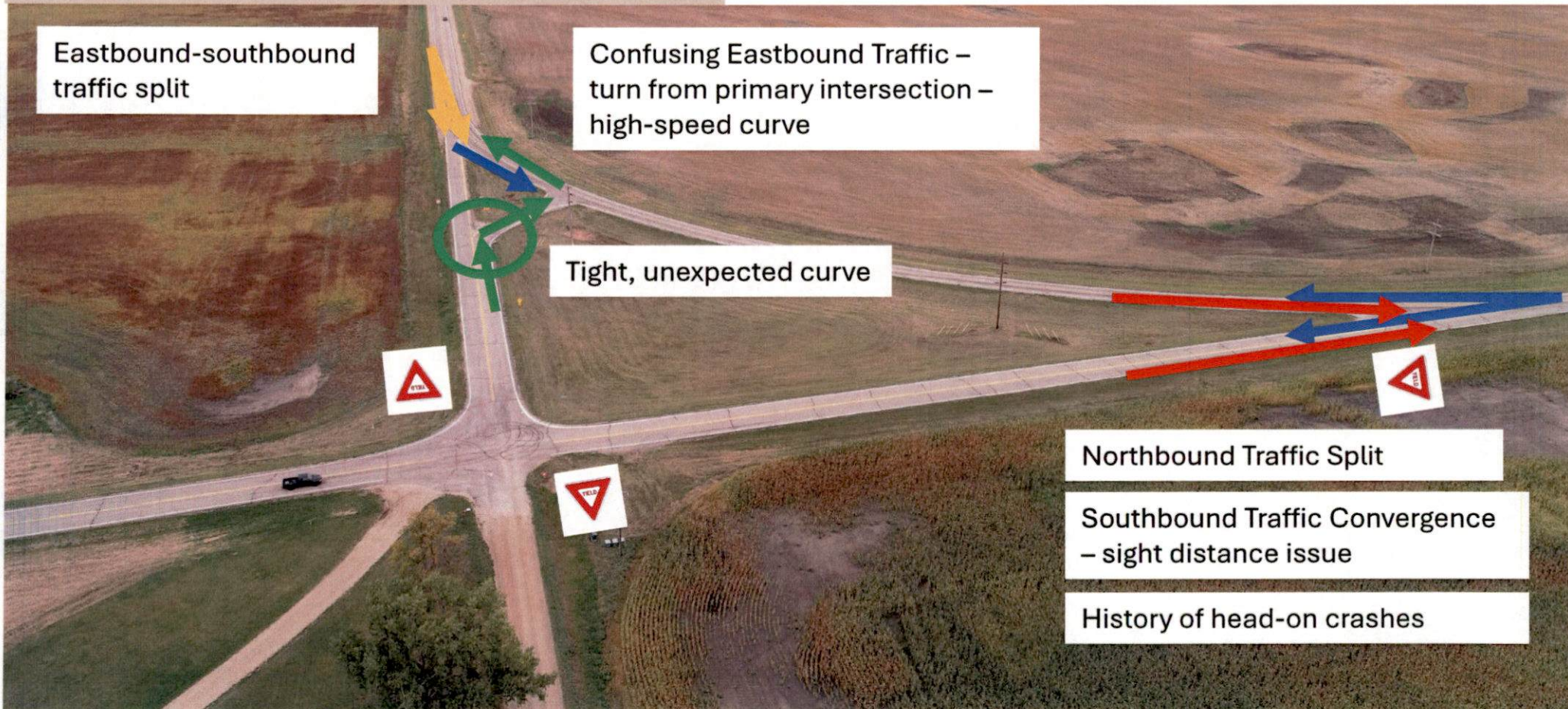
Respectfully submitted,

Marisa Haman
Ward County Auditor

Intersection Improvements to County Road 14 & 17 (2 Miles West of Minot)

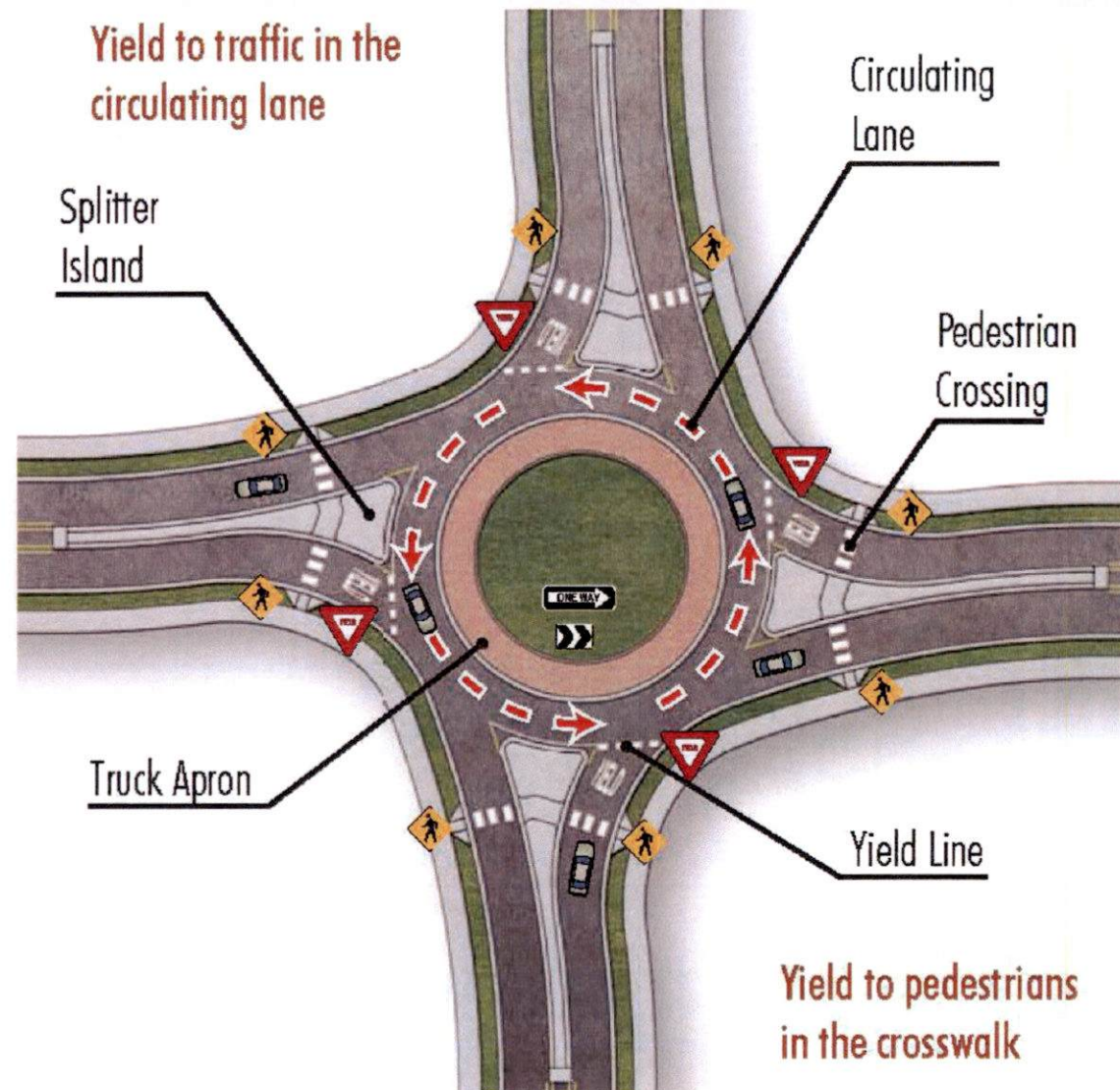


Existing Intersection Issues



Roundabout Benefits

- Safety
 - Reduces conflict points (32 vs. 8)
 - Lowers speeds
 - Reduces angle of crash
 - Conversion to roundabouts show 80-90% reduction in severe and fatal crashes
- Operational efficiency
 - Self-optimized intersection, works well at high and low volume traffic conditions
- Aesthetic and gateway features
 - Central island provides opportunity to gateway to community and/or landscape features of the area (must balance maintenance)



Large Trucks and Agriculture Traffic



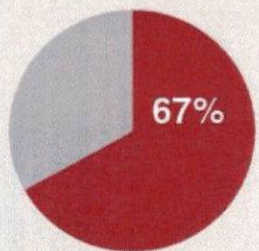
Roundabouts handle all design vehicles

- Truck apron
- Outside truck aprons if necessary
- Overall size of roundabout to handle large trucks and equipment

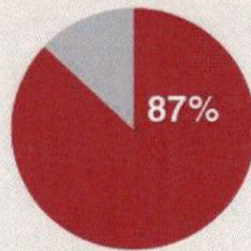
Roundabouts have a proven track record to reduce crashes

Crash Reductions

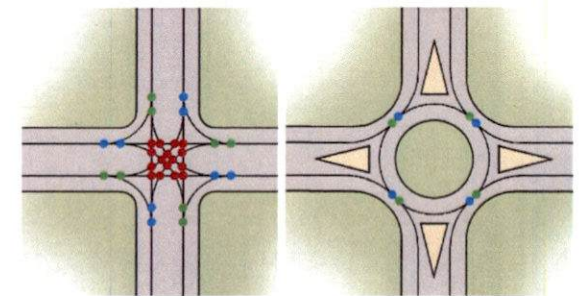
Crash Reductions Associated with Roundabout Conversions at High-Speed Rural Intersections



All Crashes



Injury and Fatal Crashes



Reduction of Conflict Points 32 vs 8



Geometry virtually eliminates high-speed, right angle (T-Bone) and head-on crashes

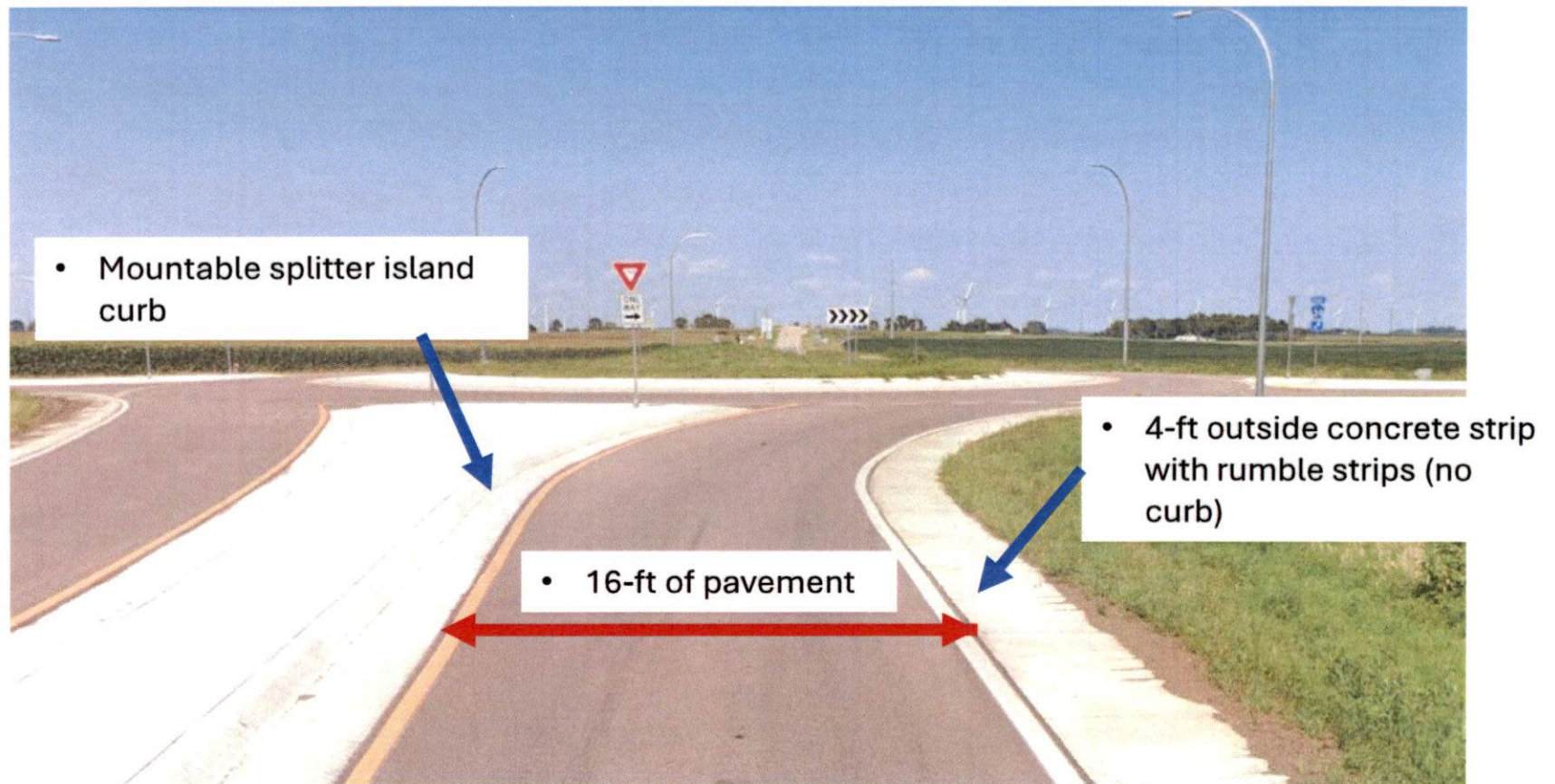
Potential Roundabout Configuration

- 190-ft diameter Roundabout, positioned slightly SE of existing intersection
- Elimination of NB to EB bypass
- Still need to determine
 - Environmental impacts
 - Right of Way needs
 - Construction staging and sequencing
 - Central island treatments



CR 14 AND CR 17 ROUNDABOUT

Roundabout Approach Typical Section





Central Island Landscaping

Landscaping of the central island can be a key component of the roundabout to provide:

- A gateway to the community
- An aesthetic theme to a corridor
- Aid in speed reduction, when accompanied with a berm

Key characteristics of landscaping decisions

- Maintenance considerations
- Drought and salt tolerance
- Hardscape design options – such as river rock and mulch
- Boulders and trees – want to pull back far enough within the central island, as to not create a safety issue for errant vehicles



Central Island Landscaping

- Basic grass landscaping
- Salt-tolerant and drought-tolerant mix
- Minimal mowing required



Funding

FUNDING

- North Dakota Department of Transportation (NDDOT) Highway Improvement Program
- Total Funding: \$2,900,000
- Federal Funding: \$2,610,000
(90 percent match)
- Ward County Contribution: \$290,000
(10 percent match)



Ward County

SE/SW CONNECTOR STUDY

*Section 6
Implementation Plan*



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II. Implementation Phases

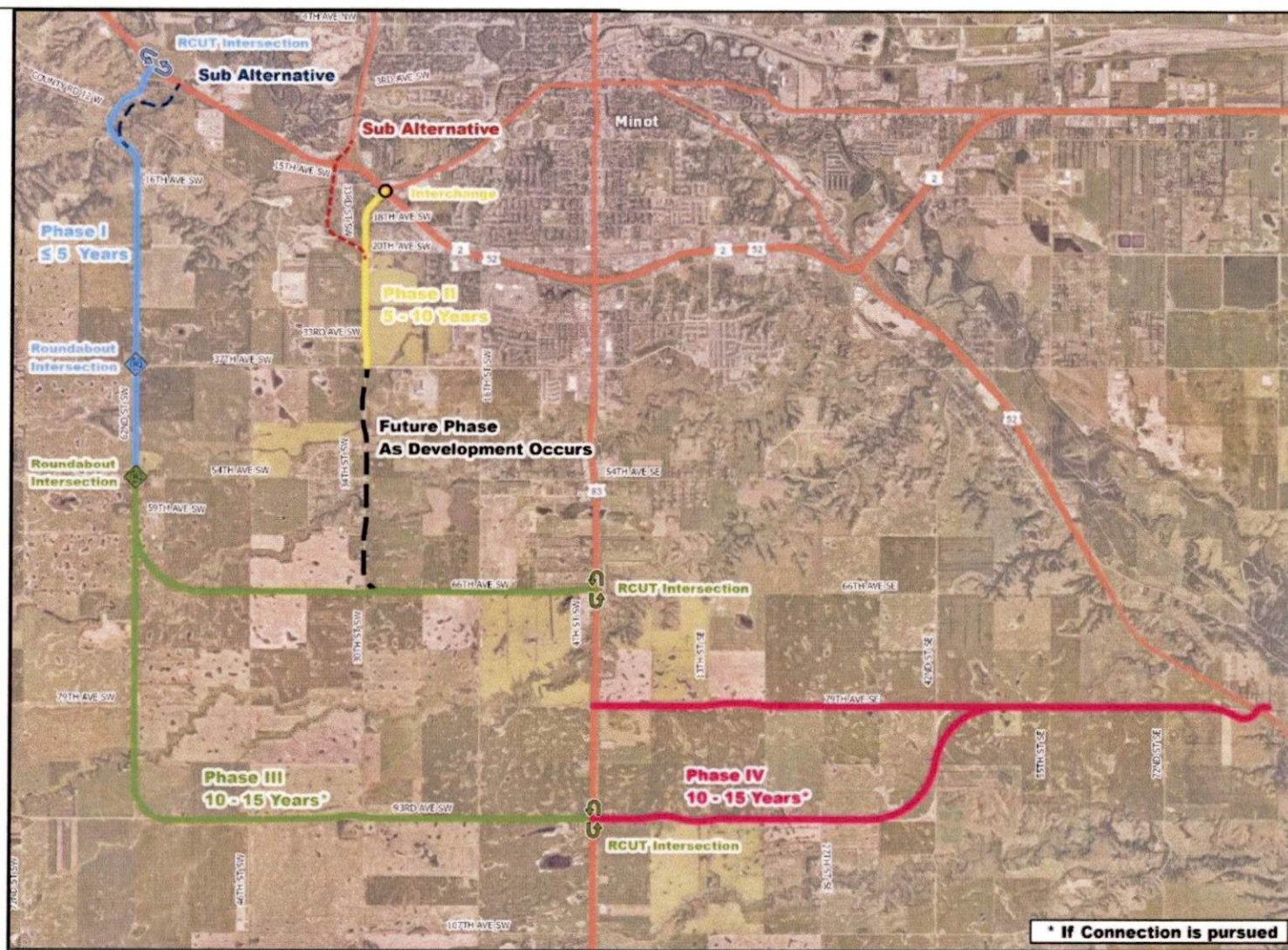


Figure 6: Implementation Phases



When and Why

When

- Short-term: Within next 5 years

Why

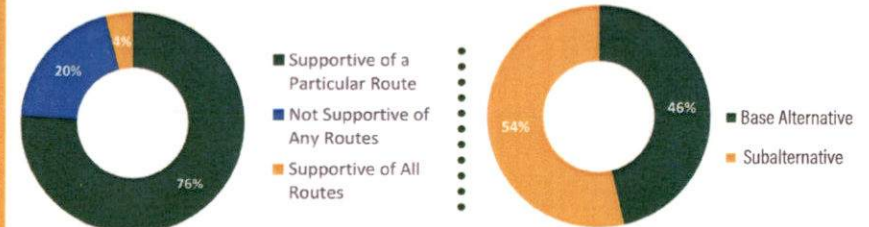
Region:

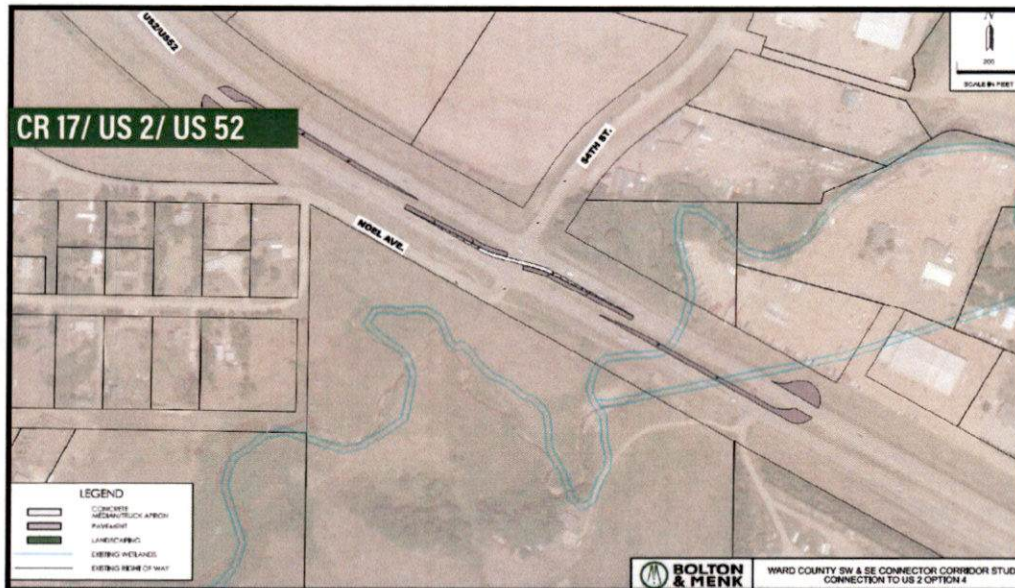
- Improved regional connectivity to the hospital
- Improved intersection operations at existing regional intersection
- Potential to reduce freight delays and crash potential through busy urban area
- By 2045, this concept, in combination with the Connector Corridor Vision is expected to accrue nearly \$4M annual in translated regional delay and crash reduction benefits. Much of this is concentrated within the limits of this project.

Locals:

- Reduced delays and improved safety at the US 2/52 intersection and CR 14 intersection.
- Designed to improve roadways that will naturally carry increased traffic volumes to the hospital and Minot's primary growth area.
- Roadway improvements allow for softening of horizontal and vertical curvature between CR 12 and 16th Avenue SW, one of the highest crash rate areas in the region.
- Opportunity to accentuate and protect with better roadway design and guardrails, the Trestle Bridge for its historic and aesthetic value.

Public Support





Next Steps

Programming

- Work with NDDOT to get project into the Statewide Transportation Improvement Program (STIP)
- Highway Safety Improvement Program for intersection and railroad trestle guardrail improvements
- Ward County Highway Sales Tax Fund for roadway improvements

Preservation

- Need to preserve the proposed alignment to avoid continued and future impacts.
- Begin Right-of-way purchase and negotiations as soon as possible to begin project development.

Environmental Analysis

- Once a project (or part of a project) is programmed, begin the formal NEPA process.
- Critical to preserve and enhance the railroad trestle, not negatively impact it.
- Continued coordination with residents to address traffic concerns

- Consider pairing Phase I and Phase II in INFRA/Rural Surface Transportation solicitation
- United States Department of Defense Missile Access Road Funds for County Road 14 (Designated Route) intersection safety improvements

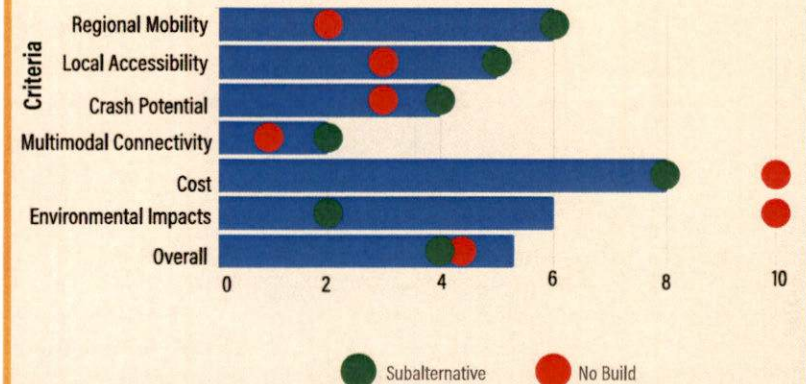
- Actively manage future access requests along this corridor.

- Conduct Wetland Delineation to further refine alternatives.
- Conduct noise analysis particularly for increased noise associated with downhill freight's potential noise impacts to nearby residences
- Complete further analysis of cultural resources to ensure concept does not have any fatal flaws.

Project
Cost

\$ 25-30 M

Technical Findings



Alternatives



- Do Nothing
- Alternate Routing Concept Connecting to US 2/52 (Concept 1B)
- Continuous T-Intersection at US 2/52
- Turn Lane Improvements at County Road 14



When and Why

When

- Short-term: Within next 5-10 years

Why

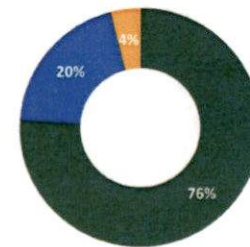
Region:

- Improved police, ambulance, and fire protection through unlocking a major portion of Minot's growth area and improving access to the hospital.
- Major congestion benefits to US highway system and 16th Street South
- Elimination of one of the highest crash intersections in the region (Burdick Expressway) and major exposure reductions to the primary regional crash areas.
- By 2045, this concept, in combination with the Connector Corridor Vision is expected to accrue more than \$8M annual in translated regional delay and crash reduction benefits. Much of this is concentrated within the limits of this project.

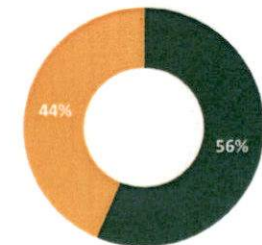
Locals:

- Improved connectivity to hospital, north Minot, and downtown via Burdick Expressway improvement
- Improved roadways enhancements to 30th Avenue to support regional growth
- Improved facilities to provide bicycle and pedestrian connections across Highway 2/52 to southern Minot

Public Support



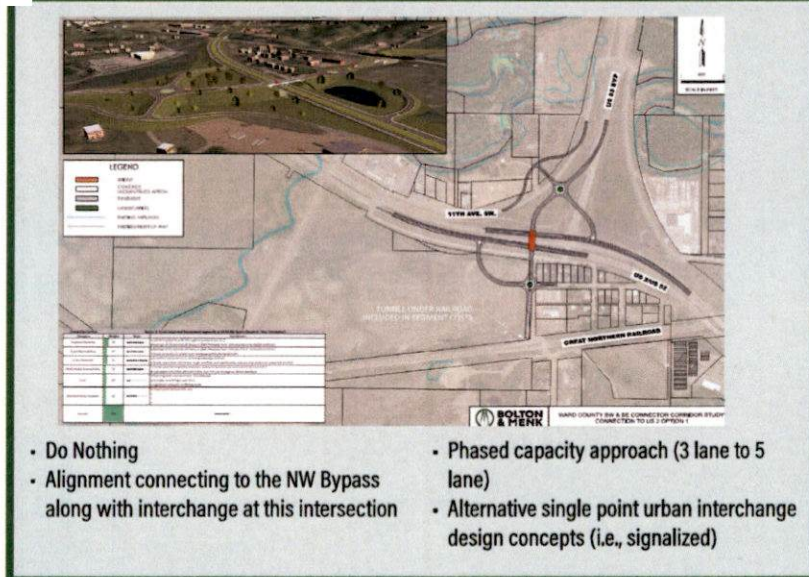
- Supportive of a Particular Route
- Supportive of All Routes
- Not Supportive of Any Routes



- Base Alternative
- Subalternative



Alternatives



Project Cost



Base Alternative: 55-60 M
Subalternative: 100-110 M

Next Steps

Programming

- Joint contributions with NDDOT, Ward County, and City of Minot
- Position for grant funding
 - Accentuate economic competitiveness and opportunity, partnership, environmental sustainability, and safety (grade separated intersection) to target federal grants (RAISE)
 - Identify opportunities to highlight connections created for Areas of Persistent Poverty or Historically Disadvantaged Communities providing economic opportunity.
 - Target INFRA/Rural Surface Transportation Program Solicitation as this project benefits the National Highway System
- Consider Safe Streets and Roads for All (SS4A) Grant Program with multimodal connection from downtown Minot to hospital and commercial areas south of US 2 and intersection safety benefits.
- Recommend pairing with Phase I HSIP projects.
- Position for Transportation Alternative program for bicycle/pedestrian facilities
- Future Study
 - Conduct analysis of congestion and safety issues along 16th Street to further understand overall north-south arterial needs in Minot. Feedback throughout the study indicates that this is likely to increase the benefit to cost ratio of this project.

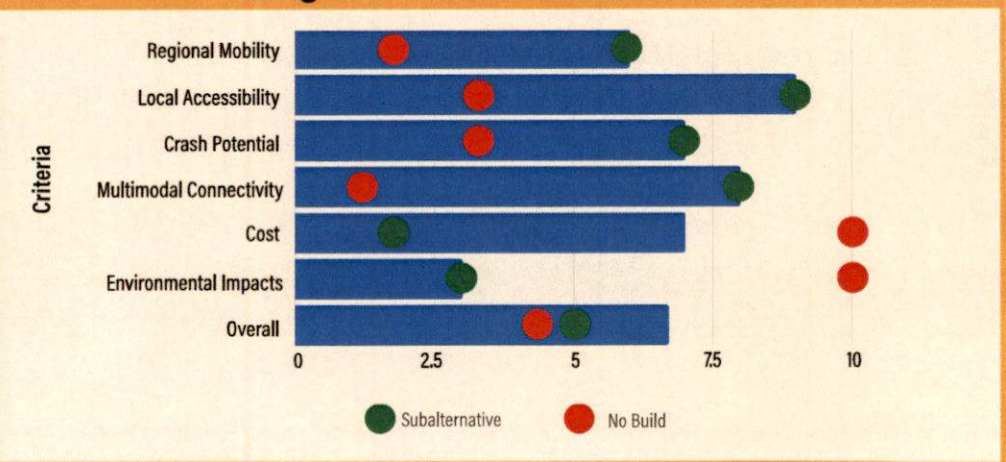
Preservation

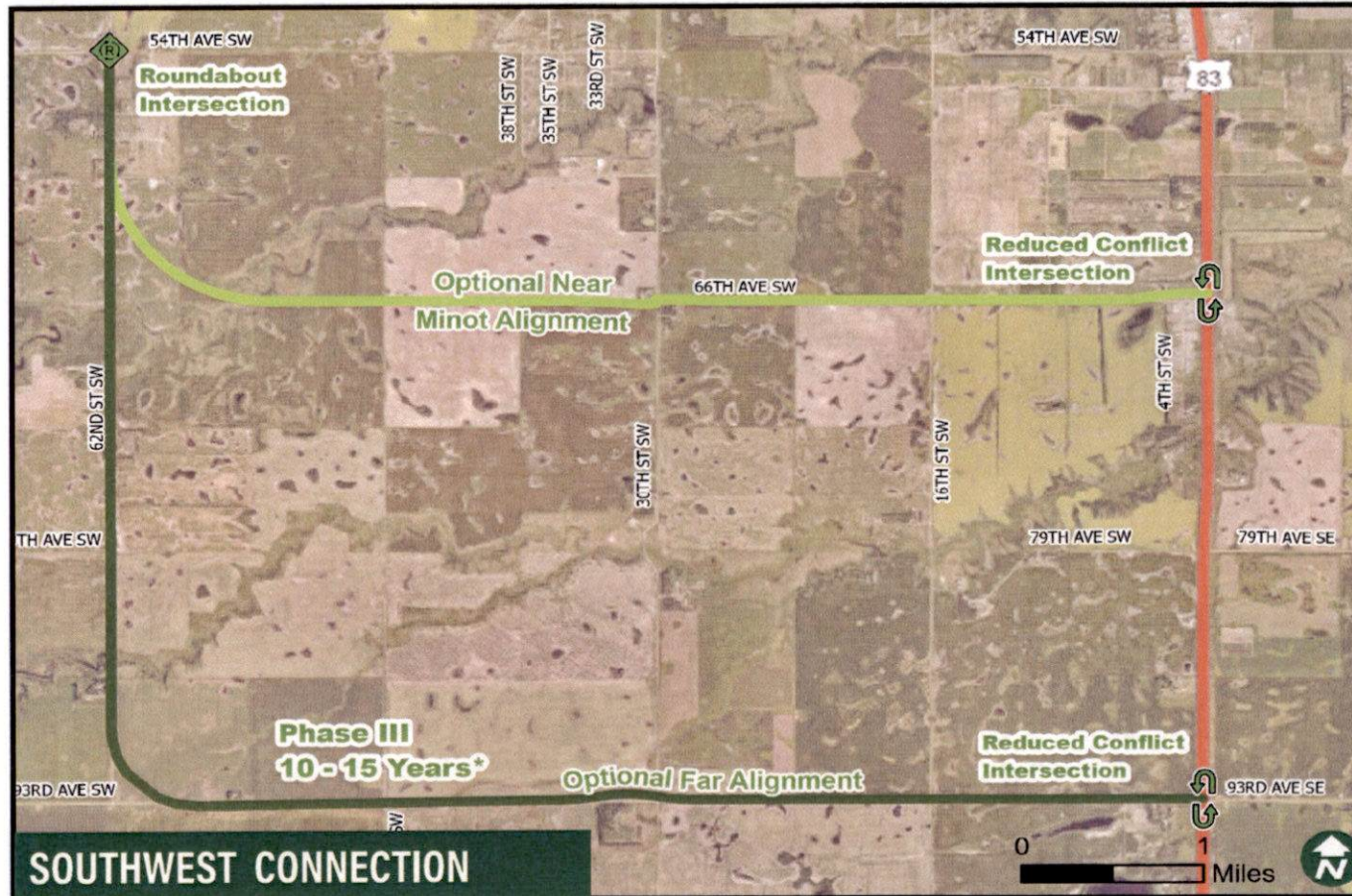
- Need to preserve the proposed alignment to avoid continued and future impacts.
- Discuss future jurisdictional ownership of this future arterial. Likely to become a City of Minot arterial.
- Actively manage future access requests along this corridor.
- With on-going development in the region, work with City of Minot on jurisdictional transfer of existing township roadways

Environmental Analysis

- Continued coordination with the local neighborhoods in this area to ease traffic concerns
- Shovel ready projects increase the potential for grant awards. Consider a tiered environmental document where portions of the project are programmed to facilitate project advancement. This will be critical to narrow the focus of the project as the various sub-alternatives have notable differences in terms of cost and constructibility.

Technical Findings





When and Why

When

- Mid-term: 10-15 years

Why

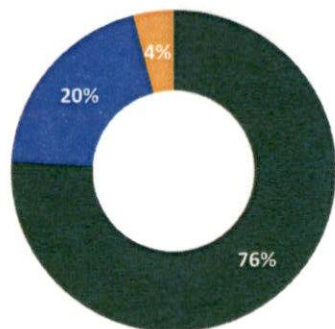
Region:

- Provides valuable east-west By Legal Weight connection for freight and agricultural users from US2/52 to US 83
- Potential to reduce freight delays and crash potential through busy urban areas
- These routes are expected to move around 2,400 new vehicles (540 trucks) on opening day and 3,300 new vehicles (950 trucks) by 2045 but deviation is expected by route and realized growth.

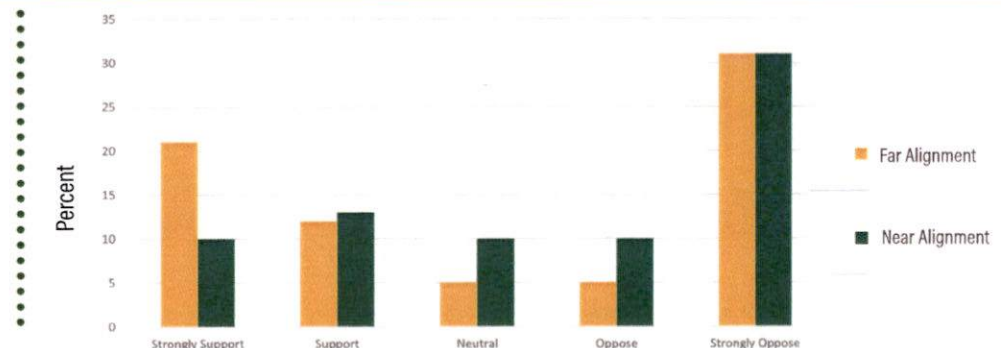
Locals:

- Improved intersection operations at existing regional intersections at County Road 14 and US 83.
- Upgrades to local roadway system that is currently gravel on 66th Avenue and 93rd Avenue without local investment.
- Opportunity for pedestrian and bicycle connections.

Public Support



- Supportive of a Particular Route
- Not Supportive of Any Routes
- Supportive of All Routes





When and Why

When

- As local development impacts travel demand on County Road 17 a natural connection may be required from County Road 14 north-south connecting Phase II and Phase II improvements. Local growth may naturally make this connection to the connector corridor route.

Why

Region:

- Provide a north-south connection from County Road 14 to a potentially constructed Phase III southwest connection
- This connection unlocks the US Highway system to the south and east.

Locals:

- 30th Street Southwest South of County Road 14 has historically been difficult to maintain. A future roadway improvement on this corridor can provide improved driving conditions for rural developments such as Beaver Creek.

Next Steps

- Preserve Right-of-Way and protect against future development encroachments along the route
- Actively manage future access requests along this corridor.