

TRANSCRIPT OF PUBLIC HEARING

Held on October 30, 2006
at the Watford City – City Hall
Watford City, North Dakota

Project No.
SNH-7-023(026)000

PCN
15926

**Reconstruction, Mill & Overlay, Multi-use Trail and Utility
Improvements**



Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

www.dot.nd.gov/

DIRECTOR
Francis G. Ziegler, P.E.

DESIGN ENGINEER
Mark S. Gaydos, P.E.

Principal Author: Jeff Jirava
November 2006

TRANSCRIPT OF PUBLIC HEARING
SNH-7-023(026)000
ND Highway 23 - Watford City Section

Prepared by: North Dakota Department of Transportation
Topic: Proposed improvements to highway 23 through Watford City
Date: October 30, 2006
Time: 5:00 to 7:00 pm CDT
Hearing Location: Watford City Hall

TABLE OF CONTENTS

NOTICE OF PUBLIC HEARING.....	2
Announcement	2
SUMMARY	3
Location and Date	3
Purpose.....	3
Hearing Procedure	3
Proposed Improvements.....	3
Issues.....	3
HANDOUT.....	4
COMMENTS.....	6
Written	6
Rick Jore – City Engineer	6
Doug Anderson – Doug’s Auto Repair.....	6
Brent Sanford – S & S Motors.....	6
Odean Bendixson – B& H Body Shop Inc.	7
Farmers Union Oil Company.....	7
Brenda Whitman	8
Verbal.....	8
POST HEARING.....	9
VIDEO SCRIPT.....	9
ROSTER	15

NOTICE OF PUBLIC HEARING

Announcement

The public hearing announcement was published in the Dickinson Press on October 12th, the McKenzie County Farmer on October 11th & 25th, and the Williston Herald on October 12th. The announcement that was published is shown in Figure 1.

PUBLIC HEARING

WHY?
To discuss proposed improvements to
ND Highway 23 – Watford City Section

WHEN?
Monday, October 30, 2006
Open House: 5:00-7:00 p.m.

WHERE?
City Hall in Watford City

**OPEN HOUSE
CONDUCTED BY**
North Dakota Department of Transportation

This meeting is designed to allow for public input which is required for compliance with the National Environmental Policy Act of 1970 and National Historic Preservation Act of 1966.

Representatives from NDDOT and the city of Watford City will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by November 14, 2006, to Roger Weigel, Program Manager, ND Department of Transportation, 608 East Boulevard Avenue, Bismarck, ND 58505-0700.
Email: rweigel@nd.gov
Note "Public Hearing" in email subject heading.

DISABILITIES: People with disabilities who plan to attend the meeting and need special arrangements should contact Roger Weigel, Program Manager, before the meeting. Phone: 701-328-4403 TTY : 701-328-4156

PUBLIC INSPECTION: The project maps, sketches, and other pertinent information are available for public inspection at the NDDOT Williston District Office, 605 Dakota Parkway West, Williston, and at the NDDOT Central Office, 608 East Boulevard Avenue, Bismarck.

Figure 1

SUMMARY

Location and Date

The public hearing was held from 5:00 to 7:00 pm CDT at the Watford City Hall on October 30, 2006.

Purpose

Public hearings, in regard to state highway projects, are held to inform the public of proposed highway improvements and the impacts the project will have on them. Also, the views of interested parties are made known to the North Dakota Department of Transportation (NDDOT).

Hearings, or acceptable substitute procedures, are required by federal law involving the expenditure of federal funds for highway improvements. In addition, they are in accordance with the policy of the NDDOT to ensure that proper consideration is given to all social, economic, and environmental factors before final decisions are reached.

Hearing Procedure

The public hearing was an open house format, with information provided by the Project Concept Report, a repeating video, a handout with project information, and exhibits of proposed features. Handouts were provided to the adjacent landowners and businesses prior to the hearing. Representatives from the NDDOT and FHWA were present to answer questions.

Proposed Improvements

The original scope of work for the project was for reconstruction of the roadway segment from the junction of US highway 85 and highway 23 to 4th Ave (Main Street) and Mill & Overlay of the roadway segment from Main St. to 7th St (4th Avenue). The project concept report explores reconstruction of Main Street and reconstruction or pavement rehabilitation of 4th Avenue.

This project also includes work on the sidewalks, curb & gutter, along with improving access, aesthetics and lighting. The project may also include storm sewer work. A multi use-trail along 4th Avenue from Main Street to 4th Street will also be incorporated into this project.

Issues

The proposed improvements addressed at the public hearing included the following:

- Roadway dimensions and paving options
- Drainage improvement options
- Pedestrian improvement options
- Lighting

HANDOUT

The following handout was presented at the public hearing.

Public Hearing

ND 23 from the junction of US 85 north and east to the junction of 7th Street NE Project # SNH-7-023(026)000

Open House: Monday, October 30, 2006—5:00 P.M. - 7:00 P.M. CDT
Watford City - City Hall - 213 2nd Street NE

Welcome.....

Welcome and thank you for attending. Your input is appreciated. There are several exhibits on display. You are invited to make comments, ask questions, and express your views. Representatives from the North Dakota Department of Transportation, Federal Highway Administration, and the city of Watford City are available to answer questions

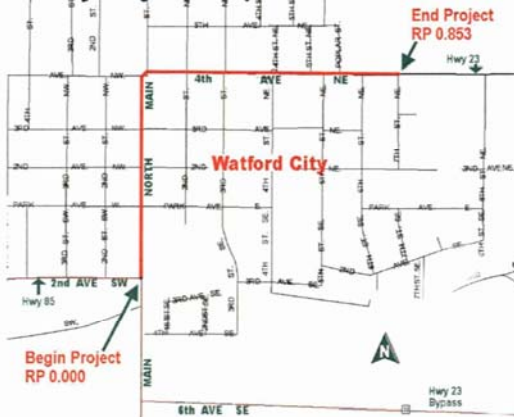
Purpose of Hearing.....

The purpose of this hearing is to provide an opportunity for people with either public or private interests to become fully acquainted with the proposed project and to receive input from those people.

Need for Project.....

The purpose of this project is to improve the load carrying capacity, ride quality, pedestrian facilities, and drainage through Watford City.

Map of Project Area.....



Proposed Roadway Improvements.....

The project is split into two segments.

Preliminary alternatives for the segment from the junction of US Highway 85 to the intersection of Main Street with 4th Ave N are:

- **Option 1a: 48' Asphalt Reconstruction**

This would consist of 12' driving lanes and 10' shoulders not including curb and gutter. The sidewalks would be 16' wide concrete.

- **Option 1b: 48' Concrete Reconstruction**

This would consist of 12' driving lanes and 10' shoulders not including curb and gutter. The sidewalks would be 16' wide concrete.

- **Option 2a: 54' Asphalt Reconstruction**

This would consist of 12' driving lanes and 13' shoulders not including the curb and gutter. The sidewalks would be 13' wide concrete.

- **Option 2b: 54' Concrete Reconstruction**

This would consist of 12' driving lanes and 13' shoulders not including the curb and gutter. The sidewalks would be 13' wide concrete.

(Watford City's recommendation Option 2b.)

Preliminary alternatives for the segment from the intersection of Main Street with 4th Ave N to 7th Street NE are:



Proposed Roadway Improvements(cont'd)

- **Option 1:** Thin Lift Overlay
- **Option 2:** Mill & Overlay
- **Option 3:** Reconstruction

(Watford City's recommendation Option 3.)

Alternates to install storm sewer will be considered for each option.
(Watford City's recommendation Install storm sewer.)

Lighting.....

Main Street:

- **Option 1:** Standard Lighting
- **Option 2:** Decorative Lighting.

(Watford City's recommendation Option 2.)

4th Avenue:

- **Option 1:** Do nothing
- **Option 2:** Replace using standard lighting

(Watford City's recommendation Option 2.)



Other Possible Improvements.....

Construct a multi-use trail which would run adjacent to ND 23 from Main Street to 4th St NE.

(Watford City's recommendation Yes.)

Traffic Control.....

Traffic is proposed to be maintained on Main Street and 4th Ave while construction activities take place.



Construction.....

It is anticipated that construction will begin in 2008.

Funding.....

This project is being funded through the North Dakota Small Town Revitalization Endeavor for Enhancing Transportation (ND STREET) program where the NDDOT will provide \$2 million of federal funds and a maximum of \$250,000 of state funds for construction of the Watford City section. The city of Watford City is responsible for 10% of the project's cost (to a maximum of \$2,500,000) and 100% costs above \$2,500,000.

Comment Period.....

Comments received on or before November 14, 2006 will be incorporated into the project development process.

Statements not submitted at the public hearing should be sent to:

Roger Weigel, P.E.
NDDOT - Design Division
608 East Boulevard Avenue
Bismarck ND 58505-0700
Fax: (701) 328-0103
Email: rweigel@nd.gov

COMMENTS

Written

Written comments were received from 6 parties regarding the public hearing. The comment period deadline was November 14, 2006. Written comments are:

Rick Jore – City Engineer

213 2nd Street NE
Watford City, ND 58854
701-444-2533

Comments:

1. *Sidewalk widths along Main Street 14' on the East and 12' on the West.*
2. *Main Street width 54' concrete.*
3. *Locate walking path adjacent to curb along 4th avenue NE , from 4th Street NE to North Main Street*
4. *Remove as much as possible from the hill in front of B&H body shop.*
5. *The city would like to see the State accommodate the businesses accesses along Main Street and 4th Avenue.*

Doug Anderson – Doug's Auto Repair

116 South Main Street Box 447
Watford City, ND 58854
701-444-2953

Comment: Would like to keep the existing driveways as they are with the addition of a longer driveway at the north end of the property.

Brent Sanford – S & S Motors

361 North Main Street
Watford City, ND 58854
701-444-2341

Comments: In regard to section 21 on the north side of 4th Ave NE between Main and 2nd St NE. The property between Carquest and the Church is owned by my wife and myself and used commercially as an integral part of S & S Motors business. It is used as a truck sales lot. The property is also a potential expansion area for a new business facility for ourselves or to sell to a new entity desiring to build a facility there. I would like to see the following changes to the 10/30/06 design:

1. *Move the walking path to the curb.*
 - *The path as drawn will come in 37 feet, which is too far*

- *There will be an excessive amount of grass to maintain between the curb and path*
 - *Straighten the walking path*
2. *Add a driveway to the property.*
- *For access and future commercial expansion, this is critical*
 - *A 30 foot driveway would be preferable*
 - *Across from the alley on the south side of the section 21 would be preferable*

Odean Bendixson – B& H Body Shop Inc.

113 South Main Street
 Watford City, ND 58854
 701-842-3304

Comments: I wish to have the property left open as is for customer parking. The City designates to have ample parking for the size of the building. There have been no accidents in front of this property in the 45 years that I operated or owned this business. You can contact the Watford City Police Department to verify there have been no accidents here.

The absence of curb is necessary to drive in or back in large trucks and stock trailers. The way the building is, you sometimes have to come in at an angle. There is plenty of room to back vehicles out and turn them without getting into the driving lane. Please note that in front of the Visitor Center the cars extend out in the turning lane; and accident waiting to happen. The very south driveway is handy the way it is but I would not object to a curb there.

If you were to block this off, it would decrease the value of the property a great deal. This is a farm community which has stock trailers, large grain trucks, tractors and oil field trucks.

Please do not destroy my property.

Farmers Union Oil Company

P.O. Box 624
 Watford City, ND 58854-0624
 701-444-3639

Comment:

1. *Approaches at the main station at 101 So. Main need to be wider because semi-trucks require more room than approaches are allowing for. Large trucks come here every day for fuel and tire repairs. The curb between the pump islands doesn't allow cars to leave the pump island without going around another car which can't be done. There has never been a curb and gutter there and there is no reason for it now. There has never been an accident on the street because of the way it is now. This is a farmer owned*

business and in the last 20 years farmers have made the switch from little trucks to semi-trucks needing fuel and tire repairs daily and at the present time this is the only place in town to get a truck tire fixed so as you can see this is our business and it would be greatly effected.

2. *The approach on the south end of our lot is not big enough now to allow freight trucks to get backed into the warehouse without tying up traffic on the street; a smaller approach would tie up traffic longer than it does now.*
3. *This spring we purchased the station across the street at 100 So. Main to help move larger vehicles over there to help free up some of the congestion here which requires the use of the approach just north of the coffee shop which in your plans is no longer there. I can assure you we didn't invest over \$150,000.00 into this business to lose that approach. This approach is absolutely necessary to our business not to mention the other businesses that also use it.*
4. *In conclusion, we feel our business would be extremely affected by your proposed changes. We believe the State of North Dakota is supposed to be in a developing mode; not one that is going to hurt a business that has been a cornerstone of the community of Watford City for 77 years.*

Please reconsider these changes from our business point of view.

Brenda Whitman

112 South Main Street
P.O. Box 19
Watford City, ND 58854
701-842-4690

Comments: In April 2006 I opened a drive through coffee shack at 112 South Main Street. In looking at your proposal for the Main Street renovation it shows that you're taking out my driveways. If I don't have drive ways for my customers to enter and exit then I don't have a business. Please leave the driveways to my business with the curb in between.

Verbal

Verbal comments and questions were raised and it was emphasized that all these should be written down on a comment sheet and submitted to ensure proper documentation and action. The following verbal comments were received:

Comment: Some people were wondering how the bidding process worked with respect to the asphalt and concrete options for the Main Street segment of this project. Their concern is how NDDOT will determine the city's cost share associated with the difference in concrete and asphalt bid prices. They asked if it was possible to bid both options so that the city could then make a decision as to where they stood with respect to their share of the project's costs.

Comment: The sidewalk widths were also an issue that was discussed. The attendees at the hearing said that the city has had discussions on the widths of the sidewalk and would like to make the sidewalk on the west side of Main Street 12 feet wide the sidewalk on the east side of Main Street 14 feet wide.

Comment: A concern was expressed regarding the lack of pedestrian crossing in the area of the playground/park. The closest crossing in this area is at Park Avenue.

Comment: The proposed multi-use trail location was questioned. The preliminary layout for the multi use trail from Main Street to 4th Street shows offset from the back of the proposed curb from 7.5 to 25 feet. Some of the comments that arose were with regards to the width of the boulevard.

POST HEARING

Following the hearing state, city and federal highway officials will review the proposals under consideration and the basis of what has been expressed at the public hearing. When all factors affecting design features have been satisfactorily accommodated, the NDDOT will make final design decisions and request approval from the division administrator of the Federal Highway Administration (FHWA) before proceeding with the final plans.

VIDEO SCRIPT

Welcome to the public hearing on the proposed improvements for ND Highway 23 in Watford City. The purpose of this project is to improve the load carrying capacity, ride quality, pedestrian facilities, and drainage through Watford City.

This short video discusses a number of the project details but doesn't attempt to address all of the details in the project concept report. Copies of the report are available for review at this hearing. If you have questions, comments, or suggestions about the project, please talk to a DOT representative today.

This project is on ND Highway 23 through Watford City in McKenzie County. The project begins at the Junction of US Highway 85 and runs north and east to the junction of 7th Street.

US Highway 85 and Main Street along with 4th street were constructed in the 1950s, while Park Avenue and 3rd street were built in the 1930s. While these streets and roads have served the community of Watford City well - the current pavement has several areas of concern including: depressed joints, rutting and longitudinal cracking. The intersection of highway 85 and 23 has had to be repaired repeatedly due to pop outs. The pavement on the east-west portion of the project lacks a pronounced crown in the roadway and has pavement degradation due to previous utility cuts made.

The curb and gutter is in very poor condition in places and also lacks a consistent height. The sidewalk has deteriorated and has some trip hazards. The roadway

segment also has poor drainage. The proposed project will improve the roadway, ride quality and safety of this section.

Watford City has plans for the future which includes a renaissance zone. The segment from the junction of US highway 85 to 4th Avenue and from Main Street to 2nd Street is located in this renaissance zone. The goal of the renaissance zone is to retain essential services and stimulate growth with enough flexibility to maintain traditional values and promote new and innovative development.

ND Highway 23 is a state corridor on the National Highway System. A good, safe and efficient highway system is important to the region, as rural areas are dependant on the highway system to meet the needs for agriculture, industry, commerce and tourism, which is the basis of the overall economic well-being of the area.

The project is split into two segments. The two segments will be referred to as Main Street and 4th Avenue respectively. The Main Street segment runs from the junction of highway 85 north to the intersection with 4th Avenue. The 4th Avenue segment runs east from the junction of Main Street to 7th Street.

Main Street:

This segment will be reconstructed, which will consist of the roadway, sidewalks and adjacent accesses. There are two options for the roadway surfacing, asphalt and concrete. The original scope of the project called for asphalt surfacing. The city requested that concrete be used for reconstruction of Main Street. If concrete is to be used the city is responsible for the difference in cost from the asphalt option. After several discussions with the city, Watford City officials have decided that they are willing to fund the concrete option and the additional costs associated with it.

The two surfacing options for Main Street consist of the following:

The asphalt option will be composed of 4 inches hot bituminous pavement and 15” aggregate base.

The concrete option will consist of 8 inches concrete pavement and 8” aggregate base.

The width of proposed typical section on Main Street has been brought up as an issue to address. Main Street is currently 60-feet wide and the proposed project is looking at reducing the width of the street to either 48-feet or 54-feet. The following options are being proposed:

Option 1: Forty-eight feet would consist of 12-foot driving lanes and 10-foot shoulders not including curb and gutter width. The sidewalks would be 16-feet wide.

Watford City officials didn’t favor this alternative. They requested a wider section to allow for more convenient snow removal and maintenance activities.

MAY WANT TO USE GRAPH BELOW AS GRAPHIC IN VIDEO

48’ Width Pro’s	48’ Width Con’s
-----------------	-----------------

- Provide wider sidewalks
- It is a “typical” width
- Provides more room for aesthetic improvements

- Watford City does not favor this alternative

The second option of going to 54-foot wide proposed typical section on Main Street includes 12-foot driving lanes and 13-foot shoulders, not including the curb and gutter. The sidewalks would be 13-feet wide.

This width is preferred by Watford City officials because it allows better options for snow removal and still provides adequate sidewalk space for pedestrians.

MAY WANT TO USE GRAPH BELOW AS GRAPHIC IN VIDEO

54' Width Pro's	54' Width Con's
<ul style="list-style-type: none"> • Watford City's preference More room allows for better snow removal and maintenance activities • Provides adequate sidewalk widths 	<ul style="list-style-type: none"> • Provides less area for pedestrian and aesthetic improvements • Not “typical” width

There have been three alternatives discussed for the Fourth Avenue segment of this project. The original scope was to mill and overlay this segment. Alternatives or options that have been explored include:

The first option called a Thin Lift Overlay would consist of 1.5 inches of Hot Bituminous Pavement.

This option is a low cost alternative and would allow the remainder of the available money to be allocated to other project concerns such as storm sewer and other utilities.

But residents should keep in mind this option would be a short term fix and doesn't accommodate the city's plan to replace sewer and other utility work. It may repair rutting on the street but not the longitudinal cracking which has been a problem.

The second option for Fourth Avenue includes - Mill & Overlay - which would consist of milling one inch and an overlay of four inches of Hot Bituminous Pavement.

This option would correct pavement problems and might work better with plans for storm drain improvement and other utility work.

Factors to consider for this option include:

- The removal and replacement of the curb and gutter in addition to removal and replacement of the existing multi-use trail which is in good condition.
- Greater costs may be placed on the city if the project is over budget.

The third option for Fourth Avenue is asphalt reconstruction. This would involve complete reconstruction of the roadway with 4 inches of hot bituminous pavement and 15 inches aggregate base.

This option would allow the installation of storm sewer, sanitary sewer, and other utilities.

The main concern associated with this option is its cost. Since this option goes beyond the original scope and budget of the project the majority of its cost may become the city's responsibility.

Traffic Operations:

The traffic in the area of the ND 23 and US 85 intersection will continue to operate in the future as it is presently, *except* that the southbound left turn lane on ND 23 should be lengthened to 100 feet for safety reasons and pedestrian crossing signs should be updated.

Storm Sewer or Water Drainage:

Watford City officials requested researching current drainage patterns and possible improvements with the proposed project.

For the Main Street portion of the project there are two options. The first option is to leave the current drainage system as is, which consists mainly of surface flow on the streets.

The second option is the installation of a storm sewer system from Third Avenue to the junction of Highway 85 and 23, which will consist of slotted and vane grate inlets that will funnel runoff south and tie into the existing storm sewer system.

In looking at storm sewer and drainage for the Fourth Avenue segment of the project two options have been proposed. The first option is to do no work to enhance the current system which consists mainly of surface flow.

The second option would consist of installing a storm sewer from Main Street to 7th Street. Watford City requested exploring this option to fix flooding problems on 4th Ave. The proposed drainage system will begin intercepting runoff at the intersection of Main St and 4th Ave and will funnel runoff into a line that will move the water east and north.

Lighting

The lighting system disturbed during construction will be replaced. The City is looking at adding decorative lighting to Main Street.

Sidewalks and Multi-Use Trails

On Main Street the sidewalks are to be removed and replaced. City officials are looking at adding a new look by incorporating decorative colored crosswalks and decorative tree grates around trees in this part of the city.

The proposed project also includes constructing a multi-use trail that would run parallel to ND23 from Main Street to Fourth Street on the north side of the road. The new trail would tie into the existing multi-use trail which goes from Fourth Street to Seventh Street.

The proposed project may also include some landscaping.
No residences, businesses, or farms will need to be relocated as part of this project.

Funding

This project is being funded through the North Dakota Small Town Revitalization Endeavor for Enhancing Transportation (ND STREET) program where the NDDOT will provide \$2 million of federal funds and a maximum of \$250,000 of state funds for construction of the Watford City section. The city of Watford City is responsible for 10% of the project's cost (to a maximum of \$ 2.5 million) and 100% of costs above \$2.5 million.

The ND Street Program was developed in the fall of 2004 largely through the discussions with several cities including Watford City, regarding the desire of those cities to see an improved state highway corridor passing through their cities.

The ND Street Program was developed by reassigning some of the funds that currently go towards maintaining and improving the rural state highway program. No new dollars were available for the newly created ND Street Program. In order to still provide enough funds to move freight across the North Dakota state highway system, the NDDOT intended to dedicate no more than \$3 million per year to the program itself, with a maximum allocation of \$2 million to any specific city's project. The intent of that program was that if the city were to be granted a \$2 million project that the \$2 million grant would be a ceiling of state assigned federal spending for that project. The program also had policy provisions that if the existing pavement through a city was asphalt and there was not a substantial amount of truck traffic through the corridor, then the new pavement surface would also be asphalt unless the city elected to pay the difference in funding.

Construction of the project is anticipated to begin in 2008.

It's important that North Dakota citizens understand how highway projects are funded and how the Department of Transportation acquires right-of-way. This video will explain both processes briefly. If you have any questions, please ask a DOT representative.

All money to build our roads, streets, and bridges comes from state and federal trust funds, which collect fees from people who use the highways. Most of the funding in the state highway distribution fund comes from the state motor fuel tax. The North Dakota motor fuel tax is 21 cents per gallon. Funding also comes from special permits and fees paid by truckers, motor vehicle registration fees, driver's license fees, trip and equipment permits, and motor vehicle license fees. State highway distribution monies are split according to a formula between the state, counties, and cities.

In 1956, Congress established the Highway Trust Fund to finance the federal-aid highway program. Some of the monies come from federal taxes on tires, tubes, and truck parts. The main source of funding is the federal motor fuel tax, which is currently 18.4 cents per gallon for gasoline, 24.4 cents per gallon for diesel fuel, and 13 cents per gallon for gasohol. Part of these federal fuel taxes goes to reduce the federal deficit. Federal highway trust fund monies are split between the states

according to a formula. Each state transportation agency plans and develops its highway projects, but most of the funds are federally provided and require Federal Highway Administration approval.

A project's location and description determine what percent of the funding will be federal, state, county, or local. Congress decides how the states can use federal highway funds. The federal and state transportation agencies also consider the social, economic, and environmental effects of projects.

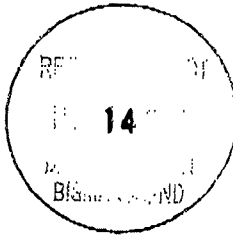
Once the construction plans for a project are prepared and the DOT is authorized to purchase right-of-way, DOT appraisers contact owners of land needed for right-of-way. The appraisers answer questions the land owner may have, inspect the property, take photographs, and gather information needed to determine the fair market value of the property. If the state's offer is not acceptable to the landowner, he or she may choose to have the court establish the amount of just compensation.

A relocation assistance program offers various kinds of help, financial or otherwise, for owners and tenants who are displaced by the purchase of right-of-way. The DOT has brochures explaining right-of-way acquisition in more detail. If you have right-of-way concerns, please talk to a DOT representative.

The Department of Transportation will make a transcript of this hearing available to all interested persons. Any comments that you make at this hearing will be included in the transcript. In addition, any written comments the DOT receives on or before November 14, 2006 will be included in the transcript. All your comments need to go to Roger Weigel, Design Program Manager 1, North Dakota Department of Transportation, 608 East Boulevard Avenue, Bismarck, North Dakota 58505-0700.

After this hearing, DOT and the Federal Highway Administration engineers will review the proposals, along with any new information or comments brought out at the hearing or received in writing afterwards. When all factors have been considered, the DOT director and Federal Highway division administrator will approve design features of the project so that final plans can be developed.

Thank you for participating in this public hearing. We appreciate your comments and questions.



Comment Sheet

Public Hearing held October 30, 2006

ND 23 from the junction of US 85 north and east to the junction of 7th Street NE

Project # SNH-7-023(026)000

Name (Please Print) Rick M. Jore (City Engineer City of Watford City)

Address (Please Print) 213 2nd Street NE

Phone Number 701-444-2533

I wish to offer the following comments: see attachment

Multiple horizontal lines for additional comments.

Please submit comments by November 14, 2006 to:

Roger Weigel, Program Manager 1
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505-0700

Fax # (701) 328-0310

E-mail to: rweigel@nd.gov

Note: "Public Hearing" in email
subject heading

- 1.) Sidewalk widths along Main Street 14' on East and 12' on West.
- 2.) Main Street Width 54', concrete
- 3.) Locate Walking Path Adjacent to curb along 4th Ave. NE, from 4th Street NE to N Main Street.
- 4.) Remove as much as possible from hill in front of B&H body shop.
- 5.) The city would like to see the State accommodate the businesses accesses along Main Street and 4th Avenue.

Rick M. Jore
City Engineer
City of Watford City

Comment Sheet

Public Hearing held October 30, 2006

ND 23 from the junction of US 85 north and east to the junction of 7th Street NE

Project # SNH-7-023(026)000

Name (Please Print) Doug Anderson (Doug's Auto Repair)

Address (Please Print) 116 S. Main Box 447 Watford City.

Phone Number 701-444-2953

I wish to offer the following comments:

I would like to keep the existing driveways as they are with the addition of longer driveway at the north end of my property.

Thank you,
Doug Anderson

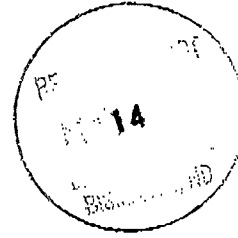
Please submit comments by November 14, 2006 to:

Roger Weigel, Program Manager I
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505-0700

Fax # (701) 328-0310

E-mail to: rweigel@nd.gov

Note: "Public Hearing" in email
subject heading



Comment Sheet

Public Hearing held October 30, 2006

ND 23 from the junction of US 85 north and east to the junction of 7th Street NE

Project # SNH-7-023(026)000

Name (Please Print) Brent Sanford dba S&S Motors
Address (Please Print) 361 North Main Street Watford City, ND

Phone Number 701-444-2341

I wish to offer the following comments: In regard to section 21 on the north side of 4th Ave NE between Main and 2nd St NE. Between Carquest and the Church is property owned by my wife and myself and used commercially as an integral part of S&S Motors' business. It is used as a truck sales lot. The property is also a potential expansion area for a new business facility for ourselves or to sell to a new entity desiring to build a facility there. I would like to see the following changes to the 10/30/06 design:

- 1.) Move the walking path to the curb.
 - * The path as drawn will come in 37 feet, which is too far.
 - * There will be an excessive amount of grass to maintain between the curb and path.
 - * Straighten the walking path
- 2.) Add a driveway to the property.
 - * For access and future commercial expansion, this is critical.
 - * ~~The~~ A 30 foot driveway would be preferable.
 - * Across from the alley on the south side of section 21, would be preferable.

Brent Sanford 11-8-06

Please submit comments by November 14, 2006 to: Roger Weigel, Program Manager 1
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505-0700

Fax # (701) 328-0310
E-mail to: rweigel@nd.gov
Note: "Public Hearing" in email subject heading



B & H Body Shop Inc
113 S Main
Watford City, ND 58854

Odean Bendixson
705 2nd Ave NE
Watford City, ND 58854

Phone number: (701) 842-3304

SNH-7-023(026)000

I wish to have the property left open as is for customer parking. The City designates to have ample parking for the size of the building. There have been no accidents in front of this property in the 45 years that I operated or owned this business. You can contact the Watford City Police Department to verify there have been no accidents here.

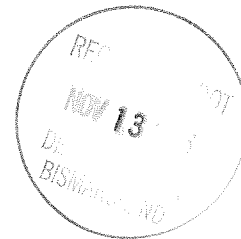
The no curb is necessary to drive in or back in large trucks and stock trailers. The way the building is, you sometimes have to come in at an angle. There is plenty of room to back vehicles out and turn them without getting into the driving lane. Please note that in front of the Visitor Center the cars extend out into the turning lane; an accident waiting to happen. The very south driveway is handy the way it is but I would not object to a curb there.

If you were to block this off, it would decrease the value of the property a great deal. This is a farm community which has stock trailers, large grain trucks, tractors and oil field trucks.

Please do not destroy my property.

Thank you.

Odean Bendixson





Comment Sheet

Public Hearing held October 30, 2006

ND 23 from the junction of US 85 north and east to the junction of 7th Street NE

Project # SNH-7-023(026)000

Name (Please Print) FARMERS UNION OIL CO.

Address (Please Print) 101 So main

Phone Number 701-444-3639

I wish to offer the following comments: Attached

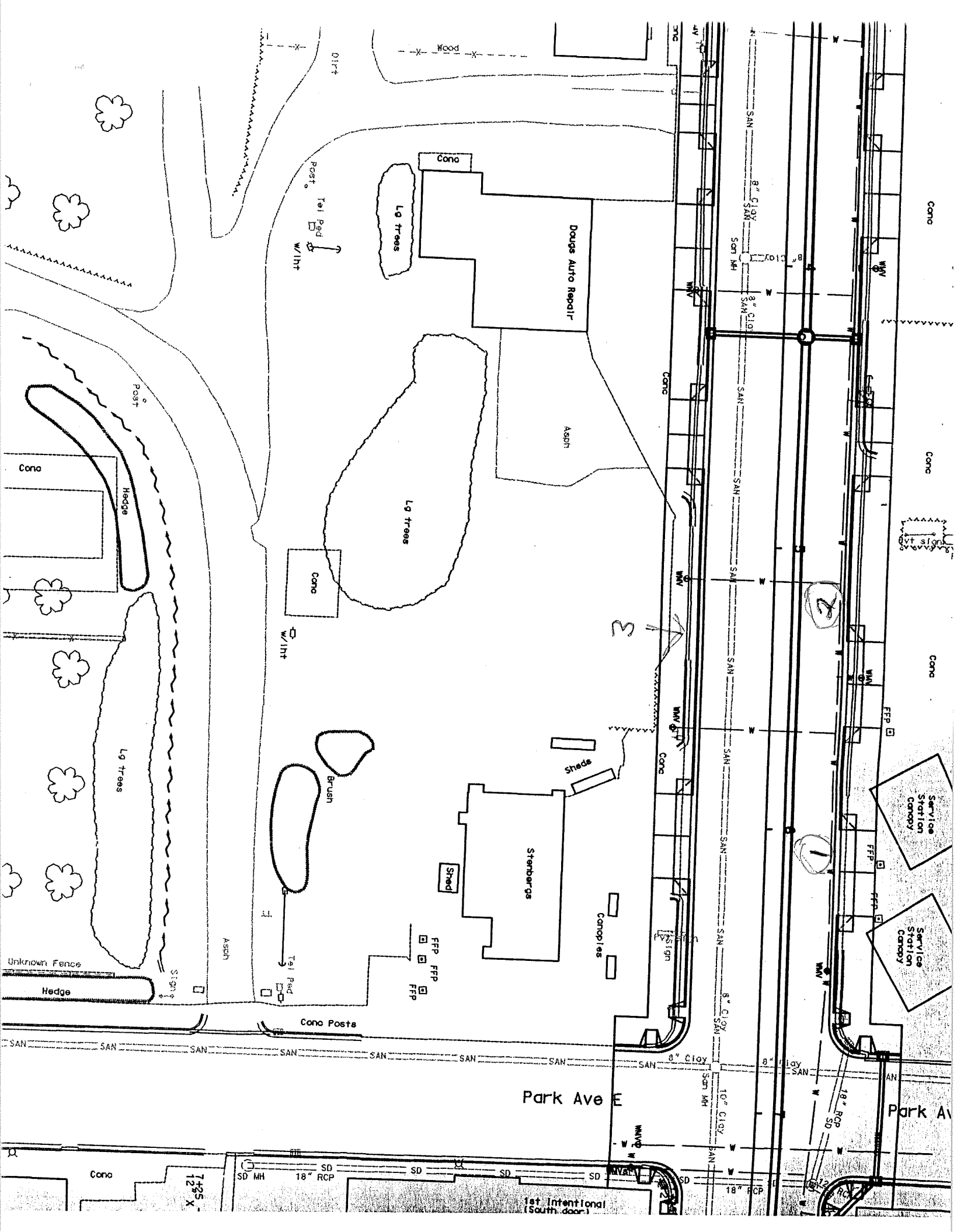
Multiple horizontal lines for additional comments.

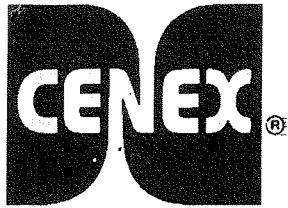
Please submit comments by November 14, 2006 to:

Roger Weigel, Program Manager 1
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505-0700

Fax # (701) 328-0310
E-mail to: rweigel@nd.gov

Note: "Public Hearing" in email
subject heading





Farmers Union Oil Company

PO Box 624 • Watford City, North Dakota 58854-0624

PHONE: 701-444-3639 • FAX: 701-444-4878

Farmers Union Oil Co. of Watford City would like to make the following Comments on the proposed street changes we have marked on the enclosed map.

1. Approaches at the main station at 101 So. Main need to be wider because semi-trucks require more room than approaches are allowing for. Large trucks come here every day for fuel and tire repairs. The curb between the pump islands doesn't allow cars to leave the pump island without going around another car which can't be done. There has never been a curb gutter there and there is no reason for it now. There has never been an accident on the street because of the way it is now. This is a farmer owned business and in the last 20 years farmers have made the switch from little trucks to semi-trucks needing fuel and tire repairs daily and at present time this is the only place in town to get a truck tire fixed so as you can see this is our business and it would be greatly effected.
2. The approach south end of our lot is not big enough now to allow freight trucks to get backed into the warehouse without tying up traffic on the street; a smaller approach would tie up traffic longer than it does now.
3. This spring we purchased the station across the street at 100 So. Main to help move larger vehicles over there to help free up some of the congestion here which requires the use of the approach just north of the coffee shop which in your plan is no longer there I can assure you we didn't invest over \$150,000.00 in to this business to lose that approach. This approach is absolutely necessary to our business not to mention the other business that also uses it.
4. In conclusion, we feel our business would be extremely affected by your proposed changes. We believe the State of North Dakota is supposed to be in a developing mode; not one that is going to hurt a business that has been a cornerstone of the Community of Watford City for 77 years. Please feel free to call or meet with me if you need further comments or a better explanation.

PLEASE RECONSIDER THESE CHANGES FROM OUR BUSINESS POINT OF VIEW.

THANK YOU
Curtis Sorenson - Pres.
Joy Dale mgr.

BOARD OF DIRECTORS
FARMERS UNION OIL CO.
BOX 624
WATFORD CITY N.D. 58854
701-444-3639



Comment Sheet

Public Hearing held October 30, 2006

ND 23 from the junction of US 85 north and east to the junction of 7th Street NE

Project # SNH-7-023(026)000

Name (Please Print) Brenda Whitman / Main street grund
Address (Please Print) 112 S main st. PO Box 19

Phone Number 842-4690

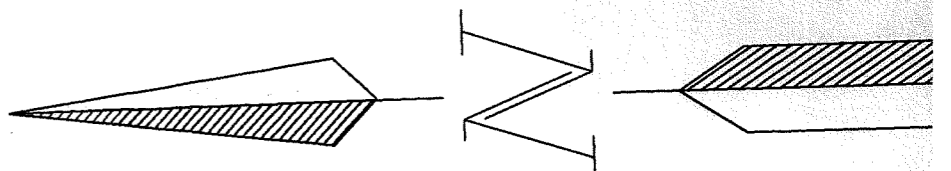
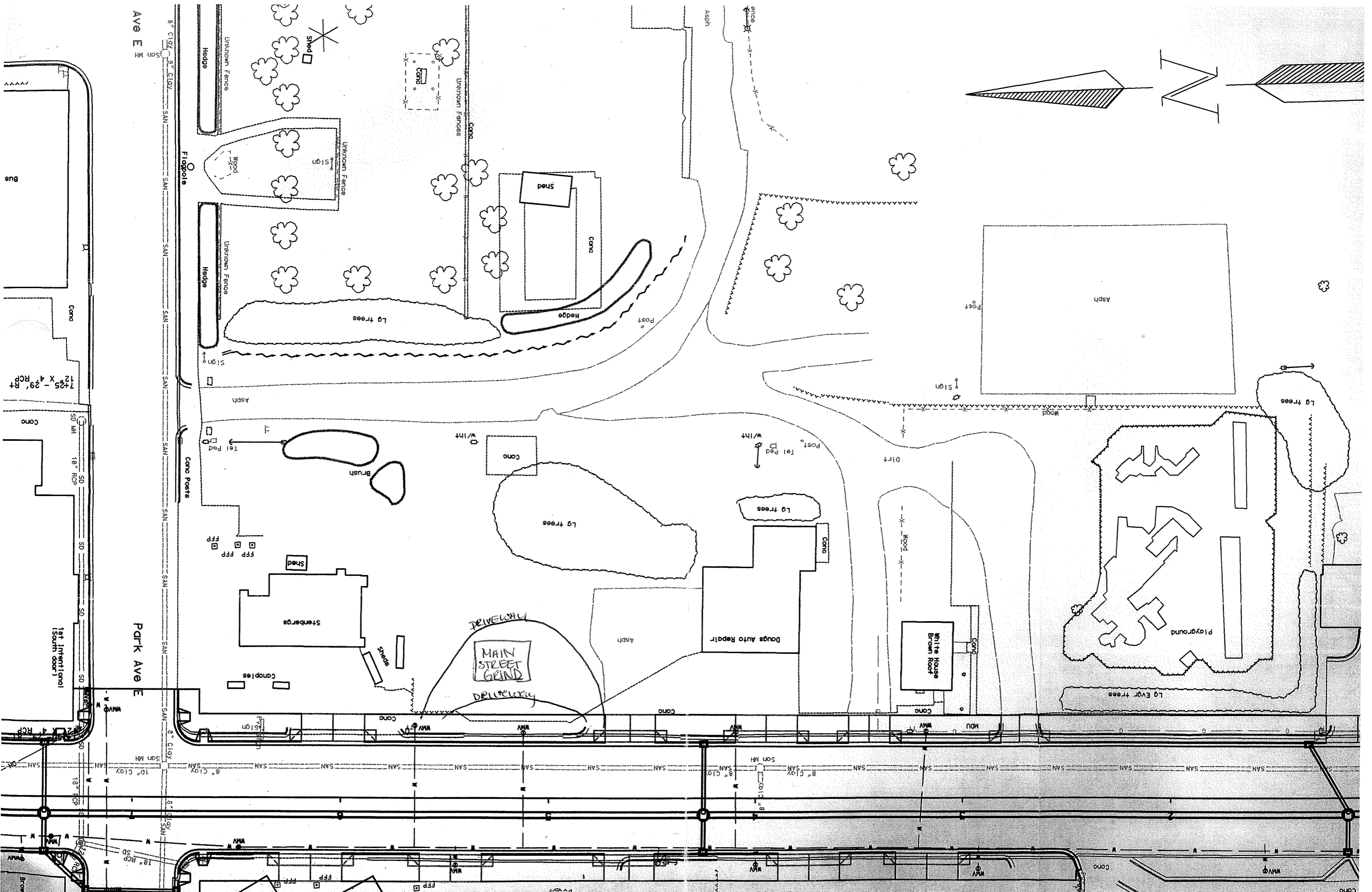
I wish to offer the following comments: In April 2006 I opened a
drive thru coffee shack at 112 S main street. In
looking at your proposal for the main street renovation
it shows that your taking out my driveways.
If I don't have drive ways for my
customers to enter and exit then I don't
have a business. Please leave the driveways
to my business, with the curb in between.

Thank you!

Please submit comments by November 14, 2006 to:

Roger Weigel, Program Manager I
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505-0700

Fax # (701) 328-0310
E-mail to: rweigel@nd.gov
Note: "Public Hearing" in email
subject heading



Ave E

Park Ave E

12'25" X 4'29" RCP

1st Intentional (South door)

MAIN STREET GRIND

DRIVEWAY

DELIVERY

bus

Conc

Conc

Conc

Unknown Fence

Unknown Fence

Unknown Fence

Unknown Fence

Conc Posts

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Wood

Sign

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush

Shed

Canopies

Conc

8" Clay

8" Clay

8" Clay

18" RCP

Conc

Sign

Lg trees

Lg trees

Asph

Brush