

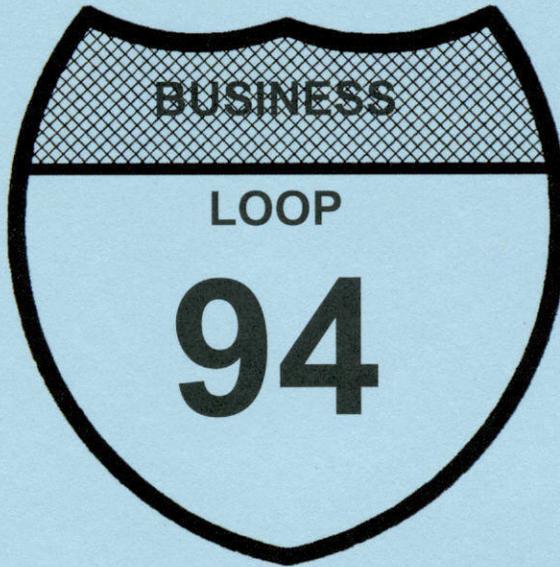
TRANSCRIPT OF PUBLIC HEARING

West Main Street (Heart River to ND 6) & Heart River Bridge

Project No.
BRU-1-094(099)915
SU-1-094(100)915

PCN
16593
16594

Mandan, ND



Prepared by

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA**

<http://www.dot.nd.gov/>

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23 USC § 409
NDDOT Reserves All Objections

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INTRODUCTION

The Public Hearing for project BRU-1-094(099)915 & SU-1-094(100)915 was held on February 26, 2007 in the Ed (Bosh) Froehlich Meeting Room of the Mandan City Hall between the hours of 5:00 p.m. and 7:00 p.m.

The meeting was advertised in the February 9th editions of the local newspapers "The Mandan News" and "The Bismarck Tribune". The Public Hearing notification was posted in the newspapers the same day. Informational flyers were sent out on February 22nd to approximately 125 residents who live in the area of the project.

EXPLANATION OF HEARING PROCESS

PURPOSE

Public hearings, in regard to state highway projects, are held to inform the public of proposed highway improvements and to make known to the North Dakota Department of Transportation (NDDOT) the views of interested parties, prior to completion of final plans.

Such 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.

PROPOSED HIGHWAY IMPROVEMENTS

The proposed highway improvements have resulted only after careful study, review and consideration of all known pertinent factors. Engineering and economic factors, traffic behavior and desires, and also safety have, out of necessity, played an important part in the development of these proposals. However, the present and future environmental, economic and social needs of the individual, the community and state have also been considered. Study reports covering all alternatives considered are available for examination or reproduction.

HEARING PROCEDURE

The hearing was conducted as a combination open house and presentation style meeting; there was a short presentation during the open house meeting. There were various maps, exhibits and other displays placed in the hearing room for the participant's examination. These displays were placed to help the participants understand the project's plans and proposals.

Along with the exhibits, the participants were encouraged to make comments, ask questions and express their opinions. It is imperative that the participants express and comment on their opinions, as the proposed construction will have some considerable impacts to the community, businesses and surrounding areas. Comments identifying the effects upon individuals were also promoted.

NDDOT, the City of Mandan and Interstate Engineering, Inc. staff was on hand to answer and address any questions or concerns throughout the hearing.

2

EXPLANATION OF PUBLIC HEARING PROCESS

Oral comments were received and are identified later in this report. The information available to the public at the meeting is attached as Index 5 and consisted of the following:

1. Presentation
2. Power Point Presentation
3. Display Boards
 - ❖ Public Involvement
 - ❖ Typical Roadway Sections
 - ❖ Typical Bridge Sections
 - ❖ Shared-Use-Path (North Side)
 - ❖ Shared-Use-Path (South Side)
 - ❖ Shared-Use-Path (Combination)
 - ❖ Bridge Alternative 5A
 - ❖ Bridge Alternative 5B
 - ❖ Existing R-O-W (2 boards)

A comment sheet was included in the public hearing handout for written comments. A copy of the project concept report was placed at the main table for review.

Transcripts are furnished by the NDDOT and the Federal Highway Administration (FHWA) and are made available to any interested parties. These records are used in reviewing the points brought forth at the hearing and could potentially be used for final plans decision making.

POST HEARING

Following the hearing, state, city and federal highway officials will review the proposals under consideration on the basis of what has been expressed at the hearing. When all factors have been satisfactorily accommodated, the NDDOT will make the final design decision and request approval from the division administration of the FHWA of project location and design features before proceeding with the final plans preparation.

3

IN THE MATTER OF

HEART RIVER BRIDGE AND
WEST MAIN FROM HEART RIVER
BRIDGE TO JUNCTION HIGHWAY 6

NDDOT Project Number BRU-1-094(099)915 &
SU-1-094(100)915

TRANSCRIPT OF
PUBLIC HEARING

Taken At
Mandan City Hall
205 Second Avenue N.W.
Mandan, North Dakota
February 26, 2007

BEFORE INTERSTATE ENGINEERING

EMINETH & ASSOCIATES
Court Reporters
BISMARCK, NORTH DAKOTA
(701) 255-3513

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1 (The proceedings herein were had and made
2 of record, commencing at 6:00 p.m., Monday,
3 February 26, 2007, as follows:)

4 MR. SALWEI: I guess I would like to
5 welcome all of you here this evening and thank you
6 for coming. My name is Steve Salwei. I'm an
7 engineer with the Department of Transportation.

8 With me this evening I've got several
9 folks here. I've got Tom Little with the City of
10 Mandan. Federal Highway, unfortunately, was unable
11 to make it this evening. I have Kirk Hoff with the
12 Bismarck District sitting in the back. Most of
13 them are going to be in the back. I have Dave
14 Leftwich, Paul Benning, Stacey Hanson, Ranka
15 Samardzic, Sheri Lares, Tom Huncovsky, Jim Keller,
16 and Bob Fode, all with the DOT central office. Jim
17 Keller is our right-of-way expert here this
18 evening, so if we have any right-of-way
19 questions -- any specific questions, Jim might be
20 able to answer those for us.

21 With Interstate Engineering I have Randy
22 Pope, Donna Zimmerman and John Sauber.

23 The DOT, along with Interstate Engineering
24 -- excuse me. The DOT, along with the City of
25 Mandan, we hired Interstate Engineering to write

1 the project concept report, the environmental
2 document for us. So that's why Interstate is here.

3 We're here basically to talk about the
4 West Main and the Heart River Bridge project.
5 We're looking at reconstructing Main from Highway 6
6 to the bridge and then also reconstructing the
7 Heart River Bridge.

8 Now, these projects, they're on what we
9 call the primary system, and basically what that
10 means is 80 percent will be federal dollars and 20
11 percent will be state dollars. There won't be any
12 city dollars in the construction of the roadway or
13 the bridge. However, if the City of Mandan decides
14 to update any of the water or sewer lines, that
15 would be a hundred percent City of Mandan funds.

16 Now, this is the public hearing and this
17 is your final opportunity to make comments on these
18 projects, so your input is important to us. And at
19 this point I'd like to turn it over to Randy Pope
20 and he will walk you through the details of these
21 projects.

22 MR. POPE: Thank you, Steve. What we plan
23 on doing is going over a little bit of the
24 construction history and how the bridge got to be
25 there and what's been done in the past. Donna is

1 going to go over the public participation that's
2 been done to date and what we've done to try to get
3 the information out on the project. John is going
4 to go over the proposed project, what alternatives
5 are being looked at, what unresolved issues are
6 still out there, some of the issues about
7 right-of-way and utilities, and at the end we will
8 go over what the proposed schedule is and go over
9 how you can give comments. At the end we also plan
10 on asking for any comments or input that any of you
11 may have, and so if you've got any questions, if
12 you can, we would like you to hold it till the end
13 of the presentation and we will get it all in the
14 record at that point and answer your questions as
15 best as we can.

16 The Heart River Bridge was built
17 originally in 1946. It was rehabbed in 1958. It's
18 324 feet long. The total width of the deck is 38
19 feet with a 32-foot clear roadway. It's got steel
20 girders underneath the deck and a concrete deck on
21 top of that. Because of its age, it is a
22 historic -- it's eligible as a historic bridge.

23 During the 1958 rehabilitation, the
24 structure was raised about five and a half feet.
25 This was done because of the Heart River Flood

1 Control Project. At the same time as it was
2 raised, 20-foot approach spans were added at both
3 ends of the project -- both ends of the bridge.

4 There have been some recent problems with
5 the structure. In October 2005, a hole formed in
6 the deck all the way through it. It went down to
7 one lane of traffic and an emergency project was
8 done at that time. The existing deck has
9 effervescence, cracking, stains, and that's over 60
10 percent of the deck area, so it is in relatively
11 poor condition.

12 On the West Main portion of the project,
13 we have a 27-foot asphalt roadway. There is no
14 curb and gutter and really no parking along any of
15 it with the 27 feet of width. Currently there is
16 water, sewer, telephone, gas. You can see some of
17 the overhead power and the wood-poled streetlights
18 that are there. There are a number of utilities
19 which actually currently physically cross on the
20 bridge, itself.

21 The project ends then at the intersection
22 with Highway 6. There are some decision items that
23 John will bring up, some undetermined items at this
24 point, but that's in general where the project will
25 end.

1 Donna, would you like to talk about --

2 MS. ZIMMERMAN: Thank you. Public
3 involvement really at Interstate Engineering we
4 believe is one of the key elements in the
5 successful completion of any project, especially a
6 project of this magnitude. We believe that letting
7 you, the public, know as much information as
8 possible as early on as possible is very important
9 to the outcome of the project.

10 In order to do that, we utilize a variety
11 of communication tools, and one of the first things
12 we did for this particular project was to develop a
13 mailing list. I've got a board right by the pillar
14 here. One of the things we usually do is take into
15 consideration all the businesses and entities that
16 are located along the project corridor obviously
17 directly affected by the project. We oftentimes
18 refer to these entities or businesses, individuals
19 as stakeholders because you do have a major stake
20 in the outcome of the project.

21 Our mailing list also includes City of
22 Mandan officials and North Dakota Department of
23 Transportation officials, and one of the things we
24 do with that then is we send out a newsletter that
25 enables us to have addresses in front of us to send

1 out a newsletter, keeping you informed on things
2 like such as the public hearing tonight, the public
3 input meeting we had before. If there's anyone
4 here -- this is the one that just went out. If
5 there's anyone here who did not receive this or you
6 don't think you're on the mailing list -- and if
7 you didn't receive it, you're probably not -- I
8 have it with me, please see me after the meeting, I
9 would be glad to add your name to the list, or if
10 you believe you have -- maybe there's a discrepancy
11 in your address, please come and see me about that,
12 too.

13 We also utilize a number of other
14 communication tools to help communicate information
15 about the projects. John has a variety of boards
16 here tonight to try and relay the different
17 alternatives and things that will be involved with
18 the project.

19 A couple of the other things that we do is
20 we work with the North Dakota Department of
21 Transportation to publicize the ad notices about
22 the meetings, as well as news releases and such, as
23 well as at the end compiling all the information.

24 As Steve said, this being the public
25 hearing, this is your last opportunity to comment

1 about the project. I would like to point out that
2 there was a public hearing handout -- I think most
3 of you got that when you came in the door -- and
4 there's a comment sheet attached to it. Please
5 feel free, please submit any comments that you
6 have. All the contact information is on there, and
7 we provide you a variety of avenues to submit your
8 comments. John's information is all there. You
9 can either fax that, you can fill it out tonight
10 and turn it into us, or if you prefer to mail it,
11 the mailing address is there, as well, and you can
12 also e-mail. For those of you computer gurus out
13 there who pretty much live your lives via the
14 computer these days, we provide that avenue to you,
15 as well.

16 And as Randy said, this public information
17 is very important. We're providing you with the
18 opportunity to help make some of the last decisions
19 that are going to be presented here tonight. So
20 please submit your comments. And with that, John.

21 MR. SAUBER: Thank you, Donna. Again, my
22 name is John Sauber with Interstate Engineering.
23 Basically I'm going to go through what we're
24 talking -- what exactly this project really is, the
25 proposed improvements.

1 Basically at this point the decisions are
2 to replace that existing bridge with a new bridge.
3 You know, of course, a wider bridge, we have the
4 typical sections over there, add a shared-use path
5 to that, and we will be reconstructing that portion
6 of Main Street from the bridge to Highway 6 with a
7 new concrete roadway and provide a shared-use path
8 along that.

9 There's the same board that you see up
10 there. The existing bridge really between the
11 curbs is only 32 feet. What we'll have when we're
12 done would be a 40-foot clear roadway with a
13 10-foot shared-use path.

14 The same board you've seen already. Right
15 now it's 27-foot, as Randy said, asphalt with
16 really no parking, no extra width out there at all.
17 When we're done, we'll have 42 feet, curb and
18 gutter. It will be curb and gutter. Curb to curb
19 it will be 40 feet, concrete roadway, again, a
20 shared-use path, 10 feet.

21 Traffic control on this project from the
22 very beginning we knew was going to be a big issue.
23 Basically with the location of this structure, this
24 project, and other activities going on within the
25 City of Mandan in the year of 2008, traffic must be

1 maintained through this area. So we found
2 ourselves debating just a couple things. It's not
3 really an issue of whether or not you're going to
4 have it. You are. It's how much -- how
5 accommodating can we be. Can we keep one lane
6 open, can we keep two lanes open? Obviously we
7 have to address that.

8 This didn't turn out as well as I hoped.
9 This is a cover for a 4(f) document. What that is,
10 as Randy mentioned, because of the age of this
11 structure, it is eligible to be listed on the
12 historic places. It's eligible. It's not on
13 there. Because of that eligibility, we were
14 required to look at alternatives that would not
15 adversely affect the historic integrity of the
16 bridge. We did so and found that there was
17 basically no alternatives that retained that
18 historic integrity and provided the transportation
19 facility that we need to have. And that whole
20 process is contained inside this document which has
21 gone to the State Historic Preservation Office that
22 we were having adverse effect, and apparently it
23 has been forwarded on to higher levels for
24 concurrence.

25 Alternatives. Start with alternative 5A.

1 Why are we starting with 5? Well, 1 through 4 were
2 listed in that previous document and were
3 determined not to be reasonable and prudent.

4 It would be -- 5A is constructing a new
5 bridge. We provide two lanes of traffic through
6 the project during the construction. In order to
7 do that, we have to build the new bridge in stages,
8 and it would require approximately a 20-foot
9 centerline shift to offset this new bridge and
10 construct it. That centerline shift of 20 feet may
11 require a little additional right-of-way, which is
12 on the board up here -- I'll get to that a little
13 bit later -- not much right-of-way, but a little.

14 When we talk about stages, what are we
15 talking about quickly? Stage 1, maybe remove part
16 of the old curb on the existing bridge, put up a
17 temporary barrier, leave traffic on that old
18 bridge, shift off to the -- shift the alignment,
19 start construction portion of your new bridge.

20 Stage 2, put a temporary barrier on a
21 portion of your new bridge, get your traffic over
22 on that, remove that -- remove the rest of that old
23 bridge.

24 Then stage 3 is finally maintaining
25 traffic on the portion that was originally built

1 and finalize your structure. It's a way to keep
2 traffic going through this area while this is being
3 constructed.

4 The other alternative as listed that we're
5 bringing to you tonight as a finalist is 5B. It's
6 essentially the same with the exception that the
7 shift and alignment would only be 10 feet. What
8 that does is for the first phase or two of
9 construction you would only be able to maintain a
10 one-way traffic similar to what happened when they
11 had the emergency project a couple years ago, if
12 you guys are familiar with driving through that,
13 keeping one lane open so you would have traffic
14 moving from west to east and then stop and that
15 sort of thing. Again, it requires only about half
16 the alignment shift, likely would not have any
17 additional right-of-way required with this one.

18 Again, really quickly, the first thing you
19 do here, set up a temporary barrier, remove a
20 portion of the bridge over to where that barrier
21 is. What you got left then is enough to maintain
22 two lanes, you can carry just one lane of traffic
23 across this existing bridge, construct your portion
24 of your new one while you're maintaining one lane
25 of traffic. Now at this point you've got a portion

1 of your new bridge constructed, you put your
2 temporary barriers on and put two lanes of traffic
3 once you're this far, remove the rest of the old
4 bridge and, again, get to your completed structure.

5 5A versus 5B. Well, 5A, as we talked,
6 would require -- would potentially require
7 additional right-of-way. How much? Maybe a tenth
8 of an acre. We're not talking about anything
9 terribly substantial. This 5A would allow you to
10 maintain two-way traffic during construction.

11 Alternative 5B, you would have a couple
12 phases of construction where you would just have
13 one-lane -- one-way traffic through there or one
14 lane of traffic.

15 Did a little estimating. You start to do
16 that where you got just one lane crossing, people
17 are going to be held up and waiting. We estimate
18 you could see user cost around \$700,000 for those
19 phases where people are sitting there waiting for
20 their turn to cross the bridge.

21 Other unresolved issues, location of
22 shared-use path. Three alternatives we're looking
23 at, the north side of the roadway, south side of
24 the roadway, a combination thereof with a crossing
25 somewhere between the bridge and Highway 6

1 potentially.

2 Another issue that is unresolved at this
3 point is the southwest turn radius on Highway 6 was
4 identified at a previous meeting as having
5 potential problems with larger trucks making that
6 movement. So the question is should reconstruction
7 of part of that become part of this project.

8 Shared-use path alternative 1, again, this
9 is just a copy of the map we have up in front of
10 us. North side, starts off on the north side,
11 stays on the north side, crosses and then maybe a
12 turn-around, put you on the north side. Questions
13 there are, you know, once you get across the river,
14 residents are on the south side, people are there,
15 so a question of whether that would be a benefit.

16 Or you can put it on the south side.
17 Impacts there are if you put it on the south side,
18 that first few hundred feet from the intersection
19 of Highway 6 you would have to acquire right-of-way
20 to actually build this. There's not enough room to
21 put a path on the south side without getting
22 additional right-of-way.

23 A combination of the previous two
24 alternatives, maybe you start on the north side,
25 you go for a ways maybe. Does it make sense to get

1 to the south side at some point? You could do so.

2 Just looking at alternative 1, what's the
3 logical termini on the north side when you get
4 across the river? Alternative 2, obviously you
5 would have to acquire right-of-way if you're going
6 to build that bike path. Alternative 3, well, you
7 could deal with some of those issues, but then
8 you're going to be requiring a crossing at an
9 uncontrolled location along this route.

10 Southwest turn radius. The pointer right
11 there is that southwest radius. Apparently -- and
12 it was verified by an analysis we did. The
13 discussions were that this maneuver is difficult to
14 do with larger trucks, and our analysis more or
15 less verified that, so the question is should
16 partial reconstruction of this intersection be
17 included in this project.

18 Quickly touch on utilities. Randy kind of
19 did a little bit. There's a gas line crossing the
20 bridge, telephone conduit. I don't know if that
21 was still active. There's a stream gauge. There's
22 a storm sewer that exits near the bridge on the
23 west side. Along the roadway, the same thing.
24 There's water line crossings, I believe two, one
25 sanitary sewer crossing, numerous other utilities

1 crossing and running longitudinally along the
2 project.

3 Proposed utility improvements. The City
4 of Mandan has indicated that they would like to
5 replace their crossings of water lines and sanitary
6 sewer lines under the roadway. Other improvements
7 would be a new streetlight system likely as this
8 one will be impacted by construction that currently
9 exists, then, of course, you know, if somebody
10 still needs to use the bridge, has a means to get
11 utility across, provisions could be made for that.

12 Again, this is just a copy of the boards
13 that are up in front of you, just where we have
14 shown what we assume to be the right-of-way lines,
15 the right-of-way being the department-owned
16 property which they can build their road on. The
17 same thing, just farther east.

18 Moving into just cost estimates and
19 funding quickly. We're looking at \$2 million for
20 alternative 5A, 1.9 million for 5B on the bridge,
21 and it's very close, very similar numbers. Funding
22 is 80 percent federal, 20 percent state, zero for
23 the city.

24 On the street portion, concrete pavement
25 has been decided on, \$768,000, same thing, same

1 funding split, 80-20, zero for the city with an
2 asterisk just meaning that the city wishing to
3 replace those water and sewer lines, that would be
4 the only cost to the city, those improvements to
5 their utilities.

6 And with that I'm ready to turn it over to
7 Randy.

8 MR. POPE: Thank you, John. As he
9 mentioned, this project is scheduled for
10 construction in 2008, so that means -- that seems
11 like a long time away, but it really isn't. If
12 this project is going to be bid and built, it has
13 to keep progressing on. As Donna said, we do have
14 a comment sheet at the back. We would invite you
15 -- anybody that would like to make a comment
16 tonight and leave it, fill it in and we'll make it
17 part of the transcript. It can be sent in any time
18 later. As long as we receive it prior to March
19 13th, it will become part of the transcript of this
20 meeting.

21 The other way to become part of the
22 transcript is, Denise is a court reporter and so we
23 are creating an actual transcript of this public
24 hearing. I don't know if you noticed when John was
25 going through some of the alternatives, improving

1 that intersection for trucks was something that
2 actually came out of the public input meeting. You
3 brought it forth and it became part of the project
4 because of those comments. So we would really
5 invite you -- anybody that would like to make a
6 comment or ask a question or indicate a preference
7 for any one of the alternatives that exist to come
8 forth now, and the only thing we would ask to help
9 Denise is if you could please state your name prior
10 to asking your questions or making your comments,
11 and even if you come back three or four people
12 later and have another question later, we would ask
13 you to also state your name again so that she can
14 keep everything straight and get the transcript
15 right.

16 So at this point we would invite anybody's
17 questions or comments or concerns or input. Yes,
18 sir.

19 MR. BRADY: My name is Mike Brady. I sort
20 of manage the wrecking yard on the end there.
21 Question. You brought up a point that the bridge
22 is 38 foot wide that we have right now.

23 MR. SAUBER: I believe what it is right
24 now is thirty -- well, it's 38 feet if you -- it's
25 got about three foot of that rail and curb. It's

1 really 32 feet what we call clear driving, what you
2 actually drive on.

3 MR. BRADY: So, in other words, the
4 outside what, three feet ain't usable at all?

5 MR. SAUBER: Right. You live there.
6 There's that rail on it and there's that little
7 curb.

8 MR. BRADY: That's not used. Okay. You
9 brought up something about one lane versus two.
10 Are you talking dollar -- let me try and figure
11 this out. Is it dollar versus time on this, or how
12 is that? If you had two lanes, would it slow down
13 the project? If you had one lane, would it speed
14 up the project, would it be more expensive?

15 MR. SAUBER: I don't see -- because
16 basically the construction techniques would be
17 similar --

18 MR. BRADY: Okay.

19 MR. SAUBER: -- I don't see it
20 construction timewise being one way too much. In
21 fact, it might actually be -- it may actually be
22 slightly more difficult to construct the one where
23 you're just maintaining one lane of traffic because
24 you're having to do a little more temporary
25 demolition. Again, I see the construction being

1 similar. I see the bigger issues as -- and I don't
2 know how big of an issue it is -- one of them you
3 would need a little right-of-way in order to keep
4 two lanes flowing. The other one, you saw that
5 figure, maybe that's what you're asking, \$700,000,
6 that's people sitting -- somebody sitting and
7 waiting --

8 MR. BRADY: Right.

9 MR. SAUBER: -- that could be at work
10 making money. What's their time worth? It's a
11 user cost sort of thing.

12 MR. BRADY: So, in other words, one way or
13 the other wouldn't make --

14 MR. SAUBER: To construction cost?

15 MR. BRADY: Yeah.

16 MR. SAUBER: No. And I could bring it
17 back up. Probably about -- what did I show there?
18 -- about \$120,00 maybe, but, you know -- and that
19 was from one alternative to the other, and that's
20 just because if you move it farther north, for the
21 most part you're going to have to find more fill to
22 put in there.

23 MR. BRADY: One more. I see the city
24 requested that the new utilities be put in. I know
25 this probably ain't yours, but this would be a big

1 thing on our end of town, how would that be spread
2 out? Would we take the brunt of it? I just got
3 done going through a construction project at the
4 other end of town and I took the brunt of it
5 because I'm right on the project, the new underpass
6 going up towards 1806. Who would I ask or how
7 would this be divided? Being the city requested
8 this, there's got to be a nickel and dime or dollar
9 figure someplace. How would that be spread out?

10 MR. LITTLE: If I may, John, the City of
11 Mandan as a rule requests replacement of older
12 water and sewer lines under new pavement. We're
13 not interested in leaving old pipe underneath new
14 pavement and then with a possibility of a problem
15 and having to dig it up. So there is a substantial
16 amount of logic in doing that sort of thing.

17 MR. BRADY: Yes.

18 MR. LITTLE: There has been no thought at
19 this time with regard to -- I shouldn't say no.
20 It's only been preliminary thoughts with regard to
21 how that is going to be paid for.

22 MR. BRADY: Okay.

23 MR. LITTLE: We have not gone before the
24 board of city commissioners with regard to a
25 special assessment district, that sort of thing.

1 The pipes that we're looking at installing serve
2 quite large areas. Subsequently, I would
3 anticipate the cost would be relatively low per
4 lot. But I have not seen a cost -- an estimated
5 cost of these projects yet. There's also a
6 possibility that there would not be a special
7 assessment district created and a spreading of the
8 cost to the public for that work.

9 MR. BRADY: Okay.

10 MR. LITTLE: But, here again, I have not
11 gone beyond requesting this work be considered.

12 MR. BRADY: Okay. I understand about
13 putting new utilities under. That I understand.
14 Okay. That will do it for me. Thank you.

15 MR. POPE: Is there anybody else who would
16 like to say anything? Yes, sir.

17 MR. SWEENEY: John Sweeney. There's a --
18 your storm drain, you didn't mention anything about
19 that, but on the north side there you fill that
20 road in with gravel there because of runoff from
21 the hill, you know, and it runs down to the end
22 there, to address the water problem so it doesn't
23 come across the highway on the other side and run
24 as opposed to going down towards the Heart. So
25 that depending on where that bike path goes as far

1 as to address the runoff from that hill to make
2 sure that the water gets down to the end -- towards
3 the Heart as opposed to running across the road,
4 because it -- on the other side it dumps on the --
5 you know, instead of going down to the Heart, it
6 dumps on the south side of the road. That storm
7 sewer was probably too small to make up for the
8 water that was sent to it the last time they redid
9 the ditch.

10 MR. SAUBER: I guess the way I see the
11 drainage working on this job is there's a -- I
12 believe it's a 54-inch concrete storm sewer line
13 that runs just north of the roadway from this
14 point, follows to the Heart River. Right now it's
15 got some beehive inlets along. When we come
16 through with the curb and gutter section, it will
17 drain into the curb and gutter and the crown will
18 act as a separation from the north and south side.
19 Then we'll have inlets in that street to catch the
20 water and go in this --

21 MR. SWEENEY: Down on the end down there,
22 that culvert must not be big enough to handle it,
23 though, at the end. What size is that culvert down
24 there?

25 MR. SAUBER: Down here?

1 MR. SWEENEY: Yeah.

2 MR. SAUBER: Again, I believe it's
3 54-inch.

4 MR. SWEENEY: It is, huh?

5 MR. SAUBER: You're saying you've seen
6 trouble with this system?

7 MR. SWEENEY: Oh, yeah, yeah. That's what
8 I'm getting at right now, the drainage problem is
9 to make sure that the water is handled. If you
10 widen the road, you're going to take more water on
11 top of that road. If you don't direct it down
12 towards the Heart, it's just going to come over on
13 the other side, it's going to be a problem again,
14 and it has been in the past.

15 MR. POPE: Thank you.

16 MR. SWEENEY: Sure.

17 MR. POPE: Yes, Tom.

18 MR. LITTLE: If I may, I would like to
19 speak in opposition to the multi-use path being on
20 the north side of the roadway. Within the city
21 section from Highway 6 to the Heart River really
22 doesn't make much difference which side of the
23 roadway it's on, but when you get on the -- once
24 you start crossing the river and get on the west
25 side of the bridge, you don't want to terminate

1 that multi-use path on the north side of the
2 roadway. Taking a look at the development along
3 the roadway, there's little or no public activities
4 on the north side of the roadway. All the
5 development and really the scenic portion, in my
6 opinion, would be south of the roadway. So I would
7 support the second two alternatives, either the
8 multi-use path being on the south side of the
9 roadway the full length of the project or being on
10 the north side and then shifting to the south side
11 so that we wind up with the public being on the
12 multi-use path when they get on the west side of
13 the river on the south side of the roadway.

14 MR. SAUBER: Thank you.

15 MR. LITTLE: Thank you.

16 MR. MASSETH: Myron Masseth. I live on
17 1600 Heart River Drive. Can I come up to one of
18 the photographs, sir?

19 MR. SAUBER: Absolutely.

20 MR. MASSETH: What I'm wondering is, when
21 you come off the new bridge on the west end, will
22 there be anything done as far as right-of-way in
23 through here, the road going south to the Youth
24 Correctional School? Do you know?

25 MR. SAUBER: Really the only thing that we

1 would anticipate, basically the extent of the work
2 on that end would be whatever it takes to --

3 MR. MASSETH: The approach?

4 MR. SAUBER: -- tie this. We're changing
5 the alignment so we're going to have to tie in and
6 that's going to be the end of the project. If we
7 move this north, the alignment, the bridge, this
8 roadway north of it, there will obviously have to
9 be some intersection work that will have to be done
10 to make this intersection tie into it.

11 MR. MASSETH: That's what I'm wondering.

12 MR. SAUBER: As far as any particular
13 plans for anything beyond that, there's not. It's
14 whatever it will take for the existing roadway to
15 tie in.

16 MR. MASSETH: Okay. Thank you.

17 MR. STERNA: My name is Dave Sterna. The
18 concerns I have is the shared-use path. Tom
19 mentioned he doesn't like it on the north side. I
20 feel there shouldn't be no crossing on Old Highway
21 10 due to the traffic flow that comes in off of Old
22 Highway 10 into town. The speed limits that come
23 across there are excessive. We're putting a child
24 at risk or a bicycle at risk if we have a crossing
25 anyplace along that roadway. I think it should be

1 either on the north or the south side and just
2 leave it on there. No crossing.

3 As far as the 1806 interchange -- I
4 brought that up in the earlier meeting -- I think
5 you guys should extend it. Semitrucks with the hay
6 movers coming into town, they do not have enough
7 room to come down Highway 6. So I think that end
8 of it should be installed.

9 And I have one other question. Is there a
10 reason why we have to go to curb and gutter on this
11 project? Is that standard?

12 MR. SAUBER: In what we call an urban
13 setting, which is what we call this stretch from
14 the bridge, that would be a typical urban
15 construction, we have curb and gutter section. It
16 helps with the channelized drainage issues somewhat
17 we've talked about already. I guess your comment
18 is maybe you wouldn't want that?

19 MR. STERNA: Yeah. I was just wondering
20 about cost. The other thing is, the storm sewer is
21 all picked up by state and federal funds? The city
22 isn't going to be stuck with any of the storm
23 sewer? And what about the lights? Are we going to
24 be stuck with the lights?

25 MR. SAUBER: No.

1 MR. STERNA: No?

2 MR. SALWEI: The installation of the
3 lighting system would be federal and state funded.
4 The maintenance and the electricity of the light
5 would be city funded.

6 MR. POPE: Yes, Tom.

7 MR. LITTLE: My name is Tom Little. With
8 regard to the curb and gutter, the City of Mandan
9 supports curb and gutter throughout its corporate
10 limits primarily because of a maintenance issue.
11 In rural sections, we have a real problem with
12 people not staying on the roadways, driving in the
13 road ditches, the ditches become a problem to
14 maintain with the storm water flow, where people do
15 have a tendency to stay on the curb and gutter --
16 within the curb and gutter sections, and thus
17 maintenance of the shoulders and the areas behind
18 the curb and gutter are much easier to maintain and
19 just look better. Likewise, plowing snow and such
20 as that is substantially easier with curb and
21 gutter. I strongly support the curb and gutter
22 section.

23 MR. RASMUSSEN: My name is Keith
24 Rasmusson. And this is in regard to the lighting.
25 Presently the lighting stops just east of the

1 bridge, so with the walking path, is there thought
2 then of taking lighting to the west side of the
3 bridge to the intersection or where the path would
4 stop?

5 MR. SAUBER: I do not believe we've had
6 any discussions on that. The lighting part of the
7 report more or less said, you know, if the existing
8 system is removed due to construction, most likely
9 it would be that you would replace the system. And
10 so that is basically the thoughts to where the
11 existing system is and would be replacement there.
12 Tell me if I'm wrong. I don't believe we've
13 discussed crossing the bridge with lights, have we?

14 MR. SALWEI: We haven't discussed that.

15 MR. SAUBER: It's something that could
16 certainly be looked at.

17 MR. RASMUSSEN: I guess to me I think that
18 would be a pretty serious issue because if you're
19 going to send the people to that location to turn
20 around, it's pretty dark down in that area, so --

21 MR. POPE: Tom.

22 MR. LITTLE: If I may. My name is Tom
23 Little still. I guess I would encourage the
24 lighting of the bridge, also. I think it is going
25 to be a safety issue, and whether you wind up with

1 a pedestrian crossing at the bridge or at 14th or
2 wherever, I think the full length of the bridge
3 should be lit as part of this project. Thank you.

4 MR. STERNA: My name is Dave Sterna again.
5 On the crossing on the bridge, is it going to be a
6 caged crossing or is it going to be an open-top
7 crossing?

8 MR. SAUBER: I guess that probably hasn't
9 been determined at this point. I know in the
10 previous meeting it was brought up by one or two
11 individuals that prefer to have a canopy -- canopy
12 type. Again, that sort of detail hasn't been
13 established.

14 MR. SALWEI: Typically on a river crossing
15 we don't have a canopy over it. However, there are
16 some other circumstances out here that we would
17 look at to see if we would want to put a canopy on
18 this structure.

19 MR. STERNA: With the Industrial School
20 being west of town and the HIT program being up on
21 the hill at the old hospital, I think that
22 structure should be looked at very seriously.

23 Is there going to be any excavating on the
24 north side of the highway, do you see?

25 MR. SAUBER: Excavating?

1 MR. STERNA: Excavating of any dirt or
2 into that hill.

3 MR. SAUBER: Based on the preliminary
4 designs we looked at -- and that's the key,
5 preliminary -- we believe what we're showing here
6 could be constructed without excavating into the
7 hillside. Again, that's preliminary design.
8 Things can change, but that's what we believe at
9 this point. Yes.

10 MS. BEEHLER: My name is Susan Beehler.
11 I'm just wondering about with the use path. Either
12 way if it's on the north side or the south side
13 there's kids that are always going to want to
14 cross. On the south side we have parks, like
15 hockey and the golf courses, and there's a good
16 amount of population that lives on both sides. Is
17 there any way that there can be like a viaduct kind
18 of crossing like we have on the railroad bridge
19 that is just a few blocks down further, you know,
20 where it's a canopy-type thing that goes across the
21 road because we already have a problem on Main
22 Street with people wanting to cross, and if we
23 develop any further -- you know, with the new
24 bridge, who knows, maybe people want to develop
25 more over that area, too, but it's just getting

1 across that area, and we know that big trucks go
2 across that. Is there any way that there can be a
3 crossing that goes either over or under for
4 pedestrians or bike traffic?

5 MR. SAUBER: Primarily to get a crossing
6 over this part of Main Street is what you're
7 asking --

8 MS. BEEHLER: Right.

9 MR. SAUBER: -- without actually
10 physically trying to walk across this?

11 MS. BEEHLER: Right.

12 MR. SAUBER: We haven't had any
13 discussions per se as to a pedestrian bridge over
14 the top. There hasn't been any discussions like
15 that. As far as -- I don't know if the topography
16 lends itself for underpasses. There's other issues
17 that come into play there. There has been mention
18 of -- and maybe this is worthy of a little
19 discussion here -- maybe this path can be brought
20 to a point where it could swing down underneath the
21 new bridge and kind of come around. I think you've
22 seen -- an example of that would be Bismarck
23 Expressway, I think, does that.

24 MS. BEEHLER: Yes.

25 MR. SAUBER: So that may be an option to

1 consider to help get pedestrians from one side of
2 Main Street to the other, keeping them out of --
3 off the surface of the road. As far as an actual
4 structure, at this point it has not been discussed.

5 MS. BEEHLER: Well, the other thing is I
6 know a lot of people -- I have had boys and they
7 always like to go down along that part of the
8 bridge to get to the river, too, and so even to
9 have access where you can get on the bank would be
10 even nice for the recreational part of -- to use
11 the Heart for fishing and such.

12 MR. POPE: Is there anybody else that has
13 anything they would like to bring up? If not, I
14 think Donna had one more thing she wanted to say.

15 MS. ZIMMERMAN: I just wanted to add, I
16 see a few faces. If, by chance, you came in the
17 other door here, it's important that we get
18 everybody signed up on the sign-up sheet that's
19 right over at the other door. All of this becomes
20 a part of John's process here to document
21 everything that went on tonight and it's very
22 important. So if you haven't signed up, please do
23 so. And I would also encourage you -- we have lots
24 of these, the comment sheets that we've all
25 referred to many times. If you know someone who

1 was unable to attend tonight and you know would
2 very much like to make a comment or has a question
3 or a suggestion of any kind, feel free to take
4 additional copies of this and hand them off to your
5 friend or cohort who you think might like to
6 comment. We have lots of them. Thank you.

7 MR. POPE: Yes. Thank you. We'll be
8 around until seven if you've still got any
9 individual questions that you would just as soon
10 talk one-on-one on. Thank you.

11 (Concluded at 6:43 p.m., the same day.)

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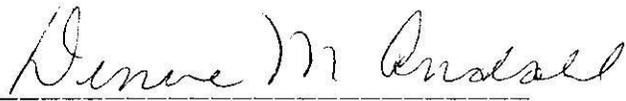
CERTIFICATE OF COURT REPORTER

I, Denise M. Andahl, a Registered Professional Reporter,

DO HEREBY CERTIFY that I recorded in shorthand the foregoing proceedings had and made of record at the time and place hereinbefore indicated.

I DO HEREBY FURTHER CERTIFY that the foregoing typewritten pages contain an accurate transcript of my shorthand notes then and there taken.

Bismarck, North Dakota, this 5th day of March, 2007.


Denise M. Andahl
Registered Professional Reporter

4

SUMMATION OF COMMENTS RECEIVED

There were no written comments received at or after the Public Hearing. There was one hand written letter received prior to the Public Hearing in response to the mailing (see attachment at end of this section). The comments related to concerns about the hill on the north side of the project sliding and how much of their property will be taken by the project.

Several attendees voiced their opinions on the items that have not yet been determined and other issues. Following are the descriptions of the decision items with the consensus of the respondents.

Bridge Alternative-

- No Comments

Shared-Use-Path

- South side alignment
- No crossing of Main Street

SW Turn Radius @ Highway 6 & Main Street

- Yes, reconstruct

Lighting of Bridge

- Yes

Canopy over shared-use-path

- Yes

1204 W. Main St.

Mandan, N. D.

John Sauber, P. E.

Interstate Engineering Inc.

P.O. Box 1254

Mandan, N. D. 58554-1254

Dear Sir:

I am elderly and my husband is in a nursing home. I live at 1204 W. Main St. There is no frontage road between 11th and 12th Ave. N.W. as was promised when we built in early 1952, only from 10th to 11th Ave. N.W.

The hill is sliding - I can now see cars going on the road below, from my living room picture window, that we didn't see in 1952. The hill would have to be stabilized. When rain storms come, water rushed down 11th Ave N.W. and ran in the ditch along the road into the Heart River along with dirt. Culverts were not put in until the Highway 6 bridge was constructed. My husband asked the City numerous times

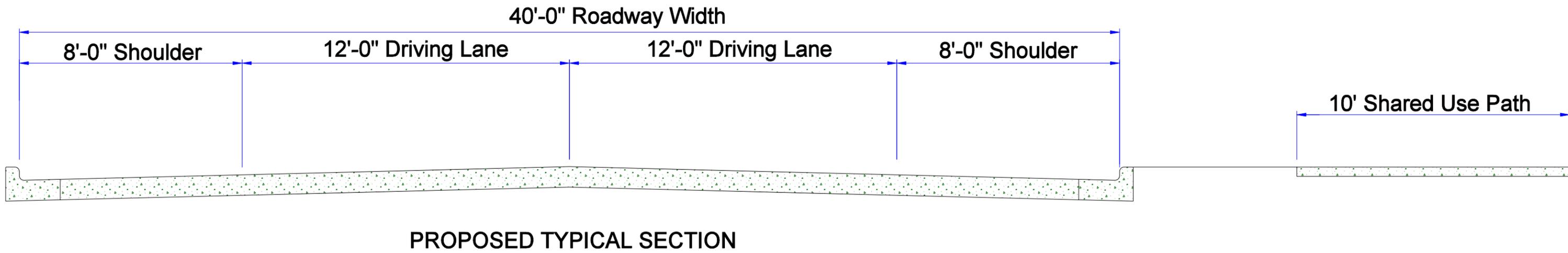
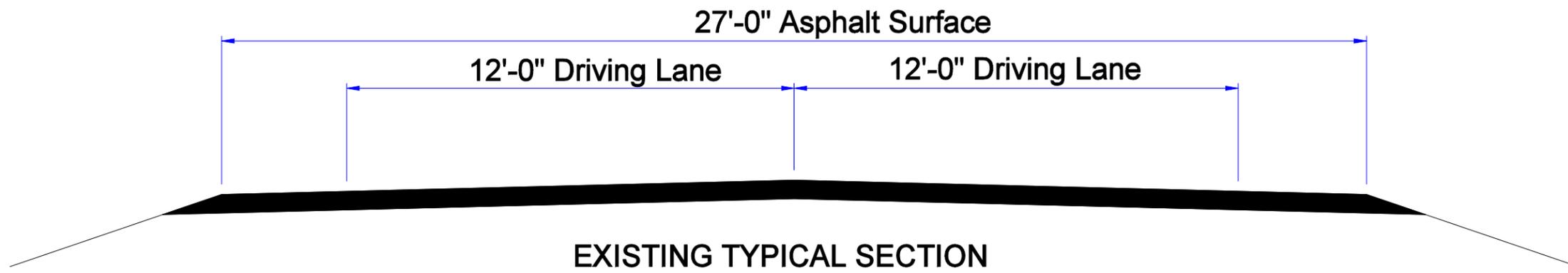
to put them in so there would be no loss of dirt. It never happened until he was able to get the right EPA person to step in. The city was told to put culverts in, or they would be fined. Banging of railroad cars shakes the house and doesn't help the situation.

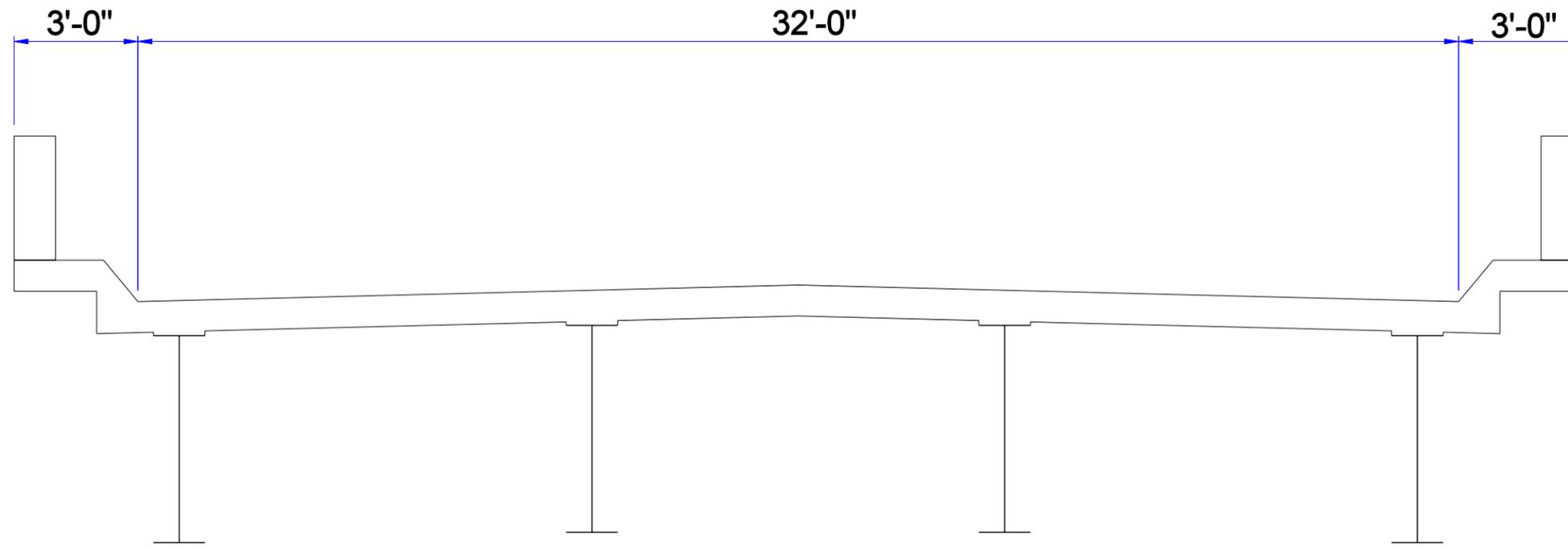
I would like to be informed as to how much of my frontal property would be taken for this project. Thank you for your time.

Sincerely

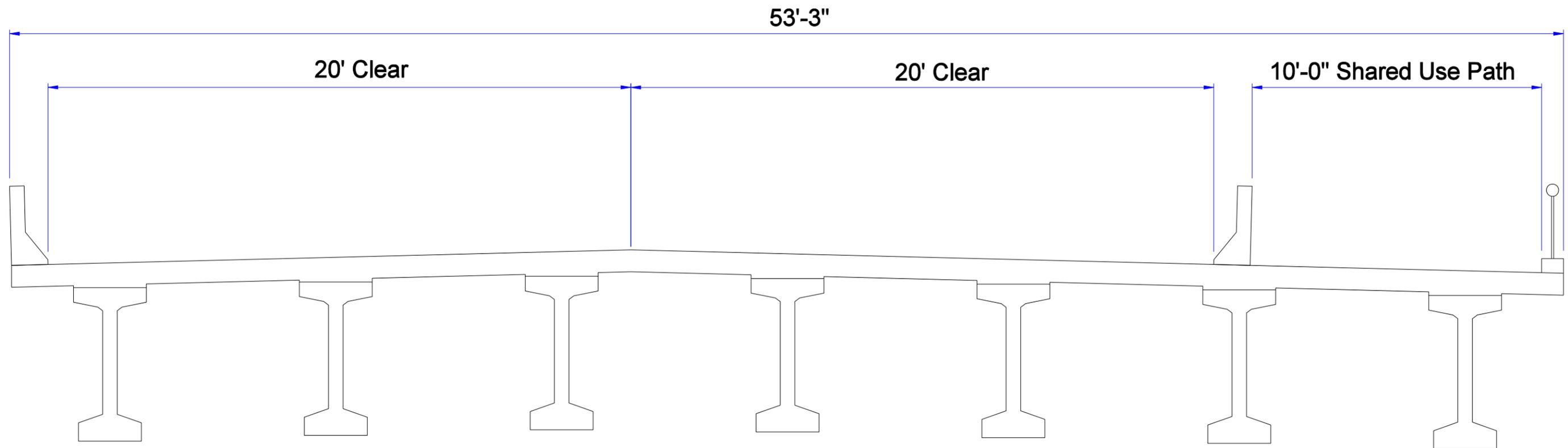
Anne Jeannette Keeper

5



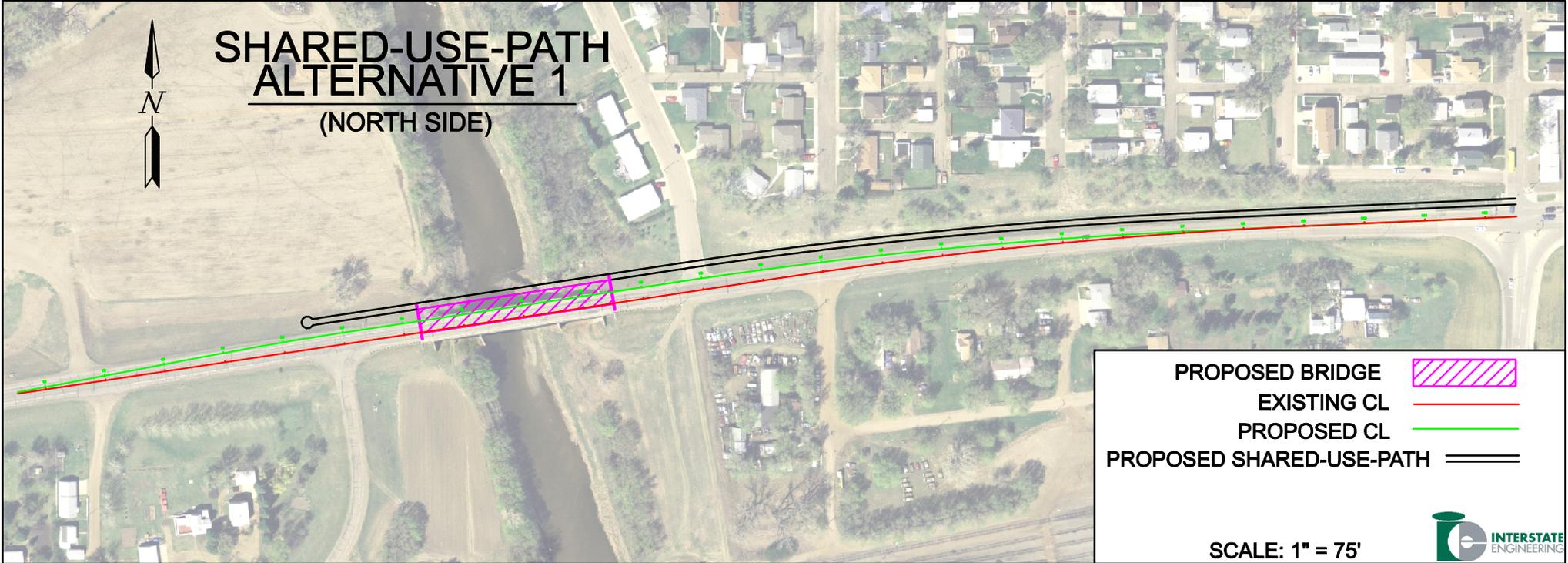


EXISTING BRIDGE SECTION



PROPOSED BRIDGE SECTION

SHARED-USE-PATH ALTERNATIVE 1 (NORTH SIDE)

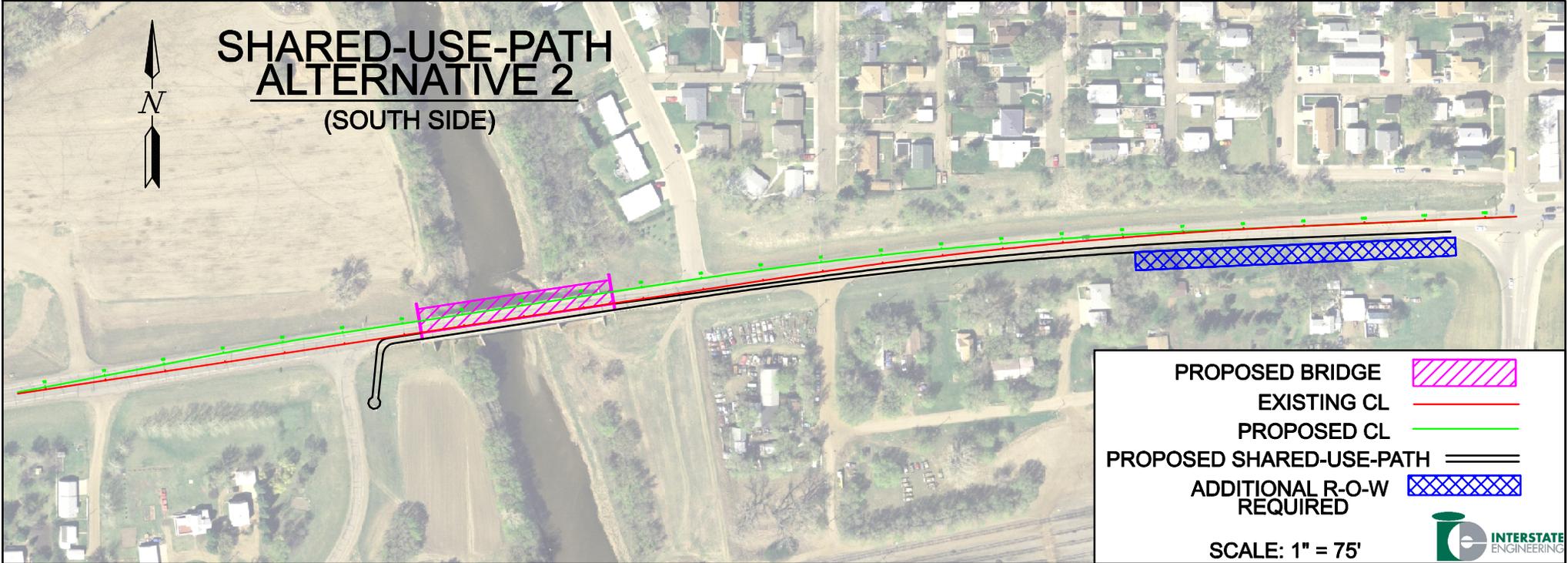
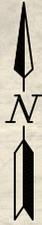


PROPOSED BRIDGE	
EXISTING CL	
PROPOSED CL	
PROPOSED SHARED-USE-PATH	

SCALE: 1" = 75'



SHARED-USE-PATH ALTERNATIVE 2 (SOUTH SIDE)



PROPOSED BRIDGE 

EXISTING CL 

PROPOSED CL 

PROPOSED SHARED-USE-PATH 

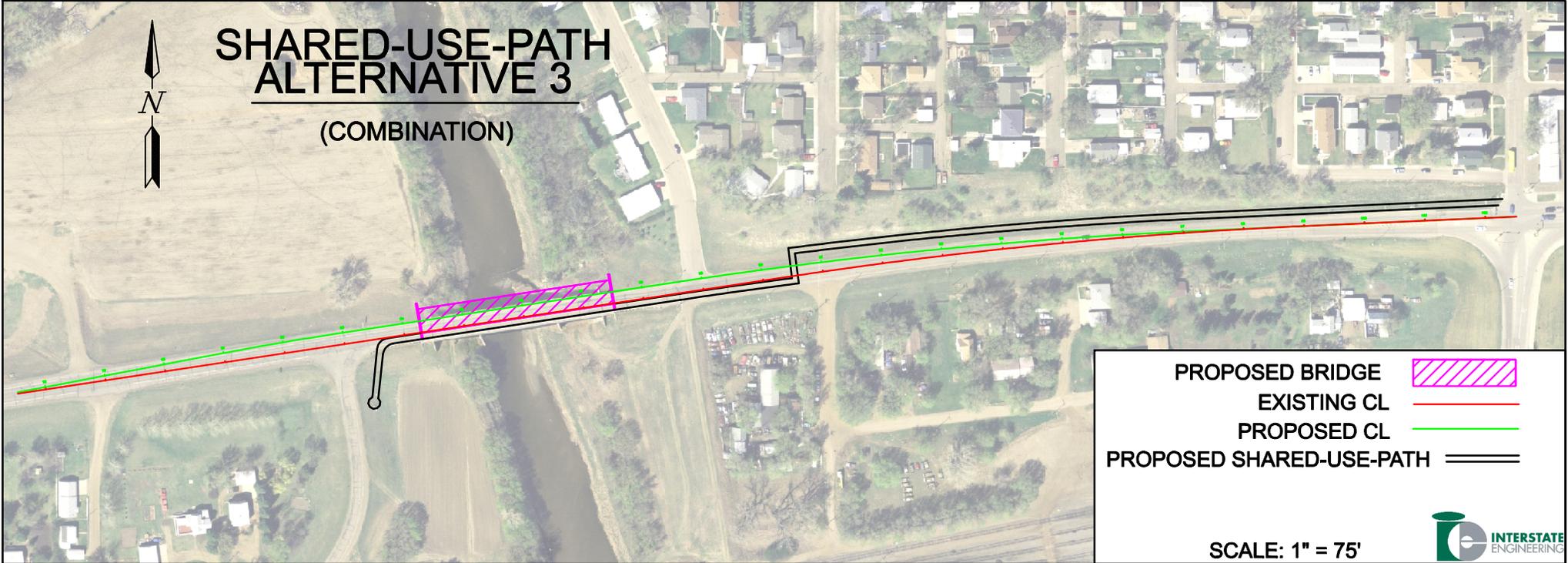
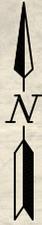
ADDITIONAL R-O-W
REQUIRED 

SCALE: 1" = 75'



SHARED-USE-PATH ALTERNATIVE 3

(COMBINATION)



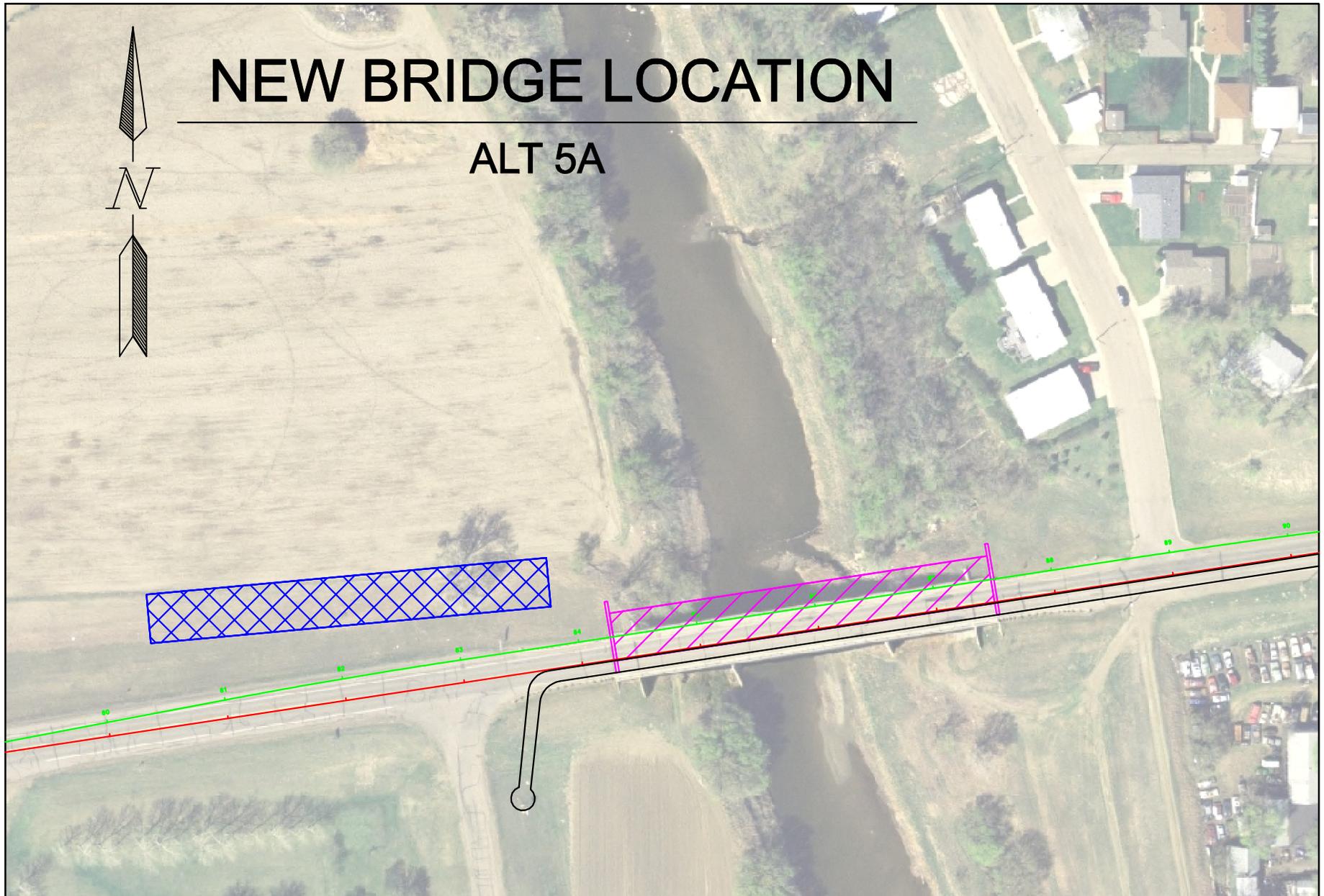
PROPOSED BRIDGE	
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PROPOSED CL	
PROPOSED SHARED-USE-PATH	

SCALE: 1" = 75'



NEW BRIDGE LOCATION

ALT 5A

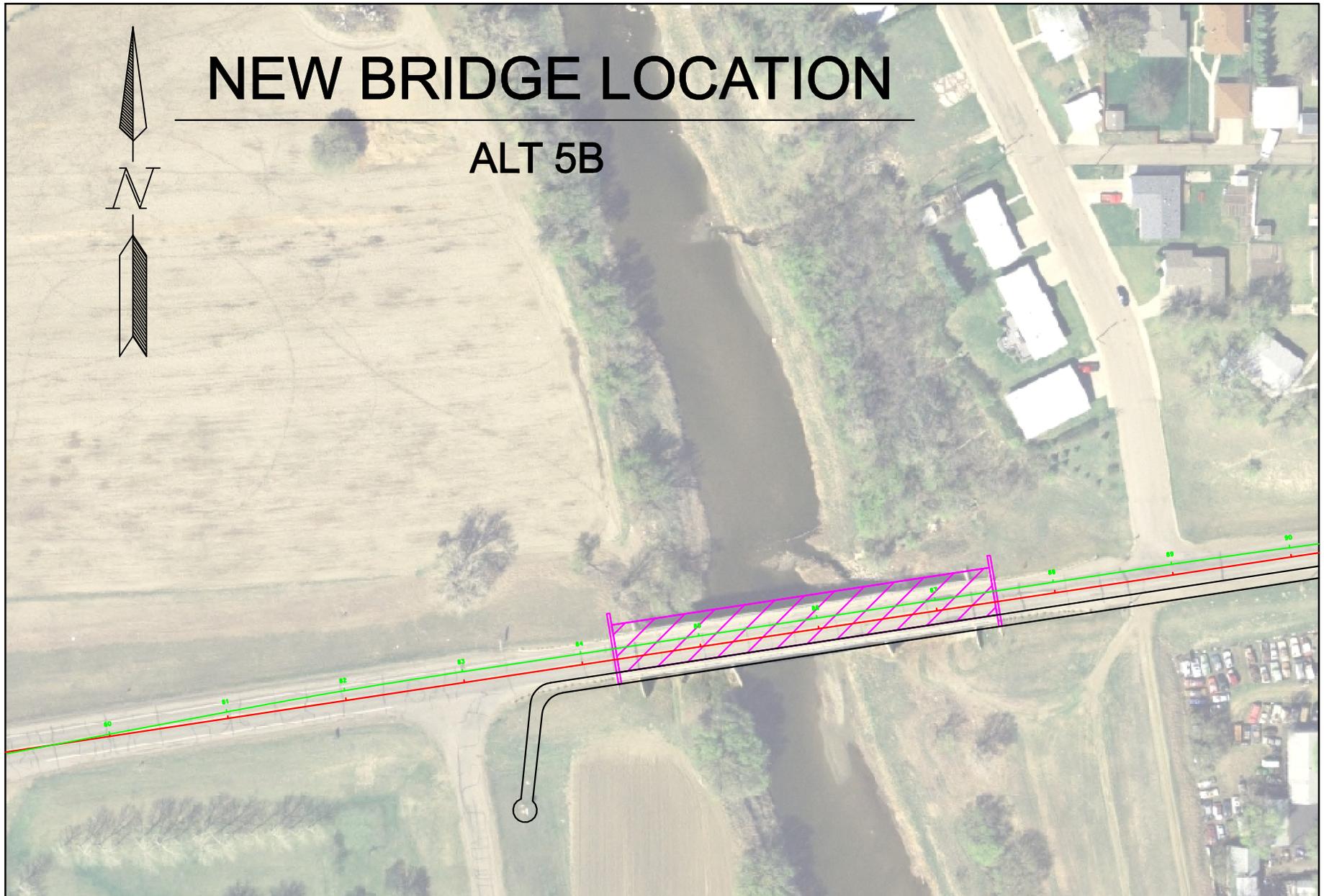


- PROPOSED BRIDGE 
- EXISTING CL 
- PROPOSED CL 
- ADDITIONAL R-O-W REQUIRED 
- PROPOSED SHARED-USE-PATH 



NEW BRIDGE LOCATION

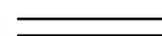
ALT 5B



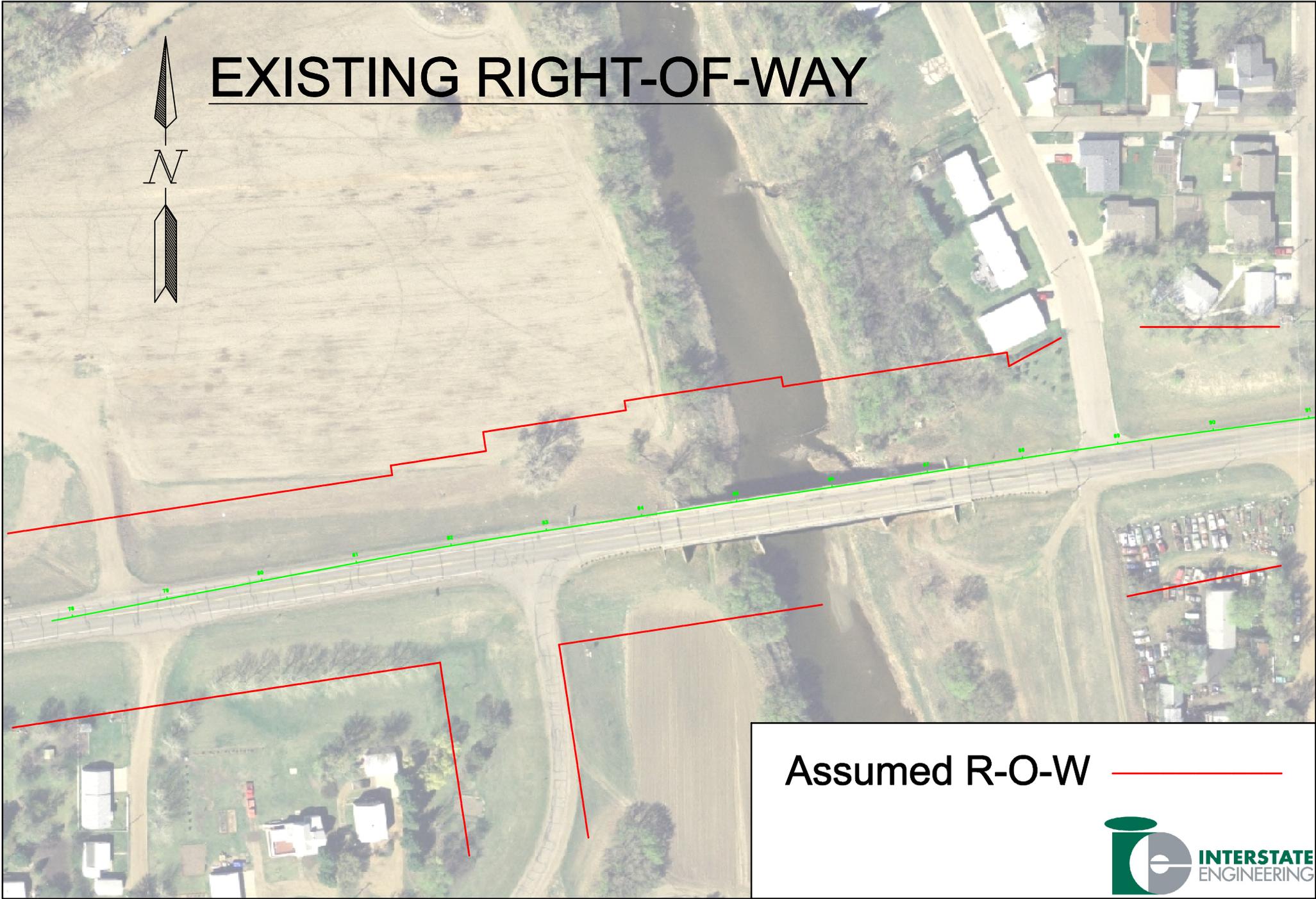
PROPOSED BRIDGE
EXISTING CL
PROPOSED CL



PROPOSED SHARED-USE-PATH



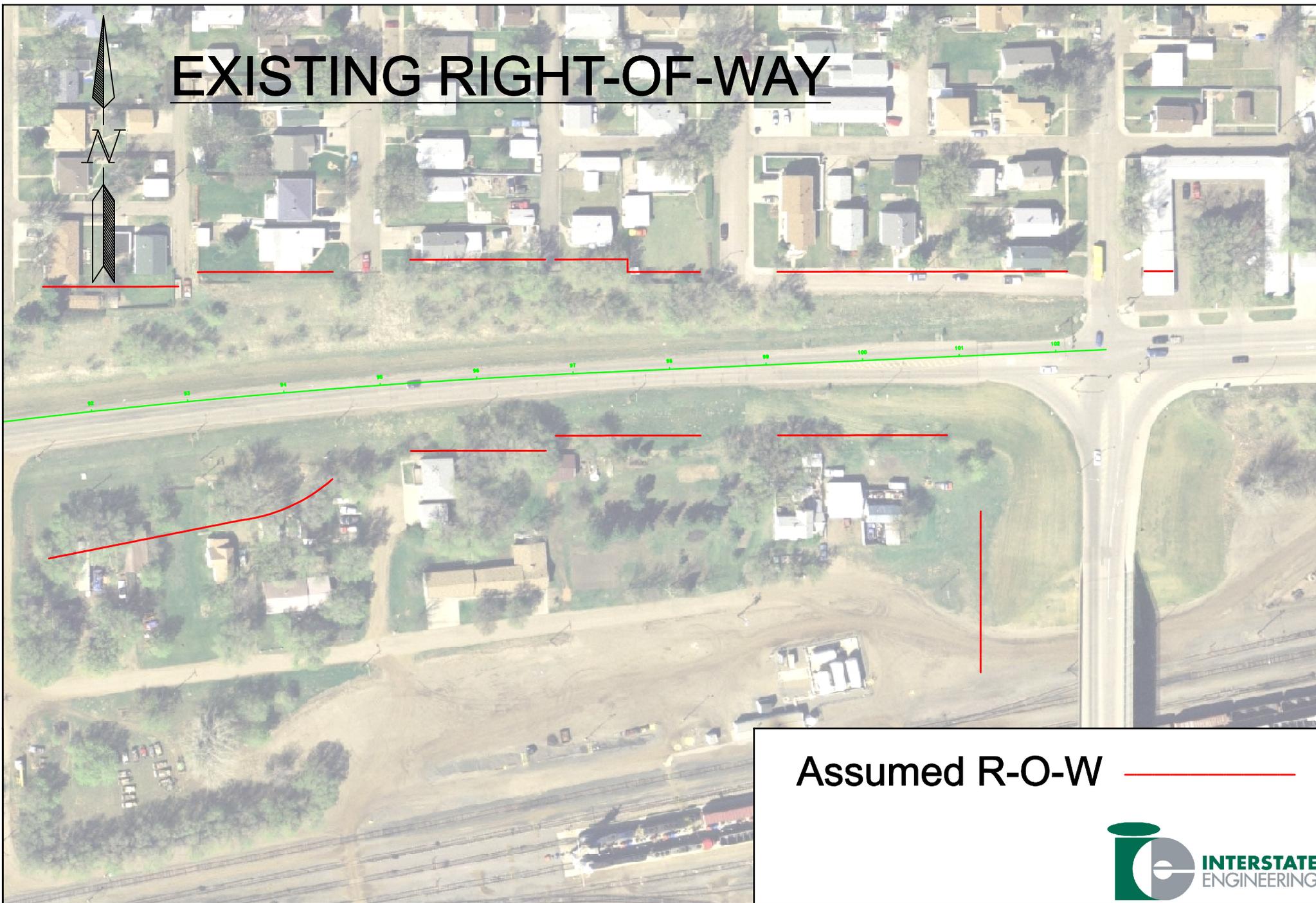
EXISTING RIGHT-OF-WAY



Assumed R-O-W



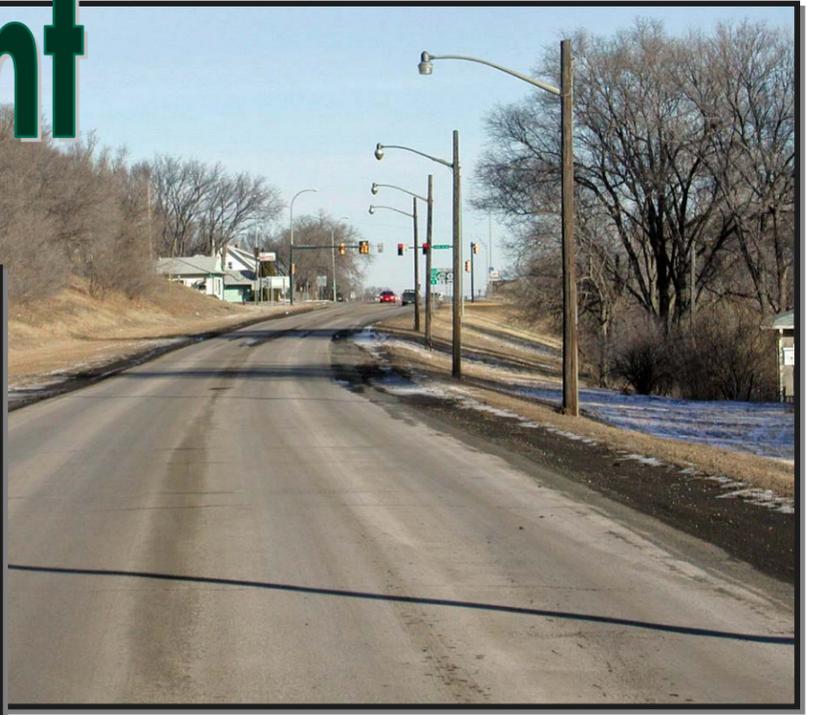
EXISTING RIGHT-OF-WAY



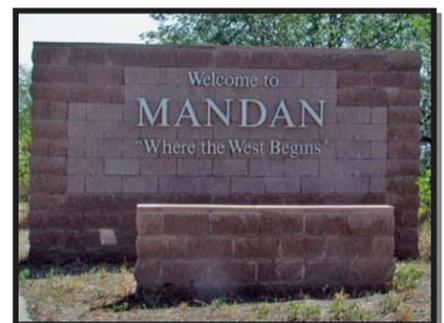
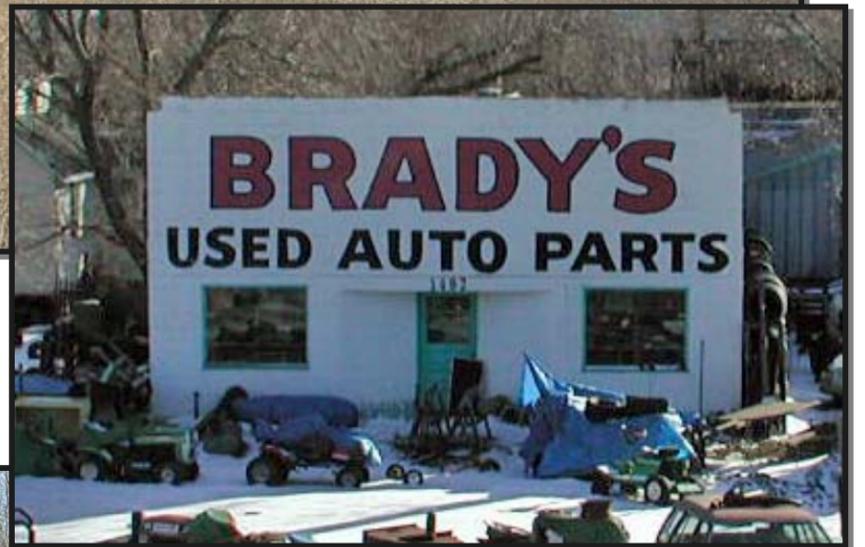
Assumed R-O-W



Public Involvement



"WHERE THE WEST BEGINS"



6

Interstate Engineering, Inc.

Heart River Bridge and West Main

Projects BRU-1-094(099) & SU-1-094(100)915




Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030

1

Interstate Engineering, Inc.

BRU-1-094(099)915
Heart River Bridge

Heart River Bridge



Built 1946/ Rehab 1958
Length – 324'
Width – 38' Total / 32' Clear
Steel Girder / Concrete Deck
Eligible Historic Bridge

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030

2

Interstate Engineering, Inc.

BRU-1-094(099)915
Heart River Bridge

1958 Rehabilitation



Heart River Flood Control Project

Raised Structure Approx. 5.5'

20' Approach Spans



Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030

3

Interstate Engineering, Inc.

BRU-1-094(099)915
Heart River Bridge

October 2005



Hole forms through Deck
One Lane Traffic
Emergency Project

Efflorescence
Cracking
Stains
60% Deck Area



Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030

4

Interstate Engineering, Inc.

SU-1-094(100)915
Mandan Main Street

West Main Street



Width – 27'
Asphalt Surface
No Curb & Gutter
Utilities
- Water
- Sewer
- Telephone
- Gas
- OH Power
- Street Lights

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030

5

Interstate Engineering, Inc.

SU-1-094(100)915
Mandan Main Street

End of Project



Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030

6

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Public Involvement

- News Letters
- Background Meetings
- Public Input Meeting
- Public Hearing

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 7

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Proposed Improvements

- Rehabilitate or Replacement of Existing Bridge
 - Provide new wider driving surface
 - Provide a shared use path
- Reconstruct West Main Street
 - Provide a new wider driving surface
 - Provide a curb and gutter section
 - Provide a shared use path

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 8

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Bridge Typical Sections

EXISTING BRIDGE SECTION

PROPOSED BRIDGE SECTION

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 9

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Roadway Typical Sections

EXISTING TYPICAL SECTION

PROPOSED TYPICAL SECTION

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 10

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Traffic Operations

- Traffic Operations Study
 - Existing lane assignments are adequate for current and future traffic
 - Pedestrian activated signals
 - Replacement of the Wood Pole Lighting System

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 11

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Traffic Control

- Close Bridge and Street
 - Detour west to I-94/Mandan Ave. under Construction
 - Present Alignment
- One Lane Open
 - Minor Alignment Shift (North or South)
 - Staged Construction
- Two Lanes Open
 - Alignment Shift (North or South)
 - Staged Construction

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 12

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Shared-Use Path

Location

- North Side
- South Side

Termination Points

- Access to YCC
- Hwy 6

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 13

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Aerial View

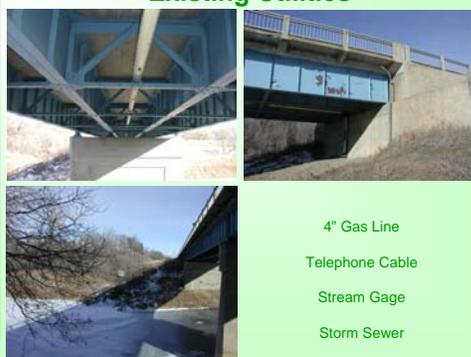


Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 14

Interstate Engineering, Inc. **BRU-1-094(099)915 Heart River Bridge**

Existing Utilities



- 4" Gas Line
- Telephone Cable
- Stream Gage
- Storm Sewer

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 15

Interstate Engineering, Inc. **SU-1-094(100)915 Mandan Main Street**

Existing Utilities



- Waterline Crossing
- Sanitary Sewer Crossing
- Telephone
- Gas Line Crossing
- OH Power Adjacent
- Street Lights

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 16

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Proposed Utility Improvements

- New Sanitary Sewer
- Waterline Improvements
- New Street Lights
- Provisions on New Bridge

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 17

Interstate Engineering, Inc. **Heart River Bridge & West Main Street**

Schedule

Offices in:
North Dakota
Montana
Minnesota
South Dakota

M0606030 18

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Public Hearing

Heart River Bridge & West Main from Heart River Bridge to Jct. ND 6 NDDOT Project Number BRU-1-094(099)915 & SU-1-094(100)915

*Open House: Monday, February 26, 2007 - 5:00 p.m. - 7:00 p.m. (CDT)
Ed (Bosh) Froehlich Meeting Room, Mandan City Hall—205 2nd Avenue NW
6:00 p.m.—Presentation*

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, the City of Mandan and Interstate Engineering are available to answer questions.

Purpose of Hearing.....

To discuss the proposed improvements and their social, economic and environmental impacts. This hearing is an open discussion of the pros and cons of the project and various alternatives.

Proposed Project.....

The proposed project will construct a new bridge at the existing location. This will require the demolition of the existing bridge. The new bridge would have two 12 foot driving lanes with two 8 foot shoulders for a clear width of 40 feet. Provisions for a shared use path will also be included in the overall width of the bridge deck.

The roadway section to the west of the Heart River Bridge would be a rural section road with asphalt pavement. The rural section will be 40 feet wide at the bridge and will provide two 12 foot lanes and two 8 foot shoulders. A transition will need to be made at the west project limits to tie into the existing roadway. The pavement thickness

will be 18 inches of aggregate base and 5.5 inches of Hot Bituminous Pavement.

The roadway section to the east of the bridge will utilize doweled Portland Cement Concrete Pavement, 8.5 inches thick resting on 8 inches of aggregate base. Concrete curb and gutter would be placed on each side of the roadway. The roadway would be 40 feet wide, face of curb to face of curb. It is very likely that a new lighting system will be placed from the east side of the bridge to the Junction with ND Highway 6.

The City of Mandan anticipates replacing an existing sanitary sewer line crossing and a water line crossing. They are also considering installing a waterline parallel to the roadway in order to loop their existing system.

Some additional right-of-way may be required depending on the alternative selected.

Traffic will need to be maintained through the project area during construction.

*Construction is
Scheduled for 2008*

Alternatives.....

1. This alternative would construct a new bridge in two (2) stages providing enough shift in the alignment to provide the room for two (2) lanes of traffic to be maintained during construction.

The advantages of this alternative are:

- Two lanes of traffic maintained throughout construction.
- New bridge provides a 75 year design life.
- New bridge would likely have concrete girders so sandblasting and painting would not be needed in the future.
- Estimated construction cost of a new bridge is equivalent to rehabilitation of the existing bridge.
- New bridge would meet current design standards.
- User delay cost of \$45,000.

The disadvantages of this alternative are:

- Would require a larger alignment shift then widening the old structure. This larger shift may require additional right-of-way.

2. This alternative would construct a new bridge in stages that would have a smaller alignment offset which would be similar to widening the bridge. This would accommodate one lane of traffic during the first phase of construction and two (2) lanes of traffic during the second phase of construction.

The advantages of this alternative are:

- New bridge design life of 75 years
- New bridge would likely have concrete girders so sandblasting and painting would not be needed in the future.
- Estimated construction cost of a new bridge is equivalent to rehabilitation of the existing bridge.
- New bridge would meet current design standards
- Would not require the acquisition of additional right-of-way.

The disadvantages of this alternative are:

- Only one lane of traffic can be maintained during the first phase of the project. The estimated user cost delay would be nearly \$700,000.

Estimate of Probable Construction Cost.....

- Alternative No. 1: \$ 2,785,610
- Alternative No. 2: \$ 2,667,443

Funding.....

	Federal	State	City
Bridge	80%	20%	0%
West Main Street	80%	20%	0%
Utilities	0%	0%	100%

Items Which Remain to be Determined.....

- To facilitate the movement of larger traffic, should the reconstruction of the SW radius of the intersection of Main Street and ND Highway 6 be included in this project.
- Which shared use path location should be constructed:
 - North side of Main Street
 - South side of Main Street
 - Combination: Start on south side and remain there across the bridge to the intersection with 14th Street NW. Cross to the north at that point and continue to the existing path system at the intersection with ND Highway # 6

Comment Period.....

Comments received on or before March 13, 2007 will be incorporated into the project development process.

Statements not submitted at the public hearing should be mailed, faxed, or e-mailed to:

John Sauber, P.E.
Interstate Engineering, Inc.
P.O. Box 1254
Mandan, ND 58554-1254
Fax: (701) 663-6577
Email: johns@iengi.com

Mandan - Heart River Bridge & Main Street

North Dakota
Department of Transportation

February 2007



Project Description:

The North Dakota Department of Transportation and the City of Mandan are proposing to remove the existing bridge and construct a new bridge over the Heart River on the west side of the City of Mandan and also to reconstruct the section of Mandan Main Street (Business Loop 94) from the east end of the Heart River Bridge, east approximately 1,400 feet to the intersection with ND Highway 6.

Recent Developments:

- September 7, 2006—Public Input Meeting held
- January 2007—Concept Report Submitted
- February 2, 2007—Concept Approved by NDDOT



**Please attend the
Public Hearing
February 26, 2007**

Future Activities:

- Public Hearing—February 26, 2007 from 5:00—7:00 p.m. in the Ed (Bosh) Froehlich Meeting Room at Mandan City Hall. This is an open house format to allow, those interested, freedom to come at any time. A brief presentation will be given at 6:00 p.m.
- Begin Design Phase—Spring 2007
- Construction—2008

Contact Information:

Comments and concerns can be made by mail.

Send to: John Sauber, P.E.
Interstate Engineering, Inc.
P.O. Box 1254
Mandan, ND 58554-1254

Or by email: johns@iengi.com

Project Link: linking communities
to projects



Mandan - Heart River Bridge & Main Street

North Dakota
Department of Transportation



Project History:

The bridge over the Heart River on the west end of Main Street is a five span steel girder bridge with an overall length of 324 feet. The structure has a clear roadway width of 32.3 feet and carries two lanes of traffic, but does not accommodate pedestrians.

The original bridge was constructed in 1946 as part of the flood protection project that included the construction of dikes along the Heart River. In 1958 the structure was raised approximately 5.5 feet and 20 foot spans were added to each end.

The structure was scheduled for a major rehabilitation that included widening in 1996; however, budgetary constraints resulted in the revision of the project scope that removed the majority of the structural work from the project.

In October of 2005, a hole developed in the existing concrete of the bridge. Traffic was reduced to one lane while repairs were made to the deck.

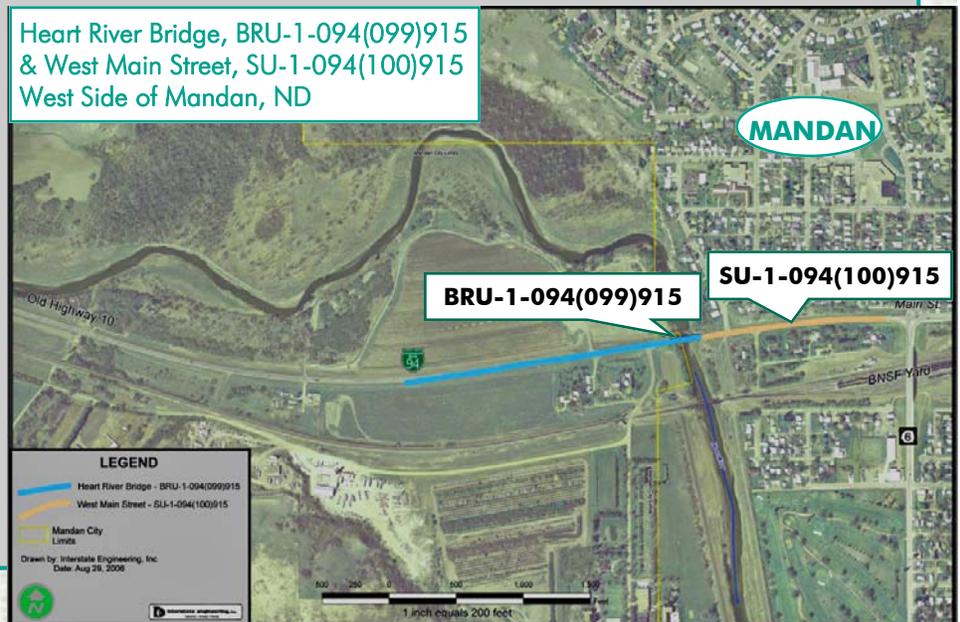
The current project will remove the existing bridge. Two alternatives are being considered for the bridge replacement. The first alternative would construct a new bridge in two (2) stages providing enough shift in the alignment to provide the room for two (2) lanes of traffic to be maintained during construction. The second alternative would construct a new bridge in stages that would have a smaller alignment offset similar to that required by the widening alternative. This would accommodate one lane of traffic during the first phase of construction and two (2) lanes during the second phase of construction.

The west end of Main Street from the Heart River Bridge to the intersection of ND Highway 6 is a two lane asphalt roadway without curb and gutter. Currently, there are no provisions for pedestrians.

This section of Main Street was last reconstructed in 1948. Like the Heart River Bridge, this portion of the roadway was scheduled for reconstruction in 1996 and was removed from the project due to budgetary constraints.

The current project will involve the reconstruction of the roadway using concrete and will include curb and gutter. Consideration is being given to the construction of a shared use path adjacent to the new roadway.

Heart River Bridge, BRU-1-094(099)915
& West Main Street, SU-1-094(100)915
West Side of Mandan, ND



Project Link: linking communities
to projects



PUBLIC HEARING

Mandan West Main & Heart River Bridge

CONDUCTED BY

North Dakota Department of Transportation
and Interstate Engineering, Inc.

WHY?

To discuss the proposed improvements
to West Main from the Heart River Bridge to ND 6
and the Heart River Bridge in Mandan

WHEN?

Monday, February 26, 2007
Open House 5:00 - 7:00 p.m.
Presentation at 6:00 p.m.

WHERE?

Ed (Bosh) Froehlich Meeting Room
Mandan City Hall
205 – 2nd Avenue NW

This hearing 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 the NDDOT, Interstate Engineering, Inc. and the City of Mandan will be on hand to receive your comments, answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by March 13, 2007 to John Sauber, P.E., Interstate Engineering, Inc., P.O. Box 1254, Mandan, ND 58554-1254 or email to johns@iengi.com.

DISABILITIES: People with disabilities who plan to attend the meeting and need special arrangements should contact Tom Little, City Engineer at (701) 667-3225.

PUBLIC INSPECTION: The project concept report, maps, sketches and other pertinent information are available for public inspection at Interstate Engineering, Inc., 2610 Old Red Trail, Suite B, Mandan, ND 58554.

For Immediate Release
Contact: Donna Zimmerman
Ph: 701-252-0234
Fax: 701-252-0203
Email: donnaz@iengi.com



**PRESS
RELEASE**

PUBLIC HEARING SCHEDULED IN MANDAN TO DISCUSS HEART RIVER BRIDGE & WEST MAIN STREET IMPROVEMENTS

A public hearing has been scheduled for Monday, February 26, 2007, to discuss proposed improvements to the Heart River Bridge and west Main Street in Mandan. The meeting will take place from 5:00 to 7:00 p.m. (CDT) in the Ed (Bosh) Froehlich Meeting Room at Mandan City Hall, 205 – 2nd Avenue NW. There will be a short presentation beginning at 6:00 p.m.

The project proposes to rehabilitate the existing bridge or construct a new bridge over the Heart River and to reconstruct the section of Main Street from the east end of the Heart River Bridge to the intersection of ND Highway 6. Exhibits and information regarding these proposed improvements will be available at this open house style meeting. The public is invited to make comments, ask questions, and express their views at any time during the open house. Representatives from the North Dakota Department of Transportation (NDDOT), Interstate Engineering and The City of Mandan will be available to answer questions.

Individuals with disabilities who need special arrangements should contact Tom Little, City Engineer before the meeting by calling 701-667-3225. Anyone unable to attend the meeting may submit written statements or comments to John Sauber, P.E., Interstate Engineering, Inc., P.O. Box 1254, Mandan, ND 58554-1254 or email: johns@iengi.com. Please note "Public Hearing" in email subject heading.

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Professionals you need, people you trust

P.O. Box 2035 • 1903 – 12th Avenue SW • Jamestown, ND 58402-2035 • P: 701-252-0234 • F: 701-252-0203 • www.iengi.com

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PLEASE SIGN IN
 PUBLIC HEARING - February 26, 2007 - Mandan City Hall
 Heart River Bridge [BRU-1-094(099)915] & West Main from Heart River to ND 6 [SU-1-094(100)915]

Name	Representing	Address	Phone #:
Stacey Hanson	ND DOT	Bismarck	328-4409
Ray Pope	Turnpike Bureau	Havanna	899-0992
Paul Benning	ND DOT	Bismarck	328-2217
Sim Kehler	ND DOT	Bismarck	328-3648
Donna Zimmerman	Interstate Engineering	Jamestown	352-0234
Mike Brady	Brady and Interpath	Mandan	663-3903
Matt Froelich	Self	Mda	663-3254
Sal Motek	Mandan Program Dept.	Mdan	220-2959
Renae Lovelace	Npstrc	Mda	663-8652
Tom Purcossing	ND DOT	Bismarck	328 4824
Ken Johnson	Self	Mda	663-3009
Marian Purdy		Mandan	663-9757
John Sweeney	Self	Mandan	663-5570
Sheri G. Hares	ND DOT	Bismarck	328-2188
Tom Little	City of Mandan	Mandan	667-3225

PLEASE SIGN IN
 PUBLIC HEARING - February 26, 2007 - Mandan City Hall
 Heart River Bridge [BRU-1-094(099)915] & West Main from Heart River to ND 6 [SU-1-094(100)915]

Name	Representing	Address	Phone #:
Ranka Samardare	NDDOT	Bismarck	328-2634
Dave LeFevich	NDDOT	Bismarck	328-4334
Rickey L. Schwarz	NDDOT	Bismarck	328-2137
Keith Rasmussen	NDYCC	Mandan	467-1406
Paul E. Trauger	Self	2395 Hugo Ln Mandan	663-5057
Kirk Hoff	NDDOT - Bis, Dist.	Bismarck	328-6950
Susan Beehler	Volunteer ^{RPM} Taping for Community Access	Mandan	220-2297
John Sauber	Interstate Engineering	Mandan	643-5455
Bob Fode	NDDOT	Bis	328-1937
Petrick Jensen	Atlas Inc	Mandan	527-2145
Steve Salwei	NDDOT	Bismarck	328-3689
Harvey Kadomas	Cretex west	Bis	223-7198
Steve Windish		1412 Basin Ave, Bismarck	258-6507
Myron Maack		1600 Venturi Dr So	663-6017
Tommy Schmidt	NDDOT		328-4446

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 PUBLIC HEARING - February 26, 2007 - Mandan City Hall
 Heart River Bridge [BRU-1-094(099)915] & West Main from Heart River to ND 6 [SU-1-094(100)915]

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Name	Representing	Address	Phone #:
Sue B Carp Storm	Mandel on Hill	100-12 th Ave NW	663-6923
Judy Strick		100 13 th Avenue	663 2054
Brian L. Giese		920 West Main	667-1100
Dorothy B. Baur			663-5142