FINDING OF NO SIGNIFICANT IMPACT

MAY 2006
FINDING OF NO SIGNIFICANT IMPACT

North Broadway
4th Avenue NW to 21st Avenue NW
City of Minot, Ward County
PCN 15182

Project No. CMU-4-083(060)200

83

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

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23 USC § 409 Documents
NDDOT Reserves All Objections

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

For
NORTH BROADWAY
FROM 4TH AVENUE NW TO 21ST AVENUE NW, MINOT, NORTH DAKOTA

FEDERAL AID PROJECT NO. CMU-4-083(060)200

The Federal Highway Administration (FHWA) has determined that the preferred alternatives and options will have no significant impact on the environment. The preferred alternative has been identified as the combination of Alternative C, Alternative D, Alternative G, Option 1, Option 2, Option 3.1, Option 4, and frontage road repaving. This would involve constructing a five 12-foot lanes with 8-foot sidewalks from the intersection of 4th Avenue NW and North Broadway to before 425 North Broadway (Mackley Apartments). In the location of 425 North Broadway, two 12-foot outside lanes and three 11-foot inside lanes with 4-foot sidewalks would be constructed. After 425 North Broadway to 11th Avenue NW, five 12-foot lanes with 8-foot sidewalks would be constructed. A narrower sidewalk width will be constructed at 501 North Broadway. This project also includes reconfiguring the northbound left turn lane at 4th Avenue NW and the reconstruction of a transition on the west side of North Broadway to connect 5th Avenue NW to 6th Avenue NW. From the north side of 11th Avenue NW to 21st Avenue NW, four 12-foot lanes with a raised median would be constructed. This project would also involve constructing a pedestrian overhead grade separation near 20th Avenue NW, addition of constructing northbound right turn lanes at 11th Avenue NW, 19th Avenue NW, 20th Avenue NW, and a southbound turn north of 11th Avenue NW. This FONSI is based on the attached January 2006 Revised Environmental Assessment and Draft Section 4(f) Evaluation, and the attached Final Section 4(f) Evaluation, which have been independently evaluated by FHWA and determined to be adequately and accurately discuss the need, environmental issues and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and Section 4(f) Evaluation.

5-31-06
Date

for Allen R. Radliff, P.E.
Division Administrator
Federal Highway Administration

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Selection of the Preferred Alternatives & Options/Summary of Costs

Segment 1—4th Avenue NW to 11th Avenue NW

Roadway Alternatives

A combination of two alternatives is preferred for Segment 1, Alternative C (five 12-foot lanes with 4-foot to 8-foot sidewalks) and Alternative D (two 12-foot outside lanes and three 11-foot inside lanes with 4-foot to 8-foot sidewalks). To minimize impacts to the Mackley Apartments, which is eligible for listing on the NRHP (National Register of Historic Places), Alternative D will be implemented only in the location of the Mackley Apartments (425 North Broadway).

Alternative C is the preferred alternative for all other portions of the Segment 1 roadway. Alternative C would be implemented from the intersection of 4th Avenue NW and North Broadway (beginning project terminus) to before the Mackley Apartments (425 North Broadway) and again after the Mackley Apartments (425 North Broadway) to the end of Segment 1 (11th Avenue NW). This alternative includes 8-foot sidewalks. Alternative C also includes a location for a narrower sidewalk width in order to reduce the amount of relocations and right-of-way. The location includes: Broadway Exchange and Pawn (501 North Broadway). In all other locations in Segment 1, *with the exception of the Mackley Apartments (425 North Broadway) and the above location*, 8-foot sidewalks are recommended as the preferred alternative. ***Please refer to Figure 2-7, Alternatives C and D.***

The estimated construction cost of the combination of these two alternatives is approximately $6.5 million. The estimated right-of-way cost is approximately $3.3 to $4.4 million.

Other Improvement Options

Option 1 will reconfigure the northbound left turn lane at 4th Avenue NW. This work will not directly affect the viaduct structure, but may require reconstruction of the approach slab. The *Traffic Operations Study* dated March 14, 2003 recommended the desirable length (250 feet) be provided. The minimum length (190 feet) is being proposed because major reconstruction to the viaduct structure would be needed to provide the desirable length. The estimated construction cost for this option is included in the mainline estimates.

Option 2 will construct a transition on the west side of North Broadway to connect 5th Avenue NW to 6th Avenue NW. This transition will tie in near the present location of the Barley Pop bar (511 North Broadway. The realignment eliminates three "T" intersections within 300 feet by creating a new four-legged intersection 300 feet from an adjacent "T" intersection. The sight distance restrictions for eastbound 5th Avenue NW are also eliminated. Option 2 would incorporate adjusted geometry in order to not encroach upon the New Hope Christian Center's (Church—220 5th Avenue NW) property. The estimated construction cost is $150,000. The estimated right-of-way cost is approximately $270,000.

Segment 2—11th Avenue NW to 21st Avenue NW

Roadway Alternative

Of the two roadway alternatives analyzed for Segment 2, Alternative G (four 12-foot lanes with raised median) is the preferred alternative. Alternative G would reconstruct the roadway with four 12-foot lanes with a raised median, approximately 20 feet in width. This section would have a TWLTL for the first 1,000 feet north of 11th Avenue NW tapering into a curbed/raised median north to 21st Avenue NW. A 6-foot sidewalk would be installed on the east side of the roadway with a 10-foot multi-use trail along the west side of the roadway. No additional right-of-way is required for this alternative. The estimated construction cost of this alternative is approximately $4.2 million.

Other Improvement Options

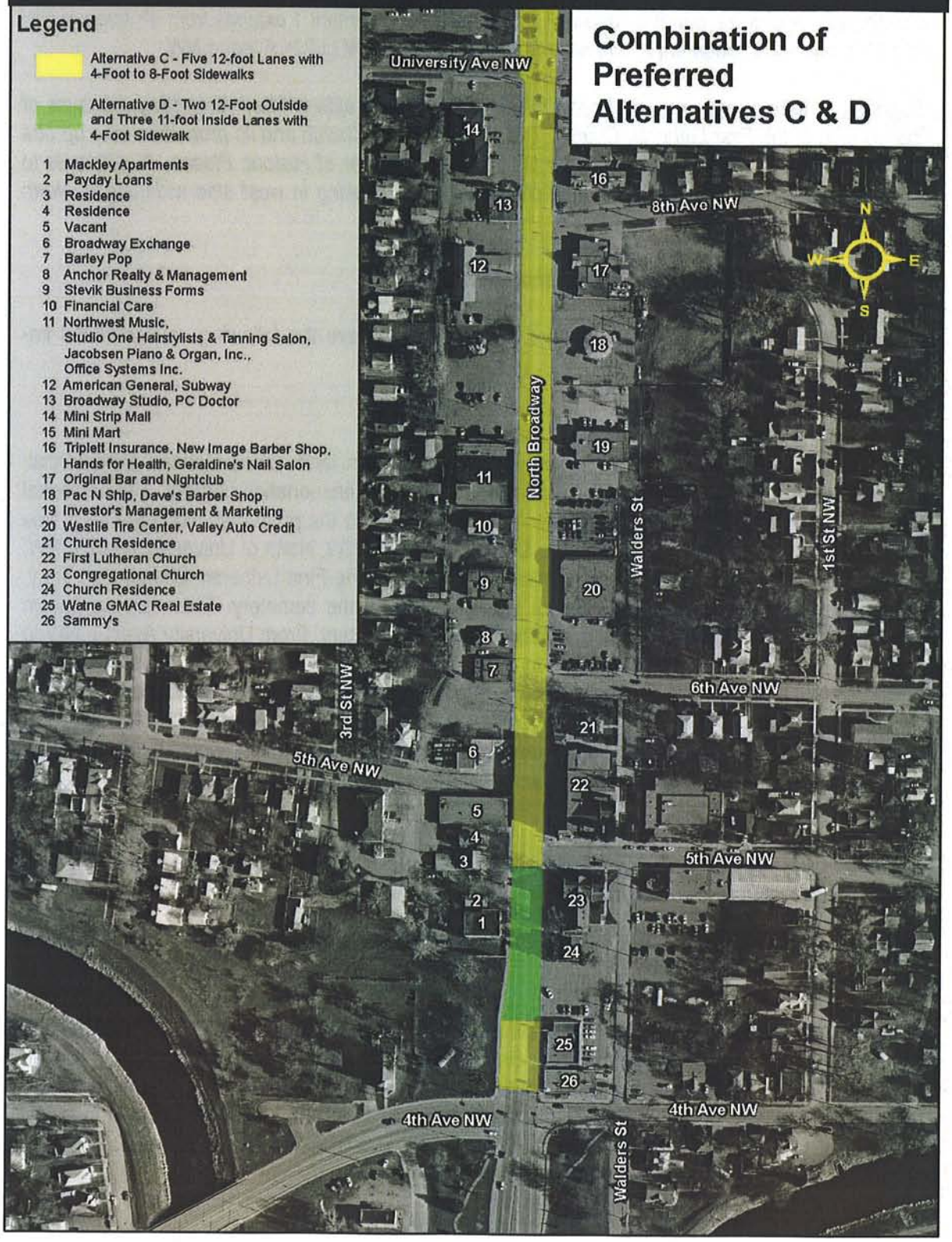
Option 3.1 will provide an overhead grade-separated pedestrian crossing near 20th Avenue NW. The terrain in this are is conducive to meeting ADA grades with an overpass. The overpass will be located south of 20th Avenue NW and the adjacent hilltops. The overhead structure will not impact airspace of the Minot International Airport. The estimated construction cost is $385,000.

Option 4 will install northbound right turn lanes at the following locations: the east service road north of 11th Avenue SW; 19th Avenue NW; 20th Avenue NW (Airport Road); and the southbound right turn lane at the west service road north of 11th Avenue NW. The estimated construction cost for this option is approximately $13,500 per right turn lane. This option will be funded entirely by the city of Minot.

Frontage Road

It was also recommended to repave the frontage road that parallels North Broadway on the west side from 19th Avenue NW to 21st Avenue NW. The roadway is approximately 24 feet wide and has a curb and gutter system on the west side. The frontage road is located entirely in the NDDOT right-of-way and is maintained by the city of Minot. The estimated construction cost to repave the frontage road is $127,000. The funding is 80% Regional Federal funds and a 20% match paid by the city of Minot, since it is a city collector roadway.

Figure 1-7
Alternatives C and D



Summary of Environmental Impacts

The project corridor has been divided into two segments (Segment 1 and Segment 2) by location, functionality, and corresponding roadway typical sections. Segment 1 extends from 4th Avenue NW to 11th Avenue NW. Segment 2 continues from 11th Avenue NW to 21st Avenue NW.

Segment 1 Alternatives were developed to widen to the west side of North Broadway, because of the location of the First Lutheran Church. The First Lutheran Church and its properties take up one city block; it is also eligible for listing on the National Register of Historic Places. All attempts to avoid impacts to the First Lutheran Church were made, resulting in west side widening of North Broadway.

Segment 1—4th Avenue NW to 11th Avenue NW

The preferred alternatives and options for Segment 1 will have the following environmental impacts.

Land Use

Alternative C would result in land use being converted from land zoned General Commercial, mainly businesses on the west side of North Broadway to a transportation corridor. The additional right-of-way needed for this alternative would be acquired from the properties along the west side of North Broadway from 4th Avenue NW to University Avenue NW. North of University Avenue NW; the road would transition to the east to minimize impacts to the First Lutheran Church Cemetery, but would still need to acquire 10 feet of right-of-way from the cemetery. There are no known graves in the proposed right-of-way acquisition from the cemetery. From University Avenue NW to 11th Avenue NW, 10 feet of right-of-way would be acquired from the west side of the roadway and a maximum of 4 feet would be acquired on the east side to accommodate 8-foot sidewalks. If 4-foot or 5-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. The parcels would be acquired on both sides of the roadway. Alternative C would also result in land use being converted from land zoned Public (Minot State University) to a transportation corridor.

Option 2 would result in land use being converted from land zoned as a General Residential District to a transportation corridor; impacting one residence.

Social Impacts

Community Cohesion

The preferred alternative would result in impacting 45–59 percent of businesses and 50–64 percent of the buildings on the west side of North Broadway. The changes along the west side of North Broadway would be visible and a change in the commercial neighborhood. The relocation of businesses and buildings may not affect the land use but may affect the neighborhood as it currently exists. The surrounding neighborhoods would be inconvenienced by the removal/relocations of businesses from the immediate area. Pedestrian traffic may also change with the removal or start-up of businesses near the schools.

Option 2 would result in relocating one residence. This Option may have an impact to the residence, by relocating them from their existing neighborhood.

School Districts

The preferred alternative will require 6 to 14 feet of right-of-way from Minot State University. Most of the buildings are further back from the roadway. The right-of-way that will need to be required is currently empty space or "green space." The acquisition of the "green space" means that the roadway will encroach closer to the buildings.

Additionally, Option 2, which will construct a transition to connect 5th Avenue NE to 6th Avenue NW, will connect the school crossing in this area with the school route along 5th Avenue NW.

Churches

Located adjacent to the east side of North Broadway are two churches: First Lutheran Church and the Congregational United Church of Christ.

The First Lutheran Church Complex (located on the east side of North Broadway), is eligible for listing on the National Register of Historic Places under Criterion C, as a site, with the Church as the main resource nominated and the remaining elements—parsonage, garage, and cemetery as contributing elements to the site's significance.

Alternative C would provide increased sidewalk widths, which provide a greater buffer distance from the church structures and the roadway.

At the same time, the alternative would acquire property from the First Lutheran Cemetery (west side of North Broadway). This acquisition of property may cause disruption to the atmosphere of visiting peoples to gravesites. This alternative would also relocate two pillars from the main entrance off of North Broadway further back in the property. Familial and cultural descendants of the interred often view graves and cemeteries with a sense of reverence and devout sentiment that can sometimes overshadow objective evaluation of changing the visiting atmosphere and appearance. The Cemetery has not changed dramatically since the early 1900s; if this alternative is chosen, social impacts may occur.

Residences

Option 2 would impact the residence located at 208 5th Avenue NW. This area may have some vacant houses for sale, since it is mostly residential. However, the median value of homes has increased to $80,400.

Businesses

Alternative C would impact two stationery and office supply stores: Stevick Business Forms and Office Supply Inc. The city of Minot has a total of four stationery and office supply stores; therefore, 50% of these stores would be impacted with relocations. Both of the stationery and office supply stores are in the employment-size class (1–4).

Additionally, Alternative C would also impact two retail musical instrument stores: Northwest Music, Inc. and Jacobsen Piano & Organ. The city of Minot has a total of three retail musical instrument stores; two out of the three stores would be impacted. The biggest retail musical instrument store, Northwest Music Inc. would be impacted, as well as the more specialty musical instrument retail store, Jacobsen Piano & Organ. Relocating two of the three music stores may have an indirect impact to the city of Minot. Indirect social impacts (if the businesses chose not to relocate in a different area in Minot) would be to the local schools' music department and to the residents of Minot and the surrounding areas.

Relocations

The preferred alternative will require the relocation of the following seven commercial buildings, containing 12 total businesses:

- 437 North Broadway (Vacant)
- 511 North Broadway
  - Barley Pop
- 609 North Broadway
  - Stevik Business Forms
  - Hair It Is
- 617 North Broadway
  - Financial Care
- 623 North Broadway
  - Northwest Music Inc.
  - Studio One Hairstylists & Tanning Salon
  - Jacobsen Piano & Organ
  - Office Systems, Inc.
- 721 North Broadway
  - AIG American General
  - Subway
- 729 North Broadway, 733 North Broadway (same building)
  - PC Doctor
  - Broadway Studio

Alternative C would also require construction easements for the majority of the project length to accommodate matching roadway, driveway, and parking lot grades. A maximum of four feet permanent right-of-way would be acquired on the east side of the roadway from University Avenue NW to 11th Avenue NW, to accommodate eight-foot sidewalks.

In addition, in order to construct the transition to connect 5th Avenue NW to 6th Avenue NW, one residential relocation will be required at 208 5th Avenue NW.

Parking Impacts

The preferred alternative and options will result in loss of parking for Broadway Exchange, AIG American General/Subway, and the Strip Mall (contains Connecting Point Computer Center, Cell Solutions, Zimmerman Agency, Edward Jones, Paul's Model Trains, Bellissimo's, and Americash).

Economic Impacts

The preferred alternative and options will create a positive economic impact by providing an adequate roadway to meet future traffic increases while providing facilities for pedestrians and bicyclists. However, the preferred alternative and options have the potential for negative economic impacts since numerous businesses will be relocated. Since North Broadway is a major north-south route through the city of Minot and a part of the US Highway system suggests that the area adjacent to the roadway would remain a business district, either by new businesses moving in or by the existing businesses reopening their lots after the reconstruction.

Impacts to Pedestrians and Bicyclists

The preferred alternative will provide sidewalks that are 8 feet wide (except in the locations: 425 North Broadway and 501 North Broadway), within the segment from 4th Avenue NW to 11th Avenue NW. A maximum of four feet would be acquired on the east side of North Broadway to accommodate eight-foot sidewalks.

Impacts to Cultural Resources

The preferred alternative and options would result in impacts to the First Lutheran Church Complex (Cemetery), which has been recommended as eligible for listing on the NRHP. The impact to the First Lutheran Cemetery would be the acquisition of ten feet of right-of-way and the relocation of gate posts located at the center of the east boundary line and the corner post located at the Cemetery's southeast corner. However, the ND SHPO has determined that Alternative would have *No Adverse Effect* to the First Lutheran Cemetery.

The recommendation to mitigate the *No Adverse Effect* to the First Lutheran Cemetery is move the gate posts and corner posts to the west, or if they cannot be saved, then new gate posts would be constructed that exactly replicate the existing gate posts in dimension, design, and materials.

Aesthetic/Visual Impacts

Alternative C would involve minor aesthetic impacts, due to roadway widening. Both of these alternatives would address the concerns of the public, by providing drivers with a wider roadway; wider sidewalks; and improved access to businesses. A minor temporary visual impact would occur if the majority of business and buildings were relocated before construction of new buildings would occur on the west side of the roadway.

One other visual impact is to the First Lutheran Cemetery, the gate posts would have to be moved and the Cemetery would be closer to the roadway. Drivers and viewers looking from outside the system may be concerned with changing the appearance of a Cemetery that virtually has not changed since the 1900s. Along with this, family and descendents may personally view the Cemetery as reverent and may not want the Cemetery altered visually.

Hazardous Waste Impacts

There are approximately 11 potentially contaminated sites along the corridor. As a result, the preferred alternative and options may encounter potentially contaminated soils.

Utilities

Utility companies have identified facilities that may be affected by construction at several locations along the project corridor.

Temporary Construction Impacts

Fire, Police, and Emergency Protection

The impacts to emergency services would be temporary during construction, the possibility of increase response time may occur. However, traffic would be maintained.

Secondary Impacts

The city of Minot has a total of three retail musical instrument stores; two out of the three stores would be impacted with Alternatives C and D, 4–8-foot sidewalks. The biggest retail musical instrument store, Northwest Music Inc. would be impacted, as well as the more specialty musical instrument retail store, Jacobsen Piano & Organ. Relocating two of the three music stores may have an indirect impact to the city of Minot. Indirect social impacts (if the businesses chose not to relocate in a different area in Minot) would be to the local schools' music department and to the residents of Minot and the surrounding areas.

The NDDOT first and foremost tries to relocate and reestablish businesses and residents. The secondary impact would be if a business owner qualified for "in-lieu" payment and decided to take the "in-lieu" payment. The impact would be loss of revenue of the business for the business owner for perpetuation. The project would directly impact the business owner's livelihood. Another indirect impact would be to the city of Minot, if a business chose the "in-lieu" payment the City may lose one of a "same type" business.

Impacts to Section 4(f) Properties

The preferred alternatives and options will result in the permanent use of First Lutheran Cemetery, a property protected by Section 4(f).

The impact to the First Lutheran Cemetery will be through the acquisition of right-of-way and the removal of gate posts located at the center of the east boundary line and the corner post located at the Cemetery's southeast corner. The ND SHPO has determined that the preferred alternatives and options would have *No Adverse Effect* to the First Lutheran Cemetery.

Segment 2—11th Avenue NW to 21st Avenue NW

Social Impacts

The preferred alternative and options will provide pedestrian/bicyclist facilities where none currently exist. Providing connections for pedestrians and bicyclists that are a part of the transportation corridor but located outside of the roadway may decrease and/or eliminate pedestrian/vehicle conflicts.

Summary of Commitments/Permits

The following is a list of commitments and recommendations made by the North Dakota Department of Transportation to minimize environmental impacts caused by the proposed action:

ND State Historic Preservation Office—The NDDOT and FHWA to satisfy the requirements of Section 106 of the National Historic Preservation Act and of Section 4(f) of the Department of Transportation Act and would coordinate with the ND State Historic Preservation Office to satisfy the requirements.

Cultural Resources—Because of the sensitive nature of the proposed construction in the First Lutheran Cemetery, the following would also be added and discussed in the construction plans:

- No underground utilities are to be proposed within the aisle.
- Excavation of topsoil and unclassified excavation are to be limited to that needed to allow placement of minimum thickness of base material underneath the sidewalk and curb and gutter.
- No sub-grade preparation is to be performed in this area.
- Construction operations done in this area should be under constant observation by the contractor's supervisory personnel and construction engineering personnel.
- All work should be completed during daylight hours to minimize the potential for damage outside the right-of-way and to unknown graves, if exposed within the project limits.
- When the contractor is operating, they would be operating under the Standards Specifications For Road And Bridge Construction of the NDDOT, Section 107.04 Historic Preservation Responsibilities.
- The contractor shall also follow a plan for contacting local authorities should an existing grave site be disturbed or exposed. The cemetery representative of First Lutheran Church and local health officials are to be identified and listed as contacts on the plans and specifications.

Another addition to the construction plan notes is that a structural engineer would inspect the First Lutheran Church Complex inside and out and photograph the Church and any other Church buildings near North Broadway, before construction and after construction in order to document any impacts made.

Minot International Airport—Portions of the proposed action are within the airport runway approach, departure, object free area extensions, and runway extension zones. The primary purpose of the runway extension zones is the protection of people and property on the ground. It is necessary to work with the management of the Minot International Airport to ensure that the design of the project traffic lights and parking do not create areas of congregation as defined in the FAA Advisory Circular (AC) 150/5300-13, "Airport Design" criteria. NDDOT shall coordinate with the management of the Airport to ensure there are no negative impacts to the Airport Wildlife Management Hazard Plan.

Due to the close proximity of the project to the existing airport runways, it is required by the FAA that design/landscaping of the project be designed that does not create a wildlife attractant.

Air Quality—The NDDOT would incorporate measures into the design to control wind erosion of the exposed areas and material stockpiles. These measures would be incorporated into the final engineering design and would detail Best Management Practices for erosion. The contractor would be required to conduct construction activities in such a manner as to comply with the Air Pollution Control Regulations of the State of North Dakota. The Contractor would be required to take the measures necessary to minimize dust emissions and to apply water or other methods to the problem areas.

If dust from construction operations becomes a hazard to traffic or a nuisance to the public, a vacuum or pickup sweeper shall be available for controlling dust. If the dust control provided by the vacuum or pickup sweeper is not adequate, water shall be used in conjunction with the sweeper to control fugitive dust. Washing material into storm or sanitary drainage systems shall not be permitted. Any roadway open to traffic shall be maintained to provide a safe, clean driving surface.

Water Quality—The NDDOT would incorporate measures into the design to control water quality impacts. These measures would be incorporated into the final engineering design and would detail Best Management Practices for erosion and sedimentation. The Contractor would be required to conduct his activities in such a manner as to comply with the Standards of Surface Water Quality for the State of North Dakota, as issued by the North Dakota Department of Health. The Contractor would be required to submit a Storm Water Pollution Prevention Plan with the Department of Health.

Asbestos-Containing Materials—Prior to any construction activities, the NDDOT would incorporate measures to collect representative samples of asbestos-containing material in structures, in accordance with the Asbestos Hazard Emergency Act standard policies and procedures for asbestos sampling, as required by the US Environmental Protection Agency and ND Department of Health regulations.

Potentially Contaminated Sites—Prior to any construction activities, the NDDOT would incorporate measures for a site specific health and safety plan to address safety issues associated with the soil/groundwater sampling efforts. The elements of the health and safety plan would be based on the requirements in the Occupational Safety and Health Administration rules, 29 CFR 1910. Sampling/drilling would take place at the 11 potentially contaminated areas throughout the project area.

Listed below are the permits required for the project:

Federal Aviation Administration: FAA Form 7460-1

North Dakota Department of Health: NPDES (National Pollutant Discharge Elimination System) Permit (to be obtained by the contractor)

North Dakota Department of Health: Asbestos Notification of Demolition and Renovation will be required for any structures (including the residential unit) that area removed during construction.

Impacts to Pedestrians and Bicyclists

Alternative G would construct a 6-foot sidewalk along the east side of North Broadway and a 10-foot multi-use trail along the west side of the roadway.

Option 3.1 would construct an overhead grade-separated crossing for pedestrians and bicyclists will be provided near 20th Avenue NW.

Hazardous Waste Impacts

There are approximately 11 potentially contaminated sites along the corridor. As a result, the preferred alternative and options may encounter potentially contaminated soils.

Errata to the Environmental Assessment

The purpose of this section is to provide correction to errors and/or omissions, as well as additional information, to the documentation in the EA. The following sections have been revised:

- Reword the third paragraph in Section 1.1, Introduction, to read:

  Since the April 2005 Public Hearing, a combination of two alternatives has been identified as the preferred alternative for Segment 1. Because the Mackley Apartments is eligible for listing on the NRHP, Alternative D, two 12-foot lanes and three outside lanes with 4-foot sidewalks, have been identified as the preferred alternative only in the location of the Mackley Apartments (425 North Broadway). From the intersection of 4th Avenue NW and North Broadway (beginning project terminus) to before the Mackley Apartments (425 North Broadway), Alternative C, five 12-foot lanes with 4-foot to 8-foot sidewalks, has been identified as the preferred alternative. After the Mackley Apartments (425 North Broadway) to the end of Segment 1 (11th Avenue NW), the preferred alternative is Alternative C, 4-foot to 8-foot sidewalks. Alternative C also includes a narrower sidewalk width in order to reduce the amount of relocations and right-of-way at Broadway Exchange and Pawn (501 North Broadway). In all other locations in Segment 1, *with the exception of the Mackley Apartments—425 North Broadway and the above location*, 8-foot sidewalks are recommended as the preferred alternative.

- Reword Section 2.6.1, Preferred Alternatives in Segment 1, to read:

  The preferred alternatives in Segment 1 are a combination of two alternatives that have been identified for Segment 1. Because the Mackley Apartments is eligible for listing on the NRHP, Alternative D, two 12-foot outside lanes and three 11-foot inside lanes with 4-foot sidewalks, has been identified as the preferred alternative only in the location of the Mackley Apartments (425 North Broadway). From the intersection of 4th Avenue NW and North Broadway (beginning project terminus) to before the Mackley Apartments (425 North Broadway), Alternative C, five 12-foot lanes with 4-foot to 8-foot sidewalks, has been identified as the preferred alternative. After the Mackley Apartments (425 North Broadway) to the end of Segment 1 (11th Avenue NW), the preferred alternative is Alternative C, 4-foot to 8-foot sidewalks. Alternative C also includes a narrower sidewalk width in order to reduce the amount of relocations and right-of-way at Broadway Exchange and Pawn (501 North Broadway). In all other locations in Segment 1, *with the exception of the Mackley Apartments—425 North Broadway and the above location*, 8-foot sidewalks are recommended as the preferred alternative. ***Please refer to Figure 2-7, Alternatives C and D.***

- Change and Additions in Section 3.10.1, Hazardous Waste Impacts/Mitigation

  Under Section 3.10.1, Hazardous Waste Impacts/Mitigation, sentences should be changed to: Alternatives C, D, and E may involve the encounter of potentially contaminated soils. Alternatives F and G may involve the encounter of potentially contaminated soils.

Add this paragraph: Prior to any construction activities, the NDDOT would incorporate measures to collect representative samples of asbestos-containing material in structures, in accordance with the Asbestos Hazard Emergency Act standard policies and procedures for asbestos sampling, as required by the US Environmental Protection Agency and ND Department of Health regulations.

Add this paragraph: Prior to any construction activities, the NDDOT would incorporate measures for a site specific health and safety plan to address safety issues associated with the soil/groundwater sampling efforts. The elements of the health and safety plan would be based on the requirements in the Occupational Safety and Health Administration rules, 29 CFR 1910. Sampling/drilling would take place at the 11 potentially contaminated areas throughout the project area.

- Add to Section 3.19, Required Permits and Actions

North Dakota Department of Health: Asbestos Notification of Demolition and Renovation will be required for any structures (including the residential unit) that area removed during construction.

- Add to Section 3.20, Environmental Commitments and Considerations

Asbestos-Containing Materials—Prior to any construction activities, the NDDOT would incorporate measures to collect representative samples of asbestos-containing material in structures, in accordance with the Asbestos Hazard Emergency Act standard policies and procedures for asbestos sampling, as required by the US Environmental Protection Agency and ND Department of Health regulations.

Potentially Contaminated Sites—Prior to any construction activities, the NDDOT would incorporate measures for a site specific health and safety plan to address safety issues associated with the soil/groundwater sampling efforts. The elements of the health and safety plan would be based on the requirements in the Occupational Safety and Health Administration rules, 29 CFR 1910. Sampling/drilling would take place at the 11 potentially contaminated areas throughout the project area.

- Change in Table 3-5, Summary Comparison of Project Alternatives, Hazardous Waste Impacts

Under Alternatives C, D, and E, change sentence to: may involve the encounter of potentially contaminated soils.

- Change in Appendix N, Public Hearing---Public Comments and Responses

In Comment 5 and in Response 5 please change "Fiest" to Feist.

Comments & Coordination

Environmental Assessment

The NDDOT distributed the Environmental Assessment to a number of federal, state, and local agencies on January 18, 2006 for their review and comment. One agency comment and two public comments were received. Responses have been provided. ***Please refer to Appendix A, Comments and Responses.***

In order to involve the general public in the project, three techniques were used to notify the public of the Public Hearing. Prior to the Public Hearing, a public service announcement was circulated to local television, newspapers, and radio stations. Second, a legal display advertisement was published in the Minot Daily News two weeks prior to the hearing. Third, an invitation to the hearing was included in a newsletter sent to the project mailing list. ***Please refer to Appendix B, Notification Package, which contains the public service announcement, newspaper ad, newsletter, and mailing list.***

Public Hearing

The Environmental Assessment was made available for public viewing at seven locations on April 13, 2005. A Public Hearing was held at the International Inn in Minot on April 28, 2005 from 5:00 pm to 7:00 pm. Nearly 50 people attended the Public Hearing. The Public Hearing was conducted in an open house format, with a formal presentation at 5:30 pm. At the conclusion of the presentation, the floor was open to public comment. At the conclusion of the two-week comment period, 12 written comments were received. ***Please refer to Appendix C, Public Hearing, which contains the sign-in sheet(s), handout, and presentation slide. A Transcript of Public Hearing has been prepared and is contained in Appendix D, Transcript of Public Hearing. Responses have been provided for public comments and are contained in Appendix E, Public Comments and Responses.*** Responses were not prepared for statements of preference. However, they were considered in the selection of the preferred alternative.

APPENDIX A

COMMENTS AND RESPONSES

- US Department of the Interior—Fish and Wildlife Office/North Dakota Field Office (February 28, 2005)
- Daniel Feist (February 16, 2006)
- New Hope Christian Center (January 25, 2006 and January 30, 2006)

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
3425 Miriam Avenue
Bismarck, North Dakota 58501

FEB 28 2006

RECEIVED
MAR 1 2006
BY:

Ms. Jennifer Turnbow, Environmental Planner
Kadrmas, Lee and Jackson, Inc.
128 Soo Line Drive
Bismarck, North Dakota 58501

Re: Environmental Assessment/Draft Section 4(f)
North Broadway - Minot, North Dakota

Dear Ms. Turnbow:

The U.S. Fish and Wildlife Service has reviewed the January 2006 Revised Environmental Assessment/Draft Section 4(f) Evaluation to evaluate alternatives for reconstructing North Broadway from 4th Avenue NW to 21st Avenue NW in Minot, North Dakota. We offer the following comments:

The Environmental Assessment and Draft Section 4(f) Evaluation thoroughly evaluates the practicable alternatives for reconstructing North Broadway. We believe the project planning process has been well coordinated and we have no objection to the conclusions present in the project reports.

We appreciate the opportunity to review this project and provide comments. If additional information is needed, please contact Bill Bicknell of my staff, or contact me directly, at 250-4481 or at the letterhead address.

Sincerely,

Jeffrey K. Towner

Jeffrey K. Towner
Field Supervisor
North Dakota Field Office

Phone (701) 852-1261
Fax (701) 852-1443

DEVELOPER FEIST REALTY CO. REAL ESTATE

RECEIVED
FEB 2 1 2006
BY:

1415 - 21st Ave. NW
P.O. Box 508
Minot, ND 58702-0508

February 16, 2006

Jennifer Turnbow
Kadrmas, Lee, Jackson, Inc.
128 Soo Line Drive
Bismarck, ND 58505

RE: NORTH BROADWAY RECONSTRUCTION, MINOT, ND
REPORT AND LETTER DATED 01-18-2006

1. Feist Construction Inc. letter to Mr. Paul Regan dated 04-17-03
2. Comments letter dated 05-22-03
3. Meeting with Kadrmas, Lee & Jackson 07-14-03
4. Public meeting 07-16-03 from 4:00 p.m. to 7:00 p.m.
5. Feist Construction Inc. letter to Greg Dase, K.L.J. dated 08-14-03
6. Dan Feist letter to Waide Kritsky, City Engineer dated 04-14-05
7. Dan Feist letter to Alan Walter, Public Works Director dated 04-14-05
8. Dan Feist letter to Paul Regan P.E. Minot District dated 04-14-05
9. Dan Feist letter to Greg Oase P.E., K.L.J. dated 04-14-05
10. Dan Feist letter to Kadrmas, Lee & Jackson dated 04-14-05
11. Dan Feist letter to Steve Salwei, Regional Engineer dated 04-14-05
12. Dan Feist letter to Dave Leftwick, ND Department of Transportation dated 04-14-05
13. Dan Feist letter to Bob Amptman, City Engineer dated 12-01-95
14. Dan Feist live comment on 04-28-05 on page 28 of Public Hearing
15. Comment by Ryan Ackerman to allow access on 13th Avenue NW to Springfield Addition east of Super "8" Motel access and International Inn
16. Dan Feist comment dated 05-12-05, separated page, on access east of North Broadway across from Super "8" Motel existing access
17. Page #1, comment and response #1, access on 13th Avenue NW at Super "8" to remain
18. Page #1, comment and response #2, denied access
19. Page #1, comment and response #3, must have water and sanitary sewer to develop approximately 10 acres of land east of Broadway
20. Page #1, comment & response #4, storm sewer must be large enough to handle all storm drainage. We installed a storm sewer drainage and a paved frontage road on Public Right of Way at our cost of over $100,00.00 east of North Broadway to match the new Broadway access
21. Page #1 & 2, comment & response #5, extension of the frontage road to the north was built on Highway Right of Way and therefore, should be extended to the north with access on 13th Avenue NW

2

22. Page #4, comment & response #19, this access would be 100% on Public Right of Way, including the Frontage Road. I do not want to own Public Right of Way land. I just need access from the existing Frontage Road to Broadway with water and sanitary sewer to our property so it can be developed
23. Letter to Governor John Hoeven dated 02-02-05
24. Please use the correct spelling for **FEIST**
25. We must have approval and planning for access, water and sanitary sewer and storm sewer for this project

Daniel L. Feist

CC: Governor John Hoeven
Waide Kritsky, City Engineer
Alan Walter, Public Works Director
Greg Oase, P.E., K.L.J. Engineering

Jennifer Turnbow

From: New Hope [newhopecc2003@yahoo.com]
Sent: Wednesday, January 25, 2006 1:43 PM
To: dchristensen@kljeng.com
Subject: RE: North Broadway

January 25, 2006

Good day,

I am requesting information on the latest to the reconstruction project and how this project affect the property of New Hope Christian Center that is located at 220 5th Ave NW located in Minot. I sent in a request form stating the problems that we would have if the street would be near the building and the traffic would cause a great deal of nois, being that this building is very old and it is not sound proof. I had requested if possibly relocating to another area. I have not heard any respond back and your attention to this matter would be highly appreciated, if I could hear some feedback. 3

Sincerely,
New Hope Christian Center

Jennifer Turnbow

From: New Hope [newhopecc2003@yahoo.com]
Sent: Monday, January 30, 2006 2:35 PM
To: jennifer.hafner@kljeng.com
Subject: Re: North Broadway EA

Good Day:

I have read the Options and the one particular Otion two that is stating that there would not be any noise compared to the road that is already in existance. The road that would come beside the church widows that is located on the right side would cause a great deal of disturbance being the building widows is very old and the building itself is not sound proof. With the road existing where the house that is right beside us, where the road is going to be placed, we can hear our neighbors and vice verus when at the church. So, we know for a fact that this will cause a noise problem. 4
Sincerely,
New Hope Christian Center

Good Morning--

Thank you for your recent comments. I hope that I have answered your questions and concerns.

The January 2006 Environmental Assessment/Draft Section 4(f) Evaluation was sent out to the New Hope Christian Center on January 18, 2006. The document is also available at a number of public viewing locations; I have attached these locations. You may formally provide written comments on the January 2006 Environmental Assessment/Draft Section 4(f) Evaluation by March 7, 2006 to my address listed below or my email address.

In Chapter 2, page 2-12 outlines the preferred alternatives and options for this project.

Appendix N includes all the public comments that were received after the public hearing and responses to the public comments. Comment/Response 20 and 21 specifically address the New Hope Christian Center's concerns about noise and relocation.

In summation, Option 2 (5th Avenue NW to 6th Avenue NW transition) would not require any property from the New Hope Christian Center. It is not anticipated that the roadway will be closer to the Center than the existing roadway. Sound levels are calculated by using the following criteria: both current (year) and projected (year) traffic volume for automobiles and trucks, average automobile speed, terrain surface, and the distance from the roadway centerline to the right-of-way line. None of the criteria are changing on this roadway.

Option 2 provides a functional roadway without impacting any property from the Center; therefore, it is not prudent to modify Option 2 so that it

impacts the building.

If you have any further concerns or questions, please feel free to contact me at (701) 355.8468 or jennifer.turnbow@kljeng.com.

Sincerely,
Jennifer

Kadrmas, Lee & Jackson, Inc.
Jennifer J. Turnbow
Environmental Planner
128 Soo Line Drive
Bismarck, ND 58501
Phone: (701) 355-8468
Fax: (701) 255-0943
Web: http://www.kljeng.com

Do you Yahoo!?
With a free 1 GB, there's more in store with Yahoo! Mail.

Jennifer Turnbow

From: Jennifer Turnbow [jennifer.turnbow@kljeng.com]
Sent: Tuesday, January 31, 2006 2:05 PM
To: 'New Hope'
Subject: RE: North Broadway EA

Thank you for your comment. Your comment will be incorporated into the final environmental document.

Thank you,
Jennifer

-----Original Message-----
From: New Hope [mailto:newhopecc2003@yahoo.com]
Sent: Monday, January 30, 2006 2:35 PM
To: jennifer.hafner@kljeng.com
Subject: Re: North Broadway EA

Good Day:

I have read the Options and the one particular Otion two that is stating that there would not be any noise compared to the road that is already in existance. The road that would come beside the church widows that is located on the right side would cause a great deal of disturbance being the building widows is very old and the building itself is not sound proof. With the road existing where the house that is right beside us, where the road is going to be placed, we can hear our neighbors and vice verus when at the church. So, we know for a fact that this will cause a noise problem.
Sincerely,
New Hope Christian Center

> Good Morning--
>
> Thank you for your recent comments. I hope that I have answered your questions and concerns.
>
> The January 2006 Environmental Assessment/Draft Section 4(f) Evaluation was sent out to the New Hope Christian Center on January 18, 2006. The document is also available at a number of public viewing locations; I have attached these locations. You may formally provide written comments on the January 2006 Environmental Assessment/Draft Section 4(f) Evaluation by March 7, 2006 to my address listed below or my email address.
>
> In Chapter 2, page 2-12 outlines the preferred alternatives and options for this project.
>
> Appendix N includes all the public comments that were received after the public hearing and responses to the public comments. Comment/Response 20 and 21 specifically address the New Hope Christian Center's concerns about noise

and relocation.

In summation, Option 2 (5th Avenue NW to 6th Avenue NW transition) would not require any property from the New Hope Christian Center. It is not anticipated that the roadway will be closer to the Center than the existing roadway. Sound levels are calculated by using the following criteria: both current (year) and projected (year) traffic volume for automobiles and trucks, average automobile speed, terrain surface, and the distance from the roadway centerline to the right-of-way line. None of the criteria are changing on this roadway.

Option 2 provides a functional roadway without impacting any property from the Center; therefore, it is not prudent to modify Option 2 so that it impacts the building.

If you have any further concerns or questions, please feel free to contact me at (701) 355.8468 or jennifer.turnbow@kljeng.com.

Sincerely,
Jennifer

Kadrmas, Lee & Jackson, Inc.
Jennifer J. Turnbow
Environmental Planner
128 Soo Line Drive
Bismarck, ND 58501
Phone: (701) 355-8468
Fax: (701) 255-0943
Web: http://www.kljeng.com

Do you Yahoo!?
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Comment 1 The Environmental Assessment and Draft Section 4(f) Evaluation thoroughly evaluates the practicable alternatives for reconstructing North Broadway. We believe the project planning process has been well coordinated and we have no objection to the conclusions present in the project reports.

Response 1 *Comment noted.*

Comment 2 List of correspondence with regard to Mr. Feist.

Response 2 *The majority of this correspondence can be found within the January 2006 Revised Environmental Assessment and Draft Section 4(f) Evaluation.*

In letters dated November 16, 2004; October 19, 1992; and March 14, 1963, the NDDOT (North Dakota Department of Transportation) has denied this access in all three letters. Access has been denied because the NDDOT purchased access control along this section of US Highway 83 to ensure motorist safety and roadway capacity. The granting of this access could increase the potential for vehicle crashes due to the additional conflict points; as well as decreasing roadway capacity. The Feist property has an access to US Highway 83 via a service roadway approach approximately 700 feet from this requested access point and the NDDOT believes this provides reasonable access to this property.

The cross slope of the roadway between 11th Avenue NW to 19th Avenue NW currently provides a "banked curve" or superelevation of the roadway to lessen the effects of the roadway curve on vehicles. The need for superelevation is dependent on the design speed of the roadway and the degree of roadway curve. The proposed North Broadway reconstruction project would use a lower design speed than was originally constructed, and therefore would flatten the cross slope to some extent. However, North Broadway would be designed to best accommodate the higher speed, high volume free flowing north-south traffic on North Broadway rather than compromising the design to accommodate a low volume, low speed street crossing. At this time the NDDOT has not approved a new access between North Broadway and the east frontage road in the vicinity of the Feist Realty property. The east frontage road is a city street and as such any northward extension of the east frontage road would be subject to city of Minot approval and funding.

The spelling of "Feist" is reflected in the Errata to the Environmental Assessment.

Comment 3 I am requesting information on the latest to the reconstruction project and how this project would affect the property of New Hope Christian Center, 220 5th Avenue NW, located in the city of Minot. I sent in a request form stating the problems that we would have if the street would be near the building and the traffic would cause a great deal of noise, being that this building is very old and it is not sound proof. I had requested if possibly relocating to another area. I have not heard any respond back and your attention to this matter would be highly appreciated, if I could hear some feedback.

Response 3 *The comments from the New Hope Christian Center were made during the comment period of the Public Hearing. On January 18, 2005 the New Hope Christian Center was sent a copy of the January 2006 Revised Environmental Assessment and Draft Section 4(f) Evaluation.*

Option 2 (5th Avenue NW to 6th Avenue NW Transition) would not require any property from the New Hope Christian Center. It is not anticipated that the roadway will be closer to the New Hope Christian Center than the existing roadway. Sound levels are calculated by using the following criteria: both current (year) and projected (year) traffic volume for automobiles and trucks, average automobile speed, terrain surface, and the distance from the roadway centerline to the right-of-way line. None of the criteria are changing on this roadway.

Option 2 provides a functional roadway without impacting any property from the New Hope Christian Center; therefore, it is not prudent to modify Option 2 so that it impacts the building.

Comment 4 I have read the Options and the one particular Option 2 is stating that there would not be any noise compared to the road that is all ready in existence. The road would come beside the church windows that is located on the right side would cause a great deal of disturbance being the building windows is very old and the building itself is not sound proof. With the road existing where the house this is right beside us, where the road is going to be placed, we can hear our neighbors and vice versa, when at church. So, we know for a fact that this will cause a noise problem.

Response 4 *Option 2 (5th Avenue NW to 6th Avenue NW Transition) would not require any property from the New Hope Christian Center. It is not anticipated that the roadway will be closer to the New Hope Christian Center than the existing roadway. Sound levels are calculated by using the following criteria: both current (year) and projected (year) traffic volume for automobiles and trucks, average automobile speed, terrain surface, and the distance from the roadway centerline to the right-of-way line. None of the criteria are changing on this roadway.*

Option 2 provides a functional roadway without impacting any property from the New Hope Christian Center; therefore, it is not prudent to modify Option 2 so that it impacts the building.

APPENDIX B

NOTIFICATION PACKAGE

- Advertisement
- Public Service Announcement
- Newsletter
- Mailing List

AFFIDAVIT OF PUBLICATION
STATE OF NORTH DAKOTA

SS.

County of Ward

Pamela Pedersen of said

County and State, being first duly sworn, on oath says: That the MINOT DAILY NEWS is a daily newspaper of general circulation, printed and published in the City of Minot, in said County and State. That the MINOT DAILY NEWS now is and during all times in the foregoing affidavit mentioned has been a newspaper qualified to do legal printing, in accordance with the Statutes of the State of North Dakota, and that I am

clerk

of the MINOT DAILY NEWS and during all such time covering the publication of this notice have occupied such position on said newspaper, and have personal knowledge of all the facts stated in this affidavit, and that

the advertisement headed

Public Hearing

a printed copy of which is hereunto attached was printed and published in said newspaper

one times to-wit:

April 21, 2005

Pamela Pedersen, clerk

Subscribed and sworn to before me this

21st Day of April 2005

Stephanie K Hoffart

Notary Public, Ward Co. N.D.

My commission expires

STEPHANIE K. HOFFART
Notary Public, State of North Dakota
My Commission Expires May 8, 2007

028833

NORTH BROADWAY

Avenue NW to 21st Avenue NW

PUBLIC HEARING

WHEN?

Thursday, April 28, 2005
5:00 pm - 7:00 pm, Formal Presentation at 5:30 pm

Comments may be transcribed privately from 5:00 pm - 5:30 pm and formal comments will be transcribed directly after the formal presentation.

WHERE?

International Inn
Norse Room
1505 North Broadway; Minot, ND

WHY?

This meeting will inform the public on the progress of the project, to document concerns on the development of alternatives, and to receive input as to the preferred alternative(s). Please plan to attend this meeting, examine the alternatives, discuss the project with the study team, and make your voice heard. Your input is important and will be considered in the selection of the preferred alternative(s).

Representatives from the city of Minot, North Dakota Department of Transportation, and Kadrmas, Lee & Jackson, Inc. will be on hand to answer your questions and discuss your concerns.

The March 2005 Environmental Assessment is available for public viewing at the following Minot locations: *City of Minot Engineering Department*, 1025 31st St. NE; *Gordon B. Olson Library (Minot State University)*, 500 University Avenue West; *Kadrmas, Lee & Jackson*, 1810 4th Avenue NW; *Minot Public Library*, 516 2nd Avenue SW; and *NDDOT Minot District*, 1305 Highway 2 Bypass East. It is also available at the following Bismarck locations: *FHWA Division Office*, 1471 Interstate Loop, and *NDDOT Local Government*, 608 E. Boulevard Avenue.

TRANSCRIPT: Written statements will be made part of the official transcript if received by May 12, 2005.

Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson, Inc.
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

CONDUCTED BY

ND Department of Transportation, City of Minot, and Kadrmas, Lee & Jackson, Inc.

DISABILITIES: People with disabilities who plan on attending the meeting and need special arrangements should contact:

Greg Oase, PE, Kadrmas, Lee & Jackson, Inc. (701) 839-3383 Or Steve Salwei, PE, NDDOT, Local Government (701) 328-3689 or TTY (701) 328-4156

Public Service Announcement

RELEASE DATE: April 20, 2005

FROM: Kadrmas, Lee and Jackson, Inc.

CONTACT: Greg Oase, Project Manager
Kadrmas, Lee & Jackson
(701) 839-3383

Public Input Meeting for North Broadway from 4th Avenue NW to 21st Avenue NW

A Public Hearing regarding reconstruction of North Broadway will be held on Thursday, April 28, 2005 at the International Inn, Norse Room, located at 1505 North Broadway, from 5:00 pm–7:00 pm, with a presentation beginning at 5:30 pm. Representatives from the City of Minot, North Dakota Department of Transportation, and Kadrmas, Lee & Jackson will be available to address questions and concerns.

The purpose of this meeting will be to inform the public on the progress of the project, to receive input as to the preferred alternative(s), and to summarize the findings of the environmental impact analysis.

Please plan to attend this important public hearing, examine the alternatives, discuss the project with the study team, and make your voice heard. Your input is important and will be considered in the selection of the preferred alternative(s).

For more information, or for people with disabilities, who plan on attending the meeting and need special arrangements, please contact:

Greg Oase, Project Manager
Kadrmas, Lee & Jackson @ (701) 839-3383
or
Steve Salwei, NDDOT @ (701) 328-3689

TTY (701) 328-4156

###

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

City of Minot | NDDOT North Dakota Department of Transportation | Kadrmas Lee & Jackson Engineers, Surveyors and Planners

Project #CMU-4-083(060)200
April 2005

Public Input Meeting #3 Recap

Over 66 people attended Public Input Meeting #3 held on November 17, 2004 at Minot State University Student Union Building in Minot. Following the meeting, 17 written comments were received. These comments have helped shape the EA (Environmental Assessment).

Proposed Project

The North Dakota Department of Transportation, in cooperation with the city of Minot, is evaluating improvement options for North Broadway, specifically from 4th Avenue NW to 21st Avenue NW in Minot, North Dakota.

Minot Broadway Alternatives

Alternative	Description
Alternative A	No Build
	Segment 1 Alternatives—4th Avenue NW to 11th Avenue NW
Alternative B	Rebuild with Existing Geometry
Alternative C	Five 12-foot Lanes w/ 4-foot to 8-foot Sidewalks
Alternative D	Two 12-foot Outside & Three 11-foot Inside Lanes w/ 4-foot to 8-foot Sidewalks
Alternative E	Four Driving Lanes w/ Continuous Raised Median & Sidewalks
Option 1	Left turn lane at 4th Avenue NW—Northbound
Option 2	5th Avenue NW to 6th Avenue NW transition
	Segment 2 Alternatives—11th Avenue NW to 21st Avenue NW
Alternative F	Five 12-foot lanes with flush median
Alternative G	Four 12-foot lanes with raised median
Option 3.1	Pedestrian Overhead Grade Separation near 20th Avenue NW
Option 3.2	Pedestrian Underpass Grade Separation near 20th Avenue NW
Option 3.3	Pedestrian At-Grade Crossing at the intersection of 20th Avenue NW
Option 4	Right turn lanes

Since the Last Meeting

An EA has been prepared for this project. The EA disclosed potential adverse and beneficial impacts to the human and natural environment associated with each project alternative. Potential measures to minimize or eliminate adverse impacts were also discussed.

continued...

Since the Last Meeting...continued

The EA is currently under review by federal, state, and local agencies. It is also available for public viewing at the following locations:

- **City of Minot Engineering Department**
  1025 31st Street NE, Minot
- **Gordon B. Olson Library (Minot State University)**
  500 University Avenue West, Minot
- **Kadrmas, Lee & Jackson**
  1810 4th Avenue NW, Minot
- **Minot Public Library**
  516 2nd Avenue SW, Minot
- **NDDOT Minot District**
  1305 Highway 2 Bypass East, Minot
- **FHWA Division Office**
  1471 Interstate Loop, Bismarck
- **NDDOT Central Office**
  608 E. Boulevard Avenue, Bismarck

The ND Department of Transportation and Federal Highway Administration have identified the preferred alternative in the location of the Mackley Apartments (425 North Broadway) as Alternative D, two 12-foot outside lanes and three 11-foot inside lanes with 4-foot sidewalks. A preferred alternative has not been identified for the remainder of Segment 1 and Segment 2.

Public comments are requested by May 12, 2005. Following the public and agency comment periods, preferred alternative(s) will be identified in the final environmental document.

About this Newsletter

This newsletter is the second in a series intended to provide periodic updates on the progress of the Environmental Assessment and preliminary engineering for the proposed North Broadway project. Specifically, this newsletter is an important part of the public involvement program designed to keep affected and interested parties informed about the project.

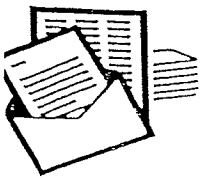
We hope this newsletter is informative and useful to you. Thank you for your interest in the North Broadway project.

Project Schedule

The city of Minot, NDDOT, and FHWA (Federal Highway Administration) reviewed the March 2005 EA. Following the Public Hearing and 15-day comment period, the FHWA will review the document, agency and public comments, and responses to comments, to determine whether an EIS (Environmental Impact Statement) or a FONSI (Finding of No Significant Impact) should be prepared. Provided that environmental clearance is received in the summer of 2005, design could commence, with construction anticipated to begin in 2007.

Your Input

Your input will be considered regarding the proposed project alternatives. Please share your comments and questions at the Public Hearing. Your written comments will become part of the official transcript if received before May 12, 2005. Please send your comments to:



Jennifer Hafner
Environmental Planner
Kadrmas, Lee & Jackson, Inc.
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Public Hearing Date Set

Thursday, April 28, 2005
5:00 pm-7:00 pm
Formal Presentation at 5:30 pm
International Inn, Norse Room
1505 North Broadway
Minot, ND

A summary of the results of the Environmental Assessment will be presented. A formal public comment period will follow the presentation. Exhibits will be on display throughout the evening and comment cards will be available. Please plan to attend this important meeting, examine the alternatives, discuss the project with the study team, and make your voice heard. Your input is important and will be considered in the selection of the preferred alternative(s).

Minot Property/Business Owners Mailing List

	A	B	C	D	E	F	G
1	LOT OWNER	BUSINESS	BUSINESS OWNER/CONTACT	STREET ADDRESS	CITY	STATE	ZIP
2	FECA Acquisition Corporation			17207 N. Perimeter Dr.	Scottsdale	AZ	85255
3		Pizza Hut	Vicki Marcy or Current Manager	2115 N. Broadway	Minot	ND	58703
4		SUD's INC		2025 3rd Street N.	Minot	ND	58703
5		Pinkerton Animal Hospital	A.L. Pinkerton	2105 N. Broadway	Minot	ND	58703
6		Humane Society Pet Center		2105 N. Broadway	Minot	ND	58703
7	Alan J. & Darlene K. Egeberg			PO Box 1152	Minot	ND	58702-1152
8	Randall D. & Julie C. Waldref			900 13th Ave SE	Minot	ND	58701
9		Quizno's Classic Subs	Randall D. & Julie C. Waldref	2035 N. Broadway	Minot	ND	58703
10	Craig C. & Catherine A. Twelen			1709 Cherry Dr.	Minot	ND	58701
11		Pleasure Palace.		2029 N. Broadway	Minot	ND	58703
12	Larry D. & Coleen Armstrong			PO Box 1792	Minot	ND	58702-1792
13		Landing Bar and Bottle Shop	Jennifer Mitchell	2015 N. Broadway	Minot	ND	58703
14	Paul Family Farm			PO Box 1847	Minot	ND	58702-1847
15		Tesoro Service Station		2005 N. Broadway	Minot	ND	58703
16			J. Feldman	1919 2nd St. SE	Minot	ND	58701
17		North Hill Barber Shop		1949 N. Broadway	Minot	ND	58703
18		Guest Lodge		1937 N. Broadway	Minot	ND	58703
19	Dee Jay's Ost of ND, Inc.			3100 S. Broadway	Minot	ND	58701
20		Kentucky Fried Chicken		1929 N. Broadway	Minot	ND	58703
21	Ibew Local 714		Mark Hager, Tr.	PO Box 1906	Minot	ND	58702-1906
22		Electrical Union, Ibew Local 714	Mark Hager, Tr.	1925 N. Broadway	Minot	ND	58703
23	Gary W. Weydahl			PO Box 2171	Minot	ND	58702-2171
24		United Blood Services		1919 N. Broadway	Minot	ND	58703
25		National Marketing Realtors		1919 N. Broadway	Minot	ND	58703
26		Starlite Club		1915 N. Broadway	Minot	ND	58703
27	North Hill Bowl, Inc.		C. Morris Anderson	1901 N. Broadway	Minot	ND	58703
28		International Travel Agency	Rhonda Demakis	1901 N. Broadway	Minot	ND	58703
29	Donald Bessette	Don Bessette Motors, Inc.		1715 N. Broadway, PO Box 400	Minot	ND	58702-0400
30	International Inn, Inc.		Jim Mello	1505 N. Broadway, PO Box 777	Minot	ND	58703
31	Violet Herzig			16300 46th Ave. NW	Burlington	ND	58722
32	Bishop Ryan High School			316 11th Ave. NW	Minot	ND	58703-2260
33		Bishop Ryan High School		1312 Highway 83	Minot	ND	58703
34	Bishop Ryan High School		c/o Diocese Of Bismarck	420 Raymond St.	Bismarck	ND	58501
35		Bishop Ryan High School		1310 Highway 83	Minot	ND	58703
36	Motels of America, LLC			701 Lee St., Suite 1000	Des Plaines	IL	60016
37		Super 8 Motel		1315 N. Broadway	Minot	ND	58703
38	Robert K. & Judy Nelson			1917 3rd St. NW	Minot	ND	58703
39		Command Labor		1309 N. Broadway	Minot	ND	58703
40	Tucker Investments		c/o Peggy Kimball	3215 4th St. SW, Apt. 8	Minot	ND	58701-7387
41		Ultimate Cuts	Theresa Proper	1305 N. Broadway	Minot	ND	58703
42	L & S Land Adventures, LLC		Larry Durand	PO Box 1607	Minot	ND	58702-1607
43		Carlina of Minot	Jerry Leiss	1205 N. Broadway	Minot	ND	58703
44	Hadler Real Estate, LP			6250 54th Avenue SE	Minot	ND	58703
45		Dairy Queen		1127 N. Broadway	Minot	ND	58703
46	Norman A. & Charles R. Anderson			2301 19th St SW	Minot	ND	58701
47		State Farm Insurance	Norman A. & Charles R. Anderson	1125 N. Broadway	Minot	ND	58703
48	Vera Glasoe		c/o Allen Realty	1300 Oak Park Shopping Center	Minot	ND	58701
49		Current Tenant		1107 N. Broadway	Minot	ND	58703
50	First Lutheran Church			120 5th Ave NW	Minot	ND	58703
51	State of North Dakota	Minot State University		500 University Ave W	Minot	ND	58703
52	Veronica Damberger Trust		c/o Paul Damberger	809 16th St NW	Minot	ND	58703
53		Cell-Solutions.com		819 N. Broadway	Minot	ND	58703
54		Tom Zimmerman Agency		201 University Ave. Ste E	Minot	ND	58703
55		Connecting Point Computers		201 University Ave. W., Ste. 2	Minot	ND	58703
56	Paul Damberger			21 2nd Ave SE	Minot	ND	58701
57		Americash		809B N. Broadway	Minot	ND	58703
58		Edward Jones Co.	Kelly Nehring	809B N. Broadway	Minot	ND	58703
59		R-Diversity Beauty Salon		809 N. Broadway	Minot	ND	58703
60	Gene H. & Ruby Rau			40 62nd St SW	Minot	ND	58701
61		Broadway Studio		733 N. Broadway	Minot	ND	58703
62		PC Doctor	Brad Nelson	729 N. Broadway	Minot	ND	58703
63	Robert & Linda L. Bartsch			4103 42nd St SE	Minot	ND	58701
64		AIG American General		721 N. Broadway	Minot	ND	58703
65		Subway Sandwiches and Salads	Troy Bartsch	721 N. Broadway	Minot	ND	58703
66	Ida Jimmerson			208 5th Ave NW	Minot	ND	58703
67	New Hope Christian Center			220 5th Ave NW	Minot	ND	58703
68	Northwest Music Center, Inc.		Jim Mackey	623 N. Broadway	Minot	ND	58703
69		Studio One Hairstyles & Tanning Salon		623 N. Broadway	Minot	ND	58703
70		Jacobson Piano & Organ		623 N. Broadway	Minot	ND	58703
71		Office Systems, Inc.		623 N. Broadway	Minot	ND	58703
72	Larry D. Armstrong			PO Box 1792	Minot	ND	58702-1792
73		Financial Care	Larry Armstrong	617 N. Broadway	Minot	ND	58703
74	Jack Stevick			609 N. Broadway	Minot	ND	58703
75		Stevick Business Forms Co.	Jack Stevick	609 N. Broadway	Minot	ND	58703
76	Tim Schnaible	Anchor Realty & Management, Inc.		601 N. Broadway	Minot	ND	58703
77	Craig Fink			11907 E. Terra Dr.	Scottsdale	AZ	85259
78		Barley Pop	Daryl Reile	511 N. Broadway	Minot	ND	58703
79		Current Tenant		435 N. Broadway	Minot	ND	58703
80	Jon Kerian			1800 8th Street SW	Minot	ND	58701
81		Broadway Exchange & Pawn		501 N. Broadway	Minot	ND	58703
82	Nadean & Gaylen Schmidt			433 N. Broadway	Minot	ND	58703
83		Payday Loans	Nadean & Gaylen Schmidt	427 N. Broadway	Minot	ND	58703
84		The Mackley		425 N. Broadway	Minot	ND	58703
85	City of Minot		City Auditor	515 2nd Ave. SW	Minot	ND	58701-8739
86	Daniel L. Feist			PO Box 508, 1415 21st Ave NW	Minot	ND	58702-0508
87	Ribob Co. & Eljim Company		c/o Elmen Enterprises	PO Box 122283	Ft. Worth	TX	76121-2283
88		United Rentals	Rick Quin	1200 N. Broadway	Minot	ND	58703
89	Miracle Mart, Inc.			504 W. Main	Mandan	ND	58554
90	Grand Forks Video, Inc.			7901 Xerxes Ave. S., Suite 201	Minneapolis	MN	55431
91		Premiere Video	Laurie Schachtschneider	1030 N. Broadway	Minot	ND	58703
92	YMCA			PO Box 2064	Minot	ND	58702-2064
93		YWCA		1020 N. Broadway	Minot	ND	58703
94	Farmers Union Oil Co. of Minot		Rick Kuehller	215 Central Ave. E, PO Drawer F	Minot	ND	58702
95		Cenex of Minot	Farmers Union Oil Co. of Minot	1000 N. Broadway	Minot	ND	58703
96		Outlaw Grill		1000 N. Broadway	Minot	ND	58703
97	SSW, Inc.			PO Box 2156	Minot	ND	58702-2156
98		Taco Johns	Mike Sartwell	920 N. Broadway	Minot	ND	58703
99	Checkrite of Minot, Inc			PO Box 416	Minot	ND	58702-0416
100		KXND Fox TV24		1829 S. Broadway #4	Minot	ND	58701
101		Central North American Trade		1906 S. Broadway, PO Box 188	Minot	ND	58702
102		Supercumper		2005 N. Broadway	Minot	ND	58701
103		Seeds 2000		900 N. Broadway, Ste 102	Minot	ND	58703
104		gillamerica@gillworldnet.com		900 N. Broadway, Ste 103	Minot	ND	58703
105		Gab Business Services		900 N. Broadway, Ste 110	Minot	ND	[illegible]
106		D & K Distributing		900 N. Broadway, Ste 111	Minot	ND	[illegible]
107		Bed Lady Mattress		900 N. Broadway, Ste 112	Minot	ND	[illegible]

Minot Property/Business Owners Mailing List

	A	B	C	D	E	F	G
1	LOT OWNER	BUSINESS	BUSINESS OWNER/CONTACT	STREET ADDRESS	CITY	STATE	ZIP
108		First Command Financial Planning	Clint Cook	900 N. Broadway, Ste 120	Minot	ND	58703
109		Asset 2 Sell		900 N. Broadway, Ste 200	Minot	ND	58703
110		Eastchester		900 N. Broadway, Ste 201	Minot	ND	58703
111		Protection and Advocacy Project		900 N. Broadway, Ste 210	Minot	ND	58703
112		Check Rite	Sue Berger	900 N. Broadway, Ste 211	Minot	ND	58703
113		Preferred Restaurant Group		900 N. Broadway, Ste 212	Minot	ND	58703
114		Dept of Juvenile Service		900 N. Broadway, Ste 300	Minot	ND	58703
115		TSA		900 N. Broadway, Ste 302	Minot	ND	58703
116	Terry Oldfield, Dakota Properties		c/o Loal'N Jug/Mini Mart	442 Keeler Parkway	Pueblo	CO	81001
117		Mini Mart	Lynn Meade	810 N. Broadway	Minot	ND	58703
118	Condominium Association			116 8th Ave. NW	Minot	ND	58703
119		Geraldine's Nail Salon	Geraldine Heintz	5911 5th Ave. SW	Minot	ND	58701
120		Hands for Health	Marsha Presky	118 8th Ave. NW	Minot	ND	58703
121		Dennis Helgeson & Assoc.	Dennis Helgeson	120 8th Ave. NW	Minot	ND	58703
122		New Image Barber Shop	Tona Stevenson	122 8th Ave. NW	Minot	ND	58703
123		Triplett Insurance	Carol & Theron Triplett	124 8th Ave. NW	Minot	ND	58703
124	Magic City Developers, Inc.		c/o Wayne Whitty	720 Western Ave.	Minot	ND	58701
125		The Original Bar and Nightclub	Kent Bloms & Adam Hoffman	720 N. Broadway	Minot	ND	58703
126	David J. & Rita A. Arneson			712 N. Broadway	Minot	ND	58703
127		P&G N Ship, Inc.	Barbara Kay	714 N. Broadway	Minot	ND	58703
128		Dave's Barber Shop	Dave Arneson	712 N. Broadway	Minot	ND	58703
129	Investors Management & Marketing, Inc.		Jay Altringer	PO Box 2064	Minot	ND	58702-2064
130		Investors Management & Marketing, Inc.	Jay Altringer	700 N. Broadway	Minot	ND	58703
131	Hank Ripplinger, C G & J Partners			PO Box 548	Minot	ND	58702-0548
132		Westlie Tire Center	Hank Ripplinger, C G & J Partners	600 N. Broadway	Minot	ND	58703
133		Valley Auto Credit		600 N. Broadway	Minot	ND	58703
134		Allen Realty Co.		1300 Oak Park	Minot	ND	58703
135	First Lutheran Church			120 5th Ave. NW	Minot	ND	58703
136	Congregational United Church			430 N. Broadway	Minot	ND	58703
137	Clair A. Wahne	Wahne GMAC Realtors		408 N. Broadway	Minot	ND	58703
138	Albert & Anna Marie Shomento			2115 8th Ave. NW	Minot	ND	58703
139		Sammy's Pizza Pasta & Chicken	Dave Shomento	126 4th Ave. NW	Minot	ND	58703
140	North Dakota State Highway Dept.			Box 1396	Minot	ND	58702-1396
141		Minot Park District		PO Box 538	Minot	ND	58702
142		Pschological Services P.C.		13 1st Ave SW #504	Minot	ND	58703
143		Bellissimo's Calle Casa		815 N. Broadway	Minot	ND	58703
144		Fire Department	Harold Haugstad	515 2nd Ave SW	Minot	ND	58703
145		Fire Department	Robert Wetzler	400 31st Ave SW	Minot	ND	58703
146		Trinity Hospital	Attn: Emergency Response	PO Box 5020	Minot	ND	58703
147		Police Department	Dan Dragovitch	515 2nd Ave SW	Minot	ND	58703
148	5th Communications Squadron	Missile Cable Affairs Office		330 Bomber Boulevard	Minot AFB	ND	58705-5008
149	Base Commander	Minot Air Force Base		857 CSG/DEEU	Minot AFB	ND	58705
150	Dennis Helgeson			120 8th Ave. NW	Minot	ND	58703
151	Nadelen & Gaylin Schmidt			1105 27th St SW	Minot	ND	58703
152	Judy & James Mathis			1725 1st St SW Apt #4	Minot	ND	58703
153	Jeff Dunn			708 30th Ave. NW	Minot	ND	58703
154	Jarded Edwards	MSU		500 University Ave W	Minot	ND	58703
155		Board of Commissioners	Ward County Commissioners	315 SE 3rd PO Box 5005	Minot	ND	58702
156		City Council	Minot City Council	515 2nd Ave Sw	Minot	ND	58701-4784
157	Mr. Robert Frantsvog	Finance Director	City of Minot	515 2nd Ave Sw	Minot	ND	58701-4784
158	Mr. Waide Kritsky	City Engineer	Minot City Engineer	515 2nd Ave Sw	Minot	ND	58701-4784
159	Ms. Donna Bye	City Planning	City of Minot	515 2nd Ave Sw	Minot	ND	58701-4784
160	Ms. Joan Holum	Superintendent of Schools	Ward County	315 SE 3rd PO Box 5005	Minot	ND	58702
161		Public Transit	Minot City Bus	515 2nd Ave Sw	Minot	ND	58701
162	Mr. Mike Ryan	Airport Director	Minot International Airport	25 Airport Road, Suite 10	Minot	ND	58701-1457
163	Mr. Leo Brunner	Park Director	City of Minot	515 2nd Ave Sw	Minot	ND	58701
164	Mr. Dave Burckhard	Sewage & Water Works Supervisor	City of Minot	515 2nd Ave Sw	Minot	ND	58701
165	Mr. Alan Walter	Public Works Director	City of Minot	515 2nd Ave Sw	Minot	ND	58701
166	Mr. John McMartin	Chamber of Commerce	City of Minot	1020 20th Ave SW	Minot	ND	58703
167	Mr. Larry Frey	City Council	City of Minot	2515 Belview Drive	Minot	ND	58701
168	Mr. Dave Lehner	City Council	City of Minot	122 8th St SE	Minot	ND	58701
169	Mr. Lee Snyder	City Council	City of Minot	701 9th Ave NE	Minot	ND	58703
170	Mr. Neil Leigh	City Council	City of Minot	701 10th St NE	Minot	ND	58703
171	Mr. Stephan Podygula	City Council	City of Minot	13 1st Avenue SW	Minot	ND	58703
172	Mr. Dean Frantsvog	City Council	City of Minot	1900 13th Street NW	Minot	ND	58703
173	Mr. Chuck Barney	City Council	City of Minot	2413 11th Ave. NW	Minot	ND	58701
174	Mr. Tim Greenheck	City Council	City of Minot	2409 11th Ave NW	Minot	ND	58703
175	Mr. Ron Garcia	City Council	City of Minot	1600 University Ave West	Minot	ND	58703
176	Mr. Dean A. Somerville	City Council	City of Minot	435 Cedon Drive	Minot	ND	58703
177	Mr. Ernest Medalen	City Council	City of Minot	912 18th Ave SW	Minot	ND	58701
178	Mr. Randy A. Burckhard	City Council	City of Minot	1837 15th St SW	Minot	ND	58703
179	Mr. Ron Boen	City Council	City of Minot	1606 5th St SE	Minot	ND	58701
180	Mr. Blake Krabseth	City Council	City of Minot	310 16th Ave SW	Minot	ND	58701-6227
181	Mr. David W. Waind	City Manager	City of Minot	515 2nd Ave SW	Minot	ND	58701-3739

APPENDIX C

PUBLIC HEARING

- Sign-in Sheets
- Handout
- Presentation

PUBLIC HEARING

April 28, 2005; 5:00 p.m. – 7:00 p.m.
International Inn, Norse Room
1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Steve Salwe	NDDOT	608 East Boulevard Ave	Bismarck ND	58505-0700
Scott Schneider	Kadrmus, Lee + Jackson	3237 E Broadway	Bismarck ND	58504
Paul Regan	NDDOT	1305 - Hwy 2 bypass E	Minot ND	58701
[illegible]	NDDOT	220 5th Ave NW	Minot, ND	58701
New Hope Christian Center				
Rocky Schell	Minot Fitness Trail Comm.	1908 12th St NW	Minot ND	58703
Jeff Rodacker	City of Minot	515 2nd Ave SW	"	58701
Mark A Vollmer	City of Minot	515 - 2nd Ave SW	Minot ND	58701
Daryl Reile	Barley Pop	511 N. Broaway	Minot ND	58701
Tom Thomas	101 W Univ St		Minot	58703
Cindy Thomas	101 W. Univ Ave.		Minot	58703
[illegible]	Glaciel Holdings	501 8TH ST NE	Minot	58703
Blake Krabsch	City of Minot	310 16th Ave SW	Minot	58701

PUBLIC HEARING

April 28, 2005; 5:00 p.m.–7:00 p.m.
International Inn, Norse Room
1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Mary Lewright		P.O. Box 487	Minot	58702-0487
Sheri Lares	KLJ	3237 E. Broadway	Bismarck	58501
Aidin Streefel	NDDOT	608 E. Blvd.	Bismarck	58505
Don Wolf	NDDOT	608 E. Blvd Ave	Bismarck	58505
Nadean + Gaylen Sommedt	cashman	1105 27th St SW	Minot	58701
Daniel L. Lost	Lost Court & Realty	1415 21st Ave. N.W.	Minot	58703
[illegible]		1800 8th St SW	Minot	58701
WAIDE KRITSKY	CITY OF MINOT	515-2ND AVE SW	MINOT	58701
[illegible]	Broadway Co	501 N Broadway	Minot	58703
[illegible]	Walter Realtors	408 N. Broadway	Minot	58703
Alan McAlter	City of Minot	515-2 Ave SW.	Minot	58702
[illegible]	Vocational Rehab Human Serv. Center	400 22 Ave NW	Minot	58703
Dick Rutten	MINOT PAVING	3280 4th Ave NW	Minot	58[illegible]

PUBLIC HEARING

April 28, 2005; 5:00 p.m. – 7:00 p.m.
International Inn, Norse Room
1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
BOB BARTSCH	SUBWAY	721 N Bdwy MINOT ND	Minot	58701
JIM HATLELID	MINOT CATHOLIC	310 11TH AVE NW	"	" 3
Jim Redding				
Marcia Preskey	Hands for Health	118-8th Ave NW	Minot	58703
Ken Johnson	Son Mgmt Co.	P.O. Box 383	Minot	58702
John MacMarkin	Minot Chamber	1020 20th Ave SW	Minot	58701
Bob Shannon	Kadrmas Lee & Jackson			
[illegible]	KL+J		B	
Jeff McElwain		117 36th AVE SE	MINOT	58701
DR. STEVE PODRYGULA	PSYCHOLOGICAL SERVICES	13 1ST AVE SW #304	MINOT	58701
Brekka Kramer	Odney Advertising	#7 Third St SE, Suite 101	Minot	58701
MIKE SARTWELL	TACO JOHN'S	920 N. Bdwy	MINOT	58701

PUBLIC HEARING

April 28, 2005; 5:00 p.m.–7:00 p.m.
International Inn, Norse Room
1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Donna Bye	City of Minot	515 · 2nd Ave. SW	Minot	58701
Damon Anne	City Minot	" "	Minot	58701
[illegible]	Minot Police	" "	Minot	58701
Bob Olla	NDDOT	1305 Hwy 2 Bypass E	Minot	58701
Earl Allen	Oak Park Center	1300 O.P.C	Minot	58703
PAUL BENNINO	NDDOT	608 E BLVD AVE	BISMARCK	58503
GREG OASE	KLXJ	1810 4th Ave NW	MINOT, ND	58703
Sue Burger	Check Rite	900 N. Bdwy	Minot	58703
Jim Ackerman		2304 19th Ave NW	Minot	58703

PUBLIC HEARING

April 28, 2005; 5:00 p.m. – 7:00 p.m.
International Inn, Norse Room
1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Doug Johnson	SRT		Minot.	

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

PUBLIC HEARING • April 28, 2005

SPEAKER SIGN-IN

(Please Print) Name	Address
Rocky Schell	1908 12th St NW Minot ND 58703

PUBLIC HEARING

for the March 2005 Environmental Assessment

April 28, 2005 • International Inn • 5 pm – 7 pm
Formal Presentation at 5:30 pm

Comments may be transcribed privately from 5:00 pm to 5:30 pm and formal comments will be transcribed directly after the formal presentation

About This Hearing

The NDDOT (North Dakota Department of Transportation), in cooperation with the city of Minot, proposes to reconstruct 1 miles of US Highway 83, also known as North Broadway. The project begins at 4th Avenue NW in the city of Minot and continues north to 21st Avenue NW. The March 2005 EA (Environmental Assessment) has been prepared. The EA discloses potential adverse and beneficial impacts to the human and natural environment associated with each project alternative. Potenti measures to minimize or eliminate impacts are also discussed. The EA is currently under review by federal, state, and loc agencies and is available for public viewing (please refer to page 4 for public viewing locations).

Today's Public Hearing is an important part of the public information program designed to keep the public, agencies, and interested parties informed about the project. It is also an opportunity to gather comments and positions from all interested parties for public record, which ultimately is considered during the decision making process. The information provided today identifies the project's purpose and need; alternatives studied; and the social, environmental, and other impacts of the project.

Project Purpose and Need

The need for the proposed reconstruction of North Broadway is driven by a number of deficiencies along the proposed corridor. These include deteriorated pavement, inadequate roadway capacity, inadequate lane widths, safety, and inadequate pedestrian facilities.

The purpose of the North Broadway project is to improve roadway deficiencies to meet NDDOT guidelines/standards. This would include replacing the pavement, providing roadway capacity to a minimum of LOS C based on future traffic demands meeting NHS criteria 23 CFR 658.9(b), not having a reduction in safety, and accommodating pedestrian/bicyclist users, while meeting ADA guidelines/standards.

Alternatives Analysis

The project corridor has been divided into two segments (Segment 1 and Segment 2) by location, functionality, and corresponding roadway typical sections. Segment 1 extends from 4th Avenue NW to 11th Avenue NW. Segment 2 continues from 11th Avenue NW to 21st Avenue NW.

Analysis of the Minot Broadway corridor resulted in the development of a no-build alternative (Alternative A), four build alternatives in Segment 1. Additional design options were developed for various locations to enhance the operation of the facility.

Minot Broadway Alternatives Summary

Alternative	Description
Alternative A	No Build
Segment 1 Alternatives—4th Avenue NW to 11th Avenue NW	
Alternative B	Rebuild with Existing Geometry
Alternative C	Five 12-foot Lanes w/ 4-foot to 8-foot Sidewalks
Alternative D	Two 12-foot Outside & Three 11-foot Inside Lanes w/ 4-foot to 8-foot Sidewalks
Alternative E	Four Driving Lanes w/ Continuous Raised Median & Sidewalks
Option 1	Left turn lane at 4th Avenue NW – Northbound
Option 2	5th Avenue NW to 6th Avenue NW transition
Segment 2 Alternatives—11th Avenue NW to 21st Avenue NW	
Alternative F	Five 12-foot lanes with flush median
Alternative G	Four 12-foot lanes with raised median
Option 3.1	Pedestrian Overhead Grade Separation near 20th Avenue NW
Option 3.2	Pedestrian Underpass Grade Separation near 20th Avenue NW
Option 3.3	Pedestrian At-Grade Crossing at the intersection of 20th Avenue NW
Option 4	Right turn lanes

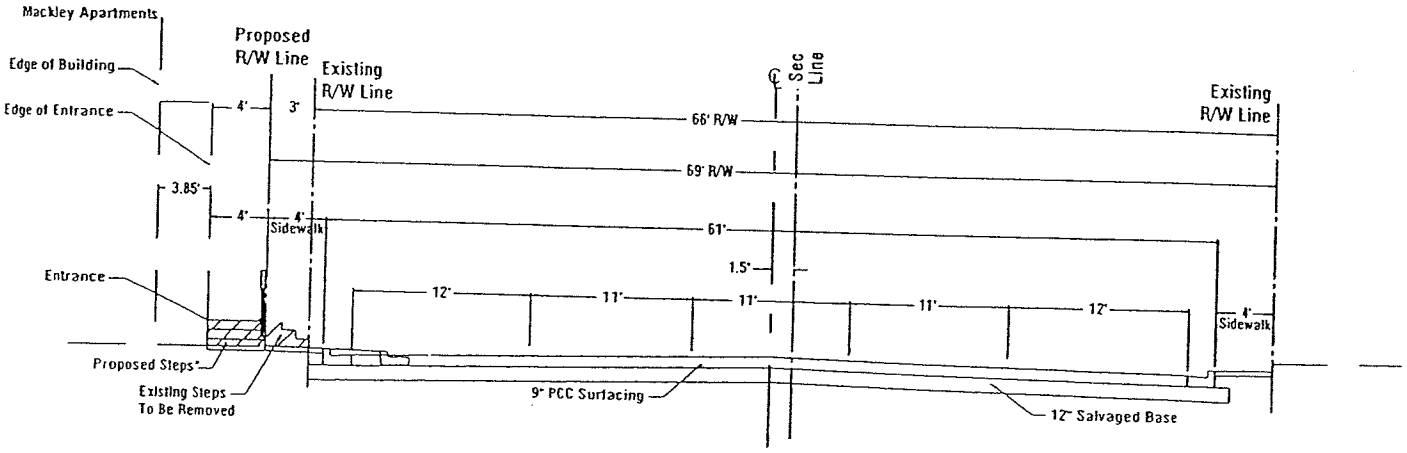
Recommendation of Preferred Alternative

(Alternative D, 4-foot sidewalks) at Mackley Apartments Location (425 North Broadway)

The Mackley Apartments (425 North Broadway) is eligible for listing on the National Register of Historic Places, which is protected by Section 4(f) of the US Department of Transportation Act of 1966, as codified in the 49 U.S.C. § 303. Alternative D with 4-foot sidewalks would require modification to the Mackley Apartments' steps or removal of the steps. ND SHPO (North Dakota State Historic Preservation Officer) has determined that this would result in No Adverse Effect to the Mackley Apartments.

Since Alternative D, 4-foot sidewalks constitutes a No Adverse Effect determination, NDDOT and FHWA have identified this as the preferred Alternative in the location of the Mackley Apartments in Segment 1. A preferred alternative has not been identified for the remainder of Segment 1 and Segment 2. Following the public and agency comment periods, preferred alternative(s) will be identified in the final environmental document.

Alternative D, 4-foot sidewalks at Mackley Apartments Location



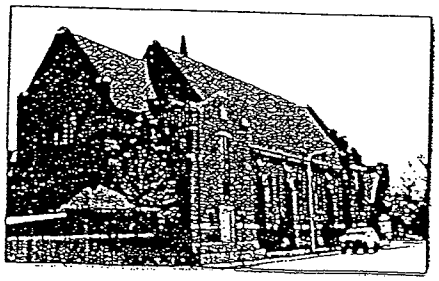
*Minimum Step Requirements per City of Minot Building Code
- 44" Landing
- 7" Rise
- 11" Tread

Alternative D with 4-Foot Sidewalks & Modified Steps

Social, Economic, Environmental, and Other Impacts

A detailed environmental analysis was conducted to determine the impacts of the proposed alternatives. A detailed discussion of the probable environmental consequences is contained in Chapter 3 of the March 2005 EA (please refer to page 4 for public viewing locations). The following is a list of environmental impact categories that were analyzed for each alternative and option:

- Land Use Impacts
- Social Impacts
  - Community Cohesion
  - Travel Patterns/Accessibility
  - School Districts
  - Churches

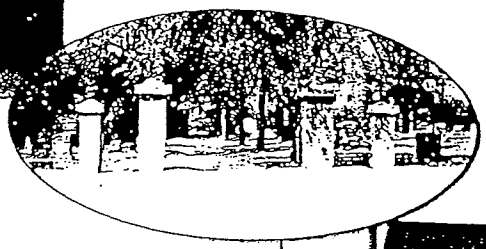


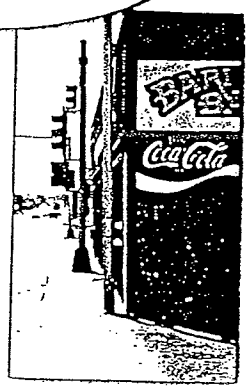
continued on page 3...

...Social, Economic, Environmental, and Other Impacts *continued from page 2*

- Residences
- Businesses
- Fire, Police, and Emergency Protection
- Mobility/Safety

- Relocation Impacts
  - Parking
- Economic Impacts
- Impacts to Pedestrians and Bicyclists
- Noise Impacts
- Impacts to Cultural Resources
- Aesthetic/Visual Impacts
- Hazardous Waste Impacts
- Impacts to Utilities
- Temporary Construction Impacts (Fire, Police, and Emergency Protection)
- Secondary Impacts (Indirect effects)
- Cumulative Impacts (Incremental consequences of an action)
- Relationship Between Short-term Impacts and Long-term Benefits
- Irreversible and Irretrievable Commitment to Resource Use
- Section 4(f) Properties (Publicly owned parks, recreation areas, or historic sites)





Relocation Assistance and Right-of-Way Acquisition Process

The "Uniform Act" (Uniform Relocation and Real Property Acquisition Act of 1970), and amendments, provide important protections and assistance for people affected by federally funded projects which, although designed to benefit the public as a whole, may result in acquisition of private property and displacement of people from their homes, businesses, or farms.

Alternative C (Five 12-foot Lanes w/ 4-foot to 8-foot Sidewalks) would require between 6 to 9 building relocations (including 1 apartment building) and 10 to 13 business relocations, dependent on which sidewalk width is chosen. This alternative would also require construction easements for the majority of the project length to accommodate matching roadway, driveway, and parking lot grades. A maximum of 4 feet would be acquired on the east side of the roadway from University Avenue NW to 11th Avenue NW, to accommodate 8-foot sidewalks. If four or five-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway.

Alternative D (Two 12-foot Outside Lanes & Three 11-foot Inside Lanes w/ 4-foot to 8-foot Sidewalks) would require between 5 to 8 building relocations (including 1 apartment building) and 9 to 12 business relocations, dependent on which sidewalk width is chosen. Additional right-of-way would vary from 3 to 11 feet dependent on which sidewalk width is chosen. If 4-foot or 5-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway.

continued on page 4...

..Relocation Assistance and Right-of-Way Acquisition Process *continued from page 3*

Alternative E (Four Driving Lanes w/ Continuous Raised Median & Sidewalks) would require one apartment building, and two buildings which include the relocation of three businesses. This Alternative would not require any additional right-of-way from 4th Avenue NW to University Avenue NW, except at the location of the left turn lanes at 4th Avenue NW and University Avenue NW.

Option 2 (5th Avenue NW to 6th Avenue NW Transition) would include the impacts associated with Alternatives C and D, along with the relocation of one residence (208 5th Avenue NW) and a small corner along the front yard of the New Hope Christian Center (220 5th Avenue NW).

Project Schedule

The NDDOT, FHWA (Federal Highway Administration), and the city of Minot reviewed the March 2005 EA. Following the Public Hearing and 15-day comment period, the FHWA will review the document, agency and public comments, and responses to comments, to determine whether an EIS (Environmental Impact Statement) or a FONSI (Finding of No Significant Impact) should be prepared. Provided that environmental clearance is received in the summer of 2005, design and right-of-way could commence, with construction to begin possibly as early as 2007.

Public Comment

Written comments on the March 2005 EA must be submitted or postmarked no later than May 12, 2005 to be included in the official transcript. Please mail comments to:

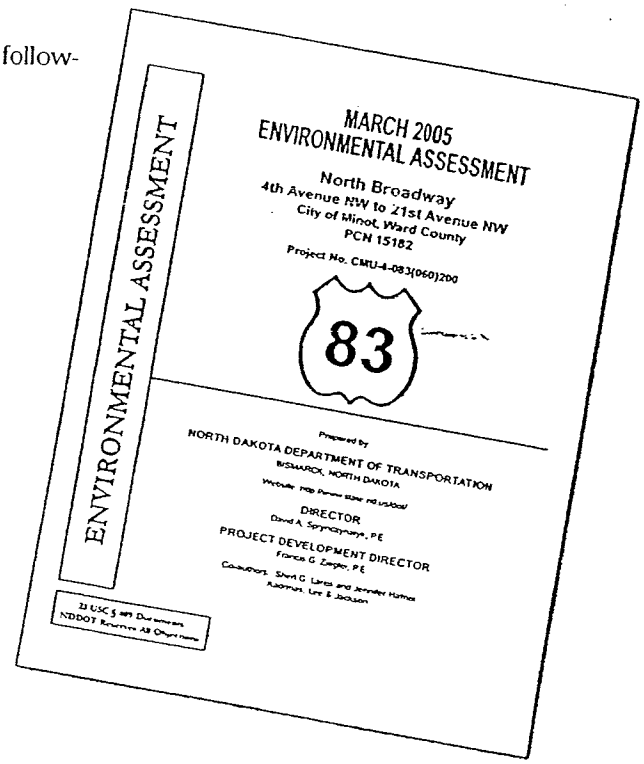
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson Inc.
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Copies of the March 2005 EA are available for public viewing at the following Minot locations:

- *City of Minot Engineering Department*, 1025 31st Street NE
- *Gordon B. Olson Library (Minot State University)*, 500 University Avenue West
- *Minot Public Library*, 516 2nd Avenue SW
- *NDDOT Minot District*, 1305 Highway 2 Bypass East
- *Kadrmas, Lee & Jackson*, 1810 4th Avenue NW

Copies are also available at the following Bismarck locations:

- *FHWA Division Office*, 1471 Interstate Loop
- *NDDOT Local Government*, 608 E. Boulevard Avenue



NORTH BROADWAY

4TH AVENUE NW TO 21ST AVENUE NW

Public Hearing

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TONIGHT'S AGENDA

- Project Update
- Purpose and Need
- Alternatives Analysis
- Environmental Analysis
- Preferred Alternative
- Schedule
- Public Involvement

PROJECT UPDATE

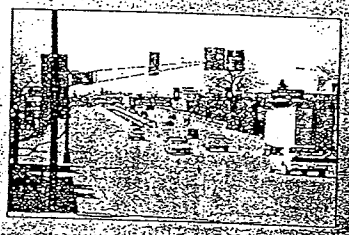
- Kickoff Meeting—May 21, 2003
- Alternatives Public Workshop—July 16, 2003
- Four Traffic Operations Studies
- Archaeological and Architectural Survey—March 2004
- FHWA and NDDOT changed the Environmental Class of Action from a CAT EX to an EA
- Public Input Meeting #2—November 17, 2004

PURPOSE AND NEED

- The need for the proposed reconstruction of North Broadway is driven by a number of deficiencies along the project corridor. These include deteriorated pavement, inadequate roadway capacity, inadequate lane widths, safety, and inadequate pedestrian facilities.
- The purpose of the North Broadway project is to improve roadway deficiencies to meet NDDOT guidelines/standards. This would include replacing the pavement, providing roadway capacity to a minimum of LOS C based on future traffic demands, meeting NHS criteria 23 CFR 658.9(b), not having a reduction in safety, and accommodating pedestrian/bicyclist users, while meeting ADA guidelines/standards.

ALTERNATIVE A

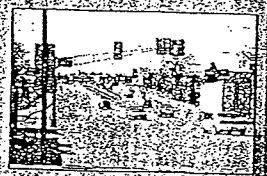
- Alternative A—Do Nothing



SEGMENT 1 ALTERNATIVES

Segment 1—4th Avenue NW to 11th Avenue NW

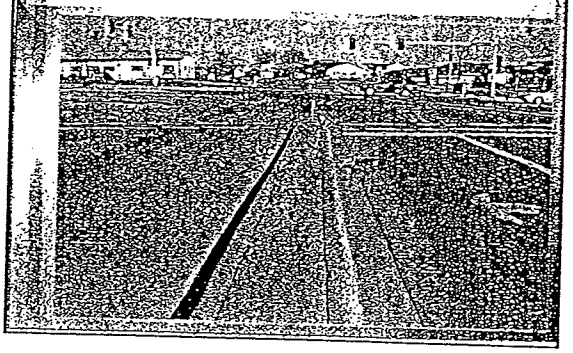
- Alternative B—Rebuild with Existing Geometry
- Alternative C—Five 12-foot Lanes, with 4-foot to 8-foot Sidewalks
- Alternative D—Two 12-foot Outside Lanes & Three 11-foot Inside Lanes, with 4-foot to 8-foot Sidewalks



SEGMENT 1 ALTERNATIVES

- Alternative E—Four Lanes, with No Left-Hand Turn Lanes from 4th Avenue NW to University Avenue NW, with a Continuous Raised Median, and Sidewalks

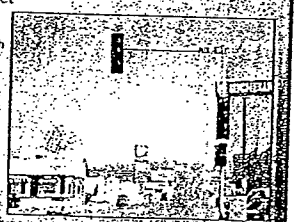
ALTERNATIVE E



SEGMENT 1 OPTIONS

Other Improvements in Segment 1

- Option 1—Reconstruct the Northbound Left-Hand Turn Lane at 4th Avenue NW
- Option 2—5th to 6th Avenue Transition



SEGMENT 2 ALTERNATIVES

Segment 2—11th Avenue NW to 21st Avenue NW

- Alternative F—Five 12-foot Lanes with Flush Median, 6-foot Sidewalk East, and a 10-foot Multi-use Trail West
- Alternative G—Four 12-foot Lanes with Raised Median, 6-foot Sidewalk East, and a 10-foot Multi-use Trail West

SEGMENT 2 OPTIONS

Other Improvements in Segment 2

- Option 3.1—Pedestrian Overhead Grade Separation near 20th Avenue NW
- Option 3.2—Pedestrian Underpass Grade Separation near 20th Avenue NW
- Option 3.3—Pedestrian At-grade Crossing at the Intersection of 20th Avenue NW
- Option 4—Right Turn Lanes

ENVIRONMENTAL ANALYSIS

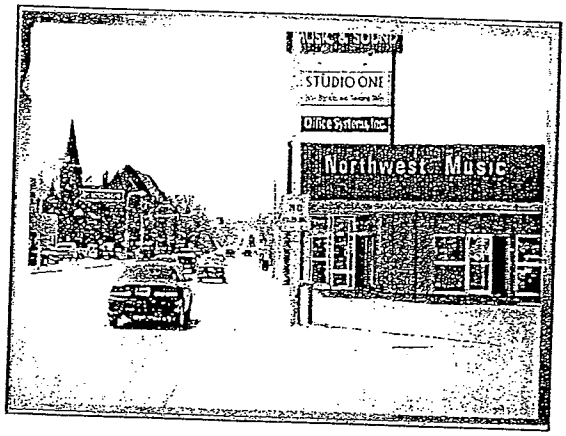
- Land Use Impacts
- Social Impacts
  - Community Cohesion
  - Travel Patterns/Accessibility
  - School Districts
  - Churches
  - Residences
  - Businesses
  - Fire, Police, and Emergency Protection
  - Mobility/Safety
- Relocation Impacts
  - Parking
- Economic Impacts
- Impacts to Pedestrians and Bicyclists
- Noise Impacts
- Impacts to Cultural Resources

ENVIRONMENTAL ANALYSIS

- Aesthetic/Visual Impacts
- Hazardous Waste Impacts
- Impacts to Utilities
- Temporary Construction Impacts (Fire, Police, and Emergency Protection)
- Secondary Impacts (*Indirect effects*)
- Cumulative Impacts (*Incremental consequences of an action*)
- Section 4(f) Properties (*US Department of Transportation Act of 1966 publicly owned parks, recreation areas or historic sites*)

RELOCATIONS—ALTERNATIVE C

- 6 to 9 building relocations (including 1 apartment building) and 10 to 13 business relocations
  - Require construction easements
  - On the east side of the roadway from University Avenue NW to 11th Avenue NW – 4 feet max.
  - Small parcels for light poles etc. required on both sides of the roadway for 4 to 5-foot sidewalks



RELOCATIONS—ALTERNATIVE D

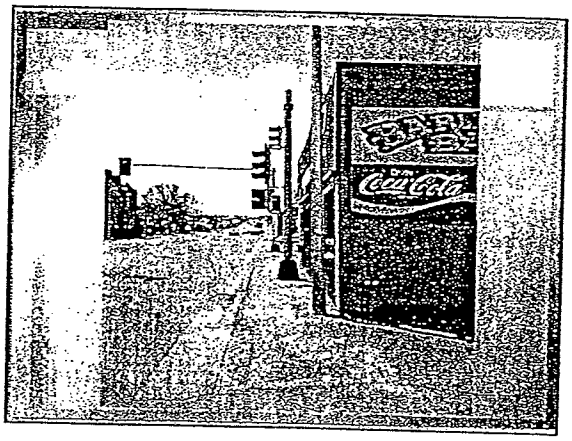
- 5 to 8 building relocations (including 1 apartment building) and 9 to 12 business relocations
- Right-of-way would vary from 3 to 11 feet
- Small parcels for light poles etc. required on both sides of the roadway for 4 to 5-foot sidewalks

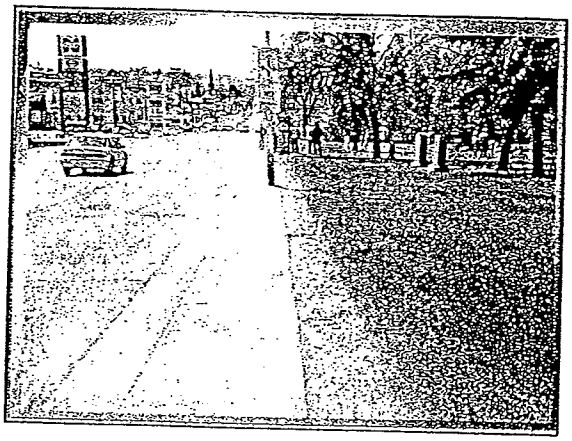
RELOCATIONS—ALTERNATIVE E

- One apartment building and two buildings which include the relocation of three businesses
- Additional right-of-way at the location of the left turn lanes at 4th Avenue NW and University Avenue NW

RELOCATIONS—OPTION 2

- Impacts associated with Alternatives C and D
- Relocation of one residence (208 5th Avenue NW)
- Small corner along the front yard of the New Hope Christian Center (220 5th Avenue NW)





IMPACTS TO SECTION 4(f) PROPERTIES

- First Lutheran Church Complex and the First Lutheran Cemetery
- Mackley Apartments
- Potentially eligible residential historic district

IDENTIFICATION OF PREFERRED ALTERNATIVE

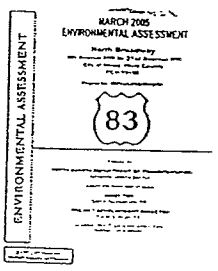
- Alternative D, 4-foot sidewalks is the preferred alternative at the Mackley Apartments location
- It would result in a *No Adverse Effect* determination
- Following public and agency comments, preferred alternative(s) will be identified in the final environmental document

PUBLIC INVOLVEMENT

- Public Input Meeting #1—May 21, 2003
- One-on-One Meetings
- Public Input Meeting #2—July 16, 2003
- Public Input Meeting #3—November 17, 2004
- Public Hearing—April 28, 2005

PUBLIC HEARING: 04/28/05

- Notice of Availability of the March 2005 Environmental Assessment
  - Public Viewing Locations
    - City of Minot Engineering Department
    - Gordon B. Olson Library (Minot State University)
    - Minot Public Library
    - NDDOT Minot District
    - Kadrmas, Lee & Jackson Office
    - FHWA Division Office
    - NDDOT Local Government

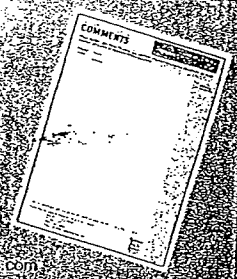


SCHEDULE

- Environmental Clearance—Summer 2005
- Design, Permitting, and ROW—Following Environmental Clearance
- Construction—Possibly as early as 2007

QUESTIONS?

- Comment period runs through May 12, 2005



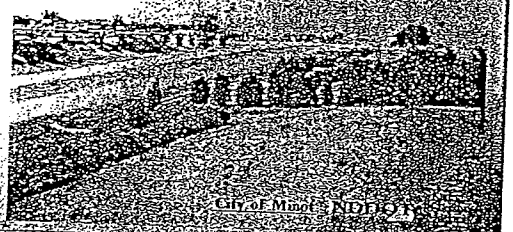
Send comments to:

Jennifer Hafner
Environmental Planner
Kadrmas, Lee & Jackson, Inc.
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

NORTH BROADWAY

4TH AVENUE NW TO 21ST AVENUE NW

Thank you
for your participation



City of Minot • ND DOT

APPENDIX D

TRANSCRIPT OF PUBLIC HEARING

NORTH BROADWAY-US 83
4TH AVENUE NW TO 21ST AVENUE NW
MINOT, NORTH DAKOTA

TRANSCRIPT OF

PUBLIC HEARING

Taken At
International Inn
Minot, North Dakota
April 28, 2005

BEFORE KADRMAS, LEE & JACKSON

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GREG OASE	24
SHERI LARES	26
ROCKY SCHELL	26
DANIEL L. FEIST	28
EARL ALLEN	30

(The proceedings herein were had and made of record, commencing at 4:56 p.m., Thursday, April 28, 2005, as follows:)

MS. WRIGHT: I am Mary Wright, been in Minot ever since it was a two-way street. And, anyway, I was telling them about the little church we belong to there on 5th Avenue and 3rd Street, right on the corner, little, white church across from First Lutheran. And I said, well, you know, if you are going to make the street straight, you're taking Barley Pop, you're coming right across and you're curving around the church and you're taking the nurse's house right there next to the church. I say that still is going to make it almost like an S to turn.

I say, wouldn't it be better if you just come straight from Barley Pop, her house, the church and it would be much straighter, because the church is not going to have any parking space. And with all the cars going up and down, it's going to be so much noise. No parking spaces because they will take them. And across the street is the old Red Cross building where the students live there, a lot of Minot State students. And that's all I have to say. Just an idea.

PASTOR THOMAS: My name is Roxann Thomas and, also, I'm the pastor of the New Hope Christian Center on 220 5th Avenue Northwest. And when they sent the information out to us, they had shown that they will be right at the edge of the front of the door where the porch is at, and, you know, being in that small building -- it's very old and you can hear everything that goes by already, and how they got it going coming through that way, there would be a lot of traffic, we wouldn't even be able to conduct service. So just like Mary Wright said, it would be better if they just -- if they are going to come that close all the way up to the church to the front of the door, it would just be best to just go ahead -- and we wouldn't be able to conduct service, go ahead and just make the street come straight through there, which is the next house, which they say they're going to take that's next to the church. And that is all.

MS. WRIGHT: See, that would be an S. 6th Street, Barley Pop, come in straight. When they get to the nurse's house, they could go out this way and come back to 5th Avenue. That doesn't make very much sense. If you come 6th Avenue, Barley Pop, the lady's house and the church, that would

1 make it much straighter.
2 PASTOR THOMAS: And the main concern is we
3 wouldn't be able to conduct service there with the
4 noise, and there's no parking space. The street
5 would be right there by the door.
6 (Recess taken at 5:05 p.m. to 5:31 p.m.)
7 MR. SALWEI: Good evening and welcome to
8 the public hearing for North Broadway. My name is
9 Steve Salwei. I'm with the North Dakota Department
10 of Transportation out of Bismarck.
11 With me this evening I have Al Walters,
12 Waide Kritsky and Jeff Rodacher with the City of
13 Minot, Paul Regan and Jim Redding with the North
14 Dakota DOT Minot District office here in Minot. I
15 have Paul Benning, Ardin Striefel and Don Wolf also
16 from the DOT out of Bismarck. Don is our
17 right-of-way representative this evening, so if you
18 have any right-of-way questions, Don would be the
19 person to talk to after the presentation.
20 And I also have Greg Oase, Bob Shannon
21 Sheri Lares, Scott Schneider and Jennifer Hafner
22 with Kadrmas, Lee & Jackson. KLJ, they wrote the
23 environmental document for this project.
24 Therefore, I'll be turning it over to Greg Oase
25 shortly and he can go through the specifics of the

1 replace any water -- sanitary water or sewer mains,
2 those will be a hundred percent City of Minot
3 responsibility.
4 Now, I want to stress that your comments
5 are important to us so there's a court reporter
6 here. Please make your comments known. If you
7 don't want to stand up this evening, there's
8 comment cards in the back, feel free to take them
9 home, send them in, visit with any one of us.
10 So at this time I'm going the turn it over
11 to Greg Oase from Kadrmas, Lee & Jackson and he
12 will go through -- he'll walk you through the
13 project. Thank you.
14 MR. OASE: Basically we'll go through a
15 project update, bring us back to speed on where we
16 have been and what we've done up to this point.
17 We'll revisit the purpose and need of the project
18 and we'll also go through the alternatives and the
19 analysis that we went through when we worked on
20 that. Following that we'll go into the
21 environmental analysis, and Jennifer will talk
22 about that and some of the details and specifics
23 that are related there. We'll also talk about the
24 preferred alternatives that have been chosen.
25 Following that we'll lay out where we think we are

1 project with you.
2 Before I do that, I wanted to give you a
3 brief history on this project. Back in April of
4 2003 we started writing the environmental
5 document. At that time we anticipated writing a
6 project concept report, better known as a PCR.
7 Now, a PCR is used when you have little or no
8 environmental impacts, and that's what we assumed
9 when we started this project.
10 After we had several public input
11 meetings, we had a better picture of what the
12 roadway needed to look like, and at that time it
13 looked like there was a possibility that we may
14 affect some historic properties. So in July of
15 2004 we switched the environmental document to an
16 EA, environmental assessment, better known as EA.
17 Now, the signed EA for this project is available
18 for your review this evening and is on one of the
19 tables in the back.
20 The main line roadway for this project
21 will be funded with 80 percent federal dollars, 10
22 percent state dollars, and 10 percent City of Minot
23 dollars. The service roads that we reconstruct
24 will be funded with 80 percent federal dollars and
25 20 percent City of Minot dollars. If we have to

1 with the schedule, and then from that point we'll
2 show a brief video on right-of-way acquisition that
3 the DOT has prepared, and then we'll follow that
4 with public involvement where we'll take comments.
5 If you don't want to make comments, you can make
6 them written. You can speak. We'll talk about
7 that a little more when we start, or you can visit
8 with us afterwards and you can give your comments
9 to the court reporter following the meeting.
10 The kickoff meeting when we first started
11 this project was in May of 2003. We did an
12 alternatives public workshop in July of 2003.
13 Based on a lot of those comments, a lot of the
14 things that came up in those two meetings, we went
15 through the process of doing four separate traffic
16 operations studies. Those were done to address
17 certain alternatives or certain concerns that were
18 brought up in those meetings.
19 As time went on we also did an
20 archeological and architectural survey in March of
21 2004. Based on those results and some of the
22 issues that were brought up that identified
23 properties as being historically significant or at
24 least eligible for that list, the Federal Highway
25 and the DOT changed the environmental class of

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1 action from a CATEX to an EA. And our third public
2 input meeting was held in November of 2004.
3 For our project, the purpose and the need
4 is kind of the statement which carries us through
5 the rest of the project. The need for the proposed
6 reconstruction of North Broadway is driven by a
7 number of deficiencies along the project corridor,
8 and these include deteriorated pavement, inadequate
9 roadway capacity, inadequate lane widths, safety,
10 and inadequate pedestrian facilities. As we go
11 through the rest of the presentation tonight, we'll
12 touch on some details on all of those categories.
13 The purpose of the North Broadway project
14 is to improve roadway deficiencies to meet North
15 Dakota DOT guidelines and standards. And this
16 would include replacing the pavement, providing
17 roadway capacity to a minimum of level of service C
18 based on future traffic demands, and this meets
19 National Highway System criteria, and thus not
20 reducing -- having a reduction in safety. I think
21 that's still our goal, and a major goal is for
22 safety to both the traffic -- to vehicle users and
23 also pedestrians that use that system, and then at
24 the same time meeting ADA guidelines and
25 standards.

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1 I think from here we'll turn it over to
2 Scott and he's going to discuss the alternatives
3 that we have open to us tonight.
4 MR. SCHNEIDER: Thanks, Greg. Can you
5 guys hear me? As Greg said, I'm going to go
6 through the project alternatives. And with any
7 project that involves federal dollars, we always
8 have a do-nothing alternative, which is alternative
9 A in this project.
10 And from there the project was broke into
11 two segments based on the territory. Segment 1 is
12 from 4th Avenue Northwest to 11th Avenue Northwest.
13 Segment 2 is from 11th Avenue Northwest to 21st
14 Avenue Northwest. And we broke the alternatives
15 into the different segments because of the
16 different requirements within those segments, the
17 first segment being totally an urban section,
18 Segment 2 being somewhat of a rural section with
19 not as many impacts and different alternatives that
20 are required.
21 Alternative B is to rebuild the roadway
22 with the existing geometry. And this alternative
23 was developed to reduce the right-of-way impacts,
24 so we would build the same lane width configuration
25 and the same sidewalk configuration in Segment 1

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1 that is currently there now. We would replace the
2 deficient pavement, but we would not be able to
3 update the pedestrian facilities to wider
4 facilities.
5 Alternative C, which is on the wall in the
6 back, is five 12-foot lanes with options for 8-foot
7 to 4-foot sidewalks.
8 Alternative D is two 12-foot outside lanes
9 and three 11-foot inside lanes with the same
10 sidewalk options of 4-foot as a minimum to 8-foot
11 sidewalks as the maximum. That alternative is in
12 the middle over here on the side.
13 Alternative E is a raised median section,
14 and this alternative was also developed to reduce
15 the right-of-way impacts in Segment 1. We took a
16 look at the existing right-of-way and fit a four-
17 lane section with a raised median in there to give
18 a wider lane width and at the same time be able to
19 meet the minimum requirements for ADA. And that
20 section is shown here on the front. We have a
21 quick picture here of what a raised median for
22 anybody that might have any questions what that's
23 going to look like. This is a typical intersection
24 with a raised median. You can see it here in the
25 picture. This alternative would have a continuous

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1 raised median from 4th Avenue to University
2 Avenue. It would not allow any left turn lanes at
3 any of the intersections or into any of the
4 businesses adjacent to North Broadway.
5 And also in Segment 1 we have two options
6 that -- any one of the alternatives could be
7 chosen, but then at the same time these options can
8 be chosen. The first option is extending the left
9 turn lane at 4th Avenue back to what the traffic
10 operations report requires us to do. Option 2 is a
11 5th to 6th Avenue transition, and we have that
12 option back on the board in the back if anybody
13 would like to look at that closer afterwards. This
14 option was brought forward by the City of Minot,
15 and we identified the impacts from that
16 alternative, we've laid it out, and it will be
17 brought forth to the decisionmakers so any comments
18 on that are greatly appreciated, as well.
19 Segment 2 alternatives are a little bit
20 easier. There's not quite as many impacts in
21 Segment 2 -- I shouldn't say impacts, but I mean
22 alternatives to Segment 2.
23 The first one is Alternative F, which is
24 five 12-foot lanes with a continuous two-way left
25 turn lane and a 10-foot multiuse trail on the west

1 side and a 6-foot sidewalk on the east side, and
2 that would extend from 11th Avenue to 21st Avenue.
3 Alternative G is similar except we have
4 that raised median in the center, but there would
5 be left turns at all of the intersections would be
6 allowed. And that option is laid out over here on
7 the board, on my right over here.
8 Other options in Segment 2, the first one
9 involves a pedestrian crossing. There was a need
10 to look at pedestrians moving across North Broadway
11 on the north end, and we looked at three options.
12 The first is a pedestrian overhead grade separation
13 would be just placed south of 19th Avenue, and that
14 is shown back on the board back there, so if
15 anybody would want to look at that afterwards,
16 that's laid out, as well.
17 Option 3.2 is similar, but we would go
18 underneath the highway between 19th Avenue and 20th
19 Avenue with some sort of a tunnel situation where
20 pedestrians would be able to go underneath the
21 highway without being in any kind of traffic when
22 they're crossing the highway.
23 And then Option 3.3 is more of a typical
24 situation where the pedestrians would be able to
25 cross at the signal light at the intersection of

1 you, the people, are well informed not only of the
2 proposed alternatives, but also of the potential
3 impacts that the project may have. And all of this
4 environmental analysis is in Chapter 3 of the
5 environmental assessment and, as Steve had
6 mentioned earlier, there are some in the back of
7 the room, but we also have public viewing
8 locations, and I'll talk about that in just a
9 little bit.
10 As you see, each of the following
11 categories on the screen we looked at in the North
12 Broadway environmental assessment. Some of these
13 are land use impacts, social impacts, and there's a
14 lot of subheadings under the social impacts, and
15 that's community cohesion, so if you have a
16 district or a residential district, how would any
17 of the alternatives impact the closeness or the
18 togetherness of that neighborhood. We also have
19 travel patterns and accessibility, school
20 districts, churches, businesses, residences, fire,
21 police and emergency protection. And mobility and
22 safety. And we have relocation and parking
23 impacts. We look at economics and impacts to
24 pedestrians and bicyclists, noise, impacts to
25 cultural resources. And there's even more. We go

1 20th Avenue and we would have to provide a median
2 at the center for the pedestrians to be able to
3 cross safely at that location.
4 And then Option 4 in Segment 2 is the
5 right-hand turn lane options. We laid those out.
6 We've got a cost estimate. The decisionmakers will
7 decide if they want to add any right turn lanes in
8 Segment 2 that aren't there currently today.
9 With that I'm going to turn it over to
10 Jennifer to go through the environmental
11 assessment.
12 MS. HAFNER: I'll be speaking briefly
13 about the environmental analysis that was conducted
14 in the environmental assessment. Basically all of
15 the positive and negative environmental impacts are
16 looked at for each of the project alternatives that
17 Scott just went through. And when we speak of
18 environmental impacts, we're not just talking about
19 the natural environment. We're also talking about
20 the physical environment and also the human
21 environment, what sort of social impacts it has to
22 people and places and buildings.
23 One of the many purposes of the
24 environmental assessments for North Broadway is to
25 disclose all these impacts to the public so that

1 through visual impacts, hazardous waste, and
2 temporary construction impacts, and we also look at
3 Section 4(f) properties, and I'll talk about these
4 in just a little bit.
5 But one of the central themes that emerged
6 in the environmental assessment were the impacts to
7 businesses, buildings and residences, and this is
8 with the majority of the alternatives and the
9 options. And it seemed like most of all the other
10 impacts were sort of related to these relocations.
11 So I'm going to talk about these relocations for
12 each of the alternatives and the options.
13 Alternative C, which is the five 12-foot
14 lanes, would have about six to nine building
15 relocations, which does include one apartment
16 building, and 10 to 13 business relocations. And
17 these numbers are dependent on which sidewalk width
18 is chosen, which is either 4-foot, 6-foot or 8-foot
19 sidewalks. This alternative would also require
20 construction easements for the majority of the
21 project length, and this would be to accommodate
22 the matching roadway, driveway and parking lot
23 grades. A maximum of four feet would be required
24 on the east side of the roadway from University
25 Avenue Northwest to 11th Avenue Northwest, but this

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1 would only be to accommodate 8-foot sidewalks. And
2 if 4-foot or 5-foot sidewalks are selected, small
3 parcels of right-of-way would need to be acquired
4 behind the sidewalk for the placement of lights,
5 signs, signal standards, and these parcels would be
6 on both sides of North Broadway, both east and
7 west.
8 Alternative C would also end up impacting
9 approximately 45 to 59 percent of the businesses on
10 the west side of North Broadway and 50 to 64
11 percent of the buildings on the west side of North
12 Broadway. This alternative may impact 50 percent
13 of the stationery and office supply stores and 66
14 percent of the retail music stores in the City of
15 Minot, and this would be a social impact. There
16 would be a parking lot with Alternative C for some
17 businesses, Broadway Exchange & Pawn, American
18 General and Subway and the strip mall.
19 Now, depending on which sidewalk width is
20 chosen for Alternative C, 4-foot sidewalks would
21 actually decrease the width between the roadway
22 and, let's say, the churches. And 6- to 8-foot
23 sidewalks would, of course, increase that buffer.
24 For the First Lutheran Cemetery 10 feet would need
25 to be acquired, and this would basically decrease

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1 the buffer between the roadway and the cemetery.
2 Moving on, this is one of the buildings
3 that may be potentially relocated. It's Northwest
4 Music, which also has a couple other businesses in
5 it. And you can see people are walking down the
6 street in single file because of the sidewalk
7 width.
8 And moving on to Alternative D.
9 Alternative D would involve five to eight building
10 relocations, which also includes one apartment
11 building, and 9 to 12 business relocations
12 dependent, of course, again, on which sidewalk
13 width is chosen. Additional right-of-way that may
14 need to be acquired would vary from three feet to
15 11 feet, also dependent on which sidewalk width is
16 chosen. And, again, 4- to 5-foot sidewalks would
17 need -- small parcels of right-of-way would be
18 acquired behind the sidewalks for the placement of
19 lights, signal standards and signs. And these
20 parcels would, again, be on the west and east side
21 of North Broadway.
22 Alternative D would impact 41 to 64
23 percent of the businesses and 36 to 57 percent of
24 the buildings on the west side of North Broadway.
25 And Alternative D would have the same parking

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1 impacts as Alternative C and also have the same
2 sidewalk impacts as Alternative C that I just
3 mentioned.
4 Alternative E would impact one apartment
5 building and two buildings and three businesses.
6 And Alternative E would require additional
7 right-of-way just at one location, and that's the
8 location of the left turn lanes at 4th Avenue
9 Northwest and University Avenue Northwest.
10 Now, Alternative E, because it's a raised
11 median option, has slightly different impacts than
12 Alternatives C and D. This alternative may disrupt
13 driver expectancy in turning movements, turning
14 movements could also increase, and a possible
15 increase of traffic on some residential side
16 streets. Travel patterns may change for vehicles,
17 but also for pedestrians. Vehicle access to
18 businesses may be difficult with not allowing any
19 left-hand turn lanes. And this alternative also
20 may make it difficult to respond to emergencies or
21 maybe stop a violator on North Broadway and
22 response times may double to get to emergencies
23 because of the raised median.
24 Last, we have Option 2. Option 2 would
25 have all the same impacts associated with either

Page 20

1 Alternatives C or D, and this would be the
2 relocation of one residence and an additional
3 right-of-way from a front yard. Now, if
4 Alternative E was chosen, which is the raised
5 median, Option 2 is not recommended.
6 This is a picture that you probably are
7 very familiar with, The Barley Pop, and this is
8 just an example of the signal standards being in
9 the middle of the sidewalk and this currently
10 doesn't meet ADA guidelines.
11 Here's another picture that just shows a
12 great example of pedestrians walking in the
13 cemetery. They would rather walk in the cemetery
14 so that they have a greater distance from the
15 roadway.
16 Section 4(f). Section 4(f) properties are
17 properties protected under the United States
18 Department of Transportation Act of 1966.
19 Basically this act was established to protect
20 publicly owned parks, lands, recreation areas,
21 wildlife or waterfowl refuges or else it is to
22 protect historic sites.
23 For transportation projects, it is
24 necessary to have at least one alternative that
25 avoids or minimizes harm to these Section 4(f)

1 properties. With this in mind, there are three
2 Section 4(f) properties all along or near North
3 Broadway, and those are the First Lutheran Cemetery
4 and the First Lutheran Church complex, the Mackley
5 Apartments and a potentially eligible residential
6 historic district.
7 All attempts were made to avoid the First
8 Lutheran Church because it's eligible for listing
9 on the National Register of Historic Places, which
10 also makes it a Section 4(f) property, and it
11 resulted in widening to the west side of North
12 Broadway so that we would avoid the First Lutheran
13 Church.
14 The potentially eligible historic district
15 is bounded by North Broadway on the west, but it
16 excludes the buildings facing North Broadway, the
17 Mouse River on the south, 11th Street Northeast on
18 the east, and 11th Avenue Northeast on the north,
19 and this historic district would be impacted with
20 Alternative E, if it were chosen.
21 Now, the Mackley Apartments. I heard
22 earlier when people were talking, this is sort of a
23 big subject, so if you have any questions after I
24 get through this, just please ask. The Mackley
25 Apartments is also eligible for listing on the

1 National Register of Historic Properties, which
2 also makes it a Section 4(f) property. And so all
3 alternatives except two would impact the Mackley.
4 One of them was Alternative B, which Scott
5 mentioned earlier, but this alternative does not
6 meet the project's purpose and need because it
7 doesn't fix those deficiencies that Greg spoke
8 about, the not meeting ADA. So that alternative
9 was not further gone through in the EA.
10 And the only other alternative that does
11 minimize impacts is Alternative D with 4-foot
12 sidewalks. Alternative D requires a modification
13 to the Mackley Apartment steps, and the North
14 Dakota State Historic Preservation Officer has
15 determined that this would result in a no adverse
16 effect to the Mackley Apartments.
17 So, therefore, since there's a no adverse
18 effect determination, North Dakota Department of
19 Transportation, along with the Federal Highway
20 Administration, identified this as the preferred
21 alternative just at the location of the Mackley
22 Apartments. So this is just, again, the preferred
23 location at the Mackley Apartments location.
24 After the public comments have gone
25 through and agency comments, they will identify

1 more preferred alternatives and we could transition
2 out to either Alternative D, 6-foot or 8-foot
3 sidewalks, or else Alternative C, 6-foot or 8-foot
4 sidewalks, after the Mackley Apartments location.
5 Whoops, I'm sorry. I didn't click the slide.
6 As mentioned earlier, the public
7 involvement is extremely important with this
8 project. We urge that you bring your comments to
9 us. Come and have the court reporter transcribe
10 your comments. We did have three other meetings,
11 the first starting in May, the last one in
12 November. Representatives of Kadrmas, Lee &
13 Jackson went to most of the businesses along North
14 Broadway in the beginning of the project and spoke
15 to almost all the business and property owners. An
16 ad was placed in The Minot Daily News for all the
17 meetings. We had public service announcements and
18 we sent newsletters.
19 As I said before, we have the EA in the
20 back of the room and we also have them at different
21 viewing locations. In Minot we have them at the
22 City of Minot Engineering Department, the Minot
23 State Library, the Minot Public Library, the North
24 Dakota Department of Transportation Minot District,
25 the Minot Kadrmas, Lee & Jackson office, and we

1 have them in two Bismarck locations, the Federal
2 Highway Administration Division Office and the
3 North Dakota Department of Transportation Local
4 Government Office.
5 And with that I'm going to turn it back
6 over to Greg and he's going to talk a little bit of
7 the project schedule and then we have a short
8 video.
9 MR. OASE: Thank you, Jennifer. Once we
10 have satisfied all of the requirements of the
11 environmental assessment, this will be presented to
12 the Federal highway, North Dakota Department of
13 Transportation for their review and approval.
14 We're hoping that that will come during the summer
15 of 2005. Once we have that clearance, the design
16 on the project can begin, the permitting that's
17 required, and the right-of-way acquisition and
18 relocations and whatever is required based on the
19 alternatives that are chosen.
20 With the completion of those items, the
21 thing could be bid probably as early as 2006 in the
22 fall -- late fall or early 2007, so that the
23 earliest it could be constructed would be 2007.
24 It's important that all the right-of-way and all
25 the relocations and those types of things are

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1 completed before any construction is done.
2 The comment period on this meeting runs
3 through May 12th, so we would encourage you to get
4 your comments to us tonight. If something comes to
5 you later on or a week from now or whatever, you
6 can get it to that address, you can drop it off at
7 our office at 1810 4th Avenue, get it to the city,
8 or the DOT district will take them and get them to
9 us, too.
10 Right now we're going to show a short
11 four-minute video on right-of-way acquisition.
12 While we're doing that, one of the things that
13 we're looking at that's typically not done in this
14 stage, but it's relatively important to the
15 project, and that's the construction phasing, and I
16 encourage those of you that are along the project
17 to at least stop and look at that. It's a
18 concept. The details of that construction phasing
19 are really taken care of in the design phase. They
20 become much more complicated, but just the general
21 concept of what we're trying to do, it will get
22 more detailed at each intersection and that type of
23 thing. The goal of that, though, is to maintain
24 temporary access to driveways, to intersections and
25 that type of thing throughout the project. There

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1 will be times when you would be -- it may be held
2 in a certain area, but we'll try to give it back to
3 you someplace else or from the back or from the
4 rear. We'll work something out typically through
5 all that.
6 Now, with that, Scott is going to start
7 that. And following that we will take your
8 comments and, if you would, please come to the
9 podium, use the mike so we can get everything
10 recorded. Thank you.
11 (Video played.)
12 MS. LARES: At this time I would like to
13 take an opportunity to begin our formal public
14 comment period. We did have a speaker sign-in
15 sheet at the front desk and we have one individual
16 who did preregister, and if I can ask Rocky Schell
17 to come to the front. After Rocky speaks, we will
18 have an opportunity to circulate the mike so that
19 everyone does have a chance to talk. And if I
20 could have you state your name and organization and
21 address for the court reporter.
22 MR. SCHELL: My name is Rocky Schell. I
23 live at 1908 12th Street Northwest, and I'm here as
24 chair of the Minot Fitness Trail Committee. And
25 our Fitness Trail Committee advises the city and

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1 the park of where to put their bike paths and to
2 make separate or safe pedestrian areas for people
3 to enjoy.
4 And our group is in favor of Option 3.1,
5 Option 3.2 on the second segment -- or Segment 2 of
6 the alternatives. We really believe that to join
7 North Hill together, we need a fitness trail or a
8 crossing to cross Broadway. That is so important
9 for us because right now in North Hill it's really
10 divided in half. We don't have a joining of it.
11 And we're in favor of a path that goes over/
12 under. I guess the city likes to go over, and
13 that's fine with us.
14 We would like to stay away from Option No.
15 3.3, which is just bringing the pedestrians to the
16 intersection at 21st Avenue -- or 20th Avenue.
17 Sorry. Bringing pedestrians to Broadway traffic we
18 feel is not safe. And, in fact, we have applied
19 and received a grant for next year to have a
20 fitness trail on 21st Avenue go from our soccer
21 complex all the way to Broadway so we would really
22 truly like to see this project include a crossing
23 that crosses and joins North Hill completely. We
24 just say it simply as joining our North Hill
25 complex with the rest of North Hill. Thank you.

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1 MS. LARES: Thank you. All right. Row by
2 row. Does anyone have comments in the third row by
3 show of hands? Next row, fourth row? Fifth row?
4 Anyone by show of hands in this whole section? All
5 right. Then we're going to start over here with
6 this first row. Would anyone like to make
7 comments? Second row? Third row? Again, anyone
8 in this section? Yes, sir.
9 MR. FEIST: My name is Daniel L. Feist. I
10 live at 1111 Robert Street, Minot. After looking
11 at some of your beautiful aerial photos, I have
12 written letters before, but it just came to my
13 mind, I have been looking for an access east of
14 Super 8 Motel to approximately ten acres of land
15 that I plan to develop. What my question is now
16 after a comment I heard, what amount of money would
17 it cost me to buy access east of Super 8 Motel to
18 my approximately ten-plus acres of land to be
19 developed to connect to the frontage road that I
20 paid for plus a large storm sewer? I would really
21 like to have you look into that and let me know
22 what it would cost me. Thank you.
23 MS. LARES: Thank you. I don't know if
24 there's a response to that.
25 MR. SALWEI: How we would have to handle

1 that, we would have to do an appraisal of what that
2 access is worth. Access control is purchased along
3 the Broadway project. And we'd have to do an
4 appraisal to determine the actual fair market value
5 of that, and that money would actually have to be
6 paid back to the Federal Highway Administration
7 since Federal Highway funds were used to purchase
8 that access control. So we can look into that.
9 MR. FEIST: I have a little problem with
10 how do I establish a value of something that I
11 don't own or nobody else will want.
12 MS. LARES: Maybe what I can say is when
13 you submit your comment card, there will be a
14 document that's put together and responses are
15 prepared for comments that are contained within
16 those letters.
17 MR. SALWEI: Don, is that how we've
18 handled that in the past?
19 MR. WOLF: That's how we've done it in the
20 past. We try to look for sales that have access
21 and sales that don't have access and determine
22 whether there's a difference in the selling price.
23 It's an appraisal problem that an appraiser would
24 have to work on. We can't give you any kind of
25 answer tonight. It takes some research to

1 determine whether there is a value to an added
2 access or whether there isn't.
3 MS. LARES: Okay. Thanks, Don. Does
4 anyone have by show of hands in the next row a
5 comment? By show of hands anyone in this section
6 have a comment or a question? All right. Last
7 chance. Does anyone have any comments they would
8 like to make formally tonight by show of hands?
9 Yes, sir, if I can get you to come up.
10 MR. ALLEN: Earl Allen, 914 18th Street
11 Northwest, Minot. A question only. We inquire as
12 to the importance of 5th Avenue and that
13 transition. In other words, where does 5th Avenue
14 come from, where does it go, and what would it
15 accomplish? Is the cost cost-efficient? I would
16 like to see a cost analysis on that.
17 We just went through a 4th Avenue after 25
18 years of being put off, and that seems like that is
19 the east-west thoroughfare that Very Fay advocated
20 40 years ago. That gives us two east-west
21 thoroughfares through the City of Minot. Previous
22 to that we had one, which is about the only city in
23 the United States that only has one east-west major
24 thoroughfare.
25 MS. LARES: Does anyone else have a

1 comment tonight? With that then we'll close the
2 formal public comment period. We are here through
3 seven o'clock tonight in an open house format, so
4 we'll have the boards still available and we'll
5 stand by them if you have any questions you would
6 like to ask. With that -- yes.
7 MR. OASE: Sheri, will we be able to make
8 accommodation for the people who would like to make
9 comments?
10 MS. LARES: Yes. She'll be here through
11 seven o'clock. With that, we'll close -- there's a
12 little confusion. The video asked you to send
13 comments in to the DOT director. We have a comment
14 card that we left with you. We also have a
15 handout. Both of those identify Jennifer as the
16 person to send comment cards to. As Greg
17 mentioned, he is available, if you want to stop by
18 the office and drop them off there, they'll make
19 sure that we do get them. If we could have them by
20 May 12th so they can be included in the final
21 documents that will be reviewed by Federal Highway
22 and the Department of Transportation.
23 MR. BENNING: Sheri, you might want to
24 mention, too, that they can e-mail them in.
25 MS. LARES: Yes.

1 MR. BENNING: The e-mail address that's
2 shown up there on the screen and it's also in your
3 flier, as well.
4 MS. LARES: Yes, it's in your handout.
5 With that I would like to close the formal public
6 comment period and thank you for attendance and
7 interest in this project.
8 (Recessed at 6:13 p.m., the same day.)
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APPENDIX E

PUBLIC COMMENTS AND RESPONSES

- **Comments Received:**

  Daniel L. Feist, Feist Realty Co.
  Anonymous
  Rocky Schell, Minot Fitness Trail Committee
  Ryan Ackerman
  Robert Bartsch
  Daniel L. Feist, Feist Realty Co.
  New Hope Christian Center
  Clair Watne, Watne Realtors
  Jeff McElwain
  Gaylen Schmidt, Mackley Apartments Owner
  Bob Miller
  John MacMartin, Minot Chamber of Commerce
  James P. Hatlelid

- **Response(s)**

Phone (701) 852-1261
Fax (701) 852-1443

DEVELOPER FEIST REALTY CO. Minot, ND REAL ESTATE

1415 - 21st Ave. NW
P.O. Box 508
Minot, ND 58702-0508

April 14, 2005

Mr. Steve Salwei, P.E.
Urban Regional Engineer
ND DOT
608 E. Boulevard Avenue
Bismarck, ND 58505-0700

RE: Reconstruction of North Broadway between 4th Avenue NW and 21st Avenue NW, Minot, ND.

We request the following:

1. The access at the west side of North Broadway by the "Super 8 Motel" and to the "International Inn" at approximately 13th Avenue NW would remain in place. This avenue could also extend to the west through Ryan High School property then continue west to the north parking lot at Minot State University Dome building, which would be very beneficial to the area traffic. 1
2. There must be access to the east side of North Broadway across from the west access at Super 8 Motel. This will allow the approximate 10 acres to be developed on the east side between 12th Avenue NW and 15th Avenue NW. 2
3. Water and sanitary sewer existing large mains from the west side of North Broadway must be extended across to the east side through the right of way of North Broadway between 13th Avenue NW and 15th Avenue NW. We have no other access to water from North Hill for water pressure or to sanitary sewer lines to the south for gravity flow. 3
4. A new large storm sewer system on North Broadway that will control all storm water run off drainage from the Minot International Airport and the large drainage area from the north. 4
5. The existing slope between 11th Avenue NW to 19th Avenue NW from east to west on North Broadway should be at level grade for safer roadway, so we plan to match the new approach access to the east existing frontage road to the approximate 10 acres to be developed that is owned by us. We also want the existing frontage road to be extended from the east side of North Broadway from approximately 14th Avenue NW on the right of way to the north extending to 19th Avenue NW or the Ball Park Road for access by the Fire Department, which would also allow this area acreage to be developed and be on the tax rolls. 5
6. Please keep me informed as to when these items will be accomplished.

Daniel L. Feist

Daniel L. Feist

Public Hearing • *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: _____

Address: _____

-THIS SPACE OFFICE USE ONLY-

1. PUT IN A RIGHT TURN LANE ON 11 AVE NW, EASTBOUND, AT BROADWAY (AT THE SW CORNER OF INTERSECTION). TRAFFIC GETS BACKED UP A LOT WHEN THE LEAD CAR IS GOING STRAIGHT (AND IS STOPPED BY A RED LIGHT) AND THE CARS BEHIND CAN'T GET UP TO THE INTERSECTION TO MAKE A RIGHT TURN (TO GO SOUTH ON BROADWAY). 6

2. WITH ALL THE TRAFFIC ON BROADWAY, THE WIDER THE SIDEWALKS THE BETTER (EG., TO KEEP PEDESTRIANS SAFE AND GIVE A BIT OF A BUFFER TO BUSINESSES AND OTHER ADJACENT PROPERTIES). 7

3. EXCEPT PERHAPS FOR THE MACKLEY, NEARLY ALL BUILDINGS ON W. SIDE OF BROADWAY ARE MARGINAL AT BEST; DON'T BE AFRAID TO RELOCATE THE OCCUPANTS, DO IT RIGHT! 8
WIDEN THE ROAD ENOUGH. 9

4. RAISED MEDIAN ON BROADWAY IS NOT ACCEPTABLE. 10

5. LIKE THE IDEA OF PEDESTRIAN (UNDERPASS OR) OVERPASS AT BROADWAY AND 20TH AVE. OVERPASS SEEMS SAFER. 11

*Written statements will be made part of the official transcript if received by May 12, 2005.

Please mail to: Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Public Hearing • *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: Rocky Schell

Address: 1908 12th St NW Minot ND 58703

-THIS SPACE OFFICE USE ONLY-

I am representing Minot Fitness trail Committee and Am In support of A "Crossing" For pedestrian traffic on the upper part of Broadway. We don't really have A preference of an over or an under the Highway Crossing – We just need A Safe crossing For people to connect North Hill with the Softball Park Complex And North East Minot. We have applied And have been granted a fitness trail (ISTEA) from 11th St NW to Broadway on 21st Ave. This is to be Completed 2006 And is part of the Picture joining North Hill – East – with the Northwest Part of Minot. Again We have been granted funding For our 21st Ave as part of this great project. We can finally join our Soccer Complex with the Softball Complex on North Hill Currently there are no trails around the outside of the Softball Complex – Why? Because with our lack of a SAFE Route For pedistrian traffic at Broadway it has never been completed. We the Fitness trail Committee would welcome a crossing at any place between 19½ – 21st Ave North Broadway!

11 and 12

13

7

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Please mail to: Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

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Engineers, Surveyors and Planners

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Additional space for comments, if needed. Please print.

-THIS SPACE OFFICE USE ONLY-

11 and 12

We are in FAVOR of Segment 2 alternative Option 3.1 or 3.2 a SAFE Separate over/under crossing For joining North Hill in Minot.

Thank You

Rosky V Schell

701 839-4817

14

ONE Note. We feel a crossing at the 20th Ave Lights is Not adequate because of the time it takes to Walk across 5 (Five) Lanes of traffic it would not Be SAFE for Pedestrians. And Having a Separate Structure puts pedestrian traffic away From Vehicular traffic.

Public Hearing • *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: RYAN ACKERMAN

Address: 2304 19th AVENUE NW
MINOT ND 58703

-THIS SPACE OFFICE USE ONLY-

WITH THE PROPOSED 5-12' LANE SECTIONS, THERE IS NO BUFFER BETWEEN THE OUTSIDE TRAVELED LANES AND THE ATTACHED SIDEWALKS. WITH TRAFFIC ALLOWED TO FREE FLOW ADJACENT TO PEDESTRIAN WALKWAYS, IT WILL CREATE A "SHY-WAY" ALONG THE SIDEWALK ADJACENT TO THE BACK OF THE CURB THAT PEDESTRIANS WILL NOT WANT TO ENTER. TAKING THIS "SHY-WAY" INTO ACCOUNT, THE EFFECTIVE WIDTH OF A 4' ATTACHED SIDEWALK BECOMES 1 OR 2 FEET, WHICH I FEEL DOES NOT ADDRESS THE NEED OR THE PURPOSE OF THIS FACILITY. IN OTHER WORDS, I WOULD PREFER TO SEE AT LEAST 8 FOOT SIDEWALKS ALONG THE ENTIRE PROJECT, ON BOTH SIDES OF THE ROADWAY. 7

THE PEDESTRIAN OVERPASS/UNDERPASS OPTIONS SHOULD BE INVESTIGATED FURTHER. [I WOULD DISCARD THE AT-GRADE CROSSING.] 14 THE CHOSEN OPTION SHOULD ACCOMODATE BICYCLE TRAFFIC. WITH THE PROPOSED GRADE SEPARATION BEING VERY CLOSE TO THE NORTHERN GATEWAY TO OUR CITY, [THE MOST AESTHETICALLY PLEASING OPTION SHOULD BE CHOSEN, WHICH I FEEL IS THE UNDERPASS OPTION 3.2.] 12 ALSO, THERE SHOULD BE ADEQUATE LANDSCAPING ON THE NORTH END OF THE PROJECT TO CLEARLY IDENTIFY NORTH BROADWAY AS THE NORTHERN GATEWAY] 15

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Engineers, Surveyors and Planners

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Additional space for comments, if needed. Please print.

-THIS SPACE
OFFICE USE ONLY-

INTO THE CITY OF MINOT.

2 A SAFE ACCESS SHOULD BE GRANTED (AT A MINIMUM, A RIGHT-IN, RIGHT-OUT ONLY) OFF OF BROADWAY TO ALLOW COMMERCIAL DEVELOPMENT IN SPRINGFIELD ADDITION. THE ACCESS SHOULD ALIGN WITH THE ROAD DESCENDING FROM THE INTERNATIONAL INN. THIS ACCESS WOULD ALLOW COMMERCIAL DEVELOPMENT IN AN AREA OF MINOT IN NEED OF REVITALIZATION.

16 TO SUPPLEMENT AN EARLIER COMMENT REGARDING SIDEWALKS, THE SIGNS, LIGHTS, SIGNAL STANDARDS, ETC. THAT ARE TO BE INCORPORATED INTO THE PROJECT SHOULD NOT BE LOCATED IN THE SIDEWALK. THIS ALSO TAKES AWAY FROM THE EFFECTIVE WIDTH OF THE PEDESTRIAN FACILITY. IF ABSOLUTELY NECESSARY, THESE OBSTRUCTIONS SHOULD BE LOCATED WITHIN THE "STRIPING" ALONG THE CURB AND NOT TOWARD THE BACK OF THE SIDEWALK. TO MINIMIZE RIGHT-OF-WAY IMPACTS, IT MAY BE POSSIBLE TO LOCATE ALL STREET LIGHTS ALONG ONE SIDE OF THE STREET.

17 INSTEAD OF PLACING THE 11-FOOT LANES IN THE CENTER OF THE FACILITY, IT MAY MAKE MORE SENSE TO PLACE THEM ON THE OUTSIDE LANES, WHERE THERE IS UN-ACCOUNTED FOR LANE WIDTH IN THE CURB PAN. THIS WILL ALLOW MORE ROOM FOR THE CENTER TURN LANE, WHERE HEAD-ON CONFLICTS ARE MOST LIKELY.

Public Hearing • *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: ROBERT BARTSCH

Address: 721 NORTH BROADWAY

-THIS SPACE OFFICE USE ONLY-

I WOULD LIKE TO purchase the Lot to the North of our SUBWAY Building ~~of~~ (PC DOCTOR & HAIR PLACE) IF I HAVE TO REMOVE PART OF THE FRONT OF my Building. I will need it FOR ADDING ONTO my BUILDING + FOR PARKING

18

Thanks

ROBERT Bartsch

CELL # 2407790

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Minot, ND 58703
Email: jennifer.hafner@kljeng.com

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Public Hearing ▪ *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: Daniel L. Feist

Address: 1111 Robert Street
Minot, ND 58703

-THIS SPACE OFFICE USE ONLY-

RE: North Broadway Reconstruction from 4th Avenue to 21st Avenue NW, Minot, ND.

What amount of money would it cost me to buy the rights to a access east of Super "8" Motel's existing access to my approximate 10 + acres of land to be developed to connect to the Frontage Road that I paid for plus a large Storm Sewer. We cannot understand why we can not have a access road to North Broadway at approximately 13th Avenue NW across to the east from the existing access on the west side of Broadway.

19

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Please mail to: Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Jennifer Hafner

From: New Hope [newhopecc2003@yahoo.com]
Sent: Thursday, April 28, 2005 8:29 PM
To: jennifer.hafner@kljeng.com
Subject: North Broadway-US 83 5th Avenue NW

April 28, 2005

Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703

Ref: North Broadway-US 83
4th Avenue NW to 21st Avenue NW

New Hope Christian Center
220 5th Avenue NW
Minot, ND 58701

To Whom It May Concern:

20

I am writing regarding the project of the reconstruction of the street that wants to come through part of our land. This is a big concern for the church, because the street and side walk will be upon the church front entryway, the front porch. This is a very old building and not sound proof, which the noise of the traffic going by from time to time would be unbearable for us to conduct services. This building is not sound proof, it will cause disruption to our gathering together, and there would be no parking space for the members and visitors. Also, we notice that you are taking the house that is beside the church and part of our land, which is making the shape of the street crooked. I understand that this building is historical but the main purpose for this church center is to come to a quite place so that we can be able to worship. But, if this street were to come upon our church this would not be a place where we can come together without the disruption of the traffic and this will defeat the main purpose why we come to our sanctuary. If this was a place were you just go to work, then we would not have a problem with this reconstruction, but this is a church were we gather together and worship and praise God. This will be very hard for us to do with the noise of the traffic going by. The church suggestion is for the environmental planner to have the street come through where the church is located. The church will have to look for some land to build another church center, if the city is in need to have this location for the street to come through. If this is the case we would like to know how much the city would give us to purchase some land and the rebuilding for another church center. The fact is that this will cause an inconvenient for the church to have this street come through no matter how wide you make the side walks because this will be a main entrance way for more traffic that would consistently cause a problem for this church, because it will be right at our front door and on the left side of our sanctuary. Your attention to this matter will be highly appreciated.

21

20

22

New Hope Christian Center
Pastor Roxanne Thomas and Members

Public Hearing ▪ *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: Clair Watne – Watne Realtors

Address: 408 N. Broadway
Minot, N.D. 58703

-THIS SPACE OFFICE USE ONLY-

April 30, 2005

Jennifer Hafner
Kadmas, Lee & Jackson

Dear Jennifer:

I was at the April 28 meeting re the N. Broadway project. I favor the options that widen Broadway 9 10 but not the one with the center median. The state engineer, Steve ---, assured me that drainage problems 23 at the south end would be addressed. The problem at my end is that it does not take much of a rain to cause water pooling. Passing traffic splashes water and accumulated dirt all over our building. We are very close to the roadway. If possible I would like to see 24 the roadway edge moved a bit to the west. You said that might happen in order to provide a proper sidewalk width. A little extra distance to the roadway 7 25 would be a plus for my property. My main concern is drainage. Also -- that the project is a major improvement rather than just a roadway surface fix. The project should make N. Broadway match S. Broadway in every respect. 26

Sincerely, Clair Watne

RECEIVED
MAY 09 2005
BY:

Clair Watne

*Written statements will be made part of the official transcript if received by May 12, 2005.

Please mail to: Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Jennifer Hafner

From: JEFF McELWAIN [jmcelwain@srt.com]
Sent: Tuesday, May 03, 2005 12:01 PM
To: jennifer.hafner@kljeng.com
Subject: NORTH BROADWAY

JENNIFER,

WHEN THE OFFICAL TRANSCRIPT IS COMPLETED I WOULD LIKE A COPY. SOMEONE SAID AT THE HEARING IF WE WANTED A COPY TO CONTACT YOU. 27

I AM CONSIDERING BUYING SOME PROPERTY IN THE AREA AND WOULD LIKE TO LOOK AT AND HAVE THE COMMENTS FOR MY FILES.

THANKS

Jeffrey McElwain
117 36th Ave SE
Minot, ND 58701

Public Hearing • *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: Gavin Schmidt

Address: 1105 27st SW
MINOT 833-3647

-THIS SPACE OFFICE USE ONLY-

*Written statements will be made part of the official transcript if received by May 12, 2005.

Please mail to: Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Additional space for comments, if needed. Please print.

-THIS SPACE
OFFICE USE ONLY-

WHEN a PROJECT IS PLANNED ONE SHOULD LOOK AT SIMILAR PLANS THAT HAVE BEEN DONE IN THE PAST. ALL ONE WOULD HAVE TO DO IN THIS CASE IS DRIVE SOUTH BROADWAY THERE IS NO BUILDING SITING ON THE SIDE WALK AND THE TRAFFIC IS NOT BOTTLE NECKED.

MY QUEST IS NOT TO SELL THE MACKLEY APARTMENTS TO THE NORTH BROADWAY PROJECT, BUT WHO IS EVER GOING TO BUY THEM IF THIS PROJECT IS BUILT UNDER ALTERNATIVE "D" WHICH IS THE PREFERRED ALTERNATIVE?

28 ALL OUR RENTERS USE THE FRONT ENTRANCE FOR MOVING IN AND OUT NOT BECAUSE THEY WANT TO BUT BECAUSE THEY HAVE TO. THE BACK FIRE ESCAPE IS JUST THAT A FIRE ESCAPE. ONE LOOK AT THE PICTURE SHOWS how IMPROBABLE IT WOULD BE TO MOVE FURNITURE IF WE HAD 4' WITH A HAND RAIL TO FIT FURNITURE AROUND.

FURTHER MORE IF THIS BUILDING STAYS 20 YEARS FROM NOW IT

Public Hearing • April 28, 2005

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Additional space for comments, if needed. Please print.

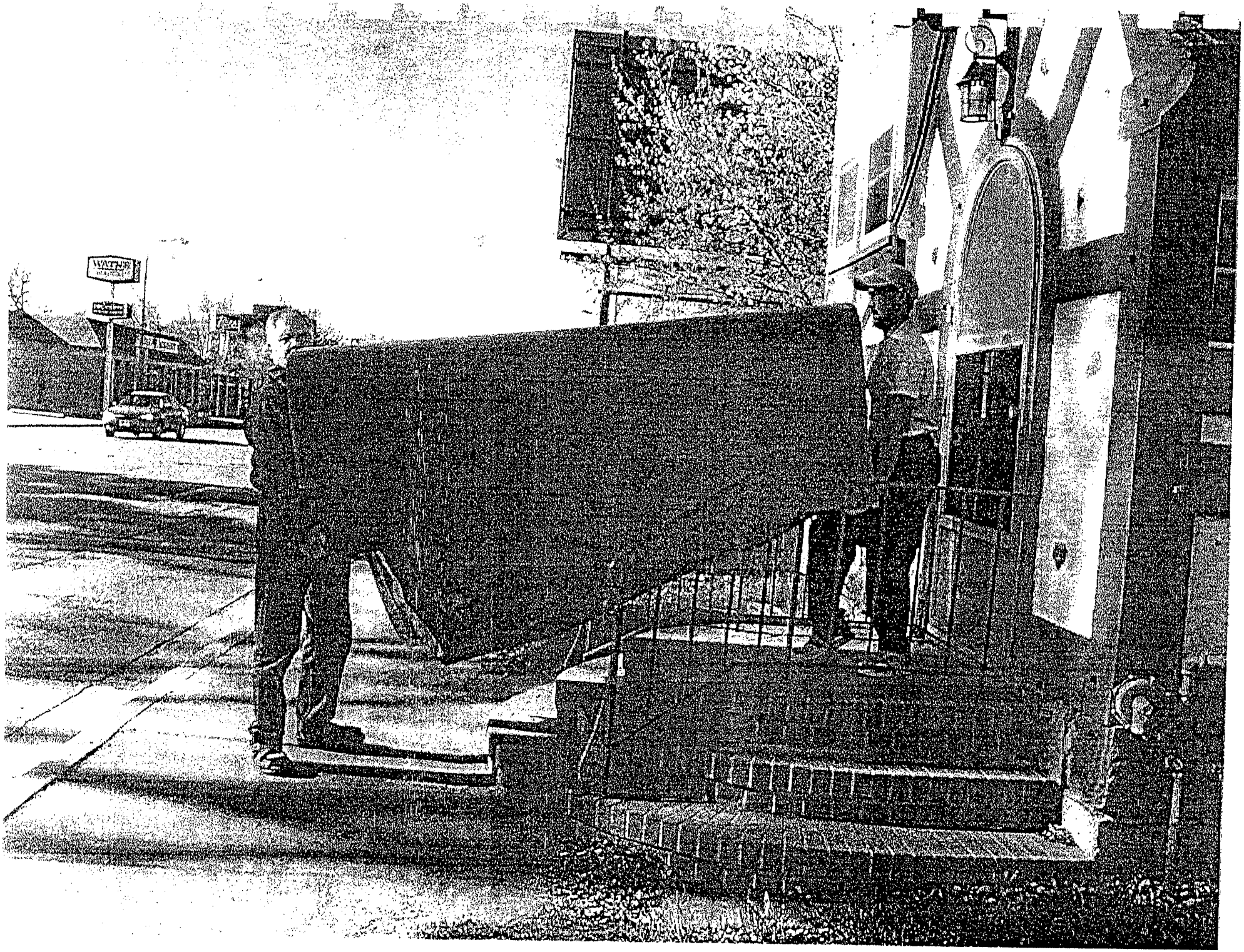
-THIS SPACE OFFICE USE ONLY-

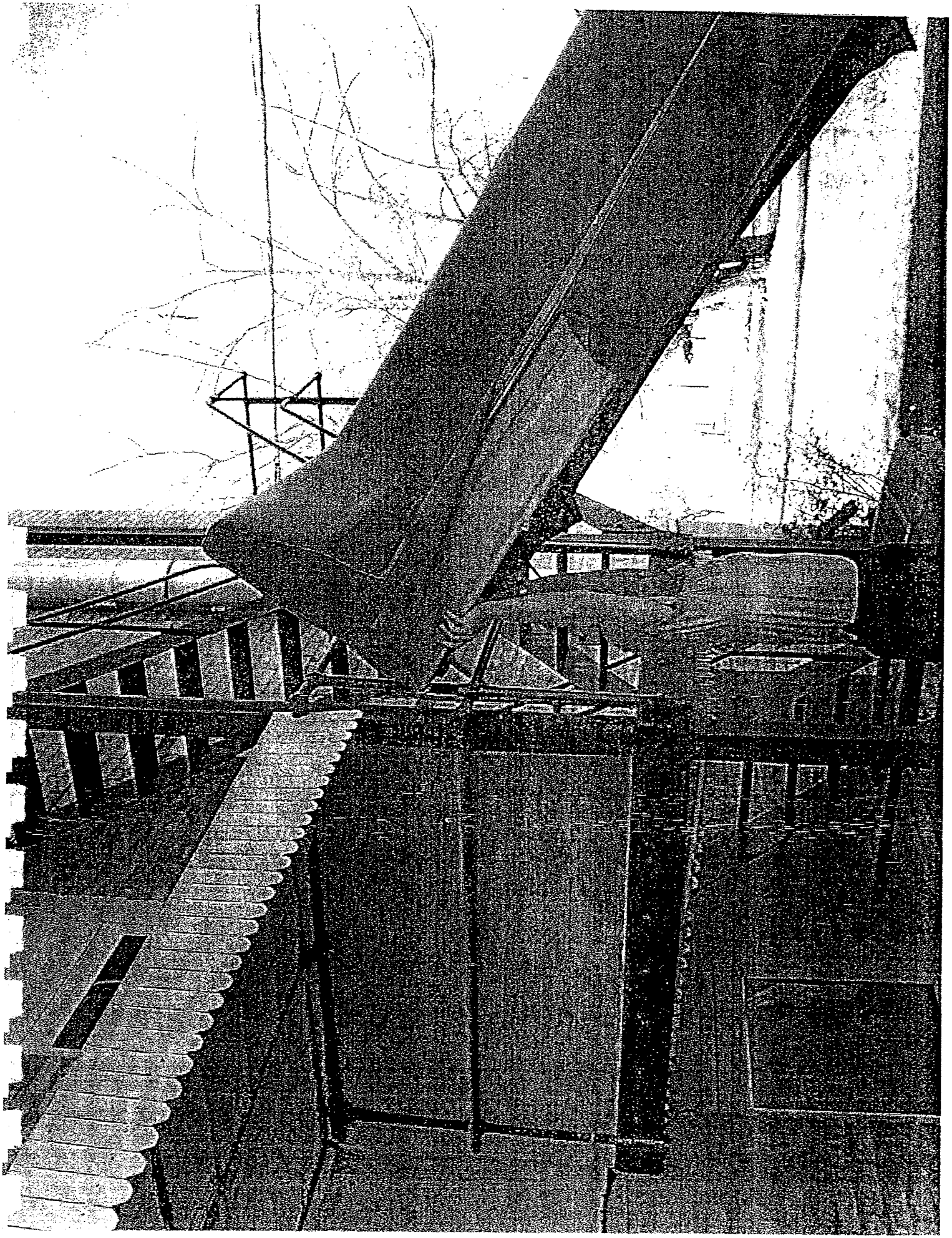
STILL WILL BE THE EYE SORE OF THE WHOLE PROJECT.
HOW THE ND SHPO CAN DETEMINE THAT REMOVING THE STEPS WOULD HAVE NO ADVERSE EFFECT JUST DON'T MAKE SENSE.

ONE CAN TAKE THE PICTURE I ENCLOSE AND MEASURE 8' AND YOW WOULD BE STANDING ON NORTH BROADWAY HOLDING THE COUCH.

29 ALSO; I HAVE OWNED MACKLEY FOR APPX 8 YRS. DURING THAT TIME FRAME THERE WERE 2 ACCIDENTS THAT HAD ~~VEH~~ VEHICLE RUN INTO N.E CORNER of THE MACKLEY.

Gaylin Shult
5-6-05


WAYNE



Jennifer Hafner

From: Leftwich, Dave E. [dleftwic@state.nd.us]
Sent: Thursday, May 12, 2005 1:37 PM
To: jennifer.hafner@kljeng.com
Subject: Bob Miller's comments on North Broadway in Minot

I visited with Bob Miller the day before the public meeting on North Broadway. Bob had the following comments:

9 He supports the wider section (12 foot lanes).
At 5th to 6th, he supports the realignment to match the two streets up. 30
At 11th Ave. N., he would like to see a wider intersection built to allow for future growth at Minot State and at Bishop Ryan. 31
32 He would like to see ordimental lighting considered from 11th Ave. N., south, to the end of the project.
He is in support of a five lane section from 11th Ave. N., north, up the hill. 33

Please include these comments in the public meeting comments.

Thanks

Jennifer Hafner

From: John [macmarti@minotchamber.org]
Sent: Thursday, May 12, 2005 5:37 PM
To: Jennifer.hafner@kljeng.com
Subject: North Broadway

Jennifer Hafner

I have reviewed the material that has been presented over the last number of public input sessions. I believe that Alternative C should be chosen as the preferred alternative. I also believe that options 1 & 2 should be incorporated into the project. We in Minot need this type of facility for as long as it is projected to last.

As to segment two, I believe that Alternative F should be built. It will work the best with snow removal. Additionally, Option 3.1 should be part of the project. Again given the projected life of this facility, option 4 needs to be built now.

Thank you for the opportunity to comment.

John

L. John MacMartin, CCE
President
Minot Area Chamber of Commerce

James P (Jim)
Hatlelid
1944 Skyline Drive, Minot ND 58703 701-838-2283

May 27, 2005

Jennifer Hafner by email

Re: North Broadway US 83 rebuild in Minot

I believe that Alternate C should be chosen as the preferred alternative. That would provide 5 12-foot lanes in segment one. I believe that options 1 and 2 should also be built. The current roadway is some 40 + years and as I understand it, the original design life was about 20 years. With the advances made in construction and materials over the last 40 years, we are probably building a roadway that will last until 2060 and beyond. The additional costs of right of way with alternate C are well justified in view of how long the roadway will likely last.

For Segment 2 my preferred alternate is F. This provides five 12-foot lanes with no obstructions to hinder the removal of snow by the city crews. I also believe that option 3.1 should be built. Because segment 2 traverses a coulee as one approaches the hilltop, it likely would mean that the pedestrian crossing would not need steps, ramps, etc. at its touchdown points. I think this would be very beneficial as the youngsters on North Hill journey to the sports complex adjacent to North Broadway. Since we are building a roadway that likely will last past the middle of this century, I would suggest that we plan for option 4 as well. It certainly won't get any cheaper to build.

Jennifer, if any clarifications to my comments are required, please contact me.

Sincerely yours,

Jim Hatlelid

James P (Jim) Hatlelid

Comment 1 Request that the access on the west side of North Broadway at 13th Avenue NW remain in place. Extend this access to the west through Bishop Ryan High School and through the north parking lot at Minot State University to accommodate area traffic.

Response 1 *The access on the west side of North Broadway in the vicinity of 13th Avenue NW is not planned to be eliminated with this project. The access may be subject to minor modifications to accommodate new street alignment and grade of North Broadway. Extending the access further west as suggested is beyond the scope of this project, and would have to be undertaken by the city of Minot since any extension would be off the state highway system.*

Comment 2 There needs to be an access on the east side of North Broadway across from the west access; this will allow for 10 acres to be developed on the east between 12th Avenue NW and 15th Avenue NW.

Response 2 *In letters dated November 16, 2004; October 19, 1992; and March 14, 1963, the NDDOT (North Dakota Department of Transportation) has denied this access in all three letters. Access has been denied because the NDDOT purchased access control along this section of US Highway 83 to ensure motorist safety and roadway capacity. The granting of this access could increase the potential for vehicle crashes due to the additional conflict points; as well as decreasing roadway capacity. The Feist property has an access to US Highway 83 via a service roadway approach approximately 700 feet from this requested access point and the NDDOT believes this provides reasonable access to this property.*

Comment 3 Request that water and a sanitary sewer line that exist on the west side of North Broadway be extended across to the east side of the roadway through roadway right-of-way between 13th Avenue NW and 15th Avenue NW. There is no other access to water from North Hill for water pressure or for sanitary sewers to the south for gravity flow.

Response 3 *The requested water and sanitary sewer line extensions could be included with the project construction; however, since it is a non-transportation related improvement it would not be eligible for federal funding participation as part of the North Broadway reconstruction project. The cost of the utility extensions would be 100% local funding and subject to city of Minot approval.*

Comment 4 Request a new storm sewer system on North Broadway that will control all storm water runoff drainage.

Response 4 *A new storm sewer system is planned as part of the North Broadway reconstruction project. However, no underground storm sewer system can control ALL storm water runoff due to size and cost limitations. The new storm sewer system would be designed to accommodate the runoff from a 10-year frequency storm event. Any storm runoff in excess of that would be surface drained along the street.*

Comment 5 Request that the existing slope between 11th Avenue NW to 19th Avenue NW from east to west on North Broadway should be at level grade for a safer roadway.

Feist Realty Company plans to match the new approach access to the east existing frontage road to the 10 acres to be developed. They request that the existing frontage road to be extended from 14th Avenue NW on the right-of-way to the north extending to 19th Avenue NW, or the Ball Park Road for access by the Fire Department, which would also allow this area acreage to be developed and on the tax rolls.

Response 5 *The cross slope of the roadway between 11th Avenue NW to 19th Avenue NW currently provides a "banked curve" or superelevation of the roadway to lessen the effects of the roadway curve on vehicles. The need for superelevation is dependent on the design speed of the roadway and the degree of roadway curve. The proposed North Broadway reconstruction project would use a lower design speed than was originally constructed, and therefore would flatten the cross slope to some extent. However, North Broadway would be designed to best accommodate the higher speed, high volume free flowing north-south traffic on North Broadway rather than compromising the design to accommodate a low volume, low speed street crossing. At this time the NDDOT has not approved a new access between North Broadway and the east frontage road in the vicinity of the Feist Realty property. The east frontage road is a city street and as such any northward extension of the east frontage road would be subject to city of Minot approval and funding.*

Comment 6 Install eastbound right turn lane at 11th Avenue NW.

Response 6 *A 40-foot long eastbound right turn lane exists at 11th Avenue NW. The turn lane is proposed to be lengthened to 100 feet long with the proposed North Broadway reconstruction project.*

If this comment is in regards to a northbound Broadway right-turn lane to turn east onto 11th Avenue NW, a traffic operations study indicated a combined lane for through and right-turn traffic is adequate; therefore a separate right-turn lane would not be eligible for federal funding participation. The city of Minot considered an option to install a right-turn lane at this location at their cost, but was rejected from further consideration due to the high cost of right-of-way acquisition.

Comment 7 The wider the sidewalks on North Broadway the better. Wider sidewalks provide a safer environment for pedestrians, as well as providing a wider buffer from businesses.

Response 7 *Segment 1 Alternatives C, D, and E would construct at a minimum 4-foot to a maximum of 8-foot sidewalks. The existing sidewalks on North Broadway vary from 3.5 feet to 5 feet. In some locations, the existing minimum sidewalk width is compromised by roadway hardware (i.e. signs, lights, or signals), and does not meet current minimum widths of 4 feet with regard to ADA guidelines/standards. One component of the purpose and need of the project is to accommodate pedestrians/bicyclists and meet ADA guidelines/standards.*

Comment 8 Relocate businesses and occupants.

Response 8 *Segment 1 Alternative C would require 6-9 building relocations and 10-13 business relocations. Alternative D would require 5-8 building relocations and 9-12*

business relocations. Alternative E would require one apartment building, two buildings, and three business relocations. Option 2 would require the relocation of one residence, along with the impacts associated with either Alternatives C or D. Applicable relocation costs would be reimbursed to any businesses or persons that require relocation.

Comment 9 Widen North Broadway.
Response 9 *Comment noted.*

Comment 10 Does not support Alternative E.
Response 10 *Comment noted.*

Comment 11 Supports Option 3.1 (Pedestrian Overhead Grade Separation near 20th Avenue NW).
Response 11 *Comment noted.*

Comment 12 Supports Option 3.2 (Pedestrian Underpass Grade Separation near 20th Avenue NW).
Response 12 *Comment noted.*

Comment 13 Minot Fitness Trail Committee received a grant for a trail from 11th Street NW to North Broadway on 21st Avenue, which will be completed in 2006 because of the North Broadway project. Finally, the North Hill area will be joined with the northwest section of Minot. With this new trail the Soccer Complex and the Softball Complex will be connected on North Hill.
Response 13 *Comment noted.*

Comment 14 Does not support Option 3.3 (Pedestrian At-Grade Crossing at the intersection of 20th Avenue NW).
Response 14 *Comment noted.*

Comment 15 Incorporate adequate landscaping on the north end of the project area.
Response 15 *Landscaping is proposed for sections in Segment 2 of the project area to be defined in the design phase of the project. The landscaping will enhance the "Gateway to Minot" as requested by the city of Minot. The landscaping would be done within the existing right-of-way along the project.*

Comment 16 Signs, roadway hardware, etc. should not be located in the sidewalk. If necessary the hardware should be located along the curb and not toward the back of the sidewalk. Another suggestion is to locate all the hardware on one side of the street to minimize right-of-way impacts.
Response 16 *It is more desirable to locate the hardware adjacent to the roadway. To minimize right-of-way impacts along North Broadway, the minimum ADA sidewalk width of 48 inches was proposed for Alternatives C and D. This minimum sidewalk width forces the hardware to be placed behind the sidewalk. The proposed street lighting system would require street lights on both sides of the street to provide uniform and adequate lighting levels.*

Comment 17 Place the 12-foot lanes in the center and the 11-foot lanes on the outside, this makes more sense where there is an unaccounted for lane width in the curb pan. This will make more room for the center turn lane where head-on conflicts are most likely to occur.

Response 17 *Alternative D is two 12-foot outside lanes and three 11-foot inside lanes with 4-foot to 8-foot sidewalks. This is because US Highway 83 is a NHS (National Highway System) designated route. The NHS, based on the criteria 23 CFR 658.9(b), lists routes designated as National Network based on their general adherence to the criteria of items (1) through (6). The criteria (5) states, "The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety." Based on this criterion, all of the alternatives carried forward must have at least one 12-foot lane in each direction. According to AASHTO (American Association of State Highway and Transportation Officials), A Policy on Geometric Design of Highways and Streets, August 2001 design guidelines, "when unequal-width lanes are used, locating the wider lane on the outside (right) provides more space for large vehicles that usually occupy that lane, provides more space for bicycles, and allows drivers to keep their vehicles at a greater distance from the right edge."*

In regards to the curb pan, AASHTO states, "Data on the lateral placement of vehicles with respect to high vertical curbs show that drivers shy away from curbs that are high enough to damage the underbody and fenders of vehicles(4). Curbs with less sloping faces may encourage drivers to shy away from them and, therefore, should incorporate some additional roadway width. If a curb is needed, it should be of the sloping type and should not be located closer to the traveled way than the outer edge of the shoulder." AASHTO and NDDOT design guidelines were followed and additional lane width cannot be accounted for in the curb pan.

Comment 18 Request to purchase the lot to the north of the Subway building, if Subway has to remove part of the front of their building. This is needed for adding onto Subway and for parking.

Response 18 *This request may be considered during the right-of-way acquisition process if the project proceeds to that phase.*

Comment 19 What amount of money would it cost to buy the rights to an access east of the Super 8 Motel's existing access to my approximate 10+ acres of land to be developed to connect to the Frontage Road that I paid for plus a large storm sewer? We cannot understand why we cannot have an access road to North Broadway at approximately 13th Avenue NW across to the east from the existing access on the west side of North Broadway.

Response 19 *As of right now, the NDDOT believes access is not warranted. If convincing evidence was brought forth to the NDDOT on the need for access, then a traffic operations study would have to be conducted to determine the impact an additional access would have on North Broadway. This study would be at the expense of the property owner/requester. If the traffic operations study would show there is little or no impact to North Broadway, then an approved appraiser*

would have to determine the value of the access by appraising the property with and without the access onto North Broadway. Federal funds were used to acquire the access control in the past; therefore, the property owner/requester would have to purchase back the access rights by paying the appraised value of the access.

Comment 20 Concerned with noise impacts from the roadway (Option 2--5th Avenue NW to 6th Avenue NW transition) to the church and church services (New Hope Christian Center—220 5th Avenue NW).

Response 20 *Option 2 (5th Avenue NW to 6th Avenue NW Transition) would not require any property from the New Hope Christian Center. It is not anticipated that the roadway will be closer to the New Hope Christian Center than the existing roadway. Sound levels are calculated by using the following criteria: both current (year) and projected (year) traffic volume for automobiles and trucks, average automobile speed, terrain surface, and the distance from the roadway centerline to the right-of-way line. None of the criteria are changing on this roadway.*

Comment 21 No adequate parking would be available for the New Hope Christian Center if Option 2 (5th Avenue NW to 6th Avenue transition) was constructed.

Response 21 *Parking would not change at this location.*

Comment 22 The New Hope Christian Center's suggestion is to have the roadway come through the church; this way the roadway is crooked. Also, this would eliminate noise impacts to the church. If the decision is made to have the roadway go through the church, then they are requesting to know how much money they would receive to purchase land and rebuild another church.

Response 22 *Option 2 provides a functional roadway without impacting any property from the New Hope Christian Center; therefore, it is not prudent to modify Option 2 so that it impacts the building.*

Comment 23 Drainage problems at the south end of North Broadway need to be addressed because it doesn't take much rain to cause water pooling. Then passing traffic splashes water and accumulates dirt all over buildings.

Response 23 *Drainage along North Broadway would be collected in curb inlets and storm sewer in Segment 1, and open ditches into a storm sewer in Segment 2..The road will be crowned in the center, and the general drainage is from the north end of the project to the south end. A detailed analysis will be completed in the design phase of the project, if the project proceeds to that phase. The storm sewer system will be sized and replaced in accordance with the NDDOT and city of Minot's storm sewer design criteria.*

Comment 24 Favors west side widening.

Response 24 *Comment noted.*

Comment 25 Need major roadway improvement on North Broadway, not just a roadway surface fix.

Response 25 *All Segment 1 Alternatives would involve a major roadway improvement of North Broadway, with the exception of Alternative B. Alternative B, rebuild with existing geometry, was discarded from further analysis because it did not meet the purpose of the project. The purpose of the project is to improve roadway deficiencies to meet NDDOT guidelines/standards. This would include replacing the pavement, providing roadway capacity to a minimum of LOS C based on future traffic demands, meeting NHS criteria 23 CFR 658.9(b) (at least one 12-foot lane in each direction), not having a reduction in safety, and accommodating pedestrian/bicyclist users, while meeting ADA guidelines/standards.*

Comment 26 North Broadway needs to match South Broadway.

Response 26 *The North Broadway Environmental Assessment disclosed the information that South Broadway had been recently reconstructed with five 12-foot lanes and 8-foot sidewalks (Chapter 3, Section 3.5). The Alternatives in Segment 1 reflected this as well (Alternative C). However, in order to minimize impacts to historic properties and minimize relocation impacts other Alternatives were developed and analyzed (Alternatives D and E).*

Comment 27 Requested an official transcript because they are looking to buy property in this area.

Response 27 *Upon final environmental clearance, a copy of the transcript will be provided.*

Comment 28 Renters of the Mackley Apartments use the front entrance of the Mackley for moving in and out, because they have to. The back of the Mackley Apartments has a fire escape. It would be improbable to move furniture in the front entrance if there was a 4-foot sidewalk and a handrail. If you measure 8 feet, you would be standing on North Broadway holding furniture. How can ND SHPO determine that removing the steps would have *No Adverse Effect*?

Response 28 *Currently, the issue of moving furniture in and out of the Mackley Apartments is being studied.*

The ND SHPO determined the No Adverse Effect (Alternative D, 4-foot sidewalks) to the historic property itself. ND SHPO's responsibility in regards to Section 106 of the National Historic Preservation Act of 1966 and the Archaeological and Historic Preservation Act of 1974 is to evaluate the effects on historic and cultural properties included in, or eligible for listing on, the National Register of Historic Places. The No Adverse Effect determination was based solely on the effects of the Alternative to the building/historic property. The North Broadway Environmental Assessment may address the social impacts of moving furniture in and out of the Mackley Apartments.

Comment 29 The owner of the Mackley Apartments has owned it for about 8 years; during this time there were two accidents where vehicles ran into the northeast corner of the building.

Response 29 *Comment noted.*

Comment 30 Supports Option 2 (5th Avenue NW to 6th Avenue NW transition).

Response 30 *Comment noted.*

Comment 31 At 11th Avenue NW; construct a wider intersection to accommodate future growth from Minot State University and Bishop Ryan High School.

Response 31 *A traffic operations study indicated that the existing number of lanes on 11th Avenue NW is adequate for the 20 year analysis period. However, that study also recommended lengthening the westbound left-turn lane, and the eastbound right-turn and left-turn lanes to accommodate future traffic. The proposed North Broadway reconstruction project includes the recommended lengthening of those turn lanes.*

Comment 32 Consider ornamental lighting from 11th Avenue NW south to the end of the project area.

Response 32 *Comment noted.*

Comment 33 Supports Alternative F (Five 12-foot lanes with flush median).

Response 33 *Comment noted.*

Comment 34 Supports Option 1 (Left turn lane at 4th Avenue NW-Northbound).

Response 34 *Comment noted.*

Comment 35 Supports Option 4 (Segment 2—Right Turn Lanes).

Response 35 *Comment noted.*

Comment 36 Supports Alternative C (Segment 1—Five 12-foot Lanes with 4-foot to 8-foot Sidewalks).

Response 36 *Comment noted.*

REVISED ENVIRONMENTAL ASSESSMENT

JANUARY 2006
REVISED ENVIRONMENTAL ASSESSMENT

North Broadway
4th Avenue NW to 21st Avenue NW
City of Minot, Ward County
PCN 15182

Project No. CMU-4-083(060)200

83

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

Website: http://www.state.nd.us/dot/

DIRECTOR
David A. Sprynczynatyk, P.E.

PROJECT DEVELOPMENT DIRECTOR
Francis G. Ziegler, P.E.

23 USC § 409 Documents
NDDOT Reserves All Objections

REVISED ENVIRONMENTAL ASSESSMENT
& DRAFT SECTION 4(f) EVALUATION

JANUARY 2006
REVISED ENVIRONMENTAL ASSESSMENT
and
DRAFT SECTION 4(f) EVALUATION

North Broadway
4th Avenue NW to 21st Avenue NW
City of Minot, Ward County
PCN 15182

Project No. CMU-4-083(060)200

Submitted Pursuant to 42 U.S.C. 4332 (2)(c)
and 49 U.S.C. 303

1/9/06
Date

Allen R. Radliff, P.E.
Division Administrator
Federal Highway Administration

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Appendix I Public Input Meeting #3—Public Update Meeting

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Draft Section 4(f) Evaluation

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Chapter 1 Purpose of and Need for Action

1.1 Introduction

This EA (Environmental Assessment) was prepared in accordance with 23 CFR 771, which prescribes the policies and procedures of the FHWA (Federal Highway Administration) for implementing the National Environmental Policy Act of 1969, as amended, and the regulations of the CEQ (Council on Environmental Quality), 40 CFR parts 1500 through 1508. An EA is an informational document intended for use by both decision-makers and the public. As such, it represents a disclosure of relevant environmental information concerning the proposed action.

The March 2005 EA and Nationwide Programmatic Section 4(f) Evaluation identified the preferred alternative, Alternative D 4-foot sidewalks only in the location of the Mackley Apartments, which received a *No Adverse Effect* determination. The Mackley Apartments is eligible for listing on the NRHP (National Register of Historic Places).

Since the April 2005 Public Hearing, a combination of two alternatives has been identified as the preferred alternatives for Segment 1. Because the Mackley Apartments is eligible for listing on the NRHP, Alternative D, two 12-foot lanes and three outside lanes with 4-foot sidewalks, have been identified as the preferred alternative only in the location of the Mackley Apartments (425 North Broadway). From the intersection of 4th Avenue NW and North Broadway (beginning project terminus) to before the Mackley Apartments (425 North Broadway), Alternative C, five 12-foot lanes with 4-foot to 8-foot sidewalks, has been identified as the preferred alternative. After the Mackley Apartments (425 North Broadway) to the end of Segment 1 (11th Avenue NW), the preferred alternative is Alternative C, 4-foot to 8-foot sidewalks. Alternative C also includes locations for certain sidewalk widths in order to reduce the amount of relocations and right-of-way. These two specific locations include: Broadway Exchange and Pawn (501 North Broadway) and Subway/AIG American General (721 North Broadway). In all other locations in Segment 1, *with the exception of the Mackley Apartments—425 North Broadway and the above two locations*, 8-foot sidewalks are recommended as the preferred alternative.

This document identifies all the preferred alternatives and options for Segment 1 and 2.

A Nationwide Programmatic Section 4(f) Evaluation was also submitted with the March 2005 EA. The January 2006 Revised EA includes a Draft Section 4(f) Evaluation.

1.2 Description of the Proposed Action

The NDDOT, in cooperation with the city of Minot, proposes to reconstruct 1.3 miles of US Highway 83, also known as North Broadway. The project begins at 4th Avenue NW in the city of Minot and continues north to 21st Avenue NW. ***Please refer to Figure 1-1, General Location Map and Figure 1-2, Study Area Map.***

The proposed reconstruction of US Highway 83 is being administered by the NDDOT under a project designated as North Broadway (Project Number CMU-4-083(060)200).

1.3 Need for the Proposed Action

The need for the proposed reconstruction of North Broadway is driven by a number of deficiencies along the project corridor. These include deteriorated pavement, inadequate roadway capacity, inadequate lane widths, safety, and inadequate pedestrian facilities.

1.3.1 Pavement

North Broadway was reconstructed in 1961 as part of a larger project that four-laned US Highway 83 from the city of Minot north to the Minot Air Force Base. The concrete pavement on US Highway 83 has exceeded its design life. The existing concrete pavement has severe cracking and joint separation due to the age of the pavement wear and sub-base failure. Concrete pavement is typically designed for a 30-year design life. The existing pavement on North Broadway is over 44 years old.

1.3.2 Capacity

The ability of a facility to operate safely and efficiently is a function of the projected travel demand and the available roadway capacity. LOS (Level of Service) is a concept in which a letter grade (A, B, C, D, E, or F) is assigned to a roadway facility as a gauge of the vehicular delay and ability to travel unimpeded. LOS A represents optimum free-flow traffic conditions, while LOS F represents traffic gridlock conditions that exceed the carrying capacity of the facility. According to the *NDDOT Design Manual, Section 1-06,* the minimum design parameter is LOS C, which represents stable operations; however, the ability to maneuver within the traffic stream is clearly affected by other vehicles.

Figure 1-1
General Location Map

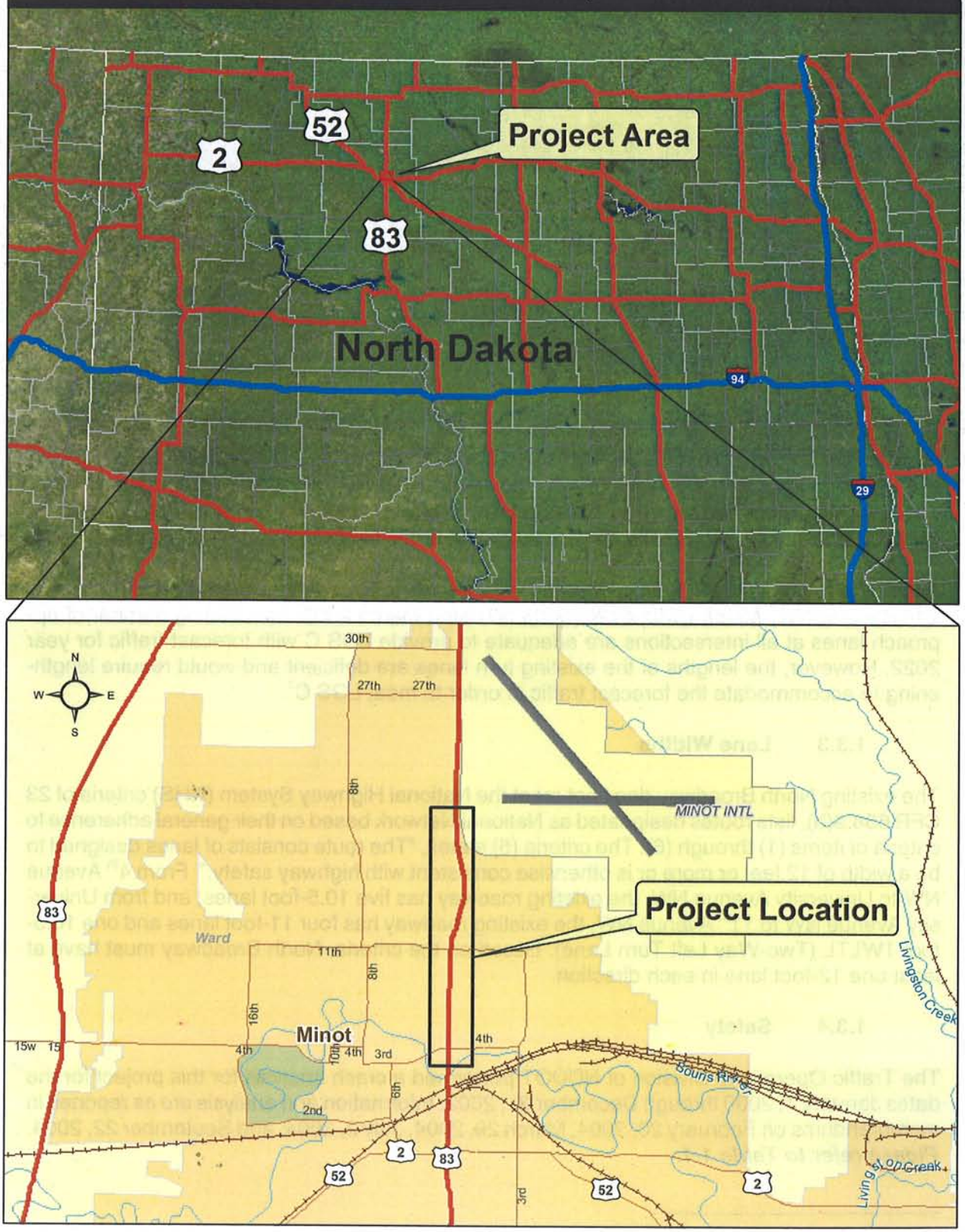


Figure 1-2
Study Area Map

The project corridor had an AADT (Average Annual Daily Traffic) count of 25,950 vehicles on the project area in 2002. By design year 2022, the traffic volumes are projected to be 31,660.

According to the *NDDOT Traffic Operations Study North Broadway-US 83 4th Avenue NW to 21st Avenue NW, Minot, CMU-4-083(060)200* dated March 2003, the existing number of approach lanes at all intersections are adequate to provide LOS C with forecast traffic for year 2022. However, the lengths of the existing turn lanes are deficient and would require lengthening to accommodate the forecast traffic in order to meet LOS C[1].

1.3.3 Lane Widths

The existing North Broadway does not meet the National Highway System (NHS) criteria of 23 CFR 658.9(b), lists routes designated as National Network based on their general adherence to criteria of items (1) through (6). The criteria (5) states, "The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety." From 4th Avenue NW to University Avenue NW, the existing roadway has five 10.5-foot lanes; and from University Avenue NW to 11th Avenue NW, the existing roadway has four 11-foot lanes and one 10.5-foot TWLTL (Two-Way Left Turn Lane). Based on the criteria, North Broadway must have at least one 12-foot lane in each direction.

1.3.4 Safety

The Traffic Operations Division of NDDOT performed a crash analysis for this project for the dates January 1, 2000 through December 31, 2002. Information and analysis are as reported in memorandums on February 20, 2004, March 29, 2004, July 2, 2004, and September 22, 2004. ***Please refer to Table 1-1.***

[1] Inadequate or eliminated turn lanes could negatively impact the roadway capacity.

Table 1-1 Intersection Collision Summary US Highway 83	
Intersection	**Total**
North Broadway and 4th Avenue NW	37[1]
North Broadway and 6th Avenue NW	18
North Broadway and University Avenue NW	30
North Broadway and 11th Avenue NW	10
North Broadway and 20th Avenue/Airport Road	14
[1]The intersection of North Broadway and 4th Avenue NW has been identified as a high crash location, of the 37 collisions; the majority (18) was rear-end collisions crashes.	

The Traffic Operations Study reported that in the study area on North Broadway there were 151 crashes at the intersections, including: left-turn, angle, rear-end, head-on, sideswipe, and non-collision crashes. The majority of the crashes (109) occurred at the five signalized intersections.

A total of 29 link collisions occurred during this analysis period, including: left-turn, rear-end, head-on, sideswipe, and non-collision. Seventeen of the 29 link collisions were rear-end collisions. Any proposed roadway improvements should not increase the potential for collisions.

1.3.5 Pedestrian Facilities

Sidewalks are located on both sides of North Broadway from 4th Avenue NW to 11th Avenue NW (Segment 1). The sidewalk widths vary from 3.5 to 5 feet. In some locations, the minimum sidewalk width is compromised by roadway hardware (i.e. signs, lights, or signal standards), and does not meet current minimum widths with regard to ADA (*Americans with Disabilities Act of 1990*). Additionally, the cross slope of sidewalks exceeds ADA guidelines at driveway crossings. Also, curb ramps are inconsistent with ADA guidelines.

There are no sidewalks or multi-use trails located from 11th Avenue NW to 21st Avenue NW (Segment 2). This entire corridor has many points of community interest that tend to be pedestrian generators. These facilities include churches, schools, a cemetery, a park, Minot State University, Minot International Airport, hotels, residences, and the North Hill recreation/ softball complex, all located along a commercial business district.

The above pictures depict roadway hardware in the sidewalk, pedestrians creating a path in the First Lutheran Cemetery to shy away from the narrow sidewalk and roadway, and pedestrians walking single-file through the project area.

1.4 Purpose of the Proposed Action

The purpose of the North Broadway project is to improve roadway deficiencies to meet NDDOT guidelines/standards. This would include replacing the pavement, providing roadway capacity to a minimum of LOS C based on future traffic demands, meeting NHS criteria 23 CFR 658.9(b), not having a reduction in safety, and accommodating pedestrian/bicyclist users, while meeting ADA guidelines/standards.

Chapter 2 Alternatives

2.1 Introduction

This chapter provides information on the development and evaluation of project alternatives. The development of project alternatives is directly tied to the purpose and need for the project. Included in this evaluation is an analysis of the no-build alternative, four build alternatives in Segment 1, and two build alternatives in Segment 2.

2.2 History and Development Process of Alternatives

Following the identification of the problems associated with the Minot Broadway corridor (need for the project) and the specific objectives of this project (purpose), several improvement alternatives and options were evaluated. These alternatives and options were developed to improve the roadway deficiencies to meet current NDDOT and AASHTO design standards/guidelines for the facility type, and to improve the safety and operational characteristics of the roadway.

The project corridor has been divided into two segments (Segment 1 and Segment 2) by location, functionality, and corresponding roadway typical sections. Segment 1 extends from 4th Avenue NW to 11th Avenue NW. Segment 2 continues from 11th Avenue NW to 21st Avenue NW.

Segment 1 Alternatives were developed to widen to the west side of North Broadway, because of the location of the First Lutheran Church. The First Lutheran Church and its properties take up one city block; it is also eligible for listing on the National Register of Historic Places. All attempts to avoid impacts to the First Lutheran Church were made, resulting in west side widening of North Broadway.

2.3 Description of the Proposed Alternatives

Analysis of the Minot Broadway corridor resulted in the development of a no-build alternative (Alternative A), four build alternatives in Segment 1: Alternative B (rebuild with existing geometry); Alternative C (five 12-foot lanes, with 4-foot to 8-foot wide sidewalks); Alternative D (two 12-foot outside lanes and three inside 11-foot lanes, with 4-foot to 8-foot wide sidewalks); and Alternative E (four driving lanes with a continuous raised median and sidewalks); and two build alternatives in Segment 2: Alternative F (five lane roadway with TWLTL (Two-Way Left Turn Lane)); Alternative G (four lane roadway with raised median). Additional design options were developed for various locations to enhance the operation of the facility. ***Please refer to Table 2-1, Minot Broadway Alternatives Summary.***

2.3.1 Alternative A: No-Build Alternative

The no-build alternative (Alternative A) would leave the existing roadway in place as it exists today, with a continuation of current maintenance practices. This alternative would not address the deteriorating pavement, inadequate roadway capacity, or inadequate pedestrian facilities.

Table 2-1
Minot Broadway Alternatives Summary

Alternative	Description
Alternative A	No Build
Segment 1 Alternatives – 4th Avenue NW to 11th Avenue NW	
Alternative B	Rebuild with Existing Geometry
Alternative C	Five 12-foot Lanes w/ 4-foot to 8-foot Sidewalks
Alternative D	Two 12-foot Outside & Three 11-foot Inside Lanes w/ 4-foot to 8-foot Sidewalks
Alternative E	Four Driving Lanes w/ Continuous Raised Median & Sidewalks
Option 1	Left turn lane at 4th Avenue NW - Northbound
Option 2	5th Avenue NW to 6th Avenue NW transition
Segment 2 Alternatives – 11th Avenue NW to 21st Avenue NW	
Alternative F	Five 12-foot lanes with flush median
Alternative G	Four 12-foot lanes with raised median
Option 3.1	Pedestrian Overhead Grade Separation near 20th Avenue NW
Option 3.2	Pedestrian Underpass Grade Separation near 20th Avenue NW
Option 3.3	Pedestrian At-Grade Crossing at the intersection of 20th Avenue NW
Option 4	Right turn lanes

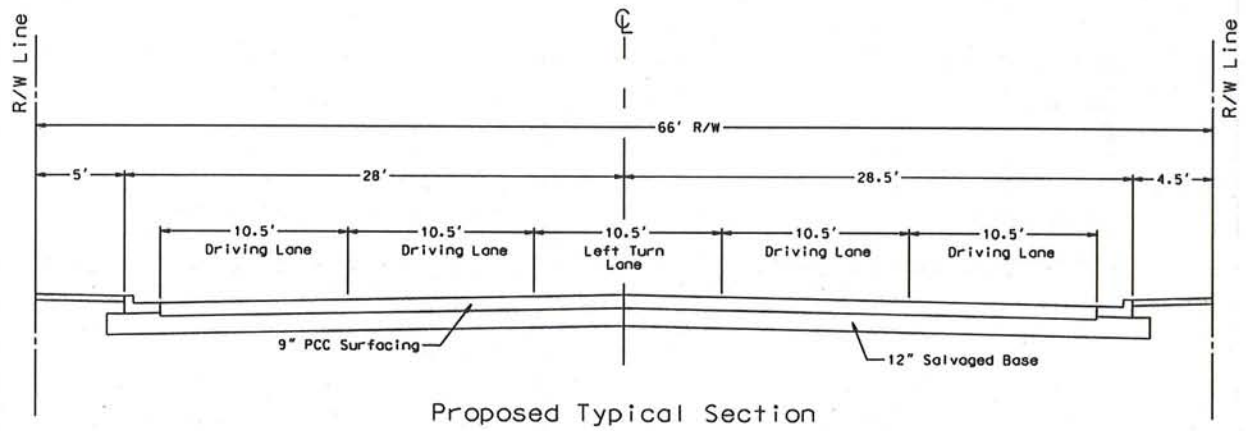
SEGMENT 1 ALTERNATIVES

Segment 1 extends from the north edge of the existing structure south of 4th Avenue NW to 11th Avenue NW.

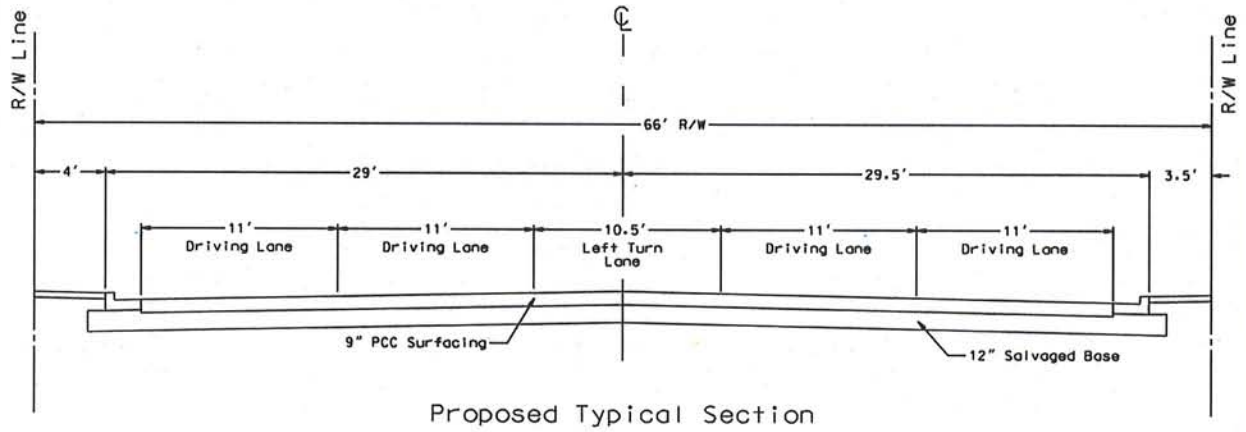
2.3.2 Alternative B: Rebuild with Existing Geometry

Alternative B would replace the deteriorated pavement with new pavement with no street widening and associated right-of-way acquisition. The existing roadway geometry would remain unchanged. From 4th Avenue NW to University Avenue NW, the roadway would be reconstructed with five 10.5-foot lanes, a 4.5-foot sidewalk on the east, and a 5-foot sidewalk on the west. From University Avenue NW to 11th Avenue NW, the roadway would be reconstructed with four 11-foot lanes, a 10.5-foot TWLTL, a 3.5-foot sidewalk on the east, and a 4-foot sidewalk on the west. The estimated construction cost of this alternative is approximately $6.2 million. ***Please refer to Figure 2-1, Alternative B.***

Figure 2-1
Alternative B: Rebuild with Existing Geometry



Proposed Typical Section
4th Avenue NW to University Avenue NW

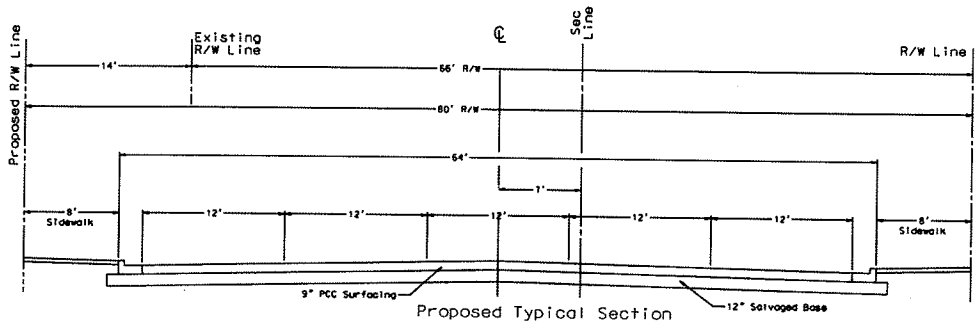


Proposed Typical Section
University Avenue NW to 11th Avenue NW

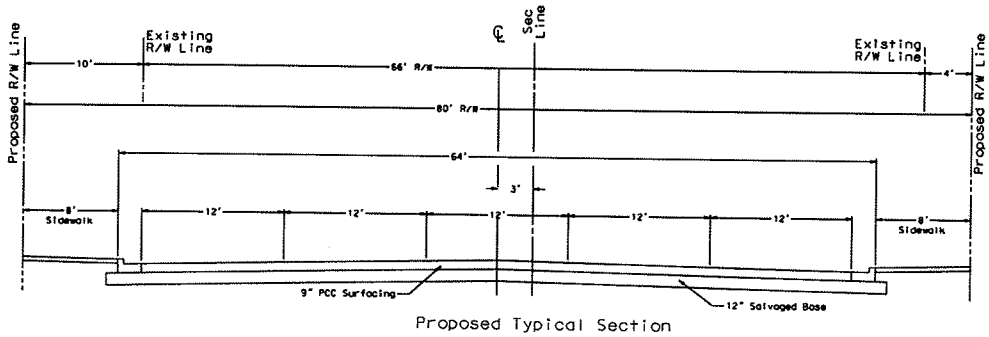
2.3.3 Alternative C: Five 12-foot Lanes with 4-foot to 8-foot Sidewalks

Alternative C would reconstruct the roadway with five 12-foot lanes with the center lane functioning as a TWLTL. The options for sidewalk width vary from a minimum width of 4 feet to a maximum width of 8 feet. The corresponding right-of-way width will vary from a minimum of 72 feet to a maximum of 80 feet. The additional right-of-way needed will vary from 6 to 14 feet depending upon which sidewalk width is chosen. From 4th Avenue NW to University Avenue NW, the right-of-way would be acquired from the west side of the roadway. North of University Avenue NW, the road would transition to the east to minimize impacts to the First Lutheran Cemetery. From University Avenue NW to 11th Avenue NW, 10 feet of right-of-way would be acquired from the west side of the roadway and a maximum of four feet would be acquired on the east side to accommodate 8-foot sidewalks. If 4-foot or 5-foot sidewalk widths are selected, small parcels of right-of-way will be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway. The estimated construction cost for this alternative is approximately $6.5 million. The estimated right-of-way cost is approximately $3.3 to $4.4 million. ***Please refer to Figure 2-2, Alternative C.***

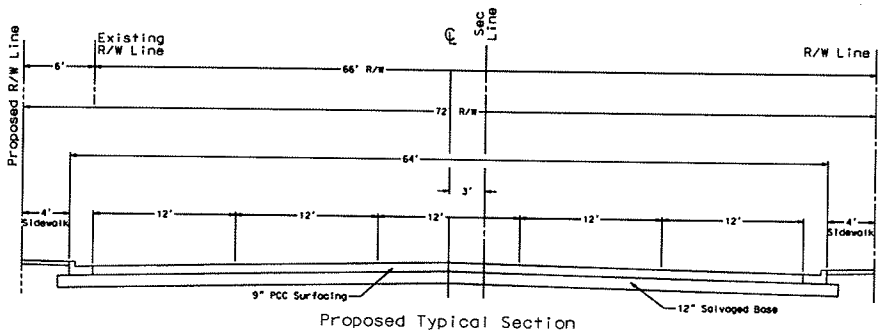
Figure 2-2
Alternative C: Five 12-foot Lanes with 4-foot to 8-foot Sidewalks



Proposed Typical Section
Maximum Sidewalk Width
4th Avenue NW to University Avenue NW



Proposed Typical Section
Maximum Sidewalk Width -
University Avenue NW to 11th Avenue NW



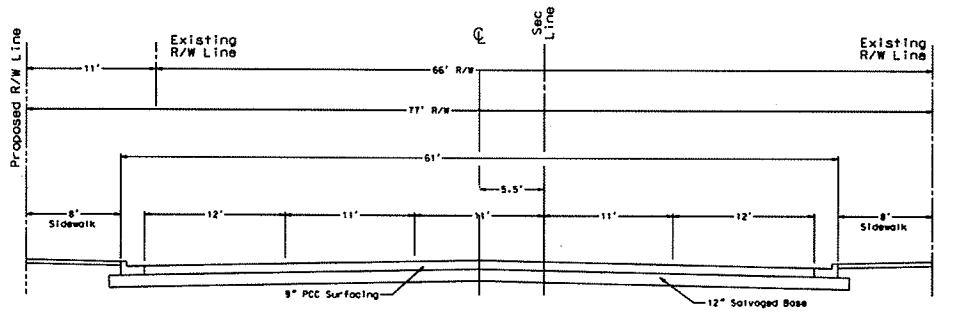
Proposed Typical Section
Minimum Sidewalk Width
4th Avenue NW to 11th Avenue NW

2.3.4 Alternative D: Two 12-foot Outside Lanes and Three 11-foot Inside Lanes with 4-foot to 8-foot Sidewalks

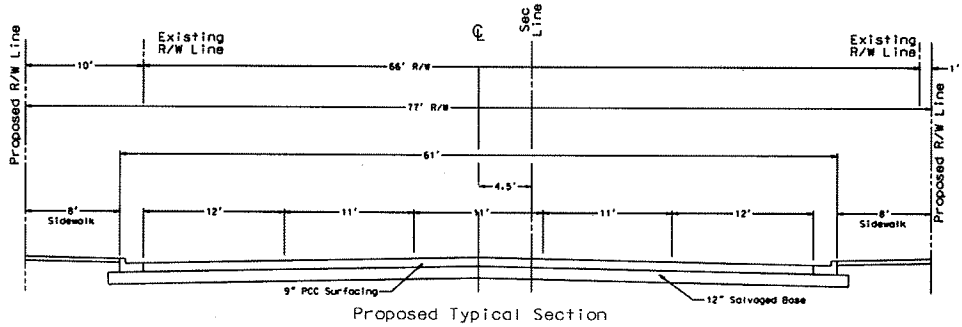
Alternative D would reconstruct the roadway with two 12-foot outside lanes and three 11-foot inside lanes with the center lane functioning as a TWLTL. The options for sidewalk width vary from a minimum width of 4 feet to a maximum width of 8 feet. The corresponding right-of-way width will vary from a minimum width of 69 feet to a maximum width of 77 feet. The additional right-of-way will be acquired from the properties along the west side of North Broadway. The additional right-of-way requirement will vary from 3 to 11 feet depending upon which sidewalk width is chosen. If 4-foot or 5-foot sidewalk widths are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway. The estimated construction

cost for this alternative is approximately $6.4 million. The estimated right-of-way cost is approximately $2.4 to $3.1 million. ***Please refer to Figure 2-3, Alternative D.***

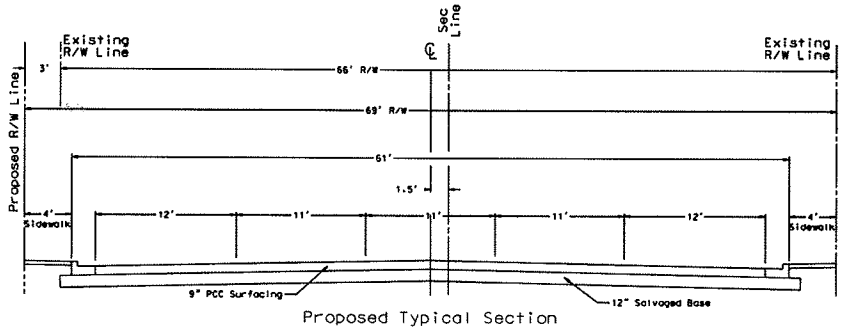
Figure 2-3
Alternative D: Two 12-foot Outside Lanes
& Three 11-foot Inside Lanes w/ 4-foot to 8-foot Sidewalks



Proposed Typical Section
Maximum Sidewalk Width
4th Avenue NW to University Avenue NW



Proposed Typical Section
Maximum Sidewalk Width
University Avenue NW to 11th Avenue NW



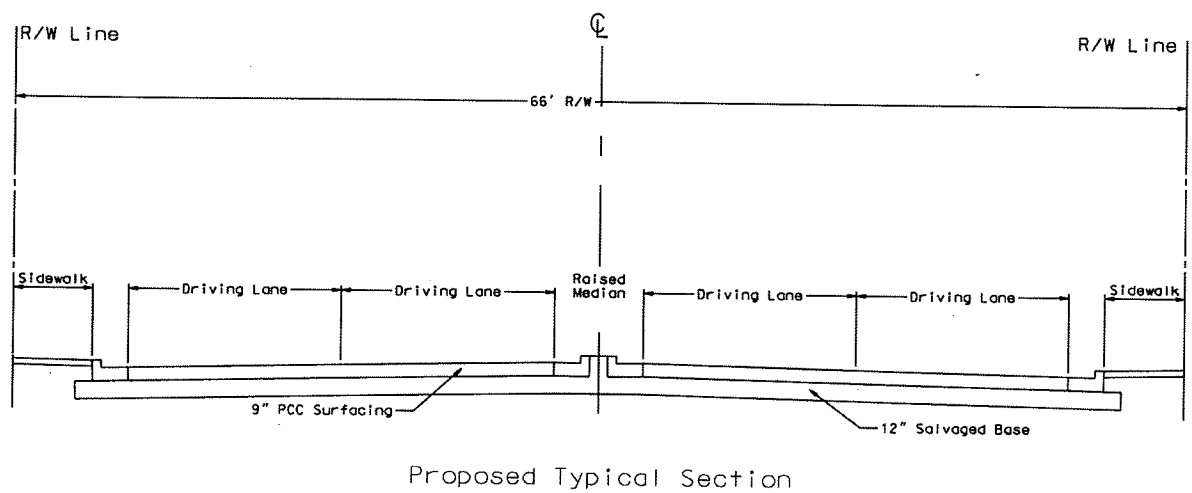
Proposed Typical Section
Minimum Sidewalk Width
4th Avenue NW to 11th Avenue NW

2.3.5 Alternative E: Four Driving Lanes with a Continuous Raised Median and Sidewalks

Alternative E would reconstruct the roadway with four driving lanes and a continuous raised center median from 4th Avenue NW to University Avenue NW within the existing right-of-way. The existing lane assignments at 4th Avenue NW and University Avenue NW would remain unchanged. The raised center median will be continuous with no left turns allowed between 4th Avenue NW and University Avenue NW. The sidewalk width for this alternative would vary

depending upon the width of the center median. This alternative will not require acquisition of any additional right-of-way from 4th Avenue NW to University Avenue NW except at the location of the left turn lanes at 4th Avenue NW and University Avenue NW. This Alternative would impact the Mackley Apartments (eligible for listing on the National Register of Historic Places) due to the transition and widening required to accommodate the southbound left turn lane at 4th Avenue NW. The estimated construction cost for this alternative is approximately $6.2 million, and the estimated right-of-way cost is approximately $1.4 million. ***Please refer to Figure 2-4, Alternative E.***

Figure 2-4
Alternative E: Four Driving Lanes with a Continuous Raised Median and Sidewalks



The *Addendum to the Traffic Operations Study* dated September 2004 concludes North Broadway would appear to operate with satisfactory LOS (Level of Service) under the four-lane section with a continuous raised median. However, vehicle access to businesses along North Broadway will be more difficult with no left turn lanes from 4th Avenue NW to University Avenue NW.

2.3.6 Other Improvement Options—Segment 1

Option 1: Left Turn Lane at 4th Avenue NW

Option 1 would include the reconfiguration of the northbound left turn lane at 4th Avenue NW. This work will not directly affect the viaduct structure, but may require reconstruction of the approach slab. The *Traffic Operations Study* dated March 14, 2003 recommended the desirable length (250 feet) be provided. The minimum length (190 feet) is being proposed because major reconstruction to the viaduct structure would be needed to provide the desirable length. The estimated construction cost for this option is included in the mainline estimates.

Option 2: 5th Avenue NW to 6th Avenue NW Transition

Option 2 would include the construction of a transition on the west side of North Broadway to connect 5th Avenue NW to 6th Avenue NW near the present location of the Barley Pop bar. The realignment eliminates three "T" intersections within 300 feet by creating a new four-legged intersection 300 feet from an adjacent "T" intersection. The sight distance restrictions for east-

bound 5th Avenue NW are also eliminated. The estimated construction cost for this option is approximately $150,000 and the estimated right-of-way cost is approximately $270,000.

A school crossing and traffic signal are also located at 6th Avenue NW, which serves two schools. There is an elementary school two blocks east of North Broadway and a Junior High two blocks west. At the present time students cross North Broadway from directly in front of the Barley Pop bar door. The proposed reconfiguration of 5th Avenue NW to the west of North Broadway connects the school crossing with the school route along 5th Avenue NW. Available counts show about 35–40 students cross North Broadway per day at 6th Avenue NW. Option 2 does not apply to Alternative E due to the raised median.

SEGMENT 2 ALTERNATIVES

Segment 2 extends from the north side of 11th Avenue NW to 21st Avenue NW.

2.3.7 Alternative F: Five 12-foot Lanes with Flush Median

Alternative F would reconstruct the roadway with five 12-foot lanes with the center lane functioning as a TWLTL. The 63-foot curb-to-curb width roadway would also include a 6-foot sidewalk along the east side and a 10-foot multi-use trail along the west side of the roadway. No additional right-of-way is required for this alternative. The estimated construction cost for this alternative is approximately $4.3 million. ***Please refer to Figure 2-5, Alternative F.***

2.3.8 Alternative G: Four 12-foot Lanes with Raised Median

Alternative G would reconstruct the roadway with four 12-foot lanes with a raised median, approximately 20 feet in width. This section would have a TWLTL for the first 1,000 feet north of 11th Avenue NW tapering into a curbed/raised median north to 21st Avenue NW. A 6-foot sidewalk would be installed on the east side of the roadway with a 10-foot multi-use trail along the west side of the roadway. No additional right-of-way is required for this alternative. The estimated construction cost for this alternative is approximately $4.2 million. ***Please refer to Figure 2-6, Alternative G.***

2.3.9 Other Improvement Options—Segment 2

Three options for pedestrian crossings near 20th Avenue NW were developed to connect a proposed multi-use trail to the large recreation complex as identified in the City's Trail Master Plan.

Option 3.1: Pedestrian Overhead Grade Separation Near 20th Avenue NW

A grade-separated pedestrian crossing would be constructed in the area near the top of the hill. The terrain is conducive to meeting ADA grades with an overpass. The overpass would be located south of 20th Avenue NW and the adjacent hilltops where the overhead structure would not impact airspace of the Minot International Airport. The estimated construction cost for this option is approximately $385,000.

Figure 2-5
Alternative F: Five 12-foot Lanes with Flush Median

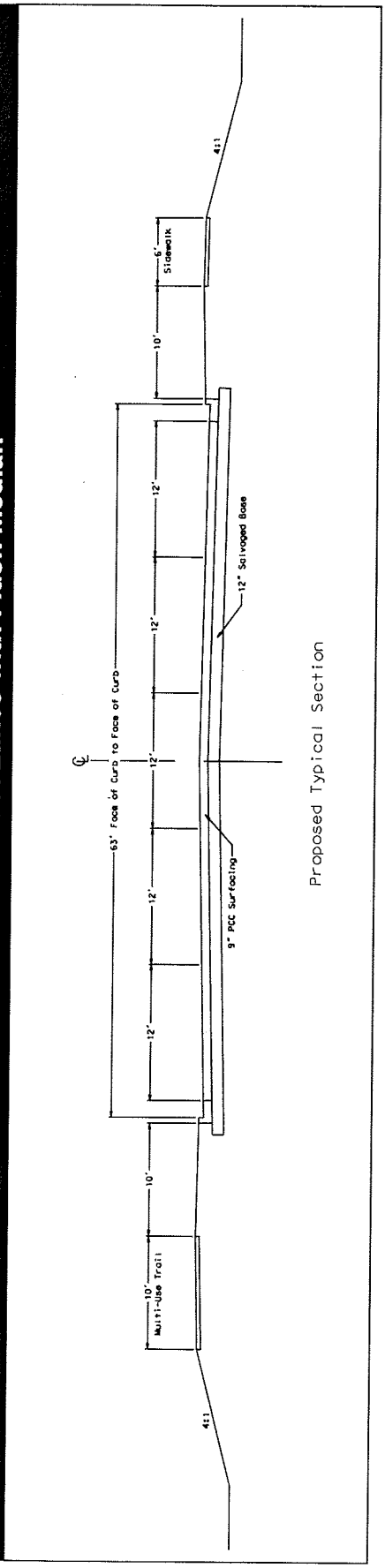
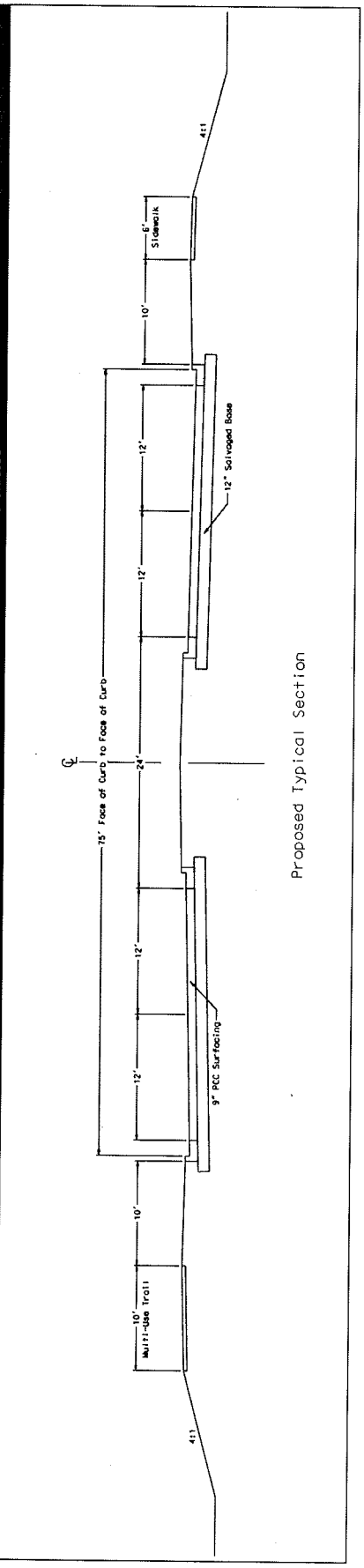


Figure 2-6
Alternative G: Four 12-foot Lanes with Raised Median



Option 3.2: Pedestrian Underpass Grade Separation Near 20th Avenue NW

A grade-separated pedestrian crossing underpass would be constructed between 19th Avenue NW and 20th Avenue NW. The terrain is conducive to meeting ADA grades. The disadvantage of the pedestrian underpass includes the inability to police the underpass due to backslopes on both sides of the roadway. The underpass would also blow full of snow easily, leading to maintenance concerns of the city. The estimated construction cost for this option is approximately $144,600.

Option 3.3: Pedestrian at-grade crossing at the Intersection of 20th Avenue NW

An at-grade pedestrian crossing at the intersection of 20th Avenue NW would be constructed. The signals would need to have pedestrian signal heads and pushbuttons added to accommodate a pedestrian crossing at this intersection. A center median would be required for pedestrian refuge when crossing the wide roadway section. The estimated construction cost for this option is below $10,000 and is included in the construction costs for the signal at 20th Avenue NW.

Option 4: Right Turn Lanes

Install right turn lanes at locations selected by city of Minot in Segment 2 for Alternatives F and G. Locations addressed are the northbound turns at the east service road north of 11th Avenue NW, at 19th Avenue NW and 20th Avenue (Airport Road); and the southbound turn at the west service road north of 11th Avenue NW. The estimated cost for construction of this option is approximately $13,500 per right turn lane.

Frontage Roads:

The frontage roads in Segment 2 were evaluated for reconstruction. Through the evaluation process, it was determined that one section of frontage roads would be repaved.

The frontage road that would be reconstructed parallels North Broadway on the west side from 19th Avenue North to 21st Avenue NW. The roadway is approximately 24 feet wide with curb and gutter on the west side. The frontage road is located entirely within NDDOT right-of-way and is maintained by the city of Minot. The proposed stacking room for each intersection is sufficient to allow for a semi-trailer. Any modifications to these intersections to increase the stacking room, such as a bulb-out, would require the acquisition of additional right-of-way. For a more detailed frontage road analysis, please refer to the North Broadway Final Engineering Report. The estimated constructions cost to repave the frontage roads from the property line 1300 feet south of 19th Avenue NW to 21st Avenue NW is $127,000.

2.4 Alternatives Discarded from Further Analysis

The National Highway System (NHS), based on the criteria of 23 CFR 658.9(b), lists routes designated as National Network based on their general adherence to the criteria of items (1) through (6). The criteria (5) states "The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety." Based on this criteria, all of the alternatives carried forward must have at least one 12-foot lane in each direction.

Alternative B (Rebuild with Existing Geometry) was discarded from further analysis because it did not meet the purpose of the project: to improve roadway capacity to a minimum LOS C based on future traffic demands and to accommodate pedestrian/bicyclists users while meeting ADA guidelines/standards. Further, it would not have at least one 12-foot lane in each direction.

2.5 Alternatives and Options Eliminated from Detailed Study

A preliminary analysis was conducted on additional build alternatives and options, which were then eliminated from detailed study. Following is a brief description of each of those alternatives and options, including the reason(s) for their dismissal.

2.5.1 Five 11-foot Lanes

An alternative to construct five 11-foot lanes was considered in Segment 1. Based on the criteria of 23 CFR 658.9(b), the NHS (National Highway System) lists routes designated as National Network based on their general adherence to the criteria of items (1) through (6). Criteria (5) states "The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety." Five 11-foot lanes does not meet the criteria of 23 CFR 658.9(b) and was eliminated from detailed study.

2.5.2 Two 11.5-foot Outside Lanes and Three 12-foot Inside Lanes

An alternative to construct two 11.5-foot outside lanes and three 12-foot inside lanes was considered in Segment 1. This alternative is similar to Alternative C; however, it was eliminated from detailed study since it did not provide a reduction of right-of-way impacts.

2.5.3 Four 12-foot Lanes

An alternative similar to Alternative E was considered which would reconstruct North Broadway from 4th Avenue NW to University Avenue NW with four 12-foot lanes. The *Addendum to the Traffic Operations Study* dated July 2004 indicated that left turn crashes, rear end crashes, and side swipe type crashes on North Broadway would likely increase with the four lane section. Because of the likely increase in crashes, this alternative was eliminated from detailed study.

2.5.4 One-Way Pair

A one-way pair was considered utilizing North Broadway as either the north or south bound roadway. Due to the Minot State University campus, the nearest corridor to the west is 8th Street NW, which is located six blocks west of North Broadway. The nearest viable corridor to the east is 3rd Street NE, which is four blocks away. The resulting distance between a one-way pair would create excessive indirection. Closer through routes to the east do exist, but have narrow residential streets. Furthermore, the area northeast of North Broadway and 4th Avenue NW is within an eligible historic district, with the First Lutheran Church on North Broadway being the west edge. Therefore, this alternative was eliminated from detailed study.

2.5.5 Three Lane Section

A three lane section was analyzed to determine if the section would be adequate to handle both existing and future peak hour volumes of traffic. The *Addendum to the Traffic Operations Study* dated March 2004 concluded the three lane section does not improve roadway capacity. The three lane section southbound analysis indicated a LOS D for existing traffic and a LOS F for future traffic. Therefore, this alternative was eliminated from detailed study.

2.5.6 Route West Sidewalk Behind Buildings

An option to route the west sidewalks to the alley behind the buildings was considered to lessen the impacts to buildings along North Broadway. The city alley only extends north of 4th Avenue

NW one or two blocks. Direct access of businesses and residents to the sidewalks would be eliminated. Also, routing sidewalks behind buildings may cause a concern for safety. Therefore, this option was eliminated from detailed study.

2.5.7 Alignment Modifications to Avoid Historic Properties

The NDSHPO (North Dakota State Historic Preservation Officer) has concurred that the Mackley Apartments and the First Lutheran Church and all of its associated properties are eligible for listing on the NRHP (National Register of Historic Places). The Mackley Apartments, located on the west side at 425 North Broadway, and the First Lutheran Church, located on the east side between 5th Avenue NW and 6th Avenue NW are separated by a longitudinal distance of 140 feet. The avoidance of these buildings was analyzed by shifting the alignment using deflections in the roadway for five 12-foot lanes and 8-foot sidewalks (Alternative C). Since these deflections would occur simultaneously in a short distance, driver expectancy would be violated making it difficult for drivers to keep within their own lane. This situation would be magnified during poor weather conditions, such as heavy rainfall or snow cover. Therefore, this alternative was eliminated from detailed study.

2.5.8 Right Turn Lanes in Segment 1

This option included installing right turn lanes at locations suggested by the city of Minot in Segment 1. Locations addressed are 5th, 6th, 8th, University, 10th, and 11th Avenues northbound and 5th Avenue southbound. The right turn lanes are not required to meet LOS C at the intersections. Additional right-of-way will be required to accommodate the right turn lanes. The *Addendum to the Traffic Operations Study* dated February 2004 stated there is not a need for the addition of right turn lanes along North Broadway between 4th Avenue NW and 11th Avenue NW because of the low right turn volumes and the lack of crashes caused by right turning vehicles. Therefore, this option was eliminated from detailed study.

2.5.9 Minot State University Access

Minot State University requested an access point along the south edge of the First Lutheran Cemetery. The *Addendum to the Traffic Operations Study* dated February 2004 recommended not installing this access. It would not line up directly with 10th Avenue NW and may cause operational problems. The required 100-foot northbound and southbound left turn lanes interfere with the required southbound left turn lane at University Avenue SW and the required northbound left turn lane at 11th Avenue NW. This option was eliminated from detailed study.

2.5.10 Modify Bishop Ryan High School Entrance

The existing driveway entrance to Bishop Ryan High School is located within the functional area of the North Broadway and 11th Avenue NW intersection. This option would have modified the entrance by moving it slightly west. The *Addendum to the Traffic Operations Study* dated February 2004 did recommend this modification to allow left turning traffic from the frontage road to have better access to 11th Avenue NW. Bishop Ryan High School was not in favor of any changes to their entrance since the terrain would require large scale reconstruction of their entrance, parking lot and green space; therefore the option was eliminated from detailed study.

2.5.11 Realign 20th Avenue NW and 21st Avenue NW

Three intersection options were presented at the city of Minot's request to realign the intersections of 20th Avenue NW and 21st Avenue NW. The intersection realignments were

intended to improve east-west traffic flow in north Minot. However, the options were eliminated from detailed study due to local right-of-way costs and issues with the airport's safety areas.

2.6 Preferred Alternatives and Options

The following are the preferred alternatives and options for Segment 1 and Segment 2. These recommended alternatives and options were identified after the April 2005 Public Hearing when comments from the public, city, and agencies were received.

2.6.1 Preferred Alternatives in Segment 1

The preferred alternatives in Segment 1 are a combination of two alternatives that have been identified for Segment 1. Because the Mackley Apartments is eligible for listing on the NRHP, Alternative D, two 12-foot outside lanes and three 11-foot inside lanes with 4-foot sidewalks, has been identified as the preferred alternative only in the location of the Mackley Apartments (425 North Broadway). From the intersection of 4th Avenue NW and North Broadway (beginning project terminus) to before the Mackley Apartments (425 North Broadway), Alternative C, five 12-foot lanes with 4-foot to 8-foot sidewalks, has been identified as the preferred alternative. After the Mackley Apartments (425 North Broadway) to the end of Segment 1 (11th Avenue NW), the preferred alternative is Alternative C, 4-foot to 8-foot sidewalks. Alternative C also includes locations for certain sidewalk widths in order to reduce the amount of relocations and right-of-way. These two specific locations include: Broadway Exchange and Pawn (501 North Broadway) and Subway/AIG American General (721 North Broadway). In all other locations in Segment 1, *with the exception of the Mackley Apartments—425 North Broadway and the above two locations*, 8-foot sidewalks are recommended as the preferred alternative. ***Please refer to Figure 2-7, Alternatives C and D.***

2.6.2 Preferred Options in Segment 1

The preferred options in Segment 1 are Option 1 (left turn lane at 4th Avenue NW—northbound) and Option 2 (5th Avenue NW to 6th Avenue NW transition). Option 2 would incorporate adjusted geometry in order to not encroach upon the New Hope Christian Center's (Church—220 5th Avenue NW) property.

2.6.3 Preferred Alternative in Segment 2

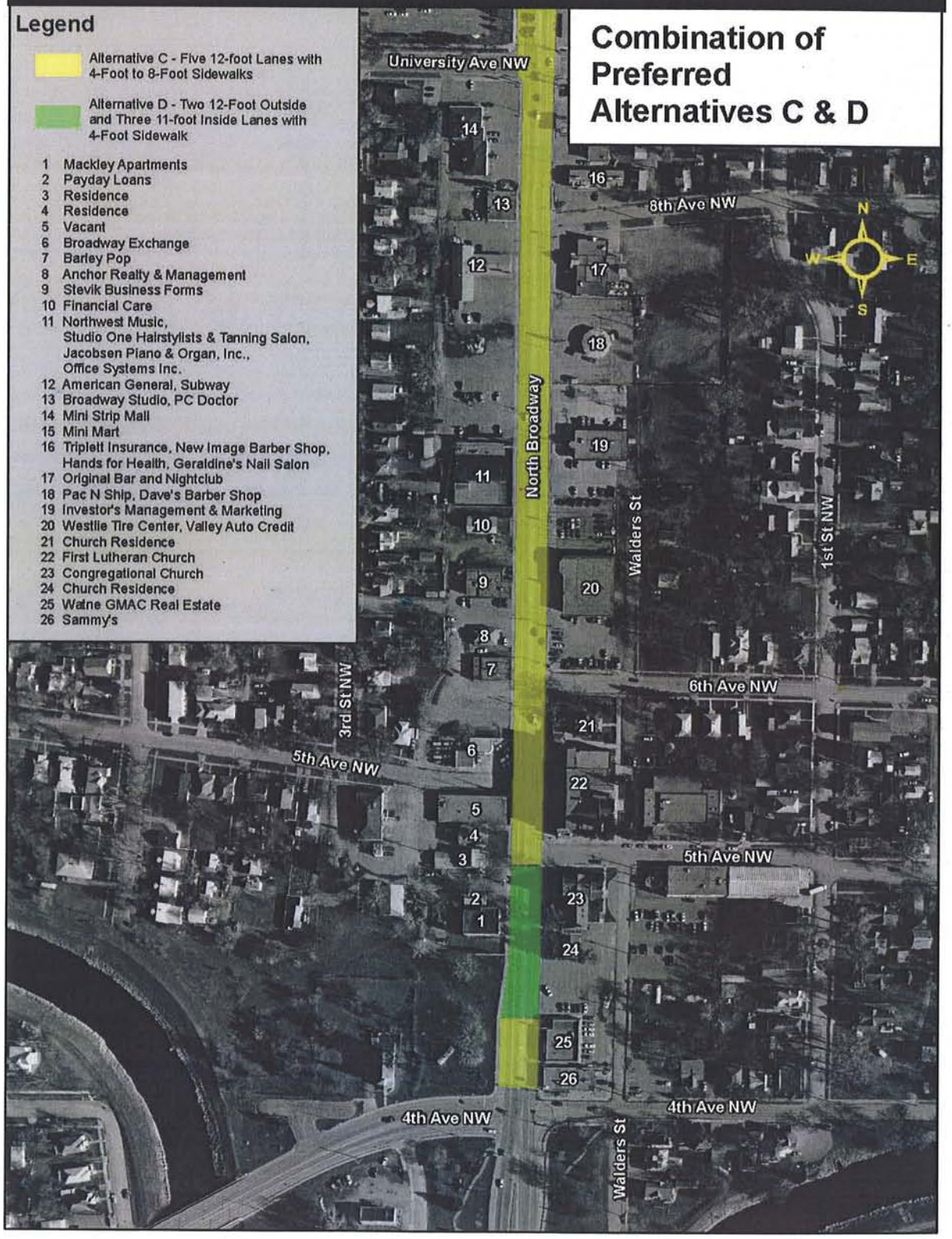
The preferred alternative in Segment 2 is Alternative G (four 12-foot lanes with raised median).

2.6.4 Preferred Options in Segment 2

The preferred options in Segment 2 are Option 3.1 (pedestrian overhead grade separation near 20th Avenue NW) and Option 4 (right turn lanes). Option 4 would install right turn lanes at locations selected by the city of Minot in Segment 2 for Alternative G. Locations addressed are the northbound turn lanes at the east service road north of 11th Avenue NW, at 19th Avenue NW and 20th Avenue NW (Airport Road); and the southbound turn a the west service road north of 11th Avenue NW. This is a city funded option.

It was also recommended that the frontage road that parallels North Broadway on the west side from 19th Avenue NW to 21st Avenue NW should be repaved. The funding is 80% Regional Federal funds and a 20% match paid by the city of Minot, since it is a city collector roadway.

Figure 2-7
Alternatives C and D



Chapter 3 Environmental Impacts

3.1 Introduction

This chapter addresses the positive and negative environmental impacts of the alternatives presented in Chapter 2. The inventory and evaluation of the existing environment provides the necessary baseline from which to determine the impacts of the proposed project alternatives. The potential effects of the North Broadway project to the human environment, physical environment, and natural environment are discussed, as well as potential mitigation measures for any adverse impacts. For each of the following categories only the alternatives which have an affect are discussed in the *Impacts/Mitigation Section*. ***For further information on individual alternatives and options, please refer to Chapter 2 of this document.***

3.2 Land Use Impacts

North Broadway is a part of the North Dakota Regional Secondary Highway system, is classified as a principal arterial highway and is part of the NHS (National Highway System) on US Highway 83 from the US/Canadian international border to the South Dakota border. The NHS is defined as consisting of interconnected urban and rural principal arterials and highway, including toll facilities, which serve major population centers, international border crossings, ports, airports, public transportation facilities and other major travel destinations; meet national defense requirements and serve interstate and inter-regional travel.

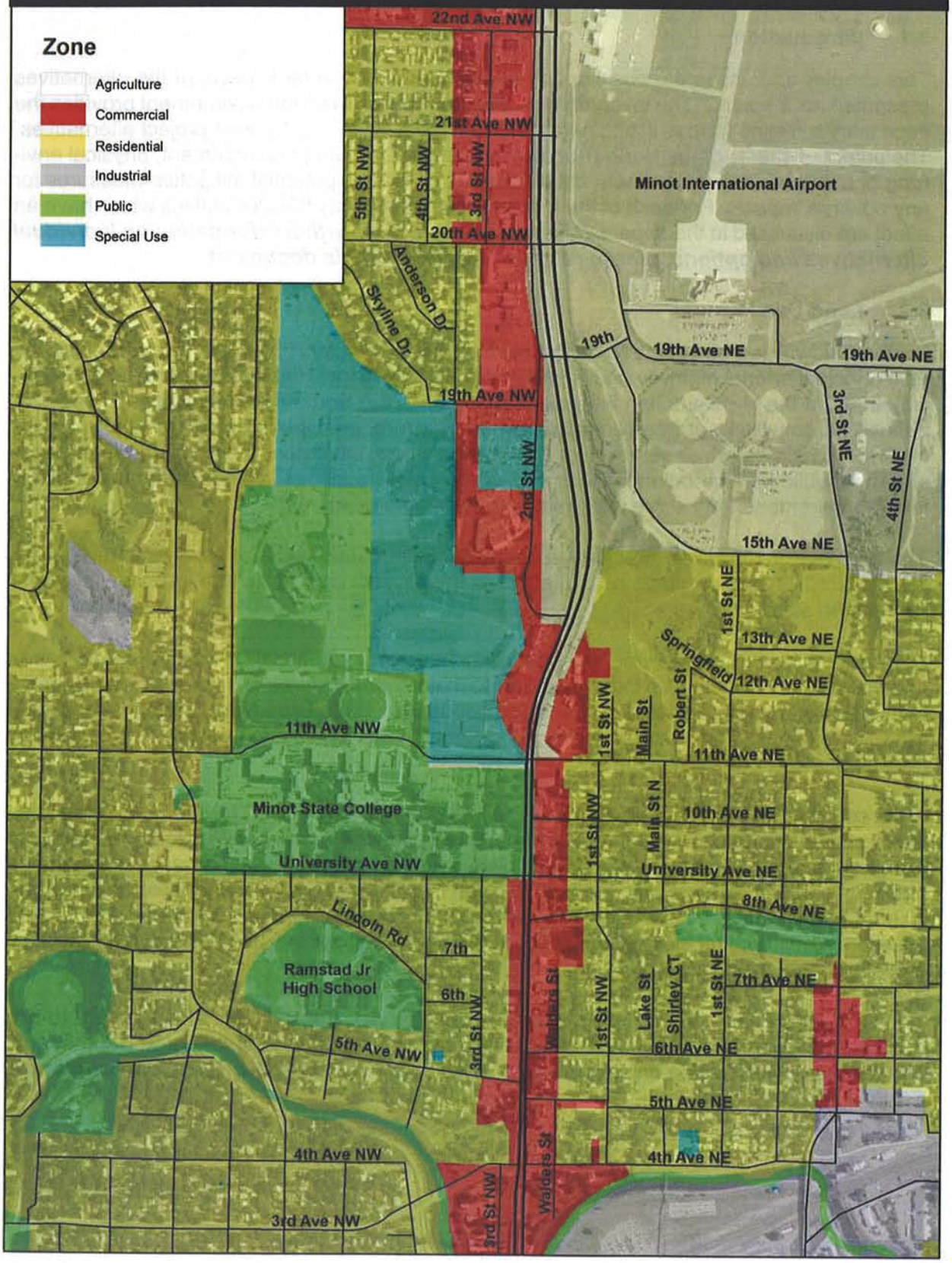
The NHS designation is an important economic infrastructure feature of the area. US Highway 83 and North Broadway serve as a vital link to the air, rail, and public transportation systems serving the state.

Currently, North Broadway is mainly zoned C-2, General Commercial District, which is a heavy commercial district located in close proximity to major thoroughfares or highways are designed to furnish a wide range of retail services and goods. The North Broadway corridor is an established commercial district, with small-scale residential use mixed into the commercial area on the south end of the study area.

In the corridor, certain areas are zoned as public, including Minot State University, the area near the Sertoma Sports Complex, and the Minot International Airport. The Public Zone District is designed to retain and provide land areas owned by the local, state, or federal government for public use. At 11th Avenue NW, the Bishop Ryan High School area is designated as AG, Agricultural District, the principal use of the land shall be used for farming, ranching, and related uses, or a public school, or a private school having a curriculum the same as ordinarily given in a public school.

One small area, near the International Inn is zoned as SU, Special Use. Also adjacent to the corridor, are two churches (Congregational Church of Christ and First Lutheran Church) and one cemetery (First Lutheran Cemetery). ***Please refer to Figure 3-1, Land Use within the Study Area.***

Figure 3-1
Land Use



3.2.1 Land Use Impacts/Mitigation

Alternatives C, D, and E would impact buildings and businesses, Minot State University, and the First Lutheran Cemetery. Since the area is zoned General Commercial District and is along a principal arterial, it is anticipated that any buildings that are removed would be replaced by new commercial buildings.

Alternative C (Segment 1) – Alternative C would result in land use being converted from land zoned General Commercial, mainly businesses on the west side of North Broadway, as well as an apartment building (Mackley Apartments), to a transportation corridor. The additional right-of-way needed for this alternative would be acquired from the properties along the west side of North Broadway from 4th Avenue NW to University Avenue NW. North of University Avenue NW; the road would transition to the east to minimize impacts to the First Lutheran Church Cemetery, but would still need 10 feet of right-of-way from the cemetery. There are no known graves in the proposed right-of-way acquisition from the cemetery. From University Avenue NW to 11th Avenue NW, 10 feet of right-of-way would be acquired from the west side of the roadway and a maximum of 4 feet would be acquired on the east side to accommodate 8-foot sidewalks. If 4-foot or 5-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. The parcels would be acquired on both sides of the roadway. Alternative C would also result in land use being converted from land zoned Public (Minot State University) to a transportation corridor.

Acquiring the additional right-of-way would include impacting businesses and an apartment building (Mackley Apartments), in a mainly General Commercial District; this has the potential to change the land use on the Mackley Apartments' property from a residential use to General Commercial. Next to a major thoroughfare, such as North Broadway, it is anticipated that the land use would never change from General Commercial.

Alternative D (Segment 1) – Alternative D would result in land use being converted from land zoned General Commercial, to a transportation corridor. The additional right-of-way needed for this alternative would be acquired from the properties on the west side of North Broadway. The additional right-of-way requirement would vary from 3 feet to 11 feet depending upon which sidewalk width is chosen. If 4-foot or 5-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be required along both sides of the roadway.

Acquiring the additional right-of-way would include impacting businesses and an apartment building (Mackley Apartments—only with 8-foot sidewalks), in a mainly General Commercial District; this has the potential to change the land use on the Mackley Apartments' property from a residential use to General Commercial. Although, next to a major thoroughfare, such as North Broadway, it is highly unlikely that the land use would ever change from General Commercial.

Alternative E (Segment 1) – Additional right-of-way required at the location of the left turn lanes at 4th Avenue NW and University Avenue NW. This would result in converting land zoned General Commercial, businesses on the west side of North Broadway, to a transportation corridor.

Option 2 (Segment 1) – In addition to impacts associated with Alternatives C and D, Option 2 would result in land use being converted from land zoned as a General Residential District to a transportation corridor; impacting one residence.

3.3 Social Impacts

Social impacts are those that affect the quality of life for residents living within the study area. Impacts to the social environment may include changes in neighborhoods or community cohesion for various social groups; changes in travel patterns and accessibility; impacts on school districts, recreation areas, churches, businesses, police and fire protection; and/or impacts on highway, traffic, and overall public safety. The following discussion addresses all the above.

3.3.1 Changes in Neighborhoods/Community Cohesion

Community is defined in part by behavior patterns, which individuals or groups of individuals hold in common. These behavior patterns are expressed through daily social interactions, the use of local facilities, participation in local organizations, and involvement in activities that satisfy the population's economic and social needs. A community is also defined by shared perceptions or attitudes, typically expressed through individuals' identification with, commitment to, and attitude towards a particular identifiable area.

North Broadway is the major north-south route through the city of Minot, which is also designated as US Highway 83. North Broadway has evolved from a state highway through town that was originally primarily residential to one that is currently primarily a commercial strip.

Currently, North Broadway (Segment 1), from 4th Avenue NW to 11th Avenue NW, is a General Commercial District intermingled with residences, churches, and schools. This General Commercial District has businesses, schools, and churches lining both the east and west side of the street. The west side of North Broadway is home to the Mackley Apartments, 2 residences, 1 vacant building, First Lutheran Cemetery, Bishop Ryan High School, Minot State University, and approximately 22 businesses. The west side of North Broadway has approximately 14 buildings adjacent to the roadway. The east side of North Broadway (Segment 1) is home to Congregational Church, First Lutheran Church, and approximately 20 businesses. The east side of the roadway has approximately 17 buildings adjacent to the roadway.

3.3.1.1 Neighborhoods/Community Cohesion Impacts/Mitigation

Alternative C (Segment 1) – Alternative C with 4-foot sidewalks would result in impacting the Mackley Apartments, and 10 businesses (approximately 7 buildings). This results in approximately 45 percent of the businesses on the west side of North Broadway being impacted; and approximately 50 percent of the buildings would be impacted.

Alternative C with 6-foot sidewalks would result in impacting the Mackley Apartments, and 12 businesses (approximately 8 buildings). This results in approximately 55 percent of the businesses on the west side of North Broadway being impacted; and approximately 57 percent of the buildings would be impacted.

Alternative C with 8-foot sidewalks would result in impacting the Mackley Apartments, and 13 businesses (approximately 9 buildings). This results in approximately 59 percent of the businesses on the west side of North Broadway being impacted; and approximately 64 percent of the buildings would be impacted.

Alternative C would result in impacting 45–59 percent of businesses and 50–64 percent of the buildings. The changes along the west side of North Broadway would be visible and a change in the commercial neighborhood. The relocation of businesses and buildings may not affect the land use but may affect the neighborhood as it currently exists. The surrounding neighborhoods

would be inconvenienced by the removal/relocations of businesses from the immediate area. Pedestrian traffic may also change with the removal or start-up of businesses near the schools.

Alternative D (Segment 1) – Alternative D with 4-foot sidewalks would result in impacting 9 businesses (approximately 5 buildings). This results in approximately 41 percent of the businesses on the west side of North Broadway being impacted; and approximately 36 percent of the buildings would be impacted.

Alternative D with 6-foot sidewalks would result in impacting the Mackley Apartments, and 10 businesses (approximately 7 buildings). This results in approximately 45 percent of the businesses on the west side of North Broadway being impacted; and approximately 50 percent of the buildings would be impacted.

Alternative D with 8-foot sidewalks would result in impacting the Mackely Apartments, and 12 businesses (approximately 8 buildings). This results in approximately 55 percent of the businesses on the west side of North Broadway being impacted; and approximately 57 percent of the buildings would be impacted.

Alternative D would result in impacting 41–64 percent of businesses and 36–57 percent of the buildings. The changes along the west side of North Broadway would be visible and a change in the commercial neighborhood. The relocation of businesses and buildings may not affect the land use but may affect the neighborhood as it currently exists. The surrounding neighborhoods would be inconvenienced by the removal/relocations of businesses from the immediate area. Pedestrian traffic may also change with the removal or start-up of businesses near the schools.

Alternative E (Segment 1) – Alternative E would result in impacting the Mackley Apartments, and 3 businesses (approximately 3 buildings). This results in approximately 14 percent of the businesses on the west side of North Broadway being impacted; and approximately 21 percent of the buildings would be impacted.

Alternative E would result in changes along the west side of North Broadway, but also changes to the roadway with a continuous raised median and no left-hand turn lanes. The changes along the west side would be visible on the commercial aspect and of the roadway section. Impacts to the neighborhood and community may stem from the raised median and no left-hand turn lanes.

The general motoring public, delivery services and truck traffic, and pedestrian/bicycle traffic may be impacted by disrupting the driver expectancy and turning movements. Driver expectancy may be disrupted because south of the viaducts are five 12-foot lanes—the motoring public would drive from the viaducts to a new section of roadway for about 8 blocks, up until 11th Avenue NW and then transition once again to another section of roadway. Turning movements would be expected to increase, traffic volumes on residential side streets would increase, and only a standard passenger vehicle would be able to make the U-turn at 4th Avenue NW and University Avenue NW.

Option 2 (Segment 1) – In addition to impacts associated with Alternatives C and D, Option 2 would result in relocating one residence. This Option may have an impact to the residence, by relocating them from their existing neighborhood.

3.3.2 Travel Patterns/Accessibility

North Broadway was reconstructed in 1961 as part of a larger project that four-laned US Highway 83 from the city of Minot north to the Minot Air Force Base. The population of Minot at the time of the construction of the initial roadway was 30,604. The 2000 census reveals that the population has grown to 35,567[1]. Traffic volumes have increased dramatically in recent years on North Broadway in the study area. AADT (Average Annual Daily Traffic) north of the Souris River has increased from 10,000 in 1960 when the original roadway was designed, to 25,950 in 2002. Traffic volumes are expected to be nearly 31,660 AADT by 2022. Commercial and residential growth north and west of the study area also contributes to the increased traffic, with high potential for considerable industrial/commercial development north of the study area.

Alternative A – Congestion, delays, and crashes would continue to increase with the perpetuation of substandard lane widths, turn lane lengths, and curb radii.

3.3.2.1 Travel Patterns/Accessibility Impacts/Mitigation

Alternative E (Segment 1) – Alternative E would include a continuous raised median with no left-turn lanes allowed between 4th Avenue NW to University Avenue NW. It is recommended that this alternative accommodate pedestrians/bicyclists at 6th Avenue NW. According to the *Addendum to the Traffic Operations Study* dated September 2004, the recommendation is to provide a pedestrian actuated mid block traffic signal system installed between 5th Avenue NW and 6th Avenue NW. The traffic signals should not be installed at 6th Avenue NW because the signals would be pedestrian actuated and the signals would not operate correctly for westbound 6th Avenue NW vehicles. Also, with this Alternative, the realignment of 5th Avenue NW to 6th Avenue NW would not be necessary. If the recommendation to provide a pedestrian crossing is not carried forward, then pedestrians/bicyclists would have to walk/ride to University Avenue NW in order to cross the street to the east side of North Broadway. This would add time and length to get to school, to businesses, or to the churches. Also, pedestrians/bicyclists would be crossing at University Avenue NW, at the same place vehicles would be completing U-turns. It is anticipated that this Alternative would increase turning movements in this intersection, leading to a potential increase of vehicular/pedestrian/bicyclist conflicts.

Alternative E would make U-turns at 4th Avenue NW and University Avenue NW difficult. A passenger vehicle would have to travel approximately 45 feet into the intersection to complete the minimum radius required. A passenger vehicle is the only standard vehicle that would be able to make a U-turn. Due to this, traffic volumes on city streets within the vicinity of North Broadway between 4th Avenue NW and University Avenue NW would be expected to increase with this alternative. ***Please refer to Figures 3-2 and 3-3.***

[1] US Census Bureau 2000, Demographic Profiles

Figure 3-2

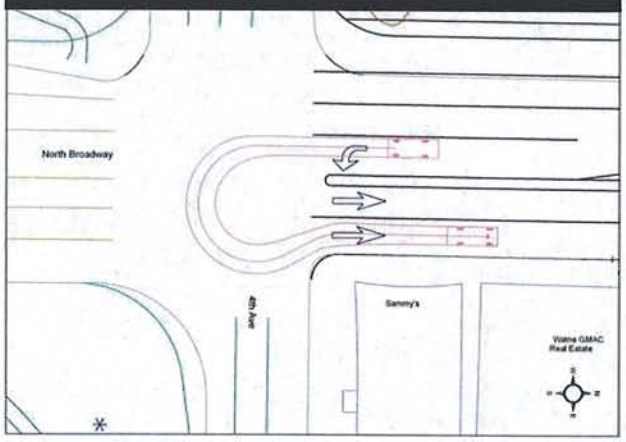


Figure 3-2 *Illustrates the maneuver required to complete the U-turn. This requires traveling 45 feet into the intersection before beginning the maneuver.*

Figure 3-3

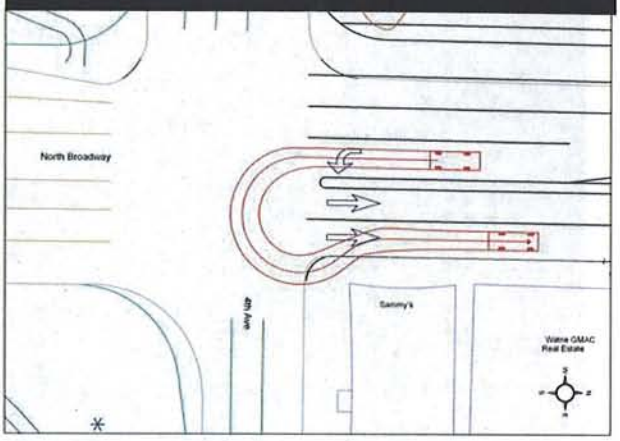


Figure 3-3 *Illustrates the maneuver without traveling into the intersection.*

Travel patterns may change with this alternative, leading to additional commercial traffic on residential side streets because anything bigger than a passenger vehicle is not able to make a U-turn at 4th Avenue NW and University Avenue NW. Since traffic volumes on residential city streets may increase with Alternative E, it is also anticipated that maintenance costs of the streets would also increase. The residential streets have parking on both sides of the street. The area on the east side of North Broadway is also an eligible historic district; ***please refer to Section 3.8 Cultural Resources.***

Commercial vehicles may need to access businesses on the west side of North Broadway, but are not able to make the U-turn at University Avenue NW. A route to accesses these businesses, if traveling northbound may be to turn onto 4th Avenue NW, then onto 1st Street NW, then on University Avenue NW, finally turning southbound on North Broadway. Since it is anticipated that commercial vehicles would use the residential city streets, preliminary turning radiuses were analyzed for making left-hand/right-hand maneuvers at the intersections of 4th Avenue NW and 1st Street NW; and University Avenue NW and 1st Street NW, ***please refer to Figures 3-4 and 3-5***.

Figure 3-4
4th Avenue Intersection Turning Radiuses

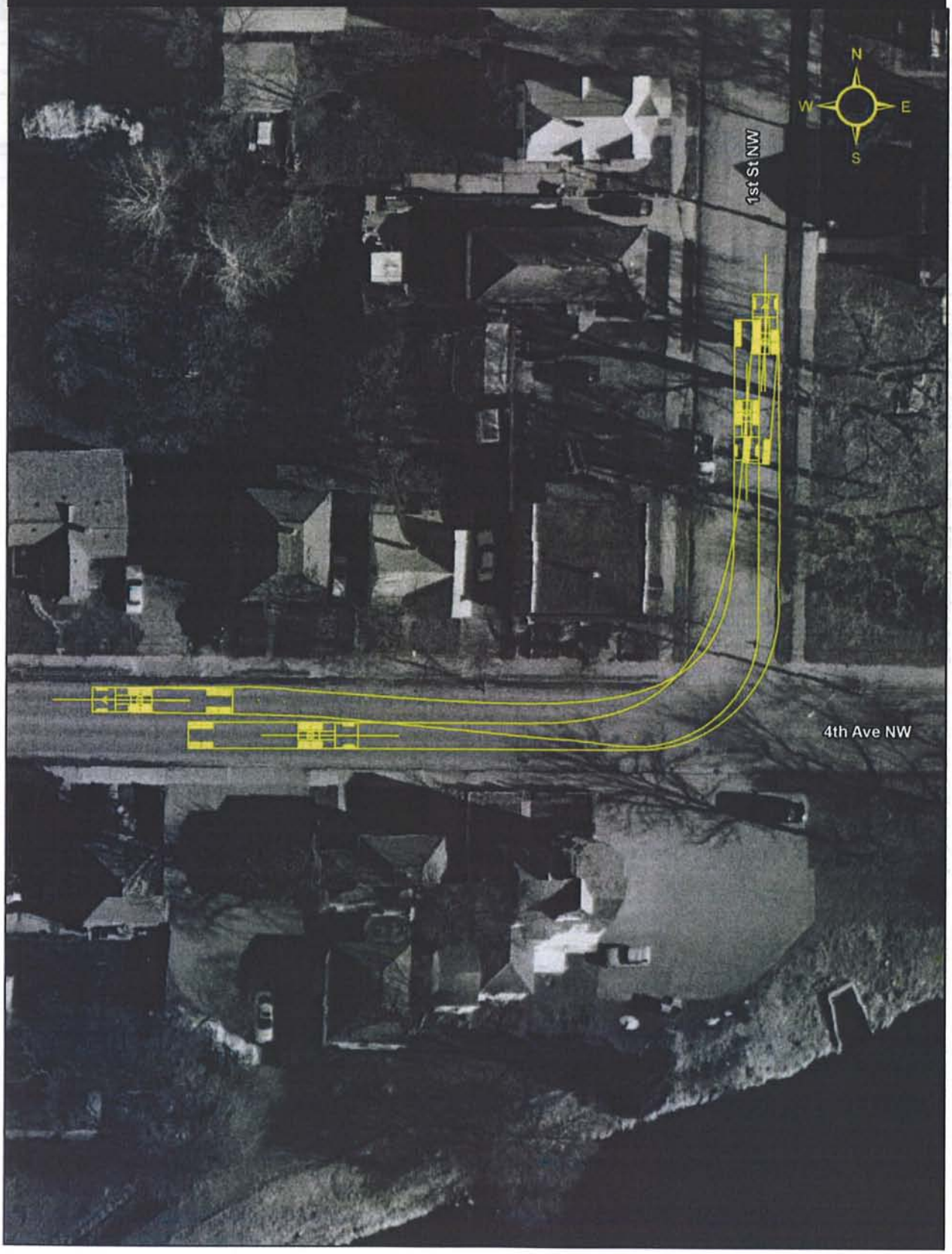
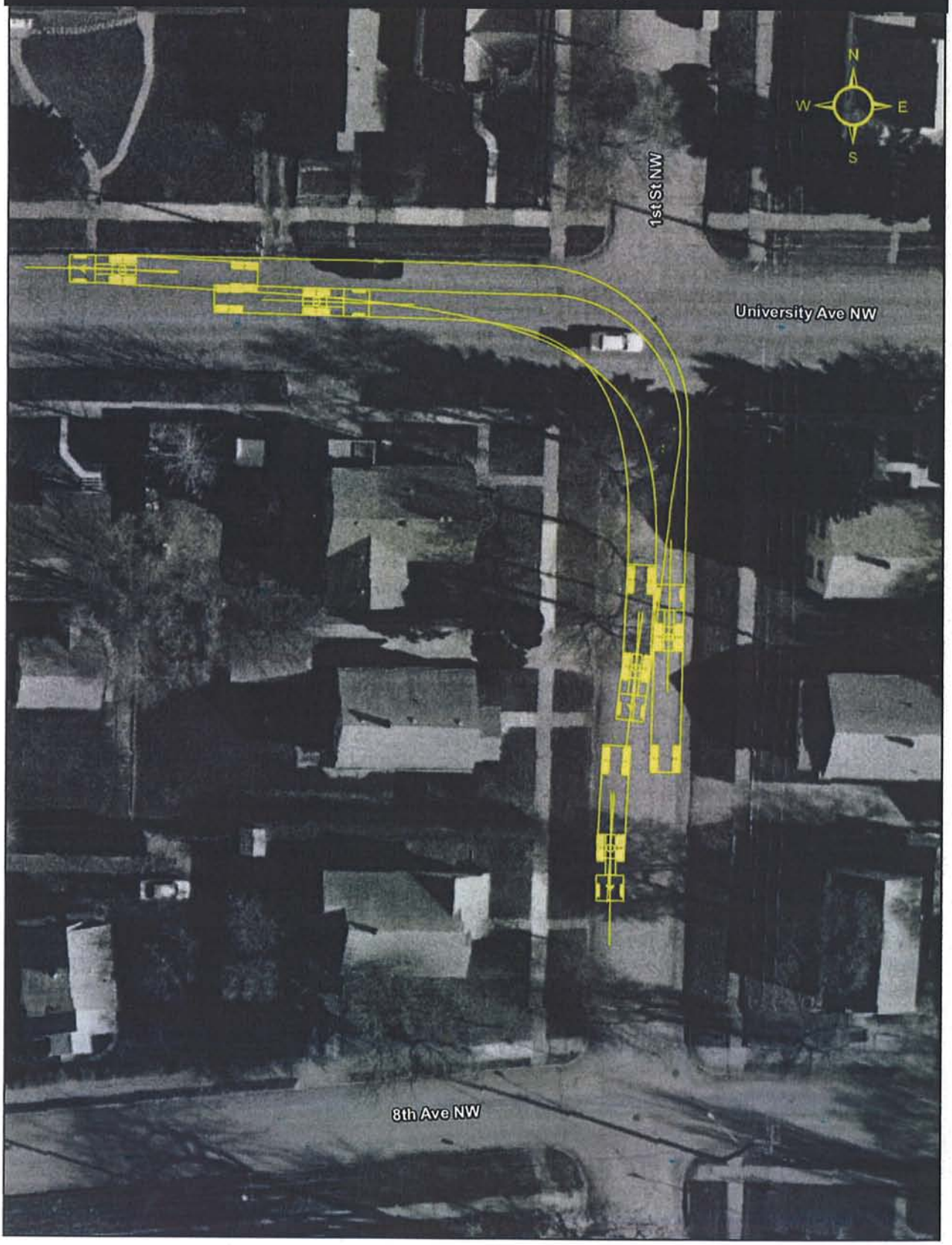


Figure 3-5
University Avenue Intersection Turning Radiuses



Intersection of 4th Avenue NE and 1st Street NW

- An AASHTO (American Association of State Highway and Transportation Officials) 2001 (US) WB-50 (semi-trailer, 53 feet total length) could make a left-hand maneuver from 4th Avenue NE onto 1st Street NW, but would encroach on the opposing lane of traffic on 1st Street NW for 100 feet north of the intersection.
- An AASHTO 2001 (US) WB-40 (semi-trailer, 43.5 feet total length) could make a right-hand maneuver from 1st Street NW onto 4th Avenue NE, but would begin the turn in the center of 1st Street NW and encroach on the opposing lane of traffic on 4th Avenue NE for 115 feet west of the intersection.

Intersection of University Avenue NE and 1st Street NW

- An AASHTO 2001 (US) WB-50 (semi-trailer, 53 feet total length) could make a left-hand maneuver from 1st Street NW onto University Avenue NE, but would encroach on the opposing lane of traffic on University Avenue NE for 65 feet west of the intersection.
- An AASHTO 2001 (US) WB-40 (semi-trailer, 43.5 feet total length) could make a right-hand maneuver from University Avenue NE onto 1st Street NW, but would begin the turn in the center of University Avenue NE and encroach on the opposing lane of traffic on 1st Street NW for 100 feet south of the intersection.

The *Traffic Operations Analysis* dated September 2004 assumed volumes of the rerouted traffic at both intersections of 4th Avenue NE and University Avenue NW for both present day and 20-year forecast traffic. The rerouted traffic from the analysis is as follows:

Based on 2004 traffic data, an additional 675 AADT from northbound traffic would turn right (east) onto 4th Avenue NE and then filter through adjacent streets to reach their destination. This volume was projected to be 820 AADT in year 2024. Approximately 1.5% of this traffic is assumed to be trucks based on existing traffic counts.

Based on 2004 traffic data, an additional 235 AADT from southbound traffic would turn left (east) onto University Avenue NW and then filter through adjacent streets to reach their destination. This volume was projected to be 290 AADT in year 2024. Approximately 2% of this traffic is assumed to be trucks based on existing traffic counts.

In addition, vehicle access to businesses along North Broadway would be more difficult with no left-turn lanes. The indirect impacts of no left-turn lanes, is access to the businesses from the motoring public, but also to commercial vehicles delivering merchandise or goods to the businesses.

3.3.3 School Districts, Churches, Residences, Businesses, and Fire, Police, and Emergency Protection

3.3.3.1 School Districts

MSU (Minot State University) and Bishop Ryan High School are situated adjacent to North Broadway; two blocks east of North Broadway is an elementary school (McKinley Elementary School) and two blocks west of North Broadway is a junior high school (Erik Ramstad Middle School).

There are existing sidewalks located on both sides of North Broadway from 4th Avenue NW to 11th Avenue NW (Segment 1). The sidewalk widths vary from 3.5 to 5 feet. In some locations, the minimum sidewalk width is compromised by roadway hardware (i.e. signs, lights, or signal standards), and does not meet current minimum widths with regard to ADA (*Americans with Disabilities Act of 1990*). Additionally, the cross slope of sidewalks exceeds ADA guidelines at driveway crossings. Also, curb ramps are inconsistent with ADA guidelines.

At the present time, students cross North Broadway at 6th Avenue NE, which is directly in front of the Barley Pop (511North Broadway). MSU had 8,942 students enrolled in 2004[2]. Erik Ramstad Middle School has approximately 95 students who live east of North Broadway. The school surveyed the students and approximately 80-90 students either ride their bicycle or walk to school at least a few times a week, weather permitting. McKinley Elementary School reported that they have about 50 students crossing North Broadway, with the majority of the elementary students crossing at 6th Avenue NE (Barley Pop).

There are no sidewalks or multi-use trails located from 11th Avenue NW to 21st Avenue NW (Segment 2). This entire corridor has many points of community interest that tend to be pedestrian generators. These facilities include Minot International Airport, hotels, residences, and the North Hill recreation/softball complex, all located along a commercial business district. According to the city of Minot, 1700 adults use the North Hill Complex, and 1500 youth use the Complex during the summer months.

3.3.3.1.1 School Districts Impacts/Mitigation

Alternative C (Segment 1) – Alternative C would require 6 to 14 feet of right-of-way from Minot State University. Most of the buildings are further back from the roadway and the right-of-way that would need to be acquired is currently empty space or "green space." The acquisition of "green space" would mean that the roadway would encroach closer to this property; therefore, resulting in a minor impact.

Alternative D (Segment 1) – Alternative D would require 3 to 8 feet of right-of-way from Minot State University. Most of the buildings are further back from the roadway and the right-of-way that would need to be acquired is currently empty space or "green space." The acquisition of "green space" would mean that the roadway would encroach closer to this property; therefore, resulting in a minor impact.

Alternative E (Segment 1) – Alternative E would also require right-of-way from Minot State University. Most of the buildings are further back from the roadway and the right-of-way that would need to be acquired is currently empty space or "green space."

Alternatives C, D, E, F, and G, and Options 2, 3.1, 3.2, and 3.3 would accommodate pedestrian/bicyclist users, while meeting ADA guidelines/standards; and provide pedestrian/bicyclist facilities where none exist currently (Segment 2). Option 2 would provide the reconfiguration of 5th Avenue NW to the west of North Broadway and would connect the school crossing with the school route along 5th Avenue NW.

Alternative A (entire project) – Alternatives A would not accommodate all pedestrian users as the sidewalks do not meet ADA guidelines/standards.

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[2] Minot State University Recorder's Office, January 25, 2005

Alternative E (Segment 1) – Alternative E would need to provide a pedestrian actuated mid block traffic signal system installed between 5th Avenue NW and 6th Avenue NW. If this recommendation is not carried forward, then pedestrians would have to walk to University Avenue NW in order to cross the street to the east side of North Broadway. This would add time and length to get to school. Also, pedestrians would be crossing at University Avenue NW at the same place vehicles would be completing U-turns. It is anticipated that this Alternative would increase turning movements in this intersection, leading to a potential increase of vehicular/pedestrian conflicts.

3.3.3.2 Churches

Located adjacent to the east side of North Broadway are two churches: First Lutheran Church and the Congregational United Church of Christ.

The Congregational United Church of Christ includes a separate parsonage adjacent to North Broadway. The Congregation United Church of Christ was established on May 20, 1906 because there were no English speaking houses of worship on the north side of the city of Minot. Erik Ramstad donated a valuable lot east of the North Side School House, and on December 17, 1906 the first service was conducted in the church building. After the congregation grew, a new site was selected for a brand new church on North Broadway. The first service was held on December 11, 1921 and the formal dedication was on March 19, 1922[3]. The Congregational United Church of Christ was evaluated and determined not eligible for listing on the National Register of Historic Places.

The First Lutheran Church Complex and the First Lutheran Cemetery (located on the west side of North Broadway), is eligible for listing on the National Register of Historic Places under Criterion C, as a site, with the Church as the main resource nominated and the remaining elements—parsonage, garage, and cemetery as contributing elements to the site's significance.

The First Lutheran Church as it presently stands is the result of a variety of expansions and alternations to a building constructed in 1907 and formally dedicated on May 5, 1908. A parsonage constructed in 1914, stands today just north of the Church and approximately on the same site of the congregation's first church, which was superseded by the 1907 building. Ultimately, the city of Minot has grown around the Church and so has North Broadway. Currently, the Church is situated in close proximity to the roadway, with a 4.5-foot sidewalk buffer between the building and roadway.

The New Hope Christian Center, 220 5th Avenue NW, is located in a residential district adjacent to North Broadway.

3.3.3.2.1 Churches Impacts/Mitigation

Alternatives C and D (Segment 1) – Alternatives C, 4-foot sidewalks would decrease the distance between the churches and the roadway. Alternatives C and D, 6-foot to 8-foot sidewalks, would provide increased sidewalk widths, which provide a greater buffer distance from the church structures and the roadway.

[3] Congregational United Church of Christ, Minot, North Dakota history, *The First Seventy-Five Years: 1906-1981*, by Paul W. Morrison.

At the same time, these two Alternatives would acquire property from the First Lutheran Cemetery (west side of North Broadway). This acquisition of property may cause disruption to the atmosphere of visiting peoples to gravesites. These two Alternatives would also relocate two pillars from the main entrance off of North Broadway further back in the property. Familial and cultural descendants of the interred often view graves and cemeteries with a sense of reverence and devout sentiment that can sometimes overshadow objective evaluation of changing the visiting atmosphere and appearance. The Cemetery has not changed dramatically since the early 1900s; if these two Alternatives are chosen, social impacts may occur.

Alternative E (Segment 1) – Alternative E would provide adequate sidewalk widths that would provide a greater buffer distance from the church structures and the roadway. The recommendation of the pedestrian actuated mid block traffic signal system installed between 5th Avenue NW and 6th Avenue NW would need to be constructed so churchgoers may cross North Broadway. In addition, southbound churchgoers would have to filter to residential city streets in order to reach the two churches.

This Alternative would acquire property from the First Lutheran Cemetery. This acquisition of property may cause the disruption to the atmosphere of people visiting gravesites. The Alternative would also relocate two pillars from the main entrance off of North Broadway further back in the property. Familial and cultural descendants of the interred often view graves and cemeteries with a sense of reverence and devout sentiment that can sometimes overshadow objective evaluation of changing the visiting atmosphere and appearance. The Cemetery has not changed dramatically since the early 1900s; if this Alternative is chosen, social impacts may occur.

3.3.3.3 Residences

The Mackley Apartments is a two-story apartment building on the west side of North Broadway. The Mackley Apartments is eligible for listing on the National Register of Historic Places. It has ten one-bedroom apartments and one sleeping room, with approximately 17 residents. The monthly rent of the Mackley Apartments is $150 for the sleeping room and $300 for the one-bedroom apartments. According to the US Census, there are 90 structures in the city of Minot with 10–19 units; there are 240 vacant one-bedroom apartments. Currently, there are approximately 450 apartments within the monthly rent range of $300–$359.

The residence, 208 5th Avenue NW, has three residents. The tax-assessed value for the house is within the $40,000–$49,999 value range.

In the city of Minot, there are 166 vacant housing units for sale, 383 for rent, and 166 for rent or sale. The median value of houses in Minot is $80,400. There are 508 houses in the city of Minot for the $40,000–$49,999 value range.

3.3.3.3.1 Residences Impacts/Mitigation

Alternatives C, D, and E (Segment 1) – Alternative C, 6-foot and 8-foot sidewalks; Alternative D, 8-foot sidewalks; and Alternative E would impact the Mackley Apartments. According to the US Census data, there are approximately 240 vacant one-bedroom apartments. The US Census data does not show how many of the vacant one-bedroom apartments is within the same range of the $300 for rent. The area of North Broadway does not have another apartment building that is similar to the Mackley Apartments. There is a high possibility the residents of the Mackley Apartments would be relocated to a different area in the city of Minot. Moving out of this area

may be an indirect social impact to the residents. They may be living in this area for location, such as within close proximity to Minot State University or their employment.

Option 2 (Segment 1) – Option 2 would impact the residence located at 208 5th Avenue NW. This area may have some vacant houses for sale, since it is mostly residential. However, the median value of homes has increased to $80,400.

3.3.3.4 Businesses

North Broadway is a commercial district, lining both the west and east sides of the roadway. Businesses vary from office supply stores, musical instrument stores, and gas stations to insurance companies, beauty salons, and video stores. North Broadway is classified as a principal arterial and is one of Minot's major north-south routes. Principal arterials carry much of the traveling public, thus spurring commerce development. ***Please refer to Table 3-1, Summary Comparison of Business Relocations for Segment 1.***

3.3.3.4.1 Businesses Impacts/Mitigation

Alternative C and Alternative D (Segment 1) – Alternative C and Alternative D, 4-foot to 8-foot sidewalks, would impact two stationery and office supply stores: Stevick Business Forms and Office Supply Inc. The city of Minot has a total of four stationery and office supply stores; therefore, 50% of these stores would be impacted with relocations. Both of the stationery and office supply stores are in the employment-size class (1–4).

Alternative C and D, 4–8-foot sidewalks, would also impact two retail musical instrument stores: Northwest Music, Inc. and Jacobsen Piano & Organ. The city of Minot has a total of three retail musical instrument stores; two out of the three stores would be impacted. The biggest retail musical instrument store, Northwest Music Inc. would be impacted, as well as the more specialty musical instrument retail store, Jacobsen Piano & Organ. Relocating two of the three music stores may have an indirect impact to the city of Minot. Indirect social impacts (if the businesses chose not to relocate in a different area in Minot) would be to the local schools' music department and to the residents of Minot and the surrounding areas.

3.3.3.5 Fire, Police, and Emergency Protection

Alternative E (Segment 1) – Alternative E would construct a continuous raised median from 4th Avenue NW to University Avenue NW, with no left-hand turn lanes. The Minot Police Department views this Alternative as a "hazard to the response of ***all*** emergency services." The police department believes that not having left-hand turn lanes would:

- Make it difficult to respond to an emergency
- Make it difficult to stop a traffic violator or to respond to an emergency if traveling in the wrong direction when a call is given
- Slow down response time and/or make it difficult to ticket a violator as it would block at least one lane until they can get the offender off of North Broadway

Table 3-1
Summary Comparison of Business Relocations for Segment 1

Name of Business	Type of Business	Number of Employees	Total Number of Same Type of Businesses in Community[1]	Percent of Businesses in Community Lost[2]	Total Percent of Loss of Businesses of Same Type in Community[2]
AIG American General	Insurance	5	34	3%	
Broadway Exchange & Pawn	Used merchandise store, pawn shop	2	4	25%	
Barley Pop	Bar/Tavern	6	14	7%	
Financial Care					
PC Doctor	Computer Maintenance and Repair	1	4	25%	
Subway	Limited-service restaurant	9	32	3%	
Office System Inc.	Stationery and Office Supply Store	4	4	25%	50%
Stevick Business Forms	Stationery and Office Supply Store	4	4	25%	
Broadway Studio	Beauty Shop	3	18	6%	18%
Hair It Is	Beauty Shop	3	18	6%	
Studio One Hairstylists & Tanning Salon	Beauty Shop	10	18	6%	
Jacobsen Piano & Organ	Retail Musical Instrument Store	2	3	33%	66%
Northwest Music, Inc.	Retail Musical Instrument Store	11	3	33%	

[1]The total number includes the business in the "Name of business" column

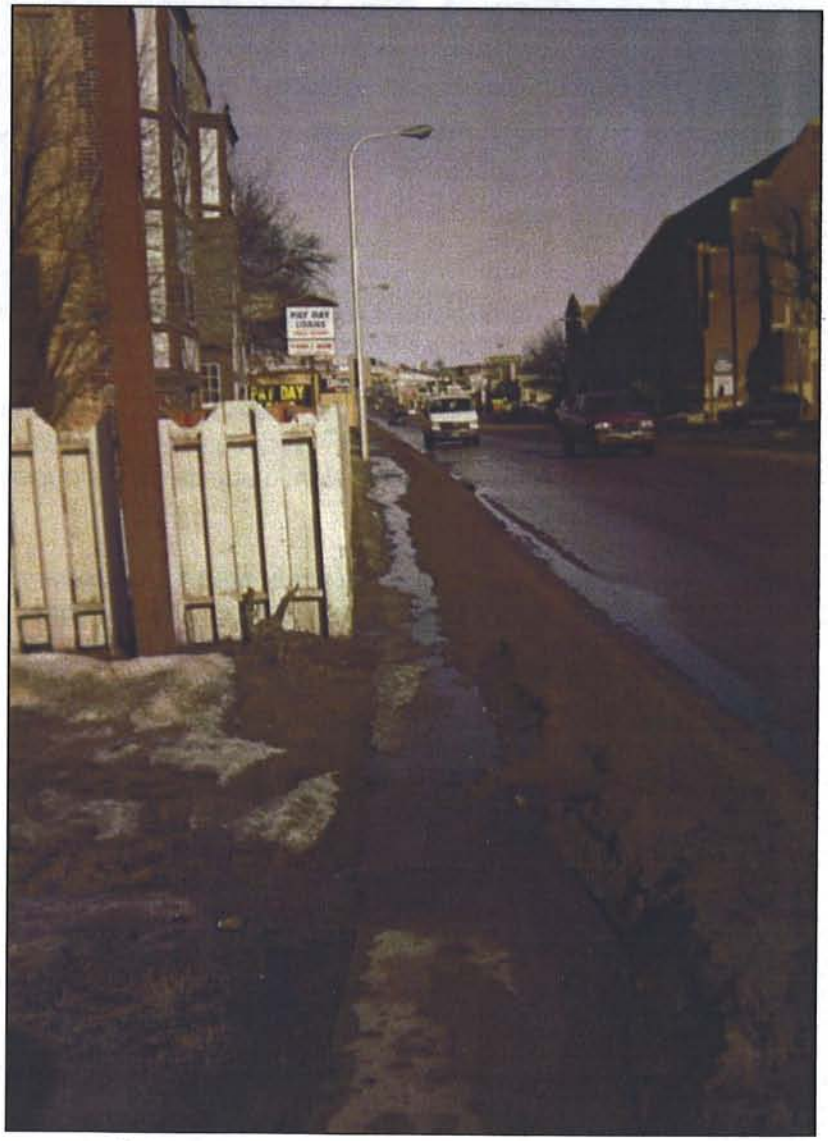
[2]These categories were based upon if businesses chose not to relocate or reestablish in the city of Minot. Relocations would follow the NDDOT Relocation Policy.

The Minot Fire Department views this Alternative as "completely unacceptable." For any residential or commercial fire, the Department has to dispatch all three fire stations to have enough firefighters on scene to commence fire operations. With this alternative, the fire response time would more than double because there would be no way to access the west side of North Broadway when responding from the south. This adds an increased risk to the businesses and to residents.

3.3.4 Mobility/Safety

Safety issues include inadequate pedestrian/bicyclist facilities, sight distance restrictions, and crash history. Sight distance restrictions on the roadway occur from adjacent buildings restricting the sight of vehicles trying to enter the roadway.

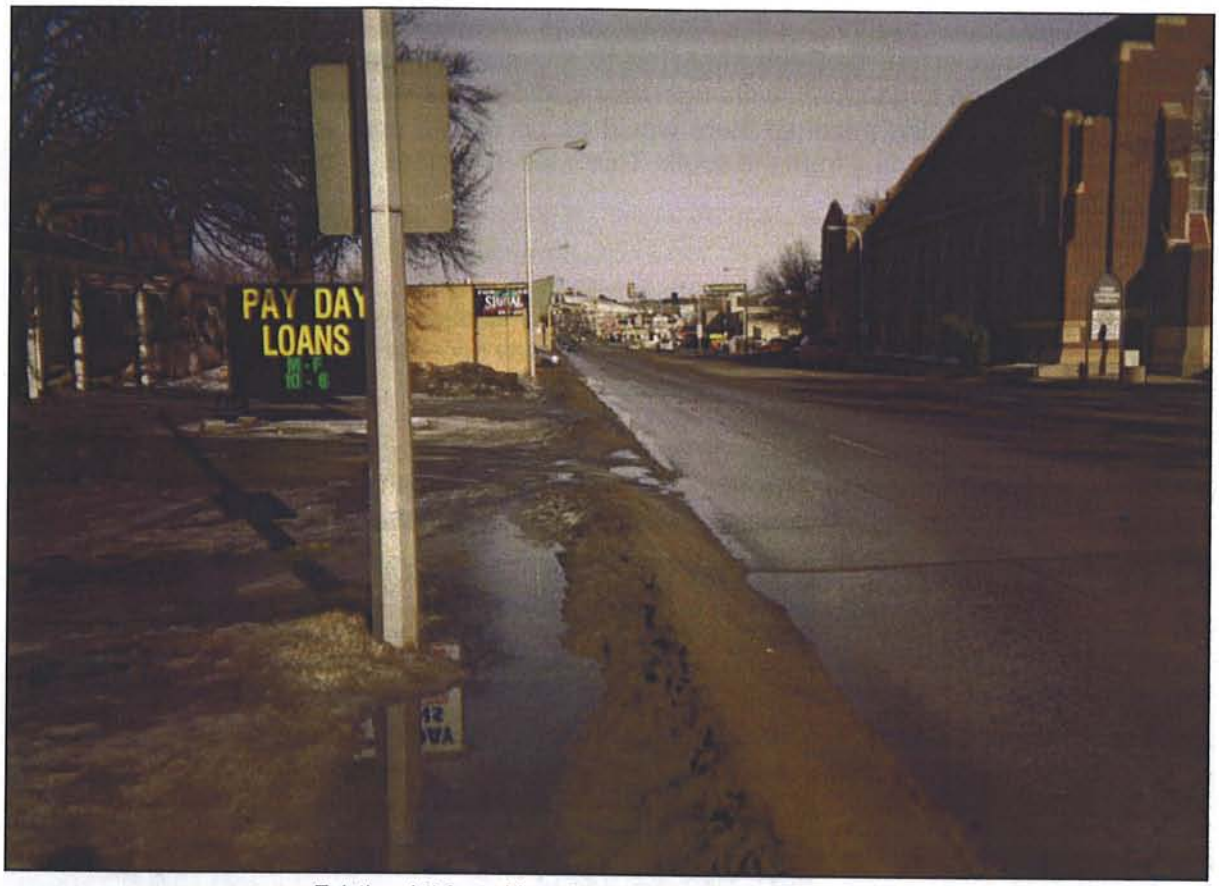
There are existing sidewalks located on both sides of North Broadway from 4th Avenue NW to 11th Avenue NW (Segment 1). The sidewalk widths vary from 3.5 to 5 feet. In some locations, the minimum sidewalk width is compromised by roadway hardware (i.e. signs, lights, or signal standards), and does not meet current minimum widths of 4 feet with regard to ADA (*Americans with Disabilities Act of 1990*). During the public involvement process, the following concerns regarding safety of the sidewalks were expressed: too narrow and not enough buffer from the roadway, which cause splashing onto buildings. The other concern is the sidewalks are used for snow storage in the winter and because of the narrow sidewalk widths; there often is not enough room for pedestrians/bicyclists to utilize the sidewalks.



Existing 4.5-foot sidewalks being used for snow storage

There are no sidewalks or multi-use trails located from 11th Avenue NW to 21st Avenue NW (Segment 2).

Since the time North Broadway was constructed the area has developed into a commercial business district with buildings lining the east and west sides of the roadway. Guidelines for measuring height of eye, sight distance, and stopping sight



Existing 4.5-foot sidewalks being used for snow storage

distance have changed since 1961. The majority of the buildings along the west side of North Broadway from 4th Avenue NW to 11th Avenue NW (Segment 1) restrict sight distances. This restriction does not provide sufficient sight distance for a stopped driver on an approach to enter and/or cross the roadway.

A total of 180 crashes occurred in the study area from January 1, 2000 to December 31, 2002. The majority of these crashes (151) occurred at intersections; of this 109 crashes occurred at the signalized intersections. Sixty-three of these crashes were rear-end crashes. Rear-end collisions are typical of signalized intersections and may be due to several factors: poor visibility of signal heads; driver inattention or distractions; and traffic congestion. Forty-three of these crashes were angle collisions and may be due to several factors: north and south bound vehicles running red lights; drivers turning too wide; and failing to yield due to vertical curve sight distance problems.

A total of 29 link crashes were reported during this analysis period. The majority of these crashes (17) were rear-end crashes.

3.3.4.1 Mobility/Safety Impacts/Mitigation

Alternatives C, D, E, F, and G (Segments 1 and 2) – The alternatives would accommodate pedestrian/bicyclist users while meeting ADA guidelines/standards.

Options 3.1, 3.2, and 3.3 (Segment 2) – These Options may decrease and/or eliminate pedestrian/vehicle conflicts.

Alternatives C and D (Segment 1) – Alternatives C and D, 8-foot sidewalks, potentially may provide sufficient sight distance for a stopped driver on an approach to enter and/or cross the roadway. Sight distance would be improved by relocating buildings that restrict sight distance.

3.4 Relocations

The "Uniform Act," or Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amendments, provide important protections and assistance for people affected by federally funded projects which, although designed to benefit the public as a whole, may result in acquisition of private property and displacement of people from their homes, businesses, or farms.

Alternatives A, F, and G (Segment 2) and Option 1 (Segment 1), and Options 3.1, 3.2, 3.3 (Segment 2), and Option 4 (Segment 2) would not require any relocations.

The maximum amount of relocations for the reconstruction of North Broadway would include nine building relocations. The nine building relocations are on the west side of North Broadway. Relocations would follow the NDDOT's Relocation Policy and the Relocation Assistance Program.

The North Broadway area of the city of Minot historically was mostly residential districts. As the city grew, and when US Highway 83 was constructed the adjacent area of North Broadway turned mostly into an exclusively commercial district. Not only is North Broadway a major thoroughfare, the major north-south route in the city, it hosts business generators such as Minot State University and all the other businesses.

Currently, there are only a few vacant buildings along this corridor. The existing businesses and/or buildings that would be impacted would potentially have a hard time finding comparable buildings to relocate near or in the vicinity of North Broadway because there are only a few vacant buildings along the corridor. Relocation in this area is unlikely also due to: (1) other affected businesses trying to relocate in this same area—competition for vacant buildings or lots, and (2) the surrounding area is residential.

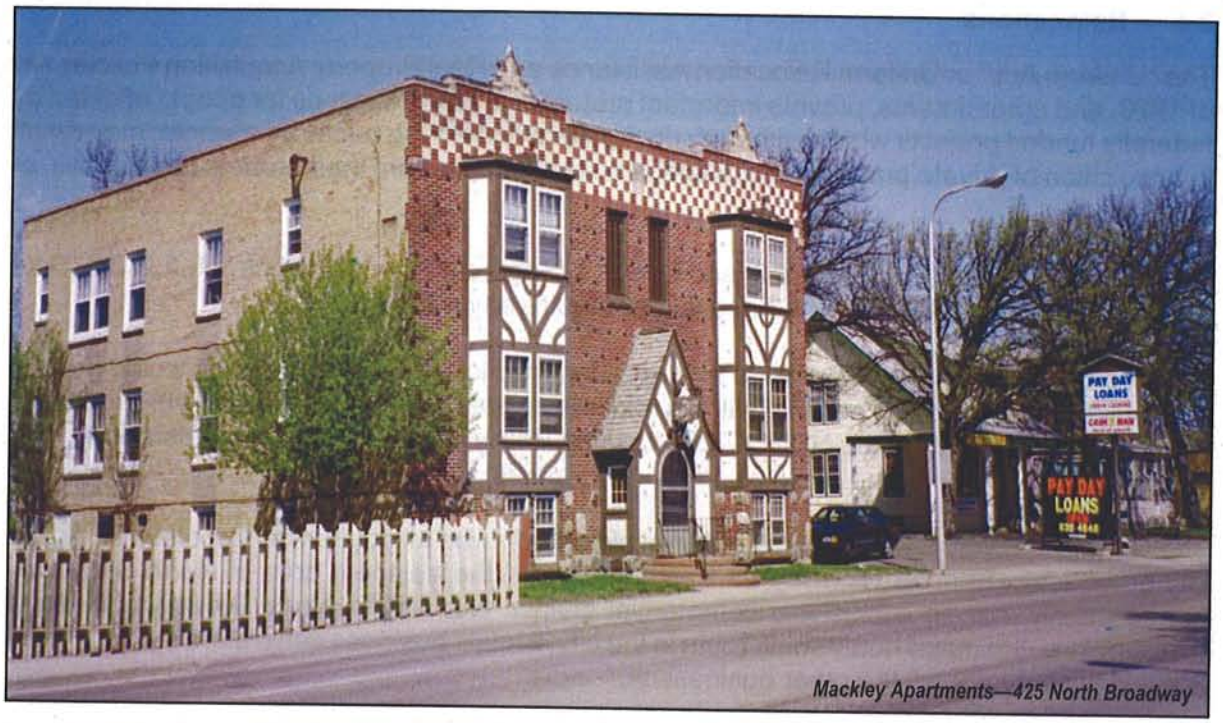
Relocating along North Broadway may only be likely if the building owners or business owners were able to negotiate during the right-of-way process. Possible negotiations may include: (1) that the property itself (land/lots) is not purchased by the North Dakota Department of Transportation, and the buildings could be demolished and then rebuilt with setbacks from the right-of-way line per city code, (2) buildings moved further back in their existing location, (3) remodel existing buildings to meet the potential new right-of-way requirements, and (4) relocate to a new area, on a similar property, in the city of Minot.

Mackley Apartments—425 North Broadway

The Mackley Apartments is a two-story apartment building on the west side of North Broadway. The Mackley Apartments is eligible for listing on the National Register of Historic Places. It has ten one-bedroom apartments and one sleeping room, with approximately 17 residents. The rent of the Mackley Apartments is $150 for the sleeping room and $300 for the one-bedroom apart-

ments. The building was evaluated for the possibility of relocating the structure. The evaluation concluded that the building lacks structural integrity to facilitate relocating the structure.

According to the US Census, there are 90 structures in the city of Minot with 10–19 units; there are 241 vacant one-bedroom apartments. Currently, there are approximately 450 apartments within the range of $300–$359. The approximate tax-assessed value of the building is $128,200 and the tax-assessed value of the land is $25,800.

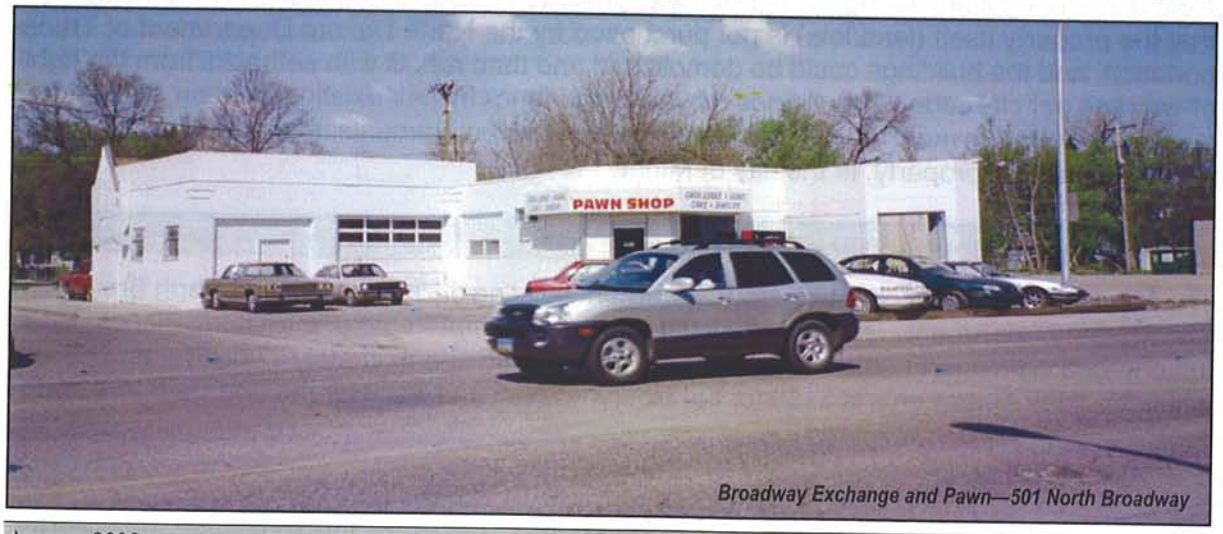


Mackley Apartments—425 North Broadway

Broadway Exchange and Pawn—501 North Broadway

Broadway Exchange and Pawn has been in operation since 1995, and has approximately two employees. The approximate tax-assessed value of the building is $43,000.

In the city of Minot, there are approximately three other "used merchandise stores", excluding Broadway Exchange and Pawn. Of these three other used merchandise stores, none have the same employment-size class (1–4). In addition, one used merchandise store is in the (5–6)



Broadway Exchange and Pawn—501 North Broadway

employment-size class; one in the (10–19) employment-size class; and one in the (20–49) employment-size class[4].

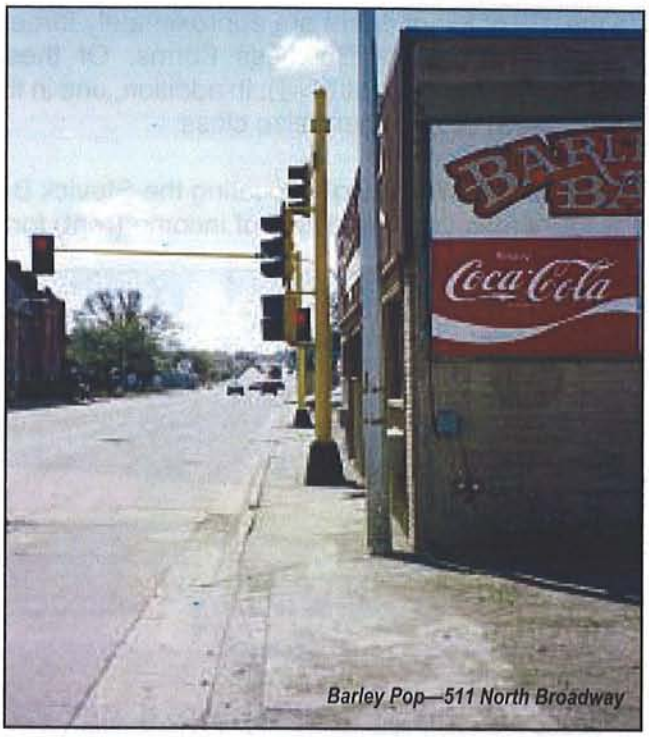
The potential impacts of relocating the Broadway Exchange and Pawn is the potential loss of employment for two employees (one owner, one employee).

Barley Pop—511 North Broadway

The Barley Pop is a local bar or tavern, which has been in operation since 1976. The business owner leases and/or rents the building from the property owner. The Barley Pop has approximately six employees. The approximate tax-assessed value of the building is $61,600.

In the city of Minot, there are approximately 13 other bar/taverns, excluding the Barley Pop. Of these 13 bar/taverns, 3 others have the same employment-size class (5–9). In addition, 6 bar/taverns are in the (1–4) employment-size class; 3 in the (10–19) employment-size class; and 1 in the (20–49) employment-size class.

The potential impacts of relocating the Barley Pop are: potential loss of employment for six employees; and loss of income (rent) for the property owner.



Barley Pop—511 North Broadway

Vacant Building—437 North Broadway

The city of Minot currently owns this building.

Vacant Building—437 North Broadway

[4] According to the US Census Data (2002)

Stevick Business Forms—609 North Broadway

Since 1985, Stevick Business Forms has been in operation. Stevick Business Forms is a stationery and office supply store, with four employees. The business owner of Stevick Business Forms also owns the building and the building has two other businesses inside: Hair It Is and a vacant spot (previously Rick's Jewelry). The approximate tax-assessed value of the building is $95,200.

In the city of Minot, there are approximately three other stationery and office supply stores, excluding the Stevick Business Forms. Of these three stores, one other has the same employment-size class (1–4). In addition, one in the (10–19) employment-size class; and one in the (20–49) employment-size class.

The potential impacts of relocating the Stevick Business Forms: potential loss of employment for four employees; and loss of income (rent) for the property owner.

609 North Broadway—building contains Stevick Business Forms and Hair It Is

Hair It Is—609 North Broadway

Hair It Is, a beauty shop, has been in operation since 1990, and has three employees. The business owner leases and/or rents the building from the property owner (Stevick Business Forms).

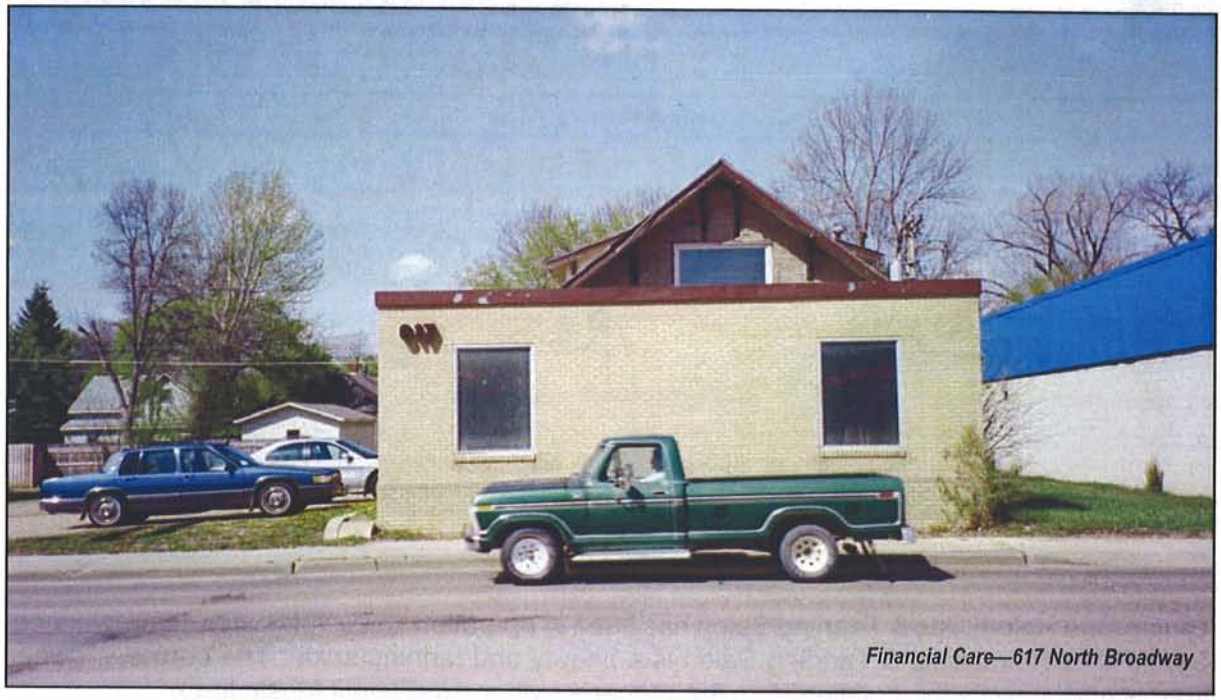
In the city of Minot, there are approximately 17 other beauty shops, excluding Hair It Is. Of these 17 stores, 5 others have the same employment-size class (1–4). In addition, 8 shops are in the (5–9) employment-size class; 3 in the (10–19) employment-size class; and 1 in the (20–49) employment-size class.

The potential impacts of relocating the Hair It Is: potential loss of employment for three employees; and loss of income (rent) for the property owner.

Financial Care—617 North Broadway

Financial Care has two employees, including the business owner. The type of business classification is unknown: data unavailable.

The potential impacts of relocating Financial Care: potential loss of employment for two employees; and loss of income (rent) for the property owner.



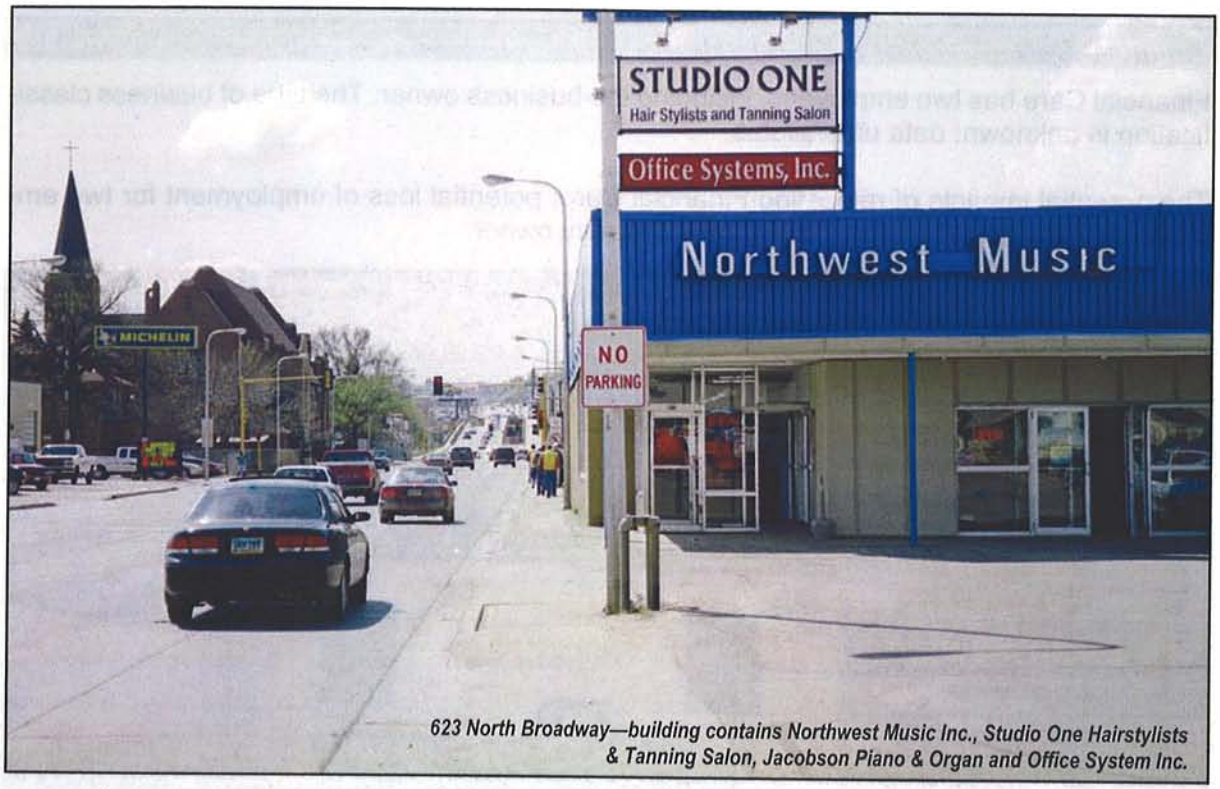
Financial Care—617 North Broadway

Northwest Music Inc.—623 North Broadway

Northwest Music Inc. is a retail musical instrument store and has been in operation since 1969. Northwest Music Inc. has 11 employees. The company owner owns this building, which has three other businesses in it: Studio One Hairstylists & Tanning Salon, Jacobsen Piano & Organ, and Office System Inc. The approximate tax-assessed value of the building is $267,400.

In the city of Minot, there are two other retail musical instrument stores, one of them Jacobsen Piano & Organ, which is located in the same building. Of the two stores, no others have the same employment-size class (10–19). In addition, one store is in the (1–4) employment-size class; and one in the (5–9) employment-size class.

The potential impacts of relocating Northwest Music Inc.: potential loss of employment for 11 employees; and loss of income (rent) for the property owner.



623 North Broadway—building contains Northwest Music Inc., Studio One Hairstylists & Tanning Salon, Jacobson Piano & Organ and Office System Inc.

Studio One Hairstylists & Tanning Salon—623 North Broadway

Studio One Hairstylists & Tanning Salon has been in operation since 1986, with 10 employees. Studio One Hairstylists & Tanning Salon is a beauty and tanning salon. The business owner leases and/or rents the building from the property owner (Northwest Music Inc.).

In the city of Minot, there are approximately 17 other beauty shops, excluding Studio One Hairstylists & Tanning Salon. Of these 17 stores, 2 others have the same employment-size class (10–19). In addition, 6 shops are in the (1–4) employment-size class; 8 in the (5–9) employment-size class; and 1 in the (20–49) employment-size class.

The potential impacts of relocating the Studio One Hairstylists & Tanning Salon: potential loss of employment for 10 employees; and loss of income (rent) for the property owner.

Jacobsen Piano & Organ—623 North Broadway

Jacobsen Piano & Organ is a retail musical instrument store and has been in operation since 1978, with two employees. The business owner leases and/or rents the building from the property owner (Northwest Music Inc.).

In the city of Minot, there are two other retail musical instrument stores; one of them is Northwest Music Inc. which is located in the same building. Of the two stores, no others have the same employment-size class (1–4). In addition, one store is in the (5–9) employment-size class; and one in the (10–19) employment-size class.

The potential impacts of relocating Jacobsen Piano & Organ: potential loss of employment for two employees; and loss of income (rent) for the property owner.

The city of Minot has three retail musical instrument stores; two out of the three stores would be impacted. The biggest retail musical instrument store, Northwest Music Inc. would be impacted, as well as the more specialty musical instrument retail store, Jacobsen Piano & Organ.

Office System Inc.—623 North Broadway

Office System Inc. is a stationery and office supply store which has been in operation since 1986, with four employees. The business owner leases and/or rents the building from the property owner (Northwest Music Inc.).

In the city of Minot, there are approximately three other stationery and office supply stores, excluding Office System Inc. Of these three stores, one other has the same employment-size class (1–4). In addition, no stores are in the (5–6) employment-size class; one in the (10–19) employment-size class; and one in the (20–49) employment-size class.

The potential impacts of relocating the Office System Inc.: potential loss of employment for four employees; and loss of income (rent) for the property owner.

The city of Minot has four stationery and office supply stores; therefore, 50% of these stores would be impacted with relocations (Stevik Business Forms and Office System Inc.). Both of the stationery and office supply stores are in the employment-size class (1–4).

AIG American General—721 North Broadway

AIG American General is an insurance company and has five employees. This business is located in the same building as Subway. The approximate tax-assessed value of the building is $173,200.

In the city of Minot, there are approximately 33 other insurance companies, excluding AIG American General. Of these 31 insurance companies, one other has the same employment-size class (5–9). In addition, 31 companies are in the (5–9) employment-size class; 1 in the (10–19) employment-size class.

The potential impacts of relocating AIG American General: potential loss of employment for five employees; and loss of income (rent) for the property owner.

Subway—721 North Broadway

Subway is a limited-service restaurant specializing in subway sandwiches, more of a "fast-food" venue. At this location, Subway has been in operation since 1997, with nine employees.

721 North Broadway—building contains AIG American General and Subway

In the city of Minot, there are approximately 31 other limited service restaurants, excluding Subway. Of these 31 other restaurants, 2 others have the same employment-size class (5–9). In addition, 4 restaurants are in the (1–

4) employment-size class; 9 in the (10–19) employment-size class; 14 in the (20–49) employment-size class; and 2 in the (50–99) employment-size class.

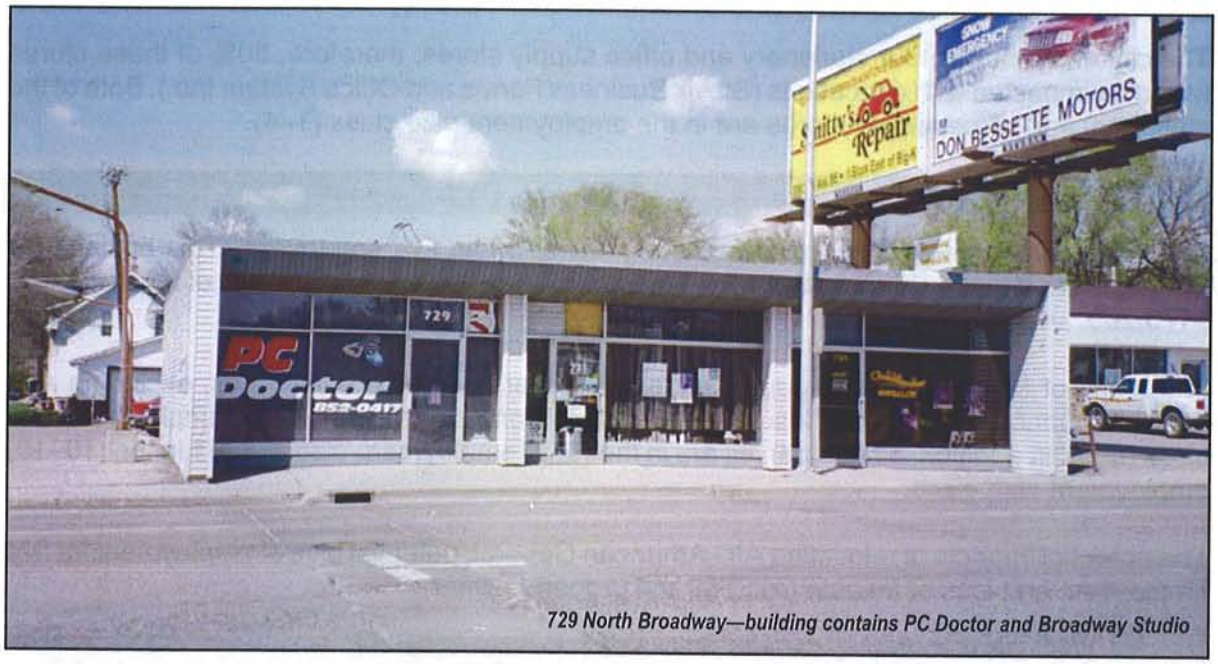
The potential impacts of relocating the Subway: potential loss of employment for nine employees; and loss of income (rent) for the property owner.

PC Doctor—729 North Broadway

PC Doctor is a computer maintenance and repair store. The PC Doctor has been in operation since 2000, with one employee. The business owner leases and/or rents the building from the property owner. The approximate tax-assessed value of the building is $267,400.

In the city of Minot, there are approximately three other computer maintenance and repair stores.

The potential impacts of relocating PC Doctor: potential loss of employment of one employee; and loss of income (rent) for the property owner.



729 North Broadway—building contains PC Doctor and Broadway Studio

Broadway Studio—733 North Broadway

Broadway Studio is beauty salon and has been in operation since 1986, with three employees. Broadway Studio is located in the same building as PC Doctor. The business owner leases and/or rents the building from the property owner. The approximate tax-assessed value of the building is $267,400.

In the city of Minot, there are approximately 17 other beauty shops, excluding Broadway Studio. Of these 17 stores, 6 other shops have the same employment-class size (1–4). In addition, 2 others are in the (10–19) employment-size class; 8 in the (5–9) employment-size class; and 1 in the (20–49) employment-size class.

The potential impacts of relocating Broadway Studio: potential loss of employment for ten employees; and loss of income (rent) for the property owner.

Residence—208 5th Avenue NW

The residence, 208 5th Avenue NW, has three residents. The tax-assessed value for the house is within the $40,000–$49,999 value range.

In the city of Minot, there are 166 vacant housing units for sale, 383 for rent, and 166 for rent or sale. The median value of houses in Minot is $80,400. There are 508 houses in the city of Minot in the $40,000–$49,999 value range.

3.4.1 Relocation Impacts/Mitigation

Alternative C (Segment 1) – Alternative C would require between 6 to 9 building relocations (including 1 apartment building) and 10 to13 business relocations, dependent on which sidewalk width is chosen.

For 4-foot sidewalks, 6 buildings, 1 apartment building (Mackley Apartments), and 10 businesses (*Barley Pop, Stevick Business Forms, Hair It Is, Financial Care, Northwest Music Inc., Studio One Hairstylists & Tanning Salon, Jacobsen Piano & Organ, Office Systems Inc., PC Doctor,* and *Broadway Studio*) would require relocations. ***Please refer to Figure 3-6, Alternative C—4-foot Sidewalk Relocation Impacts.***

For 6-foot sidewalks, 7 buildings, 1 apartment building (*Mackley Apartments*), and 12 (*Broadway Exchange and Pawn, Barley Pop, Stevick Business Forms, Hair It Is, Financial Care, Northwest Music Inc., Studio One Hairstylists & Tanning Salon, Jacobsen Piano & Organ, Office Systems Inc., AIG American General, Subway, PC Doctor,* and *Broadway Studio*) businesses would require relocations. ***Please refer to Figure 3-7, Alternative C—6-foot Sidewalk Relocation Impacts.***

Eight-foot sidewalks would require relocating 8 buildings, 1 apartment building (*Mackley Apartments*), and 13 businesses (*Barley Pop, Stevick Business Forms, Hair It Is, Financial Care, Northwest Music Inc., Studio One Hairstylists & Tanning Salon, Jacobsen Piano & Organ, Office Systems Inc., AIG American General, Subway, PC Doctor,* and *Broadway Studio*). ***Please refer to Figure 3-8, Alternative C—8-foot Sidewalk Relocation Impacts.***

Alternative C would also require construction easements for the majority of the project length to accommodate matching roadway, driveway, and parking lot grades. A maximum of four feet would be acquired on the east side of the roadway from University Avenue NW to 11th Avenue NW, to accommodate eight-foot sidewalks. If four or five-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway.

Alternative D (Segment 1) – Alternative D would require between 5 to 8 building relocations (including 1 apartment building) and 9 to12 business relocations, dependent on which sidewalk width is chosen.

For 4-foot sidewalks, 5 buildings and 9 businesses (*Barely Pop, Stevick Business Forms, Hair It Is, Northwest Music Inc., Studio One Hairstylists & Tanning Salon, Jacobsen Piano & Organ, Office Systems Inc., PC Doctor, and Broadway Studio*) would require relocations. ***Please refer to Figure 3-9, Alternative D—4-foot Sidewalk Relocation Impacts.***

For 6-foot sidewalks, 6 buildings, 1 apartment building (Mackley Apartments), and 10 businesses (*Barely Pop, Stevick Business Forms, Hair It Is, Financial Care, Northwest Music Inc., Studio One Hairstylists & Tanning Salon, Jacobsen Piano & Organ, Office Systems Inc., PC Doctor, and Broadway Studio*) would require relocations. ***Please refer to Figure 3-10, Alternative D—6-foot Sidewalk Relocation Impacts.***

Eight-foot sidewalks would require 7 buildings, 1 apartment building (*Mackley Apartments*), and 12 businesses (*Barely Pop, Stevick Business Forms, Hair It Is, Financial Care, Northwest Music Inc., Studio One Hairstylists & Tanning Salon, Jacobsen Piano & Organ, Office Systems Inc., AIG American General, Subway, PC Doctor, and Broadway Studio*) relocations. ***Please refer to Figure 3-11, Alternative D—8-foot Sidewalk Relocation Impacts.***

Figure 3-6
Alternative C—4-foot Sidewalk Relocation Impacts

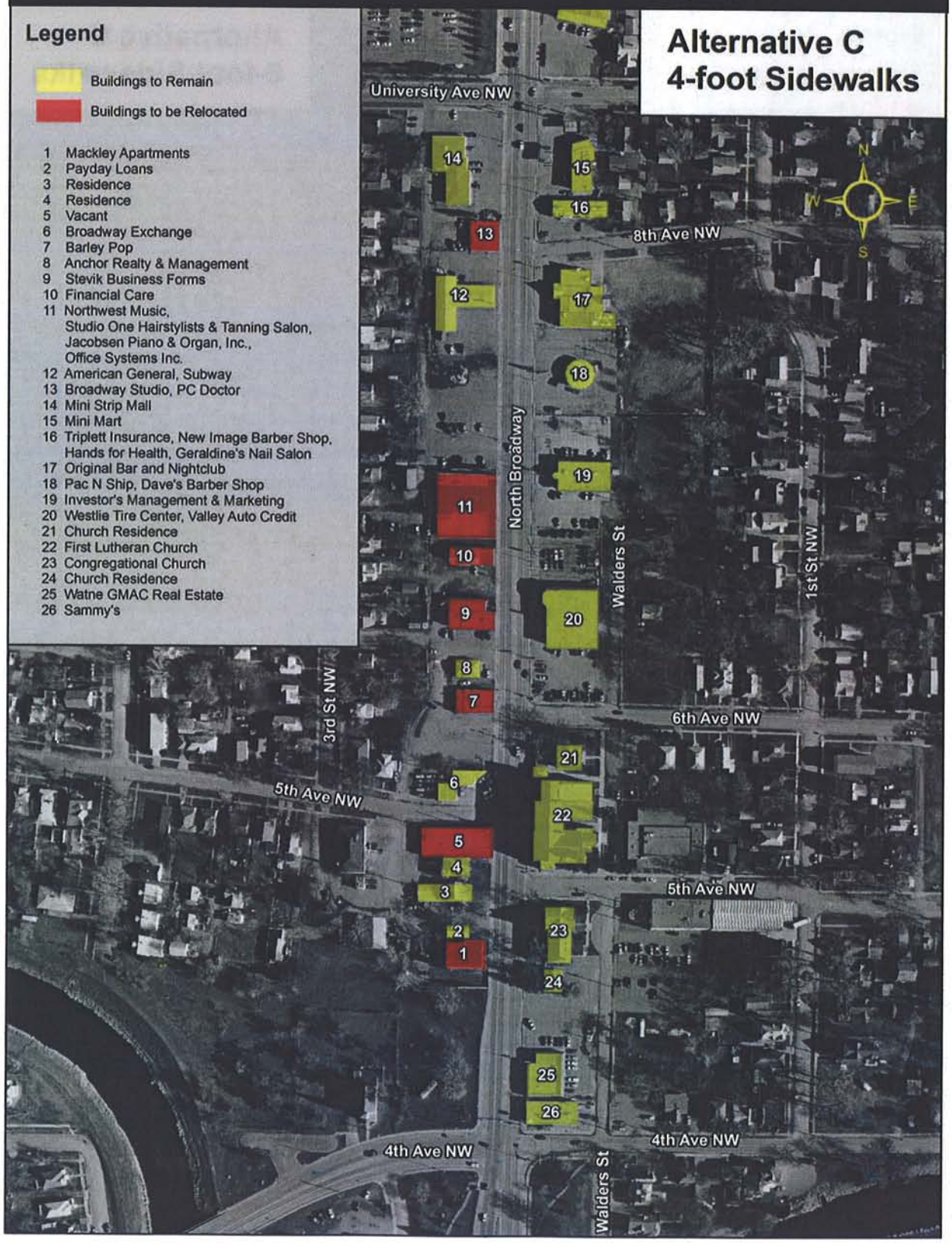


Figure 3-7
Alternative C—6-foot Sidewalk Relocation Impacts

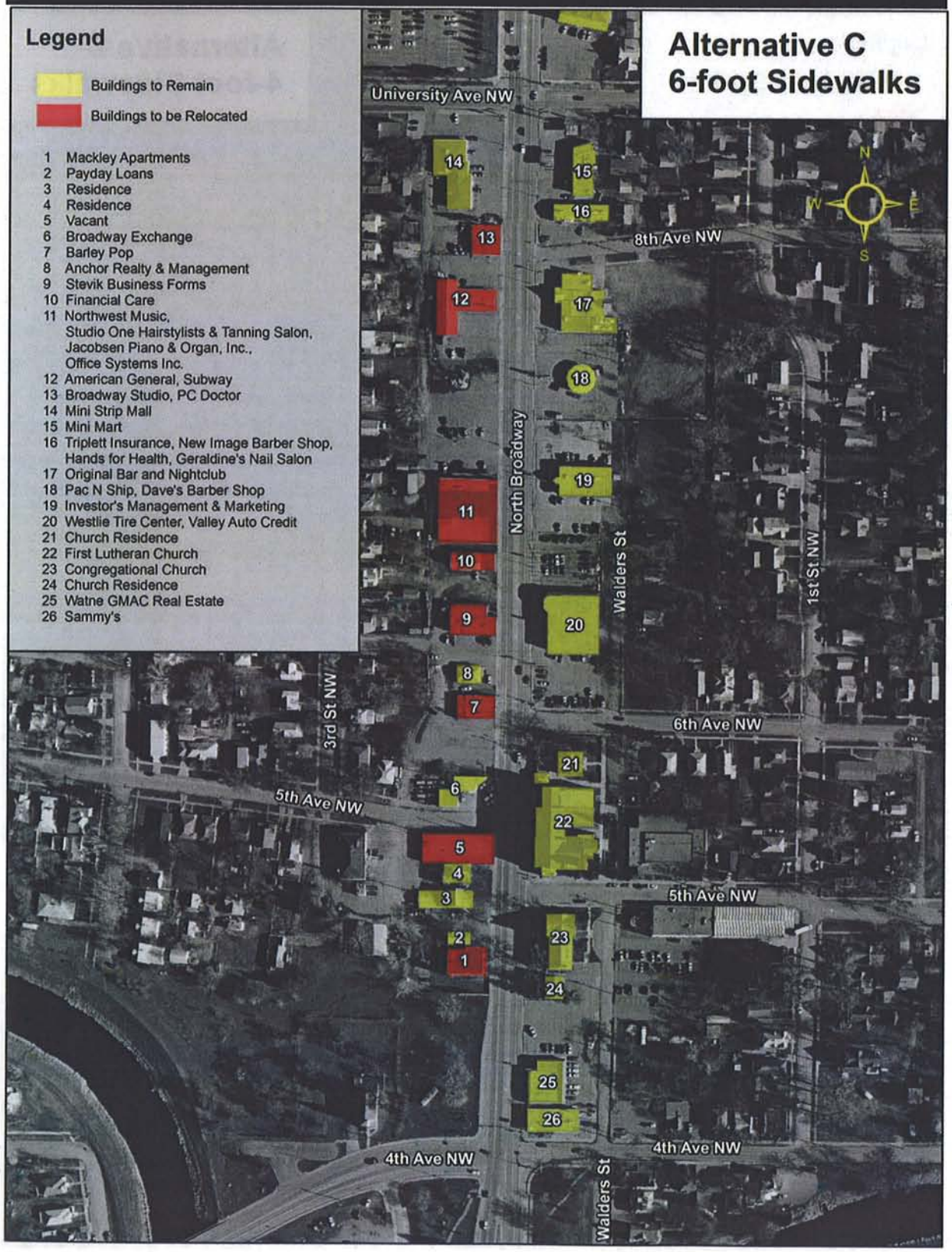


Figure 3-8
Alternative C—8-foot Sidewalk Relocation Impacts

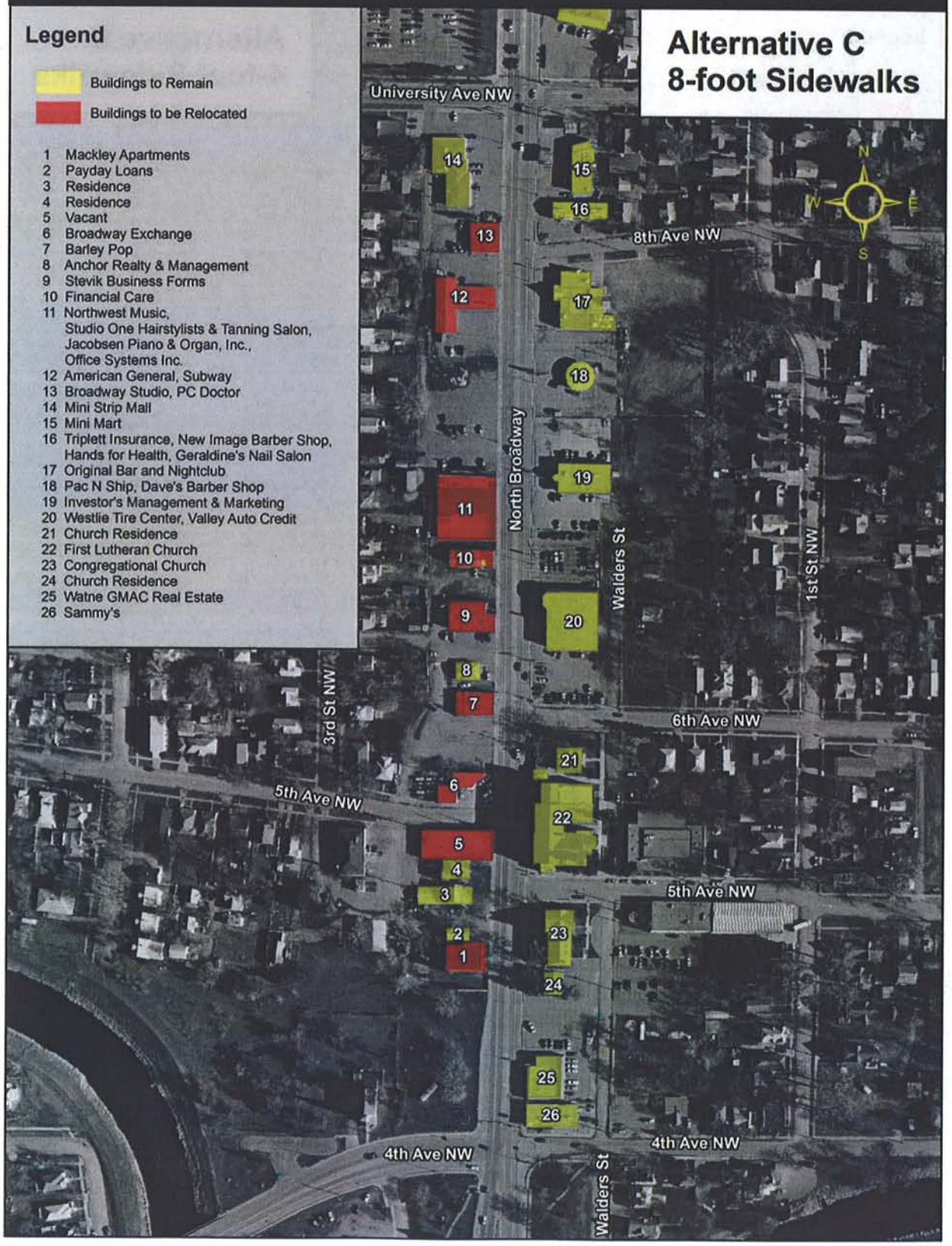


Figure 3-9
Alternative D—4-foot Sidewalk Relocation Impacts

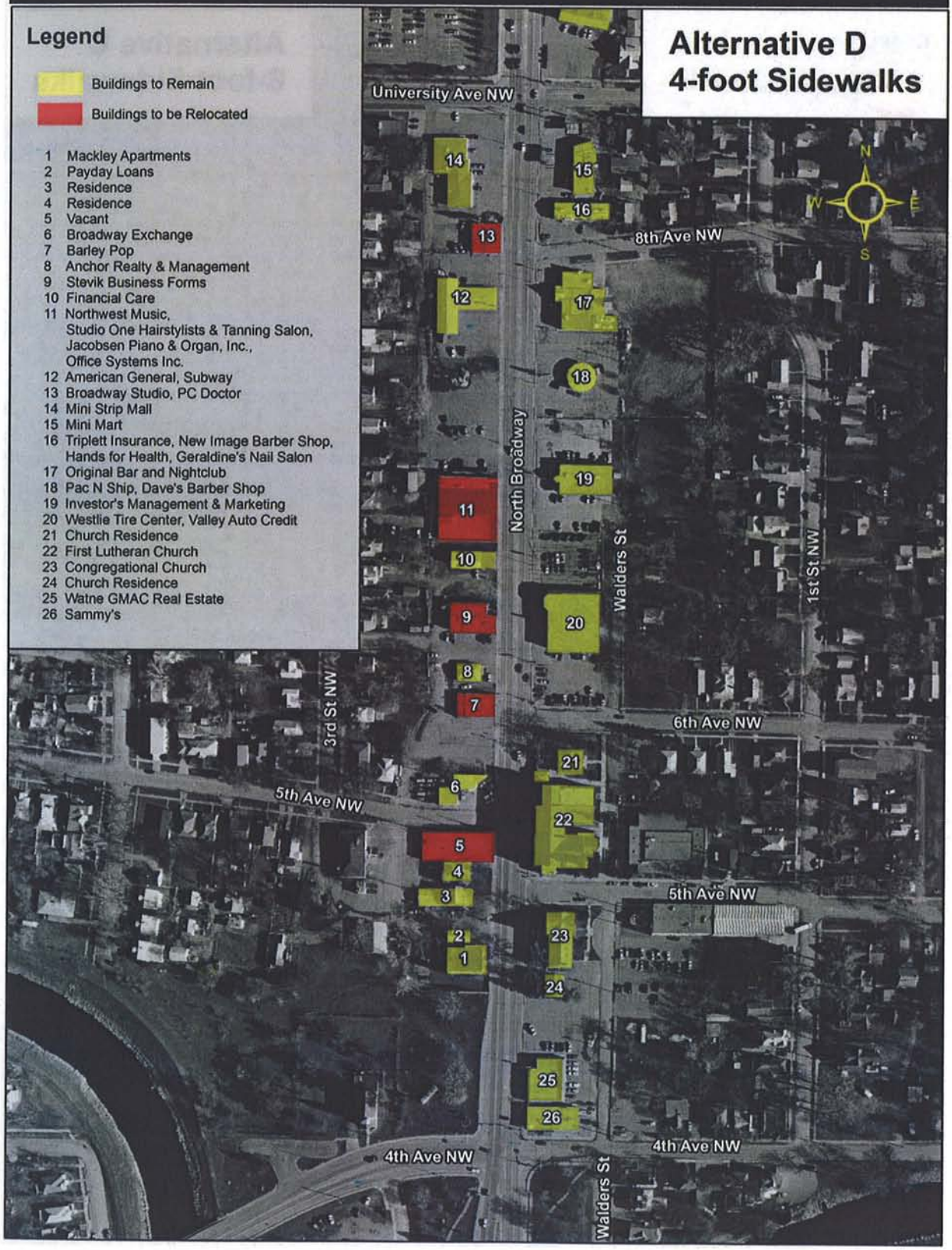


Figure 3-10
Alternative D—6-foot Sidewalk Relocation Impacts

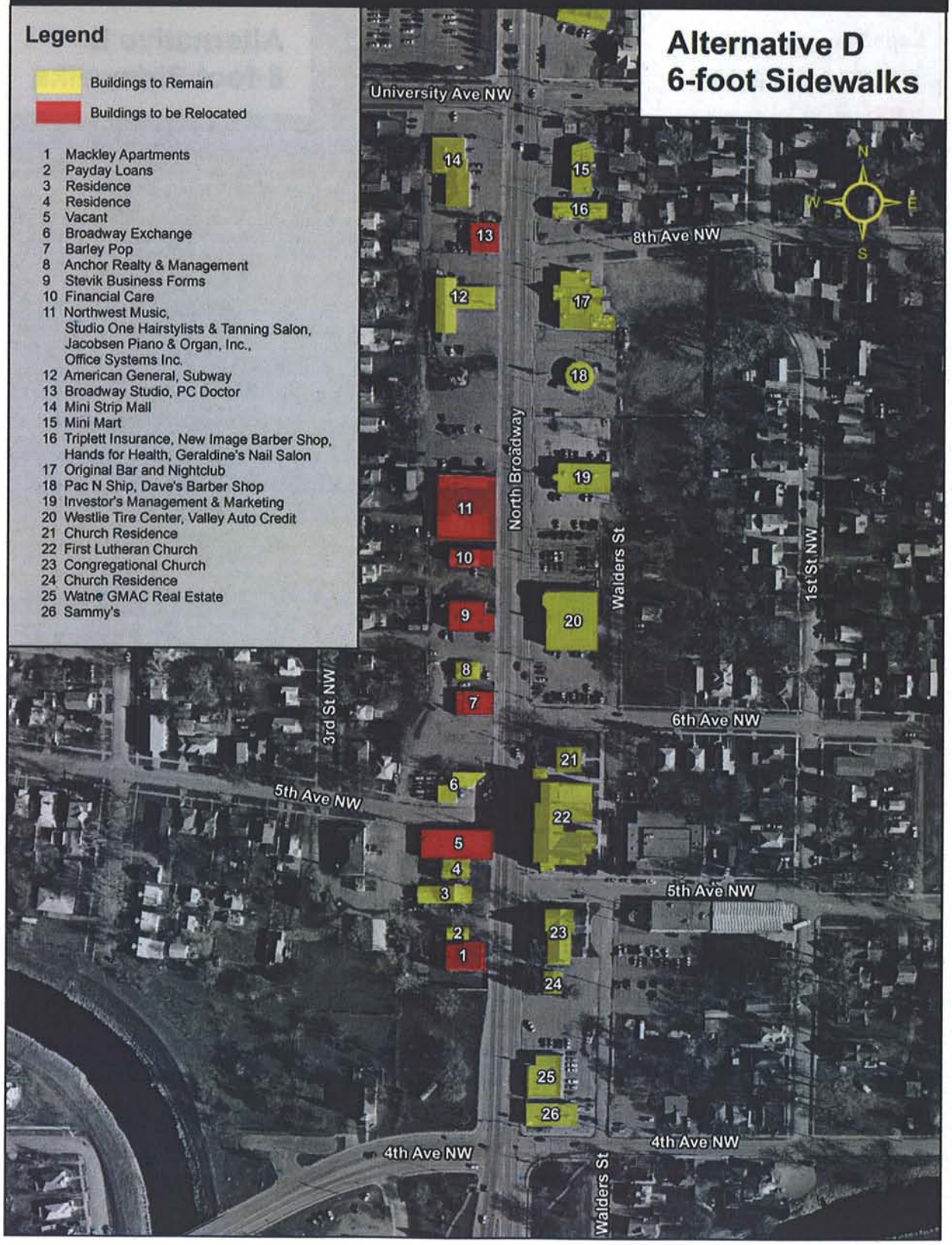
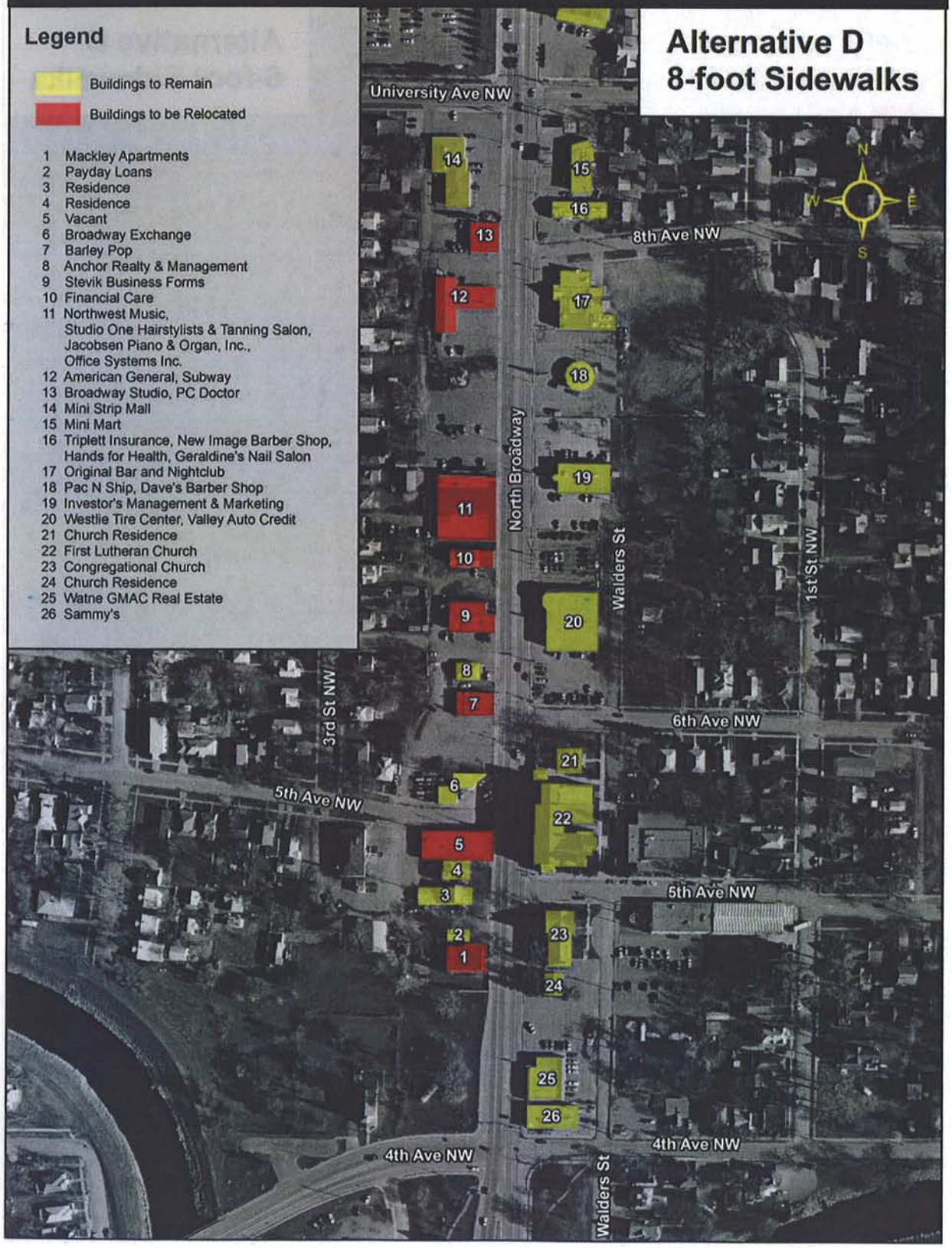


Figure 3-11
Alternative D—8-foot Sidewalk Relocation Impacts



Additional right-of-way required would vary from 3 to 11 feet dependent on which sidewalk width is chosen. If 4-foot or 5-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway.

Alternatives E (Segment 1) – Alternative E would require one apartment building (*Mackley Apartments*), and two buildings, which include the relocation of three businesses (*Barley Pop and PC Doctor and Broadway Studio*). Alternative E would not require any additional right-of-way from 4th Avenue NW to University Avenue NW, except at the location of the left turn lanes at 4th Avenue NW and University Avenue NW. ***Please refer to Figure 3-12, Alternative E—Relocation Impacts.***

Option 2 (Segment 1) – Including the impacts associated with Alternatives C and D, Option 2 would require the relocation of one residence (208 5th Avenue NW).

3.4.1.1 Parking

Parking is analyzed during proposed roadway reconstruction projects to determine if a loss of parking would lead to a loss of business to the business owner.

The analysis for North Broadway (Segment 1) off-street parking was conducted by:

1. Determining the current use of parking and then comparing this number to the different Alternatives (C, D, and E).
2. Determining the parking spaces required by the city of Minot Code of Ordinances, dated May 12, 2004, then comparing this number to the different Alternatives (C, D, and E). The "after" parking layout was optimized using typical parking stall geometry, which in some cases actually increased the number of spaces over the current parking layout.

Please refer to Table 3-2, North Broadway Off-Street Parking Summary from Proposed Alternatives.

3.4.1.1.1 Parking Impacts/Mitigation

Alternative C (Segment 1) – Alternative C would result in a loss of parking for Broadway Exchange, AIG American General and Subway, and the Strip Mall (includes Connecting Point Computer Center, Cell Solutions, Zimmerman Agency, Edward Jones, Paul's Model Trains, Bellissimo's, and Americash).

Broadway Exchange and Pawn's current parking layout includes 8 parking spaces. Per the city code they would need 7 parking spaces, and with Alternative C they would have 4. This is a net loss of 4 parking spaces, leaving the building out of conformance with city codes.

AIG American General and Subway's current parking layout includes 34 parking spaces. Per the city code they would need 44 parking spaces and with Alternative C they would have 31. This is a net loss of 3 parking spaces, leaving the building out of conformance with city codes.

Figure 3-12
Alternative E—Relocation Impacts

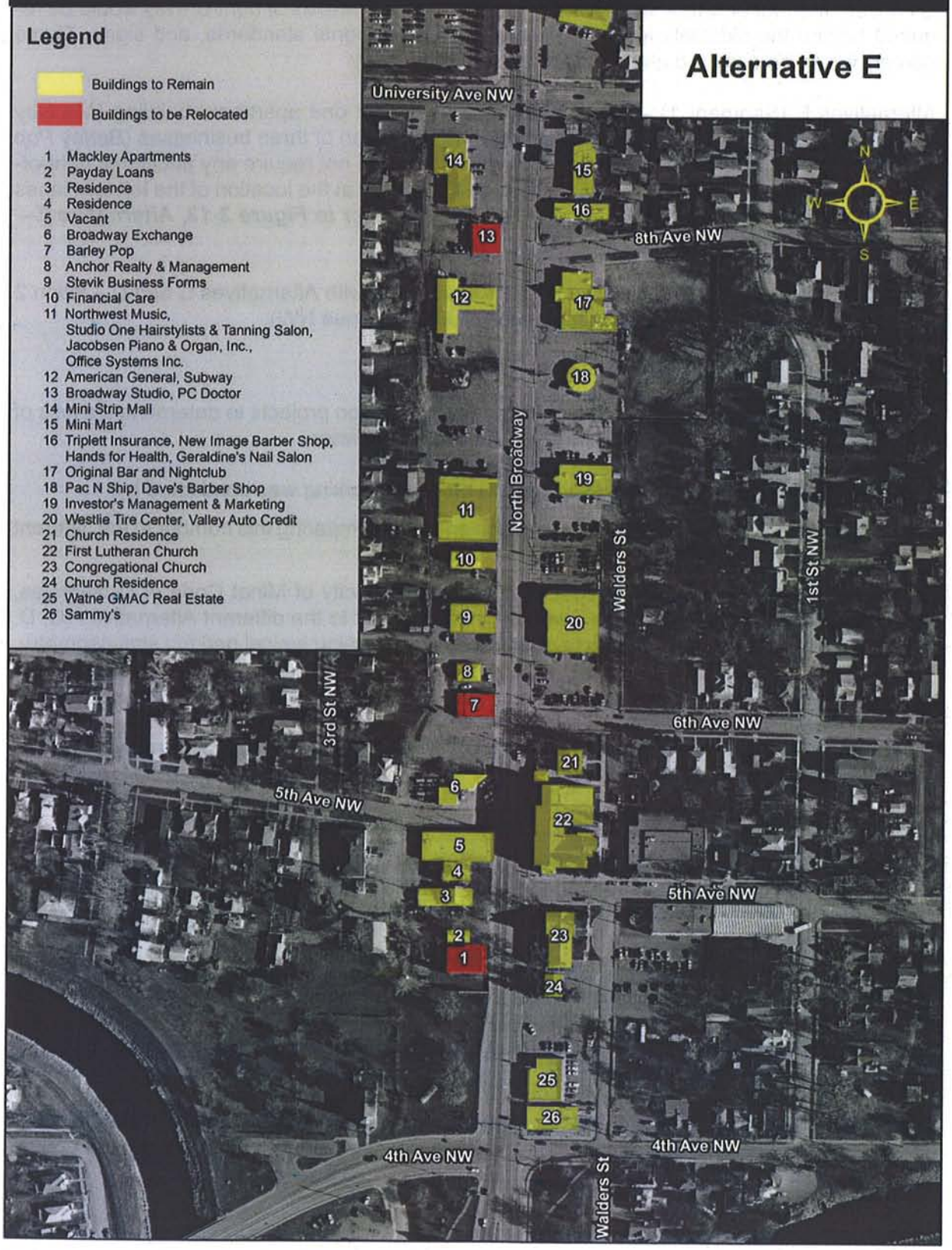


Table 3-2

North Broadway Off-Street Parking Summary from Proposed Alternatives

Reference: Zoning Supplement To The City Of Minot Code of Ordinances Dated May 12, 2004

	Current Parking Use as of October 2004				Parking Spaces Available Meeting Code Requirements						
		No changes made to existing parking use				Required Spaces Per Code					
Business Name	Current Use	After Improvements (Alternate C)	After Improvements (Alternate D)	After Improvements (Alternate E)	Required Per Code	After Improvements (Alternate C)	After Improvements (Alternate D)	After Improvements (Alternate E)	Approximate Building Area (sq. ft.)	Appl. Parking Code	Comment
Sammy's Pizza	NC	NC	NC	NC	NC	NC	NC	NC	3219	23-1w	Parking is off-Broadway.
Watne Realty	NC	NC	NC	NC	NC	NC	NC	NC	4666	23-1q	No ROW impacts anticipated. Shared access relocation may impact 1.
Congregational United Church	NC	NC	NC	NC	NC	NC	NC	NC	4157	23-1e	
First Lutheran Church	NC	NC	NC	NC	NC	NC	NC	NC	11824	23-1e	Parking is off-Broadway.
Westley Tire Center	NC	NC	NC	NC	NC	NC	NC	NC	8976	23-1y	No ROW impacts to parking .
IMM Property Management	NC	NC	NC	NC	NC	NC	NC	NC	4614	23-1q	Align access to parking - add spaces.
Dave's Barber Shop/Pac N Ship	NC	NC	NC	NC	NC	NC	NC	NC	1500	23-1y/bb	No ROW impacts to parking .
Originals Bar	NC	NC	NC	NC	NC	NC	NC	NC	5840	23-1v	No ROW impacts to parking .
Condo Assoc.	NC	NC	NC	NC	NC	NC	NC	NC	3224	23-1q	No ROW impacts to parking .
Mini Mart	NC	NC	NC	NC	NC	NC	NC	NC	2560	23-1aa	No ROW impacts to parking .
Mt. Vernon Building	58	56	58	58	25	56	58	58	8064	23-1q	Loss of two marginal spaces per existing parking. Remarking lot could provide additional spaces.
Taco John's	NC	NC	NC	NC	NC	NC	NC	NC	980	23-1x	No ROW impacts to parking .
Cenex	18	18	18	18	15	18	18	18	3764	23-1aa	No impacts to current parking.
YWCA	9	8	9	9	9	8	9	9	2812	23-1q	Existing room to add one space in rear.
Premier Video	21	21	21	21	18	21	21	21	6000	23-1q	Closing access on N Brdwy and remarking could get 23 spaces.
Mackley Apartments	NC	NC	NC	NC	NC	NC	NC	NC	5622	23-1a	Parking is off-Broadway.
Payday Loans	6	4	5	5	3	4	5	5	1080	23-1q	Parking at rear, access at 5th.
Residence @ 433 N. Broadway	NC	NC	NC	NC	NC	NC	NC	NC	2132	23-1a	Parking is off-Broadway.
Residence @ 435 N. Broadway	NC	NC	NC	NC	NC	NC	NC	NC	2114	23-1a	Parking is off-Broadway.
Vacant Building @ 437 N. Brdwy	NC	NC	NC	NC	NC	NC	NC	NC	5880	N.A.	Parking is off-Broadway.
Broadway Exchange	8	4	5	8	7	4	5	8	1475	23-1q	Display area.
Barley Pop	51	43	47	51	32	40	40	40	2000	23-1v	
Anchor Realty	9	8	8	9	4	8	9	9	1004	23-1q	
Stevick Business Forms	14	13	14	14	11	14	14	14	3456	23-1q	
Financial Care	11	10	11	11	4	12	12	12	3024	23-1a/q	
Northwest Music	36	36	36	36	30	41	46	50	10860	23-1q	
Subway/American General	34	30	30	30	44	31	36	36	4780	23-1x/q	
Broadway Studio	10	NA	NA	NA	12	NA	NA	NA	2160	23-1y	
Strip Mall	35	31	32	35	33	27	29	27	5654	23-1aa	

NC - No changes to existing parking use are anticipated

NA - Not Applicable

The Strip Mall's current parking layout includes 35 parking spaces (includes Connecting Point Computer Center, Cell Solutions, Zimmerman Agency, Edward Jones, Paul's Model Trains, Bellissimo's, and Americash). Per the city code they would need 33 parking spaces and with Alternative C they would have 27. This is a net loss of 8 parking spaces, leaving the building out of conformance with city codes.

Alternative D (Segment 1) – Alternative D would result in the loss of parking for Broadway Exchange, AIG American General and Subway, and the Strip Mall (includes Connecting Point Computer Center, Cell Solutions, Zimmerman Agency, Edward Jones, Paul's Model Trains, Bellissimo's, and Americash).

Broadway Exchange's current parking layout includes 8 parking spaces. Per the city code they would need 7 parking spaces and with Alternative D they would have 5. This is a net loss of 3 parking spaces, leaving the building out of conformance with city codes.

AIG American General and Subway's current parking layout includes 34 parking spaces. Per the city code they would need 44 parking spaces and with Alternative D they would have 36. This is a gain of 2 parking spaces.

The Strip Mall's current parking layout includes 35 parking spaces (includes Connecting Point Computer Center, Cell Solutions, Zimmerman Agency, Edward Jones, Paul's Model Trains, Bellissimo's, and Americash). Per the city code they would need 33 parking spaces and with Alternative D they would have 29. This is a net loss of 6 parking spaces, leaving the building out of conformance with city codes.

Alternative E (Segment 1) – Alternative E would result in the loss of parking for AIG American General and Subway, and the Strip Mall (includes Connecting Point Computer Center, Cell Solutions, Zimmerman Agency, Edward Jones, Paul's Model Trains, Bellissimo's, and Americash).

AIG American General and Subway's current parking layout includes 34 parking spaces. Per the city code they would need 44 parking spaces and with Alternative E they would have 36. This is a gain of 2 parking spaces.

The Strip Mall's current parking layout includes 35 parking spaces (includes Connecting Point Computer Center, Cell Solutions, Zimmerman Agency, Edward Jones, Paul's Model Trains, Bellissimo's, and Americash). Per the city code they would need 33 parking spaces and with Alternative E they would have 27. This is a net loss of 8 parking spaces.

3.5 Economic Impacts

North Broadway is an established business district. North Broadway is classified as a prinicipal arterial and is one the city of Minot's main north-south routes and major route to the Minot Air Force Base. Principal and minor arterials carry much of the traveling public, thus spurring commercial growth. In this particular case, most of North Broadway has been fully developed with major economy drivers to the city of Minot adjacent to the roadway, Minot State University and Minot International Airport. The northern portions of North Broadway (21st Avenue NW) have not been fully developed and are growing with both commercial and residential development. An upgraded roadway may increase development and economic growth. In addition, South Broadway has recently been updated with five 12-foot lanes and 8-foot sidewalks. The South Broadway area is also an established business district.

The 2000 census reveals that the population has grown to 35,567[5]. Traffic volumes have increased dramatically in recent years on North Broadway in the study area. AADT (Average Annual Daily Traffic) north of the Souris River has increased from 10,000 in 1960 when the original roadway was designed, to 25,950 in 2002. Traffic volumes are expected to be nearly 31,660 AADT by 2022. Commercial and residential growth north and west of the study area also contributes to the increased traffic, with high potential for considerable industrial/commercial development north of the study area.

3.5.1 Economic Impacts/Mitigation

Alternatives C and D (Segment 1) – Alternatives C and D would provide an adequate roadway for the projected increase of future traffic and would accommodate pedestrians/bicyclists. In this aspect, this would provide a positive impact for the economic vitality of the City by connecting people to places. However, these two Alternatives would also impact the most buildings and businesses. The impact to the business district and more importantly to the local economy could potentially see a negative impact from the relocation of businesses. Relocation assistance of impacted businesses would mitigate the economic impacts of right-of-way acquisition. The location of North Broadway, being a major north-south route and a US Highway suggests that it would stay a business district either by new businesses moving in or the existing businesses reopening in their lots after the reconstruction.

Alternative E (Segment 1) – Alternative E would change the existing roadway to four-lanes with a continuous raised median, with no left-hand turns. By not having easy access to businesses, the median may lead to drivers becoming discouraged and driving to a more accessible business. This Alternative potentially may impact the economic vitality of the business district.

3.6 Impacts to Pedestrians and Bicyclists

The Bicycle Transportation and Pedestrian Walkways Provisions of Section 217 of Title 23 U.S.C., was amended by the 1998 TEA-21.[6] Section 1202(a), states that bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted; and that transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians.

The city of Minot has identified their trail systems in the *Minot Trail System*. The *Minot Trail System*

[5] US Census Bureau 2000, Demographic Profiles

[6] TEA-21 expired on September 30, 2003. After 12 extensions were signed into law, on August 10, 2005, President Bush signed SAFETEA-LU.

shows approximately seven trail systems in the city. The *Minot Trail System* recommends a multi-use trail be constructed on the west side of Segment 2 from 11th Avenue NW to 21st Avenue NW. A six-foot sidewalk would also be constructed on the east side of Segment 2 with a connection to the multi-use trail on the west side.

The *2003–2008 State Comprehensive Outdoor Recreation Plan* identified in Region 2, which includes Ward County, that the second recreational priority is trails; the first being pools and beaches.

There are sidewalks located on both sides of North Broadway in Segment 1. The widths of the sidewalks range from 3.5 to 5 feet. In various locations the sidewalk width is only a couple feet due to signs, lights, or signal standards located within the sidewalks.

There are no sidewalks or multi-use trails located in Segment 2[7]. This corridor has many points of community interest that tend to be pedestrian generators. These facilities include churches, schools, a cemetery, Minot State University, Minot International Airport, and the north hill recreation/softball complex. According to the city of Minot, 1700 adults use the North Hill Complex, and 1500 youth use the Complex during the summer months.

A letter was sent to the schools along the corridor to get information on the location and number of pedestrians using sidewalks along North Broadway since there are so many pedestrian generators in the area. Erik Ramstad Middle School has approximately 95 students who live east of North Broadway. The school surveyed their students and approximately 80–90 students ride their bike or walk to school at least a few times a week, weather permitting. McKinley Elementary School reported that they have about 50 students crossing North Broadway, with the majority of the elementary students crossing at the signal at 6th Avenue NW.

3.6.1 Pedestrian/Bicyclists Impacts/Mitigation

Alternative A (No-Build) – If no action is taken, there would be no improvement or addition of pedestrian/bicycle facilities in the project area.

Alternatives C (Segment 1) – Alternatives C would construct 4-8-foot sidewalk along the east and west side of the roadway from 4th Avenue NW to 11th Avenue NW. A maximum of four feet would be acquired on the east side of North Broadway to accommodate eight-foot sidewalks. If four or five-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway. Driveways are also impacted when the sidewalk widths are narrow. It becomes more difficult to meet the minimum driveway and ADA cross-slopes requirements. Additional right-of-way would be required at each driveway location if narrow sidewalks are incorporated into the design.

Alternative D (Segment 1) – Alternative D would construct 4-8-foot sidewalk along the east and west side of the roadway from 4th Avenue NW to 11th Avenue NW. If four or five-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both

[7] Minot Fitness Trail Committee received a grant for a trail from 11th Street NW to North Broadway on 21st Avenue, which will be completed in 2006 because of the North Broadway project. Finally, the North Hill area will be joined with the northwest section of Minot. With this new trail the Soccer Complex and the Softball Complex will be connected on North Hill.

sides of the roadway. Driveways are also impacted when the sidewalk widths are narrow. It becomes more difficult to meet the minimum driveway and ADA cross-slopes requirements. Additional right-of-way would be required at each driveway location if narrow sidewalks are incorporated into the design.

Alternative E (Segment 1) – Alternative E would construct 4-8-foot sidewalk along the east and west side of the roadway from 4th Avenue NW to 11th Avenue NW. However, there is a need to provide a pedestrian actuated mid block traffic signal system installed between 5th Avenue NW and 6th Avenue NW. If this recommendation is not carried forth, then pedestrians/bicyclists would have to walk/ride to University Avenue NW in order to cross the street to the east side of North Broadway. This would add time and length to get to school, church, home or any other location on North Broadway. Also, pedestrians/bicyclists would be crossing at University Avenue NW at the same place vehicles would be completing U-turns. It is anticipated that this Alternative would increase turning movements in this intersection, leading to a potential increase of vehicular/pedestrian/bicyclist conflicts.

Alternatives F and G (Segment 2) – Alternatives F and G would construct a 6-foot sidewalk along the east side and a 10-foot multi-use trail along the west side of the roadway.

Options 3.1, 3.2, and 3.3 (Segment 2) – Options 3.1, 3.2, and 3.3 provide a pedestrian/bicyclist crossing to accommodate these users.

3.7 Noise Impacts

In response to problems associated with traffic noise, the United States Code of Federal Regulations Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise, establishes standards for mitigating highway traffic noise. The NDDOT has issued the *Traffic Noise Analysis and Abatement Guidelines* as a supplement to 23 CFR 772. FHWA provides policies and guidance for analysis and abatement of traffic noise in the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*.

Table 5 of the FHWA *Highway Traffic Noise Analysis and Abatement Policy and Guidance* lists the NAC (Noise Abatement Criteria) thresholds in dB (decibels). These sound levels provide the absolute levels where abatement must be considered. A traffic noise impact occurs when the predicted levels approach or exceed the NAC, or when predicted traffic noise levels substantially exceed the existing noise levels, even when the predicted levels may not exceed the NAC. In other words, traffic noise impacts can occur under either of two separate conditions: (1) when noise levels are unacceptably high (absolute level); or (2) when a proposed project would substantially increase the existing noise environment. For this project, a traffic noise impact would occur if traffic generated noise levels were within 2 dB of the NAC or would increase more than 10 dB as a result of the proposed project. NAC levels vary with land use. In the project area the Cemetery falls into Category B (NAC 67dB); residential and schools fall into Category B (NAC is 67 dB); and commercial falls into Category C (NAC is 72 dB).

Sound levels were calculated for the project area using the following criteria: both current (year) and projected (year) traffic volume for automobiles and trucks, average automobile speed, terrain surface, and distance from the roadway centerline to the right-of-way line. ***Please refer to Table 3-3, Existing and Projected Noise Decibel Use.***

Table 3-3 Existing and Projected Noise Decibel Use			
Station and Land Use	**Criterion (dB)**	**Existing (dB)**	**Projected (dB)**
Congregational Church	67	65	65
First Lutheran Church	67	67	67
IMM Building, 700 North Broadway	72	64	65
First Lutheran Cemetery	67	67	69
Minot State University	67	58	60

3.7.1 Noise Impacts/Mitigation

Alternatives C, D, and E (Segment 1)—Alternatives C, D, and E would not have an increase or decrease for the Congregational Church and First Lutheran Church. The alternatives would have a noise increase of 1 dB for the IMM Building (Commercial), but still be 7dB under the Criterion; and have a noise increase of 2 dB for Minot State University, but still be 7 dB under the Criterion. The First Lutheran Cemetery would have an increase of 2dB, which is 2 dB over the Criterion.

The First Lutheran Cemetery has an existing level of 67 dB and with the proposed project an increase to 69 dB. As a result, the Cemetery would only have a small increase in noise, increasing two decibels past the Criterion. In regards to the *FHWA Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a 10 dB increase is considered a minor to moderate increase.

3.8 Impacts to Cultural Resources

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that federally funded projects be evaluated for the effects on historic and cultural properties included in, or eligible for listing on, the National Register of Historic Places. The Archaeological and Historic Preservation Act of 1974 provides for the survey, recovery, and preservation of significant scientific, prehistoric, archaeological, or paleontological data when such data may be destroyed or irreparably lost due to a federal, federally licensed, or federally funded project.

Metcalf Archaeological Consultants, Inc. (MAC) completed a Class III Cultural Resource Inventory within the area of potential effect, as defined through consultation with the NDDOT (North Dakota Department of Transportation) and the SHPO (State Historic Preservation Officer). Louis N. Hafermehl, architectural historian, surveyed buildings located wholly within the area of potential effect. Sites inventoried include the Mackley Apartments, Young America Building, Barley Pop, Stevick Business Forms, 617 North Broadway, Northwest Music, Subway, Goldilocks, and First Lutheran Church Complex. The Mackley Apartments and the First Lutheran Church Complex (Church) were recommended as *eligible* for listing on the National Register of Historic Places. The Church is the main resource nominated and the remaining elements—parsonage, garage, and cemetery are contributing elements to the site's significance. This is described further in the Draft Section 4(f) Evaluation document.

3.8.1 Residential Historic District

The following information is summarized from the report entitled, *North Broadway: An Archaeological and Architectural Inventory in Minot, Ward County, North Dakota, March 2004.*

In this report, architectural historian, Lou Hafermahl reassessed the eligible historic district east of North Broadway in regards to the buildings fronting the east side of North Broadway. The eligible Historic District is bounded by North Broadway on the west, the Mouse River on the south, 11th Street NE on the east, and 11th Avenue NE on the north.

In late 1985, RTI (Renewable Technologies, Inc.) conducted a reconnaissance survey under contract with State Historical Society of North Dakota. RTI opined that a sizeable area north of the Mouse River and east of North Broadway was worthy of intensive survey to determine its National Register eligibility as an historical district. RTI characterized the area as a "mixed district" that "contains a small commercial zone, a few industrial sites and numerous residences dating from the turn of the century to the mid-1930s" and that the vast majority of residences within the area "reflect the working class nature of this neighborhood... [which is] an important and characteristic element in the built environment of early 20th century Minot..."

The reevaluation of this district in March 2004 by Lou Hafermehl, architectural historian, concluded that part or all of the area identified by RTI constitutes an eligible National Register Historic District. However, it is suspected that the buildings in the area retain less integrity today than they did at the time of the 1985 survey. Integrity loss appears fairly substantial based on the extent to which houses in the area have been resided with modern vinyl and metal siding products. The integrity loss may diminish the area's eligibility as a National Register Historic District. However, as of this time it is unknown if the integrity has suffered enough loss to exclude it from eligibility.

The Class III Inventory report, *North Broadway: An Archaeological and Architectural Inventory in Minot, Ward County, North Dakota*, recommended that most of the buildings fronting North Broadway be excluded from any predominantly residential district to its east that might be considered for National Register of Historic Places designation. On February 5, 2005, NDDOT and ND SHPO conducted an on-site review and determined that the eligible residential historic district does not extend to the buildings facing North Broadway. The buildings facing North Broadway are mainly commercial in nature, and are not eligible as components of the residential district.

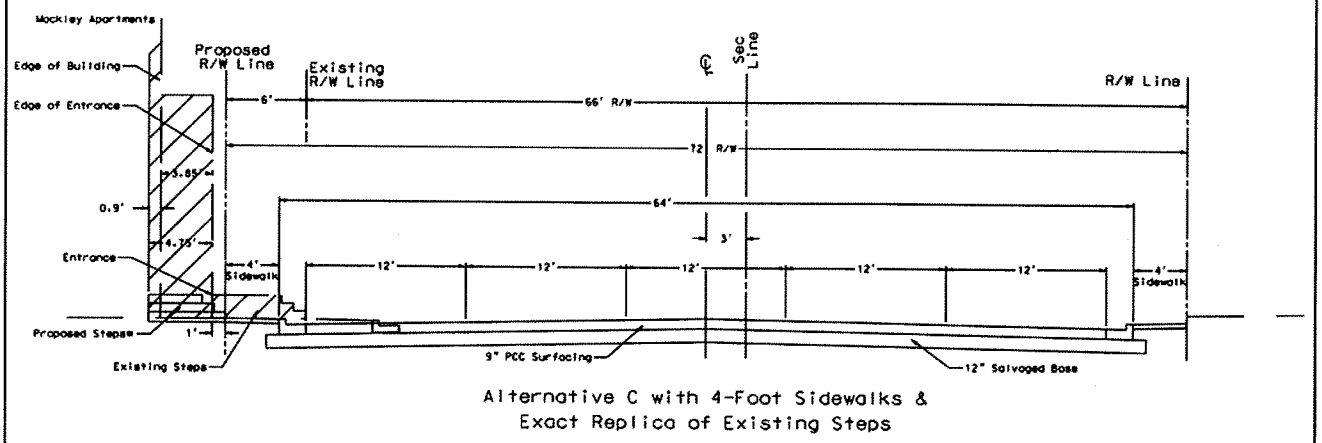
3.8.2 Cultural Resources Impacts/Mitigation

Alternative C (Segment 1) – Alternative C, 4-foot, 6-foot, and 8-foot sidewalks would impact the Mackley Apartments and the First Lutheran Church Complex (Cemetery).

Alternative C, 4-foot sidewalks would result in impacts to the front entrance of the Mackley Apartments. The impact would be the removal of the front entrance caused by relocating the front steps (exact replica) closer to the building. The ND SHPO has determined that this would have an *Adverse Effect*.

The impact of Alternative C, 6-foot and 8-foot sidewalks to the Mackley Apartments would be the removal of the building. The ND SHPO has determined that would have an *Adverse Effect* to the Mackley Apartments. ***Please refer to Figure 3-13.***

Figure 3-13
Mackley Apartments Cross Sections—Alternative C



Alternatives C, D, and E (Segment 1)—Alternatives C, D, and E impact the First Lutheran Church Complex (Cemetery). The impact to the First Lutheran Cemetery would be the acquisition of ten feet of right-of-way and the relocation of gate posts located at the center of the east boundary line and the corner post located at the Cemetery's southeast corner. However, the ND SHPO has determined that Alternatives C, D, and E would have *No Adverse Effect* to the First Lutheran Cemetery.

The recommendation to mitigate the *No Adverse Effect* to the First Lutheran Cemetery is move the gate posts and corner posts to the west, or if they cannot be saved, then new gate posts would be constructed that exactly replicate the existing gate posts in dimension, design, and materials.

Because of the sensitive nature of the proposed construction in the First Lutheran Cemetery, the following would also be added and discussed in the construction plans:

- No underground utilities are to be proposed within the aisle.
- Excavation of topsoil and unclassified excavation are to be limited to that needed to allow placement of minimum thickness of base material underneath the sidewalk and curb and gutter.
- No sub-grade preparation is to be performed in this area.
- Construction operations done in this area should be under constant observation by the contractor's supervisory personnel and construction engineering personnel.
- All work should be completed during daylight hours to minimize the potential for damage outside the right-of-way and to unknown graves, if exposed within the project limits.
- When the contractor is operating, they would be operating under the Standards Specifications For Road And Bridge Construction of the NDDOT, Section 107.04 Historic Preservation Responsibilities.

- The contractor shall also follow a plan for contacting local authorities should an existing grave site be disturbed or exposed. The cemetery representative of First Lutheran Church and local health officials are to be identified and listed as contacts on the plans and specifications.

Another addition to the construction plan notes is that a structural engineer would inspect the First Lutheran Church Complex inside and out and photograph the Church and any other Church buildings near North Broadway, before construction and after construction in order to document any impacts made.

Alternative D (Segment 1) – Alternative D, 4-foot, 6-foot, and 8-foot sidewalks would impact the Mackley Apartments and the First Lutheran Church Complex (Cemetery).

Alternative D (Segment 1) – Alternative D, 4-foot sidewalks would result in impacts to the Mackley Apartments. The impact would be the modification of the front steps. Currently, the existing steps are half-moon shaped. Modification to the proposed steps would meet minimum step requirements per city of Minot Building Code. The ND SHPO has determined that this would have *No Adverse Effect* to the Mackley Apartments. ***Please refer to Figure 3-14 and 3-15.***

Alternative D, 6-foot sidewalks would result in impacting the front entrance of the Mackley Apartments, which the ND SHPO has determined is an *Adverse Effect.*

The impact of Alternative D, 8-foot sidewalks, to the Mackley Apartments would be the removal of the building. The ND SHPO has determined that this would have an *Adverse Effect* to the Mackley Apartments.

Alternative E (Segment 1) – Alternative E would impact the Mackley Apartments. This would require the removal of the Mackley Apartments. ND SHPO has determined that this would result in an *Adverse Effect* on the Mackley Apartments.

Figure 3-14
Mackley Apartments Cross Sections—Alternative D

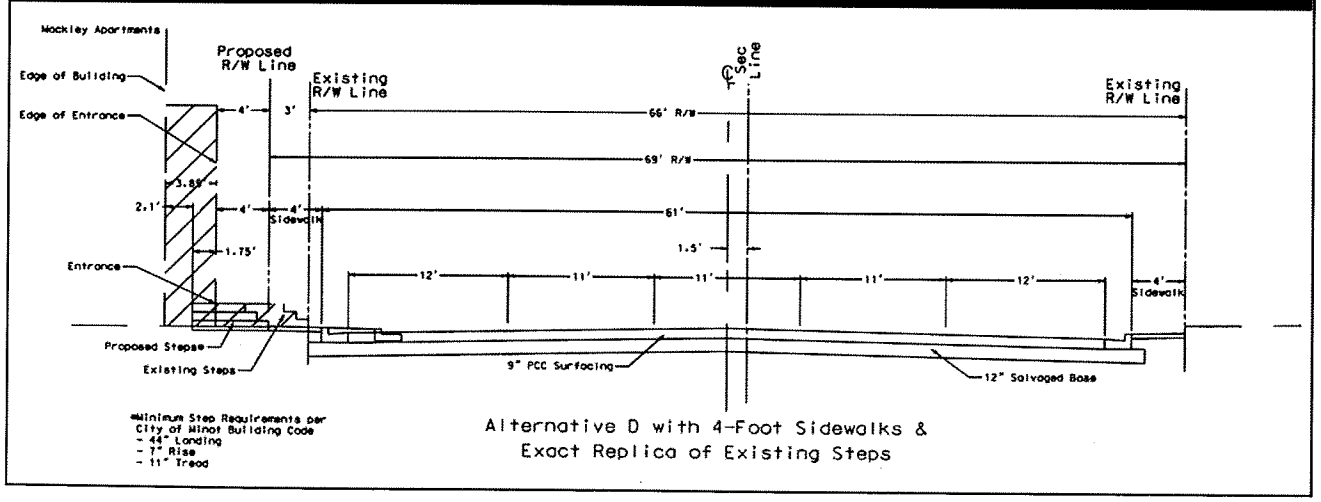
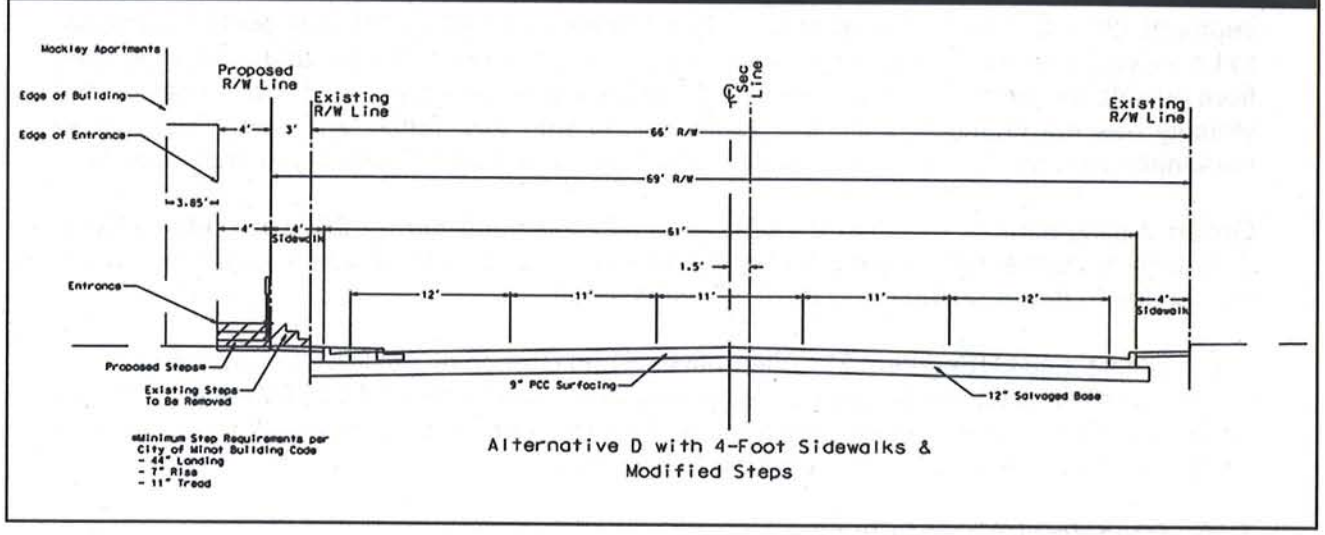


Figure 3-15
Mackley Apartments Cross Sections—Alternative D



Alternative E may increase the amount of traffic in the eligible historic district on north-south city streets east of North Broadway and within the eligible residential historic district. ND SHPO has determined that Alternative E would have *No Adverse Effect* to the eligible residential historic district. However, it is important to note that this determination was made because it is predicted that traffic would find an alternative route other than the residential side streets.

3.9 Aesthetic/Visual Impacts

The local landscape in and around the study area is mainly commercial, with outlaying residential, and two churches, the First Lutheran Cemetery, and Minot State University within the commercial district.

Visual impacts involve the viewer's response to a resource change and the degree of change or influence an action or modification has on a view, scenic resource, or man-made feature. The extent of potential visual contrast/compatibility effects with adjacent landforms and land uses are addressed from two vantage points; the roadway user traversing the system and those looking to the roadway from outside the system.

3.9.1 Aesthetic/Visual Impacts/Mitigation

Alternatives C and D (Segment 1) – Alternatives C and D would involve minor aesthetic impacts, due to roadway widening. Both of these alternatives would address the concerns of the public, by providing drivers with a wider roadway; wider sidewalks; and improved access to businesses. A minor temporary visual impact would occur if the majority of business and buildings were relocated before construction of new buildings would occur on the west side of the roadway.

One other visual impact is to the First Lutheran Cemetery, the gate posts would have to be moved and the Cemetery would be closer to the roadway. Drivers and viewers looking from outside the system may be concerned with changing the appearance of a Cemetery that virtually has not changed since the 1900s. Along with this, family and descendents may personally view the Cemetery as reverent and may not want the Cemetery altered visually.

Alternative E (Segment 1) – Alternative E would construct a median in the roadway. This would result in a very minor visual impact due to the different roadway segment from the current segment. One other visual impact is to the First Lutheran Cemetery, the gate posts would have to be moved and the Cemetery would be closer to the roadway. Drivers and viewers looking from outside the system may be concerned with changing the appearance of a Cemetery that virtually has not changed since the 1900s. Along with this, family and descendents may personally view the Cemetery as reverent and may not want the Cemetery altered visually.

Option 2 (Segment 1) – Option 2 would construct the transition on the west side of North Broadway to connect 5th Avenue NW to 6th Avenue. This would result in a very minor visual impact due to the rerouting the current "T" intersection.

Alternatives F and G (Segment 2) – Alternatives F and G when reconstructed would replace the depressed median ditch with either a center lane functioning as a TWLTL (Two-Way Left Turn Lane) or a TWLTL transitioning into a curb/raised median. This would result in minor visual impacts due to adding a TWLTL or curb/raised median.

3.10 Hazardous Waste Impacts

The RCRA (*Resource Conservation and Recovery Act*) and CERCLA (*Comprehensive Environmental Response, Compensation, and Liability Act*) regulate hazardous materials, hazardous wastes or environmentally contaminated sites.

There are approximately 11 potentially contaminated sites along this corridor:

- Broadway Exchange and Pawn, 501 North Broadway
- Westlie Tire, 600 North Broadway
- Holiday Station Store, 700 North Broadway
- Mini Mart No. 673, 810 North Broadway
- Campus Texaco, 815 North Broadway
- Cenex C-Store, 1000 North Broadway
- AJ Automotive, 1100 North Broadway
- KWIK Stop North, 1205 North Broadway
- Superpumper No. 21, 2005 North Broadway
- Amoco SS 2055, 2325 North Broadway
- Minot International Airport, 2400 North Broadway

These sites all have a history of underground petroleum storage tanks. In some of these sites, tanks have been removed and soil contamination has been removed. Contaminated soils would need to be mitigated if encountered during construction. If the soil has a hydrocarbon level of 100 ppm and over, the soil has to be removed and sent to an approved landfill for land farming. If the level falls under 100 ppm, then the soil is removed and sent to a landfill for daily cover. If any free-phase petroleum is encountered during construction, then the NDDH (North Dakota Department of Health) would be contacted immediately.

3.10.1 Hazardous Waste Impacts/Mitigation

Alternatives C, D, and E (Segment 1) – Alternatives C, D, and E may involve the use of potentially contaminated soils.

Alternatives F and G (Segment 2) – Alternatives F and G may involve the use of potentially contaminated soils.

3.11 Impacts to Utilities

Numerous utilities have been identified within the project area. Minot Public Works has underground facilities (water, sanitary, and storm sewer) running north-south along the project, in the area from 4th Avenue NW to 11th Avenue NW (Segment 1). In addition, some City utilities are located north of 11th Avenue NW, for a distance of approximately 600 feet, to serve commercial properties in that area.

At several locations along the project, utility companies have facilities that may be affected by construction. Consultation with utilities would be coordinated during the design phase. The companies and facilities are identified as:

Utility Company	Facility
Midcontinent Cable	Buried communications cable
Souris River Telephone	Buried telephone cable
Montana-Dakota Utilities Co.	Natural gas distribution
Excel Energy	Electrical
City of Minot	Lighting

3.12 Temporary Construction Impacts

3.12.1 Fire, Police, and Emergency Protection

Alternatives C, D, and E (Segment 1) – Alternatives C, D, and E would not detour traffic. The construction could take place on half the road while the other half continues to allow two-way traffic. For most of the length of the project the new roadway centerline would be shifted somewhat from the existing centerline. This would lend itself to a two-phase construction sequence as follows: Phase 1—The west half of the roadway would contain the new underground sewer/water mains and be graded and paved while two-way traffic is maintained on the existing roadway. Temporary traffic signal displays would be required for north-south traffic at five locations during construction. Phase 2—Traffic would be re-routed to the new west lanes, and removal of the existing pavement and grading and paving on the east side of the roadway can proceed.

The impacts to emergency services would be temporary during construction, the possibility of increase response time may occur. However, traffic would be maintained.

3.13 Secondary Impacts

Secondary, or indirect, effects are those "caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable" (40 CFR 1508.8). Generally, these impacts are induced by the initial action and may include impacts such as: changes in land use, water quality, economic vitality, and population density.

Land use may be impacted from the loss of the TWLTL (Two–Way Left Turn Lane) that currently exist on the roadway. Along the east and west sides of North Broadway, the area is zoned General Commercial, but the next blocks over in each direction are zoned Single Family Residence District, Two Family Residence District, and Multiple Family Residence Districts. U-turns at 4th Avenue NW to University Avenue NW would be very difficult. A passenger vehicle would have to travel approximately 45 feet into the intersection to complete the minimum radius required. A passenger vehicle is the only standard vehicle that would be able to make this U-turn. Therefore, traffic volumes on city streets with the vicinity of North Broadway, may be expected to increase with Alternative E.

The city of Minot has a total of three retail musical instrument stores; two out of the three stores would be impacted with Alternatives C and D, 4–8-foot sidewalks. The biggest retail musical instrument store, Northwest Music Inc. would be impacted, as well as the more specialty musical instrument retail store, Jacobsen Piano & Organ. Relocating two of the three music stores may have an indirect impact to the city of Minot. Indirect social impacts (if the businesses chose not to relocate in a different area in Minot) would be to the local schools' music department and to the residents of Minot and the surrounding areas.

NDDOT's Relocation Policy and Relocation Assistance Program entitles home owners, tenants or renters, mobile home residents, business, farm operators, and nonprofit organizations to certain benefits. Homeowners are entitled to reasonable payment of moving expenses if they must move because of a federal aid project. Homeowners, if eligible, may be eligible for replacement housing payments and/or incidental payments.

Tenants or Renters are entitled to reasonable payment of moving expenses if they must move because of a federal aid project. Tenants or Renters, if eligible, may be eligible for replacement housing payments.

Business owners are entitled to reasonable payment of moving expenses if they must move because of a federal aid project. Businesses may be paid the actual direct loss of tangible personal property and also reimbursed for time and reasonable expenses in searching for a replacement business site. In lieu of all other moving costs, a business may chose to receive a payment equal to the average annual net earnings of the business. The payment may not be less than $1,000 or greater than $40,000 and the following requirements must be met:

- The state determines that the business cannot relocate without a substantial loss of its existing patronage.
- The business is no part of a commercial enterprise that has at least three other outlets not being acquired by the state.

A small business, farm, or nonprofit organization may be eligible to receive a payment for expenses actually incurred in relocating and reestablishing at a replacement site. However, these payments would be subject to certain criteria established by the NDDOT.

The NDDOT is required to furnish replacement housing that is decent, safe, sanitary, and meets the minimum requirements as set forth in their Relocation Assistance Program.

In summation, the NDDOT first and foremost tries to relocate and reestablish businesses and residents. The secondary impact would be if a business owner qualified for "in-lieu" payment and decided to take the "in-lieu" payment. The impact would be loss of revenue of the business for the business owner for perpetuation. The project would directly impact the business owner's

livelihood. Another indirect impact would be to the city of Minot, if a business chose the "in-lieu" payment the City may lose one of a "same type" business.

3.14 Cumulative Impacts

Cumulative effects result from the incremental consequences of an action "when added to other past, present, and reasonably foreseeable actions regardless of that agency or person undertakes such other actions" (40 CFR 1508.7). Effects of an action may be insignificant when evaluated in an individual context, but these effects can add to other disturbances and cumulatively may lead to a measurable environmental change. By evaluating the impacts of the proposed action with the effects of other actions, the relative contribution of the proposed action to a projected cumulative impact can be estimated.

Minot International Airport – Minot International Airport is located on the north end of the project area, adjacent to the east side of the roadway. Projects scheduled for 2005 include installation of a fuel farm, land acquisition on runway 26 end, reconstruction of west terminal apron, and acquisition of easements for runway 13-31 RPZ (Runway Protection Zone). Projects scheduled for 2006 include RPZ changes to runway 8 end and rubber crack fill airside pavements. Projects scheduled for 2007 include construction of parallel taxiway D and a GA storage building, and rubber crack fill airside pavements. NEPA documentation would be provided to the FAA (Federal Aviation Administration) for approval. Cumulative effects are not anticipated.

Project impacts to the natural environment have been identified throughout this chapter. These impacts have been determined to be minor and would be fully mitigated. Therefore, impacts are anticipated for alternatives, and Alternatives A, B, C, D, E, F, and G would not have any cumulative impacts.

3.15 Relationship Between Short-Term Impacts and Long-Term Benefits

The local, short-term impacts and use of resources inherent in the build alternatives would be consistent with the maintenance and long-term functionality of North Broadway. Short-term impacts include delays during construction and impacts from the relocation process. Long-term benefits of the build alternatives would include a safe and reliable transportation corridor, and accessibility and connectivity for residential and commercial travelers.

3.16 Irreversible and Irretrievable Commitment to Resource Use

As with any construction project, certain irreversible and irretrievable commitments of natural resources, manpower, materials, and fiscal resources are required. Lands within the right-of-way would be converted from their present use to transportation use. Use of these lands is considered an irreversible commitment during the time period that the land is used for a transportation facility. However, if a greater need arises for use of the land, or if the transportation facility is no longer needed, the land can be converted to another use. At present, there is no reason to believe such a conversion would ever be necessary or desirable.

Considerable amounts of fossil fuels, labor, and highway materials such as steel, cement, aggregate, and bituminous material would be expended to complete the project. Additionally, large amounts of labor and natural resources would be used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use would not have an adverse effect on the availability of these resources. Any construction would require a substantial one-time expenditure of local, state, and

federal funds, which are not retrievable. However, the anticipated beneficial effects would balance the irretrievable commitment of resources caused by the build alternative.

3.17 Section 4(f) Properties

Section 4(f) of the US Department of Transportation Act of 1966, as codified in the 49 U.S.C. § 303, specifies that the Secretary shall not approve any program or project that requires the use of publicly owned land from a public park, recreation area, wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance, as determined by the officials having jurisdiction thereof, unless (1) there is no feasible or prudent alternative to the use of such land, and (2) such program or project includes all possible planning to minimize harm resulting from the use.

Properties protected by Section 4(f) and located within the project area include the historic First Lutheran Church Complex and the First Lutheran Cemetery, the historic Mackley Apartments, and an eligible residential historic district.

Minot State University was founded in 1913 and part of the North Dakota University System. Since the project would not impact the recreation areas of the University, it was not discussed in the Section 4(f) Evaluation.

All of the Section 4(f) Properties (First Lutheran Church Complex, the Mackley Apartments, and the eligible Residential Historic District) are in Segment 1 (4th Avenue NW to 11th Avenue NW); therefore, Segment 2 (11th Avenue NW to 21st Avenue NW) Alternatives and Options are not discussed in this Section.

3.17.1 Use of Section 4(f) Properties

Table 3-4, Use of Section 4(f) Properties, identifies the use of each Section 4(f) Property by alternative. A more detailed description of the use of Section 4(f) properties is included in the attached Draft Section 4(f) Evaluation.

Table 3-4 Use of Section 4(f) Properties					
Alternatives	**Description**	**Meet Purpose and Need**	**First Lutheran Cemetery**	**Mackley Apartments**	**Residential Historic District**
			Use of Resource	***Use of Resource***	***Use of Resource***
Alternative A	No Build	No	No Use Would Occur *	No Use Would Occur *	No Use Would Occur
Alternative B	Rebuild Segment 1 with Existing Geometry	No	No Use Would Occur *	No Use Would Occur *	No Use Would Occur
Alternative C, 4-foot	Five 12-foot lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of front entrance caused by relocating steps (exact replica) closer to the building ***	No Use Would Occur
Alternative C, 6-foot	Five 12-foot lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of building ***	No Use Would Occur
Alternative C, 8-foot ***Preferred***	Five 12-foot lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of building ***	No Use Would Occur
Alternative D, 4-foot ***Preferred only in Mackley Apt. Location***	Two 12-foot Outside & Three 11-foot Inside Lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Modification of the front steps to meet city of Minot building code **	No Use Would Occur
Alternative D, 6-foot	Two 12-foot Outside & Three 11-foot Inside Lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of front entrance caused by relocating steps (modified) closer to the building ***	No Use Would Occur
Alternative D, 8-foot	Two 12-foot Outside & Three 11-foot Inside Lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of building ***	No Use Would Occur
Alternative E	Four Driving Lanes w/ Continuous Raised Median & Sidewalks	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of building ***	No Use Would Occur **
Option 1 ***Preferred***	Left Turn Lane at 4th Avenue NW—Northbound	—	No Use Would Occur *	No Use Would Occur	No Use Would Occur *
Option 2 ***Preferred***	5th Avenue NW to 6th Avenue NW Transition	—	No Use Would Occur *	No Use Would Occur	No Use Would Occur *

* No Historic Properties Affected—ND SHPO Finding
** No Adverse Effect—ND SHPO Finding
*** Adverse Effect—ND SHPO Finding

3.18 Environmental Considerations Not Relevant to the Project

The following environmental considerations were reviewed and found to be not relevant to the proposed project: have been found to be not relevant to the proposed project:

Prime and Unique Farmland—Consultation with the USDA, Natural Resources Conservation Service determined that the project would have no effect on prime farmlands.

Air Quality—The proposed project is consistent with the North Dakota State Implementation Plan for Air Quality. Best Management Practices would be implemented into the design of the selected alternative to minimize fugitive dust and wind erosion.

Water Quality—The proposed project would incorporate measures to control water quality impacts. Best Management Practices would be implemented into the design for erosion and sedimentation.

Wetlands—The project does not contain wetlands. Further, consultation with the US Army Corps of Engineers determined that the project would not impact jurisdictional wetlands.

Floodplain— Consultation with the ND State Water Commission determined that the project is not in an identified floodplain.

Wild and Scenic Rivers—There are no Wild and Scenic Rivers located in the study area.

Coastal Barriers/Coastal Zone Impacts—The project is not located in a coastal barrier or coastal zone area.

Threatened and Endangered Species—Consultation with the USFWS did not indicate the presence of any federally listed threatened or endangered species in the study area.

Energy—The proposed project would require the consumption of energy and resources that would not be used if North Broadway were left alone to become more deficient. This is necessary in order to maintain a safe and efficient transportation corridor in the area. If the proposed project were not completed, energy and fuel consumption would be increased due to detours for the traveling public. The benefits of the project to the traveling public would compensate for the energy lost during construction by improving the efficiency of travel along North Broadway.

Environmental Justice Impacts—This project does not result in adverse effects on minority and low-income populations. The Mackley Apartments does not meet HQS (Housing Quality Standards); therefore, residents would not be eligible for housing assistance. According to the Mackley Apartments' landlord, the Mackley Apartments does not have any residents on any other form of assistance.

Section 6(f) Properties—This project does not impact properties purchased with Land and Water Conservation Act Funds.

3.19 Required Permits and Actions

North Dakota Department of Health—NDPES (National Pollutant Discharge Elimination System) Permit

Federal Aviation Administration—FAA Form 7460-1

3.20 Environmental Commitments and Considerations

ND State Historic Preservation Office—The NDDOT and FHWA to satisfy the requirements of Section 106 of the National Historic Preservation Act and of Section 4(f) of the Department of Transportation Act and would coordinate with the ND State Historic Preservation Office to satisfy the requirements.

Cultural Resources—Because of the sensitive nature of the proposed construction in the First Lutheran Cemetery, the following would also be added and discussed in the construction plans:

- No underground utilities are to be proposed within the aisle.
- Excavation of topsoil and unclassified excavation are to be limited to that needed to allow placement of minimum thickness of base material underneath the sidewalk and curb and gutter.
- No sub-grade preparation is to be performed in this area.
- Construction operations done in this area should be under constant observation by the contractor's supervisory personnel and construction engineering personnel.
- All work should be completed during daylight hours to minimize the potential for damage outside the right-of-way and to unknown graves, if exposed within the project limits.
- When the contractor is operating, they would be operating under the Standards Specifications For Road And Bridge Construction of the NDDOT, Section 107.04 Historic Preservation Responsibilities.
- The contractor shall also follow a plan for contacting local authorities should an existing grave site be disturbed or exposed. The cemetery representative of First Lutheran Church and local health officials are to be identified and listed as contacts on the plans and specifications.

Another addition to the construction plan notes is that a structural engineer would inspect the First Lutheran Church Complex inside and out and photograph the Church and any other Church buildings near North Broadway, before construction and after construction in order to document any impacts made.

Minot International Airport—Portions of the proposed action are within the airport runway approach, departure, object free area extensions, and runway extension zones. The primary purpose of the runway extension zones is the protection of people and property on the ground. It is necessary to work with the management of the Minot International Airport to ensure that the design of the project traffic lights and parking do not create areas of congregation as defined in the FAA Advisory Circular (AC) 150/5300-13, "Airport Design" criteria. NDDOT shall coordinate with the management of the Airport to ensure there are no negative impacts to the Airport Wildlife Management Hazard Plan.

Due to the close proximity of the project to the existing airport runways, it is required by the FAA that design/landscaping of the project be designed that does not create a wildlife attractant.

Air Quality—The NDDOT would incorporate measures into the design to control wind erosion of the exposed areas and material stockpiles. These measures would be incorporated into the final engineering design and would detail Best Management Practices for erosion. The contractor would be required to conduct construction activities in such a manner as to comply with the Air Pollution Control Regulations of the State of North Dakota. The Contractor would be required to take the measures necessary to minimize dust emissions and to apply water or other methods to the problem areas.

If dust from construction operations becomes a hazard to traffic or a nuisance to the public, a vacuum or pickup sweeper shall be available for controlling dust. If the dust control provided by the vacuum or pickup sweeper is not adequate, water shall be used in conjunction with the sweeper to control fugitive dust. Washing material into storm or sanitary drainage systems shall not be permitted. Any roadway open to traffic shall be maintained to provide a safe, clean driving surface.

Water Quality—The NDDOT would incorporate measures into the design to control water quality impacts. These measures would be incorporated into the final engineering design and would detail Best Management Practices for erosion and sedimentation. The Contractor would be required to conduct his activities in such a manner as to comply with the Standards of Surface Water Quality for the State of North Dakota, as issued by the North Dakota Department of Health. The Contractor would be required to submit a Storm Water Pollution Prevention Plan with the Department of Health.

3.21 Summary of the Process

The NDDOT, in cooperation with the city of Minot, proposes to reconstruct 1.3 miles of US Highway 83, also known as North Broadway. The purpose of the proposed action is to improve roadway deficiencies to meet NDDOT guidelines/standards. This would include replacing the pavement, providing roadway capacity to a minimum of LOS C based on future traffic demands, meeting NHS criteria 23 CFR 658.9(b), not having a reduction in safety, and accommodating pedestrian/bicyclist users, while meeting ADA guidelines/standards.

The alternatives that were evaluated in this EA include a no-build alternative (Alternative A), four build alternatives in Segment 1: Alternative B (rebuild with existing geometry); Alternative C (five 12-foot lanes, with 4-foot to 8-foot wide sidewalks); Alternative D (two 12-foot outside lanes and three inside 11-foot lanes, with 4-foot to 8-foot wide sidewalks); and Alternative E (four driving lanes with a continuous raised median and sidewalks); and two build alternatives in Segment 2: Alternative F (five lane roadway with TWLTL (Two-Way Left Turn Lane)); Alternative G (four lane roadway with raised median). Additional design options were developed for various locations to enhance the operation of the facility. This EA evaluates the potential social, economic, and environmental impacts for each alternative. ***Please refer to Table 3-5, Summary Comparison of Project Alternatives.***

Table 3-5
Summary Comparison of Project Alternatives

Impact Categories	Alternative A: No-Build	Alternative C: Five 12-foot lanes with 4 to 8-foot sidewalks	Alternative D: Two 12-foot outside lanes and three 11-foot inside lanes with 4 to 8-foot sidewalks	Alternative E: Four driving lanes with a continuous raised median and sidewalks	Option 1: Reconfigure the length of the northbound to westbound turn lane at 4th Avenue NW	Option 2: Transition on the west side of North Broadway to connect 5th Avenue NW to 6th Avenue NW near the present location of the Barley Pop bar
Land Use Impacts	No impact.	Land use being converted from General Commercial District to a transportation corridor. Alternative C would impact buildings, businesses, Minot State University, and the First Lutheran Cemetery. Impacting the Mackley Apartments has the potential to change the property from residential use to General Commercial.	Land use being converted from General Commercial District to a transportation corridor. Alternative D would impact buildings, businesses, Minot State University, and the First Lutheran Cemetery. Impacting the Mackley Apartments has the potential to change the property from residential use to General Commercial.	Land use being converted from General Commercial District to a transportation corridor. Alternative E would impact buildings, businesses, Minot State University, and the First Lutheran Cemetery. Impacting the Mackley Apartments has the potential to change the property from residential use to General Commercial.	—	Land use being converted from General Commercial and Residential to a transportation corridor.
Social Impacts—Community Cohesion	No impact.	Impacting 45–59% of businesses and 50–64% of buildings. Affect neighborhood as it currently exists. The neighborhoods would be inconvenienced by the removal/relocations of businesses in the immediate area. Pedestrian traffic may also change with the removal or start-up of businesses near the schools.	Impacting 41–64% of businesses and 36–57% of buildings. Affect neighborhood as it currently exists. The neighborhoods would be inconvenienced by the removal/relocations of businesses in the immediate area. Pedestrian traffic may also change with the removal or start-up of businesses near the schools.	Impacting the Mackley Apartments, and three businesses. 14% of businesses and 21% of buildings would be impacted. Result in changes stemming from the raised median and no left-hand turns. Motoring public and pedestrian traffic may be impacted by disrupting driver expectancy and turning movements. Turning movements would increase. Increase of traffic on residential side streets would increase.	—	—
Social Impacts—Travel Patterns/Accessibility	Congestion, delays, and crashes would continue to increase with the perpetuation of substandard lane widths, turn lane lengths, and curb radii.	—	—	Recommendation to provide a pedestrian actuated mid block traffic signal system installed between 5th Avenue NW and 6th Avenue NW. If this recommendation is not carried forward, then pedestrians/bicyclists would have to walk/ride to University Avenue NW in order to cross North Broadway. Make U-turns at 4th Avenue NW and University Avenue NW difficult. Passenger vehicle would travel 45 feet into the intersection to complete the minimum radius required. Traffic volumes on city streets within area would increase. Travel patterns would change and maintenance on side streets would increase. Trucks would have a hard time making the turn onto the residential side streets. Vehicle access to the businesses would be difficult with no left-hand turn lanes.	—	—
Social Impacts—School Districts	Would not accommodate all pedestrian users as the sidewalks do not meet ADA guidelines/standards.	6 to 14 feet of ROW acquired from MSU, this ROW is empty space or "green space". Roadway would encroach closer to the property; therefore, resulting in a minor impact. Would accommodate pedestrian/bicyclist users, while meeting ADA guidelines/standards.	3 to 8 feet of ROW acquired from MSU, this ROW is empty space or "green space". Roadway would encroach closer to the property; therefore, resulting in a minor impact. Would accommodate pedestrian/bicyclist users, while meeting ADA guidelines/standards.	ROW acquired from MSU, this ROW is empty space or "green space". Roadway would encroach closer to the property; therefore, resulting in a minor impact. Would accommodate pedestrian/bicyclist users, while meeting ADA guidelines/standards, but need to provide a pedestrian actuated mid block traffic signal system between 5th and 6th Avenues NW.	—	Would provide the reconfiguration of 5th Avenue NW to the west of North Broadway and would connect the school crossing with the school route along 5th Avenue NW.
Social Impacts—Churches	No impact.	4-foot sidewalks would decrease the distance between the churches and the roadway. 6-foot to 8-foot sidewalks would increase, providing a greater buffer between the churches and the roadway. Would acquire property from the First Lutheran Cemetery, this may cause disruption to the visiting atmosphere. The distance between the Cemetery and roadway would decrease.	4-foot sidewalks would decrease the distance between the churches and the roadway. 6-foot to 8-foot sidewalks would increase, providing a greater buffer between the churches and the roadway. Would acquire property from the First Lutheran Cemetery, this may cause disruption to the visiting atmosphere. The distance between the Cemetery and roadway would decrease.	Provide adequate sidewalks to increase the buffer from the churches to the roadway. The pedestrian actuated mid block traffic signal system between 5th and 6th Avenues NW would need to be installed for churchgoers. Southbound churchgoers would have to filter to residential city streets in order to reach the two churches. Would acquire property from the First Lutheran Cemetery, this may cause disruption to the visiting atmosphere. The distance between the Cemetery and roadway would decrease.	—	—

Table 3-5
Summary Comparison of Project Alternatives

Impact Categories	Alternative A: No-Build	Alternative C: Five 12-foot lanes with 4 to 8-foot sidewalks	Alternative D: Two 12-foot outside lanes and three 11-foot inside lanes with 4 to 8-foot sidewalks	Alternative E: Four driving lanes with a continuous raised median and sidewalks	Option 1: Reconfigure the length of the northbound to westbound turn lane at 4th Avenue NW	Option 2: Transition on the west side of North Broadway to connect 5th Avenue NW to 6th Avenue NW near the present location of the Barley Pop bar
Social Impacts—Residences	No impact.	4-foot, 6-foot, and 8-foot sidewalks would impact the Mackley Apartments.	6-foot and 8-foot sidewalks would impact the Mackley Apartments.	Alternative E would impact the Mackley Apartments.	—	Impact the residence at 208 5th Avenue NW.
Social Impacts—Businesses	No impact.	Would impact 10–13 businesses (6–9 buildings), including 50% of the stationery and office supply stores, and 66% of the retail musical instrument stores in Minot.	Would impact 9–12 businesses (5–8 buildings), including Impact 50% of the stationery and office supply stores, and 66% of the retail musical instrument stores in Minot.	Three businesses (two buildings) would be impacted.	—	The businesses would be impacted with the corresponding Alternatives.
Social Impacts—Fire, Police, and Emergency Protection	No impact.	No impact.	No impact.	Make it difficult to respond to an emergency; make it difficult to stop a violator or to respond to an emergency when traveling in the wrong direction; slow down response time and/or make it difficult to ticket a violator as it would block at least one lane until they can get off of North Broadway. The Fire Department would have to dispatch all three fire stations; double response time, because there would be no where to access the west side of North Broadway when responding from the south; and adds an increased risk to businesses and residents.	—	—
Social Impacts—Mobility/Safety	Congestion, delays, and crashes would continue to increase with the perpetuation of sub-standard lane widths, turn lane lengths, and curb radii.	8-foot sidewalks may provide sufficient sight distance, by relocating buildings that restrict sight distance. Accommodate pedestrian/bicyclist users while meeting ADA guidelines/standards.	8-foot sidewalks may provide sufficient sight distance, by relocating buildings that restrict sight distance. Accommodate pedestrian/bicyclist users while meeting ADA guidelines/standards.	Accommodate pedestrian/bicyclist users while meeting ADA guidelines/standards.	Accommodate pedestrian/bicyclist users while meeting ADA guidelines/standards.	Accommodate pedestrian/bicyclist users while meeting ADA guidelines/standards.
Relocation Impacts	No impact.	Require 6–9 building relocations (including 1 apartment building) and 10–13 business relocations.	Require 5–8 building relocations (including 1 apartment building) and 9–12 business relocations.	Require one apartment building, two buildings, and three businesses.	—	Impact the residence at 208 5th Avenue NW.
Relocation Impacts—Parking	No impact.	Loss of parking for Broadway Exchange and Pawn, AIG American General and Subway, and the Strip Mall.	Loss of parking for Broadway Exchange and Pawn, AIG American General and Subway, and the Strip Mall.	Loss of parking for AIG American General and Subway, and the Strip Mall.	—	—
Economic Impacts	—	Would provide an adequate roadway in order to connect people to places; therefore, a positive impact to the economic vitality of the City. However, this Alternative would impact the most buildings and businesses. The impact to the business district could see a potential negative impact. North Broadway would stay a business district either by new businesses moving in or existing businesses reopening in their lots after reconstruction.	Would provide an adequate roadway in order to connect people to places; therefore, a positive impact to the economic vitality of the City. The impact to the business district could see a potential negative impact. North Broadway would stay a business district either by new businesses moving in or existing businesses reopening in their lots after reconstruction.	Not having easy access to businesses, the median may lead to drivers being discouraged and driving to a more accessible business. This Alternative may impact the economic vitality of the business district.	—	—

Table 3-5
Summary Comparison of Project Alternatives

Impact Categories	Alternative A: No-Build	Alternative C: Five 12-foot lanes with 4 to 8-foot sidewalks	Alternative D: Two 12-foot outside lanes and three 11-foot inside lanes with 4 to 8-foot sidewalks	Alternative E: Four driving lanes with a continuous raised median and sidewalks	Option 1: Reconfigure the length of the northbound to westbound turn lane at 4th Avenue NW	Option 2: Transition on the west side of North Broadway to connect 5th Avenue NW to 6th Avenue NW near the present location of the Barley Pop bar
Impacts to Pedestrians and Bicyclists	If no action is taken, there would be no improvement or addition of pedestrian/bicycle facilities in the project area.	Would construct 4–8-foot sidewalks along the east and west side of the roadway from 4th Avenue NW to 11th Avenue NW. Driveways are also impacted when the sidewalk widths are narrow. It becomes more difficult to meet the minimum driveway and ADA cross-slopes requirements. Additional right-of-way would be required at each driveway location if narrow sidewalks are incorporated into the design.	Would construct 4–8-foot sidewalks along the east and west side of the roadway from 4th Avenue NW to 11th Avenue NW. Driveways are also impacted when the sidewalk widths are narrow. It becomes more difficult to meet the minimum driveway and ADA cross-slopes requirements. Additional right-of-way would be required at each driveway location if narrow sidewalks are incorporated into the design.	Would construct 4–8-foot sidewalk along the east and west side of the roadway from 4th Avenue NW to 11th Avenue NW. However, there is a need to provide a pedestrian actuated mid block traffic signal system installed between 5th Avenue NW and 6th Avenue NW. If this recommendation is not carried forth, then pedestrians/bicyclists would have to walk/ride to University Avenue NW in order to cross the street to the east side of North Broadway. This would add time and length to get to school, church, home or any other location on North Broadway. Also, pedestrians/bicyclists would be crossing at University Avenue NW at the same place vehicles would be completing U-turns. It is anticipated that this Alternative would increase turning movements in this intersection, leading to a potential increase of vehicular/pedestrian/bicyclist conflicts.	—	—
Noise Impacts	No impact.	The First Lutheran Cemetery would have an increase of 2dB, which is 2 dB over the Criterion. The First Lutheran Cemetery has an existing level of 67 dB and with the proposed project an increase to 69 dB. As a result, the Cemetery would only have a small increase in noise, increasing two decibels past the Criterion.	The First Lutheran Cemetery would have an increase of 2dB, which is 2 dB over the Criterion. The First Lutheran Cemetery has an existing level of 67 dB and with the proposed project an increase to 69 dB. As a result, the Cemetery would only have a small increase in noise, increasing two decibels past the Criterion.	The First Lutheran Cemetery would have an increase of 2dB, which is 2 dB over the Criterion. The First Lutheran Cemetery has an existing level of 67 dB and with the proposed project an increase to 69 dB. As a result, the Cemetery would only have a small increase in noise, increasing two decibels past the Criterion.	—	—
Impacts to Cultural Resources	No impact.	4-foot, 6-foot, and 8-foot sidewalks would impact the Mackley Apartments (*Adverse Effect* determination) and the First Lutheran Cemetery (*No Adverse Effect* determination).	4-foot sidewalks would require modification to the Mackley Apartment's steps or removal of the steps (*No Adverse Effect* determination). 6-foot and 8-foot sidewalks would impact the Mackley Apartments (*Adverse Effect* determination). 4–8-foot sidewalks would impact the First Lutheran Cemetery (*No Adverse Effect* determination).	Would impact the Mackley Apartments and the First Lutheran Cemetery. Alternative E would also increase the amount of traffic in the potentially eligible historic district, which ND SHPO has determined would be a No *Adverse Effect.*	—	—
Aesthetic/Visual Impacts	No impact.	Would involve minor aesthetic impacts, due to roadway widening. Visual impact is to the First Lutheran Cemetery, the gate posts would have to be moved and the Cemetery would be closer to the roadway.	Would involve minor aesthetic impacts, due to roadway widening. Visual impact is to the First Lutheran Cemetery, the gate posts would have to be moved and the Cemetery would be closer to the roadway.	Alternative E would construct a median in the roadway. This would result in a very minor visual impact due to the different roadway segment from the current segment. One other visual impact is to the First Lutheran Cemetery, the gate posts would have to be moved and the Cemetery would be closer to the roadway.	—	—
Hazardous Waste Impacts	No impact.	May involve the use of potentially contaminated soils.	May involve the use of potentially contaminated soils.	May involve the use of potentially contaminated soils.	—	—
Impacts to Utilities	No impact.	May involve impacts to utilities.	May involve impacts to utilities.	May involve impacts to utilities.	May involve impacts to utilities.	May involve impacts to utilities.
Temporary Construction Impacts— Fire, Police, and Emergency Protection	No impact.	The impacts to emergency services would be temporary during construction, the possibility of increase response time may occur. However, traffic would be maintained.	The impacts to emergency services would be temporary during construction, the possibility of increase response time may occur. However, traffic would be maintained.	The impacts to emergency services would be temporary during construction, the possibility of increase response time may occur. However, traffic would be maintained.	—	—

Chapter 4 Preparers and Coordinating Parties

4.1 Introduction

The names and qualifications of the principal person contributing information to the EA are identified in this chapter. In accordance with Part 1502.6 of the CEQ (Council on Environmental Quality) regulations for implementing the National Environmental Policy Act, the efforts of an interdisciplinary team comprising technicians and experts in various fields were required to accomplish this study.

4.2 Preparers

This Environmental Assessment was prepared by Kadrmas, Lee & Jackson, Inc. under a contractual agreement between the North Dakota Department of Transportation and Kadrmas, Lee & Jackson, Inc.

4.3 Qualifications

Listed below are those individuals with primary responsibility for preparation of this Environmental Assessment.

Sheri Lares	Senior Environmental Planner	Project Development, Senior Review
Jennifer Hafner	Environmental Scientist	Public Involvement, Impact Analysis
Barry Schuchard	Principal	Project Development, Senior Review
Bob Shannon	Senior Engineer	Preliminary Engineering, Senior Review
Greg Oase	Senior Engineer	Preliminary Engineering, Senior Review
Larry Dennis	Senior Engineer	Alternatives Development
Troy Ripplinger	Engineer	Preliminary Engineering
Scott Schneider	Engineer	Data Collection, Preliminary Engineering
Donovan Slag	GIS Analyst, Engineer	Exhibit Creation
Chowdhury Haider	Engineer	Noise Analysis
Shane Karhoff	Engineer	Right-of-Way Plats
Craig Ruhland	Landscape Architect	Rendering Creation
Stacie Taylor	Desktop Publisher	Document Production

4.4 Coordination with Agencies, Organizations, and Parties

To initiate early communication and coordination, an early notification package to federal, state, and local agencies and other interested parties was distributed on May 7, 2003. This Solicitation of Views package included information on the project and an invitation to the first public input meeting. Pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, a solicitation of views was requested to ensure that social, economic, and environmental effects were considered in the development of the Environmental Assessment for the North Broadway project. ***Please refer to Appendix A, which contains the notification package and a list of agencies and interested parties that received the package.***

At the conclusion of the 30-day comment period, 19 solicitation of views responses were received. These comments provide valuable insight into the evaluation of potential environmental impacts. The comments were referenced and incorporated where appropriate within the environmental impact categories in Chapter 3, Environmental Consequences. ***Please refer to***

Appendix B, which contains a list of agencies and interested parties who commented and copies of each letter received.

The following agencies and interested parties were contacted regarding this project:

Federal Agencies	State Agencies
US Department of Agriculture	ND Aeronautics Commission
US Department of Agriculture—Forest Service (3)	ND Association of Counties
US Department of Commerce—Economic Development Administration	ND Council on the Arts
US Department of Defense—Army Corps of Engineers(5)	ND Department of Health
US Department of Defense—Minot Air Force Base	ND Department of Transportation (4)
US Department of Defense—Missile Cable Affairs Office, Minot Air Force Base	ND Division of Community Services
US Department of Energy—Western Area Power Administration (2)	ND Forest Service
US Department of Health and Human Services—Center for Environmental Health & Injury Control	ND Game and Fish Department
US Department of Homeland Security—Federal Emergency Management Agency	ND Geological Survey
US Department of Housing and Urban Development	ND Indian Affairs Commission
US Department of the Interior—Bureau of Indian Affairs	ND Land Department
US Department of Interior—Bureau of Reclamation	ND League of Cities
US Department of the Interior—Fish and Wildlife Service	ND National Guard
US Department of Interior—Geological Survey	ND Parks and Recreation
US Department of the Interior—National Park Service	ND State Water Commission
US Department of the Interior—National Park Service, Theodore Roosevelt National Park	ND Tourism Division
US Department of Transportation—Federal Aviation Administration	People with Disabilities
US Department of Transportation—Federal Highway Administration	Public Service Commission
US Department of Transportation—Federal Railroad Administration	Soil Conservation Committee
US Environmental Protection Agency (2)	

Elected-Federal	Utilities
US Representative	Basin Electric Power, Inc.
US Senator (2)	Mid-continent Cable Company (2)
Elected—State	Montana Dakota Utilities (3)
Representative (8)	ND Telephone Company
Senator (4)	Northern Plains Natural Gas
Regional Agencies	Northern States Power Company
Garrison Diversion Conservancy District	Northwest Communications Co-op
Lewis & Clark Regional Development Council	Qwest
Roosevelt-Custer Regional Council for Development	Sprint World Headquarters
Souris Basin Planning Council	SRT Communications, Inc.
Spirit Lake Sioux Tribe (3)	Verendrye Electric Co-op Inc.
Standing Rock Sioux Tribe (2)	WBI Pipeline
Three Affiliated Tribes (4)	Xcel Energy
Trenton Tribal	**Organizations/Interested Parties**
Turtle Mountain Chippewa (3)	Minot International Airport
Local Agencies	Minot State University
City of Minot Auditor	ND Wildlife Federation, Inc.
City of Minot Chamber of Commerce	Sierra Club
City of Minot City Council	Theodore Roosevelt Medora Foundation
City of Minot Engineer	
City of Minot Finance Director	
City of Minot Fire Departments (2)	
City of Minot Manager	
City of Minot Park District	
City of Minot Planning	
City of Minot Police Chief	
City of Minot Public Transit	
City of Minot Public Works	
City of Minot Sewage and Water Works	
Trinity Hospital	
Ward County Auditor	
Ward County Commission	
Ward County Historical Society	
Ward County Superintendent of Schools	
Ward County Water Resource District	

4.5 Public Involvement

4.5.1 Public Input Meeting #1—Kickoff Meeting

A Kickoff Meeting was held on Wednesday May 21, 2003 from 5:30 pm to 7:30 pm at Minot State University in Minot. The intent of the meeting was to inform elected officials and federal, state, regional, and local agencies, as well as the general public, of the project and obtain local knowledge of concerns related to the proposed study. This meeting also served as an early notification of the preparation of project development and environment study, otherwise known as the Project Concept Report.

In order to involve the general public in the project, three techniques were used to notify the public of the Kickoff Meeting. Prior to the public meeting, a public service announcement was circulated to local television, newspapers, and radio stations. Second, a legal display advertisement was published in the Minot Daily News two weeks prior to the meeting. Third, an invitation to the meeting was included in a letter sent to over 210 adjacent business owners, landowners, property owners, lessees, and tenants adjacent to the study area. ***Please refer to Appendix C, which contains the ad, public service announcement, letter, and a list of landowners who received the package.***

A presentation was given at the beginning of the meeting, with an open house format following. Comments from the audience included: concerns about safety; improved access to businesses; specific right-of-way questions; concerns about the existing drainage and stormwater runoff; pedestrian accommodations; and consensus to improve the roadway, especially improving it with 12-foot lanes. A total of 47 people attended the public meeting. A representative from the Minot Daily News attended the public input meeting and provided subsequent news coverage. At the conclusion of the 15-day comment period 12 written comments were received. ***Please refer to Appendix D, which contains the sign-in sheet, handout, and a list of citizens that commented and the comment cards.***

4.5.2 One-on-One Meetings

Due to the sensitive nature of proposed roadway widening on North Broadway, public involvement with local businesses, tenants, lessees; church boards and members; schools; and homeowners were conducted on a one-on-one basis. The meetings were pre-arranged and their location was generally at the particular business, church, or home. These one-on-one meetings prepared the public for the different alternatives, along with recording and answering their specific comments and concerns. The majority of these meetings were positive and the results were seen at the public input meetings. A total of 47 different one-on-one meetings were held. In some cases, certain businesses, schools, and churches were met with more than once. Comments and concerns from these meetings included:

- Sight distances concerns
- Parking concerns
- Right-of-way and relocation concerns
- Pedestrian/bicycle accommodations are needed; existing sidewalks are too narrow
- Aesthetic concerns
- Improved access to businesses and maintaining access during construction

- Utilities maintained during construction
- Drainage and stormwater concerns

Please refer to the Appendix E, which contains the record of conversations from each of these one-on-one meetings.

4.5.3 Public Input Meeting #2—Alternatives Public Workshop

The Alternatives Public Workshop was held on Wednesday July 16, 2003 from 4:00 to 7:00 pm at the International Inn in Minot. The intent of the meeting was to inform the general public of the development and evaluation of alternatives for the project. Gaining public support for the proposed project is of primary importance in the development of the alternatives for the project.

In order to involve the general public in the project, three techniques were used to notify the public of the Alternatives Public Workshop. Prior to the public meeting, a public service announcement was circulated to local television, newspapers, and radio stations. Second, a legal display advertisement was published in the Minot Daily News two weeks prior to the meeting. Third, a copy of the meeting handout, which served as an invitation to the meeting as well as meeting handout, was distributed to those individuals on the adjacent landowners list. Any additional individuals who registered at the first public input meeting on May 21, 2003 who were not on the previous mailing list were included. ***Please refer to Appendix F, which contains the ad, public service announcement, newsletter, and a list of landowners and interested parties who received the package.***

The Alternatives Public Workshop Open House began at 4:00 pm and concluded with a formal presentation at 5:00 pm. Over 52 people attended the Alternatives Public Workshop. At the conclusion of the presentation, the floor was open to public comment. At the conclusion of the 15-day comment period, 13 written comments were received. ***Please refer to Appendix G, which contains the sign-in sheet, handout, and a list of citizens that commented and the comment cards.***

4.5.3.1 Public Input Meeting #3—Public Update

This meeting was held November 17, 2004 from 5:00 pm to 7:00 pm at Minot State University in Minot. The intent of this meeting was to update and inform the general public on the progress of the project, to receive input on different improvement options, and to document any concerns on these options. The main objective of updating the public involved explanations of the North Broadway project moving from a Categorical Exclusion into an Environmental Assessment.

In order to involve the general public in the project, three techniques were used to notify the public of the Alternatives Public Workshop. Prior to the public meeting, a public service announcement was circulated to local television, newspapers, and radio stations. Second, a legal display advertisement was published in the Minot Daily News two weeks prior to the meeting. Third, a newsletter, which served as an invitation to the meeting, was distributed to those individuals on the adjacent landowners list. Any additional individuals who registered at the first and second public input meetings on May 21 and July 16, 2003 who were not on the previous mailing list were included. ***Please refer to Appendix H, which contains the ad, public service announcement, newsletter/meeting handout, and a list of landowners and interested parties who received the newsletter.***

The Public Update Meeting Open House began at 4:00 pm, with a formal presentation at 5:00 pm. Over 66 people attended the Public Update Meeting. At the conclusion of the presentation, the floor was open to public comment. At the conclusion of the 15-day comment period, 17 written comments were received. ***Please refer to Appendix I, which contains the sign-in sheet, handout, presentation, and a list of citizens that commented and the comment cards.***

4.5.4 Public Hearing

The March 2005 EA was made available for public viewing at seven locations on April 13, 2005. The NDDOT distributed the Environmental Assessment to a number of federal, state, and local agencies on April 13, 2005. One agency responded with written comments. ***Responses have been provided for technical comments and are located in Appendix J.***

The Public Hearing was held on Thursday, April 28, 2005 from 5:00 pm to 7:00 pm at the International Inn in Minot, North Dakota. The intent of the meeting was to receive formal comments from the public about the proposed alternatives and options evaluated in the March 2005 EA.

In order to involve the general public in the project, three techniques were used to notify the public of the Public Hearing. Prior to the Public Hearing, a public service announcement was circulated to local television, newspapers, and radio stations. Second, a legal display advertisement was published in the Minot Daily News two weeks prior to the meeting. Third, an invitation to the hearing was included in a newsletter sent to the project mail list. Any additional individuals who registered at the first and second public input meetings on May 21 and July 16, 2003 who were not on the previous mailing list were included. ***Please refer to the public service announcement, ad, newsletter, and mailing list located in Appendix K.***

The Public Hearing began with an open house and a formal presentation, followed by a period of public comment. A Registered Merit Reporter recorded the presentation and comment session. Comment cards were available for written comments. ***Please refer to the Public Hearing Transcript, located in Appendix L.***

Nearly 50 people attended the Public Hearing. A total of 12 written comments were received following the hearing. ***Please refer to Appendix M, which contains the sign-in sheet, handout, and presentation. Appendix N contains a list of citizens that commented and the comment cards and responses (responses were not prepared for statements of preference).***

4.5.5 Comment and Response Methodology

The methodology for responding to comments received on the March 2005 Environmental Assessment is based upon the general guidelines developed as part of NEPA (National Environmental Policy Act of 1969). The comments received from the agencies and the public are provided in the Appendices.

Responses have been provided for technical corrections, unclear information, or content requirements, following each comment letter in the Appendices. Responses were not drafted for statements of preference; however, they were considered in the selection of the preferred alternatives and options.

APPENDIX A

AGENCY NOTIFICATION PACKAGE

- SOV Letters
- Project Location Map
- Mailing List

Date

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«City», «State» «PostalCode»

Re: Minot Broadway (4th Avenue NW to 21st Avenue NW), Minot, ND, Project # CMU-4-083(060)200

Dear «Title» «LastName»:

On behalf of the North Dakota Department of Transportation, we are conducting an Environmental Report, which will evaluate improvement options for North Broadway Avenue from 4th Avenue NW through 21st Avenue NW in Minot, North Dakota. An enclosed map shows the location of the project.

The project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way, and a potential alternative of filling ditches in the present right-of-way.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2)(D)(IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property your department may own or have an interest in and which would be adjacent to the proposed highway improvement. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed project. Any information that might help us in our design would be appreciated.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion", or whether an "Environmental Assessment", or a "Draft Environmental Impact Statement" will be prepared.

It is requested that any comments or information be forwarded to our office on or before June 6, 2003. If no reply is received by this date, it will be assumed that you have no comment on the project. Two public input meetings and one public hearing will be held in conjunction with this project. The first public input meeting will be held:

- 7:00-9:00 PM, Wednesday, May 21
  Minot State University
  Audubon Room
  Third Floor-Student Union Building
  500 University Avenue West
  Minot, ND

The purpose of this public input meeting is to inform the public, Federal, State, and regional agencies, and elected officials of the current deficiencies of Broadway. Also, to identify concerns relating to the proposed project and obtain suggestions of additional alternatives in which need to be considered.

If further information is desired regarding the proposed project, you may contact me at (701) 839-3383 in Minot, North Dakota.

Sincerely,
Kadrmas, Lee & Jackson, Inc.

Greg Oase
Project Manager

Enc.

Date

State Conservationist
U.S. Department of Agriculture
P.O. Box 1458
Bismarck, ND 58502

Re: Minot Broadway (4th Avenue to 21st Avenue), Minot, ND, Project # CMU-4-083(060)200

Dear Sir/Madam:

On behalf of the North Dakota Department of Transportation, we are conducting an Environmental Report, which will evaluate improvement options for North Broadway Avenue from 4th Avenue NW through 21st Avenue NW in Minot, North Dakota. An enclosed map shows the location of the project.

The project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way, and a potential alternative of filling ditches in the present right-of-way.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2)(D)(IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property your department may own or have an interest in and which would be adjacent to the proposed highway improvement. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed project. Any information that might help us in our design would be appreciated.

Please identify any prime farmland in the area. In addition, we request your comments on any effect this project will have on prime farmland. If there is prime or unique farmland within the project area, the information you provide will be used to fill out the Site Assessment portion of the Farmland Conversion Impact Rating Sheet for each alternative under consideration, as required by the Farmland Protection Policy Act (FPPA).

The Federal Highway Administration's Guidelines for Implementing the Final Rule of the Farmland Protection Policy Act for Highway Projects states that if all project alternatives receive a site assessment rating of less than 60 (and, therefore, a maximum overall rating of less than 160), the rating sheet does not have to be sent to the SCS but will be placed in the project file. Under FPPA, projects with scores of less than 160 are given a minimum level of consideration for protection and no further sites would need to be evaluated.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion", or whether an "Environmental Assessment", or a "Draft Environmental Impact Statement" will be prepared.

It is requested that any comments or information be forwarded to our office on or before June 6, 2003. If no reply is received by this date, it will be assumed that you have no comment on the project. Two public input meetings and one public hearing will be held in conjunction with this project. The first public input meeting will be held:

- 7:00-9:00 PM, Wednesday, May 21
  Minot State University
  Audubon Room
  Third Floor-Student Union Building
  500 University Avenue West
  Minot, ND

The purpose of this public input meeting is to inform the public, Federal, State, and regional agencies, and elected officials of the current deficiencies of Broadway. Also, to identify concerns relating to the proposed project and obtain suggestions of additional alternatives in which need to be considered.

If further information is desired regarding the proposed project, you may contact me at (701) 839-3383 in Minot, North Dakota.

Sincerely,
Kadrmas, Lee & Jackson, Inc.

Greg Oase
Project Manager

Enc.

Date

Mr. L. David Glatt, Chief
Environmental Health and
Engineering Services
State Health Department
P.O. Box 5520
Bismarck, ND 58502

Re: Minot Broadway (4th Avenue to 21st Avenue), Minot, ND, Project # CMU-4-083(060)200

Dear Mr. Glatt:

On behalf of the North Dakota Department of Transportation, we are conducting an Environmental Report, which will evaluate improvement options for North Broadway Avenue from 4th Avenue NW through 21st Avenue NW in Minot, North Dakota. An enclosed map shows the location of the project.

The project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way, and a potential alternative of filling ditches in the present right-of-way.

The following tabulation shows the average daily traffic volumes (ADT) once the new facility is completed and the expected ADT in 20 years after completion.

Location (Minot, ND)	**Present ADT (12/11/02)**	**Future ADT (2022)**
Intersection of 4th Avenue and Broadway	25950	31660
Intersection of 6th Avenue and Broadway	22950	28000
Intersection of University Avenue and Broadway	21780	26600
Intersection of 11th Avenue and Broadway	19420	23690
Intersection of 20th Avenue and Broadway	16100	19650
Intersection of 21st Avenue and Broadway	16100	19650

We believe that these volumes are not of the magnitude that would result in the violation of any Air Quality Standards and the project is consistent with the State Implementation Plan for air quality.

Your concurrence in this determination is requested.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2)(D)(IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property your department may own or have an interest in and which would be adjacent to the proposed highway improvement. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed project. Any information that might help us in our design would be appreciated.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion", or whether an "Environmental Assessment", or a "Draft Environmental Impact Statement" will be prepared.

It is requested that any comments or information be forwarded to our office on or before June 6, 2003. If no reply is received by this date, it will be assumed that you have no comment on the project. Two public input meetings and one public hearing will be held in conjunction with this project. The first public input meeting will be held:

- 7:00-9:00 PM, Wednesday, May 21
  Minot State University
  Audubon Room
  Third Floor-Student Union Building
  500 University Avenue West
  Minot, ND

The purpose of this public input meeting is to inform the public, Federal, State, and regional agencies, and elected officials of the current deficiencies of Broadway. Also, to identify concerns relating to the proposed project and obtain suggestions of additional alternatives in which need to be considered.

If further information is desired regarding the proposed project, you may contact me at (701) 839-3383 in Minot, North Dakota.

Sincerely,
Kadrmas, Lee & Jackson, Inc.

Greg Oase
Project Manager

Enc.

Date

Mr. Bob Christensen
North Dakota Department of Transportation
608 East Boulevard
Bismarck, ND 58505

Re: **Minot Broadway (4th Avenue NW to 21st Avenue NW),**
Minot, ND,
Project # CMU-4-083(060)200

Dear Mr. Christensen:

Attached is SFN 52748, NDDOT Project Information – Cultural Resources. If you need additional information please let me know.

The first public input meeting will be held on May 21, 2003 at 7:00 PM at Minot State University, Audubon Room, Third Floor-Student Union Building, Minot. You are encouraged to attend.

Sincerely,

Kadrmas, Lee & Jackson, Inc.

Greg Oase
Project Manager

Enclosure: SFN 52748

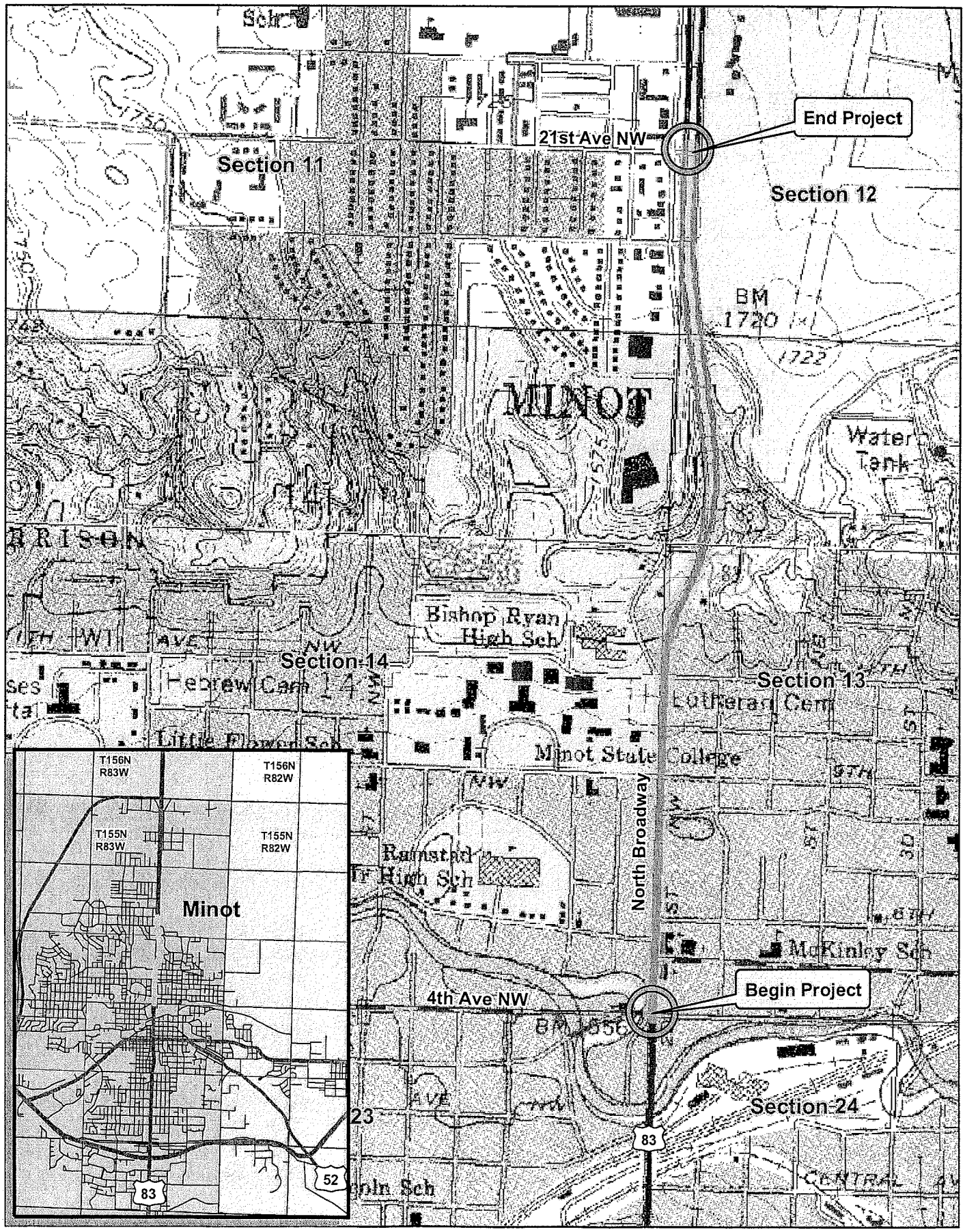
J:\state\Project\40083200.060\communications\SOVletter6-Culturalminot.doc

Location Map
Minot North Broadway Reconstruction
CMU-4-083(060)200
T155N
R83W

Feet
0 500 1,000 2,000

N

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners



Type Code	Type	Dear	Gender	First Name	Last Name	Title/Department	Organization Name	Address	City	State	Zip
1	Executive DOT Staff	Mr. Leftwich	Mr.	Dave	Leftwich	Local Government Assistance	ND Department of Transportation	608 E. Boulevard Ave.	Bismarck	ND	58505-0700
1	Executive DOT Staff	Mr. Ziegler	Mr.	Francis	Ziegler	Director Office of Project Development	ND Department of Transportation	608 E. Boulevard Ave.	Bismarck	ND	58505-0700
2	Executive DOT Staff	Mr. Regan	Mr.	Paul	Regan	Minot District Engineer	ND Department of Transportation	1305 HWY 2 Bypass East	Minot	ND	58701-7922
5	Federal Agencies - Letter # 3	Sir/Madam				State Conservationist	U.S. Department of Agriculture	PO Box 1458	Bismarck	ND	58502
6	State Agencies - Letter # 4	Mr. Glatt	Mr.	L. David	Glatt	Chief, Environmental Health Section	ND Department of Health	PO Box 5520	Bismarck	ND	58506-5520
6	State Agencies - Letter # 6	Mr. Christensen	Mr.	Bob	Christensen		ND Department of Transportation	608 East Boulevard Avenue	Bismarck	ND	58505
10	Federal Agencies	Ms. Jones	Ms.	Cora	Jones	Regional Director	Bureau of Indian Affairs	115 4th Avenue SE	Aberdeen	SD	57401
10	Federal Agencies	Sir/Madam				Attn: MS-150	Bureau of Reclamation	PO Box 1017	Bismarck	ND	58502-1017
10	Federal Agencies	Sir/Madam				Center for Disease Control Spec.Prog.Group Mail Stop F-29	Center for Environmental Health & Injury Control	1600 Clifton Road	Atlanta	GA	30333
10	Federal Agencies	Mr. Akers	Mr.	Randall R.	Akers	Acting Regional Administrator	Department of HUD Regional Office	633 17th Street	Denver	CO	80202-3607
10	Federal Agencies	Mr. Turner	Mr.	Robert	Turner	US Department of Commerce Denver Regional Office	Economic Development Administration	1244 Speer Blvd., Room 670	Denver	CO	80204-3584
10	Federal Agencies	Mr. Obenauer	Mr.	Steve	Obenauer	Manager, Airport Field Office	Federal Aviation Administration	2301 University Drive, Building 23B	Bismarck	ND	58504
10	Federal Agencies	Sir/Madam				Fed. Ins. & Hazard Mitigation Division Denver Federal Center	Federal Emergency Management Agency	Region 8, Building 710	Denver	CO	80225
10	Federal Agencies	Mr. Bowen	Mr.	J. Michael	Bowen	Division Administrator	Federal Highway Administration	1471 Interstate Loop	Bismarck	ND	58501
10	Federal Agencies	Sir/Madam				5th Communications Squadron	Missile Cable Affairs Office	330 Bomber Boulevard	Minot AFB	ND	58705-5008
10	Federal Agencies					Base Commander	Minot Air Force Base	857 CSG/DEEU	Minot AFB	ND	58705
10	Federal Agencies	Sir/Madam				Rocky Mountain Regional Office	National Park Service	PO Box 25287	Denver	CO	80225
10	Federal Agencies	Sir/Madam				Federal Railroad Administration	Office of Economic Analysis (RRP-32)	400 7th Street SW	Washington	DC	20590
10	Federal Agencies	Ms. Poe	Ms.	Noel	Poe	Superintendent	Theodore Roosevelt National Park	PO Box 7	Medora	ND	58645
10	Federal Agencies	Ms. Gorton	Ms.	Candace M.	Gorton	Cultural Resources Section Planning Branch	U.S. Army Corps of Engineers	106 S. 15th St.	Omaha	NE	68102-1618
10	Federal Agencies	Sir/Madam				District Engineer	U.S. Army Corps of Engineers	190 5th Street East	St. Paul	MN	55101-1638
10	Federal Agencies	Mr. Spitzack	Mr.	Charles P.	Spitzack	Chief, Project Management and Development Branch	U.S. Army Corps of Engineers	190 5th Street East	St. Paul	MN	55101-1638

Type Code	Type	Dear	Prefix	First Name	Last Name	Title/Department	Organization Name	Address 1	City	State	Zip
10	Federal Agencies	Mr. Winters	Mr.	James	Winters	Program Manager	U.S. Army Corps of Engineers	1513 South 12th Street	Bismarck	ND	58504
10	Federal Agencies	Mr. Gilbert	Mr.	Steve	Gilbert	Senior Field Archaeologist Omaha District	U.S. Army Corps of Engineers	201 1st Street	Riverdale	ND	58565
10	Federal Agencies	Sir/Madam				State Conservationist	U.S. Department of Agriculture	PO Box 1458	Bismarck	ND	58502
10	Federal Agencies	Sir/Madam				Region VIII	U.S. Environmental Protection Agency	999 18th Street, Suite 500	Denver	CO	80202-2405
10	Federal Agencies	Mr. Vodehnal	Mr.	Dale	Vodehnal	Water Management/Wetlands	U.S. Environmental Protection Agency 8WM-SP	999 18th, Suite 500	Denver	CO	80202-2413
10	Federal Agencies	Sir/Madam				Acting Field Supervisor Environment	U.S. Fish and Wildlife Service	3425 Miriam Avenue	Bismarck	ND	58501
10	Federal Agencies	Sir/Madam				District Ranger-Medora District	U.S. Forest Service	161 21st St. W.	Dickinson	ND	58601
10	Federal Agencies	Mr. Pieper	Mr.	David M.	Pieper	Dakota Prairie Grasslands Supervisor	U.S. Forest Service	240 West Century Ave.	Bismarck	ND	58503
10	Federal Agencies	Mr. Wiche	Mr.	Greg	Wiche	Water Resources Division	U.S. Geological Survey	821 East Interstate Avenue	Bismarck	ND	58501
10	Federal Agencies	Ms. Knutson	Ms.	Jess Anne	Knutson	McKenzie Ranger District	U.S.D.A. Forest Service	1901 South Main St.	Watford City	ND	58854-6705
20	Elected - Federal	Senator Dorgan	Sen ator	Byron	Dorgan	US Senator		PO Box 2579	Bismarck	ND	58502
20	Elected - Federal	Senator Conrad	Sen ator	Kent	Conrad	US Senator	Federal Building, Room 228	220 E. Rosser Avenue	Bismarck	ND	58501
20	Elected - Federal	Representative Pomeroy	rese ntati	Earl	Pomeroy	US Representative	Federal Building, Room 379	200 E. Rosser Avenue	Bismarck	ND	58501
22	Elected-State	Senator Schobinger	Sen ator	Randy A.	Schobinger	Senator		PO Box 1215	Minot	ND	58702-1215
22	Elected-State	Senator Seymour	Sen ator	Tom	Seymour	Senator		1104 14th Ave. SW	Minot	ND	58701-5768
22	Elected-State	Senator Tollefson	Sen ator	Ben	Tollefson	Senator		500 24th Street SW	Minot	ND	58703-1864
22	Elected - State	Senator Krebsbach	Sena	Karen K.	Krebsbach	Senator		PO Box 1767	Minot	ND	58702-1767
22	Elected - State	Representative Maragos	Repr	Andrew	Maragos	Representative		125 6th Ave. NE	Minot	ND	58703-2558
22	Elected - State	Representative Wentz	Repr	Janet	Wentz	Representative		505 Eigth Ave. SE	Minot	ND	58701-4764
22	Elected - State	Representative Thorpe	Repr	Elwood	Thorpe	Representative		607 18th Ave. SW	Minot	ND	58702-6201
22	Elected - State	Representative Timm	Repr	Mike	Timm	Representative		PO Box 29	Minot	ND	58702-0029
22	Elected - State	Representative Bellew	Repr	Larry	Bellew	Representative		1309 25th Place NW	Minot	ND	58703

Type Code	Type	Dear	Gender	First Name	Last Name	Title/Department	Organization Name	Address	City	State	Zip
22	Elected - State	Representative Ruby	Repr	Dan	Ruby	Representative		4620 46th Ave. NW	Minot	ND	58703-8711
22	Elected - State	Representative Klein	Repr	Matthew M.	Klein	Representative		1815 Seventh St. SW	Minot	ND	58703-1314
22	Elected - State	Representative Price	Repr	Clara Sue	Price	Representative		3520 30th St. NW	Minot	ND	58703-0312
30	State Agencies	Mr. Farland	Mr.	Darrell	Farland		Comm. On Employment of People with Disabilities	600 East Boulevard	Bismarck	ND	58505-0250
30	State Agencies	Mr. Boyd	Mr.	James	Boyd	Manager of Governmental Services	Division of Community Services Department of Commerce	401 East Broadway, Suite 50	Bismarck	ND	58501
30	State Agencies	Ms. Kulas	Ms.	Cheryl	Kulas	Executive Director	Indian Affairs Commission	600 E. Boulevard 1st Floor	Bismarck	ND	58505
30	State Agencies	Mr. Johnson	Mr.	Mark	Johnson	Executive Director	ND Association of Counties	PO Box 877	Bismarck	ND	58502-0877
30	State Agencies	Ms. Thompson	Ms.	Patsy	Thompson	Executive Director	ND Council on the Arts	418 East Broadway, Suite 70	Bismarck	ND	58501-4086
30	State Agencies	Mr. Berg	Mr.	Tom	Berg		ND Forest Service	307 1st Street East	Bottineau	ND	58318-1100
30	State Agencies	Mr. Bluemle	Mr.	John	Bluemle		ND Geological Survey	600 East Boulevard	Bismarck	ND	58505-0840
30	State Agencies	Mr. Olheiser	Mr.	Robert	Olheiser	Commissioner	ND Land Department	1707 N 9th St	Bismarck	ND	58506-5523
30	State Agencies	Adjutant General				Adjutant General	ND National Guard	PO Box 5511	Bismarck	ND	58506-5511
30	State Agencies	Mr. Prchal	Mr.	Doug	Prchal	Director	ND Parks and Recreation	1835 Bismarck Expressway	Bismarck	ND	58504
30	State Agencies	Mr. Ness	Mr.	Gary	Ness	Director	ND State Aeronautics Commission	PO Box 5020	Bismarck	ND	58502
30	State Agencies	Ms. Weispfenning	Ms.	Linda	Weispfenning	Water Resources Planner	ND State Water Commission	900 E. Boulevard Ave., Dept. 770	Bismarck	ND	58505-0850
30	State Agencies	Ms. Otte Coleman	Ms.	Sara	Otte Coleman	Director	ND Tourism Division Department of Commerce	401 East Broadway, 1st Floor	Bismarck	ND	58501
30	State Agencies	Ms. Sprynczynatyk	Ms.	Connie	Sprynczynatyk	Executive Director	ND League of Cities	PO Box 2235	Bismarck	ND	58502
30	State Agencies	Mr. Reinbold	Mr.	Leo	Reinbold	President	Public Service Commission	600 East Boulevard, Dept 408	Bismarck	ND	58505-0480
30	State Agencies	Mr. Hochhalter	Mr.	Scott	Hochhalter	Soil Conservation Coordinator	Soil Conservation Committee	4023 N State St.	Bismarck	ND	58501
30	State Agencies	Mr. Hildebrand	Mr.	Dean	Hildebrand	Director	State Game and Fish Department	100 Bismarck Expressway	Bismarck	ND	58501-5095
30	State Agencies	Mr. Frink	Mr.	Dale	Frink	Chief Engineer	State Water Commission	900 East Boulevard	Bismarck	ND	58505-0850
40	Regional Agencies	Mr. Walter	Mr.	Alan	Walter	Manager	Garrison Diversion Conservancy District	805 Bavaria Dr.	Minot	ND	58703

Type Code	Type	Dear	Sender	First Name	Last Name	Title/Department	Organization Name	Address	City	State	Zip
40	Regional Agencies	Mr. Hall	Mr.	Tex G.	Hall	Tribal Chairman	Three Affliated Tribes	404 Frontage Road	New Town	ND	58763-9404
40	Regional Agencies	Mr. Hull	Mr.	Ed	Hull	Project Coordinator	Three Affliated Tribes	405 Frontage Road	New Town	ND	58763-9405
40	Regional Agencies	Mr. Phelan	Mr.	Randy	Phelan	Tribal Secretary	Three Affliated Tribes	404 Frontage Road	New Town	ND	58763-9406
40	Regional Agencies	Mr. Crows Breast	Mr.	Elgin	Crows Breast	Cultural Resource Program Director	Three Affliated Tribes	405 Frontage Road	New Town	ND	58763-9407
40	Regional Agencies	Mr. Murphy	Mr.	Charles	Murphy	Tribal Chairman	Standing Rock Sioux Tribe	PO Box D	Fort Yates	ND	58538
40	Regional Agencies	Mr. Mentz Sr.	Mr.	Tim	Mentz	Tribal Historic Preservation Officer	Standing Rock Sioux Tribe	PO Box D	Fort Yates	ND	58538
40	Regional Agencies	Mr. Longie	Mr.	Skip	Longie	Tribal Chairman	Spirit Lake Sioux Tribe	PO Box 359	Fort Totten	ND	58325
40	Regional Agencies	Ms. Morgan	Ms.	Elizabeth	Morgan	Cultural Resource Program Director	Spirit Lake Sioux Tribe	PO Box 360	Fort Totten	ND	58325
40	Regional Agencies	Mr. LeBeau	Mr.	Warren	LeBeau	Superintendent	Spirit Lake Sioux Tribe-Burea of Indian Affairs	PO Box 270	Fort Totten	ND	58325
40	Regional Agencies	Mr. Monette	Mr.	Richard	Monette	Tribal Chairman	Turtle Mountain Chippewa	PO Box 900	Belcourt	ND	58316
40	Regional Agencies	Mr. Ferris	Mr.	Kade	Ferris	Tribal Historic Preservation Officer	Turtle Mountain Chippewa	PO Box 257	Belcourt	ND	58316
40	Regional Agencies	Mr. Hemmy	Mr.	Patrick J.	Hemmy	Superintendent	Turtle Mountain Chippewa	PO Box 60	Belcourt	ND	58316
40	Regional Agencies	Ms. LaCounte	Ms.	Cynthia	LaCounte	Chairperson	Trenton Tribal	PO Box 210	Trenton	ND	58853-0210
40.2	Regional Agencies	Mr. Hagen	Mr.	Greg	Hagen	Executive Director	Souris Basin Planning Council	4215 Burdick Expressway East	Minot	ND	58701
40.7	Regional Agencies	Mr. Rechlin	Mr.	Paul	Rechlin	Executive Director	Lewis & Clark Regional Development Council	400 East Broadway Ave.	Bismarck	ND	58501
40.8	Regional Agencies	Mr. Landblom	Mr.	Rod	Landblom	Executive Director	Roosevelt-Custer Regional Council for Development	Pulver Hall	Dickinson	ND	58601
60	Organization	Mr. Mielke	Mr.	Art	Mielke	President	ND Wildlife Federation, Inc.	Indian Hills Village West, HC3 Box 115A	Ryder	ND	58779
60	Organization	Mr. Schafer	Mr.	Wayde	Schafer		Sierra Club	3304 Hillside Road	Mandan	ND	58554
60	Organization	Mr. Hatzenbuhler	Mr.	Randy	Hatzenbuhler	President	Theodore Roosevelt Medora Foundation	PO Box 198	Medora	ND	58645
70	Local - County					Board of Commissioners	Ward County County Commissioners	315 SE 3rd PO Box 5005	Minot	ND	58702
72	Local - County	Mr. Senger	Mr.	Dave	Senger	County Auditor	Ward County Auditor	PO Box 5005	Minot	ND	58702-5005
74	Local	Mr. Foley	Mr.	Maurice	Foley	Chairman	Water Resource District	PO Box 5005	Minot	ND	58702

Subject Code	Type	Dear	Salut	First Name	Last Name	Title/Department	Organization Name	Address1	City	State	Zip
80	Local - City					City Council	Minot City Council	515 2nd Ave Sw	Minot	ND	58701-4784
82	Local - City	Mr. Frantsvog	Mr.	Robert	Frantsvog	City Auditor	Minot City Auditor	515 2nd Ave Sw	Minot	ND	58701-4784
82	Local - City		Mr.	Robert	Amptman	City Engineer	Minot City Engineer	515 2nd Ave Sw	Minot	ND	58701-4784
82	Local - City	Ms. Bye	Ms.	Donna	Bye	City Planning	City of Minot	515 2nd Ave Sw	Minot	ND	58701-4784
82	Local - City	Ms. Holum	Ms.	Joan	Holum	Superintendent of Schools	Ward County	315 SE 3rd PO Box 5005	Minot	ND	58702
84	Local - City					Public Transit	Minot City Bus	515 2nd Ave Sw	Minot	ND	58701
	Local - City	Mr. Ryan	Mr.	Mike	Ryan	Airport Director	Minot International Airport	25 Airport Road, Suite 10	Minot	ND	58701-1457
	Local-City	Mr. Haugstad	Mr.	Harold	Haugstad		Minot Fire Districts	515 2nd Ave Sw	Minot	ND	58701
	Local-City	Mr. Brunner	Mr.	Leo	Brunner	Park Director	City of Minot	515 2nd Ave Sw	Minot	ND	58701
	Local-City	Mr. Draovitch	Mr.	Dan	Draovitch	Police Chief	City of Minot	515 2nd Ave Sw	Minot	ND	58701
	Local-City	Mr. Burckhard	Mr.	Dave	Burckhard	Sewage & Water Works Supervisor	City of Minot	515 2nd Ave Sw	Minot	ND	58701
	Local-City	Mr. Walter	Mr.	Alan	Walter	Public Works Director	City of Minot	515 2nd Ave Sw	Minot	ND	58701
	Local-City					Chamber of Commerce	City of Minot	1020 20th Ave SW	Minot	ND	58703
90	Utility	Mr. Miller	Mr.	James	Miller	Project Manager	Basin Electric Power, Inc.	1717 East Interstate Ave.	Bismarck	ND	58501
90	Utility						Xcel Energy				
90	Utility						SRT Communications, Inc.	3615 N Broadway	Minot	ND	58703
90	Utility	Mr. Wrege	Mr.	Darrell	Wrege	Regional Manager	Mid-continent Cable Company	719 Memorial Highway	Bismarck	ND	58504
90	Utility	Mr. Boyd	Mr.	Bill	Boyd	Technical Operations Manager	Mid-continent Cable Company	719 Memorial Highway	Bismarck	ND	58504
90	Utility	Mr. Eliasson	Mr.	James	Eliasson		Montana Dakota Utilities	400 N. 4th St.	Bismarck	ND	58501
90	Utility	Mr. Fink	Mr.	Mike	Fink	Gas Superintendent	Montana Dakota Utilities	Box 1457	Bismarck	ND	58502
90	Utility	Mr. Goodin	Mr.	Dave	Goodin		Montana Dakota Utilities	PO Box 1406	Williston	ND	58801
90	Utility						ND Telephone Company	PO Box 180	Devils Lake	ND	58301

Type Code	Type	Dear	Sender	First Name	Last Name	Title/Department	Organization Name	Address	City	State	Zip
90	Utility	Sir/Madam					Northern Plains Natural Gas	Rt. 1 Box 70M	Mandan	ND	58554
90	Utility	Sir/Madam					Northern States Power Company	2302 Great Northern Drive	Fargo	ND	58102
90	Utility	Mr. Cox	Mr.	Gary	Cox		Northwest Communications Co-op	PO Box 38	Ray	ND	58849
90	Utility	Mr. Kraft	Mr.	John	Kraft		Qwest	PO Box 5508	Bismarck	ND	58502-5508
90	Utility	Sir/Madam					Sprint World Headquarters	6200 Sprint Parkway	Overland Park	KS	66251
90	Utility	Sir/Madam					Verendrye Electric Co-op Inc.	1225 Highway 2 Bypass East	Minot	ND	58701
90	Utility	Mr. Seifert	Mr.	Keith	Seifert		WBI Pipeline	PO Box 131	Glendive	MT	59330
90	Utility	Mr. Davies	Mr.	James	Davies	Area Manager	Western Area Power Administration	PO Box EGY	Billings	MT	59101
90	Utility	Mr. Morris	Mr.	Brian	Morris	ND State Maintenance Manager	Western Area Power Administration	PO Box 1173	Bismarck	ND	58502-1173

112 TOTAL

APPENDIX B

AGENCY COMMENTS

US Department of Agriculture-Forest Service\Dakota Prairie Grasslands (5-15-2003)

US Department of Agriculture-NRCS (5-9-2003)

US Department of Defense- US Army Corps of Engineers\Omaha District (5-14-2003 and 6-27-2003)

US Department of Defense- US Army Corps of Engineers\St. Paul District (5-15-2003)

US Department of the Interior-BIA (5-20-2003)

US Department of the Interior-Fish & Wildlife Service (5-28-2003)

US Department of the Interior-National Park Service (5-13-2003)

US Department of Transportation-Federal Aviation Administration (5-22-2003)

North Dakota Department of Health (5-12-2003)

North Dakota Department of Transportation (5-19-2003, 4-14-2004, 2-2-2005, and 3-22-2005)

North Dakota Parks & Recreation Department (5-9-2003)

North Dakota State Historic Preservation Officer (4-12-2004 and 3-23-2005)

North Dakota State Water Commission (5-21-2003)

Ward County Water Resource (5-14-2003)

City of Minot Engineering Department (5-16-2003 and 3-8-2005)

City of Minot Public Works Department (5-13-2003 and 8-11-2003)

Minot International Airport (5-21-2003)

Williston Basin Interstate Pipeline Company (5-12-2003)

United States Department of Agriculture
Forest Service
Dakota Prairie Grasslands
240 W. Century Ave.
Bismarck, ND 58503

File Code: 7700/5400
Date: May 15, 2003

RECEIVED
MAY 16 2003
BY:

Kadrmas, Lee & Jackson
Attn: Greg Oase, Project Manager
P.O. Box 1157
Bismarck, ND 58502

Dear Mr. Oase:

I received your letter regarding Minot Broadway Project #CMU-4-083(060)200.

Regarding the project, our office would have no concern with the proposed area since it is located in Ward County and we do not manage any lands in that vicinity. Thank you for allowing our office to review this project.

Sincerely,

Deborah K. Johnson

for: DAVID M. PIEPER
Grasslands Supervisor

May 7, 2003

USDA
NATURAL RESOURCES
CONSERVATION SERVICE

Project as described will have NO EFFECT on prime farmlands or wetlands on agricultural lands. IF PROJECT DESIGN CHANGES ARE MADE, PLEASE SUBMIT PLANS FOR REVIEW.

State Conservationist 5/9/03
Date

State Conservationist
U.S. Department of Agriculture
P.O. Box 1458
Bismarck, ND 58502

Re: Minot Broadway (4th Avenue to 21st Avenue), Minot, ND, Project # CMU-4-083(060)200

Kadrmas Lee & Jackson
a KLJ Solutions company
Engineers, Surveyors and Planners

Dear Sir:

On behalf of the North Dakota Department of Transportation, we are conducting an Environmental Report, which will evaluate improvement options for North Broadway Avenue from 4th Avenue NW through 21st Avenue NW in Minot, North Dakota. An enclosed map shows the location of the project.

The project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way, and a potential alternative of filling ditches in the present right-of-way.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2)(D)(IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property your department may own or have an interest in and which would be adjacent to the proposed highway improvement. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed project. Any information that might help us in our design would be appreciated.

Please identify any prime farmland in the area. In addition, we request your comments on any effect this project will have on prime farmland. If there is prime or unique farmland within the project area, the information you provide will be used to fill out the Site Assessment portion of the Farmland Conversion Impact Rating Sheet for each alternative under consideration, as required by the Farmland Protection Policy Act (FPPA).

The Federal Highway Administration's Guidelines for Implementing the Final Rule of the Farmland Protection Policy Act for Highway Projects states that if all project alternatives receive a site assessment rating of less than 60 (and, therefore, a maximum overall rating of less than 160), the rating sheet does not have to be sent to the SCS but will be placed in the project file. Under FPPA, projects with scores of less than 160 are given a minimum level of consideration for protection and no further sites would need to be evaluated.

ENR TOP500 Design FIRM

1810 4th Avenue NW • PO Box 250 • Minot, ND 58702 • 701-839-3383 • Fax: 701-838-3578

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion", or whether an "Environmental Assessment", or a "Draft Environmental Impact Statement" will be prepared.

It is requested that any comments or information be forwarded to our office on or before June 6, 2003. If no reply is received by this date, it will be assumed that you have no comment on the project. Two public input meetings and one public hearing will be held in conjunction with this project. The first public input meeting will be held:

- **7:00-9:00 PM, Wednesday, May 21**
  Minot State University
  Audubon Room
  Third Floor-Student Union Building
  500 University Avenue West
  Minot, ND

The purpose of this public input meeting is to:

- Inform the public, Federal, State, and regional agencies, and elected officials of the current deficiencies of Broadway
- Identify concerns relating to the proposed project
- Obtain suggestions of additional alternatives

If further information is desired regarding the proposed project, you may contact me at (701) 839-3383 in Minot, North Dakota.

Sincerely,
Kadrmas, Lee & Jackson, Inc.

Greg Oase
Project Manager

Enc.

15

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
106 SOUTH 15TH STREET
OMAHA, NEBRASKA 68102-1618

REPLY TO:

May 14, 2003

Planning, Programs and Project Management Division

Mr. Greg Oase, Project Manager
Kadrmas, Lee & Jackson, Inc.
PO Box 250
Minot, North Dakota 58702

Dear Mr. Oase:

The request for comments regarding the proposed road improvement in Minot, North Dakota, Project # CMU-4-083(060)200, in your letter dated May 7, 2003 is outside of the U.S. Army Corps of Engineers, Omaha District's civil works boundaries. Your request for comments has been forwarded to the St. Paul District at the following address:

U. S. Army Corps of Engineers
St. Paul District
ATTN: CEMVP-PD
190 Fifth Street East
St. Paul, Minnesota 55101-1638

If construction activities involve any work in waters of the United States, a Section 404 permit may be required. For a detailed review of permit requirements, final project plans should be sent to:

Mr. Steve Naylor
U.S. Army Corps of Engineers
Pierre Regulatory Office
28563 Powerhouse Road, Room 120
Pierre, South Dakota 57501

If you have questions, please contact Mr. Tim Fleeger at (402) 221-3069. Thank you for the opportunity to review this proposal.

Sincerely,

for Robert J. Gatto

Candace M. Gorton, Chief
Environmental, Economics and
Cultural Resources Section
Planning Branch

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
NORTH DAKOTA REGULATORY OFFICE
1513 SOUTH 12TH STREET
BISMARCK ND 58504-6640

REPLY TO
ATTENTION OF

June 27, 2003

North Dakota Regulatory Office

Mr. Greg Oase
Kadrmas, Lee & Jackson
PO Box 250
Minot, North Dakota 58702

Dear Mr. Oase:

We have reviewed your request for Department of the Army (DA) comments, on behalf of the North Dakota Department of Transportation, regarding the reconstruction of a portion of North Broadway Avenue, within the City of Minot, North Dakota. This project is located in Sections 11, 12, 13, and 14, Township 155 North, Range 83 West, Ward County, North Dakota. The project is referenced in your solicitation letter as **project # CMU-4-083(060)200**.

Based on the information provided to this office, the proposed activity as described is not subject to Department of the Army regulatory authorities. Therefore, no Section 10/404 permit is required from the Corps of Engineers.

The fact that a Section 10/404 permit is not required does not relieve the North Dakota Department of Transportation of the obligation to obtain required approvals from other agencies that may have regulatory jurisdiction over this project.

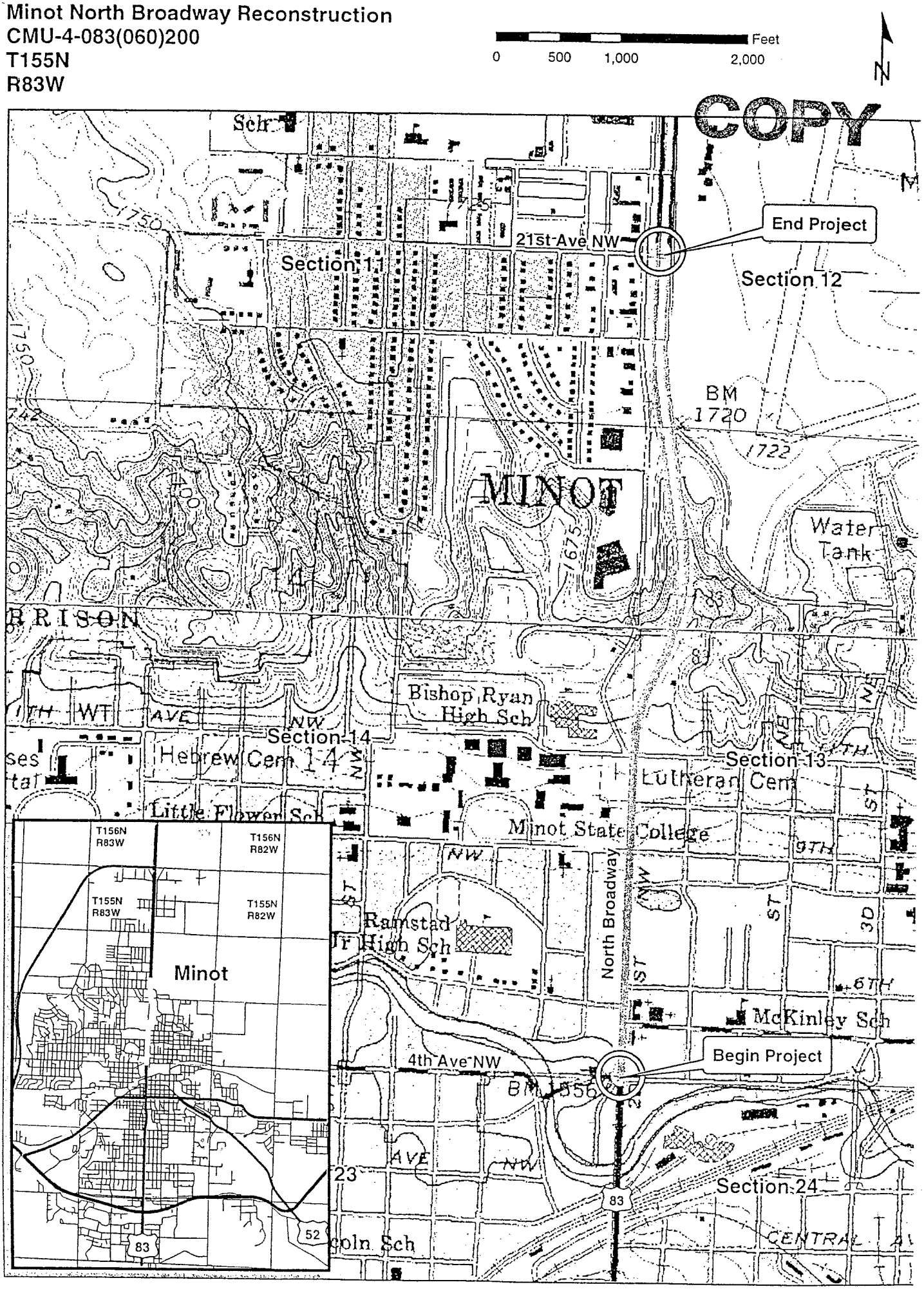
Should you have any questions regarding this determination, please do not hesitate to contact Jason Renschler of this office by letter or telephone (701)-255-0015 and reference project number 200360297.

Sincerely,

James L. Winters
Regulatory Program Manager
North Dakota

Printed on Recycled Paper

Minot North Broadway Reconstruction
CMU-4-083(060)200
T155N
R83W



2

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
190 FIFTH STREET EAST
ST. PAUL, MN 55101-1638

REPLY TO
ATTENTION OF

May 15, 2003

Project Management and Development Branch
Planning, Programs and Project Management Division

SUBJECT: Minot Broadway (4th Avenue NW to 21st Avenue NW), Minot, ND
Project # CMU-4-083(060)200

Mr. Greg Oase
Project Manager
Kadrmas, Lee & Jackson, Inc.
1810 Fourth Avenue NW
P.O. Box 250
Minot, North Dakota 58702

Dear Mr. Oase:

I am responding to your letters dated May 7, 2003, to me and to the St. Paul District Engineer which requested comments on improvements to North Broadway Avenue from 4th Avenue NW through 21st Avenue NW in Minot, North Dakota. The project would consist of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way, and a potential alternative of filling ditches in the present right-of-way.

The Corps of Engineers has a completed flood control project on the Souris River at Minot, North Dakota. The roadway reconstruction you are proposing, however, would not affect the existing Minot flood control project levees or channel improvements.

Although the project area is within the St. Paul District's civil works boundaries, it is within the Omaha District's Regulatory jurisdiction. You should coordinate with Mr. Jim Winters at the Bismarck Regulatory Office, U.S. Army Corps of Engineers, 1513 South 12th Street, Bismarck, North Dakota 58504 concerning permit requirements.

Sincerely,

Charles P. Spitzack
Chief, Project Management and
Development Branch

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
Great Plains Regional Office
115 Fourth Avenue S.E.
Aberdeen, South Dakota 57401

IN REPLY REFER TO:
Branch of Roads
MC-307

MAY 20 2003

Greg Oase, Project Manager
1810 4th Ave. NW
P.O. Box 250
Minot, North Dakota 58702

Dear Mr. Oase:

This is in response to your letter dated May 7, 2003, concerning the reconstruction of Minot Broadway from 4th Avenue Northwest to 21st Avenue Northwest in Minot, North Dakota. Your project No. CMU-4-083(060)200.

We understand you are seeking comments or information regarding the project impact on land administered by the Bureau of Indian Affairs. We have no environmental concerns with this action and are not aware of any cultural resources surveys along the proposed project.

If your cultural resource survey for the planned project determines there is a cultural or religious significance for the Native American community, it is your responsibility under the National Historic Preservation Act to inform our Regional Archaeologist, Dr. Carson Murdy at (605) 226-7618.

A review of our records indicates no Indian-owned lands administered by the Bureau of Indian Affairs, within the limits of your project.

If you have any questions call Marilyn Bercier, Environmental Specialist, at 605/ 226-7645.

Sincerely,

ACTING Regional Director

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
3425 Miriam Avenue
Bismarck, North Dakota 58501

MAY 28 2003

Mr. Greg Oase
Kadrmas, Lee & Jackson
P.O. Box 250
Minot, North Dakota 58702

Re: Project # CMU-4-083(060)200

Dear Mr. Oase:

In response to your May 7, 2003, letter, the U.S. Fish and Wildlife Service (Service) has reviewed the project to reconstruct North Broadway through the city of Minot, in Ward County. At this time, project options may include widening and/or realignment outside the existing right-of-way, as well as possibly filling the ditches in the present right-of-way. We offer the following comments.

The Service recommends that you maintain existing drainage patterns and culvert elevations. By filling ditches, valuable surface area for infiltration of runoff waters is lost. The Service recommends that the ditches not be filled.

The Service has no property interests near the proposed construction site.

A list of federally endangered, threatened, and candidate species that may be present within the proposed project's area of influence is enclosed. This list fulfills requirements of the Fish and Wildlife Service under Section 7 of the Endangered Species Act.

If a Federal agency authorizes, funds, or carries out a proposed action, the responsible Federal agency, or its delegated agent, is required to evaluate whether the proposed action "may affect" listed species. If the Federal agency determines the action "may affect" a listed species, then the responsible Federal agency shall request formal section 7 consultation with this office. If the evaluation shows a "no effect" situation on the listed species, further consultation is not necessary. At this time, the Service not aware that any species frequent the project area.

The Service does not object to the project as proposed, provided our recommendations are incorporated into the project plan. Thank you for the opportunity to provide comments. If

further information is required, please contact Ms. Kelly McDermott of my staff at 701-250-4402, or at the letterhead address.

Sincerely,

Kevin M. Johnson

for Jeffrey K. Towner
Field Supervisor
North Dakota Field Office

Enclosure

cc: Project Leader, Audubon WMD
COE, Regulatory Office, Bismarck
(Attn: J. Winters)
Director, ND Game and Fish Dept., Bismarck
(Attn: M. McKenna)

FEDERAL THREATENED, ENDANGERED, AND CANDIDATE SPECIES AND DESIGNATED CRITICAL HABITAT FOUND IN WARD COUNTY, NORTH DAKOTA

ENDANGERED SPECIES

Birds

Whooping crane (Grus Americana): Migrates through west and central counties during spring and fall. Prefers to roost on wetlands and stockdams with good visibility. Young adult summered in North Dakota in 1989, 1990, and 1993. Total population 140-150 birds.

THREATENED SPECIES

Birds

Bald eagle (Haliaeetus leucocephalus): Migrates spring and fall statewide but primarily along the major river courses. It concentrates along the Missouri River during winter and is known to nest in the floodplain forest.

Piping plover (Charadrius melodus): Nests on midstream sandbars of the Missouri and Yellowstone Rivers and along shorelines of saline wetlands. More nest in North Dakota than any other state.

Mammals

Gray wolf (Canis lupus): Occasional visitor in North Dakota. Most frequently observed in the Turtle Mountains area.

LISTED CANDIDATE

Invertebrates

Dakota skipper (Hesperia dacotae): Found in native prairie containing a high diversity of wildflowers and grasses. Habitat includes two prairie types: 1) low (wet) prairie dominated by bluestem grasses, wood lily, harebell, and smooth camas; 2) upland (dry) prairie on ridges and hillsides dominated by bluestem grasses, needlegrass, pale purple and upright coneflowers and blanketflower.

DESIGNATED CRITICAL HABITAT

Birds

Piping Plover - Alkali Lakes and Wetlands - Critical habitat includes: (1) shallow, seasonally to permanently flooded, mixosaline to hypersaline wetlands with sandy to gravelly, sparsely vegetated beaches, salt-encrusted mud flats, and/or gravelly salt flats; (2) springs and fens along edges of alkali lakes and wetlands; and (3) adjacent uplands 200 feet (61 meters) above the high water mark of the alkali lake or wetland.

United States Department of the Interior
NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
12795 West Alameda Parkway
PO Box 25287
Denver, Colorado 80225-0287

IN REPLY REFER TO:

MAY 13 2003

Greg Oase
Kadrmas Lee & Jackson
P.O. Box 250
Minot, ND 58702

Reference: Change of Address for compliance information requests

Subject: Minot Broadway (4th Avenue NW to 21st Avenue NW), Minot, ND, Project # CMU-4-083(060)200

Dear Mr. Oase,

The U.S. Department of the Interior, National Park Service Environmental Quality office located in Denver, CO no longer processes compliance information requests for the state of North Dakota. Please send compliance correspondence to:

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
1709 Jackson Street
Omaha, NE 68102

The subject project letter has been forwarded to this office.

We appreciate the opportunity to comment. If you have any questions, please contact me at (303) 969-2377,

Sincerely,

Roxanne Runkel
Environmental Protection Technician

12

U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Bismarck Airports District Office
2301 University Drive, Building 23B
Bismarck, North Dakota 58504

May 22, 2003

Mr. Greg Oase, Project Manager
Kadrmas, Lee & Jackson
1810 4th Avenue Northwest
P.O. Box 250
Minot, ND 58702-0250

Dear Mr. Oase:

Minot Broadway (4th Avenue NW to 21st Avenue NW), Minot, North Dakota,
Project # CMU-4-083(060)200

The Bismarck Airports District Office has reviewed the proposed improvements for North Dakota Broadway Avenue from 4th Avenue Northwest through 21st Avenue Northwest in Minot, North Dakota, as defined in your letter dated May 7, 2003. We have no objections from an environmental standpoint, provided that the Federal Aviation Administration (FAA) is notified of any construction or alterations if required by Federal Aviation Regulation (FAR), Part 77.

You may find FAA Form 7460-1 and instructions, which identifies construction or alterations requiring notice under FAR Part 77, on the internet at http://www2.faa.gov/arp/anm/publications/forms/index.cfm?nav=forms.

If you have additional questions, contact our office at (701) 323-7380.

Sincerely,

Thomas T. Schauer, Program Manager
Bismarck Airports District Office

NORTH DAKOTA DEPARTMENT OF HEALTH
Environmental Health Section

Location:
1200 Missouri Avenue
Bismarck, ND 58504-5264

Fax #:
701-328-5200

Mailing Address:
P.O. Box 5520
Bismarck, ND 58506-5520

May 12, 2003

Greg Oase, Project Manager
Kadrmas, Lee & Jackson
P.O. Box 250
Minot, ND 58702

Re: Project # CMU-4-083(060)200
North Broadway Ave. (4th Ave. to 21st Ave.)
Minot, Ward County

Dear Mr. Oase:

This department has reviewed the information concerning the above-referenced project submitted under date of May 7, 2003, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following comments:

1. All necessary measures must be taken to minimize fugitive dust emissions created during construction activities. Any complaints that may arise are to be dealt with in an efficient and effective manner.

2. Care is to be taken during construction activity near any water of the state to minimize adverse effects on a water body. This includes minimal disturbance of stream beds and banks to prevent excess siltation, and the replacement and revegetation of any disturbed area as soon as possible after work has been completed. Caution must also be taken to prevent spills of oil and grease that may reach the receiving water from equipment maintenance, and/or the handling of fuels on the site. Guidelines for minimizing degradation to waterways during construction are attached.

3. Projects disturbing one or more acres are required to have a permit to discharge storm water runoff until the site is stabilized by the reestablisment of vegetation or other permanent cover. Also, cities may impose additional requirements and/or specific best management practices for construction affecting their storm drainage system. Check with the local officials to be sure any local storm water management considerations are addressed.

4. Noise from construction activities may have adverse effects on persons who live near the construction area. Noise levels can be minimized by ensuring that construction equipment is equipped with a recommended muffler in good working order. Noise effects can also be

minimized by ensuring that construction activities are not conducted during early morning or late evening hours.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

These comments are based on the information provided about the project in the above-referenced submittal. The U.S. Army Corps of Engineers may require a water quality certification from this department for the project if the project is subject to their Section 404 permitting process. Any additional information which may be required by the U.S. Army Corps of Engineers under the process will be considered by this department in our determination regarding the issuance of such a certification.

If you have any questions regarding our comments, please feel free to contact this office.

Sincerely,

L. David Glatt, Chief
Environmental Health Section

LDG:cc
Attach.

NORTH DAKOTA DEPARTMENT OF HEALTH
Environmental Health Section

Location:
1200 Missouri Avenue
Bismarck, ND 58504-5264

Fax #:
701-328-5200

Mailing Address:
P.O. Box 5520
Bismarck, ND 58506-5520

December 2000

Construction and Environmental Disturbance Requirements

These represent the minimum requirements of the North Dakota Department of Health. They ensure that minimal environmental degradation occurs as a result of construction or related work which has the potential to affect the waters of the State of North Dakota. All projects will be designed and implemented to restrict the losses or disturbances of soil, vegetative cover, and pollutants (chemical or biological) from a site.

Soils

Prevent the erosion of exposed soil surfaces and trapping sediments being transported. Examples include, but are not restricted to, sediment dams or berms, diversion dikes, hay bales as erosion checks, riprap, mesh or burlap blankets to hold soil during construction, and immediately establishing vegetative cover on disturbed areas after construction is completed. Fragile and sensitive areas such as wetlands, riparian zones, delicate flora, or land resources will be protected against compaction, vegetation loss, and unnecessary damage.

Surface Waters

All construction which directly or indirectly impacts aquatic systems will be managed to minimize impacts. All attempts will be made to prevent the contamination of water at construction sites from fuel spillage, lubricants, and chemicals, by following safe storage and handling procedures. Stream bank and stream bed disturbances will be controlled to minimize and/or prevent silt movement, nutrient upsurges, plant dislocation, and any physical, chemical, or biological disruption. The use of pesticides or herbicides in or near these systems is forbidden without approval from this Department.

Fill Material

Any fill material placed below the high water mark must be free of top soils, decomposable materials, and persistent synthetic organic compounds (in toxic concentrations). This includes, but is not limited to, asphalt, tires, treated lumber, and construction debris. The Department may require testing of fill materials. All temporary fills must be removed. Debris and solid wastes will be removed from the site and the impacted areas restored as nearly as possible to the original condition.

North Dakota Department of Transportation

David A. Sprynczynatyk, P.E.
Director

John Hoeven
Governor

May 19, 2003

Greg Oase, Project Manager
Kadrmas, Lee, & Jackson P.C.
PO Box 250
Minot ND 58702-0250

MINOT BROADWAY (4TH AVENUE NW TO 21ST AVENUE NW) RECONSTRUCTING OF ROADWAY, WARD COUNTY, MINOT, NORTH DAKOTA

This project is being developed by Kadrmas, Lee, & Jackson, P.C. for the North Dakota Department of Transportation as part of the Urban Regional Program. Your letter dated May 7, 2003, requesting comments on impacts this project may have on our agency, has been reviewed. These comments are very cursory at this time and we anticipate continued review of the project documents as you continue to prepare them.

The following are some preliminary comments that were received from the District:

1) Right-of-Way needs may affect parks located on both ends of the project.
2) There may be several historic properties within the right-of-way acquisition needs. Please contact Kent Good or Jeani Borchert to schedule a project review.

We look forward to continued review of the project development documents as they become available. Your direct contact for any issues regarding this project continues to be the Local Government Division.

FRANCIS G. ZIEGLER, P.E - DIRECTOR, OFFICE OF PROJECT DEVELOPMENT

57:fgz:js

c: Dave Leftwich, Local Government
Kent Good, Cultural Resources

North Dakota Department of Transportation

David A. Sprynczynatyk, P.E.
Director

John Hoeven
Governor

April 14, 2004

Jennifer Hafner
KLJ
PO Box 1157
Bismarck ND 58502-1157

CMU-4-083(060)200 CULTURAL RESOURCE STATUS MINOT N BROADWAY - INVENTORY REPORT.

Enclosed are the MAC report and copy of the letter from the State Historical Society of North Dakota accepting the report for the project listed above and concurring with our *No Historic Properties Affected* determination. No additional cultural resource work is recommended prior to development of this project. Any borrow or gravel sources that were not inventoried as part of this project must be handled as contractor optioned sources as described in *Standard Specifications for Road and Bridge Construction (2002)*. If you have any questions regarding this inventory, or if any changes in the project develop, please contact me at 701-328-4539.

BOB CHRISTENSEN, ARCHAEOLOGIST, DESIGN

c: Dave Leftwich (Local Government Division)
Louis Hafermehl (610 N 7th St #11, Bismarck, ND, 58501)
Metcalf Archaeological Consultants (Bismarck)

RECEIVED
APR 21 2004
BY:

608 East Boulevard Avenue • Bismarck, North Dakota 58505-0700
Information: (701) 328-2500 • FAX: (701) 328-4545 • TTY: (701) 328-4156 • www.discovernd.com/dot

SHPO CONSULTATION DOCUMENTATION
North Dakota Department of Transportation, Design
SFN 52561 (6-2000)

Date 2/2/05	Project Number CMU-4-083(060)200
NDDOT Personnel BOB CHRISTENSEN	
SHPO Personnel KATE RYAN	
Issue of Discussion HISTORIC RES. DISTRICT + TRUCK TRAFFIC W/ ALTERNATIVE E	
Results of Consultation IMPACT IS LIKELY TO BE MINIMAL AS TRUCK TRAFFIC IS LIKELY TO FIND ALTERNATE ROUTES. BUILDINGS FRONTING BROADWAY ARE NOT PART OF A RESIDENTIAL DISTRICT. 208 N. 5TH ST NW NOT ELIGIBLE. CHRISTIAN CENTER MAY BE ELIGIBLE BUT WILL PROBABLY NOT BE IMPACTED.	

RC Christensen

Mary Kate Ryan 2/2/05

RECEIVED
FEB 07 2005
BY:

North Dakota Department of Transportation

David A. Sprynczynatyk, P.E.
Director

John Hoeven
Governor

March 22, 2005

Jennifer Hafner
KLJ
PO Box 1157
Bismarck ND 58502-1157

CMU-4-083(060)200 CULTURAL RESOURCE STATUS - INVENTORY REPORT.

Enclosed is the letter from the State Historical Society of North Dakota concurring with our *Determination of Effects*. If you have any questions regarding this matter please contact me at 701-328-4539.

BOB CHRISTENSEN, ARCHAEOLOGIST, DESIGN

c: Dave Leftwich (Local Government Division)

608 East Boulevard Avenue • Bismarck, North Dakota 58505-0700
Information: (701) 328-2500 • FAX: (701) 328-4545 • TTY: (701) 328-4156 • www.discovernd.com/dot

North Dakota Parks & Recreation Department

1835 Bismarck Expressway, Bismarck, ND 58504
Phone: (701) 328-5357 Fax: (701) 328-5363 E-Mail: parkrec@state.nd.us Web: http://www.ndparks.com

John Hoeven, Governor

Douglass A. Prchal, Director

—

Field Manager
Brad Pozarnsky
#2 Lake Metigoshe State Park
Bottineau, ND 58318
Ph. (701) 263-4054

—

Cross Ranch
1403 River Road
Center, ND 58530
Ph. (701) 794-3731
•Little Missouri-Killdeer

Devils Lake
152 S. Duncan Dr.
Devils Lake, ND 58301
Ph. (701) 766-4015
•Black Tiger Bay
•Grahams Island
•Shelvers Grove

Ft. Abraham Lincoln
380 Fort Lincoln Road
Mandan, ND 58554
Ph. (701) 663-9571
•Sully Creek-Medora

Ft. Ransom
5981 Walt Hjelle Parkway
Ft. Ransom, ND 58033
Ph. (701) 973-4331
•Beaver Lake-Wishek
Ph. (701) 452-2752

Ft. Stevenson
1252A 41st Ave. NW
Garrison, ND 58540
Ph. (701) 337-5576

Icelandic
13571 Hwy. 5
Cavalier, ND 58220
Ph. (701) 265-4561

Lake Metigoshe
#2 Lake Metigoshe State Park
Bottineau, ND 58318
Ph. (701) 263-4651

Lake Sakakawea
Box 732
Riverdale, ND 58565
Ph. (701) 487-3315

Lewis & Clark
4904 119th Rd. NW
Epping, ND 58843
Ph. (701) 859-3071

Turtle River
3084 Park Ave.
Arvilla, ND 58214
Ph. (701) 594-4445
•Elmwood-Grafton

May 9, 2003

Greg Oase
Kadrmas, Lee and Jackson
PO Box 250
Minot, ND 58702

Re: Minot Broadway (4th Av. NW to 21st Ave. NW) Project #CMU-4-083(060)200

Dear Mr. Oase:

I have checked our records and we do not have Land and Water Conservation Fund projects in the area of the proposed project.

Clearance is given from our department to proceed with the proposed project.

If at anytime this project has any significant impact to any LWCF projects this department must be notified beforehand.

Thank you for the opportunity to review this project. If you should need any further information please call me at 701-328-5364 or e-mail lbarnhardt@state.nd.us

Sincerely,

Lee Ann Barnhardt
Grants Mgr.

STATE HISTORICAL SOCIETY OF NORTH DAKOTA

John Hoeven
Governor of North Dakota

North Dakota
State Historical Board

Diane K. Larson
Bismarck - President

Marvin L. Kaiser
Williston - Vice President

Albert I. Berger
Grand Forks - Secretary

Chester E. Nelson, Jr.
Bismarck

Gereld Gerntholz
Valley City

A. Ruric Todd III
Jamestown

Sara Otte Coleman
Director
Tourism Division

Kathi Gilmore
State Treasurer

Alvin A. Jaeger
Secretary of State

Douglass Prchal
Director
Parks and Recreation Department

David A. Sprynczynatyk
Director
Department of Transportation

John E. Von Rueden
Bismarck

Merlan E. Paaverud, Jr.
Director

APR 2004
RECEIVED
Office of
Project Development
NDDOT
Bismarck, ND

Accredited by the American Association of Museums

April 12, 2004

Bob Christensen
Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

NDSHPO REF.: 03-1043, Report Review, North Broadway, Minot, ND.

Dear Mr. Christensen:

We have reviewed: *North Broadway: An Archaeological and Architectural Inventory in Minot, Ward County, North Dakota* by Louis N. Hafermehl and Ed Stine, MAC, Inc., March 2004 and have found the report acceptable. We do however, request that future reports of this nature refer to the research methodology as "Class II Inventory" instead of "windshield survey" as found in this report.

We concur with the NDDOT that sites 32WD1608 and 32WD1622 are National Register eligible. We look forward to continuing to work with the NDDOT on this project as plans are further developed.

Thank you for the opportunity to review this project. Please include the ND SHPO Reference number listed above in any further correspondence for this specific project. If you have any questions please contact Duane Klinner at (701) 328-3576.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)

North Dakota Heritage Center • 612 East Boulevard Avenue, Bismarck, ND 58505-0830 • Phone 701-328-2666 • Fax: 701-328-3710
Email: histsoc@state.nd.us • Web site: http://DiscoverND.com/hist • TTY: 1-800-366-6888

STATE HISTORICAL SOCIETY OF NORTH DAKOTA

John Hoeven
Governor of North Dakota

North Dakota
State Historical Board

Diane K. Larson
Bismarck - President

Marvin L. Kaiser
Williston - Vice President

Albert I. Berger
Grand Forks - Secretary

Chester E. Nelson, Jr.
Bismarck

Gereld Gerntholz
Valley City

A. Ruric Todd III
Jamestown

Sara Otte Coleman
Director
Tourism Division

Kelly Schmidt
State Treasurer

Alvin A. Jaeger
Secretary of State

Douglass Prchal
Director
Parks and Recreation Department

David A. Sprynczynatyk
Director
Department of Transportation

John E. Von Rueden
Bismarck

Merlan E. Paaverud, Jr.
Director

March 23, 2005

Robert C. Christensen
Archaeologist
Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

NDSHPO REF. : 03-1043, NDDOT Minot, North Dakota, North Broadway Effects of Undertaking
NDDOT: CMU-4-083(060)200

Dear Bob:

We have reviewed project effects letter of March 23, 2005, as a follow-up to the February 24, 2005, consultation meeting on North Broadway project [NDDOT CMU-4-083(060)200] that involved discussion of alternatives and effects.

We concur with **"No Adverse Effect,"** for the project provided:
(1) the impacts to the Mackley Apartment Building (32WD1608) are limited to the steps, and that the steps are altered using compatible building material;
(2) the corner and entry pillars to the First Lutheran Cemetery (32WD1622) are moved west of the new sidewalk and placed on new concrete pads; and,
(3) the First Lutheran Church buildings (32WD1622) are not impacted.

Thank you for the opportunity to review the project. If you have questions please contact either Fern Swenson at (701) 328-3575 or Paul Picha at (701) 328-3574.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer (North Dakota)
and
Director, State Historical Society of North Dakota

MAR 2005
RECEIVED
Office of
Project Development
NDDOT
Bismarck, ND

Accredited by the American Association of Museums

North Dakota Heritage Center • 612 East Boulevard Avenue, Bismarck, ND 58505-0830 • Phone 701-328-2666 • Fax: 701-328-3710
Email: histsoc@state.nd.us • Web site: http://DiscoverND.com/hist • TTY: 1-800-366-6888

North Dakota State Water Commission

900 EAST BOULEVARD AVENUE, DEPT 770 • BISMARCK, NORTH DAKOTA 58505-0850 • 701-328-2750
TDD 701-328-2750 • FAX 701-328-3696 • INTERNET: http://www.swc.state.nd.us/

May 21, 2003

Greg Oase
KLJ
PO Box 250
Minot, ND 58702

Dear Mr. Oase:

This is in response to your request for review of environmental impacts associated with Project No. CMU-4-083(060)200, the evaluation of improvements to Broadway Ave, in Minot, ND.

The proposed project has been reviewed by State Water Commission staff and the following comments are provided:

- The project is not located in an identified floodplain.

- All waste material associated with the project must be disposed of properly and not placed in identified floodway areas.

There are no other concerns associated with this project that affect State Water Commission or State Engineer regulatory responsibilities.

Thank you for the opportunity to provide review comments. If you have any questions, please call me at 328-4969.

Sincerely,

Larry Knudtson
Research Analyst

LJK:dd/1570

JOHN HOEVEN, GOVERNOR
CHAIRMAN

DALE L. FRINK
SECRETARY AND STATE ENGINEER

WARD COUNTY 1885

Ward County Water Resource

P.O. Box 5005 • Minot, ND 58702-5005 • 900 13th St. SE • (701) 839-6840
Fax (701) 838-3801 • E-mail: wcwater@ndak.net

May 14, 2003

Greg Oase
Kadrmas Lee & Jackson
PO Box 250
Minot ND 58702

RE: North Broadway Reconstruction, Solicitation of Views

The Ward County Water Board has reviewed your request regarding the North Broadway reconstruction. We have concerns that you will want to look at with the amount of water flowing south in the Broadway ditches that enter the city stormwater system near United Rentals. These water flows have created problems with manhole covers blowing off as the water continues south.

If you have any questions, please contact Roger E Kluck, Ward County Engineer. He can be reached at 838-2810.

Thank you,

Maurice V Foley

Maurice V Foley
Chairman

MVF/na

Maurice Foley, Minot • David Germain, Minot • Frank Holbach, Minot • David Olson, Max • Loren Zimmer, Kenmare

City of Minot

Engineering Department

May 16, 2003

Mr. Greg Oase
Kadrmas, Lee and Jackson
P.O. Box 250
Minot, ND 58702-0250

Dear Mr. Oase:

Thank you for your letter dated May 7, 2003 requesting comments on the proposed North Broadway project, No. CMU-4-083(060)200. As you know, the City of Minot owns a considerable amount of property on the east side of the project consisting of the Sertoma Recreation Complex and Minot International Airport. As we understand it, the proposed project should have no adverse affects upon our properties. Likewise, current or future plans for our properties should not affect the project.

Sincerely,

Robert R. Amptman
City Engineer

RRA:pa

c: Traffic Engineer

515 2nd Ave. SW • Minot, North Dakota 58701-3739 • (701) 857-4100 • Fax (701) 857-4130

ATT: GREG CHASE

March 8, 2005

To: Waide Kritsky, City Engineer

Fr: Darrell G. Linnertz, Building Official

Re: Steps in front of Mackley Apartments

Reference is made the Feburary 25, 2005 memo from the North Dakota Department of Transportation attached hereto. The new configuration for the steps shown therein will work. Since there seems to be a question as to whether the new entrance should be a ramp, I did some checking. I contacted the Rocky Mountain Division of the ADA (1-800-949-4232 and spoke with a Patrick Goings. He stated that ADA has very little to do with private housing and recommended that I contact the Fair Housing Agency which I did (1-888-341-7781). There I spoke with Ms Courtney Neilsen who stated that because of the age of the structure that fair housing did not really apply either. She did state, however, since there are federal funds involved, the owner of the building could request a ramp under some type of "reasonable modifications " provisions and if he so requested that it would have to be provided.

City of Minot

May 13, 2003

Public Works Department

Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58702

RE: Minot Broadway (4th Avenue NW to 21st Avenue NW)
Project #CMU-4-083(060)200

Dear Mr. Oase:

Attached are two letters from our file concerning groundwater contamination in the project. We also have concern with the storm sewer from 7th Avenue to 4th Avenue on the project.

The letters indicate the areas of concern for groundwater contamination. As you can see from the letters they are a number of years old but the possibility exists that there could be contamination as we build the project. The groundwater contamination concerns could be further addressed with the State Health Department. We have not received further notification on either of the two cases since the initial contact. The State Health Department would be Kris Roberts.

The concern about the storm water was addressed at the initial meeting on this project. However, just to make certain that we address the issue of storm water we need to look at the area indicated. The existing storm sewer is at least as old as Broadway and possibly older. I am not sure of the condition of the lines under Broadway but I believe they will all have to be replaced. When we are doing that they should be enlarged.

We also addressed, at the initial meeting, the need to update the water and sewer in the project. This, in particular, will run from 4th Avenue to 11th Avenue. This should be the majority of the water and sewer work on this project. As other items become known during the course of the project, we will be addressing them at future meetings. Thank you for your cooperation and work on this project.

Sincerely,

Alan M. Walter
Director of Public Works

AMW/dm

c: City Engineer
Jeff Rodacker
City Manager

DATE: April 6, 1994

TO: R.A. Schempp, City Manager

FROM: A.M. Walter, Director of Public Works

RE: Groundwater Contamination at Various Places in Minot

Since February of 1993, the State Health Department has been keeping us informed of four areas in the city of Minot which are contaminated by petroleum products in the ground. These sites have all been contaminated by leaking underground storage tanks.

The State Health Department is working with the companies involved and with consulting engineering firms to determine the extent of the contamination and the necessary steps to clean up the contaminations.

The first site at 16th Street and 2nd Avenue SW is in the vicinity from the Amoco Oil Station on the east side of 16th Street to the Arrowhead Mall. The site is suspected to be contaminated by the Amoco Oil Station and the former Flying J Service Station on the south side of 2nd Avenue and east of 16th Street. Braun Intertec out of Bismarck has been doing the subsurface surveys in this area. They will be doing more extensive drilling and boring in and around the Arrowhead Shopping Mall this spring.

On March 14th of this year, we attended a meeting with the Amoco Oil Company, Flying J Oil Company, the State Health Department, Braun Intertec, and the ND Petroleum Fund to discuss the site around the Arrowhead Mall. Amoco Oil is taking the lead in the clean up of this groundwater contamination. They are working closely with the State Health Department and Braun Intertec to determine the extent of the contamination and to start the process for cleaning up the site. There is about three-quarters of a foot of oil product on top of the groundwater at about 20 feet deep east of the Arrowhead Mall. They expect by later this summer there will be a small pumping station set up in the vicinity to draw water from the shallow aquifer and then draw the petroleum product to that pumping station and treat the water and oil. The treated water will then be released to our sanitary sewer system.

Our concern with this site is that the petroleum product seems to be migrating towards our City wells in the Minot Aquifer. These wells are north and west of the Amoco Oil Station site.

The second site we have been contacted about is at 16th Street and 4th Avenue NW by the Mini Mart. We were informed by this in the fall of 1993. The State Health Department is working with Mini Mart on this contamination site. This site is being monitored by Mini Mart for the extent of the contamination. We should get a copy of the second monitoring report about the end of May or the first part of June of this year.

The third site that is being monitored by the State Health Department is at 9th Avenue and North Broadway. The actual site is between 9th Avenue and 8th Avenue on North Broadway. The State Health Department is again working with the companies involved with this site. We do not have an extensive report on this location at this point, but will be expecting a report from the State Health Department as they get their monitoring reports.

The fourth site is on railroad property in the area of Bridgeman Creamery and Bloms Meat Market on what is generally known as 1st Avenue NE west of 3rd Street. There is petroleum product on the groundwater at this site. The Health Department is working on this site and has not submitted a report to us. However, they have verbally reported to us and are still working on it. They will send the reports as they get them.

These petroleum contamination problems are occurring all over the state in most of the major cities. It is not unusual in North Dakota. However, it does cause some concern for us because of the possible contamination of the Minot Aquifer which lies directly below all of these contamination sites. The first site at Arrowhead has petroleum product at least 200 feet from the source of the contamination. We have been working with the State Health Department to start the process for a wellhead protection program for the Minot Aquifer. This entails some quite detailed research and information gathering. It also entails development of an ordinance for the wellhead protection program and subsequent requirements of that ordinance. This wellhead protection program is something that was suggested by Dr. Pettijohn. I believe it is something that we should pursue in conjunction with the State Health Department program.

We also have a report from the State Health Department on a groundwater contamination site east of Minot near the Cenex Agribasics business along Highway 2 and 52 Bypass. The last report we had on that site was about one year ago. The State Health Department had asked them to put an extraction well on the north side of their property to extract the contamination from the groundwater as it is migrating towards the river. The concern here would be that this might migrate to the river and get to the Sundre Aquifer via the river. We have been working with the State Health Department to develop a wellhead protection area for the portion of the Sundre Aquifer around our well sites. We will be proposing an ordinance which would establish the wellhead protection area and the necessary requirements for wellhead protection.

With what we see happening to the groundwater within the city limits of Minot, it is probably prudent that we develop the wellhead protection area and the necessary ordinances to protect the Minot Aquifer.

Copy to: Kris Roberts, ND State Health Department

Search By City Name: Minot

Responsible Party: Mini-mart 808 N. Broadway **Spill City:** Minot

Contaminant Name: Gasoline

Public Land Survey: Twn 155 Rng 83 Sec 13CBC

Word Location Contact Address: 907 N. Poplar, Casper, Wy 82601

Event Summary: TANK FAILED TIGHTNESS TEST. TANK WAS REMOVED WHEN NOTED THAT PETROLEUM PRODUCT HAD BEEN RELEASED.

Cleanup Done: No **Date Cleanup Completed:** **WQ Investigator** Hansen

---

Responsible Party: Mini-mart #670 **Spill City:** Minot

Contaminant Name: Gasoline

Public Land Survey: Twn 0 Rng 0 Sec 0- - - -

Word Location

Event Summary: UST PASSED TIGHTNESS TEST, HOWEVER FITTINGS WERE NOT REPLACED PROPERLY. APPROXIMATELY 577 GALLONS OF PRODUCT WERE LOST.

Cleanup Done: No **Date Cleanup Completed:** **WQ Investigator** Horner

---

Responsible Party: Porter Brothers - Minot **Spill City:** Minot

Contaminant Name: TETRACHLOROETHYLENE

Public Land Survey: Twn 155 Rng 82 Sec 19A

Word Location Located North of the State Fair Grounds and north of railroad tracks. (424 NE 3rd St.)

Event Summary: Former metal scrap yard - Department requested site assessment to be completed to determine extent of soil and ground water contamination. Also attempted to define the extent of offsite migration of contamination

Cleanup Done: No **Date Cleanup Completed:** **WQ Investigator** Glatt

---

Responsible Party: United Insurance Agency **Spill City:** Minot

Contaminant Name: Gasoline

Public Land Survey: Twn 155 Rng 83 Sec 22AAA

Word Location Lot 1, Lots 6 & 7 Less The West 150 Feet Thereof, Lots 8 & 9all In Block 1, Souris Addition To The City Of Minot.

Event Summary: REAL ESTATE TRANSACTION REQUIRED SITE INVESTIGATION. BUILDING SITE USED TO BE GAS STATION WITH USTS. 3 SBS/2 CONVERTED TO MWS WERE COMPLETED. MW IN FORMER TANK BASIN ENCOUNTERED HYDROCARBONS IN SOIL AND GROUNDWATER.

Cleanup Done: No **Date Cleanup Completed:** **WQ Investigator** Horner

City of Minot

August 11, 2003 Public Works Department

Larry Dennis, Design Engineer
KLJ Engineers
3237 East Broadway
PO Box 1157
Bismarck, ND 58502-1157

RE: North Broadway Water Sewer/Storm Sewer/Trail System

Dear Mr. Dennis:

Enclosed with this letter is a copy of our storm sewer layout planned for the North Broadway Project, a copy of our water and sewer layout plan, a copy of the 1961 North Broadway plans which includes the storm sewer that was added at that time and a copy of the Minot Trail System. There are several items that need to be addressed on each of these plans.

First lets cover the 1961 plans of North Broadway. Indicated on the plans is storm sewer that was added in 1961. It was all RCP storm sewer with concrete manholes ranging in size from 18 to 30 inches. It starts north of 11th Avenue and is constructed south to 11th Avenue to an existing 24-inch vitrified clay pipe that was left in place. This vitrified clay pipe will need to be replaced from this point south to 8th Avenue. At 8th Avenue it is indicated that a new storm sewer was constructed from there to 4th Avenue. You will note on the plans that at 8th Avenue the 24-inch VCP pipe was lower than the 27 inch RCP pipe. So we have a distinct problem there with the system.

There is an extensive storm sewer system in this area. In the area north of 11th Avenue we have a storm sewer system that starts about 1200 feet north of 11th Avenue. This is a relatively new system and does not tie in with the Broadway system as is indicated on the layout plan. It did tie in at one time but was disconnected north of 11th Avenue at some point. At 8th Avenue where we have the 24" storm sewer system that is lower than the system that was constructed in 1961, we have a newer 42-inch system that runs east on 8th Avenue. This system possibly could be tied together at 8th Avenue. This would eliminate the problem with the 24-inch being lower than the 27-inch that continues south on Broadway. It would be my recommendation that we do a good study of this whole system to determine what is actually needed. The system that was constructed in 1961 is RCP pipe and could be slip lined if necessary. It should be televised to determine if it is in shape to be slip lined. There would have to be new inlets and possibly some manhole work done on the entire system if it is decided to be left in place.

The water system will have to be replaced from 11th Avenue south. We want a 12-inch water main constructed in place of the existing main. There will be hydrants placed every 400 feet on each side of Broadway with the hydrants staggered so there would be a hydrant every 200 feet along Broadway. The sanitary sewer will have to be replaced entirely. It is the old vitrified clay pipe and you can see that it is 13 feet deep in spots as indicated on the plans. At 5th Avenue and North Broadway, 5th Avenue running east, there is not a water main on 5th Avenue. We would want that connected to Walders Street water main. The ties to the existing mains on the avenues would be converted from the 12-inch main running down Broadway to an 8-inch system and then converted to the 6-inch mains in the avenues. The sanitary sewer system north of 11th Avenue, I believe, runs on the west side of Broadway. That is a relatively new system and should not need to be replaced. There will more than likely be more questions arise as we go through this project but for now this information along with the information Dave Burckhard has given you on the water and sewer should address most of the issues.

The Minot Trail System map is included as well. It is indicated on the map that the proposed trail in this area would run north of University Avenue through the college and tie in with 21st Avenue. If we put the multi-use trail on the west side of Broadway we can substitute the multi-use trail along the west side of Broadway for that trail running through the college. I have checked this out with Bob Amptman and he agrees with that. The City of Minot will eventually extend the trail system along 21st Avenue over to Broadway to tie in with this new multi-use trail constructed along Broadway.

If you have other questions, please do not hesitate to call either Bob Amptman or myself and we will get the information to you as soon as we can. Thank you for your cooperation with this project. We are looking forward to a good project and, working together, I know it can be accomplished.

Sincerely,

Alan M. Walter
Director of Public Works

AMW/dm

c: City Manager
City Finance Director
City Engineer
Traffic Engineer

City of Minot

Minot International Airport

May 21, 2003

Mr. Greg Oase, Project Manager
Kadrmas Lee & Jackson
PO Box 250
Minot, ND 58702

Re: Minot Broadway (4th Avenue NW to 21st Avenue NW), Minot, ND,
Project # CMU-4-83(060)200

Dear Mr. Oase:

I am in receipt of your letter dated May 7, 2003 requesting comments relating to the development of this North Broadway project.

The only concern I have with this development is that the approach zones to the airport are not affected or restricted in any way.

As you are aware, the airport is very close to this proposed development, and there is always a temptation to extend development into the approach and object free zones of the airport. I feel it is imperative to be certain that the airport and its future development is protected for the future economic development of the community and surrounding service area.

If you have any question regarding this matter, please give me a call.

Respectfully,

M. D. Ryan

Michael D. Ryan
Airport Director

The Magic City

25 Airport Road, Suite 10 • Minot, North Dakota 58703-1457 • (701) 857-4724 • Fax (701) 857-4710
e-mail: ryan@web.ci.minot.nd.us

WILLISTON BASIN
INTERSTATE PIPELINE COMPANY
A Subsidiary of MDU Resources Group, Inc.

P.O. Box 131
Glendive, MT 59330
(406) 359-7200

May 12, 2003

Mr. Greg Oase
Kadrmas, Lee & Jackson
P. O. Box 250
Minot, ND 58702-0250

Dear Mr. Oase:

RE: MINOT BROADWAY (4TH AVENUE NW TO 21ST AVENUE NW) MINOT, ND PROJECT #CMU-4-083(060)200

Thank you for your May 7, 2003, letter advising of the referenced construction. The construction, as proposed, will not affect our facilities.

Please continue to keep us advised of your projects which have the potential to involve our facilities. If you have any questions or need further assistance, please let me know.

Sincerely,

WILLISTON BASIN INTERSTATE PIPELINE COMPANY

Keith Seifert
ds

Keith Seifert
Pipeline Engineering Manager

KS:ds

APPENDIX C

PUBLIC INPUT MEETING #1—KICKOFF MEETING LANDOWNER NOTIFICATION PACKAGE

- Ad
- Public Service Announcement
- Newsletter
- Project Location Map
- Mailing List

STATE OF NORTH DAKOTA

SS.

County of Ward

Pamela Pedersen of said

County and State, being first duly sworn, on oath says: That the **MINOT DAILY NEWS** is a daily newspaper of general circulation, printed and published in the City of Minot, in said County and State. That the **MINOT DAILY NEWS** now is and during all times in the foregoing affidavit mentioned has been a newspaper qualified to do legal printing, in accordance with the Statutes of the State of North Dakota, and that I am clerk

of the **MINOT DAILY NEWS** and during all such time covering the publication of this notice have occupied such position on said newspaper, and have personal knowledge of all the facts stated in this affidavit; and that

the advertisement headed

Public Input Meeting

a printed copy of which is hereunto attached was printed and published in said newspaper one times to-wit:

May 14, 2003

Pamela Pedersen, clerk

Subscribed and sworn to before me this 14th Day of May 2003

Stephanie K Hoffart

Notary Public, Ward Co, N.D.

My commission expires

STEPHANIE K. HOFFART
Notary Public, State of North Dakota
My Commission Expires May 8, 2007

D28833

PUBLIC INPUT MEETING

OPEN HOUSE

CONDUCTED BY

ND Department of Transportation,
City of Minot, and
Kadrmas, Lee & Jackson

WHEN?

Wednesday, May 21, 2003
7:00 p.m. to 9:00 p.m.

WHERE?

Minot State University- Audubon Room
Third floor, Student Union Building
500 University Ave. West
Minot, ND

WHY?

This meeting will allow for public comment on the proposed project on North Broadway (US 83), specifically 4th Avenue NW to 21st Avenue NW. The project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way, and a potential alternative of filling ditches in the present right-of-way. Representatives from NDDOT, City of Minot, and Kadrmas, Lee & Jackson will be on hand to answer your questions and discuss your concerns.

DISABILITIES. People with disabilities who plan on attending the meeting and need special arrangements should contact:

Steve Salwei, PE
NDDOT, Local Government
(701) 328-3689
TTY (701) 328-4156
or
Greg Oase, PE
Kadrmas, Lee & Jackson, Inc.
(701) 839-3383

D28833

PRESS RELEASE

RELEASE DATE: May 13, 2003

CONTACT: Greg Oase, Project Engineer
Kadrmas, Lee & Jackson, Inc.
(701) 839-3383

Project Development and Environment Study For Reconstruction of North Broadway (US 83) from 4TH Avenue NW to 21ST Avenue NW

The North Dakota Department of Transportation, the City of Minot, and Kadrmas, Lee & Jackson, Inc. will hold a public input meeting on Wednesday, May 21, 2003. The open house will be held at Minot State University, Audubon Room, Third Floor, Student Union Building from 7:00 p.m. to 9:00 p.m.

The project development and environment study will evaluate improvement options along North Broadway. The proposed improvements would reconstruct and widen the existing roadway. The current four-lane roadway has reached the end of its design life. The proposed improvements are needed to accommodate current and future traffic flow, while meeting current design standards. Reconstruction will improve safety, along with reducing maintenance costs and motorist delays.

The intent of this meeting is to inform the public on the progress of this project, receive input from the public, and to document concerns generated from the project.

Kadrmas, Lee & Jackson, Inc. is a consulting firm specializing in engineering across North Dakota, South Dakota, and Montana. For further information, call Greg Oase, Project Engineer at (701) 839-3383.

-END-

Date

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«City», «State» «PostalCode»

Re: Minot Broadway (4th Avenue NW to 21st Avenue NW), Minot, ND, Project # CMU-4-083(060)200

Dear «Title» «LastName»:

On behalf of the North Dakota Department of Transportation and the city of Minot, we are conducting a project development and environmental report, which will evaluate improvement options for North Broadway Avenue from 4th Avenue NW through 21st Avenue NW in Minot, North Dakota.

The project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way. Additional improvements may include: new street lighting, traffic signals, drainage improvements, and pedestrian facilities.

Two public input meetings and one public hearing will be held in conjunction with this project. **The first public input meeting was held May 21, 2003**. Alternatives will be presented at this second public input meeting for the proposed project on North Broadway.

► 7:00-9:00 PM, Wednesday, May 21
Minot State University-Audubon Room
500 University Ave. West
Minot, ND

Issues raised by the public will be considered in developing an improvement plan, so your comments are important to us.

If further information is desired regarding the proposed project, you may contact me at (701) 839-3383 in Minot, North Dakota.

Sincerely,
Kadrmas, Lee & Jackson, Inc.

Greg Oase
Project Manager

Location Map
Minot North Broadway Reconstruction
CMU-4-083(060)200
T155N
R83W

0 500 1,000 2,000 Feet

N

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

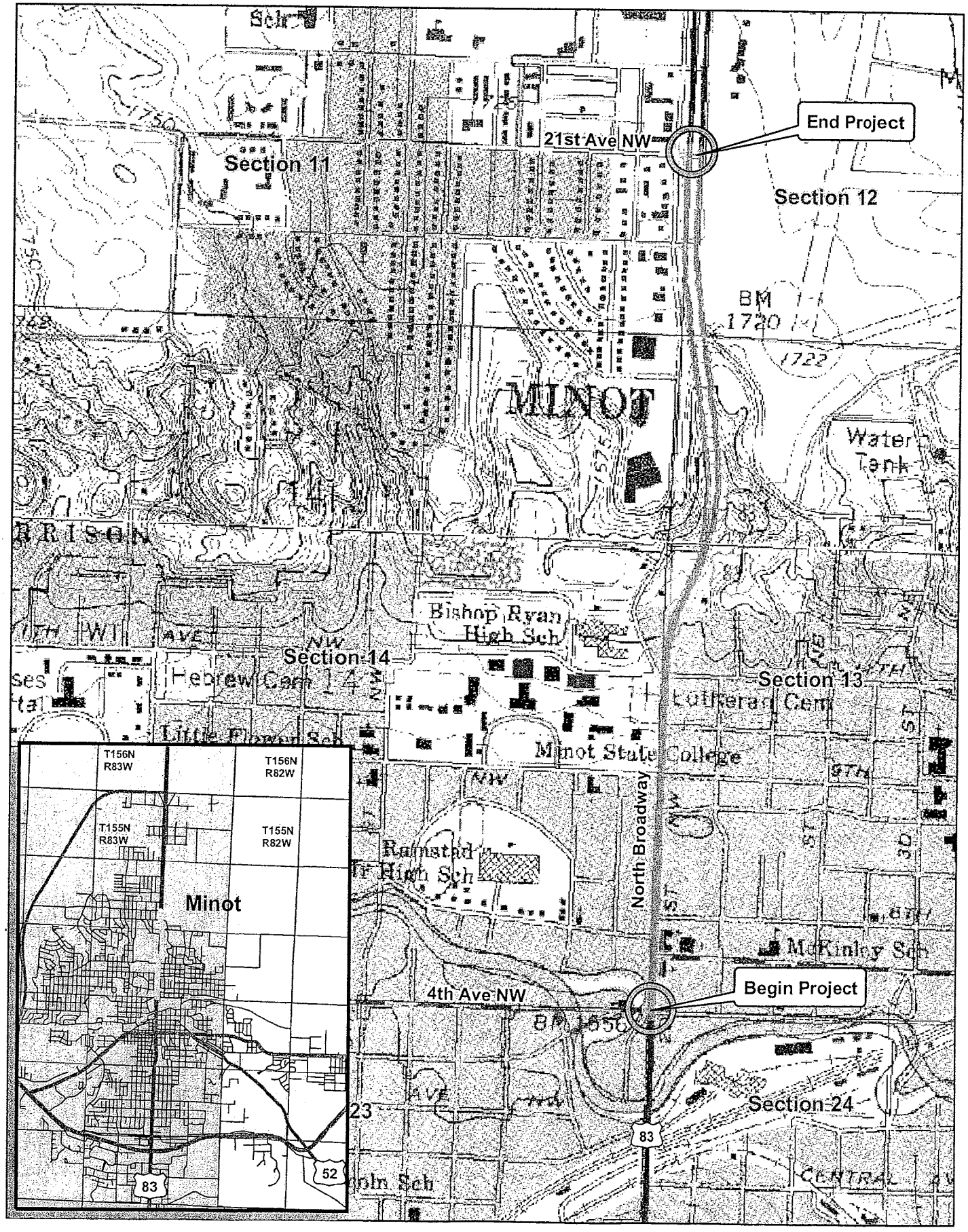


Exhibit A-1

DESCRIPTION	BLOCK	LOT	OWNER	ADDRESS	BUSINESS	OWNER/CONTACT	ADDRESS
Goheen's Addition	1	5	FFCA ACQUISITION COR PORATION	17207 N PERIMETER DR SCOTTSDALE,AZ 85255	PIZZA HUT	VICKI MARCY OR CURRENT MANAGER	2115 BROADWAY N
		6	PINKERTON FAMILY LTD	9 VISTA DR MINOT, ND 58703	PINKERTON ANIMAL HOSPITAL	A.L. PINKERTON	2105 BROADWAY N
					HUMANE SOCIETY PET CENTER		2105 BROADWAY N
	2	1	EGEBERG, ALAN J & DA RLENE K	PO BOX 1152 MINOT, ND 58702-1152	UNOCCUPIED	FOR LEASE/SIGNAL REALTY	2045 BROADWAY N
		2					
		LARSON'S REPLAT	WALDREF, RANDALL D & JULIE C	900 13TH AVE SE MINOT, ND 58701	QUIZNO'S CLASSIC SUBS	WALDREF, RANDALL D & JULIE C	2035 BROADWAY N
		E 100' S 75' LOT 3	TWETEN, CRAIG C & CA THERINE A	1709 CHERRY DR MINOT, ND 58701	PLEASURE PALACE		2029 BROADWAY N
		4	ARMSTRONG, LARRY D & COLEEN	PO BOX 1792 MINOT, ND 58702-1792	PARKING LOT		2031 BROADWAY N
		PORTION 5 & 6	ARMSTRONG, LARRY & C OLEEN	PO BOX 1792 MINOT, ND 58702-1792	LANDING BAR AND BOTTLE SHOP	JENNIFER MITCHELL	2015 BROADWAY N
		PORTION 5 & 6	FAUL FAMILY FARM	PO BOX 1847 MINOT, ND 58702-1847	TESORO SERVICE STATION		2005 BROADWAY N
Anderson's Subdivision	1	LOTS 1, 2 & PORTION LOT 3	CITY OF MINOT	C/O JR FELDMAN 1919 2ND ST SE MINOT, ND 58701	NORTH HILL BARBER SHOP		1949 BROADWAY N
					SECTION FOR LEASE		
					GUEST LODGE		1937 BROADWAY N
		PORTION LOT 3	DEE JAY'S QSR OF ND, INC	3100 S BROADWAY MINOT, ND 58701	KENTUCKY FRIED CHICKEN		1929 BROADWAY N
		4	IBEW LOCAL 714 - MAR K HAGER TR	PO BOX 1906 MINOT, ND 58702-1906	ELECTRICAL UNION	IBEW LOCAL 714 - MAR K HAGER TR	1925 BROADWAY N
		5	WEYDAHL, GARY W	PO BOX 2171 MINOT, ND 58702-2171	UNITED BLOOD SERVICES		1919 BROADWAY N
					NATIONAL MARKETING REALTORS		
		6			STARLITE CLUB		1915 BROADWAY N
		7			PARKING LOT		1909 2ND ST NW
Highland Acres 1st Addition	1	1	NORTH HILL BOWL INC	1901 N BROADWAY MINOT, ND 58703	NORTH HILL BOWL/LUCKY STRIKE RESTAURANT & LOUNGE	C.MORRIS ANDERSON	1901 BROADWAY N
		2			INTERNATIONAL TRAVEL AGENCY	RHONDA DEMAKIS	
SECTION 14-155-83		OUTLOT 14 , LOT A & PORTION OUTLOT 17	BESSETTE, DONALD C L P	PO BOX 400 MINOT, ND 58702-0400	DON BESSETTE MOTORS, INC	DON ALD BESSETTE	1715 BROADWAY N PO BOX 400
		OUTLOT 21, SUBLOTS 12A AND 16A	INTERNATIONAL INN, I NC	1505 BROADWAY N PO BOX 777	INTERNATIONAL INN, I NC	JIM MELLO	1505 BROADWAY N PO BOX 777
SECTION 13-155-83		PORTION OUTLOT 14	HERZIG, VIOLET	16300 46TH AVE NW BURLINGTON, ND 58722	UNOCCUPIED		1425 BROADWAY N
SECTION 14-155-83		OUTLOT 12	BISHOP RYAN HIGH SCH OOL	316 11TH AVE NW MINOT, ND 58703-2260	UNOCCUPIED	BISHOP RYAN HIGH SCH OOL	1312 HIGHWAY 83
PORTION SECTIONS 13-155-83 & 14-155-83		OUTLOT 14 SECTION 13 & OUTLOT 14 SECTION 14	BISHOP RYAN HIGH SCH OOL	C/O DIOCESE OF BISMARCK 420 RAYMOND ST BISMARCK, ND 58501	UNOCCUPIED	BISHOP RYAN HIGH SCH OOL	1310 HIGHWAY 83
Super 8 Subdivision		1	MOTELS OF AMERICA LL C	701 LEE ST SUITE 1000 DES PLAINES, IL 60016	SUPER 8 MOTEL	AMRIT GILL	1315 BROADWAY N
		2	NELSON, ROBERT K & J UDY	1917 3RD ST NW MINOT, ND 58703	UNOCCUPIED	FOR RENT/CENTURY 21	1309 BROADWAY N
		3	TUCKER INVESTMENTS	C/O PEGGY KIMBALL 3215 4TH ST SW APT 8 MINOT, ND 58701-7387	ULTIMATE CUTS		1305 BROADWAY N
SECTION 14-155-83		PORTION OUTLOT 12	L & S LAND ADVENTURE S, LLC	PO BOX 1607 MINOT, ND 58702-1607	CARTIVA OF MINOT		1205 BROADWAY N
		PORTION OUTLOT 12	HADLER REAL ESTATE L P	519 FOREST RD MINOT, ND 58701	DAIRY QUEEN		1127 BROADWAY N
		OUTLOT 11	ANDERSON, NORMAN A & CHARLES R	2301 19TH ST SW MINOT, ND 58701	STATE FARM INSURANCE		1125 BROADWAY N
		OUTLOT 10	GLASOE, VERA	C/O ALLEN REALTY	PARKING LOT		
	SE1/4NE1/4	UNPLATTED		1300 OAK PARK SHOPPING CENTER MINOT, ND 58701	UNOCCUPIED	FOR RENT/ALLEN REALTY	1107 BROADWAY N
		OUTLOT 16	BISHOP RYAN HIGH SCH OOL	316 11TH AVE NW MINOT, ND 58703-2260	BISHOP RYAN HIGH SCH OOL		316 11TH AV NW
	FIRST LUTHERAN CEMETERY		FIRST NORWEGIAN EVAN GELICAL	120 5TH AVE NW MINOT, ND 58703		FIRST NORWEGIAN EVAN GELICAL	
	SE1/4NE1/4	UNPLATTED	STATE OF NORTH DAKOT A	500 UNIVERSITY AV W	MINOT STATE UNIVERSITY		500 UNIVERSITY AV W
North Minot Addition	1	1	DAMBERGER, VERONICA TRUST	C/O PAUL DAMBERGER 809 16TH ST NW MINOT, ND 58703	CELL-SOLUTIONS.COM		819 BROADWAY N
					TOM ZIMMERMAN AGENCY		201 UNIVERSITY AV, STE E
					UNOCCUPIED	FOR RENT/1ST MINOT MANAGEMENT	815 BROADWAY N
		4	DAMBERGER, PAUL	21 2ND AVE SE MINOT, ND 58701	AMERICASH		809 BROADWAY N
		N 50' Lot 5	RAU, GENE H & RUBY	40 62ND ST SW MINOT, ND 58701	EDWARD JONES CO	KELLY NEHRING	809B BROADWAY N
					GOLDILOCKS HAIR & BARE TANNING		733 BROADWAY N
							731 BROADWAY N
					PC DOCTOR		729 BROADWAY N
		5	BARTSCH, ROBERT & LI NDA L	4103 42ND ST SE MINOT, ND 58701	AIG AMERICAN GENERAL		721 BROADWAY N
SECTION 14-155-83		OUTLOT 25	BARTSCH, ROBERT & LI NDA L	4103 42ND ST SE MINOT, ND 58701	SUBWAY SANDWICHES AND SALADS	TROY BARTSCH	721 BROADWAY N
		Outlot 19	NORTHWEST MUSIC CENT ER INC	623 BROADWAY N	PARKING LOT		715 BROADWAY N
		Outlot 20 & N 40' LOT 16 & LOT 17			NORTHWEST MUSIC CENT ER INC	JIM MACKEY	623 BROADWAY N
					STUDIO ONE HAIRSTYLES& TANNING SALON		
					JACOBSON PIANO & ORGAN		
					OFFICE SYSTEMS INC		

DESCRIPTION	BLOCK	LOT	OWNER	ADDRESS	BUSINESS	OWNER/CONTACT	ADDRESS
EHR'S ADDITION		LOT 15 & S10' LOT 16	ARMSTRONG, LARRY D	PO BOX 1792 MINOT, ND 58702-1792	FINANCIAL CARE	LARRY ARMSTRONG	617 BROADWAY N
		14			PARKING LOT		611 BROADWAY N
		13	STEVICK, JACK	609 N BROADWAY MINOT, ND 58703	HAIR IT IS		609 BROADWAY N
					RICK'S JEWELRY REPAIR		
					STEVICK BUSINESS FORMS CO	STEVICK, JACK	
		12			PARKING LOT		605 BROADWAY N
		11	SCHNAIBLE, TIM & D M &	601 N BROADWAY MINOT, ND 58703	ANCHOR REALTY & MANAGEMENT INC		601 BROADWAY N
		10	FINK, SELMA V	437 N BROADWAY MINOT, ND 58703	BARLEY POP/PARKING LOT	Daryl Reile	511 BROADWAY N
		9					
		8					
		7	LENERTZ, ERNEST E & MARVEL O	220 BURDICK EXPY W MINOT, ND 58701-4321	Broadway Exchange & Pawn		501 BROADWAY N
		5	FINK, SELMA V	437 N BROADWAY MINOT, ND 58703	UNOCCUPIED	FOR RENT/SIGNAL REALTY	437 BROADWAY N
		4			APARTMENT		435 BROADWAY N
		3	SCHMIDT, NADEAN	433 N BROADWAY MINOT, ND 58703	Little Learners Educational Daycare		433 BROADWAY N
		2			Payday Loans		427 BROADWAY N
SECTION 14-155-83		LOT 1 & OUTLOT 3	NORTH DAKOTA STATE HIGHWAY DEPARTMENT	BISMARCK, ND 58505	The Mackley		425 BROADWAY N
		OUTLOT 4			VIA-VIEW PARK		
		PORTION OUTLOT 5					
		PORTION OUTLOT 5 & OUTLOT 9					
WATNAS ADDITION	1	1	CITY OF MINOT	CIVIC CENTER MINOT, ND 58701	OPEN FIELD		
		2					
		3					
		4					
		5					
		6					
		7					
		8					
		9					
		10					
		PORTION LOT 11					
		W 50' Lot 11	BJORK, EDWARD & WARD , MICHAEL	201 MAIN ST S MINOT, ND 58701	RESIDENCE		208 3RD ST NW
	2	1	UPPAL, GURDIAL S & R ANI	1320 11TH ST SW MINOT, ND 58701	PRAIRIE CLIPPER BABER SHOP		325 3RD ST NW
					PET CENTER GROOMING		
					APARTMENTS		
					T&T COMPUTER SERVICE		
Robo Addition	1	1	NESDAHL, ORVILLE G & DALE M	319 3RD ST NW MINOT, ND 58703	DEALER'S CHOICE		319 3RD ST NW
					PAWPRINTS		
WATNAS ADDITION	2	4	NESDAHL, ORVILLE G	319 3RD ST NW MINOT, ND 58703	NESDAHL SURVEYING AND ENGINEERING		317 3RD ST NW
		4			RESIDENCE		315 3RD ST NW
		5	WILLOUGHBY, BRENDA S	309 3RD ST NW MINOT, ND 58703	MINOT EXCAVATING		309 3RD ST NW
		6	NESDAHL, ORVILLE G & LYNDA K	239 N RICE LAKE RD DOUGLAS, ND 58735-9512	RESIDENCE		305 3RD ST NW
		7	VENDEE MORTGAGE TRUS T	C/O BANKERS TRST CO OF CALIF 1761 E SAINT ANDREW PL SANTA ANA, CA 92705-4934	RESIDENCE		301 3RD ST NW
		8	HALL, LYDIA	213 3RD ST NW MINOT, ND 58703	RESIDENCE		213 3RD ST NW
		9	BALLANTYNE, CHARLES D	807 20TH ST NW MINOT, ND 58703	APARTMENTS		209 3RD ST NW
		PORTION LOT 9	URBAN RENEWAL AGENCY OF MINOT	C/O CITY AUDITOR CIVIC CENTER MINOT, ND 58701	EMPTY LOT		211 3RD ST NW
		PORTIONS LOT 11					315 3RD AV NW
							311 3RD AV NW
			CITY OF MINOT	C/O CITY AUDITOR CIVIC CENTER MINOT, ND 58701			
PORTION SECTIONS 1-155-83, 12-155-83 & 13-155-83		UNPLATTED	CITY OF MINOT	C/O CITY AUDITOR CIVIC CENTER MINOT, ND 58701	EMPTY LOT		25 AIRPORT ROAD
Springfield Addition	7	2	FEIST, DANIEL L	PO BOX 508 MINOT, ND 58702-0508	UNOCCUPIED		1315 SPRINGFIELD AV
		1					3 SPRINGFIELD AV
SECTION 13-155-83		OUTLOT 15					1400 BROADWAY N
A-1 Rental Addition		1	RIBOB CO & ELJIM COM PANY	C/O ELMEN ENTERPRISES PO BOX 122283 FT WORTH, TX 76121-2283	UNITED RENTALS		1200 BROADWAY N
13-155-83		Outlot 16	MIRACLE MART, INC	504 W MAIN MANDAN, ND 58554	UNOCCUPIED		120 11TH AV NW

DESCRIPTION	BLOCK	LOT	OWNER	ADDRESS	BUSINESS	OWNER/CONTACT	ADDRESS
Lakeview Addition	1	13	GRAND FORKS VIDEO, I NC	7901 XERXES AVE S SUITE 201 MINNEAPOLIS, MN 55431	PREMIERE VIDEO	LAURIE SCHACHTSCHNEIDER	1030 BROADWAY N
		14					
		15					
		12	INVESTORS MANAGEMENT & MKTG	PO BOX 2064 MINOT, ND 58702-2064	UNOCCUPIED	FOR RENT/IMM	1020 BROADWAY N
		10	FARMERS UNION OIL CO OF MINOT	215 CENTRAL AVE E PO DRAWER F MINOT, ND 58702	CENEX OF MINOT		1000 BROADWAY N
		9			A&W FAMILT RESTAURANT		
	10	PORTION LOT 11	SSW, INC	PO BOX 2156 MINOT, ND 58702-2156	TACO JOHNS	MIKE SARTWELL	920 BROADWAY N
		PORTION LOT 10					
		PORTION LOT 7	CHECKRITE OF MINOT, INC	PO BOX 416 MINOT, ND 58702-0416	CHECK RITE		900 BRDWY N
					FASTCHEK		900 BRDWY N
					POSITIVE IMAGE STOCK PHOTO		900 BRDWY N
					PROTECTION AND ADVOCACY PROJECT		900 BRDWY N
		PORTION LOT 8			MASSAGE FOR BODY BENEFITS		900 BRDWY N, STE 102
					GAB BUSINESS SERVICES		900 BRDWY N, STE 110
					ASK INC		900 BRDWY N, STE 200
					BRANDT BOKERAGE HOUSE		900 BRDWY N, STE 200
		9			WARREN AND EKBLAD FINANCIAL SERVICE		900 BRDWY N, STE 200
		PORTION LOT 10			ELLENBECKER CHIROPRACTIC		900 BRDWY N, STE 211
					CENTRAL NORTH AMERICA TRADE		900 BRDWY N, STE 300
					FIRST COMMAND FINANCIAL PLANNING	JIM SIMONS	900 BRDWY N, STE 301
					USPA & IRA		900 BRDWY N, STE 301
	11	4	DAKOTA PROPERTIES IN C	C/O LOAF'N JUG/MINI MART 442 KEELER PARKWAY PUEBLO, CO 81001	MINI MART		810 BROADWAY N
		5					
		6					
		UNIT 116	ZIETZ, PAULETTE KAY B	RR 1 BOX 43 SAWYER, ND 58781	PAULETTE'S GROOMING PARLOR		116 8TH AV NW
					HANDS FOR HEALTH		118 8TH AV NW
					DENNIS HELGESON & ASSOC		120 8TH AV NW
					NEW IMAGE BARBER SHOP		122 8TH AV NW
					TRIPLETT INSURANCE		124 8TH AV NW
	1	1	MAGIC CITY DEVELOPER S, INC	C/O WAYNE WHITTY 720 WESTERN AVE MINOT, ND 58701	The Original Bar and Nightclub		720 BROADWAY N
River Park Addition		PORTION OUTLOT 1	ARNESON, DAVID J & R ITA A	712 N BROADWAY MINOT, ND 58703	Pac 'N Ship, Inc	Barbara Kay	714 BROADWAY N
					Dave's Barber Shop		712 BROADWAY N
		PORTION OUTLOT 1	INVESTORS MANAGEMENT & MARKETING	PO BOX 2064 MINOT, ND 58702-2064	Investors Management & Marketing Inc	Jay Altringer	700 BROADWAY N
		PORTION OUTLOT 2					
		PORTION OUTLOT 1	C G & J PARTNERS	PO BOX 548 MINOT, ND 58702-0548	WESTLIE TIRE CENTER		600 BROADWAY N
					VALLEY AUTO CREDIT		
Ramstad's 3rd Addition	3	1	FIRST NORWEGIAN EVAN GELICAL	120 5TH AVE NW MINOT, ND 58703	First Lutheran Church		120 5TH AV NW
		2					
		3					
13-155-83		Unplatted	CONGREGATIONAL UNITE D CHURCH	430 N BROADWAY MINOT, ND 58703	Congregational United Church of Christ		430 BROADWAY N
		OUTLOT 17	WATNE, CLAIR A	408 N BROADWAY MINOT, ND 58703	Watne GMAC Realters	Clair Watne	408 BROADWAY N
		OUTLOT 18					
		Unplatted	SHOMENTO, ALBERT & A NNA MARIE	2115 8TH AVE NW MINOT, ND 58703	Sammy's Pizza Pasta & Chicken	Dave Shomento	126 4TH AV NW
Oakland Park Addition	1	1	NORTH DAKOTA STATE HIGHWAY DEPARTMENT	BOX 1396 MINOT, ND 58702-1396	OPEN FIELD		325 WALDERS ST
		2					
		3					
		4					
		5					
		6					
		7					
		8					
		9					
		10					
		11					
		12					
		13					
		14					

APPENDIX D

PUBLIC INPUT MEETING #1—KICKOFF MEETING

- **Sign-in**
- **Handout**
- **Comments Received**

  Anonymous (5)

  Charles R. Anderson

  Robert Bartsch, Subway

  Steve Blasing, Westlie Tire Center

  Daniel Feist (2)

  Jeff McElwain

  Dave Shomento, Sammy's Pizza

  Lee Snyder

Project Development & Environment Study

83 PUBLIC INPUT MEETING

Wednesday, May 21, 2003; 7 p.m.—9 p.m.

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
JACK STEVICK	Stevick Bus Forms	609 N Broadway	Minot	58703
Roger Wahus	Anchor Realty - Mgr	601 N. Bdwy	Minot	58703
Richard Leite	First Luth. Church		Minot	
Tona Stevenson	NEW IMAGE BARBER		Minot	58703
Craig Fink	Fink Realty	437 N. Broadway	Minot	
Bill Kay	Pac 'N Ship	714 N. Bdwy	Minot	58703
[illegible]	Broadway EX	501 N Broadway	Minot	58703
Doug Johnson	SRT.		Minot.	58703
Cherie Daugherty Reile	Bailey Pop	511 N Bdwy	Minot	58703
Larry Lehring	First Lutheran	N Bdwy	Minot	58703
Dennis Dion	IMM	700 + 1020 N. Broadway	Minot	58703
JEFFREY RODACKER	CITY OF MINOT	515 2nd Ave SW	"	58701
Alan Estvold	Wold Engr	720 western	"	58701

Project Development & Environment Study

PUBLIC INPUT MEETING

Wednesday, May 21, 2003; 7 p.m.—9 p.m.

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Greg Oase	Kadrmas, Lee & Jackson	1810 4th Ave NW	Minot, ND	58701
Alan M. Walter	City of Minot	515 - 2 Ave S.W.	Minot	58702
Steve Salwei	NDDOT	608 E Boulevard Ave	Bismarck	58505-0700
Dave Leftwich	NDDOT		Bismarck	
Blaine Johannesson	NDDOT			
Lee Snyder	Alderman Ward 2 Minot	701 9th Ave NE	Minot	58703
Robert Miller	Citizen.	512 5th Ave NW	Minot	58703
Bob Ampman	City of Minot	515 2nd Ave SW	"	58701
Jennifer Hafner	KLJ		Bismarck	
Dave Arneson	Business	712 - N B.	Minot	58703
Dale S Christensen	KLJ	2529 10th Av NW	Minot	58703
Paul Benning	NDDOT	608 E Blvd Ave	Bismarck	58501
Jim Maltson	Minot Daily News		Minot	58701

Project Development & Environment Study

PUBLIC INPUT MEETING

Wednesday, May 21, 2003; 7 p.m.—9 p.m.

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Gary Berland	Westlie One Stop	600 N. Broadway	Minot ND	58703
Theron Triplett	Triplett Agency Inc	124 8th Ave NW	Minot	58703
Gene Rau	Rau Rentals	40-62 St SW	Minot	58701
Earl Allen	Oak Park Center	1100-1500 4 Av. NW	Minot	58703
Paul Regan	NDDOT		Minot	
Bruce Haskins	MSU	500 Univ Ave W	Minot ND	
Jim Hatfield	City	1944 Skyline	Minot	58203
Lynn Meade	Mini Mart	810 N. Broadway	Minot	58703
Tarryll Shomento	Summit	400 N Bdwy	Minot	58703
Steve Windish		1412 Basin Ave	Bismarck	58504
Pat Hollen	Dairy Queen	1127 N Bdwy	Minot	58703
John MacMartin	Chamber of Commerce	1020 20th Ave SW	Minot	58701
Bruce Walker	Coldwell Banker	219 S Main	Minot	"

Project Development & Environment Study

83 PUBLIC INPUT MEETING

Wednesday, May 21, 2003; 7 p.m.—9 p.m.

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Jim Redding	NDDOT		Minot	
Jared Edwards	MSU			
DR. STEVE PODRYBOLA	PSYCHOLOGICAL SERVICES P.C.	13 1ST AVE SW #504	"	58701
JEFF McELWAIN		913 PARK ST	MINOT	58701
C. Morris Anderson	North Hill Board	1901 - N. Broadway	Minot	58703
Sue Pugh			Minot	58703
Thomas Sveng	NDDOT		Minot	

Public Input Meeting
Open House

May 21, 2003

Project Development
and
Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

NDDOT
North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

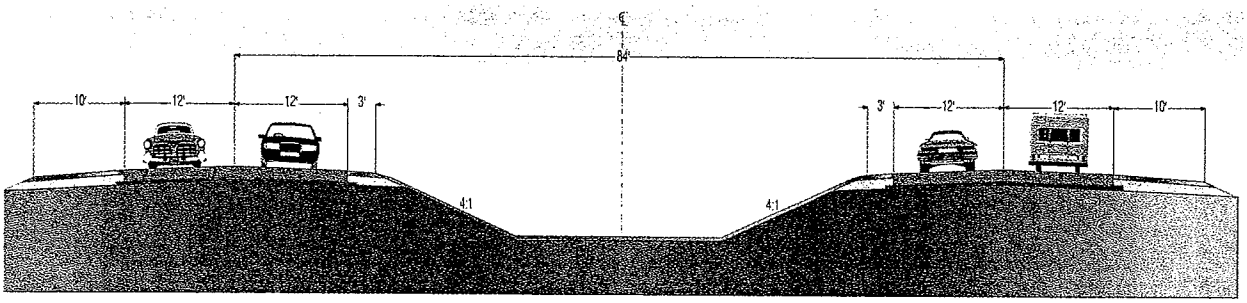
Description of the Proposed Project

On behalf of the North Dakota Department of Transportation and the city of Minot, Kadrmas, Lee & Jackson, Inc. is conducting a project development and environment study, which will evaluate improvement options along North Broadway, specifically 4th Avenue NW to 21st Avenue NW. The project would widen the existing roadway. Additional improvements may include: new street lighting, traffic signals, drainage improvements, and pedestrian facilities.

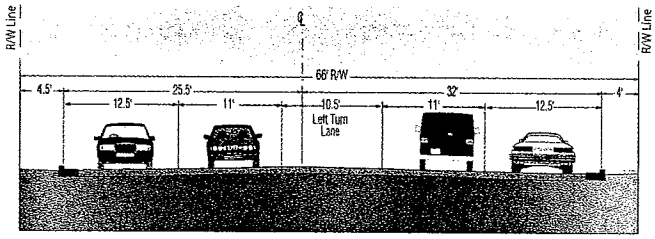
Need

The current roadway has reached the end of its design life. The proposed improvements are needed to accommodate current and future traffic flow, while meeting current design standards. Reconstruction to a five-lane facility will improve safety and enhance appearance along with reducing maintenance costs and motorist delays.

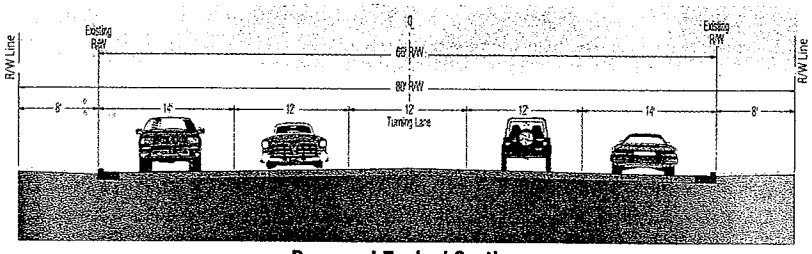
Existing and Proposed Typical Sections



Existing Typical Section
North of 11th Avenue NW



Existing Typical Section
4th Avenue NW to 11th Avenue NW



Proposed Typical Section

Project Schedule

The study will be completed in the fall of 2003. Issues raised by the public will be considered in developing an improvement plan. Alternatives will be presented at a second public input meeting later this summer. A public hearing is tentatively scheduled for late November 2003. Design will be completed for a November 2004 Bid Opening, with construction planned for 2005. The project schedule is shown below:

Project Time Line

Activity	2003	2004	2005
Project Development & Environment Study			
Design			
Construction			

Public Meeting

Your Comments

We hope that this open house is informative and useful to you. Thank you for your interest in the North Broadway Project. Please provide your written comments to the project personnel at the input meeting, or mail your comments to:

Greg Oase, PE
Kadrmas, Lee & Jackson, Inc.
1810 4th Avenue NW
Minot, ND 58702
email: goase@kljeng.com

Written statements will be made part of the official transcript.

Notes:

NDDOT
North Dakota
Department of Transportation

a KLJ Solutions company
Kadrmas
Lee &
Jackson
Engineers, Surveyors
and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

Could you look into a posibility of opening the alley on west side of NW Music during Construction for access to buisiness along the west side of Brdwy

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

25

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

Suggest Minimum of 12' lanes – Wider is better
Join 5th Av to 6th Av
Keep N Bdwy 19th Av to Bdwy as is & Keep
lights at 20th & 19th connecting to 20th Av NW

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Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

There needs to be a right-turn lane on University Ave West on to Broadway, going south. ~~There~~ This is the intersection with MSU on the NW corner, Mt. Vernon on NE corner, Mini-Mart SE + strip mall on SW corner. Most people turning right to go south on Broadway have to wait because 1 person is going straight across the intersection. 9 out of 10 people are turning right. Traffic wouldn't get backed up at the light!

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Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

1. PUT IN A RIGHT TURN LANE ON EASTBOUND UNIVERSITY AVE AT BROADWAY. THERE'S A NICE LEFT TURN LANE, BUT ONLY ONE LANE FOR CARS GOING STRAIGHT (ACROSS BROADWAY) AND THOSE TURNING RIGHT (TO HEAD SOUTH ON B'WAY). ONE PERSON GOING STRAIGHT WILL CAUSE QUITE A BACK UP (E.G., AS NO ONE CAN MAKE A RIGHT TURN). THIS IS A BIG PROBLEM DURING THE DAY, ESPECIALLY WHEN THE COLLEGE IS IN SESSION.

2. STORM WATER RUNOFF AND SEWERS NEED TO BE IMPROVED (AND PERHAPS ELEVATION OF ROADWAY COULD BE RAISED) BETWEEN 4TH AVE AND UNIVERSITY. WHEN THERE'S A HEAVY RAIN, THE OUTSIDE LANES GET FLOODED.

3. ALTHOUGH BEYOND THE SCOPE OF THIS PROJECT, GET RID OF THE EYESORE GOODWILL INDUSTRIES DROPOFF BUILDING (ON NE CORNER OF 11TH AVE AND B'WAY). IT'S A GREAT LOCATION AND DESERVES TO BE USED TO IT'S FULL POTENTIAL. IF THERE'S AN ENVIRONMENTAL PROBLEM, CLEAN IT UP (SO THE PROPERTY CAN BE BOUGHT AND DEVELOPED.

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Notes:

Take 14' Right-a-way on West side of Broadway from 4th Ave to 10th Ave.

NDDOT
North Dakota Department of Transportation

Kadrmas Lee & Jackson
a KLJ Solutions company
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

1. Because of an unusual situation at 1125 N Broadway access to the (lower part) of the building has been eliminated. At one time according to city or state maps there was a common driveway for both 1125 + 1107 N. Broadway. There appears to have been 2 maps and from one map land was sold that blocked access for 1125 N. Broadway – according to the other map access should have been maintained. Access is requested so the (lower part) of the building could be utilized or rented.

2. To lease or purchase land from the DOT for the ~~purpose~~ purpose of parking and access for the existing business – State Farm Insurance – which maintains its office on the main floor of 1125 N. Broadway.

Charles R. Anderson

*Written statements will be made part of the official transcript.

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Minot, ND 58702
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Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

the west side is OK with me to take the 14"

Robert Bartsch - subway

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation
a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Westlie TIRE CENTER

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

At the Westlie Tire Center - we can not lose any frontage becuse of our flow of car traffic in front of the building. We use the frontage for car traffic

If frontage is taken - we will have a problem with the building and it will need to be moved

Steve Blasing - President / CEO Westlie Motors
500 South Broadway (Main office)
701-852-1354
steven.blasing@westlie motors.com
(Tire Center on 6th Ave)

*Written statements will be made part of the official transcript.

Take the right away from only one side of the street East OR WEST

Please mail to: Greg Oase, P.E.
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Minot, ND 58702
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NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Phone (701) 852-1261
Fax (701) 852-1443

BUILDER
FEIST
CONSTRUCTION INC.
GENERAL CONTRACTOR

1415 - 21st Ave. NW
P.O. Box 508
Minot, ND 58702-0508

April 17, 2003

COPY

Mr. Paul Regan, District Engineer
Minot District
North Dakota Department of Transportation
1305 Highway 2 Bypass East
Minot, ND 58701-7922

North Broadway Improvements from 4th Avenue to 21st Avenue NW.

We have been informed that the design work has begun on the above project. We would very much appreciate if you would consider the following:

1.) Must have a minimum of four (4) lane approach at approximately 13th Avenue NW and Broadway on the east side, across from Super "8" Motel.

2.) New large storm sewer that will drain all of North Broadway to 30th Avenue NW and all of Minot Airport that drains to the west and south. The existing storm sewer is way too small to handle run off.

3.) Make all radis at least 30' to 40',or more, if possible at all intersections.

4.) Curb and gutter from 4th Avenue North to 21st Avenue NW.

5.) Remove slopes of North Broadway from east to west on North Broadway from approximately 11th Avenue to 19th Avenue NW.

6.) All intersections to have right and left hand turning lanes.

7.) All interior lanes to be a minimum of 12' wide and outside lanes 14' wide to compensate for snow banks and curb.

8.) Improvements on North Broadway should be from 4th Avenue to 21st Avenue NW, which extends to Hwy. 83 Bypass West.

9.) Extend existing frontage road on east side of Broadway, from approximately 14th Avenue to 19th Avenue NW or to curve to the east and join the Ball Park Road.

10.) Install water and sanitary sewer mains from the west side to the east side of Broadway from approximately 13th Avenue to 19th Avenue NW.

11.) We would like to acquire all land owned by the ND Department of Transportation and the City of Minot between approximately 14th Avenue and 19th Avenue NW, east of North Broadway to the Ball Park Road and place on tax rolls so that development can take place.

Please let me know when you are doing your design work on North Broadway so that I may help if possible. I have lived and worked in Minot almost all my life and have developed areas. Our business firm is now 51 years old and know the problems of Minot in the past. We want to be proud of the North Broadway Project from 4th Avenue to 21st Avenue NW because it will have to last from 50 to 100 years.

Thank you,

Daniel L. Feist
President

Phone 701-852-1261
Fax 701-852-1443

BUILDER
FEIST
CONSTRUCTION INC.
GENERAL CONTRACTOR

1415 21st Avenue NW
PO Box 508
Minot, ND 58702

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

MAY 27 2003

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

As per our letter to Mr. Paul Regan, District Engineer, Minot District, ND Department of Transportation dated 04-17-03. Item #1: We must have a 4 lane approach at approximately 13th Avenue NW and North Broadway on the East side across from Super 8 Motel's existing approach. We have approximately 10 acres of land that must have an an approach so that it can be developed.

Item #9 extending existing frontage road is also very important so that we can develop the 10 acres plus land on East side of Broadway between 12th and 15th Avenue NW.

We also have available excellent fill dirt at this land of 100,000 yard plus, if needed to fill in ditches.

In total, we list 11 items in our letter that we request you incorporate into this project on North Broadway.

Please let me know your action on these requests so that we can start our development of our 10 acre plus property.

Daniel L. Feist 5-22-03

Daniel L. Feist, President

Feist Construction Inc.

701-852-1261 PO Box 508, Minot, ND 58702-0508

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Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

JUN 03 2003

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

JeFF McElwain 913 PARK Street. MINOT ND 58701

I THINK THE NORTH Portion OF BROADWAY SHOULD Be SHIFTED TO THE EAST TO GIVE More STACKING Room BeTween THE FRONTAGE ROAD, ON the west SIDE OF BROADWAY, AND THE SOUTH BOUND LANE OF BROADWAY. THe Current Configuration IS very DANGEROUS AND UNSAFE.

I Also LIKED the Comments ABOUT LINING UP 5TH AVE WEST WITH 6TH AVE EAST. THIS AREA IS Very DANGEROUS Also Due To SIGHT DISTANCE PROBLEMS. THIS NEW Alignment WOULD Be Very BeneficAl.

PLEASE PUT me ON THE MAILING LIST.

*Written statements will be made part of the official transcript.

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NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

We own Sammy's Pizza. Walders Street, one block east of Broadway, separates our business and our parking lot. The drainage on that street needs to be addressed. When there is heavy rain or when the snow melts our street gets filled with water. It is very slow to drain.

Dave Shomento
852-4508 or 721-5836

*Written statements will be made part of the official transcript.

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Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

1. CONSIDERATION SHOULD BE GIVEN TO ALIGNING 5TH AVE NE WITH 6TH AVE NE IN ORDER TO ELIMINATE ANY INTERSECTION/LEFT TURN PROBLEMS AT 5TH AVE & BROADWAY. THERE IS A TRAFFIC CONTROL LIGHT THERE NOW - AT A TEE INTERSECTION
2. CONSIDERATION SHOULD BE GIVEN TO RESTRICTING ANY LEFT TURNS ONTO BROADWAY FROM ANY INTERSECTION THAT IS NOT CONTROLLED BY TRAFFIC SIGNALS

LEE SNYDER

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
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1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

APPENDIX E

ONE-ON-ONE MEETING(S)

- **Record of Conversations**

Anchor Reality
Barley Pop (2)
Bishop Ryan High School
Broadway Exchange and Pawn
Ida Brunner, Residence, 208 5th Avenue
Cartiva
Cenex
Checkrite
Dairy Queen
Dakota Baptist Church
Dan & Dean Fiest
First Lutheran Church (3)
Congregational Church of Christ (1)
Goldilocks
Helgeson & Associates
    Hands and Health
    Geraldine's Nail Salon
    New Image Barber Shop
    Triplett Insurance Agency
IMM
Little Learners Day Care (2)
Mini Mart
Minot State University (2)
Bob Nelson, 1309 N. Broadway
NW Music
The Original Bar
PC Doctor
Pac-N-Ship
Dave's Barber Shop
Paulette's Grooming
Premier Video
Gene Rau, North Minot Addiction
Sammy's Pizza
State Farm
Stevick Office Forms
Subway (2)
AIG Rental
Super 8 Motels
Taco John's
Ultimate Cuts
United Rentals
Veronica Trust
Wayne GMAC
Westlie Tire
Miscellaneous: Fink, Cenex, Schmidt, Mackley

Kadrmas, Lee & Jackson **Record of Conversation** (17)

TALKED WITH: Tim Schnaible — Name of Person; Anchor Realty — Name of Business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 18, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Tim and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Tim are as follows:

1. Roger prefers an alternative that connects 5th & 6th Avenue.
2. Sight distance is a problem. Presently the (unplatted) alley in back of the building is used to enter and exit the property.
3. Both owners prefer widening on the West side of Broadway.
4. If the front parking is lost, the building loses its function and a complete buyout would become necessary. It would not be a benefit to retain the property if the building was bought out,
5. The estimated date of construction is late 1930's.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Craig Fink (Name of Person) Barley Pop (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: June 4, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Craig Fink and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held on May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting will be held, hopefully, in mid July 2003.
4. A formal public hearing will be conducted, hopefully, in October-November, 2003.
5. After the formal public hearing project decisions are made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no firm design decisions are made at this time.
7. The bid opening for this project is presently scheduled for November 2004.

Items of concern expressed by Craig Fink are as follows:

1. The building on the south side of 5th Ave NW is for lease at the present time and may have some remodeling done this year. The future is uncertain at this time.
2. There are 3 apartments in the building at 435 N Broadway.
3. If R/W is taken which requires the removal of a portion of the Barley Pop remodeling is a possibility. Owner prefers to keep at least 2 rental properties and preferably 3 rental units.
4. If R/W is taken off the property frontages the owner is concerned about how close the buildings can be to the new R/W line. How does this new line affect set back requirements by the city?
5. The owner had questions regarding dollar amounts, which we cannot answer at this time. Steve Miller will call him to attempt to answer questions he has regarding assistance to his tenant at the Barley Pop.
6. We will provide the owner an aerial photo when they become available to us.

Kadrmas, Lee & Jackson **Record of Conversation** (27)

TALKED WITH: Cheryl & Daryl Reile
Name of Person

Barley Pop
Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 3, 2003

DISCUSSION ITEMS:

On this date I met with Cheryl & Daryl and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Cheryl & Daryl are as follows:

1. Daryl wants to continue doing business at this location, whether through a remodel or rebuild.
2. The building does have a basement.
3. The sidewalk in front of the building is much to narrow.
4. Hours of business are 3:00 pm – 1:00 am and utilities need to be maintained during this time frame.
5. Is there a reimbursement for loss of income during relocation? (Steve Miller)
6. Cheryl and Daryl have been in business at this location for 26 ½ years.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Jim Hatlelid and Keith Harmon of Bishop Ryan High School
(Name of Person) Business or Property)

RECORDED BY: Dale Christensen

ATTN: LARRY D.

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: 7-23-3

DISCUSSION ITEMS:

The following times and dates were discussed:

1. Two public input meeting have been held.
2. Personal contact is being made with owners/tenants June and July 2003.
3. A formal public hearing is scheduled for October 16th 2003, possibly sooner.
4. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
5. We emphasized that no design decisions have been made at this time.
6. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern :

1. The school would like to retain the access at its present location.

2. The access is 50 feet wide. If it needs to be narrowed, 2-way traffic needs to be maintained.

3.

4.

5.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: John Kerian — Name of Person; Broadway Pawn — Name of Business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 18, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with John and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by John are as follows:

1. Widening on West side will ruin his business.
2. John has been at present location 7 years.
3. John has concerns about rebuilding his business at another location.
4. Acquiring parking to the North is a possibility if parking is taken from the East side.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Ida Brunner
Name of Person

House @ 208 5th Ave. NW Minot, ND
Name of Business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 14, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Ida & Leo and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Ida & Leo are as follows:

1. We met, discussed the 5th to 6th transition and KLJ will keep you posted..

Kadrmas, Lee & Jackson	Record of Conversation

TALKED WITH: Jerry Leiss/Larry Durand (Name of person) — Cartiva (Name of business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 30, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Jerry and Larry and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Jerry and Larry are as follows:

1. Concerned about loss of display area if Right-of-Way is lost.
2. It's important to have a North bound left turn lane off of Broadway into this business, therefore a raised median would not be favorable.
3. 2 way traffic during construction needs to be maintained.
4. Vehicle speeding Southbound is a problem.
5. Bike paths and sidewalks to enhance the area are also preferred.
6. Shared accesses with business on the North end and South end of the property are preferred.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Rick Kueffler (Name of Person) Cenex (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: June 4, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Jim Mackey and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held on May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting will be held, hopefully, in mid July 2003.
4. A formal public hearing will be conducted, hopefully, in October-November, 2003.
5. After the formal public hearing project decisions are made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no firm design decisions are made at this time.
7. The bid opening for this project is presently scheduled for November 2004.

Items of concern expressed by Rick Kueffler are as follows:

1. Accesses are ok as present.
2. Outside island maybe an issue. If so, it may be a possibility to make the island longer.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Jeff Stremick/Sue Berger/Sheldon G. (Name of Person)

Checkrite (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 11, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Jeff, Sue and Sheldon and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16th, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Jeff, Sue and Sheldon are as follows:

1. The area is used as a turnaround for their parking lot (Between building and Broadway).
2. Aesthetics is a concern if building being too close to the road due to splashing. Windows open and traffic noise.
3. The present access is preferred. KLJ can do a sketch of parking area to look for Improvements.
4. If Right-of-Way is acquired through this stretch it may come from either side. The Cemetery may govern what happens.
5. Sue will provide us with a copy of the parking lot.
6. Building was originally constructed in 1980.
7. If the sign is moved, the visibility of the sign may be reduced.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Pat Holien
Name of Person

Dairy Queen
Name of Business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 14, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Pat and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Pat are as follows:

1. Pat would like to acquire the Right-of-Way in front of the Dairy Queen.
2. Pat prefers keeping the turning lane that exists in front of the building.
3. Sharing access with neighboring businesses on both sides is preferred.
4. During the construction period having temporary access from the Ryan High School Road is an alternative. Pat would like to investigate.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Congregation of Dakota Baptist Church
(Name of Person) (Business or Property)

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: 8-17-3

Note: The meeting began 35 minutes late due to a misunderstanding on my part.

DISCUSSION ITEMS:

1. 15 to 35 children attend the church 7 days a week. The roadway modification as shown would place the church doorway extremely close to the curb and safety is a major concern.

2. Dakota Baptist Church does not favor joining 20th Avenue to 21st Avenue and questions the purpose and need. If it is done, they feel the joining should be done on the east side of Broadway and they feel operating procedures at Minot International Airport could be modified to accommodate this option.

3. The significant loss of parking, including Handicap parking, would put the church in violation of city zoning ordinances.

4. The parking lot sometimes is used by existing traffic as a short cut from 3rd Street to 21st Avenue.

5. Some other comments:

   (a) If the joining is done on the west side, move 3rd Street east to avoid church property or make the transition on the abandoned southbound roadbed (if the urban section is extended to 21st Avenue).
   (b) Reinstall the traffic light at the 21st Avenue and Broadway intersection and install one at 24th Avenue.
   (c) Keep this portion of Broadway a rural, divided section.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Dan & Dean Fiest
Name of Person

10 Acres in Springfield Addition
Name of Business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 14, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Dan & Dean and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Dan & Dean are as follows:

1. Refer to attached sheets for Mr. Fiest's alternative choices.
2. There is no water and sewer service on the East side of Broadway and Mr. Fiest would like to have this extended.
3. Mr. Fiest is requesting an access to the frontage road in alignment with the North Super 8 Motel access.

TALKED WITH: Greg Oase, Sheri Lars (Name of Person)

First Lutheran Church & Congregational Church (Name of Business)

RECORDED BY: Jennifer Hafner

SUBJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: June 6, 2003

DISCUSSION ITEMS:

On this date Dale Christensen, Greg Oase, Sheri Lares and I discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held on May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting will be held, hopefully, in mid July 2003.
4. A formal public hearing will be conducted, hopefully, in October-November, 2003.
5. After the formal public hearing project decisions are made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no firm design decisions are made at this time.
7. The bid opening for this project is presently scheduled for November 2004.

Items of concern:

1. A written history of First Lutheran will be provided to KLJ.
2. Can First Lutheran provide us with a cemetery plot? Dale Christensen will contact.
3. Dale Christensen will contact First Congregational Church Pastor to obtain a copy of their history.
4. 80 feet Right of Way does not include turn lanes. These would be additional Right of Ways.
5. Not all the graves are recorded in the cemetery.
6. Minot State University offered to buy the graveyard property. Nothing came of this offer.
7. The pillars to the entrance are Pre-1960's.
8. The bridge (right before 4th Ave. NW) is not in our scope of work.

TALKED WITH: Pastor Todd Hylden of First Lutheran Church
(Name of Person) (Business or Property)

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: 8-8-3

DISCUSSION ITEMS: Discussed the following issues with Pastor Todd to keep First Lutheran Church apprised of issues along the corridor-Todd stressed he could not make any decisions for the church but would inform members and assigned a time slot for me at the next church council meeting that will be held on 8-19-3 at 7:00 am at the International Inn.

1. Using the 10' setback to grave sites along the east side of the cemetery to allow for 10' widening on the west side of Broadway.

2. 12' widening along the north side of the cemetery to bring the right turn length to 100 ' per the Traffic Operation Report recommendation.

3. Building a "mini" right turn lane for northbound traffic at 6th Ave per the request of the city of Minot.

4.

RECEIVE
AUG 1 5 2003
BY:

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Church Council (Name of Person) of First Lutheran Church (Business or Property)

RECORDED BY: Dale Christensen and Greg Oase

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: 8-19-3

DISCUSSION ITEMS:

1. Segment 1 Options 1.1 and 1.2 which both utilize the 10' setback that exists from the current right-of-way to the first grave plats. (The difference between these two alternatives is where the transition occurs from 14 feet on the west side of Broadway to 10 feet on the west side and 4 feet on the east side. Both result in 10 feet being required along the cemetery.)

2. Question: A council member inquired if these alternatives involved the moving of any graves.
   Response: No, the objective of limiting the right-of-way acquisition to 10 feet is to avoid all grave sites.

3. The distance from the current edge of sidewalk to the grave markers is 11 feet.

4. Some trees may require removal (one in particular was pointed out that would be an issue for these alternatives).

5. The pillars have not been moved previously.

6. The church building is in the process of becoming a historical building-it has not been added to the list as of this writing.

7. The length of the east bound right turn lane at 11th Avenue is approximately 40 feet long. The minimum length is 100 feet. In order to meet this length 12 feet of right-of-way would need to be acquired along the north edge of the cemetery. This , not affecting any grave sites. There have been drainage problems along the north edge of the cemetery with runoff washing out the north access road.

8. The city of Minot has requested right turn lanes be analyzed along the corridor. The space available at 6th Avenue is limited to a small area outside the fence by the church parsonage. This would allow for a turn lane length of approximately 20 feet.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Sue
Name of person

Goldilocks
Name of business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 30, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Sue and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Sue are as follows:

1. 14 feet lost from the building would severely affect the business and Sue would need to scale down.
2. If remodeling were done it would interfere with her clients during the construction period.
3. If relocation would be required, Sue wants to remain in this area. Most of her business is from the college.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH:		
	Dennis Helgeson	Helgeson & Assoc.
	Marsha Presky	Hands For Health
	Geraldine Heintz	Geraldine's Nail Salon
	Tona Stevenson	New Image Barber Shop
	Carol & Theron Triplett	Triplett Insurance Agency
	Name of Person	Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 19, 2003

DISCUSSION ITEMS:

On this date I met with Marsha, Geraldine, Tona, Dennis, Carol and Theron and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Marsha, Geraldine, Tona, Dennis, Carol and Theron are as follows:

1. All prefer widening on the West side of Broadway. If Broadway is widened, Right-of-Way should be obtained on the West side.
2. If 14' of Right-of-Way is obtained on the East side of Broadway, the loss of parking will have a negative impact on business. There are 14 parking spots at present & with the loss of 4 spots the building would not be functional. A handshake agreement exists between the owners of these businesses and the owners of "The Original" bar directly to the South which allows them to use the bar parking lot. The owners are not willing to rely on this agreement for future parking.

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CITY LIMITS
STREET
ADDRESS
RIVER
RAILROAD
PARCELS
BRIDGES
AIRPORT

PARCEL ID: M1132020000020
USE CODE: 0125
OWNER: WEYDAHL, GARY
ADDRESS: 114 8TH AV NW
WIDTH: 50
DEPTH: 105.12
SQUARE FOOTAGE: 5256
ZONE: C2
LEGAL DESCRIPTION: LAKEVIEW ADDITION R/A LOTS 4, 5, & 6 BLOCK 11 LOT 2

ADDRESS : 700 BROADWAY, N

1 PARCELS selected

1 : 1,047

999 x 742 (U)

Report

Done

Local intranet

Start

FRAMESET - Microsoft ...

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Jay D. Altringer
Name of Person

IMM
Name of Business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 18, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Jay and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Jay are as follows:

1. Jay's preference is not to give up any Right-of-Way.
2. At the old IMM building parking is an issue and if parking and signage is lost, the building may non-functional.
3. Moving the signs will cause aesthetic concerns.
4. Zoning questions concerning sign placement follow Right-of-Way Acquisition. Dale will check with Bob Amptmann about the setback.

TALKED WITH: Nadean & Gaylin Schmidt (Name of Person) Little Learners Day Care (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: June 4, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Nadean & Gaylin Schmidt and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held on May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting will be held, hopefully, in mid July 2003.
4. A formal public hearing will be conducted, hopefully, in October-November, 2003.
5. After the formal public hearing project decisions are made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no firm design decisions are made at this time.
7. The bid opening for this project is presently scheduled for November 2004.

Items of concern expressed by Nadean & Gaylin Schmidt are as follows:

1. They have 10-one bedroom apts and 1 sleeping room in the Mackey. It was remodeled about 6-7 years ago with a new boiler and water heater.
2. His last preference is to tear it down. He prefers to set up an agreement to remodel it, perhaps with an entrance to the south with improved access off Broadway.
3. The large billboard sign to the south of the Mackey is bothersome.
4. The Payday Loans building also has an office located upstairs.
5. The Daycare building is a rental of theirs also.
6. A strip of property (like and old alley) behind their properties, which extends up to 5th Ave N is owned by them.
7. Access during construction is a concern. The loan office has about 20 cars/day and the daycare has about 50.
8. Could possibly combine the drives for the loan building and the daycare into one wider drive.
9. If the Mackey is remodeled and it isn't already zoned commercial could we do a commercial zoning?
10. A large amount of sidewalk traffic passes the properties daily.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Diane Smith
Name of Person

Little Learners
Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 2, 2003

DISCUSSION ITEMS:

On this date I met with Diane and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Diane are as follows:

1. Diane would like to maintain an access off Broadway; it can be shared with bordering property.
2. Business hours are 7 am to 10:00 pm and it's important utilities be maintained during business hours.
3. Approximately 60 vehicles per day enter property from Broadway.
4. The driveway tends to be used as a through street for traffic coming off 5th Avenue.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Lynn Meade
Name of Person

Mini Mart Manager
Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 12, 2003

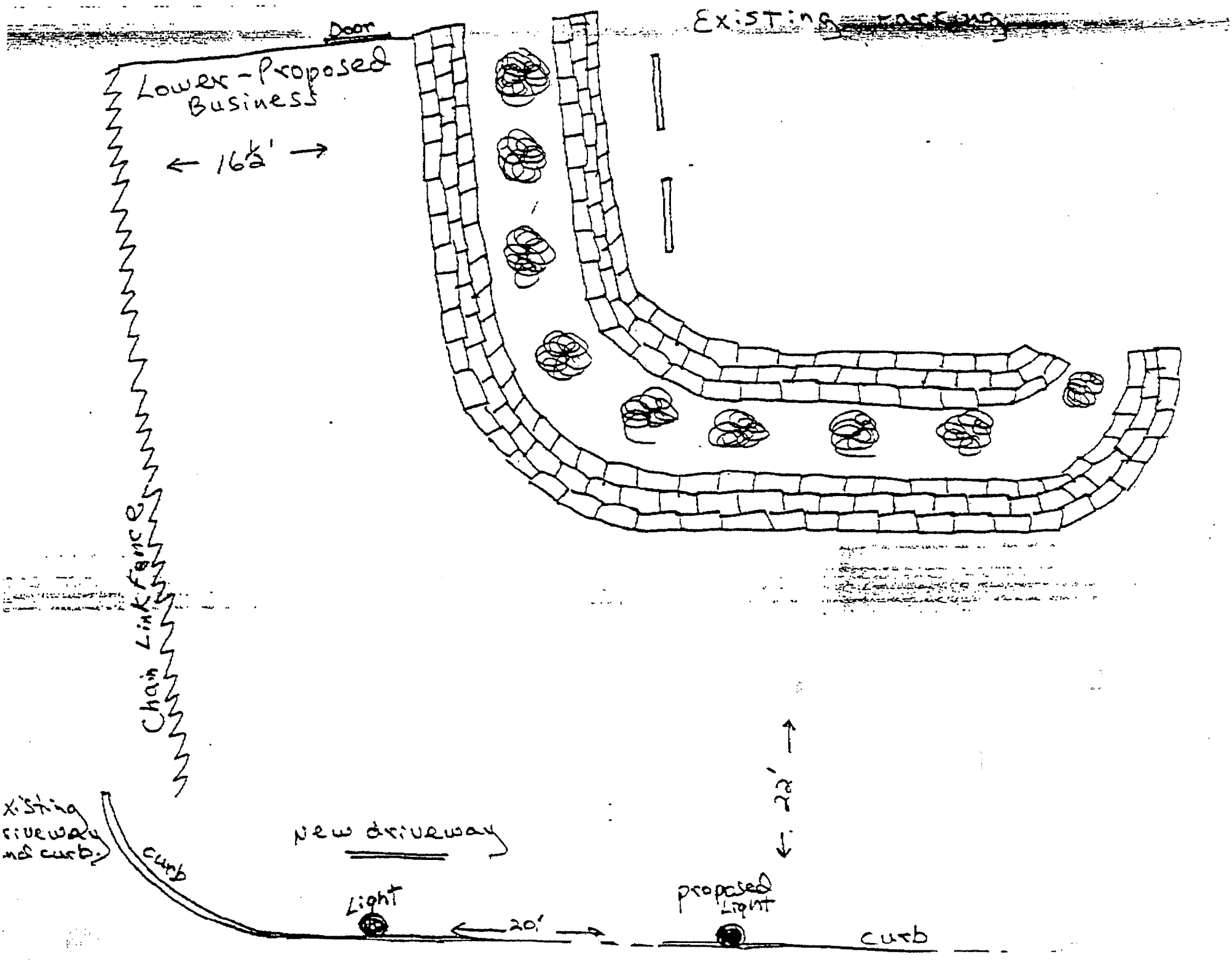
DISCUSSION ITEMS:

On this date I met with Lynn and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Lynn are as follows:

1. There are two10, 000 gal fuel tanks that border the Right-of-Way in the NW corner of the property.
2. Lynn questions the necessity of 12 ft. wide lanes and also would like for consideration to be given to overhead pedestrian crossings.
3. If Right-of-Way acquisition is required. 2/3 of the pumps will be affected. Lynn wants keep this store open, as it is a profitable location. He would be willing to look at rearranging the pumps to do this. He ahs two questions concerning this:
    a. How close can pumps be to the store?
    b. How close can tanks be to a residence?
4. Parking would be an issue if the pumps were moved east.
5. The North access along Broadway could be removed and the South one widened. The accesses along University Avenue could be enhanced to allow for pump relocation.


Existing parking
Door
Lower-Proposed Business
← 16½' →
Chain Link Fence
22'
xisting
riveway
nd curb.
curb
New driveway
Light
← 20' →
proposed Light
curb

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Bruce Haskins and Jared Edwards (Name of Person) of Minot State University (Business or Property)

RECORDED BY: Greg Oase

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: 6-23-03

DISCUSSION ITEMS:

At 2 p.m. met with Bruce Haskins, VP Finance, and Jared Edwards, Plant Services. MSU is working at locating a sign or signs to better identify the college.

Difficult to single out an access point. Over the years, internal (thru campus) access has been reduced due to safety concerns at various locations on campus. Heavy use of Broadway and 11th Ave. as well as Broadway and University Ave.

Problem areas are typically in the wait on the North Broadway left turn @ 11th and the heavy traffic at certain times of the day, 7:30 to 8:30 a.m., on school days. Event traffic is also heavier at random times.

College administration is attempting to direct visitor traffic to Administration and Student Union buildings using a new sign and improvements to University & 11th Avenue or a new entrance has been discussed at 10th between the dorm and cemetery.

Comparing improvements in lane widths and lane lengths could help in creating an acceptable entrance at 11th or University.

At 10th, utilities run through area: power, fiber optics, etc. Concern for traffic and nearness to dorm. This plan could eliminate NE access to parking lot on 11th and allow for more parking spaces on NE corner.

Office of the President

July 14, 2003

Alan Walter
Public Works Director
City of Minot
515 2nd Ave SW
Minot, ND 58701

Dear Alan:

I am writing as a follow-up to my earlier letter that expressed interest in exploring a new entrance to Minot State University from North Broadway. We remain interested in exploring this option. While I have engaged the Anderson, Wade, Whitry and Larson PC Architectural firm to examine traffic flow and signage on our entire campus we would like to continue to hold open the option of restoring an extension of 10th avenue. I understand the actual North Broadway construction has been delayed a year. Nevertheless, I would appreciate your assistance in helping us examine this option as a part of your planning process. Please call if you have any questions.

Sincerely,

H. Erik Shaar, President
Minot State University

Minot State University

500 University Avenue West • Minot, North Dakota 58707 • (701) 858-3300 • 1-800-777-0750 • FAX (701) 839-6933

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Bob Nelson
Name of Person

1309 N. Broadway
Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 8, 2003

DISCUSSION ITEMS:

On this date I met with Bob and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Bob are as follows:

1. Do what you need to do and do a good job.

TALKED WITH: Jim Mackey (Name of Person) NW Music (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: June 4, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Jim Mackey and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held on May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting will be held, hopefully, in mid July 2003.
4. A formal public hearing will be conducted, hopefully, in October-November, 2003.
5. After the formal public hearing project decisions are made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no firm design decisions are made at this time.
7. The bid opening for this project is presently scheduled for November 2004.

Items of concern expressed by Jim Mackey are as follows:

1. Mr. Mackey would consider reducing the number of access points if it results in better traffic circulation on his property.
2. He was not opposed to losing 14 feet of the building.
3. He has some 1950s drawings of his building available.
4. A remodeling cost estimate would be needed.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Wayne Whitty/Kent Bloms/Adam Hoffman
Name of Person

The Original Bar
Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 1, 2003

DISCUSSION ITEMS:

On this date I met with Wayne, Kent and Adam and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16^{h}, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Wayne, Kent and Adam are as follows:

1. 8 –10 parking spots would be lost on the front of the building if Right-of-Way was obtained on the East side of Broadway. If the spaces were lost, landscaping or a patio would be required. The cars parked in front let people know the business is open.
2. If parking spots are maintained, the access on Broadway needs to remain.
3. Business hours are from 4:00 to 2:00 am Utilities need to be maintained during this time frame.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Brad Nelson (Name of person) PC Doctor (Name of business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 30, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Brad and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Brad are as follows:

1. Traffic splashing the building is a problem.
2. Brad prefers widening on the East side of Broadway.
3. Brad rents the space from Gene Rau and has a good arrangement and would like to keep it.
4. Brad has been in this location for 2 years.
5. Brad would be willing to look at remodeling the building in order to stay at this location.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Bill Kay — Pac-N-Ship
David Arneson — Dave's Barber Shop
Name of Person — Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 19, 2003

DISCUSSION ITEMS:

On this date I met with Bill & David and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Bill & David are as follows:

1. David would like to have Right-of –Way acquired on the West side of Broadway for aesthetic reasons.
2. If Right-of-Way taken from East side 6 parking spots would be lost and the building sign would need relocation.
3. The 5th to 6th transition is a good alternative.
4. David is comfortable with the accesses as they are.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Rob & Paulette Zietz (Name of Person) Paulette's Grooming (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 18, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Rob & Paulette and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Paulette are as follows:

1. A Condominium Association owns the parking area. Each business owns their own building and they share parking. Each business has equal input into decisions made by the Association.
2. Widening is ok on the East side. No preference.
3. The building was built in 1983.
4. A handicap access exists on the West side of the building.
5. They support the project.
6. A copy of the Association By-Laws will be made available to KLJ.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Laurie SchachtSchneider — Name of person; Premier Video — Name of business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 30, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Laurie and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Laurie are as follows:

1. The Premier Video sign will need to be relocated.
2. Laurie would like to see a separate right turn lane for West bound traffic on 11th Avenue.
3. An option for parking may be to vacate the alley and close the access.
4. It will be very important to keep 11th Avenue open during construction.
5. The building owner, Grand Forks Video, Inc., would like to maintain an access off of Braodway.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Gene Rau
Name of Person

N 50' LOT 5 Block 1
North Minot Addition
Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 20, 2003

DISCUSSION ITEMS:

On this date I met with Gene and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Gene are as follows:

1. Splashing on the building is a problem.
2. All the parking for the building is in the rear.
3. Mr. Rau is open to several alternatives, including rebuilding or remodeling. He does want to retain property and is willing to look at an alternative location if it is suitable.
4. The building is masonry block and the width of the building covers the entire lot.
5. The building was remodeled 2 years ago.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Dave & Albert Shomento (Name of Person) Sammy's Pizza (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 11, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Dave and Albert and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16th, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Dave and Albert` are as follows:

1. The drainage behind the building is very poor and water is held in this area after Spring melt or heavy rain.
2. Dave expressed concern about the length of time the intersection will be shut down during construction.
3. For customer concerns they prefer traffic flows in all directions, all the time, during construction.
4. Dave asked if there is a payment available for lost business. We will have Steve Miller call on this.
5. One season construction is very much preferred by both gentlemen.
6. It is very important that utilities be maintained during business hours. 8:00 am – 11:00 pm.
7. The building was built in 1970.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Charles Anderson
Name of Person

1125 N. Broadway, State Farm
Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 11, 2003

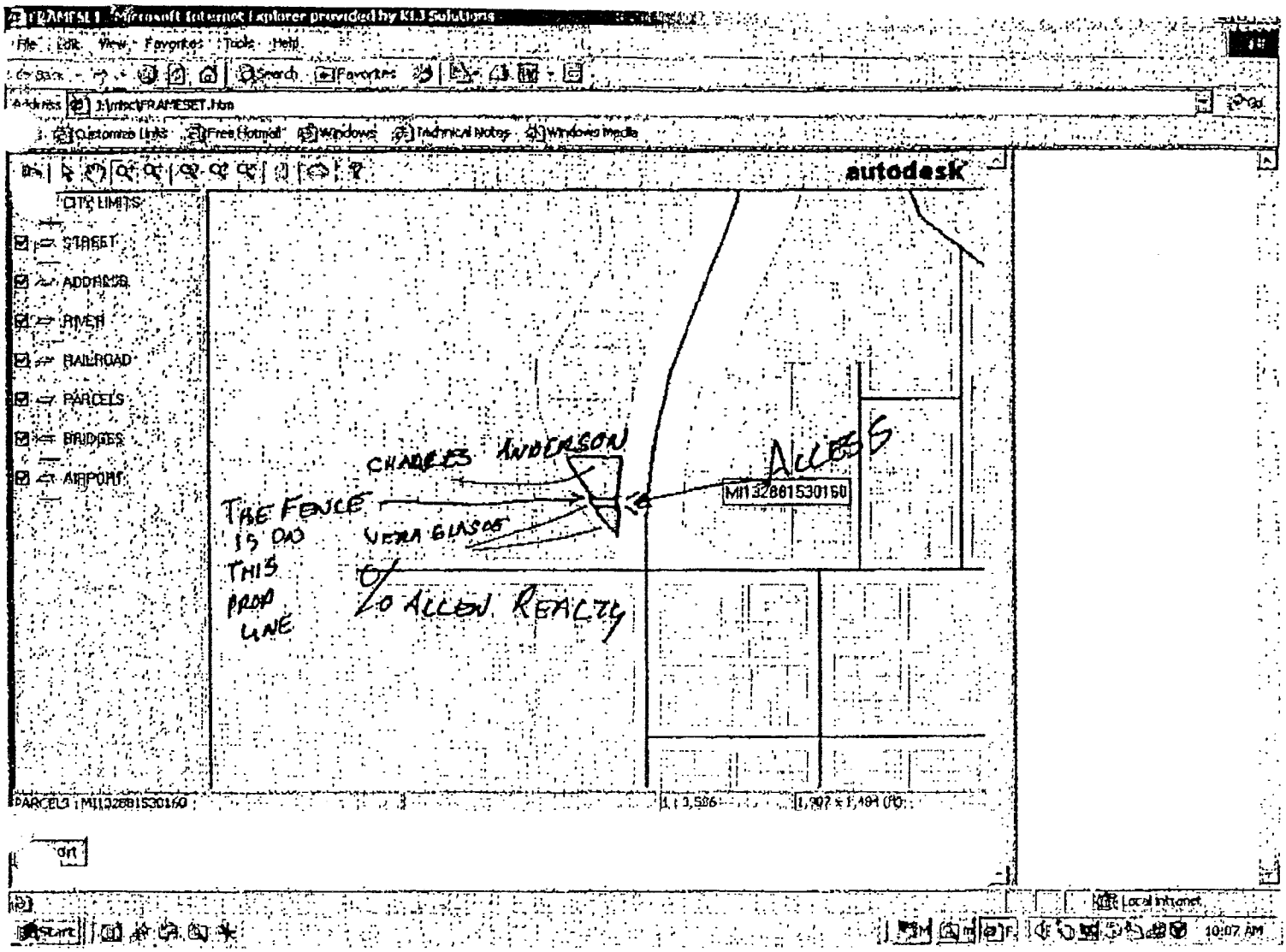
DISCUSSION ITEMS:

On this date I met with Charles and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Charles are as follows:

1. Charles has an unusable rental area due to access problems. When this road is rebuilt he is requesting access be obtained for this office space.
2. There is a problem with a light pole blocking the access.
3. Charles has plans and estimates for providing parking and would like to make these improvements when the road is reconstructed.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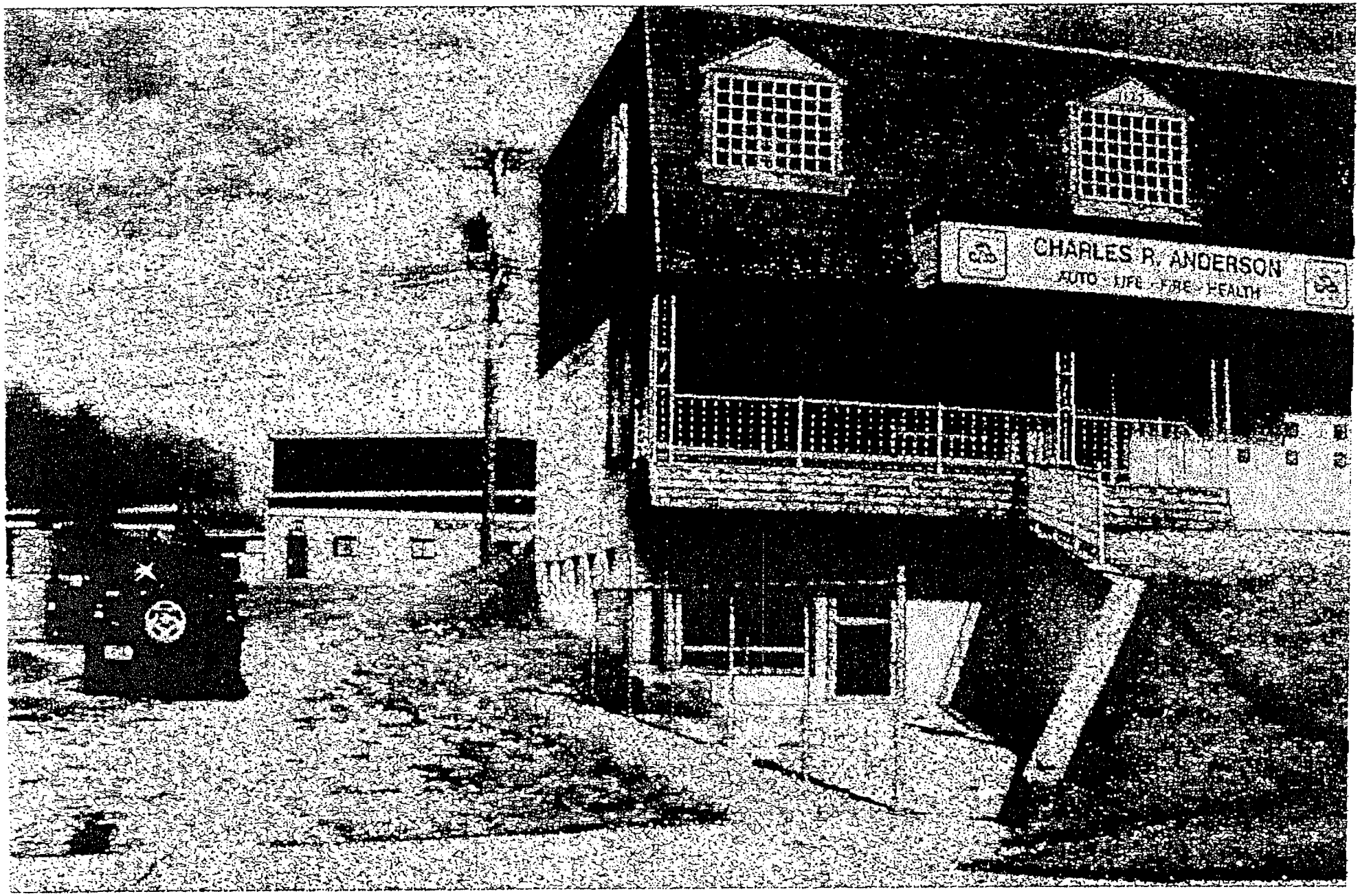

CHARLES R. ANDERSON
AUTO · LIFE · FIRE · HEALTH

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Joann and Jack Stevick (Name of Person)

Stevick Office Forms (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 11, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Joann and Jack and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16th, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Jack and Joann are as follows:

1. If 14 feet were taken, the building would need to be remodeled or rebuilt within the property limits.
2. Jack has questions concerning zoning issues. What are the setbacks if the building is rebuilt or added onto?
3. Jack suggested advanced R-O-W Acquisition be looked into. We will have Steve Miller look into this.
4. There is a basement in the building. Jack estimates the building is 70 years old.
5. Jack wants to ensure this project is done right and the West side is the sensible choice.
6. Jack is open to suggestions concerning access.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Robert Bartsch (Name of Person) Subway/AIG Rental (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 11, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Robert and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16th, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Robert are as follows:

1. There is approximately 10' available from the front of the building to the back of curb which Robert would be willing to deal with.
2. Robert commented on the site distance being an issue with the smaller sidewalks.
3. Robert would consider adding on to the building if a portion of the building was removed and rebuilt to the North.
4. Robert remodeled four years ago.
5. Robert will talk with Troy Bartsch and get any ideas/recommendations for access.
6. Business hours are from 9:00 am to 11:00 pm. It is important utilities be operational during business hours.

TALKED WITH: Robert Bartsch of Subway/AIG
(Name of Person) Business or Property)

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant Meeting

DATE: 8-7-3

DISCUSSION ITEMS:

1. Robert expressed an interest in obtaining the lot directly north of his property if it should become available during right-of-way negotiations. This lot is presently owned by Gene Rau and leases space to the "PC DOCTOR" and "GOLDILOCKS". The legal description is: north 50 feet of Lot 5 Block 1 North Minot Addition. The address is 733 N Broadway.

2.

3.

4.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Andy Gill
Name of Person

Super 8 Motels
Name of Business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 14, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Andy and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Andy are as follows:

1. Andy would prefer if the ditch in front of the Motel were filled in and a sidewalk put in.
2. The access at present is satisfactory.
3. At present, the parking lot is used as a street by bicyclists and vehicle traffic going to Ryan and the International Inn.

Kadrmas, Lee & Jackson	Record of Conversation

TALKED WITH: Mike Sartwell/Shannon Grace — Name of Person
Taco John's — Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 1, 2003

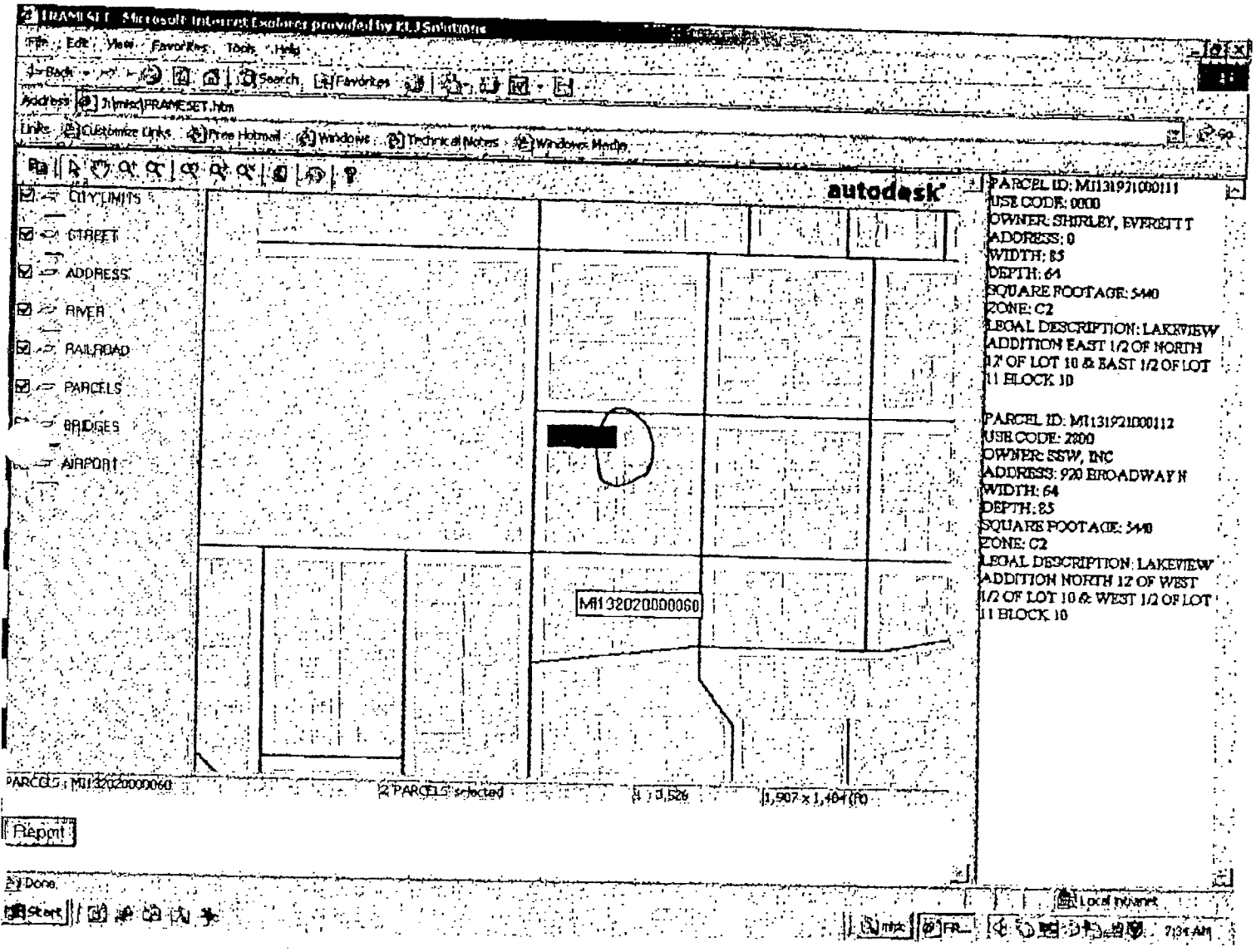
DISCUSSION ITEMS:

On this date I met with Mike & Shannon and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Mike & Shannon are as follows:

1. Both gentlemen would like to see the widening done on the West side.
2. Mike has a new building planned for this location and the loss of parking would severely hurt business – see attached drawing.
3. Refer to drawing for accesses. Present building built in 1973.
4. The alley behind the building, if vacated, can add some additional room.
5. Mike plans to build ASAP.
6. Shannon asked how realistic is the optimum section through this area.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BRIDGES
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USE CODE: 0000
OWNER: SHIRLEY, EVERETT T
ADDRESS: 0
WIDTH: 85
DEPTH: 64
SQUARE FOOTAGE: 5440
ZONE: C2
LEGAL DESCRIPTION: LAKEVIEW ADDITION EAST 1/2 OF NORTH 12' OF LOT 10 & EAST 1/2 OF LOT 11 BLOCK 10
PARCEL ID: MI131921000112
USE CODE: 2000
OWNER: SSW, INC
ADDRESS: 920 BROADWAY N
WIDTH: 64
DEPTH: 85
SQUARE FOOTAGE: 5440
ZONE: C2
LEGAL DESCRIPTION: LAKEVIEW ADDITION NORTH 12' OF WEST 1/2 OF LOT 10 & WEST 1/2 OF LOT 11 BLOCK 10
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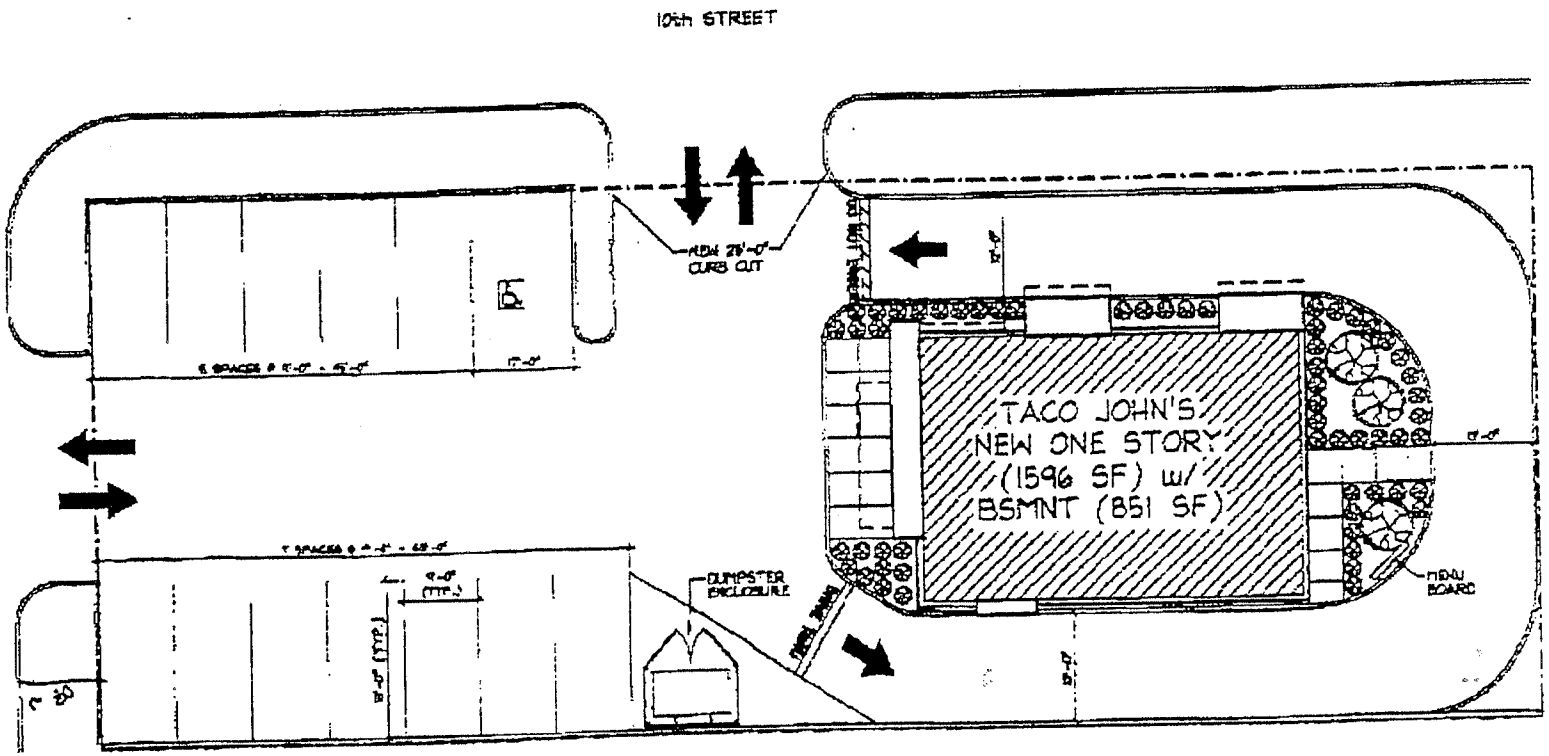
Post-it® Fax Note 7671	Date 6/21	# of pages ▶ 1
To MIKE SARTWELL	From CHARLES	
Co./Dept.	Co. FISHER GROUP	
Phone # (701) 838-3996	Phone # (937) 224-3344	
Fax # (701) 838-0439	Fax # (937) 223-3344	



PROPOSED ARCH. SITE PLAN
SCALE: 1" = 10'-0"

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Theresa Proper
Name of Person

Ultimate Cuts
Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: July 3, 2003

DISCUSSION ITEMS:

On this date I met with Theresa and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 16th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Theresa are as follows:

1. Is it possible to get access out of the back?
2. Sharing a combined access will work.
3. Business hours are 8:30 am – 7:30 pm and its very important utilities are operational during this time.
4. The present access is very steep. A reduction in slope is preferred.
5. A sidewalk is preferred.
6. If there were a raised median, there would need to be access for North bound traffic.
7. Slope of the road causes problems for winter driving.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Rick Quinn. United Rentals
Name of Person Name of Business

RECORDED BY: Dale Christensen

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 19, 2003

DISCUSSION ITEMS:

On this date I met with Rick and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Rick are as follows:

1. The water line freezes every spring.
2. The sewer line from United goes to 11th Avenue and has 45% bends. It does plug occasionally and is 800' long.
3. There is fill available as borrow behind the building.
4. Traffic flow during construction will be necessary.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Mr. Damberger (Name of Person) Veronica Trust (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 18, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Mr. Damberger and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Mr. Damberger are as follows:

1. Mr. Damberger prefers not to comment about the project.

Kadrmas, Lee & Jackson	Record of Conversation

TALKED WITH: Clair Wayne — Name of Person

Wayne GMAC — Name of Business

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 18, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Clair and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Clair are as follows:

1. Mr. Wayne prefers Right-of-Way Acquisition in this area occur on the West side of Broadway.
2. If Right-of-Way were required, relocation would be a necessity. The building would need to be purchased.
3. Mr. Wayne would like the access to be maintained on Broadway. Relocation of the access may be an alternative.
4. The building was built in 1970.
5. Traffic splatters the building at the present – setback winter & summer.

Kadrmas, Lee & Jackson **Record of Conversation**

TALKED WITH: Steve Blasing/Hank Ripplinger (Name of Person) Westlie Tire (Name of Business)

RECORDED BY: Larry Dennis

PROJECT: CMU-4-083(060)200 North Broadway in Minot

SUBJECT: Property Owner/Tenant meeting

DATE: June 11, 2003

DISCUSSION ITEMS:

On this date Dale Christensen and I met with Steve and Hank and discussed upcoming project activities and proposed dates.

1. Initial public input meeting was held May 21st, 2003.
2. Personal contact is being made with owners/tenants June and July 2003.
3. An additional public meeting is scheduled for July 9th, 2003.
4. A formal public hearing is scheduled for October 16th, 2003.
5. Following the public hearing, project design decisions will be made and design will begin, right of way limits are established and it is planned to begin right of way activities in February 2004. A brochure explaining the R/W process was left with the owner/tenant.
6. We emphasized that no design decisions have been made at this time.
7. The bid opening for this project is presently scheduled for November 2004 with construction taking place in 2005.

Items of concern expressed by Steve and Hank are as follows:

1. There was a gas station, possibly, both sides of the building. The tanks on the North side was removed. To the best of Steve's knowledge State Health was notified.
2. The business is a combined auto service, tire store and used car lot.
   The access at this time appears to be satisfactory. Steve and Hank will give the issue some thought.
4. If Right of Way is taken, the building will need to be remodeled/rebuilt. If space is taken would not be functional as it is.

Fink

1. The building on the south side of 5th Ave NW is for lease at the present time and may have some remodeling done this year. The future is uncertain at this time.
2. There are 3 apartments in the building at 435 N Broadway.
3. If R/W is taken which requires the removal of a portion of the Barley Pop remodeling is a possibility. Owner prefers to keep at least 2 rental properties and preferably 3 rental units.
4. If R/W is taken off the property frontages the owner is concerned about how close the buildings can be to the new R/W line. How does this new line affect set back requirements by the city.
5. The owner had questions regarding dollar amounts which we cannot answer at this time. Steve Miller will call him to attempt to answer questions he has regarding assistance to his tenant at the Barley Pop.
6. We will provide the owner an aerial photo when they become available to us.

Cenex-Rick

1. Rick stated the existing access points work well and requests they be replaced.
2. Possible R/W taking is a potential problem. We discussed the possibility of removing one of the pump islands and relocating the other one as well as extending it. Rick will get us a site plan for our use in aiding him in their study of what will work for them.

Schmidt

1. They have 10-one bedroom apts and 1 sleeping room in the Mackley. It was remodeled about 6-7 years ago with a new boiler and water heater.
2. His last preference is to tear it down. He prefers to set up an agreement to remodel it, perhaps with an entrance to the south with improved access off Broadway.
3. The large billboard sign to the south of the Mackley is bothersome.
4. The Payday Loans building also has an office located upstairs.
5. The Daycare building is a rental of theirs also.
6. A strip of property (like and old alley) behind their properties which extends up to 5th Ave N is owned by them.
7. Access during construction is a concern. The loan office has about 20 cars/day and the daycare has about 50.
8. Could possibly combine the drives for the loan building and the daycare into one wider drive.
9. If the Mackley is remodeled could do a commercial zoning.There is quite a lot of sidewalk traffic.

Mackley

1. Could reduce the number of access points if it results in better traffic circulation on his property.
2. He was not opposed to losing 14 feet of the building.
3. He has some 1950s drawings of his building available.
4. A remodeling cost estimate would be needed.
5. There is limited potential for remodeling and adding to the rear of the building.

APPENDIX F

PUBLIC INPUT MEETING #2— ALTERNATIVES PUBLIC WORKSHOP NOTIFICATION PACKAGE

- Ad
- Public Service Announcement
- Newsletter
- Mailing List

AFFIDAVIT OF PUBLICATION
STATE OF NORTH DAKOTA

SS.

County of Ward

Pamela Pedersen of said

County and State, being first duly sworn, on oath says: That the **MINOT DAILY NEWS** is a daily newspaper of general circulation, printed and published in the City of Minot, in said County and State. That the **MINOT DAILY NEWS** now is and during all times in the foregoing affidavit mentioned has been a newspaper qualified to do legal printing, in accordance with the Statutes of the State of North Dakota, and that I am clerk

of the **MINOT DAILY NEWS** and during all such time covering the publication of this notice have occupied such position on said newspaper, and have personal knowledge of all the facts stated in this affidavit; and that

the advertisement headed

Public Input Meeting

a printed copy of which is hereunto attached was printed and published in said newspaper one times to-wit:

July 2, 2003

Pamela Pedersen ,clerk

Subscribed and sworn to before me this 2nd Day of July 2003

Stephanie K Hoffart

Notary Public, Ward Co, N.D.

My commission expires

STEPHANIE K. HOFFART
Notary Public, State of North Dakota
My Commission Expires May 8, 2007

022996

AFFIDAVIT OF PUBLICATION
STATE OF NORTH DAKOTA

PUBLIC INPUT MEETING

OPEN HOUSE

CONDUCTED BY

ND Department of Transportation,
City of Minot, and
Kadrmas, Lee & Jackson, Inc.

WHEN?

Wednesday, July 16, 2003

Open house from 4–7 p.m.
Presentation at 5 p.m.

WHERE?

International Inn
1505 North Broadway
Minot, ND

WHY?

Alternatives will be presented at this second public input meeting for the proposed project on North Broadway (US 83), specifically 4th Avenue NW to 21st Avenue NW. This meeting will allow for public comment on these different alternatives for a new alignment. The overall project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way, and a potential alternative of filling ditches in the present right-of-way. Representatives from NDDOT, City of Minot, and Kadrmas, Lee & Jackson will be on hand to answer your questions and discuss your concerns.

DISABILITIES. People with disabilities who plan on attending the meeting and need special arrangements should contact:

Steve Salwei, PE
NDDOT, Local Government
(701) 328-3689
TTY (701) 328-4156
or
Greg Oase, PE
Kadrmas, Lee & Jackson, Inc.
(701) 839-3383

PRESS RELEASE

RELEASE DATE: July 7, 2003

CONTACT: Greg Oase, Project Engineer
Kadrmas, Lee & Jackson, Inc.
(701) 839-3383

Project Development and Environment Study For Reconstruction of North Broadway (US 83) from 4TH Avenue NW to 21ST Avenue NW

The North Dakota Department of Transportation, the City of Minot, and Kadrmas, Lee & Jackson, Inc. will hold a public input meeting on Wednesday, July 16, 2003. The open house will be held at the International Inn, 1505 North Broadway, from 4:00 p.m. to 7:00 p.m.

This public input meeting is the second meeting for the proposed project. The intent of this meeting is to inform the public on different design alternatives for North Broadway, receive input from the public, and to document concerns generated from the project.

The project development and environment study will evaluate improvement options along North Broadway. The proposed improvements would reconstruct and widen the existing roadway. The current four-lane roadway has reached the end of its design life. The proposed improvements are needed to accommodate current and future traffic flow, while meeting current design standards. Reconstruction will improve safety, along with reducing maintenance costs and motorist delays.

For further information, call Greg Oase, Project Engineer at (701) 839-3383.

-END-

Date

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«City», «State» «PostalCode»

Re: Minot Broadway (4th Avenue NW to 21st Avenue NW), Minot, ND, Project # CMU-4-083(060)200

Dear «Title» «LastName»:

On behalf of the North Dakota Department of Transportation and the city of Minot, we are conducting a project development and environmental report, which will evaluate improvement options for North Broadway Avenue from 4th Avenue NW through 21st Avenue NW in Minot, North Dakota.

The project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way. Additional improvements may include: new street lighting, traffic signals, drainage improvements, and pedestrian facilities.

Two public input meetings and one public hearing will be held in conjunction with this project. The first public input meeting was held May 21, 2003. **The second public input meeting will be held Wednesday, July 16, 2003.** Alternatives will be presented at this second public input meeting for the proposed project on North Broadway.

▶ 4:00-7:00 PM, Wednesday, July 16
International Inn
1505 North Broadway
Minot, ND

Issues raised by the public will be considered in developing an improvement plan, so your comments are important to us.

If further information is desired regarding the proposed project, you may contact me at (701) 839-3383 in Minot, North Dakota.

Sincerely,
Kadrmas, Lee & Jackson, Inc.

Greg Oase
Project Manager

PIZZA HUT
VICKI MARCY OR CURRENT MANAGER
2115 BROADWAY N
MINOT, ND 58703

PINKERTON ANIMAL HOSPITAL
A.L. PINKERTON
2105 BROADWAY N
MINOT, ND 58703

HUMANE SOCIETY PET CENTER
2105 BROADWAY N
MINOT, ND 58703

PLEASURE PALACE
2029 BROADWAY N
MINOT, ND 58703

LANDING BAR AND BOTTLE SHOP
JENNIFER MITCHELL
2015 BROADWAY N
MINOT, ND 58703

QUIZNO'S CLASSIC SUBS
WALDREF, RANDALL D & JULIE C
2035 BROADWAY N
MINOT, ND 58703

STARLITE CLUB
1915 BROADWAY N
MINOT, ND 58703

LARRY & COLEEN ARMSTRONG
2031 BROADWAY N
MINOT, ND 58703

CONGREGATIONAL
UNITED CHURCH OF CHRIST
430 BROADWAY N
MINOT, ND 58703

TESORO SERVICE STATION
2005 BROADWAY N
MINOT, ND 58703

NORTH HILL BARBER SHOP
1949 BROADWAY N
MINOT, ND 58703

INTERNATIONAL INN, INC
JIM MELLO
1505 BROADWAY N PO BOX 777
MINOT, ND 58703

GUEST LODGE
1937 BROADWAY N
MINOT, ND 58703

KENTUCKY FRIED CHICKEN
1929 BROADWAY N
MINOT, ND 58703

DON BESSETTE MOTORS, INC
DON ALD BESSETTE
1715 BROADWAY N PO BOX 400
MINOT, ND 58703

UNITED BLOOD SERVICES
MASSAGE FOR BODY BENEFITS
900 BRDWY N, STE 102
MINOT, ND 58703

NATIONAL MARKETING REALTORS
1919 BROADWAY NORTH
MINOT, ND 58703

NORTH HILL BOWL/LUCKY STRIKE
RESTAURANT & LOUNGE
C.MORRIS ANDERSON
1901 BROADWAY N
MINOT, ND 58703

GARY WEYDAHL
1909 2ND ST NW
MINOT, ND 58703

STATE FARM INSURANCE
ANDERSON, NORMAN A & CHARLES R
1125 BROADWAY N
MINOT, ND 58703

COMMAND LABOR
1309 BROADWAY N
MINOT, ND 58703

INTERNATIONAL TRAVEL AGENCY
RHONDA DEMAKIS
1901 BROADWAY NORTH
MINOT, ND 58703

CHECK RITE
SUE BERGER
900 BRDWY N, STE 120
MINOT, ND 58703

ASK INC
1401 11TH AVENUE SW
MINOT, ND 58701-4211

POSITIVE IMAGE STOCK PHOTO
900 BRDWY N, STE 111
MINOT, ND 58703

FASTCHEK
900 BRDWY N, STE 201
MINOT, ND 58703

PROTECTION & ADVOCACY PROJECT
900 BRDWY N, STE 210
MINOT, ND 58703

GIFTAMERICA.GIFTWORLDNET.COM
900 BRDWY N, STE 111
MINOT, ND 58703

GERALDINE'S NAIL SALON
GERALDINE HEINTZ
116 8TH AV NW
MINOT, ND 58703

BISHOP RYAN HIGH SCHOOL
1312 HIGHWAY 83
MINOT, ND 58703

GOHEEN'S ADDITION
FFCA ACQUISITION CORPORATION
17207 N PERIMETER DR
SCOTTSDALE, AZ 85255

PINKERTON FAMILY LTD
9 VISTA DR
MINOT, ND 58703

RAU, GENE H & RUBY
40 62ND ST SW
MINOT, ND 58701

EGEBERG, ALAN J & DA RLENE K
PO BOX 1152
MINOT, ND 58702-1152

BARTSCH, ROBERT & LINDA L
4103 42ND ST SE
MINOT, ND 58701

WALDREF, RANDALL D & JULIE C
900 13TH AVE SE
MINOT, ND 58701

TWETEN, CRAIG C & CA THERINE A
1709 CHERRY DR
MINOT, ND 58701

ARMSTRONG, LARRY D & COLEEN
PO BOX 1792
MINOT, ND 58702-1792

WATNE, CLAIR A
408 N BROADWAY
MINOT, ND 58703

FAUL FAMILY FARM
PO BOX 1847
MINOT, ND 58702-1847

ANDERSON'S SUBDIVISION
CITY OF MINOT
C/O JR FELDMAN
1919 2ND ST SE
1920 MINOT, ND 58701

DEE JAY'S QSR OF ND, INC
3100 S BROADWAY
MINOT, ND 58701

WEYDAHL, GARY W
PO BOX 2171
MINOT, ND 58702-2171

HIGHLAND ACRES 1ST ADDITION
NORTH HILL BOWL INC
1901 N BROADWAY
MINOT, ND 58703

LOCAL 714 - MARK HAGERTR
PO BOX 1906
MINOT, ND 58702-1906

INTERNATIONAL INN, I NC
1505 BROADWAY N
PO BOX 777
MINOT, ND 58703

BESSETTE, DONALD C L P
PO BOX 400
MINOT, ND 58702-0400

BISHOP RYAN HIGH SCH OOL
316 11TH AVE NW
MINOT, ND 58703-2260

HERZIG, VIOLET
16300 46TH AVE NW
BURLINGTON, ND 58722

BISHOP RYAN HIGH SCH OOL
C/O DIOCESE OF BISMARCK
420 RAYMOND ST
BISMARCK, ND 58501

ANDERSON, NORMAN A & CHARLES R
2301 19TH ST SW
MINOT, ND 58701

SUPER 8 SUBDIVISION
MOTELS OF AMERICA LL C
701 LEE ST SUITE 1000
DES PLAINES, IL 60016

NELSON, ROBERT K & JUDY
1917 3RD ST NW
MINOT, ND 58703

TUCKER INVESTMENTS
C/O PEGGY KIMBALL
3215 4TH ST SW APT 8
MINOT, ND 58701-7387

LARRY DURAND, L & S LAND
ADVENTURE S, LLC
PO BOX 1607
MINOT, ND 58702-1607

HADLER REAL ESTATE L P
6250 54TH AVENUE SE
MINOT, ND 58701-2204

BISHOP RYAN HIGH SCH OOL
316 11TH AVE NW
MINOT, ND 58703-2260

FIRST LUTHERAN CHURCH
120 5TH AVE NW
MINOT, ND 58703

DAMBERGER, PAUL
21 2ND AVE SE
MINOT, ND 58701

NORTH MINOT ADDITION
DAMBERGER, VERONICA TRUST
C/O PAUL DAMBERGER
809 16TH ST NW
MINOT, ND 58703

TERRY OLDFIELD
DAKOTA PROPERTIES IN C
C/O LOAF'N JUG/MINI MART
442 KEELER PARKWAY
PUEBLO, CO 81001

SSW, INC
PO BOX 2156
MINOT, ND 58702-2156

LAKEVIEW ADDITION
GRAND FORKS VIDEO, I NC
7901 XERXES AVE S SUITE 201
MINNEAPOLIS, MN 55431

IDA JIMMERSON
208 5TH AVE NW
MINOT, ND 58703

BARTSCH, ROBERT & LI NDA L
4103 42ND ST SE
MINOT, ND 58701

CITY OF MINOT
C/O CITY AUDITOR
CIVIC CENTER
MINOT, ND 58701

INVESTORS MANAGEMENT & MKTG
PO BOX 2064
MINOT, ND 58702-206

RICK KUEFFLER,FARMERS UNION OIL
CO. OF MINOT
215 CENTRAL AVE E PO DRAWER F
MINOT, ND 58702

SPRINGFIELD ADDITION
FEIST, DANIEL L
PO BOX 508
MINOT, ND 58702-0508

GLASOE, VERA
C/O ALLEN REALTY
1300 OAK PARK SHOPPING CENTER
MINOT, ND 58701

JAY ALTRINGER, INVESTORS
MANAGEMENT & MARKETING
PO BOX 2064
MINOT, ND 58702-2064

HANK RIPPLINGER, C G & J PARTNERS
PO BOX 548
MINOT, ND 58702-0548

RIVER PARK ADDITION
ARNESON, DAVID J & R ITA A
712 N BROADWAY
MINOT, ND 58703

STATE OF NORTH DAKOTA
500 UNIVERSITY AV W
MINOT, ND 58703

SHOMENTO, ALBERT & ANNA MARIE
2115 8TH AVE NW
MINOT, ND 58703

RAMSTAD'S 3RD ADDITION
FIRST LUTHERAN CHURCH
120 5TH AVE NW
MINOT, ND 58703

CHECKRITE OF MINOT, INC
PO BOX 416
MINOT, ND 58702-0416

A-1 RENTAL ADDITION
RIBOB CO & ELJIM COM PANY
C/O ELMEN ENTERPRISES PO BOX
122283
FT WORTH, TX 76121-2283

FINK, CRAIG
2209 PARKSIDE DRIVE
MINOT, ND 58701

NADEAN AND GAYLEN SCHMIDT
433 N BROADWAY
MINOT, ND 58703

MIRACLE MART, INC
504 W MAIN
MANDAN, ND 58554

JON KERIAN
1800 8TH STREET SW
MINOT, ND 58701

NORTH DAKOTA STATE HIGHWAY
DEPARTMENT
608 EAST BOULEVARD AVENUE
BISMARCK, ND 58505

WATNAS ADDITION
CITY OF MINOT
CIVIC CENTER
MINOT, ND 58701

SOPHIE DIAMOND ETAL
204 5TH AVENUE NW
MINOT, ND 58703

MAGIC CITY DEVELOPERS, INC
C/O WAYNE WHITTY
720 WESTERN AVE
MINOT, ND 58701

SCHNAIBLE, TIM
601 N BROADWAY
MINOT, ND 58703

NORTHWEST MUSIC CENT ER INC
623 BROADWAY N
MINOT, ND 58703

EHR'S ADDITION
ARMSTRONG, LARRY D
PO BOX 1792
MINOT, ND 58702-1792

STEVICK, JACK
609 N BROADWAY
MINOT, ND 58703

OAKLAND PARK ADDITION
NORTH DAKOTA STATE HIGHWAY
DEPARTMENT
BOX 1396
MINOT, ND 58702-1396

CONGREGATIONAL UNITED CHURCH
430 N BROADWAY
MINOT, ND 58703

APPENDIX G

PUBLIC INPUT MEETING #2— ALTERNATIVES PUBLIC WORKSHOP

- **Sign-in Sheet**
- **Handout**
- **Comments Received**

  Anonymous (2)

  Leo Brunner, Minot Park District, Director

  Alan & Darlene Egeberg

  Daniel Feist (1)

  Pat Hollen, Dairy Queen

  Wade Long, Cell Solutions

  Rocky Schell, Minot Fitness Trail Committee, Chairman

  Jack Stevick

  Roger Wahus (2)

  Clair Watne

Project Development & Environment Study

Public Input Meeting

International Inn
Minot, ND
Wednesday, July 16, 2003; 4 p.m.—7 p.m.

83 North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota 83

(Please Print) Name	Company	Street Address	City/State	Zip	Phone	Email
Scott Abernathey	Superpumper	2005 N. Broadway	Minot ND	58701	852-0061	Sabernathy@SPF Energy
Jade Bergeron	Superpumper	2005 N. Broadway	Minot ND	58703	852-0086	
Rick Kueffner	Coney		Minot		852-2501	
[illegible]		1800 8TH ST SW	MINOT	58701		
[illegible]	Ruby Ex	501 N Broadway	Minot		8338148	
Dave Arneson		712 N B.	Minot	58703	852 3265	
Jim Mello	INT INN	1505 NB	MINOT	58701	852-3161	
Lee Snyder	City Council	701 9th Ave NE	MINOT	58703	W 857-7528 H 838-9526	W/SNYDER@STATE.ND.US H/SNYDLEE@MINOT.COM
MIKE SARTWELL	TACO JOHN'S	920 N. BDWY	MINOT	58701	W 838-3996 Cell 833-8226	
John MacMartin	Chamber of Commerce	1020 20th Ave SW	Minot	58701	852-6000	macmarti@minotchamber.org
Gary Kramlich	Watne GMAC	408 - N. BdW	Minot	58703	852-1156	Kramlich@mint.com
Leo Brunner	Minot Park District	PO BOX 538	Minot	58702	857-4176	
Chris & Daryl Reile	Barley Pop	511 N. Bndwy	Minot	58703	838 4026	creile@hotmail.com
Michael W. [illegible]	Prairie Clipper	325 3rd St NW	Minot	58703	852-5184	
[illegible]	Fink Realty	437 N. Broadway	Minot	58703	721 1456	
Wade Long	Cell Solutions	819 N Broadway	Minot	58703	837-4828	WLong@Cell-Solutions.com

Project Development & Environment Study

Public Input Meeting

International Inn
Minot, ND
Wednesday, July 16, 2003; 4 p.m.—7 p.m.

83 North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota 83

(Please Print) Name	Company	Street Address	City/State	Zip	Phone	Email
David Waind	City of Minot	515 2nd Av. SW	Minot	58701	701-857-4750	cmgrewer@ci.minot.nd
Steve Salwei	NDDOT	608 East Boulevard Ave	Bismarck ND	58505-0700	701-328-3689	SSalwei@State.nd.us
Paul Regan	NDDOT	1215-34th Ave SW	Minot	58701		
Charles Anderson	State Farm	1125 N Broadway	Minot	58703	7018521060	
Dale Christensen	Kadrmas, Lee & Jackson	2529 10th Av NW	Minot	58703	720-0235	DCHRISTENSEN@KLJENG.COM
Roger Wahus	Anchor Realty & Mgt	601 No. Bdwy	Minot, ND	58703	852-4626	
Hail Peterson	United Church of Christ		Minot	58703	839-1046	
J.D. Karhoff	Minot Airport	25 Airport Rd	Minot	58703	857-4725	motarpt@udak.net
Alan Estvold	Wold Engr	720 Western	Minot	58701	852-0338	
Alan Egeberg	Egeberg Rental	2125-6st N.W.	Minot	58702	852-2946	AJ Trucks@SRT.com
Dennis Dion	Imm Realtors	1020 N. Bdwy 700 N. Bdwy - Office	Minot	58703	852-3648	ddion@TMMApartments.com
Gene Rau	Rau Rentals	930 N Bdwy	Minot	58701	839-0630	
Greg Oase	Kadrmas Lee & Jackson	1810 4th Ave NW	Minot	58701	839-3383	
Theron Triplett	Triplett Ins. Agency	124 8th Ave NW	Minot	58703	839-3220	
C. Marvin Anderson	North Hill Bowl	1901 - North Broadway	Minot	58703	852-4108	
Gary Weydahl	Blood Sav - Sta. Life	1915 + 1919 N Bdwy	Minot	58703	852-1197	
Jeffrey Rodacker	City of Minot	515 2nd Ave SW	"	58701	857-4100	rodacker@web.ci.minot.nd.us
[illegible]	City Council	122 8th St SE	Minot	58701	838-8386	DLEHNGR@SRT.com

Project Development & Environment Study

Public Input Meeting

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

International Inn
Minot, ND
Wednesday, July 16, 2003; 4 p.m.—7 p.m.

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

(Please Print) Name	Company	Street Address	City/State	Zip	Phone	Email
PAUL BENNING	NDDOT	608 E BLVD	BISMARCK ND	58505	701-328-2217	pbenning@state.nd.us
BOB AMSTMAN	CITY OF MINOT	515 2nd AVE SW	MINOT	58701	857-4100	
DANIEL L. FEIST	FEIST Const. & REALTY	1415 21st AVE N.W	MINOT ND	58703	852 1261	
Kari Conrad	YWCA of Minot	205 3rd Ave SE	Minot	58701	838-1812	ywca@srt.com
Jennifer Hafner	KLJ		Bismarck ND	58502	355-8468	
Rocky Schell	VALLEY Cycle	822 E. Central Ave	MINOT	58701	701 839 4817	
JIM HATLELID	MINOT CATHOLIC	316 11TH AVE NW	"	58703	701 839-3377	JHATLELID@BRAYS.com
Earl Allen	ARCo OPC	914 18 St NW	Minot	58703	8388400	
Jeff McElwain		913 PARK ST	MINOT	58701	839-6821	JMCELWAIN@SRT.com
Darlene Egeberg	Egeberg Rental	2125 6th St NW	Minot	58703	852-3276	
Chuck Venanes	Landing Bar & Bottle	2015 N Broadway	minot	58703	852-2653	
Jaylen Schmidt	Self	427 N. Broadway	Minot	58703	852 3878	
Bob Bartsch	Subway	721 N Broadway	Minot	58701	852 7343	
RON GARCIA	City Alderman	1600 Univ. Ave W	MINOT	58703	839-5423	
Clair Watne	Watne Realtors	408 N. Broadway	Minot	58703	852-1156	cwatne@minot.com
Steve Blasing	Westlie Motors	500 South Broadway	Minot	58701	852-1354	steven.blasing@westliemotors.com
Bob Miller	citizen	512 5th AVE NW	Minot	58703	839-2690	

Other Improvements in Segment 1

Option 1a: Reconfigure the length of the northbound to westbound left turning lane between the Viaduct and 4th Avenue NW.

Option 1b: Construct a transition on the west side of Broadway to connect 5th Avenue NW to 6th Avenue NW near the present location of the Barley Pop.

Option 1c: Construct a new access to Minot State University on the west side of Broadway at 10th Avenue NW.

Segment 2: Between 11th Avenue NW and 21st Avenue NW

Option 2.1: Five lane roadway with a center 2-way left turn lane. Construct 63' curb to curb with five 12' wide lanes and 8' sidewalks approximately along the alignment of the existing northbound roadway. One of the sidewalks may be widened to use as a multi-use trail. A separated pedestrian crossing may be considered in the area near the top of the hill.

Option 2.2: Same as Option 2.1, ***except*** this section would have a common 2-way left turn lane for the first 1000 feet north of 11th Avenue NW tapering into a curbed/raised median north to 21st Avenue NW. The median width would be approximately 20 feet in width. A pedestrian crossing tunnel may be considered in the area near the top of the hill.

Options 2.1 and 2.2 would end at 21st Avenue NW in the approximate location of the existing northbound roadway. The typical section for this area would remove the center ditch and have a roadway similar to the rest of the proposed project.

Other Improvements in Segment 2

Option 2a: Modify the roadway entrance to the campus of Bishop Ryan Catholic School. This would involve major work on the campus to reconstruct the roadway back into the campus to remove conflicts from the operational area of the intersection.

Option 2b: Connect 20th Avenue NW (east side) by redirecting the avenue along the east side of Broadway northerly to connect at 21st Avenue NW along the route of the existing airport interior service roadway.

Option 2c: Connect 20th Avenue NW (east side) at the existing location. Rebuild 20th Avenue NW (west side) by rounding the radius at 3rd Street NW and running north along 3rd Street NW to 21st Avenue NW and rounding the radius at the intersection of 21st Avenue NW to the west.

Public Input Meeting

Open House

July 16, 2003 • International Inn • 4–7 pm

Project Development and Environment Study

City of Minot

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

NDDOT
North Dakota Department of Transportation

Description of the Proposed Project

The North Dakota Department of Transportation (NDDOT) and the city of Minot are conducting a project development and environment study, which will evaluate improvement options along North Broadway, specifically 4th Avenue NW to 21st Avenue NW. The proposed project would replace the pavement and widen the existing roadway. Additional improvements may include: new street lighting, traffic signals, drainage improvements, and pedestrian facilities.

Need

The current roadway has reached the end of its design life. The proposed improvements are needed to accommodate current and future traffic flow, while meeting current design standards. Reconstruction to a five-lane facility will improve safety and enhance appearance along with reducing maintenance costs and motorists delays.

We hope that this open house is informative and useful to you. Thank you for your interest in the North Broadway project. Please provide your written comments to the project personnel at the input meeting or mail your comments to:

Greg Oase, PE
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave NW
Minot, ND 58702
Email: goase@kljeng.com

Written statements will be made part of the official transcript.

Existing and Proposed Typical Sections

The study will be completed in the fall of 2003. Issues raised by the public will be considered in developing an improvement plan. A public hearing is tentatively scheduled for late November 2003. Design will be completed for a November 2004 Bid Opening, with construction planned for 2005. Negotiations for acquiring additional right-of-way will be completed in the summer of 2004. The project schedule is shown below:

Project Time Line

Activity	2003	2004	2005
Project Development & Environment Study			
Design			
Construction			

Public Meeting

Proposed Project Alternatives

Existing Conditions:

North Broadway presently has 57.5' from curb to curb within existing 66' ROW (Right-of-Way) from 4th Avenue NW to 11th Avenue NW. The existing lane widths and sidewalks do no meet current design standards, and existing turn lanes are too short for the existing and projected traffic volumes. Additionally, the existing pavement is over forty years old and needs replacing due to increasing maintenance costs and its poor condition.

NOTE: From 4th Avenue NW to 11th Avenue NW the existing ROW line is approximately the back edge of the public sidewalk. From 11th Avenue NW to 21st Avenue NW the approximate ROW width is 275'.

Alternative A

Do nothing.

Alternative B

Rebuild the road using existing geometry (lane widths, sidewalk widths, etc.) of 57.5' from curb to curb, within existing 66'wide ROW. Additional ROW (Right-of-way) may be needed for recommended right turning lanes at some locations.

Alternative C

Rebuild the road with new geometry including five 12' foot wide lanes and 8' sidewalks for a new street width of 63' curb to curb. Requires 14' additional ROW width from adjacent properties. Various options are being considered, each with different ROW needs.

Segment 1: Between 4th Avenue NW and 11th Avenue NW

Option 1.1: Acquire additional 14' ROW on west side between 4th Avenue NW and University Avenue. Then taper to 10' of additional ROW on the west side and 4' additional ROW on the east side between University Avenue and south edge of First Lutheran Cemetery, carrying that ROW width to 11th Avenue NW.

Option 1.2: Acquire additional 14' ROW on west side between 4th Avenue NW and Northwest Music. Then taper to 10' additional ROW on the west and 4' additional ROW on the east at Subway, carrying that ROW width to 11th Avenue NW.

Option 1.3: Acquire additional 14' ROW on the west side between 4th Avenue NW and 6th Avenue NW. Then taper to 14' of additional ROW on the east between 6th Avenue NW and north edge of the IMM parking lot, carrying that ROW width to 11th Avenue NW.

Option 1.4: Reduce ROW requirements by constructing new 11' wide lanes instead of 12' wide lanes for a street width of 58' curb to curb. Acquire additional 9' ROW on the west side between 4th Avenue NW and 11th Avenue NW.

Option 1.5: Reduce ROW requirements by constructing new 11' wide lanes instead of 12' wide lanes for a street width of 58' curb to curb. Acquire additional 9' ROW on the west side between 4th Avenue NW and 6th Avenue NW. Then taper to 9' of additional ROW on the east side between 6th Avenue NW and north edge of IMM parking lot, carry that ROW width to 11th Avenue NW.

Continued on back...

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

It is EXTREMELY IMPORTANT THAT THIS HIGHWAY BE WIDENED To meet the 12' wide Lane Standards.

I FAVOR THE TAKE ON THE WEST TO NW MUSIC & THEN ON THE EAST - OPTION 1.2

IF THAT IS NOT WORKABLE THEN use Option 1.1.

Definately Must be Alternate "C" Segements "I" FAVOR Option 2.1 Do Option 1a & 1c:

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

As manager of the Tesoro station at 20th avenue I favor option 2c over 2b as that would re-route any traffic coming from the airport and ballfields. I would like to see traffic flow increased through that intersection - but redesigned for safety issues,

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1810 4th Ave. NW
Minot, ND 58702
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Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

AUG 1 8 2003

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

Greg,

I think it is a tariffic idea to place an under ground crossing for Bike and pedestrians on north Broadway.

I was just in Grand Forks and on south washington there are two such crossings.

The children use them to go to and from school at Viking Elementary and the new south middle school.

Thanks. Lee Brunner
Director of Parks
Minot Park District

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Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

Option 2-B segment 2 Should be the prefered option, for the most direct route, regarding snow removal & through traffic. 21st avenue was built for a direct access route off 83 North Bypass to the Airport and North Broadway.

I would like a map of segment 2, option 2 B showing direct access to airport on 21st Ave NW. We would also like a map of option 2 C.

When we had a traffic light on 21st Ave traffic flowed more smoothly than it does now.

Thank You
Alan & Darlene Egeberg
2125 6th St NW
Minot, ND 58703

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Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Phone (701) 852-1261
Fax (701) 852-1443

BUILDER
FEIST
CONSTRUCTION INC.
GENERAL CONTRACTOR

1415 - 21st Ave. NW
P.O. Box 508
Minot, ND 58702-0508

AUG 18 2003

August 14, 2003

Greg Oase, P.E.
Kadrmas, Lee & Jackson Inc.
1810 4th Avenue NW
Minot, ND 58702

RE: Project CMU-4-083 (060) 200 North Broadway in Minot, 10 acres plus in Springfield Addition between approximately 12th and 16th Avenue NW & NE on the East side of North Broadway.

Greg Oase,

We had a meeting on July 14, 2003 with Dale Christensen and Larry Dennis. To date, we have not received any information as to what design will be used. Again, we wish to inform you on what improvements we need.

1) Extend water and sanitary sewer large mains from west side to east side of Broadway. We have no access.

2) Access to frontage road with at least four (4) lanes in alignment with the north Super 8 Motel access, so that we can use our property.

3) New large storm sewer on North Broadway.

4) Curb and gutter.

5) Remove slope of North Broadway from east to west.

6) Extend frontage road on east of Broadway to 19th Avenue or Ball Park Road.

Please help us in the project.

Thank you,

Daniel L. Feist

Daniel L. Feist, President

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

I Think it is imparitive that Two way Traffic be allowed for the full term of this project. Traffic to North Broadway is Key to the Life of what Small businesses are still in place. Any complete cut off of Traffic could mean the Death of Some businesses.

What is The DOT Right away on west side From 11TH North To end of project.

Pat Hollen
904 26TH ST NW (Business 1127 N Bdwy)

DQ MINOT @ MIN. MIDCO. NET

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation
a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

I Support the 14 ft Expansion on the West Side of the Road To Give Better Access on that Side of the Street because it will Clean up that Side of the Street & make it more Presentable for other Businesses to Expand there Because there will Be open Areas After that to Build Businesses And make N. Hill Better & more Attractive for that & not only open up Broadway to make Traffic Flow. Easier

Wade Long
Cell Solutions

*Written statements will be made part of the official transcript.

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Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

AUG 1 1 2003

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

MY NAME is Rocky Schell - Chairman of the Minot Fitness trail Committee. We are an advisory group that reports to the Minot City Council and Minot Park District.

FANTASTIC

the underground crossing of the North Broadway between 19th and 20th Ave NW is a Great And Much Needed Plan. I Personally prefer under than over because of the North Hill wind. We also have discussed Joining that crossing with our existing trail by 21st Ave NW and 8th Street. Kudos and thanks for the very interesting Presentation. Again for over 20 years discussions have been about crossing North Broadway. Now - it could finally HAPPEN

thanks Rocky Schell

*Written statements will be made part of the official transcript.

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Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

The project I support is the 14ft on the west side of the street.
Mainly because you not only gain the 14 feet you need for the roadway, but also clean up the mistakes made by the last project in the 60's. Which was all the buildings that are built right on the roadway. Do it right –

Jack Steed

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

The 14' Should be Taken from the West Side of Broadway from ~~the~~ 4th Ave North instead of zig-zagging back & forth. This would Look a Lot better and would Clean up some very undesirable Looking properties and enhance the Looks of North Broadway.

Roger Walker
601 NO-Bdwy

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation
a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

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Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

7-17-03

My current business is Anchor Realty & Mgt Inc.-- Located at 601 No-Bdwy. I would like to see you go with option 1.1 because most of the older buildings including mine are on the west side and in order to do the job right these buildings should be removed altogether or rebuilt. I am in favor of a total buy out of my property as I do not intend to rebuild and any loss at all from the front of my building would be detrimental to my business. I will be retiring in the next 4-5 years and selling the business, in the meantime I would be willing to re-locate. I am also in favor of option 1b connecting 5th Ave to 6th Ave. This is a very bad intersection at 5th Ave making it nearly impossible to enter Broadway at times to go either North or South.

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

JUL 18 2003

Project Development & Environment Study

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

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Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 Project Development and Environment Study.

July 17, 2003

Greg, Larry, Dale – I thought the meeting went very well. It seemed to me that everyone agrees the project is necessary. Of course, the devil is in the details.

My preference is Option 1.1 because it would produce the best long term benefits. Options 1.2 & 1.3 appear to do about the same. The idea of 11' roadways seems to me to weaken the benefits of this project.

Obviously I prefer that additional ROW at my location would come from the west side of the street. Our office building is already too close to the roadway.

We talked about our splashing problem and you indicated that you intend to design in a manner that will help alleviate that problem. We will really appreciate that in this office. Will there be added storm sewer capacity to handle the water? Maybe some additional, large catch basins are needed?

The splash problem here is year around. In the spring and summer heavy rains pile water (and muck) along the curb. Traffic flings it against the wall and windows of our building. In winter snow turns to a dirty, salty slush -- we get slimed with that evil mix. That's the reason this building is gray. It used to be white and always looked dirty on the west side. I painted it gray in hope that it would blend with dirt. We will be painting again this summer – gray.

Access to our office during the construction season is a concern. With the South Broadway project it note that access is a problem but that the contractors are doing everything possible to minimize the pain.

Mr. Miller does talk ad infinitum but I think he is correct in promoting the idea of a transition from 5th to 6th Avenue.

Clair Watne

*Written statements will be made part of the official transcript.

Please mail to: Greg Oase, P.E.
Kadrmas, Lee & Jackson, Inc.
1810 4th Ave. NW
Minot, ND 58702
email: goase@kljeng.com

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

APPENDIX H

PUBLIC INPUT MEETING #3—
PUBLIC UPDATE NOTIFICATION PACKAGE

- Ad
- Public Service Announcement
- Newsletter
- Mailing List

MINOT NORTH BROADWAY

4th Avenue NW to 21st Avenue NW

PUBLIC INPUT MEETING
OPEN HOUSE

WHEN?

Wednesday, November 17, 2004
Open house from 5:00 p.m.–7:00 p.m.
Formal Presentation at 6:00 p.m.

WHERE?

Minot State University Student Union Building
Audubon and Metigoshe Rooms
500 University Avenue West
Minot, ND

WHY?

On behalf of the North Dakota Department of Transportation and the city of Minot, Kadrmas, Lee & Jackson, Inc. is preparing an Environmental Assessment for improvement options for North Broadway (US 83), specifically 4th Avenue NW to 21st Avenue NW. This meeting will inform the public on the progress of the project, to receive input as to the different improvement options, and to document concerns on the development of these options. The overall project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way.

Representatives from NDDOT, city of Minot, and Kadrmas, Lee & Jackson will be on hand to answer your questions and discuss your concerns

CONDUCTED BY

ND Department of Transportation, city of Minot, and Kadrmas, Lee & Jackson, Inc.

DISABILITIES. People with disabilities who plan on attending the meeting and need special arrangements should contact:

Greg Oase, PE
Kadrmas, Lee & Jackson, Inc.
(701) 839-3383
or
Steve Salwei, PE
NDDOT, Local Government
(701) 328-3689
TTY (701) 328-4156

Public Service Announcement

RELEASE DATE: November 3, 2004

FROM: Kadrmas, Lee and Jackson, Inc.

CONTACT: Greg Oase, Project Manager
Kadrmas, Lee & Jackson
(701) 839-3383

Public Input Meeting for North Broadway from 4th Avenue NW to 21st Avenue NW

A Public Input Meeting will be held on Wednesday, November 17, at Minot State University Student Union Building, Audubon and Metigoshe Rooms, from 5:00-7:00 p.m. with a presentation beginning at 6:00 p.m., regarding reconstruction of North Broadway. Representatives from the city of Minot, the North Dakota Department of Transportation, and Kadrmas, Lee & Jackson will be available to address questions and concerns.

This meeting will inform the public on the progress of the project, to receive input as to the different improvement options, and to document concerns on the development of these options. The overall project consists of reconstructing the roadway, which may include widening and/or realignment outside the existing right-of-way.

For more information, or for people with disabilities, who plan on attending the meeting and need special arrangements, please contact:

Greg Oase, Project Manager
Kadrmas, Lee & Jackson @ (701) 839-3383
or
Steve Salwei, NDDOT @ (701) 328-3689
TTY (701) 328-4156

###

North Broadway–US 83

4th Avenue NW to 21st Avenue NW

Minot, North Dakota

City of Minot

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson Engineers, Surveyors and Planners

November 2004

Project Background

The North Dakota Department of Transportation (NDDOT) and the city of Minot are proposing a project development and environmental study, to evaluate improvement options along North Broadway, specifically 4th Avenue NW to 21st Avenue NW. The proposed improvements may include: replacing the pavement, widening the existing roadway, new street lighting, traffic signals, drainage improvements, and pedestrian facilities.

Since the Last Meeting

Two public input meetings were held in conjunction with this project on May 21, 2003 and July 16, 2003. Since last July, this project has taken several turns. First, some of the alternatives that were proposed since July required additional research on traffic operations. In total, four different studies were done. Second, FWHA (Federal Highway Administration) and the NDDOT in accordance with NEPA (National Environmental Policy Act of 1969) changed the Class of Action from a Categorical Exclusion to an Environmental Assessment. The levels of Classes of Action include:

- ***Categorical Exclusion (CAT EX)***—Categories of actions which would not have a significant affect on the environment
- ***Environmental Assessment (EA)***—Categories of actions which may or may not have a significant affect on the environment
- ***Environmental Impact Statement (EIS)***—Categories of actions which would significantly affect the environment

Due to the potential impacts to the human and natural environment associated with this project, FHWA, in cooperation with the NDDOT, has determined that an Environmental Assessment (EA) should be prepared to assist them in reaching decisions regarding this project.

THIRD PUBLIC INPUT MEETING DATE SET

Wednesday, November 17, 2004
5 pm–7pm
Minot State University
Student Union Building
Audubon and Metigoshe Rooms
500 University Avenue West
Minot, ND

Kadrmas Lee & Jackson
a KLJ Solutions company
PO Box 250
Minot, ND 58703
Engineers, Surveyors and Planners

The Next Step

An Environmental Assessment will be prepared for this project in compliance with the NEPA and Federal Highway Technical Advisory Guidance Material. An EA is a concise document that discloses the potential impacts of a proposed project and the Federal actions that may be taken in regard to that project. It contains information regarding the existing environmental conditions in the project area, as well as an evaluation of both the adverse and beneficial environmental impacts associated with the proposed project. After a Draft EA has been completed, a Public Hearing will be conducted. The Public Hearing is scheduled for March 2005. Comments and concerns from the Public Hearing will be incorporated into the Final EA. The EA phase is scheduled to be completed in July 2005.

Your Input

Your input will be considered regarding the proposed project and the development of alternatives. Please share your comments and questions at the meeting. Your written comments will become part of the official transcript if received before November 26, 2004.

MAIL COMMENTS TO:

Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson, Inc.
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

FFCA Acquisition Corporation
17207 N. Perimeter Dr.
Scottsdale, AZ 85255

A.L. Pinkerton
Pinkerton Animal Hospital
2105 N. Broadway
Minot, ND 58703

Vacant
2045 N. Broadway
Minot, ND 58703

Craig C. & Catherine A. Tweten
1709 Cherry Dr.
Minot, ND 58701

Jennifer Mitchell
Landing Bar and Bottle Shop
2015 N. Broadway
Minot, ND 58703

City of Minot
c/o Jr. Feldman
1919 2nd St. SE
Minot, ND 58701

Dee Jay's Qsr of ND, Inc.
3100 S. Broadway
Minot, ND 58701

Mark Hager, Tr.
Electrical Union, Ibew Local 714
1925 N. Broadway
Minot, ND 58703

National Marketing Realtors
1919 N. Broadway
Minot, ND 58703

Rhonda Demakis
International Travel Agency
1901 N. Broadway
Minot, ND 58703

Vicki Marcy or Current Manager
Pizza Hut
2115 N. Broadway
Minot, ND 58703

Humane Society Pet Center
2105 N. Broadway
Minot, ND 58703

Randall D. & Julie C. Waldref
900 13th Ave SE
Minot, ND 58701

Pleasure Palace
2029 N. Broadway
Minot, ND 58703

Faul Family Farm
PO Box 1847
Minot, ND 58702-1847

North Hill Barber Shop
1949 N. Broadway
Minot, ND 58703

Kentucky Fried Chicken
1929 N. Broadway
Minot, ND 58703

Gary W. Weydahl
PO Box 2171
Minot, ND 58702-2171

Starlite Club
1915 N. Broadway
Minot, ND 58703

Donald Bessette
Don Bessette Motors, Inc.
1715 N. Broadway , PO Box 400
Minot, ND 58702-0400

Pinkerton Family, Ltd.
9 Vista Dr.
Minot, ND 58703

Alan J. & Darlene K. Egeberg
PO Box 1152
Minot, ND 58702-1152

Randall D. & Julie C. Waldref
Quizno's Classic Subs
2035 N. Broadway
Minot, ND 58703

Larry D. & Coleen Armstrong
PO Box 1792
Minot, ND 58702-1792

Tesoro Service Station
2005 N. Broadway
Minot, ND 58703

Guest Lodge
1937 N. Broadway
Minot, ND 58703

Ibew Local 714
Mark Hager, Tr.
PO Box 1906
Minot, ND 58702-1906

United Blood Services
1919 N. Broadway
Minot, ND 58703

North Hill Bowl, Inc.
C. Morris Anderson
1901 N. Broadway
Minot, ND 58703

International Inn, Inc.
Jim Mello
1505 N. Broadway , PO Box 777
Minot, ND 58703

Violet Herzig
16300 46th Ave. NW
Burlington, ND 58722

Current Tenant
1425 N. Broadway
Minot, ND 58703

Bishop Ryan High School
316 11th Ave. NW
Minot, ND 58703-2260

Bishop Ryan High School
1312 Highway 83
Minot, ND 58703

Bishop Ryan High School
c/o Diocese Of Bismarck
420 Raymond St.
Bismarck, ND 58501

Bishop Ryan High School
1310 Highway 83
Minot, ND 58703

Motels of America, LLC
701 Lee St., Suite 1000
Des Plaines, IL 60016

Super 8 Motel
1315 N. Broadway
Minot, ND 58703

Robert K. & Judy Nelson
1917 3rd St. NW
Minot, ND 58703

Command Labor
1309 N. Broadway
Minot, ND 58703

Tucker Investments
c/o Peggy Kimball
3215 4th St. SW, Apt. 8
Minot, ND 58701-7387

Theresa Proper
Ultimate Cuts
1305 N. Broadway
Minot, ND 58703

L & S Land Adventures, LLC
Larry Durand
PO Box 1607
Minot, ND 58702-1607

Jerry Leiss
Cartiva of Minot
1205 N. Broadway
Minot, ND 58703

Hadler Real Estate, LP
6250 54th Avenue SE
Minot, ND 58703

Dairy Queen
1127 N. Broadway
Minot, ND 58703

Norman A. & Charles R. Anderson
2301 19th St SW
Minot, ND 58701

Norman A. & Charles R. Anderson
State Farm Insurance
1125 N. Broadway
Minot, ND 58703

Vera Glasoe
c/o Allen Realty
1300 Oak Park Shopping Center
Minot, ND 58701

Current Tenant
1107 N. Broadway
Minot, ND 58703

First Lutheran Church
120 5th Ave NW
Minot, ND 58703

State of North Dakota
Minot State University
500 University Ave W
Minot, ND 58703

Veronica Damberger Trust
c/o Paul Damberger
809 16th St NW
Minot, ND 58703

Cell-Solutions.com
819 N. Broadway
Minot, ND 58703

Tom Zimmerman Agency
201 University Ave, Ste E
Minot, ND 58703

Paul's Model Trains
815 N. Broadway
Minot, ND 58703

Paul Damberger
21 2nd Ave SE
Minot, ND 58701

Americash
809 N. Broadway
Minot, ND 58703

Kelly Nehring
Edward Jones Co.
809B N. Broadway
Minot, ND 58703

Gene H. & Ruby Rau
40 62nd St SW
Minot, ND 58701

Broadway Studio
733 N. Broadway
Minot, ND 58703

AIG American General
721 N. Broadway
Minot, ND 58703

Ida Jimmerson
208 5th Ave NW
Minot, ND 58703

Jacobson Piano & Organ
623 N. Broadway
Minot, ND 58703

Larry Armstrong
Financial Care
617 N. Broadway.
Minot, ND 58703

Jack Stevick
Stevick Business Forms Co.
609 N. Broadway
Minot, ND 58703

Daryl Reile
Barley Pop/Parking Lot
511 N. Broadway
Minot, ND 58703

Jon Kerian
1800 8th Street SW
Minot, ND 58701

Diane Smith
433 N. Broadway
Minot, ND 58703

City of Minot
City Auditor
515 2nd Ave. SW
Minot, ND 58701-8739

Brad Nelson
PC Doctor
729 N. Broadway
Minot, ND 58703

Troy Bartsch
Subway Sandwiches and Salads
721 N. Broadway
Minot, ND 58703

Northwest Music Center, Inc.
Jim Mackey
623 N. Broadway
Minot, ND 58703

Office Systems, Inc.
623 N. Broadway
Minot, ND 58703

Jack Stevick
609 N. Broadway
Minot, ND 58703

Tim Schnaible
Anchor Realty & Management, Inc.
601 N. Broadway
Minot, ND 58703

Current Tenant
437 N. Broadway
Minot, ND 58703

Broadway Exchange & Pawn
501 N. Broadway
Minot, ND 58703

Nadean & Gaylen Schmidt
Payday Loans
427 N. Broadway
Minot, ND 58703

Daniel L. Feist
PO Box 508
Minot, ND 58702-0508

Robert & Linda L. Bartsch
4103 42nd St SE
Minot, ND 58701

Sophie Diamond, et al
204 5th Ave NW
Minot, ND 58703

Studio One Hairstyles & Tanning Salon
623 N. Broadway
Minot, ND 58703

Larry D. Armstrong
PO Box 1792
Minot, ND 58702-1792

Hair It Is
609 N. Broadway
Minot, ND 58703

Craig Fink
2209 Parkside Drive
Minot, ND 58701

Current Tenant
435 N. Broadway
Minot, ND 58703

Nadean & Gaylen Schmidt
433 N. Broadway
Minot, ND 58703

The Mackley
425 N. Broadway
Minot, ND 58703

Current Tenant
1315 Springfield Ave.
Minot, ND 58703

Current Tenant
3 Springfield Ave.
Minot, ND 58703

Current Tenant
1400 N. Broadway
Minot, ND 58703

Ribob Co. & Eljim Company
c/o Elmen Enterprises
PO Box 122283
Ft. Worth, TX 76121-2283

Rick Quin
United Rentals
1200 N. Broadway
Minot, ND 58703

Miracle Mart, Inc.
504 W. Main
Mandan, ND 58554

Current Tenant
120 11th Ave. NW
Minot, ND 58703

Grand Forks Video, Inc.
7901 Xerxes Ave. S., Suite 201
Minneapolis, MN 55431

Laurie Schachtschneider
Premiere Video
1030 N. Broadway
Minot, ND 58703

YMCA
PO Box 2064
Minot, ND 58702-2064

YWCA
1020 N. Broadway
Minot, ND 58703

Farmers Union Oil Co. of Minot
Rick Kueffler
215 Central Ave. E, PO Drawer F
Minot, ND 58702

Farmers Union Oil Co. of Minot
Cenex of Minot
1000 N. Broadway
Minot, ND 58703

Outlaw Grill
1000 N. Broadway
Minot, ND 58703

SSW, Inc.
PO Box 2156
Minot, ND 58702-2156

Mike Sartwell
Taco Johns
920 N. Broadway
Minot, ND 58703

Checkrite of Minot, Inc.
PO Box 416
Minot, ND 58702-0416

Massage for Body Benefits
900 N. Broadway, Ste 102
Minot, ND 58703

Gab Business Services
900 N. Broadway, Ste 110
Minot, ND 58703

giftamerica.giftworldnet.com
900 N. Broadway, Ste 111
Minot, ND 58703

Positive Image Stock Photo
900 N. Broadway, Ste 111
Minot, ND 58703

MADD
900 N. Broadway , Ste 112
Minot, ND 58703

Sue Berger
Check Rite
900 N. Broadway, Ste 120
Minot, ND 58703

Prairee Cliper
325 3rd St.
Minot, ND 58703

Ask, Inc.
1401 11th Avenue SW
Minot, ND 58703

Warren and Ekblad Financial Service
900 N. Broadway , Ste 200
Minot, ND 58703

Fastchek
900 N. Broadway ., Ste 201
Minot, ND 58703

Protection and Advocacy Project
900 N. Broadway, Ste 210
Minot, ND 58703

Ellenbecker Chiropractic
900 N. Broadway , Ste 211
Minot, ND 58703

KXND Fox TV24
900 N. Broadway, Ste 212
Minot, ND 58703

Dept. of Juvenile Service
900 N. Broadway, Ste 300
Minot, ND 58703

Central North America Trade
900 B N. Broadway, Ste 300
Minot, ND 58703

TSA
900 N. Broadway , Ste 302
Minot, ND 58703

Condominium Association
116 8th Ave. NW
Minot, ND 58703

Dennis Helgeson
Dennis Helgeson & Assoc.
120 8th Ave. NW
Minot, ND 58703

Magic City Developers, Inc.
c/o Wayne Whitty
720 Western Ave.
Minot, ND 58701

Barbara Kay
Pac 'N Ship, Inc.
714 N. Broadway
Minot, ND 58703

Jay Altringer
Investors Management & Marketing, Inc.
700 N. Broadway
Minot, ND 58703

Valley Auto Credit
600 N. Broadway
Minot, ND 58703

Clair A. Watne
Watne GMAC Realters
408 N. Broadway
Minot, ND 58703

North Dakota State Highway Dept.
Box 1396
Minot, ND 58702-1396

Jim Simons
First Command Financial Planning
900 N. Broadway., Ste 301
Minot, ND 58703

Terry Oldfield, Dakota Properties
c/o Loaf'N Jug/Mini Mart
442 Keeler Parkway
Pueblo, CO 81001

Geraldine Heintz
Geraldine's Nail Salon
116 8th Ave. NW
Minot, ND 58703

Tona Stevenson
New Image Barber Shop
122 8th Ave. NW
Minot, ND 58703

Kent Bloms & Adam Hoffman
The Original Bar and Nightclub
720 N. Broadway
Minot, ND 58703

Dave Arneson
Dave's Barber Shop
712 N. Broadway
Minot, ND 58703

Hank Ripplinger, C G & J Partners
PO Box 548
Minot, ND 58702-0548

First Lutheran Church
120 5th Ave. NW
Minot, ND 58703

Albert & Anna Marie Shomento
2115 8th Ave. NW
Minot, ND 58703

Connecting Point Computers
201 University Ave. W.
Minot, ND 58701

Superpumper
2005 N. Broadway
Minot, ND 58701

Lynn Meade
Mini Mart
810 N. Broadway
Minot, ND 58703

Marsha Presky
Hands for Health
118 8th Ave. NW
Minot, ND 58703

Carol & Theron Triplett
Triplett Insurance
124 8th Ave. NW
Minot, ND 58703

David J. & Rita A. Arneson
712 N. Broadway
Minot, ND 58703

Investors Management & Marketing, Inc.
Jay Altringer
PO Box 2064
Minot, ND 58702-2064

Hank Ripplinger, C G & J Partners
Westlie Tire Center
600 N. Broadway
Minot, ND 58703

Congregational United Church
430 N. Broadway
Minot, ND 58703

Dave Shomento
Sammy's Pizza Pasta & Chicken
126 4th Ave. NW
Minot, ND 58703

Minot Park District
PO Box 538
Minot, ND 58702

Pschological Services P.C.
13 1st Ave SW #504
Minot, ND 58703

Bellissimo's Café Casa
815 N. Broadway
Minot, ND 58703

Harold Haugstad
Fire Department
515 2nd Ave SW
Minot, ND 58703

Robert Wetzler
Fire Department
400 31st Ave SW
Minot, ND 58703

Attn: Emergency Response
Trinity Hospital
PO Box 5020
Minot, ND 58703

Dan Draovitch
Polce Department
515 2nd Ave SW
Minot, ND 58703

5th Communications Squadron
Missile Cable Affairs Office
330 Bomber Boulevard
Minot AFB, ND 58705-5008

Base Commander
Minot Air Force Base
857 CSG/DEEU
Minot AFB, ND 58705

Ward County Commissioners
Board of Commissioners
315 SE 3rd PO Box 5005
Minot, ND 58702

Minot City Council
City Council
515 2nd Ave Sw
Minot, ND 58701-4784

Mr. Waide Kritsky
Minot City Engineer
City Engineer
515 2nd Ave Sw
Minot, ND 58701-4784

Ms. Donna Bye
City of Minot
City Planning
515 2nd Ave Sw
Minot, ND 58701-4784

Ms. Joan Holum
Ward County
Superintendent of Schools
315 SE 3rd PO Box 5005
Minot, ND 58702

Minot City Bus
Public Transit
515 2nd Ave Sw
Minot, ND 58701

Mr. Mike Ryan
Minot International Airport
Airport Director
25 Airport Road, Suite 10
Minot, ND 58701-1457

Mr. Leo Brunner
City of Minot
Park Director
515 2nd Ave Sw
Minot, ND 58701

Mr. Dave Burckhard
City of Minot
Sewage & Water Works Supervisor
515 2nd Ave Sw
Minot, ND 58701

Mr. Alan Walter
City of Minot
Public Works Director
515 2nd Ave Sw
Minot, ND 58701

Mr. John McMartin
City of Minot
Chamber of Commerce
1020 20th Ave SW
Minot, ND 58703

Mr. Robert Frantsvog
City of Minot
Finance Director
515 2nd Ave Sw
Minot, ND 58701-4784

Mr. Larry Frey
City of Minot
City Council
2515 Belview Drive
Minot, ND 58701

Mr. Dave Lehner
City of Minot
City Council
122 8th St SE
Minot, ND 58701

Mr. Lee Snyder
City of Minot
City Council
701 9th Ave NE
Minot, ND 58703

Mr. Neil Leigh
City of Minot
City Council
701 10th St NE
Minot, ND 58703

Mr. Stephan Podrygula
City of Minot
City Council
13 1st Avenue SW
Minot, ND 58703

Mr. Dean Frantsvog
City of Minot
City Council
1900 13th Street NW
Minot, ND 58703

Mr. Chuck Barney
City of Minot
City Council
2413 11th Ave. NW
Minot, ND 58701

Mr. Tim Greenheck
City of Minot
City Council
2409 11th Ave NW
Minot, ND 58703

Mr. Ron Garcia
City of Minot
City Council
1600 University Ave West
Minot, ND 58703

Mr. Randy A. Burckhard
City of Minot
City Council
1837 15th St SW
Minot, ND 58703

Mr. David W. Waind
City of Minot
City Manager
515 2nd Ave SW
Minot, ND 58701-3739

Mr. Dean A. Somerville
City of Minot
City Council
435 Cedon Drive
Minot, ND 58703

Mr. Ron Boen
City of Minot
City Council
1606 5th St SE
Minot, ND 58701

Mr. Ernest Medalen
City of Minot
City Council
912 18th Ave SW
Minot, ND 58701

Mr. Blake Krabseth
City of Minot
City Council
310 16th Ave SW
Minot, ND 58701-6227

APPENDIX I

PUBLIC INPUT MEETING #3—PUBLIC UPDATE MEETING

- **Sign-in**
- **Handout**
- **Presentation**
- **Comments Received**

  Charles Anderson

  Anonymous (7)

  Steve Blasing

  City of Minot Engineer

  City of Minot Fire Chief

  City of Minot Manager

  City of Minot Planner

  City of Minot Police Chief

  Jim Hatlelid

  Tim Kretschmar

  The 800 Office Condo Association (2)

Public Input Meeting–Open House

Environmental Assessment & Preliminary Engineering Report

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Minot State University, Student Union Building
Minot, ND
Wednesday, November 17, 2003; 5 p.m.–7 p.m.

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

(Please Print) Name	Company	Street Address	City/State	Zip	Phone	Email
Kevin Michel	FHWA	1471 Interstate Loop	Bismarck ND	58503	250-4204	Kevin.Michel@fhwa.dot.gov
Ardin Striefel	NDDOT	608 E. Blvd	Bismarck ND	58505	328 2559	astriefe@state.nd.us
Tina Scheig	SuperPumper #21 Tesoro	2005 N. Broadway	Minot ND	58701	852-0086	
WAIDE D. KRITSKY	CITY OF MINOT	515-2ND AVE SW	MINOT, ND	58701	833-7241	KRITSKY@SRT.COM
Richard White	Chamber	1201 47th AV SW	Minot ND	58701	852.3313	RFWhite@ATTG.COM
Dick Jenkins	MSU	500 UNIV AVE W	MINOT ND	58707	858-3299	
Darlene Egeberg	AJ Trks	2125 6th St NW	Minot ND	58703	852-3276	
Alan Egeberg	" "					
Scott Abernathey	Superpumper	North Broadway	Minot ND	58703	852-0061	
JEFF RODACKER	City of Minot	515 2nd Ave SW	" "	58701	857-4100	
DAVID WAIND	" " "	" " "	" "	"	857.4750	CMGR@WEB.CI.MINOT.ND
Theron Triplett	Triplett Agency Inc	124 8th AVE NW	Minot ND	58703	839-3220	
Troy Stevenson	New Image Barber Shop	124 8th ave NW	Minot ND	58703	838-4459	
Earl Allen	Allen Realty Co	1300 Oak Park	Minot, N.D	58703	838 8400	
LEE SNYDER	JOB SERVICE & CITY COUNCIL	701 9th AVE NE	MINOT N.D.	58703	838-9526	SNYDLEE@MINOT.COM
Gene Rau	Rau Rentals	40 62 5th SW	Minot ND	58701	839-0630	
Donna Bye	City of Minot	515 3rd Ave SW	Minot,	58701	857.4100	
Sheri Lanes	KLJ	3237 E. Broadway	Bism	58501		

Public Input Meeting–Open House

Environmental Assessment & Preliminary Engineering Report

83

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Minot State University, Student Union Building
Minot, ND
Wednesday, November 17, 2003; 5 p.m.–7 p.m.

North Broadway – US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

83

(Please Print) Name	Company	Street Address	City/State	Zip	Phone	Email
Chuck Barney	City of Minot	2413 11th Ave NW	Minot ND	58703		
Ernie Medalen	City of Minot	912 18th Av. S.W.	Minot ND	58701-6274		
[illegible]	City of Minot	515-2 Ave SW.	Minot	58702		
Blake A Krabsch	City of Minot	310 16th Ave SW	Minot	58701-6227		
J David Jones	City Dakota Baptist	1534 5th St SW	Minot	58701		
William L Campbell	USAF CIV	1013 Arthur Lane	Minot	58701		
Kurt D Bart	Dakota Baptist Church	916 5th Ave SE	Minot ND	58701	858-8020	
Marcia Preskey Johnson	Hands for Health	118-8th Ave NW	Minot.	58703	838-2564	
Bruce Frank	SUDS INC	2025 3rd St NW	Minot	58703		
John MacMartin	Minot Chamber of Commerce	1020 20th Ave SW	Minot	58701	852-6000	
Bruce Helms	Dakota Baptist Church	809 Normal St	Minot	58703	837-6084	
Dan Wheeler	City of Minot	325 16th St SW	Minot, ND	58701		
Jason Schuhmacher	Dakota Baptist Church	405 10th Ave	Minot, N.D.	58703	839-1923	
Robin & Troy Luscher	Dakota Baptist Church	1729 1st St Sco Apt 1	Minot N.D.	58701		
Bill Black	Dakota Bp Church	2045 3rd St NW	"	58703	852 5399	
Jim Redding	NDDOT				837-7625	

Public Input Meeting–Open House

Environmental Assessment & Preliminary Engineering Report

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North Broadway – US 83
4th Avenue NW to 21st Avenue NW
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83

(Please Print) Name	Company	Street Address	City/State	Zip	Phone	Email
Dennis Helgeson		120 8 Ave. NW	Minot, ND	58703	701-838-9255	dhelge@ndsu.net
JIM HATLELID	MINOT CATHOLIC	316 11TH AVE NW	" "	"	701-938-3377	HATLELID@BRUS.com
Dave Leftwich	NDDOT		Bismarck			
Bob Miller		512 5th Ave NW	Minot	58703	701-839-2690	
Tim Kretschmar	MDU Co	1130 SW 20 Ave	Minot	58701	857-6820	tim.kretschmar@mdu.
Jackie Campbell		1405 8th St NW Apt	Minot	58703	858-1819	
Charles R. Anderson	State Farm Ins.	1125 N Broadway	Minot	58703	852-1060	
Jeff Dunn		708 30th Ave NW	Minot	58703	838-0498	jdunn@minot.com
Judy Nathis		1725 1st St SW APT#4	Minot	58701	833-2448	
James [illegible]		1725 1st St SW APT#4	Minot	58701	833-2446	
[illegible]		501 N Broadway	Minot		852-9756	
John Coughlin		Box 1273	Minot	58702		
GAYLIN Schmidt		1105 27 St SW	MOT	58701	833 3647	
Nadeen Schmidt		1105 27th St SW	Minot	58701	833-3648	

Public Input Meeting–Open House

Environmental Assessment & Preliminary Engineering Report

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83

(Please Print) Name	Company	Street Address	City/State	Zip	Phone	Email
JARED EDWARDS	MSU	500 UNV AVE W	MINOT	58707	858-3210	
Steve Salwei	NDDOT	608 East Boulevard Ave	Bismarck ND	58505-0700	328-3289	
Bob Shannon	Kadrmas Lee & Jackson				701-355-8429	
Scott Schneider	Kadrmas, Lee & Jackson					
Jennifer Hafner	KL+U		BISMARCK ND	58501	355-8468	
PAUL BENNING	NDDOT	608 E BLVD	BISMARCK, ND	58505	328-2217	
Ron GARCIA	City of Minot	1600 Univ. Ave W	Minot, ND	58703	858-3856	
Alan Estvold	Ackerman-Estvold Engr	6008 Hwy 2E	Minot ND	58701	837-8737	
Bruce Hawkins	MSU	500 Univ. Ave W.	Minot	58707	858-3320	
Dan Deaorich	Minot PD	515 2nd Ave SW	Minot	58701	852-0111	
Kris Wolk	Superpumper / Farstad Oil	100 27th Street NE	Minot	58701	852-0061	
Shannon / Grosz	Thed Johns	920 N Broadway	Minot	58703	833-7534	
Mayor Curt Zimbelman	City of Minot	1308-17½ Ave SW	Minot	58702	857-7237	
DARYL REILE	BARLEY POP BAR INC	511 N. BROADWAY	MINOT	58703	838-4026	creile@hotmail.com
Steve Blasing	Westrie Motors	500 South Broadway	Minot	58701	852-1354	steven.blasing@westriemotors.com
Bob Allen	NDDOT	1305 Hwy 2 Bypass E	Minot			
Mike Manstee	Minot Daily					
Tom Lowe	Lowe's Printing	129 5th Ave NW	Minot	58703	852-1211	lowe39@hotmail.com

...Environmental Impact Categories, continued

The following are the environmental impact categories that will be analyzed in the EA:

- Aesthetics
- Air Quality
- Bicycle and Pedestrian Issues
- Cultural Resources
- Economic
- Energy
- Environmental Justice
- Farmland
- Floodplain
- Hazardous Waste
- Land Use
- Noise
- Relocation
- Secondary and Cumulative Impacts
- Section 4(f)/Section 6(f) Properties
- Social
- Temporary Construction Impacts
- Threatened and Endangered Species
- Water Quality
- Watershed Management
- Wetlands
- Wildlife, Habitat, and Ecosystems

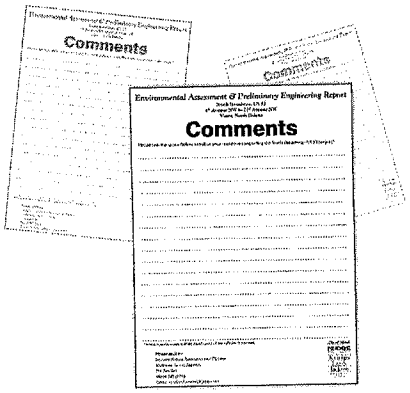
Public Involvement

This meeting is the third of four meetings intended to gather data and information from the public and provide periodic updates on the progress of the project development and environment study. The next meeting, which is a formal process, called a public hearing, will be held towards the conclusion of the environmental documentation phase. Specifically, today's open house is an important part of the existing public information program designed to keep affected and interested parties informed about the project.

We hope that this open house is informative and useful to you. Thank you for your interest in the North Broadway Project.

Please mail your comments to:

Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com



Public Input Meeting

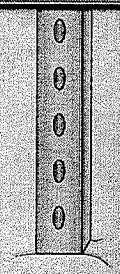
Open House

November 17, 2004 • Minot State University • 5–7 pm

North Broadway–US 83

4th Avenue NW to 21st Avenue NW

Minot, North Dakota



Environmental Assessment & Preliminary Engineering Report

City of Minot

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

NDDOT
North Dakota Department of Transportation

Project Background and Description

On behalf of the North Dakota Department of Transportation and the city of Minot, Kadrmas, Lee & Jackson, Inc. is preparing an Environmental Assessment (EA) that will evaluate improvement options for North Broadway (US 83), specifically from 4th Avenue NW to 21st Avenue NW in Minot, North Dakota.

North Broadway presently has 57.5 ft. from curb to curb within existing 66 ft. ROW (Right-of-Way). North Broadway (4th Avenue NW to 21st Avenue NW) improvement options may include:

Minot North Broadway Alternatives Summary

Alternative	Description	ROW Needed?
Alternative A	Do nothing	No
Alternative B	Rebuild with existing geometry	No
Alternative C	Five 12 ft. lanes, with 4 ft. to 8 ft. sidewalks	Yes
Alternative D	Five 11 ft. lanes, with 4 ft. to 8 ft. sidewalks	Yes
Alternative E	Four lanes, with no left-turn lanes from 4th Avenue NW to University Avenue, with a continuous raised median, and sidewalks	Yes
Option 1	Reconstruct the northbound left-hand turn lane at 4th Avenue NW	No
Option 2	5th to 6th Street transition	Yes
Alternative F	Five 12 ft. lane roadway, with a 12 ft. two-way left-turn lane, 6 ft. sidewalk east, and 10 ft. multi-use trail west	No
Alternative G	Four 12 ft. lane roadway, with a 12 ft. two-way left-turn lane for the first 1000 ft. north of 11th Avenue NW tapering into a 20 ft. raised median, 6 ft. sidewalk east, and a 10 ft. multi-use trail west	No
Option 3.1	Pedestrian bridge south of 19th Avenue NW	No
Option 3.2	Pedestrian tunnel south of 19th Avenue NW	No
Option 3.3	At-grade pedestrian crossing at 20th Avenue NW	No
Option 4	Right-hand turn lanes from 11th Avenue NW to 21st Avenue NW	Yes

Timeline

The Environmental Assessment and Preliminary Engineering Report will be completed by the summer of 2005. At the conclusion of the environmental documentation stage, a formal public hearing will be tentatively scheduled in March 2005.

Environmental Assessment Phase

Due to the potential impacts to the human and natural environment associated with this project, FHWA (Federal Highway Administration), in cooperation with the NDDOT and the city of Minot, has determined that a change in the Class of Action from a Categorical Exclusion to an EA (Environmental Assessment) should be prepared to assist them in reaching decisions regarding this project.

An EA is a concise document that discloses the potential environmental impacts of a proposed project and the Federal actions that may be taken with regard to the project. It contains information concerning the existing environmental conditions in the project area, as well as an evaluation of both the adverse and beneficial environmental impacts of the proposed project. The EA also provides information and measures to minimize or eliminate potential environmental impacts associated with the proposed project. The major components of an EA include:

- Define the Purpose and Need for the Project
- Identify the Reasonable Alternatives to be Evaluated
- Identify the Existing Conditions
- Evaluate the Potential Impacts of the Alternatives
- Develop Potential Mitigation Measures
- Prepare Draft Environmental Assessment
- Provide Public and Agency Review
- Conduct Public Hearing
- Prepare the Final Environmental Assessment, including responses to comments on the Draft Environmental Assessment
- Obtain environmental clearance from the Federal Highway Administration

The Next Step

An Environmental Assessment will be prepared for this project in compliance with the NEPA and Federal Highway Technical Advisory Guidance Material. An EA is a concise document that discloses the potential impacts of a proposed project and the Federal actions that may be taken in regard to that project. It contains information regarding the existing environmental conditions in the project area, as well as an evaluation of both the adverse and beneficial environmental impacts associated with the proposed project. After a Draft EA has been completed, a Public Hearing will be conducted. The Public Hearing is scheduled for March 2005. Comments and concerns from the Public Hearing will be incorporated into the Final EA. The EA phase is scheduled to be completed in July 2005.

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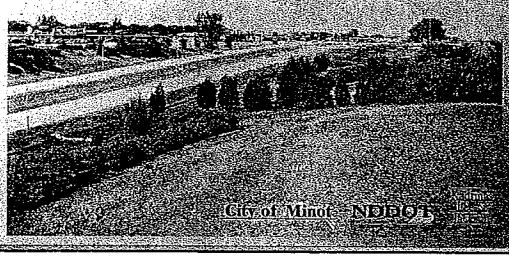
NORTH BROADWAY

4TH AVENUE NW TO 21ST AVENUE NW

Public Input Meeting

NOVEMBER 17, 2004



City of Minot NDDOT

MEETING OBJECTIVES

- Inform the Public of the Project
- Update the Public Since the Last Meeting in July
- Describe Environmental Process
- Discuss Alternatives to be Considered
- Identify Public Involvement Process and Timeline

PROJECT UPDATE

- Two Public Input Meetings Held—May 21, 2003 and July 16, 2003
- Four Traffic Operations Studies
- Archaeological and Architectural Survey—March 2004
- FHWA and NDDOT changed the Environmental Class of Action from a CAT EX to an EA

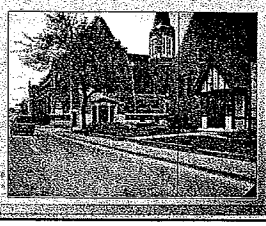
NEPA

The National Environmental Policy Act of 1969 requires all Federal actions significantly affecting the quality of the human environment to provide a detailed statement on:

- Environmental impacts of the proposed action
- Alternatives to the proposed action
- Any adverse impacts which cannot be avoided
- Any irreversible or irretrievable commitments of resources

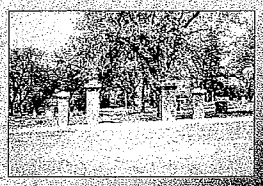
CLASSES OF ACTION

- Categorical Exclusion
- Environmental Assessment
- Environmental Impact Statement



ENVIRONMENTAL ASSESSMENT

- Purpose and Need
- Alternatives
- Environmental Impacts
- Comment and Coordination



ENVIRONMENTAL IMPACT CATEGORIES

- Aesthetics
- Air Quality
- Bicycle and Pedestrian Issues
- Cultural Resources
- Economic
- Energy
- Environmental Justice
- Farmland
- Floodplain
- Hazardous Waste
- Land Use
- Noise
- Relocation
- Secondary and Cumulative Impacts
- Section 4(f)/Section 6(f) Properties
- Social
- Temporary Construction Impacts
- Threatened and Endangered Species
- Water Quality
- Watershed Management
- Wetlands Wildlife, Habitat, and Ecosystems

WHY?

Due to the potential impacts to the human and natural environment with this project, FHWA, in cooperation with NDDOT determined an EA should be prepared to assist them in reaching decisions:

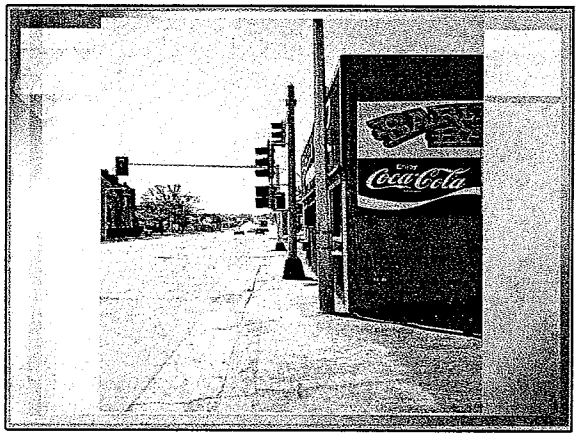
- Aesthetics
- Bicycle and Pedestrian Issues
- Cultural Resources
- Economic
- Hazardous Waste
- Relocation
- Section 4(f)/Section 6(f) Properties
- Social

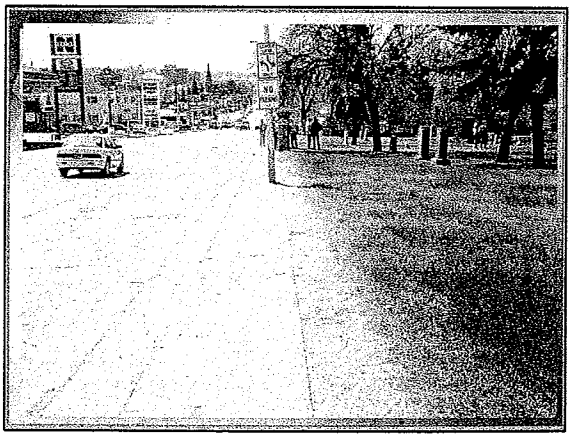
PUBLIC INVOLVEMENT

- Public Hearing—Tentatively Scheduled for March 2005

ISSUES

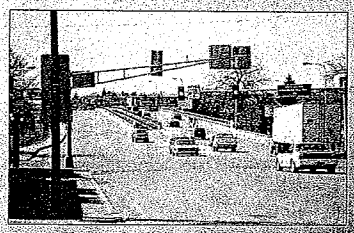
- Deficient pavement
- Pedestrian/bicycle facilities
- Drainage





PROPOSED ALTERNATIVES

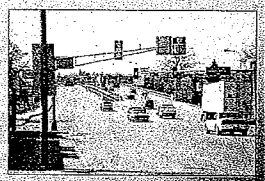
- Alternative A—Do Nothing



PROPOSED ALTERNATIVES

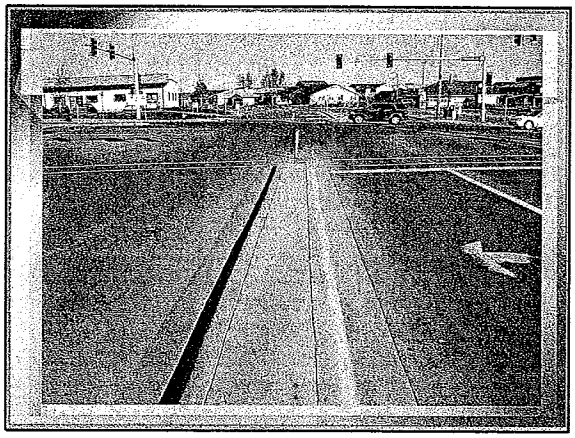
Segment 1—4th Avenue NW to 11th Avenue NW

- Alternative B—Rebuild with Existing Conditions
- Alternative C—Five 12 ft. lanes, with 4 ft. to 8 ft. sidewalks
- Alternative D—Five 11 ft. lanes, with 4 ft. to 8 ft. sidewalks



PROPOSED ALTERNATIVES

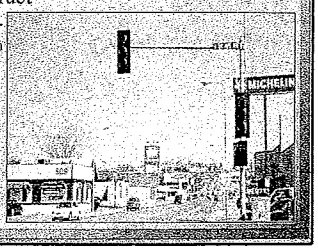
- Alternative E—Four lanes, with no left-hand turn lanes from 4th Avenue to University Avenue, with a continuous raised median, and sidewalks



PROPOSED ALTERNATIVES

Other Improvements in Segment 1

- Option 1—Reconstruct the northbound left-hand turn lane at 4th Avenue NW
- Option 2—5th to 6th Avenue transition



PROPOSED ALTERNATIVES

Segment 2—11th Avenue NW to 21st Avenue NW

- Alternative F—Five-lane roadway with two-way left-turn lanes, 6 ft. sidewalk east, and 10 ft. multi-use trail west
- Alternative G—Four-lane roadway with raised median and left-turn lanes, 6 ft. sidewalk east, and 10 ft. multi-use trail west

PROPOSED ALTERNATIVES

Other Improvements in Segment 2

- Options 3.1—Pedestrian bridge
- Options 3.2—Pedestrian tunnel
- Options 3.3—At-grade crossing at 20th Avenue NW
- Option 4—Right-hand turn lanes in Segment 2

ALTERTIVES/OPTIONS NOT FURTHER EVALUATED

- Two 12 ft. outside lanes and three 11 ft. inside lanes and its corresponding Options
- Two 11 ft. outside lanes and three 12 ft. inside lanes and its corresponding Options
- Access to Minot State University
- Bishop Ryan High School entrance
- Right-hand turn lanes on Segment 1

ALTERTIVES/OPTIONS NOT FURTHER EVALUATED

- Realign 20th Avenue NW and 21st Avenue NW and its corresponding Options

SCHEDULE

- Public Hearing—Tentatively set for March 2005
- Completion of EA—Tentatively set for July 2005
- Design—?
- Construction—?

SUMMARY

- No decisions have been made at this time. An EA is a decision making document—we welcome your input. Send in comments by December 1, 2004

Send comments to:
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson, Inc.
PO Box 250
Minot, ND 58702

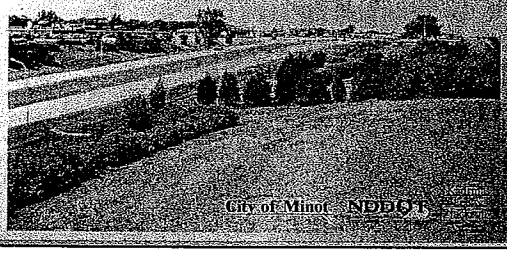
QUESTIONS?

- Comment period runs through December 1, 2004

NORTH BROADWAY

4TH AVENUE NW TO 21ST AVENUE NW

Thank you
for your participation



City of Minot NDDOT

Charles R. Anderson, Agent
State Farm Insurance
P.O. Box 3026
1125 North Broadway
Minot, North Dakota 58702
701-852-1060 Fax 701 -837-1975

December 8, 2004

I am a business owner for State Farm Insurance at 1125 North Broadway .My concerns are mainly providing access between the Dairy Queen to the North and my building and also access to the South, so the lower part of my building could be rented.

Access has been blocked because a fence has been installed on the South side of the building when land was sold to the owner of 1107 North Broadway .Why land was sold that would jeopardize access and parking to 1125 North Broadway is hard to understand.

By blocking access that lower unit has not been rented. If access was provided with a new entrance between 1125 and 1107 North Broadway the integrity of the concrete wall could be jeopardized, necessitating a new wall to continue supporting the hillside. By allowing access with hopes of some parking spots the lower unit could be rented.

When it comes to the possibility of widening the intersection at Broadway and 11 Th. Avenue the property at 1107 North Broadway could become part of the project. If that was the case that could allow for access and parking for the lower unit at 1125 North Broadway. Because the entire lot at 1107 North Broadway might not be needed for the project a tiny pedestrian rest area could be located on the South side of 1107 North Broadway.

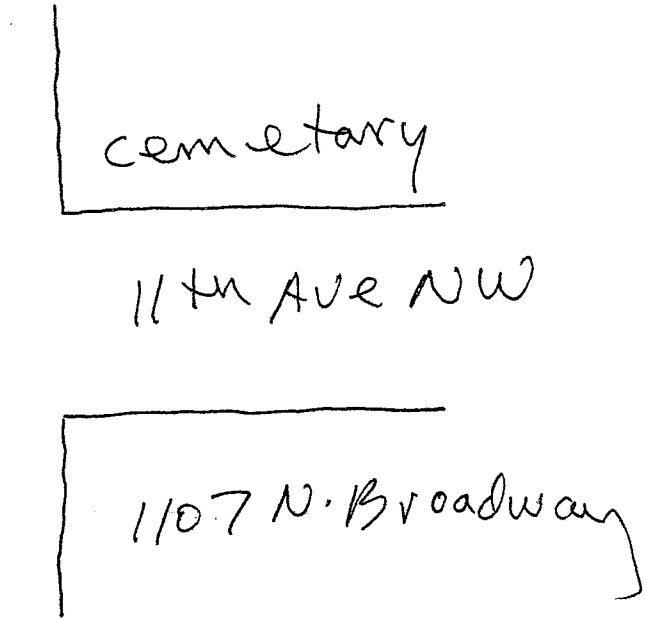
By widening 11 Th. Avenue both the East and West directions could accommodate additional traffic. The college entrance from 11Th. Avenue is an integral part to accommodate traffic whether it be for college and high school students, activities at the dome and certainly safety to all those that use the access.. This could reduce some of the activity on University Avenue, since that too is a busy road.

Thank you for your consideration and we look forward to a completed North Broadway Project.

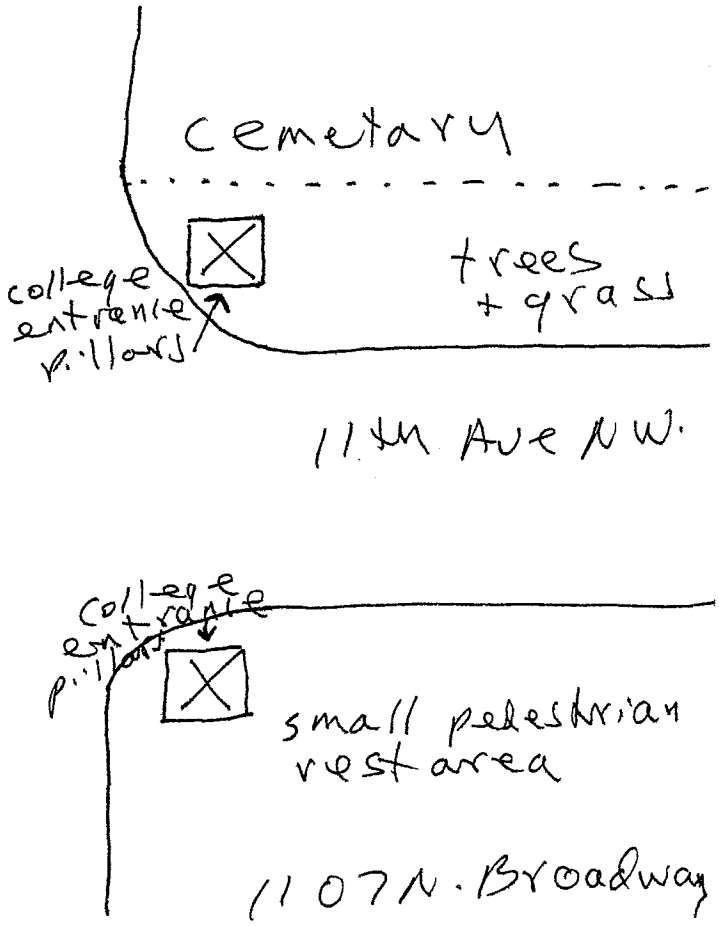
Sincerely,

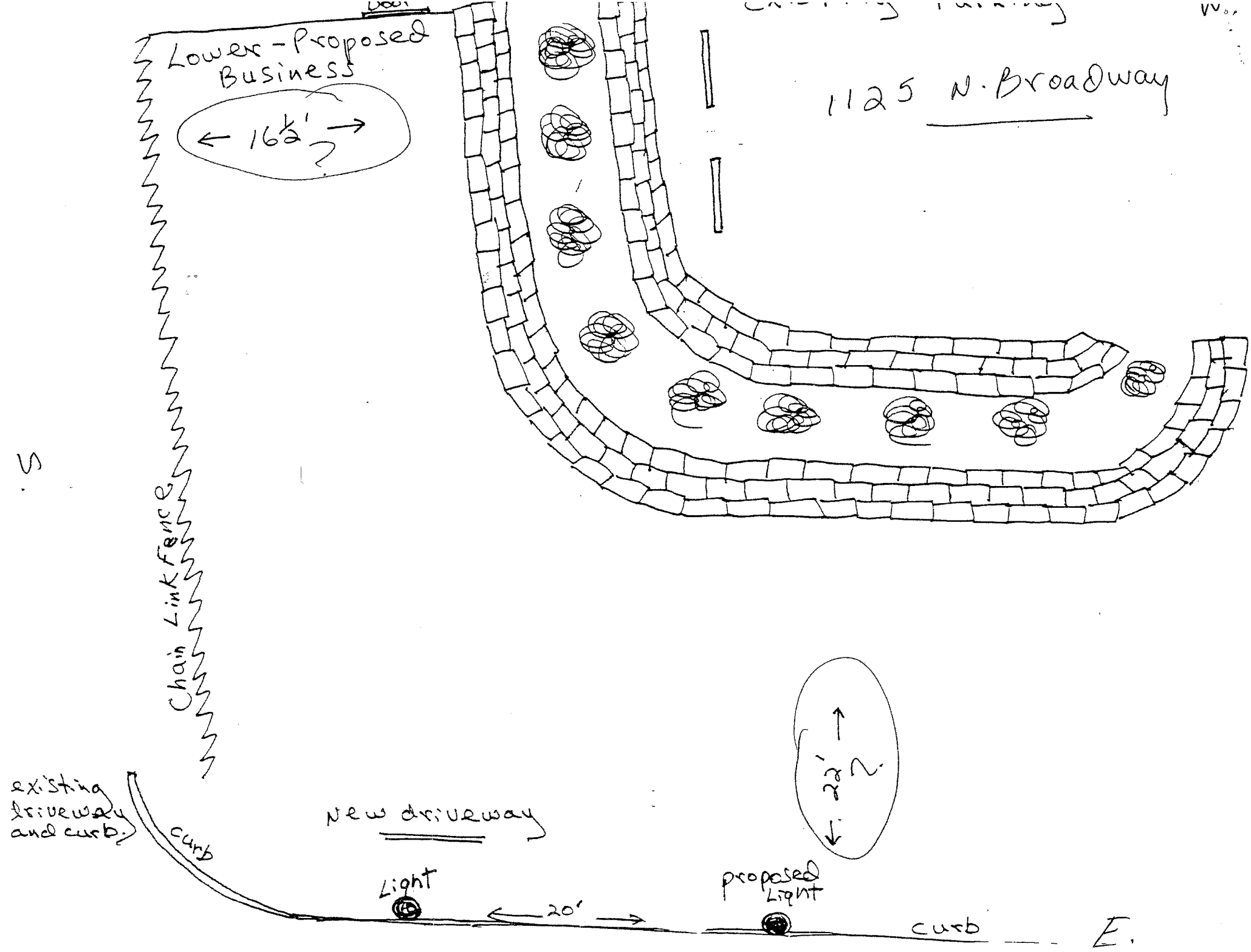
Charles R. Anderson

currently



proposed




Lower - Proposed Business
← 16½' →
1125 N. Broadway
Chain Link Fence
existing driveway and curb
New driveway
curb
Light
20'
proposed Light
curb
E.

Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

I would like N Broadway on top of Hill to stay divided AS IS

*Written statements will be made part of the official transcript.

Please mail to:
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

City of Minot
NDDOT North Dakota Department of Transportation
a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

Alt E is unrealistic -- 5 lanes to 4 and no left turns will never fly w/ the citizens

**Written statements will be made part of the official transcript.*

Please mail to:
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

City of Minot
NDDOT North Dakota Department of Transportation
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Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

ALT. E - RAISED MEDIAN - DOES NOT MAKE SENSE
ALT-D - 11 FT. LANES TOO NARROW
ALT-C - 12 FT. LANES WITH 8' SIDEWALKS - SEEMS TO BE THE BEST ALTERNATIVE - LET'S DO IT RIGHT IF WE'RE GOING TO DO IT

AT TOP OF NORTH HILL, POSSIBLY MOVE THE 19th AVE INTERSECTION TO LINE UP WITH THE ROAD BETWEEN DON BESSETTE AND NORTH HILL BOWL. GOING WEST ON 19th AVE FROM BROADWAY GETS YOU NOWHERE EXCEPT BOWLING ALLEY PARKING LOT. MOVING INTERSECTION WOULD HELP A LOT WHEN LARGE EVENTS ARE AT MSU DOME.

*Written statements will be made part of the official transcript.

Please mail to:
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

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NDDOT North Dakota Department of Transportation
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Kadrmas Lee & Jackson
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Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

No raised median.

Construct as soon as possible.

**Written statements will be made part of the official transcript.*

Please mail to:
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

City of Minot
NDDOT North Dakota Department of Transportation
a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

RECEIVED
DEC 10 2004
BY:

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

1. Please note attached comments.
2. Please note 2 diagrams.

*Written statements will be made part of the official transcript.

Please mail to:
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Environmental Assessment & Preliminary Engineering Report

North Broadway—US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

Serious consideration should still be given to the idea of creating a new entrance to Bishop Ryan High School, possibly north of the 11th Ave & Broadway intersection. Currently there is only a short distance from Broadway to the SE entrance to Ryan. During high-traffic times, this area can be so congested on 11th that vehicles attempting to turn west on 11th off Broadway have nowhere to go and sometimes are stopped in the middle of south-bound traffic, creating a very serious situation. 11th Avenue should be the entrance to MSU; Bishop Ryan should have a separate entrance.

*Written statements will be made part of the official transcript.

Please mail to:
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

NOV 22 2004

City of Minot
NDDOT North Dakota Department of Transportation
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

(1)

Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

A Concrete divider between 4th and 11th Ave would be a Critical saftey hazard with no left turn, access, police and fire protection.

Good 11th Ave access is Critical to Minot State University.

The ditch going down north hill is a good safe landing for all drivers from Minot AFB who have little or no experience driving on slippery snowy icy streets. When they lose control and, it happens quite often, a ditch full of snow is a lot safer and softer landing than a Concrete divider and a Vehicle Coming up the hill. There will be head on auto Crashes on snowy, icy streets on the hill portion of north broadway.

*Written statements will be made part of the official transcript.

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City of Minot
NDDOT North Dakota Department of Transportation
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

(2)

Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

During a 3 day snow storm with heavy snow and high winds the center ditch is a good place to put the snow. When we have a bad snow storm there is no time to haul the snow away.

During a snow storm it is critical that north Broadway be kept open. It is the life line for all north hill residents to the hospital. It is the major artery North Broadway with no buildings on either side and there never will be buildings. With a 35-40 MPH Wind from the North West and blowing, drifting snow it is rural, not urban.

If you leave the ditch the way it is on N. Bdwy don't put Any Damn Trees in there to trash into and hold back snow.

*Written statements will be made part of the official transcript.

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Email: jennifer.hafner@kljeng.com

City of Minot
NDDOT North Dakota Department of Transportation
KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

3

Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

A pedestrian Crossing at 19th Ave NW.
A tunnel is a good place for snow,
Child abductions, rapes, robberies, murders,
lets keep it visible.
An overhead walkway is too expensive
and if anyone ever wanted to move a
large building down Broadway it would
be impossible.
No residential sidewalk at 19th Ave NW.

A pedestrian Crosswalk at 20th ave NW
with a light Controlled intersection would
Connect with sidewalks in north full
residential area. The softball Complex is used
only during summer months. In inclement
weather most people take a Cab to the airport.
$ 300,000 Could be better spent West of Minot
at Hwy 2 + 52 - No 83 Bypass.

Thank You!

*Written statements will be made part of the official transcript.

Please mail to:
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Minot, ND 58703
Email: jennifer.hafner@kljeng.com

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NDDOT North Dakota Department of Transportation
a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Jennifer Hafner

From: Steve Blasing [steven.blasing@westliemotors.com]
Sent: Tuesday, November 23, 2004 7:59 AM
To: jennifer.hafner@kljeng.com
Subject: Broadway

I was at the meeting on November 17 and have the following comments: As President and owner of Westlie Motors and Westlie Tire Center (Located on North Broadway) we object to any loss of frontage on our premise. At the prior meetings I voiced my concern that only one side of the street should be affected whenever possible. It appears this has been done. Second, we object to any loss of a left turn as presented in alternative E. NO TO "E". It appears if our goal as Westlie Tire Center is to not lose any frontage, Alternative D would be our best option.

Please confirm receipt of this email and if you have any questions, please call Steve Blasing Westlie Motors 701-852-1354

Jennifer Hafner

From: Waide Kritsky [kritsky@web.ci.minot.nd.us]
Sent: Tuesday, December 07, 2004 12:39 PM
To: jennifer.hafner@kljeng.com
Subject: Comments on North Broadway Project.

I believe that it would not be wise for the City of Minot or the NDDOT to consider out of the box solutions that suggest reasons why consideration should not be given to solutions that will provide for the future needs of the City of Minot and the State of North Dakota.

Therefore, the following alternatives would be my choice for addressing the future needs of the City of Minot and the State of North Dakota:

1) Alternate C, Five 12 ft. lanes, with 4 ft. to 8 ft. sidewalks.
2) Option 1, Reconstruct the northbound left-turn lane at 4th Ave. NW.
3) Option 2, 5th to 6th Street transition.
4) Option 3.1, Pedestrian bridge south of 19th Ave. NW.
5) Option 4, North and South bound right-hand turn lanes from 11th Avenue NW to 21st Avenue NW (MODIFIED).

In addition, I would like to see North and South bound right-hand turn lanes at 9th Ave. NW (University) and at 11th Ave. NW if not included in 5), above.

Additional recommendations are as follows:

1) From the administration and City Council point of view, this project must be completed in 2006.
2) Consideration should be given to the letting of two separate contracts in order to complete the work in 2006.

Waide D. Kritsky
City Engineer

City of Minot

Fire Department
Harold Haugstad, Fire Chief

January 26, 2005

Kadrmas, Lee & Jackson Inc.
3237 East Broadway
Bismarck, ND 58502-1157

Attn: Jennifer

I feel a need to comment on the possible proposal that would have a median installed from 4 Avenue to University Ave. on the upcoming North Broadway project.

From a fire emergency response perspective this is completely unacceptable. For any residential or commercial fire call we always dispatch all three of our fire stations just to have enough firefighters on scene to commence fire operations.

With such a median we could easily see our effective fire response more than double as there would be no where to access the west side when responding from the south. Our only option would be to go completely North to University, turn west for 1 block, go back south and then again back east just to get to the businesses they just passed. This would not progress but rather an increased risk to these businesses and our citizens.

We have a number of other alternatives on the board, any of which in my opinion are much better options. I would ask that strong consideration be given to the safety of our people and our emergency responders during these discussions.

Sincerely,

Harold Haugstad

Harold Haugstad, Fire Chief

The Magic City

515 2nd Ave. SW • Minot, North Dakota 58701-3739 • (701) 857-4740 • Fax (701) 857-4743

Jennifer Hafner

From: Dave Waind [waind@web.ci.minot.nd.us]
Sent: Friday, November 26, 2004 2:26 PM
To: jennifer.hafner@kljeng.com
Cc: Alan Walter; Jeff Rodacker; Waide Kritsky; Mayor Curt *Zimbelman
Subject: COMMENTS - North Broadway - 4th Av NW to 21st Av NW

Please enter these as my comments pursuant to the Public Input Meeting held November 17th, 2004 from 5 to 7 pm at Minot State University regarding the North Broadway - US 83 project from 4th Av NW to 21st Av NW.

Because of the age and the rapidly deteriorating condition of the existing roadway, I think it is imperative that the project stays on the planned schedule for complete reconstruction in 2006. Just as we built the South Broadway project in one construction season last year, this project should be similarly designed, bid, and built to ensure the shortest possible impact on businesses and individuals affected. As a result, serious consideration should be given to having this project divided into two contracts.

As to the project itself, we know that the existing roadway is more than 40 years old. And, it is likely that the new roadway will have to have a similar lifespan. Since, this will be the greatest opportunity we will have to improve traffic flow through this section of Broadway, we need to do it right. As a result, I believe that the best plan would be Alternative C with five 12 foot lanes, with 4 to 8 foot sidewalks. It should include Option 1 for the reconstruction of the northbound left-hand turn lane at 4th Avenue NW and Option 2 providing for a 5th to 6th Avenue transition (eliminating the present dogleg). In addition, right-hand turn lanes should be included (Option 4) to improve traffic flow from 11th Avenue NW to 21st Avenue NW. I believe that a northbound to eastbound right hand turn should also be considered at the intersection of University Avenue and North Broadway. Finally, pedestrian crossing of this roadway is important, and I believe that Option 3.1 would be best in providing a bridge south of 19th Avenue NW.

David Waind
City Manager
Minot, North Dakota
November 26, 2004

Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

As the City Planner, I would like to suggest ~~that~~ South Bdwy w/out landscaping & site amenities, seems barren. Some businesses have implemented their own but the scale is not equal to the size of the property. This project should consider some alternatives w/the space constraints to implement landscaping @ corner nodes or between properties. Also, the project should include irrigation @ the 3 corners of 4th Ave & Bdwy for a revitalized public landscape space. NOTE: Please considering viewing 4 documents produced by NDSU re: improvements to the area; i.e. Campus Coorridor, signage, theme etc... The railings used on S. Bdwy are in no way attractive. If needed for N. Bdwy, please consider an alternative. The only thing they complement is the Bdwy viaduct.

*Written statements will be made part of the official transcript.

Please mail to:
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

City of Minot
NDDOT North Dakota Department of Transportation
a KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

Thank you for the opportunity to respond. The alternate E of the North Broadway Project concerns me the most. As the Chief of Police in Minot, I see this as having a very negative impact to not only Police, but a hazard to the response of **all** emergency services. No left turn lanes would make it very difficult for any of us to respond to an emergency. It would also make it very difficult to stop a traffic violator or to respond to an emergency if we are traveling in the wrong direction when a call is given. It will significantly slow down our response time and/or make it difficult to ticket a violator as it would block at least one lane until we can get the offender off of North Broadway.

It is my opinion as a Police Administrator that alternate E (no left turns) will be a significant public safety issue.

As a **citizen** (not a city employee) and a taxpayer, I would like to see alternate C be selected for its 4th Avenue to University section of North Broadway. As it would appear to me, this would best line up with the South Broadway Project. If I am correct in this assessment, it would seen a shame to have a "great" South Broadway lining up with a reduced version of North Broadway if it is the main road through our city.

From University north, I suggest the widest alternative. I have no real preference except please **do not** put a tunnel under Broadway. This **will** present security problems for pedestrians.

Sincerely,
Dan Draovitch, Minot Police Department

**Written statements will be made part of the official transcript.*

Please mail to:
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

RECEIVED
DEC 01 2004
BY:

City of Minot
NDDOT North Dakota Department of Transportation
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

December 1, 2004

Comments regarding North Broadway reconstruction-Minot ND

4th Ave to 11th Ave.

I believe that we should build alternate C with 8 ft sidewalks. We are building a road for the next 60 years and I think we should do it right. We did it right in the center and south parts of town and the north part deserves nothing less. I am somewhat ambivalent about Option 1. I don't know how much it will cost to do it, I use Broadway quite a bit, I know that sometimes the northbound left turn lane is too short but since the left turn lane gets the green light at the same time as the through lanes, I don't know that it causes any real delays. Option two should definitely be built. This would solve some movement issues for those that want to make a left turn from 5th ave. onto Broadway, it also makes for a smoother cross-town route between 4th and University. I would hope that the right hand turning radius on the SE quadrant would be a little larger then it is now so that it is easier to make an eastbound turn off Broadway.

North of 11th Ave.

I think that either alternate F or G will work. From a safety standpoint Alt. G makes some sense. Over the years I have seen a number of vehicles in the current median ditch. With the raised median, at least they will stay in their own lanes. My biggest concern deals with left turns at 20th Ave. I use that intersection a lot and for years I have had to wait for the green arrow, because the State DOT wouldn't allow left turns after the opposing traffic had cleared. I believe that option 3.1 should be chosen for the pedestrian crossing. I have lived on north hill since 1979. There is no question that a crossing is needed. The bridge option would be used by the residents of North Hill, the tunnel would not be used very much in my opinion because of safety concerns and I think the at grade crossing has some safety issues. I don't recall if this section of Broadway that currently has a shoulder will continue to have that as well. If so the shoulder can be striped for right turns as it is now. If there is not going to be any shoulder then perhaps option 4 should be considered. However, I think that option could be shelved if the costs get to high.

I believe that this project can make a serious contribution to improving the impression that visitors have of our community particularly the area between University Dr and 4th avenue NW. Many of the businesses are much to close to the roadway presenting safety as well as aesthetic issues. I believe that it will take some creativity with the right of way acquisition to give us a good solution to that part of the project. Timing will be critical but I believe that many of the merchants in that area will not be opposed to the taking of significant right of way. The trick will be for the owners to get together and work out the right solution. It seems to me that a condo strip mall built along the back of the property line solves some parking issues as well as presenting a new image. I think between the Damberger property on the corner of University and Broadway and the

rear portion of the Subway building, a good start on a strip mall is in place.

I do have to make a comment regarding alternate E. It is my understanding this alternate was put forth by the DOT in an effort to keep project costs down. I can't imagine the businesses along that part of Broadway standing still for elimination of half of their potential traffic. The city has paid dearly in the past because of some of the decisions made by the DOT regarding access. While I can sympathize with the cost issue, I view it mainly as an issue of condemning the western part of the state (particularly the NW part) to inferior design of major traffic areas. The DOT doesn't seem to mind opening the cash register for Bismarck and the eastern border communities. We all need good transportation infrastructure if we are to succeed and build our economy.

Sincerely yours

Jim Hatlelid
1944 Skyline Dr.
Minot ND 58703
701-838-2283
jph74@min.midco.net

Jennifer Hafner

From: Kretschmar, Tim [Tim.Kretschmar@mdu.com]
Sent: Friday, November 19, 2004 7:38 AM
To: 'jennifer.hafner@kljeng.com'
Subject: Minot's North Broadway Rebuild

The following alternates are the preference of those I have contact with who have followed Minot's planned North Broadway reconstruction. Our preferences require the most right-of-way but will also handle traffic with the least congestion. Given the fact that this project is expected to last approximately 50 years, minimizing congestion for Minot's growing traffic flow should be given priority.

- Alternate C with 8 foot sidewalks from 4th to 11th Avenues
- Option 4 with turn lanes from 11th to 21st Avenues
- Pedestrian Underpass - We do not think either public safety in a tunnel or snow would be significant problems.

The 800 Office Condo Association
116-124 8th Ave NW
Minot ND 58703

11/05/04

Jennifer Hafner
Environmental Planner
Kadrmas, Lee & Jackson, Inc
PO Box 250
Minot ND 58703

Re: 8th Ave Condo Association and the North Broadway Street Project

Jennifer:

We are writing you this letter because we are very concerned about this project and the potential impact to our building and parking area. If we understand properly, there seems to be a chance that we could lose as much as fourteen feet of property on the west side of our parking area, which would be described in your plan as the east side of broadway as you travel north.

Our first concern is parking. Currently this structure contains five independent business places and for the most part employee and owners normally use up to seven or eight parking places on an ongoing basis. Currently our parking lot has fourteen spots of which four of the parks are located on the west end of the building. These four (west end) spaces are almost always the first taken as the owners and employees tend to park in that area, saving the prime parking spots in the front of the building for our cliental. If this north Broadway project requires the use of this area, we will be losing 29% of our total parking capacity and in our opinion this loss of space will be very hard on day-to-day business long and short term. Parking is of course is a crucial part of the functionality of any business.

NOV 1 2 2004

Our second concern is property value. If this additional footage is in fact used for this project, we feel that we are being forced to accept an overall reduction in the value of our property. If this happens we feel the 8th Ave Condo Association will have to be compensated for this kind of dramatic loss.

We might suggest alternatives. First the naked eye suggests that the west side of Broadway is ripe for the picking with empty lots and buildings that are not currently being used. May we suggest that the additional footage required by this project be taken exclusively from the west side of Broadway? We are aware this has been discussed as a real alternative. We agree with that assessment.

Another option would be to have you provide our property with equal value parking near or adjacent to our existing property. This could most likely only be done east of our existing office building.

Previously, we met with one of your staff here in our building regarding this project and at that time it was openly discussed that the loss of 29% of our parking area would be the loss of the "functionality" of our property and we agree with that assessment. We would welcome any response.

Sincerely,

Tona L. Stevenson

Owners of the 8th Ave Condo Building
124-122-120-118-116 8th Ave NW
Minot ND 58703

Marcia Preskey

Environmental Assessment & Preliminary Engineering Report

North Broadway–US 83
4th Avenue NW to 21st Avenue NW
Minot, North Dakota

Comments

Please use the space below to tell us your comments regarding the North Broadway–US 83 project*

Previously, our condo association had sent a letter regarding your various proposals.
At that time we were not aware of a plan that included a raised median.
Our five business places are opposed to this plan.

Sherm Triplett - 124 8th Ave NW
Dennis Helgeson 120 8th Ave NW
Troy Stevenson 122 8th Ave NW
Marsha Presky 118 8th Ave NW

*Written statements will be made part of the official transcript.

Please mail to:
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

City of Minot
NDDOT North Dakota Department of Transportation
KLJ Solutions company
Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

APPENDIX J

MARCH 2005 EA—AGENCY COMMENTS AND RESPONSES

- Agency Letter-US Department of Transportation-Federal Aviation Administration (5-19-2005)
- Response(s)

U.S. Department
of Transportation
**Federal Aviation
Administration**

May 17, 2005

Federal Aviation Administration
Bismarck Airports District Office
2301 University Drive, Building 23B
Bismarck, North Dakota 58504

Ms. Jennifer Hafner
Kadrmas, Lee & Jackson, Inc.
PO Box 1157
Bismarck, ND 58502

Dear Ms. Hafner:

Re: North Broadway, 4th Avenue NW to 21st Avenue NW
Environmental Assessment
Minot, North Dakota Project # CM4-083(060)200

The Bismarck Airports District Office has reviewed the above referenced Environmental Assessment dated April 7, 2005 for agency and public comment.

1 We have no comments on the environmental assessment, however, portions of the proposed action are within the airport runway approach, departure, object free area (OFA) extensions, and runway protection zones (RPZ). The primary purpose of the RPZ is the protection of people and property on the ground. Please work with the management of the Minot International Airport to ensure that the design of the project traffic lights and parking do not create areas of congregation as defined in FAA Advisory Circular (AC) 150/5300-13, "Airport Design" criteria.

2 Also, due to the close proximity of the project to the existing airport runways, we require that design/landscaping of the project be in such a manner that does not create a wildlife attractant. Please work with the management of the Minot International Airport to ensure there are no negative impacts to the airport Wildlife Management Hazard Plan. Additional information on wildlife hazards can be found in the FAA Advisory Circular (AC) 150/5200-33A, "Hazardous Wildlife Attractants on or near Airports".

The AC's may be found on the web at www.faa.gov/arp. If you have additional questions, please contact our office at (701) 323-7380.

Sincerely,

Patricia L. Dressler

Patricia. L. Dressler
Environmental Protection Specialist
Bismarck Airports District Office

RECEIVED
MAY 19 2005
BY:

Cc: Michael Ryan, Manager, Minot International Airport

Comment 1 Portions of the proposed action are within the airport runway approach, departure, object fee are (OFA) extensions, and runway protection zones (RPZ). The primary purpose of the RPZ is the protection of people and property on the ground. Please work with the management of the Minot International Airport to ensure that the design of the project traffic lights and parking do not create areas of congregation as defined in FAA Advisory Circular (AC) 150/5300-13, "Airport Design" criteria.

Response 1 *Comment noted.*

Comment 2 Due to the close proximity of the project to the existing airport runways, we require that design/landscaping of the project be in such a manner that does not create a wildlife attractant. Please work with the management of the Minot International Airport to ensure there are no negative impacts to the airport Wildlife Management Hazard Plan.

Response 2 *Comment noted.*

APPENDIX K

PUBLIC HEARING NOTIFICATION PACKAGE

- Ad
- Public Service Announcement
- Newsletter
- Mailing List

AFFIDAVIT OF PUBLICATION
STATE OF NORTH DAKOTA

SS.

County of Ward

Pamela Pedersen of said

County and State, being first duly sworn, on oath says: That the **MINOT DAILY NEWS** is a daily newspaper of general circulation, printed and published in the City of Minot, in said County and State. That the **MINOT DAILY NEWS** now is and during all times in the foregoing affidavit mentioned has been a newspaper qualified to do legal printing, in accordance with the Statutes of the State of North Dakota, and that I am

clerk

of the **MINOT DAILY NEWS** and during all such time covering the publication of this notice have occupied such position on said newspaper, and have personal knowledge of all the facts stated in this affidavit; and that

the advertisement headed

Public Hearing

a printed copy of which is hereunto attached was printed and published in said newspaper

one times to-wit:

April 21, 2005

Pamela Pedersen, clerk

Subscribed and sworn to before me this 21st Day of April 2005

Stephanie K Hoffart

Notary Public, Ward Co. N.D.

My commission expires

STEPHANIE K. HOFFART
Notary Public, State of North Dakota
My Commission Expires May 8, 2007

028833

NORTH BROADWAY

11th Avenue NW to 21st Avenue NW

PUBLIC HEARING

WHEN?

Thursday, April 28, 2005
5:00 pm - 7:00 pm, Formal Presentation at 5:30 pm

Comments may be transcribed privately from 5:00 pm - 5:30 pm and formal comments will be transcribed directly after the formal presentation.

WHERE?

International Inn
Norse Room
1505 North Broadway; Minot, ND

WHY?

This meeting will inform the public on the progress of the project, to document concerns on the development of alternatives, and to receive input as to the preferred alternative(s). Please plan to attend this meeting, examine the alternatives, discuss the project with the study team, and make your voice heard. Your input is important and will be considered in the selection of the preferred alternative(s).

Representatives from the city of Minot, North Dakota Department of Transportation, and Kadrmas, Lee & Jackson, Inc. will be on hand to answer your questions and discuss your concerns.

The March 2005 Environmental Assessment is available for public viewing at the following Minot locations: ***City of Minot Engineering Department***, 1025 31st St. NE; ***Gordon B. Olson Library (Minot State University)***, 500 University Avenue West; ***Kadrmas, Lee & Jackson***, 1810 4th Avenue NW; ***Minot Public Library***, 516 2nd Avenue SW; and ***NDDOT Minot District***, 1305 Highway 2 Bypass East. It is also available at the following Bismarck locations: ***FHWA Division Office***, 1471 Interstate Loop, and ***NDDOT Local Government***, 608 E. Boulevard Avenue.

TRANSCRIPT: Written statements will be made part of the official transcript if received by May 12, 2005.

Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson, Inc.
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

CONDUCTED BY

ND Department of Transportation, City of Minot, and Kadrmas, Lee & Jackson, Inc.

DISABILITIES: People with disabilities who plan on attending the meeting and need special arrangements should contact:

Greg Oase, PE, Kadrmas, Lee & Jackson, Inc. (701) 839-3383 Or **Steve Salwei, PE, NDDOT, Local Government (701) 328-3689 or TTY (701) 328-4156**

Public Service Announcement

RELEASE DATE: **April 20, 2005**

FROM: Kadrmas, Lee and Jackson, Inc.

CONTACT: Greg Oase, Project Manager
Kadrmas, Lee & Jackson
(701) 839-3383

Public Input Meeting for North Broadway from 4th Avenue NW to 21st Avenue NW

A Public Hearing regarding reconstruction of North Broadway will be held on Thursday, April 28, 2005 at the International Inn, Norse Room, located at 1505 North Broadway, from 5:00 pm–7:00 pm, with a presentation beginning at 5:30 pm. Representatives from the City of Minot, North Dakota Department of Transportation, and Kadrmas, Lee & Jackson will be available to address questions and concerns.

The purpose of this meeting will be to inform the public on the progress of the project, to receive input as to the preferred alternative(s), and to summarize the findings of the environmental impact analysis.

Please plan to attend this important public hearing, examine the alternatives, discuss the project with the study team, and make your voice heard. Your input is important and will be considered in the selection of the preferred alternative(s).

For more information, or for people with disabilities, who plan on attending the meeting and need special arrangements, please contact:

Greg Oase, Project Manager
Kadrmas, Lee & Jackson @ (701) 839-3383
or
Steve Salwei, NDDOT @ (701) 328-3689

TTY (701) 328-4156

###

North Broadway–US 83

4th Avenue NW to 21st Avenue NW

Minot, North Dakota

City of Minot

NDDOT North Dakota Department of Transportation

Kadrmas Lee & Jackson Engineers, Surveyors and Planners

Project #CMU-4-083(060)200
April 2005

Public Input Meeting #3 Recap

Over 66 people attended Public Input Meeting #3 held on November 17, 2004 at Minot State University Student Union Building in Minot. Following the meeting, 17 written comments were received. These comments have helped shape the EA (Environmental Assessment).

Proposed Project

The North Dakota Department of Transportation, in cooperation with the city of Minot, is evaluating improvement options for North Broadway, specifically from 4th Avenue NW to 21st Avenue NW in Minot, North Dakota.

Minot Broadway Alternatives	
Alternative	**Description**
Alternative A	No Build
	Segment 1 Alternatives—4th Avenue NW to 11th Avenue NW
Alternative B	Rebuild with Existing Geometry
Alternative C	Five 12-foot Lanes w/ 4-foot to 8-foot Sidewalks
Alternative D	Two 12-foot Outside & Three 11-foot Inside Lanes w/ 4-foot to 8-foot Sidewalks
Alternative E	Four Driving Lanes w/ Continuous Raised Median & Sidewalks
Option 1	Left turn lane at 4th Avenue NW—Northbound
Option 2	5th Avenue NW to 6th Avenue NW transition
	Segment 2 Alternatives—11th Avenue NW to 21st Avenue NW
Alternative F	Five 12-foot lanes with flush median
Alternative G	Four 12-foot lanes with raised median
Option 3.1	Pedestrian Overhead Grade Separation near 20th Avenue NW
Option 3.2	Pedestrian Underpass Grade Separation near 20th Avenue NW
Option 3.3	Pedestrian At-Grade Crossing at the intersection of 20th Avenue NW
Option 4	Right turn lanes

Since the Last Meeting

An EA has been prepared for this project. The EA disclosed potential adverse and beneficial impacts to the human and natural environment associated with each project alternative. Potential measures to minimize or eliminate adverse impacts were also discussed.

continued...

Since the Last Meeting...continued

The EA is currently under review by federal, state, and local agencies. It is also available for public viewing at the following locations:

- **City of Minot Engineering Department**
  1025 31st Street NE, Minot
- **Gordon B. Olson Library (Minot State University)**
  500 University Avenue West, Minot
- **Kadrmas, Lee & Jackson**
  1810 4th Avenue NW, Minot
- **Minot Public Library**
  516 2nd Avenue SW, Minot
- **NDDOT Minot District**
  1305 Highway 2 Bypass East, Minot
- **FHWA Division Office**
  1471 Interstate Loop, Bismarck
- **NDDOT Central Office**
  608 E. Boulevard Avenue, Bismarck

The ND Department of Transportation and Federal Highway Administration have identified the preferred alternative in the location of the Mackley Apartments (425 North Broadway) as Alternative D, two 12-foot outside lanes and three 11-foot inside lanes with 4-foot sidewalks. A preferred alternative has not been identified for the remainder of Segment 1 and Segment 2.

Public comments are requested by May 12, 2005. Following the public and agency comment periods, preferred alternative(s) will be identified in the final environmental document.

About this Newsletter

This newsletter is the second in a series intended to provide periodic updates on the progress of the Environmental Assessment and preliminary engineering for the proposed North Broadway project. Specifically, this newsletter is an important part of the public involvement program designed to keep affected and interested parties informed about the project.

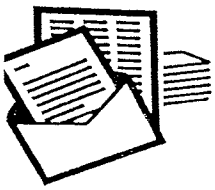
We hope this newsletter is informative and useful to you. Thank you for your interest in the North Broadway project.

Project Schedule

The city of Minot, NDDOT, and FHWA (Federal Highway Administration) reviewed the March 2005 EA. Following the Public Hearing and 15-day comment period, the FHWA will review the document, agency and public comments, and responses to comments, to determine whether an EIS (Environmental Impact Statement) or a FONSI (Finding of No Significant Impact) should be prepared. Provided that environmental clearance is received in the summer of 2005, design could commence, with construction anticipated to begin in 2007.

Your Input

Your input will be considered regarding the proposed project alternatives. Please share your comments and questions at the Public Hearing. Your written comments will become part of the official transcript if received before May 12, 2005. Please send your comments to:



Jennifer Hafner
Environmental Planner
Kadrmas, Lee & Jackson, Inc.
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Public Hearing Date Set

Thursday, April 28, 2005
5:00 pm-7:00 pm
Formal Presentation at 5:30 pm
International Inn, Norse Room
1505 North Broadway
Minot, ND

A summary of the results of the Environmental Assessment will be presented. A formal public comment period will follow the presentation. Exhibits will be on display throughout the evening and comment cards will be available. Please plan to attend this important meeting, examine the alternatives, discuss the project with the study team, and make your voice heard. Your input is important and will be considered in the selection of the preferred alternative(s).

Minot Property/Business Owners Mailing List

	A	B	C	D	E	F	G
1	LOT OWNER	BUSINESS	BUSINESS OWNER/CONTACT	STREET ADDRESS	CITY	STATE	ZIP
2	FFCA Acquisition Corporation			17207 N. Perimeter Dr.	Scottsdale	AZ	85255
3		Pizza Hut	Vicki Marcy or Current Manager	2115 N. Broadway	Minot	ND	58703
4		SUD's INC		2025 3rd Street N.	Minot	ND	58703
5		Pinkerton Animal Hospital	A.L. Pinkerton	2105 N. Broadway	Minot	ND	58703
6		Humane Society Pet Center		2105 N. Broadway	Minot	ND	58703
7	Alan J. & Darlene K. Egeberg			PO Box 1152	Minot	ND	58702-1152
8	Randall D. & Julie C. Waldref			900 13th Ave SE	Minot	ND	58701
9		Quizno's Classic Subs	Randall D. & Julie C. Waldref	2035 N. Broadway	Minot	ND	58703
10	Craig C. & Catherine A. Tweten			1709 Cherry Dr.	Minot	ND	58701
11		Pleasure Palace		2029 N. Broadway	Minot	ND	58703
12	Larry D. & Coleen Armstrong			PO Box 1792	Minot	ND	58702-1792
13		Landing Bar and Bottle Shop	Jennifer Mitchell	2015 N. Broadway	Minot	ND	58703
14	Faul Family Farm			PO Box 1847	Minot	ND	58702-1847
15		Tesoro Service Station		2005 N. Broadway	Minot	ND	58703
16			J. Feldman	1919 2nd St. SE	Minot	ND	58701
17		North Hill Barber Shop		1949 N. Broadway	Minot	ND	58703
18		Guest Lodge		1937 N. Broadway	Minot	ND	58703
19	Dee Jay's Qsr of ND, Inc.			3100 S. Broadway	Minot	ND	58701
20		Kentucky Fried Chicken		1929 N. Broadway	Minot	ND	58703
21	Ibew Local 714		Mark Hager, Tr.	PO Box 1906	Minot	ND	58702-1906
22		Electrical Union, Ibew Local 714	Mark Hager, Tr.	1925 N. Broadway	Minot	ND	58703
23	Gary W. Weydahl			PO Box 2171	Minot	ND	58702-2171
24		United Blood Services		1919 N. Broadway	Minot	ND	58703
25		National Marketing Realtors		1919 N. Broadway	Minot	ND	58703
26		Starlite Club		1915 N. Broadway	Minot	ND	58703
27	North Hill Bowl, Inc.		C. Morris Anderson	1901 N. Broadway	Minot	ND	58703
28		International Travel Agency	Rhonda Demakis	1901 N. Broadway	Minot	ND	58703
29	Donald Bessette	Don Bessette Motors, Inc.		1715 N. Broadway , PO Box 400	Minot	ND	58702-0400
30	International Inn, Inc.		Jim Mello	1505 N. Broadway , PO Box 777	Minot	ND	58703
31	Violet Herzig			16300 46th Ave. NW	Burlington	ND	58722
32	Bishop Ryan High School			316 11th Ave. NW	Minot	ND	58703-2260
33		Bishop Ryan High School		1312 Highway 83	Minot	ND	58703
34	Bishop Ryan High School		c/o Diocese Of Bismarck	420 Raymond St.	Bismarck	ND	58501
35		Bishop Ryan High School		1310 Highway 83	Minot	ND	58703
36	Motels of America, LLC			701 Lee St., Suite 1000	Des Plaines	IL	60016
37		Super 8 Motel		1315 N. Broadway	Minot	ND	58703
38	Robert K. & Judy Nelson			1917 3rd St. NW	Minot	ND	58703
39		Command Labor		1309 N. Broadway	Minot	ND	58703
40	Tucker Investments		c/o Peggy Kimball	3215 4th St. SW, Apt. 8	Minot	ND	58701-7387
41		Ultimate Cuts	Theresa Proper	1305 N. Broadway	Minot	ND	58703
42	L & S Land Adventures, LLC		Larry Durand	PO Box 1607	Minot	ND	58702-1607
43		Cartiva of Minot	Jerry Leiss	1205 N. Broadway	Minot	ND	58703
44	Hadler Real Estate, LP			6250 54th Avenue SE	Minot	ND	58703
45		Dairy Queen		1127 N. Broadway	Minot	ND	58703
46	Norman A. & Charles R. Anderson			2301 19th St SW	Minot	ND	58701
47		State Farm Insurance	Norman A. & Charles R. Anderson	1125 N. Broadway	Minot	ND	58703
48	Vera Glasoe		c/o Allen Realty	1300 Oak Park Shopping Center	Minot	ND	58701
49		Current Tenant		1107 N. Broadway	Minot	ND	58703
50	First Lutheran Church			120 5th Ave NW	Minot	ND	58703
51	State of North Dakota	Minot State University		500 University Ave W	Minot	ND	58703
52	Veronica Damberger Trust		c/o Paul Damberger	809 16th St NW	Minot	ND	58703
53		Cell-Solutions.com		819 N. Broadway	Minot	ND	58703
54		Tom Zimmerman Agency		201 University Ave, Ste E	Minot	ND	58703
55		Connecting Point Computers		201 University Ave. W , Ste 2	Minot	ND	58703
56	Paul Damberger			21 2nd Ave SE	Minot	ND	58701
57		Americash		809B N. Broadway	Minot	ND	58703
58		Edward Jones Co.	Kelly Nehring	809B N. Broadway	Minot	ND	58703
59		R-Diversity Beauty Salon		809 N. Broadway	Minot	ND	58703
60	Gene H. & Ruby Rau			40 62nd St SW	Minot	ND	58701
61		Broadway Studio		733 N. Broadway	Minot	ND	58703
62		PC Doctor	Brad Nelson	729 N. Broadway	Minot	ND	58703
63	Robert & Linda L. Bartsch			4103 42nd St SE	Minot	ND	58701
64		AIG American General		721 N. Broadway	Minot	ND	58703
65		Subway Sandwiches and Salads	Troy Bartsch	721 N. Broadway	Minot	ND	58703
66	Ida Jimmerson			208 5th Ave NW	Minot	ND	58703
67	New Hope Christian Center			220 5th Ave NW	Minot	ND	58703
68	Northwest Music Center, Inc.		Jim Mackey	623 N. Broadway	Minot	ND	58703
69		Studio One Hairstyles & Tanning Salon		623 N. Broadway	Minot	ND	58703
70		Jacobson Piano & Organ		623 N. Broadway	Minot	ND	58703
71		Office Systems, Inc.		623 N. Broadway	Minot	ND	58703
72	Larry D. Armstrong			PO Box 1792	Minot	ND	58702-1792
73		Financial Care	Larry Armstrong	617 N. Broadway.	Minot	ND	58703
74	Jack Stevick			609 N. Broadway	Minot	ND	58703
75		Stevick Business Forms Co.	Jack Stevick	609 N. Broadway	Minot	ND	58703
76	Tim Schnaible	Anchor Realty & Management, Inc.		601 N. Broadway	Minot	ND	58703
77	Craig Fink			11907 E. Terra Dr.	Scottsdale	AZ	85259
78		Barley Pop	Daryl Reile	511 N. Broadway	Minot	ND	58703
79		Current Tenant		435 N. Broadway	Minot	ND	58703
80	Jon Kerian			1800 8th Street SW	Minot	ND	58701
81		Broadway Exchange & Pawn		501 N. Broadway	Minot	ND	58703
82	Nadean & Gaylen Schmidt			433 N. Broadway	Minot	ND	58703
83		Payday Loans	Nadean & Gaylen Schmidt	427 N. Broadway	Minot	ND	58703
84		The Mackley		425 N. Broadway	Minot	ND	58703
85	City of Minot		City Auditor	515 2nd Ave. SW	Minot	ND	58701-8739
86	Daniel L. Feist			PO Box 508; 1415 21st Ave NW	Minot	ND	58702-0508
87	Ribob Co. & Eljim Company		c/o Elmen Enterprises	PO Box 122283	Ft. Worth	TX	76121-2283
88		United Rentals	Rick Quin	1200 N. Broadway	Minot	ND	58703
89	Miracle Mart, Inc.			504 W. Main	Mandan	ND	58554
90	Grand Forks Video, Inc.			7901 Xerxes Ave. S., Suite 201	Minneapolis	MN	55431
91		Premiere Video	Laurie Schachtschneider	1030 N. Broadway	Minot	ND	58703
92	YMCA			PO Box 2064	Minot	ND	58702-2064
93		YWCA		1020 N. Broadway	Minot	ND	58703
94	Farmers Union Oil Co. of Minot		Rick Kueffler	215 Central Ave. E, PO Drawer F	Minot	ND	58702
95		Cenex of Minot	Farmers Union Oil Co. of Minot	1000 N. Broadway	Minot	ND	58703
96		Outlaw Grill		1000 N. Broadway	Minot	ND	58703
97	SSW, Inc.			PO Box 2156	Minot	ND	58702-2156
98		Taco Johns	Mike Sartwell	920 N. Broadway	Minot	ND	58703
99	Checkrite of Minot, Inc			PO Box 416	Minot	ND	58702-0416
100		KXND Fox TV24		1829 S. Broadway #4	Minot	ND	58701
101		Central North American Trade		1906 S. Broadway, PO Box 188	Minot	ND	58702
102		Superpumper		2005 N. Broadway	Minot	ND	58701
103		Seeds 2000		900 N. Broadway, Ste 102	Minot	ND	58703
104		giftamerica.giftworldnet.com		900 N. Broadway, Ste 103	Minot	ND	58703
105		Gab Business Services		900 N. Broadway, Ste 110	Minot	ND	58703
106		D & K Distributing		900 N. Broadway, Ste 111	Minot	ND	58703
107		Joel Lundy Masonry		900 N. Broadway, Ste 112	Minot	ND	58703

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	A	B	C	D	E	F	G
1	LOT OWNER	BUSINESS	BUSINESS OWNER/CONTACT	STREET ADDRESS	CITY	STATE	ZIP
108		First Command Financial Planning	Clint Cook	900 N. Broadway, Ste 120	Minot	ND	58703
109		Assist 2 Sell		900 N. Broadway, Ste 200	Minot	ND	58703
110		Fastchek		900 N. Broadway, Ste 201	Minot	ND	58703
111		Protection and Advocacy Project		900 N. Broadway, Ste 210	Minot	ND	58703
112		Check Rite	Sue Berger	900 N. Broadway, Ste 211	Minot	ND	58703
113		Preferred Restaurant Group		900 N. Broadway, Ste 212	Minot	ND	58703
114		Dept. of Juvenile Service		900 N. Broadway, Ste 300	Minot	ND	58703
115		TSA		900 N. Broadway, Ste 302	Minot	ND	58703
116	Terry Oldfield, Dakota Properties		c/o Loaf'N Jug/Mini Mart	442 Keeler Parkway	Pueblo	CO	81001
117		Mini Mart	Lynn Meade	810 N. Broadway	Minot	ND	58703
118	Condominium Association			116 8th Ave. NW	Minot	ND	58703
119		Geraldine's Nail Salon	Geraldine Heintz	5911 5th Ave. SW	Minot	ND	58701
120		Hands for Health	Marsha Presky	118 8th Ave. NW	Minot	ND	58703
121		Dennis Helgeson & Assoc.	Dennis Helgeson	120 8th Ave. NW	Minot	ND	58703
122		New Image Barber Shop	Tona Stevenson	122 8th Ave. NW	Minot	ND	58703
123		Triplett Insurance	Carol & Theron Triplett	124 8th Ave. NW	Minot	ND	58703
124	Magic City Developers, Inc.		c/o Wayne Whitty	720 Western Ave.	Minot	ND	58701
125		The Original Bar and Nightclub	Kent Bloms & Adam Hoffman	720 N. Broadway	Minot	ND	58703
126	David J. & Rita A. Arneson			712 N. Broadway	Minot	ND	58703
127		Pac 'N Ship, Inc.	Barbara Kay	714 N. Broadway	Minot	ND	58703
128		Dave's Barber Shop	Dave Arneson	712 N. Broadway	Minot	ND	58703
129	Investors Management & Marketing, Inc.		Jay Altringer	PO Box 2064	Minot	ND	58702-2064
130		Investors Management & Marketing, Inc.	Jay Altringer	700 N. Broadway	Minot	ND	58703
131	Hank Ripplinger, C G & J Partners			PO Box 548	Minot	ND	58702-0548
132		Westlie Tire Center	Hank Ripplinger, C G & J Partners	600 N. Broadway	Minot	ND	58703
133		Valley Auto Credit		600 N. Broadway	Minot	ND	58703
134		Allen Realty Co.		1300 Oak Park	Minot	ND	58703
135	First Lutheran Church			120 5th Ave. NW	Minot	ND	58703
136	Congregational United Church			430 N. Broadway	Minot	ND	58703
137	Clair A. Watne	Watne GMAC Realters		408 N. Broadway	Minot	ND	58703
138	Albert & Anna Marie Shomento			2115 8th Ave. NW	Minot	ND	58703
139		Sammy's Pizza Pasta & Chicken	Dave Shomento	126 4th Ave. NW	Minot	ND	58703
140	North Dakota State Highway Dept.			Box 1396	Minot	ND	58702-1396
141		Minot Park District		PO Box 538	Minot	ND	58702
142		Pschological Services P.C.		13 1st Ave SW #504	Minot	ND	58703
143		Bellissimo's Caffe Casa		815 N. Broadway	Minot	ND	58703
144		Fire Department	Harold Haugstad	515 2nd Ave SW	Minot	ND	58703
145		Fire Department	Robert Wetzler	400 31st Ave SW	Minot	ND	58703
146		Trinity Hospital	Attn: Emergency Response	PO Box 5020	Minot	ND	58703
147		Polce Department	Dan Draovitch	515 2nd Ave SW	Minot	ND	58703
148	5th Communications Squadron	Missile Cable Affairs Office		330 Bomber Boulevard	Minot AFB	ND	58705-5008
149	Base Commander	Minot Air Force Base		857 CSG/DEEU	Minot AFB	ND	58705
150	Dennis Helgeson			120 8th Ave. NW	Minot	ND	58703
151	Nadelen & Gaylin Schmidt			1105 27th St SW	Minot	ND	58703
152	Judy & James Mathis			1725 1st St SW Apt #4	Minot	ND	58703
153	Jeff Dunn			708 30th Ave. NW	Minot	ND	58703
154	Jarded Edwards	MSU		500 University Ave W	Minot	ND	58703
155		Board of Commissioners	Ward County Commissioners	315 SE 3rd PO Box 5005	Minot	ND	58702
156		City Council	Minot City Council	515 2nd Ave Sw	Minot	ND	58701-4784
157	Mr. Robert Frantsvog	Finance Director	City of Minot	515 2nd Ave Sw	Minot	ND	58701-4784
158	Mr. Waide Kritsky	City Engineer	Minot City Engineer	515 2nd Ave Sw	Minot	ND	58701-4784
159	Ms. Donna Bye	City Planning	City of Minot	515 2nd Ave Sw	Minot	ND	58701-4784
160	Ms. Joan Holum	Superintendent of Schools	Ward County	315 SE 3rd PO Box 5005	Minot	ND	58702
161		Public Transit	Minot City Bus	515 2nd Ave Sw	Minot	ND	58701
162	Mr. Mike Ryan	Airport Director	Minot International Airport	25 Airport Road, Suite 10	Minot	ND	58701-1457
163	Mr. Leo Brunner	Park Director	City of Minot	515 2nd Ave Sw	Minot	ND	58701
164	Mr. Dave Burckhard	Sewage & Water Works Supervisor	City of Minot	515 2nd Ave Sw	Minot	ND	58701
165	Mr. Alan Walter	Public Works Director	City of Minot	515 2nd Ave Sw	Minot	ND	58701
166	Mr. John McMartin	Chamber of Commerce	City of Minot	1020 20th Ave SW	Minot	ND	58703
167	Mr. Larry Frey	City Council	City of Minot	2515 Belview Drive	Minot	ND	58701
168	Mr. Dave Lehner	City Council	City of Minot	122 8th St SE	Minot	ND	58701
169	Mr. Lee Snyder	City Council	City of Minot	701 9th Ave NE	Minot	ND	58703
170	Mr. Neil Leigh	City Council	City of Minot	701 10th St NE	Minot	ND	58703
171	Mr. Stephan Podrygula	City Council	City of Minot	13 1st Avenue SW	Minot	ND	58703
172	Mr. Dean Frantsvog	City Council	City of Minot	1900 13th Street NW	Minot	ND	58703
173	Mr. Chuck Barney	City Council	City of Minot	2413 11th Ave. NW	Minot	ND	58701
174	Mr. Tim Greenheck	City Council	City of Minot	2409 11th Ave NW	Minot	ND	58703
175	Mr. Ron Garcia	City Council	City of Minot	1600 University Ave West	Minot	ND	58703
176	Mr. Dean A. Somerville	City Council	City of Minot	435 Cedon Drive	Minot	ND	58703
177	Mr. Ernest Medalen	City Council	City of Minot	912 18th Ave SW	Minot	ND	58701
178	Mr. Randy A. Burckhard	City Council	City of Minot	1837 15th St SW	Minot	ND	58703
179	Mr. Ron Boen	City Council	City of Minot	1606 5th St SE	Minot	ND	58701
180	Mr. Blake Krabseth	City Council	City of Minot	310 16th Ave SW	Minot	ND	58701-6227
181	Mr. David W. Waind	City Manager	City of Minot	515 2nd Ave SW	Minot	ND	58701-3739

APPENDIX L

TRANSCRIPT OF PUBLIC HEARING

NORTH BROADWAY-US 83
4TH AVENUE NW TO 21ST AVENUE NW
MINOT, NORTH DAKOTA

TRANSCRIPT OF

PUBLIC HEARING

Taken At
International Inn
Minot, North Dakota
April 28, 2005

BEFORE KADRMAS, LEE & JACKSON

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EARL ALLEN	30

(The proceedings herein were had and made of record, commencing at 4:56 p.m., Thursday, April 28, 2005, as follows:)

MS. WRIGHT: I am Mary Wright, been in Minot ever since it was a two-way street. And, anyway, I was telling them about the little church we belong to there on 5th Avenue and 3rd Street, right on the corner, little, white church across from First Lutheran. And I said, well, you know, if you are going to make the street straight, you're taking Barley Pop, you're coming right across and you're curving around the church and you're taking the nurse's house right there next to the church. I say that still is going to make it almost like an S to turn.

I say, wouldn't it be better if you just come straight from Barley Pop, her house, the church and it would be much straighter, because the church is not going to have any parking space. And with all the cars going up and down, it's going to be so much noise. No parking spaces because they will take them. And across the street is the old Red Cross building where the students live there, a lot of Minot State students. And that's all I have to say. Just an idea.

PASTOR THOMAS: My name is Roxann Thomas and, also, I'm the pastor of the New Hope Christian Center on 220 5th Avenue Northwest. And when they sent the information out to us, they had shown that they will be right at the edge of the front of the door where the porch is at, and, you know, being in that small building -- it's very old and you can hear everything that goes by already, and how they got it going coming through that way, there would be a lot of traffic, we wouldn't even be able to conduct service. So just like Mary Wright said, it would be better if they just -- if they are going to come that close all the way up to the church to the front of the door, it would just be best to just go ahead -- and we wouldn't be able to conduct service, go ahead and just make the street come straight through there, which is the next house, which they say they're going to take that's next to the church. And that is all.

MS. WRIGHT: See, that would be an S. 6th Street, Barley Pop, come in straight. When they get to the nurse's house, they could go out this way and come back to 5th Avenue. That doesn't make very much sense. If you come 6th Avenue, Barley Pop, the lady's house and the church, that would

1 make it much straighter.
2 PASTOR THOMAS: And the main concern is we
3 wouldn't be able to conduct service there with the
4 noise, and there's no parking space. The street
5 would be right there by the door.
6 (Recess taken at 5:05 p.m. to 5:31 p.m.)
7 MR. SALWEI: Good evening and welcome to
8 the public hearing for North Broadway. My name is
9 Steve Salwei. I'm with the North Dakota Department
10 of Transportation out of Bismarck.
11 With me this evening I have Al Walters,
12 Waide Kritsky and Jeff Rodacher with the City of
13 Minot, Paul Regan and Jim Redding with the North
14 Dakota DOT Minot District office here in Minot. I
15 have Paul Benning, Ardin Striefel and Don Wolf also
16 from the DOT out of Bismarck. Don is our
17 right-of-way representative this evening, so if you
18 have any right-of-way questions, Don would be the
19 person to talk to after the presentation.
20 And I also have Greg Oase, Bob Shannon
21 Sheri Lares, Scott Schneider and Jennifer Hafner
22 with Kadrmas, Lee & Jackson. KLJ, they wrote the
23 environmental document for this project.
24 Therefore, I'll be turning it over to Greg Oase
25 shortly and he can go through the specifics of the

1 project with you.
2 Before I do that, I wanted to give you a
3 brief history on this project. Back in April of
4 2003 we started writing the environmental
5 document. At that time we anticipated writing a
6 project concept report, better known as a PCR.
7 Now, a PCR is used when you have little or no
8 environmental impacts, and that's what we assumed
9 when we started this project.
10 After we had several public input
11 meetings, we had a better picture of what the
12 roadway needed to look like, and at that time it
13 looked like there was a possibility that we may
14 affect some historic properties. So in July of
15 2004 we switched the environmental document to an
16 EA, environmental assessment, better known as EA.
17 Now, the signed EA for this project is available
18 for your review this evening and is on one of the
19 tables in the back.
20 The main line roadway for this project
21 will be funded with 80 percent federal dollars, 10
22 percent state dollars, and 10 percent City of Minot
23 dollars. The service roads that we reconstruct
24 will be funded with 80 percent federal dollars and
25 20 percent City of Minot dollars. If we have to

1 replace any water -- sanitary water or sewer mains,
2 those will be a hundred percent City of Minot
3 responsibility.
4 Now, I want to stress that your comments
5 are important to us so there's a court reporter
6 here. Please make your comments known. If you
7 don't want to stand up this evening, there's
8 comment cards in the back, feel free to take them
9 home, send them in, visit with any one of us.
10 So at this time I'm going the turn it over
11 to Greg Oase from Kadrmas, Lee & Jackson and he
12 will go through -- he'll walk you through the
13 project. Thank you.
14 MR. OASE: Basically we'll go through a
15 project update, bring us back to speed on where we
16 have been and what we've done up to this point.
17 We'll revisit the purpose and need of the project
18 and we'll also go through the alternatives and the
19 analysis that we went through when we worked on
20 that. Following that we'll go into the
21 environmental analysis, and Jennifer will talk
22 about that and some of the details and specifics
23 that are related there. We'll also talk about the
24 preferred alternatives that have been chosen.
25 Following that we'll lay out where we think we are

1 with the schedule, and then from that point we'll
2 show a brief video on right-of-way acquisition that
3 the DOT has prepared, and then we'll follow that
4 with public involvement where we'll take comments.
5 If you don't want to make comments, you can make
6 them written. You can speak. We'll talk about
7 that a little more when we start, or you can visit
8 with us afterwards and you can give your comments
9 to the court reporter following the meeting.
10 The kickoff meeting when we first started
11 this project was in May of 2003. We did an
12 alternatives public workshop in July of 2003.
13 Based on a lot of those comments, a lot of the
14 things that came up in those two meetings, we went
15 through the process of doing four separate traffic
16 operations studies. Those were done to address
17 certain alternatives or certain concerns that were
18 brought up in those meetings.
19 As time went on we also did an
20 archeological and architectural survey in March of
21 2004. Based on those results and some of the
22 issues that were brought up that identified
23 properties as being historically significant or at
24 least eligible for that list, the Federal Highway
25 and the DOT changed the environmental class of

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1 action from a CATEX to an EA. And our third public
2 input meeting was held in November of 2004.
3 For our project, the purpose and the need
4 is kind of the statement which carries us through
5 the rest of the project. The need for the proposed
6 reconstruction of North Broadway is driven by a
7 number of deficiencies along the project corridor,
8 and these include deteriorated pavement, inadequate
9 roadway capacity, inadequate lane widths, safety,
10 and inadequate pedestrian facilities. As we go
11 through the rest of the presentation tonight, we'll
12 touch on some details on all of those categories.
13 The purpose of the North Broadway project
14 is to improve roadway deficiencies to meet North
15 Dakota DOT guidelines and standards. And this
16 would include replacing the pavement, providing
17 roadway capacity to a minimum of level of service C
18 based on future traffic demands, and this meets
19 National Highway System criteria, and thus not
20 reducing -- having a reduction in safety. I think
21 that's still our goal, and a major goal is for
22 safety to both the traffic -- to vehicle users and
23 also pedestrians that use that system, and then at
24 the same time meeting ADA guidelines and
25 standards.

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1 I think from here we'll turn it over to
2 Scott and he's going to discuss the alternatives
3 that we have open to us tonight.
4 MR. SCHNEIDER: Thanks, Greg. Can you
5 guys hear me? As Greg said, I'm going to go
6 through the project alternatives. And with any
7 project that involves federal dollars, we always
8 have a do-nothing alternative, which is alternative
9 A in this project.
10 And from there the project was broke into
11 two segments based on the territory. Segment 1 is
12 from 4th Avenue Northwest to 11th Avenue Northwest.
13 Segment 2 is from 11th Avenue Northwest to 21st
14 Avenue Northwest. And we broke the alternatives
15 into the different segments because of the
16 different requirements within those segments, the
17 first segment being totally an urban section,
18 Segment 2 being somewhat of a rural section with
19 not as many impacts and different alternatives that
20 are required.
21 Alternative B is to rebuild the roadway
22 with the existing geometry. And this alternative
23 was developed to reduce the right-of-way impacts,
24 so we would build the same lane width configuration
25 and the same sidewalk configuration in Segment 1

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1 that is currently there now. We would replace the
2 deficient pavement, but we would not be able to
3 update the pedestrian facilities to wider
4 facilities.
5 Alternative C, which is on the wall in the
6 back, is five 12-foot lanes with options for 8-foot
7 to 4-foot sidewalks.
8 Alternative D is two 12-foot outside lanes
9 and three 11-foot inside lanes with the same
10 sidewalk options of 4-foot as a minimum to 8-foot
11 sidewalks as the maximum. That alternative is in
12 the middle over here on the side.
13 Alternative E is a raised median section,
14 and this alternative was also developed to reduce
15 the right-of-way impacts in Segment 1. We took a
16 look at the existing right-of-way and fit a four-
17 lane section with a raised median in there to give
18 a wider lane width and at the same time be able to
19 meet the minimum requirements for ADA. And that
20 section is shown here on the front. We have a
21 quick picture here of what a raised median for
22 anybody that might have any questions what that's
23 going to look like. This is a typical intersection
24 with a raised median. You can see it here in the
25 picture. This alternative would have a continuous

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1 raised median from 4th Avenue to University
2 Avenue. It would not allow any left turn lanes at
3 any of the intersections or into any of the
4 businesses adjacent to North Broadway.
5 And also in Segment 1 we have two options
6 that -- any one of the alternatives could be
7 chosen, but then at the same time these options can
8 be chosen. The first option is extending the left
9 turn lane at 4th Avenue back to what the traffic
10 operations report requires us to do. Option 2 is a
11 5th to 6th Avenue transition, and we have that
12 option back on the board in the back if anybody
13 would like to look at that closer afterwards. This
14 option was brought forward by the City of Minot,
15 and we identified the impacts from that
16 alternative, we've laid it out, and it will be
17 brought forth to the decisionmakers so any comments
18 on that are greatly appreciated, as well.
19 Segment 2 alternatives are a little bit
20 easier. There's not quite as many impacts in
21 Segment 2 -- I shouldn't say impacts, but I mean
22 alternatives to Segment 2.
23 The first one is Alternative F, which is
24 five 12-foot lanes with a continuous two-way left
25 turn lane and a 10-foot multiuse trail on the west

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1 side and a 6-foot sidewalk on the east side, and
2 that would extend from 11th Avenue to 21st Avenue.
3 Alternative G is similar except we have
4 that raised median in the center, but there would
5 be left turns at all of the intersections would be
6 allowed. And that option is laid out over here on
7 the board, on my right over here.
8 Other options in Segment 2, the first one
9 involves a pedestrian crossing. There was a need
10 to look at pedestrians moving across North Broadway
11 on the north end, and we looked at three options.
12 The first is a pedestrian overhead grade separation
13 would be just placed south of 19th Avenue, and that
14 is shown back on the board back there, so if
15 anybody would want to look at that afterwards,
16 that's laid out, as well.
17 Option 3.2 is similar, but we would go
18 underneath the highway between 19th Avenue and 20th
19 Avenue with some sort of a tunnel situation where
20 pedestrians would be able to go underneath the
21 highway without being in any kind of traffic when
22 they're crossing the highway.
23 And then Option 3.3 is more of a typical
24 situation where the pedestrians would be able to
25 cross at the signal light at the intersection of

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1 20th Avenue and we would have to provide a median
2 at the center for the pedestrians to be able to
3 cross safely at that location.
4 And then Option 4 in Segment 2 is the
5 right-hand turn lane options. We laid those out.
6 We've got a cost estimate. The decisionmakers will
7 decide if they want to add any right turn lanes in
8 Segment 2 that aren't there currently today.
9 With that I'm going to turn it over to
10 Jennifer to go through the environmental
11 assessment.
12 MS. HAFNER: I'll be speaking briefly
13 about the environmental analysis that was conducted
14 in the environmental assessment. Basically all of
15 the positive and negative environmental impacts are
16 looked at for each of the project alternatives that
17 Scott just went through. And when we speak of
18 environmental impacts, we're not just talking about
19 the natural environment. We're also talking about
20 the physical environment and also the human
21 environment, what sort of social impacts it has to
22 people and places and buildings.
23 One of the many purposes of the
24 environmental assessments for North Broadway is to
25 disclose all these impacts to the public so that

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1 you, the people, are well informed not only of the
2 proposed alternatives, but also of the potential
3 impacts that the project may have. And all of this
4 environmental analysis is in Chapter 3 of the
5 environmental assessment and, as Steve had
6 mentioned earlier, there are some in the back of
7 the room, but we also have public viewing
8 locations, and I'll talk about that in just a
9 little bit.
10 As you see, each of the following
11 categories on the screen we looked at in the North
12 Broadway environmental assessment. Some of these
13 are land use impacts, social impacts, and there's a
14 lot of subheadings under the social impacts, and
15 that's community cohesion, so if you have a
16 district or a residential district, how would any
17 of the alternatives impact the closeness or the
18 togetherness of that neighborhood. We also have
19 travel patterns and accessibility, school
20 districts, churches, businesses, residences, fire,
21 police and emergency protection. And mobility and
22 safety. And we have relocation and parking
23 impacts. We look at economics and impacts to
24 pedestrians and bicyclists, noise, impacts to
25 cultural resources. And there's even more. We go

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1 through visual impacts, hazardous waste, and
2 temporary construction impacts, and we also look at
3 Section 4(f) properties, and I'll talk about these
4 in just a little bit.
5 But one of the central themes that emerged
6 in the environmental assessment were the impacts to
7 businesses, buildings and residences, and this is
8 with the majority of the alternatives and the
9 options. And it seemed like most of all the other
10 impacts were sort of related to these relocations.
11 So I'm going to talk about these relocations for
12 each of the alternatives and the options.
13 Alternative C, which is the five 12-foot
14 lanes, would have about six to nine building
15 relocations, which does include one apartment
16 building, and 10 to 13 business relocations. And
17 these numbers are dependent on which sidewalk width
18 is chosen, which is either 4-foot, 6-foot or 8-foot
19 sidewalks. This alternative would also require
20 construction easements for the majority of the
21 project length, and this would be to accommodate
22 the matching roadway, driveway and parking lot
23 grades. A maximum of four feet would be required
24 on the east side of the roadway from University
25 Avenue Northwest to 11th Avenue Northwest, but this

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1 would only be to accommodate 8-foot sidewalks. And
2 if 4-foot or 5-foot sidewalks are selected, small
3 parcels of right-of-way would need to be acquired
4 behind the sidewalk for the placement of lights,
5 signs, signal standards, and these parcels would be
6 on both sides of North Broadway, both east and
7 west.
8 Alternative C would also end up impacting
9 approximately 45 to 59 percent of the businesses on
10 the west side of North Broadway and 50 to 64
11 percent of the buildings on the west side of North
12 Broadway. This alternative may impact 50 percent
13 of the stationery and office supply stores and 66
14 percent of the retail music stores in the City of
15 Minot, and this would be a social impact. There
16 would be a parking lot with Alternative C for some
17 businesses, Broadway Exchange & Pawn, American
18 General and Subway and the strip mall.
19 Now, depending on which sidewalk width is
20 chosen for Alternative C, 4-foot sidewalks would
21 actually decrease the width between the roadway
22 and, let's say, the churches. And 6- to 8-foot
23 sidewalks would, of course, increase that buffer.
24 For the First Lutheran Cemetery 10 feet would need
25 to be acquired, and this would basically decrease

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1 the buffer between the roadway and the cemetery.
2 Moving on, this is one of the buildings
3 that may be potentially relocated. It's Northwest
4 Music, which also has a couple other businesses in
5 it. And you can see people are walking down the
6 street in single file because of the sidewalk
7 width.
8 And moving on to Alternative D.
9 Alternative D would involve five to eight building
10 relocations, which also includes one apartment
11 building, and 9 to 12 business relocations
12 dependent, of course, again, on which sidewalk
13 width is chosen. Additional right-of-way that may
14 need to be acquired would vary from three feet to
15 11 feet, also dependent on which sidewalk width is
16 chosen. And, again, 4- to 5-foot sidewalks would
17 need -- small parcels of right-of-way would be
18 acquired behind the sidewalks for the placement of
19 lights, signal standards and signs. And these
20 parcels would, again, be on the west and east side
21 of North Broadway.
22 Alternative D would impact 41 to 64
23 percent of the businesses and 36 to 57 percent of
24 the buildings on the west side of North Broadway.
25 And Alternative D would have the same parking

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1 impacts as Alternative C and also have the same
2 sidewalk impacts as Alternative C that I just
3 mentioned.
4 Alternative E would impact one apartment
5 building and two buildings and three businesses.
6 And Alternative E would require additional
7 right-of-way just at one location, and that's the
8 location of the left turn lanes at 4th Avenue
9 Northwest and University Avenue Northwest.
10 Now, Alternative E, because it's a raised
11 median option, has slightly different impacts than
12 Alternatives C and D. This alternative may disrupt
13 driver expectancy in turning movements, turning
14 movements could also increase, and a possible
15 increase of traffic on some residential side
16 streets. Travel patterns may change for vehicles,
17 but also for pedestrians. Vehicle access to
18 businesses may be difficult with not allowing any
19 left-hand turn lanes. And this alternative also
20 may make it difficult to respond to emergencies or
21 maybe stop a violator on North Broadway and
22 response times may double to get to emergencies
23 because of the raised median.
24 Last, we have Option 2. Option 2 would
25 have all the same impacts associated with either

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1 Alternatives C or D, and this would be the
2 relocation of one residence and an additional
3 right-of-way from a front yard. Now, if
4 Alternative E was chosen, which is the raised
5 median, Option 2 is not recommended.
6 This is a picture that you probably are
7 very familiar with, The Barley Pop, and this is
8 just an example of the signal standards being in
9 the middle of the sidewalk and this currently
10 doesn't meet ADA guidelines.
11 Here's another picture that just shows a
12 great example of pedestrians walking in the
13 cemetery. They would rather walk in the cemetery
14 so that they have a greater distance from the
15 roadway.
16 Section 4(f). Section 4(f) properties are
17 properties protected under the United States
18 Department of Transportation Act of 1966.
19 Basically this act was established to protect
20 publicly owned parks, lands, recreation areas,
21 wildlife or waterfowl refuges or else it is to
22 protect historic sites.
23 For transportation projects, it is
24 necessary to have at least one alternative that
25 avoids or minimizes harm to these Section 4(f)

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1 properties. With this in mind, there are three
2 Section 4(f) properties all along or near North
3 Broadway, and those are the First Lutheran Cemetery
4 and the First Lutheran Church complex, the Mackley
5 Apartments and a potentially eligible residential
6 historic district.
7 All attempts were made to avoid the First
8 Lutheran Church because it's eligible for listing
9 on the National Register of Historic Places, which
10 also makes it a Section 4(f) property, and it
11 resulted in widening to the west side of North
12 Broadway so that we would avoid the First Lutheran
13 Church.
14 The potentially eligible historic district
15 is bounded by North Broadway on the west, but it
16 excludes the buildings facing North Broadway, the
17 Mouse River on the south, 11th Street Northeast on
18 the east, and 11th Avenue Northeast on the north,
19 and this historic district would be impacted with
20 Alternative E, if it were chosen.
21 Now, the Mackley Apartments. I heard
22 earlier when people were talking, this is sort of a
23 big subject, so if you have any questions after I
24 get through this, just please ask. The Mackley
25 Apartments is also eligible for listing on the

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1 National Register of Historic Properties, which
2 also makes it a Section 4(f) property. And so all
3 alternatives except two would impact the Mackley.
4 One of them was Alternative B, which Scott
5 mentioned earlier, but this alternative does not
6 meet the project's purpose and need because it
7 doesn't fix those deficiencies that Greg spoke
8 about, the not meeting ADA. So that alternative
9 was not further gone through in the EA.
10 And the only other alternative that does
11 minimize impacts is Alternative D with 4-foot
12 sidewalks. Alternative D requires a modification
13 to the Mackley Apartment steps, and the North
14 Dakota State Historic Preservation Officer has
15 determined that this would result in a no adverse
16 effect to the Mackley Apartments.
17 So, therefore, since there's a no adverse
18 effect determination, North Dakota Department of
19 Transportation, along with the Federal Highway
20 Administration, identified this as the preferred
21 alternative just at the location of the Mackley
22 Apartments. So this is just, again, the preferred
23 location at the Mackley Apartments location.
24 After the public comments have gone
25 through and agency comments, they will identify

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1 more preferred alternatives and we could transition
2 out to either Alternative D, 6-foot or 8-foot
3 sidewalks, or else Alternative C, 6-foot or 8-foot
4 sidewalks, after the Mackley Apartments location.
5 Whoops, I'm sorry. I didn't click the slide.
6 As mentioned earlier, the public
7 involvement is extremely important with this
8 project. We urge that you bring your comments to
9 us. Come and have the court reporter transcribe
10 your comments. We did have three other meetings,
11 the first starting in May, the last one in
12 November. Representatives of Kadrmas, Lee &
13 Jackson went to most of the businesses along North
14 Broadway in the beginning of the project and spoke
15 to almost all the business and property owners. An
16 ad was placed in The Minot Daily News for all the
17 meetings. We had public service announcements and
18 we sent newsletters.
19 As I said before, we have the EA in the
20 back of the room and we also have them at different
21 viewing locations. In Minot we have them at the
22 City of Minot Engineering Department, the Minot
23 State Library, the Minot Public Library, the North
24 Dakota Department of Transportation Minot District,
25 the Minot Kadrmas, Lee & Jackson office, and we

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1 have them in two Bismarck locations, the Federal
2 Highway Administration Division Office and the
3 North Dakota Department of Transportation Local
4 Government Office.
5 And with that I'm going to turn it back
6 over to Greg and he's going to talk a little bit of
7 the project schedule and then we have a short
8 video.
9 MR. OASE: Thank you, Jennifer. Once we
10 have satisfied all of the requirements of the
11 environmental assessment, this will be presented to
12 the Federal highway, North Dakota Department of
13 Transportation for their review and approval.
14 We're hoping that that will come during the summer
15 of 2005. Once we have that clearance, the design
16 on the project can begin, the permitting that's
17 required, and the right-of-way acquisition and
18 relocations and whatever is required based on the
19 alternatives that are chosen.
20 With the completion of those items, the
21 thing could be bid probably as early as 2006 in the
22 fall -- late fall or early 2007, so that the
23 earliest it could be constructed would be 2007.
24 It's important that all the right-of-way and all
25 the relocations and those types of things are

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1 completed before any construction is done.
2 The comment period on this meeting runs
3 through May 12th, so we would encourage you to get
4 your comments to us tonight. If something comes to
5 you later on or a week from now or whatever, you
6 can get it to that address, you can drop it off at
7 our office at 1810 4th Avenue, get it to the city,
8 or the DOT district will take them and get them to
9 us, too.
10 Right now we're going to show a short
11 four-minute video on right-of-way acquisition.
12 While we're doing that, one of the things that
13 we're looking at that's typically not done in this
14 stage, but it's relatively important to the
15 project, and that's the construction phasing, and I
16 encourage those of you that are along the project
17 to at least stop and look at that. It's a
18 concept. The details of that construction phasing
19 are really taken care of in the design phase. They
20 become much more complicated, but just the general
21 concept of what we're trying to do, it will get
22 more detailed at each intersection and that type of
23 thing. The goal of that, though, is to maintain
24 temporary access to driveways, to intersections and
25 that type of thing throughout the project. There

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1 will be times when you would be -- it may be held
2 in a certain area, but we'll try to give it back to
3 you someplace else or from the back or from the
4 rear. We'll work something out typically through
5 all that.
6 Now, with that, Scott is going to start
7 that. And following that we will take your
8 comments and, if you would, please come to the
9 podium, use the mike so we can get everything
10 recorded. Thank you.
11 (Video played.)
12 MS. LARES: At this time I would like to
13 take an opportunity to begin our formal public
14 comment period. We did have a speaker sign-in
15 sheet at the front desk and we have one individual
16 who did preregister, and if I can ask Rocky Schell
17 to come to the front. After Rocky speaks, we will
18 have an opportunity to circulate the mike so that
19 everyone does have a chance to talk. And if I
20 could have you state your name and organization and
21 address for the court reporter.
22 MR. SCHELL: My name is Rocky Schell. I
23 live at 1908 12th Street Northwest, and I'm here as
24 chair of the Minot Fitness Trail Committee. And
25 our Fitness Trail Committee advises the city and

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1 the park of where to put their bike paths and to
2 make separate or safe pedestrian areas for people
3 to enjoy.
4 And our group is in favor of Option 3.1,
5 Option 3.2 on the second segment -- or Segment 2 of
6 the alternatives. We really believe that to join
7 North Hill together, we need a fitness trail or a
8 crossing to cross Broadway. That is so important
9 for us because right now in North Hill it's really
10 divided in half. We don't have a joining of it.
11 And we're in favor of a path that goes over/
12 under. I guess the city likes to go over, and
13 that's fine with us.
14 We would like to stay away from Option No.
15 3.3, which is just bringing the pedestrians to the
16 intersection at 21st Avenue -- or 20th Avenue.
17 Sorry. Bringing pedestrians to Broadway traffic we
18 feel is not safe. And, in fact, we have applied
19 and received a grant for next year to have a
20 fitness trail on 21st Avenue go from our soccer
21 complex all the way to Broadway so we would really
22 truly like to see this project include a crossing
23 that crosses and joins North Hill completely. We
24 just say it simply as joining our North Hill
25 complex with the rest of North Hill. Thank you.

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1 MS. LARES: Thank you. All right. Row by
2 row. Does anyone have comments in the third row by
3 show of hands? Next row, fourth row? Fifth row?
4 Anyone by show of hands in this whole section? All
5 right. Then we're going to start over here with
6 this first row. Would anyone like to make
7 comments? Second row? Third row? Again, anyone
8 in this section? Yes, sir.
9 MR. FEIST: My name is Daniel L. Feist. I
10 live at 1111 Robert Street, Minot. After looking
11 at some of your beautiful aerial photos, I have
12 written letters before, but it just came to my
13 mind, I have been looking for an access east of
14 Super 8 Motel to approximately ten acres of land
15 that I plan to develop. What my question is now
16 after a comment I heard, what amount of money would
17 it cost me to buy access east of Super 8 Motel to
18 my approximately ten-plus acres of land to be
19 developed to connect to the frontage road that I
20 paid for plus a large storm sewer? I would really
21 like to have you look into that and let me know
22 what it would cost me. Thank you.
23 MS. LARES: Thank you. I don't know if
24 there's a response to that.
25 MR. SALWEI: How we would have to handle

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that, we would have to do an appraisal of what that access is worth. Access control is purchased along the Broadway project. And we'd have to do an appraisal to determine the actual fair market value of that, and that money would actually have to be paid back to the Federal Highway Administration since Federal Highway funds were used to purchase that access control. So we can look into that.

MR. FEIST: I have a little problem with how do I establish a value of something that I don't own or nobody else will want.

MS. LARES: Maybe what I can say is when you submit your comment card, there will be a document that's put together and responses are prepared for comments that are contained within those letters.

MR. SALWEI: Don, is that how we've handled that in the past?

MR. WOLF: That's how we've done it in the past. We try to look for sales that have access and sales that don't have access and determine whether there's a difference in the selling price. It's an appraisal problem that an appraiser would have to work on. We can't give you any kind of answer tonight. It takes some research to

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determine whether there is a value to an added access or whether there isn't.

MS. LARES: Okay. Thanks, Don. Does anyone have by show of hands in the next row a comment? By show of hands anyone in this section have a comment or a question? All right. Last chance. Does anyone have any comments they would like to make formally tonight by show of hands? Yes, sir, if I can get you to come up.

MR. ALLEN: Earl Allen, 914 18th Street Northwest, Minot. A question only. We inquire as to the importance of 5th Avenue and that transition. In other words, where does 5th Avenue come from, where does it go, and what would it accomplish? Is the cost cost-efficient? I would like to see a cost analysis on that.

We just went through a 4th Avenue after 25 years of being put off, and that seems like that is the east-west thoroughfare that Very Fay advocated 40 years ago. That gives us two east-west thoroughfares through the City of Minot. Previous to that we had one, which is about the only city in the United States that only has one east-west major thoroughfare.

MS. LARES: Does anyone else have a

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comment tonight? With that then we'll close the formal public comment period. We are here through seven o'clock tonight in an open house format, so we'll have the boards still available and we'll stand by them if you have any questions you would like to ask. With that -- yes.

MR. OASE: Sheri, will we be able to make accommodation for the people who would like to make comments?

MS. LARES: Yes. She'll be here through seven o'clock. With that, we'll close -- there's a little confusion. The video asked you to send comments in to the DOT director. We have a comment card that we left with you. We also have a handout. Both of those identify Jennifer as the person to send comment cards to. As Greg mentioned, he is available, if you want to stop by the office and drop them off there, they'll make sure that we do get them. If we could have them by May 12th so they can be included in the final documents that will be reviewed by Federal Highway and the Department of Transportation.

MR. BENNING: Sheri, you might want to mention, too, that they can e-mail them in.

MS. LARES: Yes.

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MR. BENNING: The e-mail address that's shown up there on the screen and it's also in your flier, as well.

MS. LARES: Yes, it's in your handout. With that I would like to close the formal public comment period and thank you for attendance and interest in this project.

(Recessed at 6:13 p.m., the same day.)

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1 CERTIFICATE OF COURT REPORTER
2
3 I, Denise M. Andahl, a Registered
4 Professional Reporter,
5 DO HEREBY CERTIFY that I recorded in
6 shorthand the foregoing proceedings had and made of
7 record at the time and place hereinbefore
8 indicated.
9 I DO HEREBY FURTHER CERTIFY that the
10 foregoing typewritten pages contain an accurate
11 transcript of my shorthand notes then and there
12 taken.
13 Bismarck, North Dakota, this 9th day of
14 May, 2005.
15
16
17 Denise M. Andahl
Registered Professional Reporter
18
19
20
21
22
23
24
25

APPENDIX M

PUBLIC HEARING MATERIALS

- Sign-in Sheet(s)
- Handout
- Presentation

PUBLIC HEARING

April 28, 2005; 5:00 p.m. – 7:00 p.m.
International Inn, Norse Room
1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Steve Salwei	NDDOT	608 East Boulevard Ave	Bismarck ND	58505-0700
Scott Schneider	Kadrmus, Lee + Jackson	3237 E Broadway	Bismarck ND	58504
Paul Regan	NDDOT	1305 - Hwy 2 bypass E	Minot ND	58701
[illegible]	NDDOT	220 5th Ave NW	Minot, ND	58701
New Hope Christian Center				
Rocky Schell	Minot Fitness Trail Comm.	1908 12th St NW	Minot ND	58703
JEFF RODACKER	CITY OF MINOT	515 2nd Ave SW	"	58701
Mark A Vollmer	City of Minot	515 - 2nd Ave SW	Minot ND	58701
DARYL REILE	BARLEY POP	511 N. BROAWAY	Minot ND	58701
Tom Thomas	101 W Univ St		Minot	58703
Cindy Thomas	101 W. Univ Ave.		Minot	58703
Dan & Danielle Zief	Glaciel Holdings	501 8TH ST NE	Minot	58703
Blake Krabsch	City of Minot	310 16th Ave SW	Minot	58701

PUBLIC HEARING

April 28, 2005; 5:00 p.m. – 7:00 p.m.
International Inn, Norse Room
1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Mary L. Wright		P.O. Box 487	Minot	58702-0487
Sheri Lares	KLJ	3237 E. Broadway	Bismarck	58501
Ardin Strnefel	NDDOT	608 E. Blvd.	Bismarck	58505
Don Wolf	NDDOT	608 E. Blvd Ave	Bismarck	58505
Nadean + Gaylen Schmedt	cashman	1105 27th St SW	Minot	58701
Daniel L. Geist	Geist Const & Realty	1415 21st Ave. N.W.	Minot	58703
[illegible]		1800 8th St SW	Minot	58201
WAIDE KRITSKY	CITY OF MINOT	515-2ND AVE SW	MINOT	58701
[illegible]	Brady Cox	501 N Broadway	Minot	58703
[illegible]	Walter Realtors	408 N. Broadway	Minot	58703
Alan M. Walter	City of Minot	515-2 Ave SW.	Minot	58702
[illegible]	Vor Rehab	400 22 Ave NW	Minot	58703
Dick Rutten	MINOT PAVING	3280-4th Ave NW	Minot	58702

PUBLIC HEARING

April 28, 2005; 5:00 p.m. – 7:00 p.m.
International Inn, Norse Room
1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
BOB BARTSCH	SUBWAY	721 N Bdwy Minot ND	Minot	58701
JIM HATLELID	MINOT CATHOLIC	311 11TH AVE NW	"	" 3
Jim Redding				
Marcia Preskey	Hands for Health	118-8th Ave NW	Minot	58703
Ken Johnson	Son Mgmt Co.	P.O. Box 383	Minot	58702
L. John MacMarkin	Minot Chamber	1020 20th Ave SW	Minot	58701
Bob Shannon	Kadrmas Lee & Jackson			
[illegible]	KL+J		B	
Jeff McElwain		117 36th AVE SE	MINOT	58701
DR. STEVE PODRYGULA	PSYCHOLOGICAL SERVICES	13 1ST AVE SW #304	MINOT	58701
Brekka Kramer	Odney Advertising	#7 Third St SE, Suite 101	Minot	58701
MIKE SARTWELL	TACO JOHN'S	920 N. Bdwy	MINOT	58701

PUBLIC HEARING

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1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Donna Bye	City of Minot	515 · 2nd Ave · SW	Minot	58701
Damon Anise	City Minot	" "	Minot	58701
[illegible]	Minot Police	" "	Minot	58701
Bob Olla	NDDOT	1305 Hwy 2 Bypass E	Minot	58701
Earl Allen	Oak Park Center	1300 O.P.C	Minot	58703
PAUL BENNING	NDDOT	608 E BLVD AVE	BISMARCK	58503
GREG OASE	KLXJ	1810 4th Ave NW	MINOT, ND	58703
Sue Burger	Check Rite	900 N. Broadway	Minot	58703
[illegible] Ackerman		2304 19th Ave NW	Minot	58703

PUBLIC HEARING

April 28, 2005; 5:00 p.m.–7:00 p.m.
International Inn, Norse Room
1505 North Broadway
Minot, North Dakota

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

(Please Print) Name	Business/Organization	Street Address	City/State	Zip
Doug Johnson	SRT		Minot.	

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

PUBLIC HEARING • April 28, 2005

SPEAKER SIGN-IN

(Please Print) Name	Address
Rocky Schell	1908 12th St NW Minot ND 58703

PUBLIC HEARING

for the March 2005 Environmental Assessment

April 28, 2005 • International Inn • 5 pm – 7 pm
Formal Presentation at 5:30 pm

Comments may be transcribed privately from 5:00 pm to 5:30 pm and formal comments will be transcribed directly after the formal presentation

About This Hearing

The NDDOT (North Dakota Department of Transportation), in cooperation with the city of Minot, proposes to reconstruct 1.3 miles of US Highway 83, also known as North Broadway. The project begins at 4th Avenue NW in the city of Minot and continues north to 21st Avenue NW. The March 2005 EA (Environmental Assessment) has been prepared. The EA discloses potential adverse and beneficial impacts to the human and natural environment associated with each project alternative. Potential measures to minimize or eliminate impacts are also discussed. The EA is currently under review by federal, state, and local agencies and is available for public viewing (please refer to page 4 for public viewing locations).

Today's Public Hearing is an important part of the public information program designed to keep the public, agencies, and interested parties informed about the project. It is also an opportunity to gather comments and positions from all interested parties for public record, which ultimately is considered during the decision making process. The information provided today identifies the project's purpose and need; alternatives studied; and the social, environmental, and other impacts of the project.

Project Purpose and Need

The need for the proposed reconstruction of North Broadway is driven by a number of deficiencies along the proposed corridor. These include deteriorated pavement, inadequate roadway capacity, inadequate lane widths, safety, and inadequate pedestrian facilities.

The purpose of the North Broadway project is to improve roadway deficiencies to meet NDDOT guidelines/standards. This would include replacing the pavement, providing roadway capacity to a minimum of LOS C based on future traffic demands, meeting NHS criteria 23 CFR 658.9(b), not having a reduction in safety, and accommodating pedestrian/bicyclist users, while meeting ADA guidelines/standards.

Alternatives Analysis

The project corridor has been divided into two segments (Segment 1 and Segment 2) by location, functionality, and corresponding roadway typical sections. Segment 1 extends from 4th Avenue NW to 11th Avenue NW. Segment 2 continues from 11th Avenue NW to 21st Avenue NW.

Analysis of the Minot Broadway corridor resulted in the development of a no-build alternative (Alternative A), four build alternatives in Segment 1. Additional design options were developed for various locations to enhance the operation of the facility.

Minot Broadway Alternatives Summary

Alternative	Description
Alternative A	No Build
Segment 1 Alternatives—4th Avenue NW to 11th Avenue NW	
Alternative B	Rebuild with Existing Geometry
Alternative C	Five 12-foot Lanes w/ 4-foot to 8-foot Sidewalks
Alternative D	Two 12-foot Outside & Three 11-foot Inside Lanes w/ 4-foot to 8-foot Sidewalks
Alternative E	Four Driving Lanes w/ Continuous Raised Median & Sidewalks
Option 1	Left turn lane at 4th Avenue NW – Northbound
Option 2	5th Avenue NW to 6th Avenue NW transition
Segment 2 Alternatives—11th Avenue NW to 21st Avenue NW	
Alternative F	Five 12-foot lanes with flush median
Alternative G	Four 12-foot lanes with raised median
Option 3.1	Pedestrian Overhead Grade Separation near 20th Avenue NW
Option 3.2	Pedestrian Underpass Grade Separation near 20th Avenue NW
Option 3.3	Pedestrian At-Grade Crossing at the intersection of 20th Avenue NW
Option 4	Right turn lanes

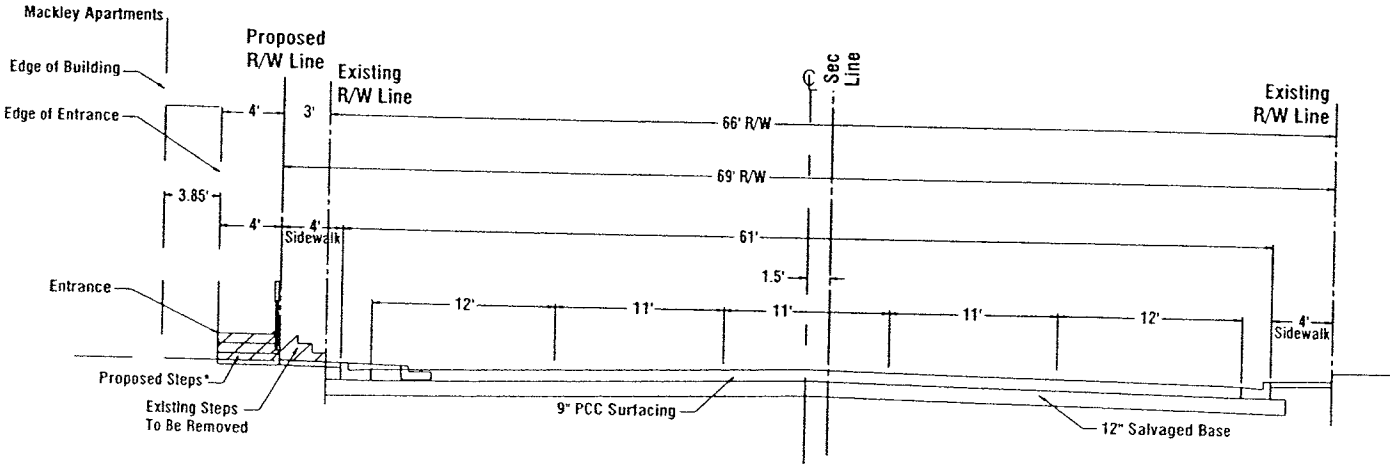
Recommendation of Preferred Alternative

(Alternative D, 4-foot sidewalks) at Mackley Apartments Location (425 North Broadway)

The Mackley Apartments (425 North Broadway) is eligible for listing on the National Register of Historic Places, which is protected by Section 4(f) of the US Department of Transportation Act of 1966, as codified in the 49 U.S.C. § 303. Alternative D with 4-foot sidewalks would require modification to the Mackley Apartments' steps or removal of the steps. ND SHPO (North Dakota State Historic Preservation Officer) has determined that this would result in No Adverse Effect to the Mackley Apartments.

Since Alternative D, 4-foot sidewalks constitutes a No Adverse Effect determination, NDDOT and FHWA have identified this as the preferred Alternative in the location of the Mackley Apartments in Segment 1. A preferred alternative has not been identified for the remainder of Segment 1 and Segment 2. Following the public and agency comment periods, preferred alternative(s) will be identified in the final environmental document.

Alternative D, 4-foot sidewalks at Mackley Apartments Location



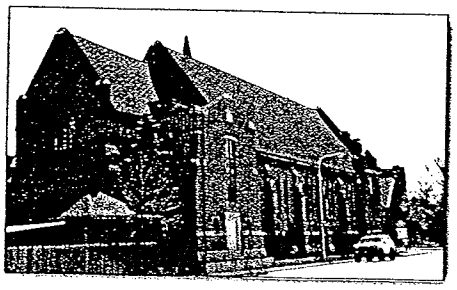
*Minimum Step Requirements per City of Minot Building Code
- 44" Landing
- 7" Rise
- 11" Tread

Alternative D with 4-Foot Sidewalks & Modified Steps

Social, Economic, Environmental, and Other Impacts

A detailed environmental analysis was conducted to determine the impacts of the proposed alternatives. A detailed discussion of the probable environmental consequences is contained in Chapter 3 of the March 2005 EA (please refer to page 4 for public viewing locations). The following is a list of environmental impact categories that were analyzed for each alternative and option:

- Land Use Impacts
- Social Impacts
  - Community Cohesion
  - Travel Patterns/Accessibility
  - School Districts
  - Churches



continued on page 3...

...Social, Economic, Environmental, and Other Impacts *continued from page 2*

- Residences
- Businesses
- Fire, Police, and Emergency Protection
- Mobility/Safety

- Relocation Impacts
  - Parking
- Economic Impacts
- Impacts to Pedestrians and Bicyclists
- Noise Impacts
- Impacts to Cultural Resources
- Aesthetic/Visual Impacts
- Hazardous Waste Impacts
- Impacts to Utilities
- Temporary Construction Impacts (Fire, Police, and Emergency Protection)
- Secondary Impacts (Indirect effects)
- Cumulative Impacts (Incremental consequences of an action)
- Relationship Between Short-term Impacts and Long-term Benefits
- Irreversible and Irretrievable Commitment to Resource Use
- Section 4(f) Properties (Publicly owned parks, recreation areas, or historic sites)

Relocation Assistance and Right-of-Way Acquisition Process

The "Uniform Act" (Uniform Relocation and Real Property Acquisition Act of 1970), and amendments, provide important protections and assistance for people affected by federally funded projects which, although designed to benefit the public as a whole, may result in acquisition of private property and displacement of people from their homes, businesses, or farms.

Alternative C (Five 12-foot Lanes w/ 4-foot to 8-foot Sidewalks) would require between 6 to 9 building relocations (including 1 apartment building) and 10 to 13 business relocations, dependent on which sidewalk width is chosen. This alternative would also require construction easements for the majority of the project length to accommodate matching roadway, driveway, and parking lot grades. A maximum of 4 feet would be acquired on the east side of the roadway from University Avenue NW to 11th Avenue NW, to accommodate 8-foot sidewalks. If four or five-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway.

Alternative D (Two 12-foot Outside Lanes & Three 11-foot Inside Lanes w/ 4-foot to 8-foot Sidewalks) would require between 5 to 8 building relocations (including 1 apartment building) and 9 to 12 business relocations, dependent on which sidewalk width is chosen. Additional right-of-way would vary from 3 to 11 feet dependent on which sidewalk width is chosen. If 4-foot or 5-foot sidewalks are selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway.

continued on page 4...

...Relocation Assistance and Right-of-Way Acquisition Process *continued from page 3*

Alternative E (Four Driving Lanes w/ Continuous Raised Median & Sidewalks) would require one apartment building, and two buildings which include the relocation of three businesses. This Alternative would not require any additional right-of-way from 4th Avenue NW to University Avenue NW, except at the location of the left turn lanes at 4th Avenue NW and University Avenue NW.

Option 2 (5th Avenue NW to 6th Avenue NW Transition) would include the impacts associated with Alternatives C and D, along with the relocation of one residence (208 5th Avenue NW) and a small corner along the front yard of the New Hope Christian Center (220 5th Avenue NW).

Project Schedule

The NDDOT, FHWA (Federal Highway Administration), and the city of Minot reviewed the March 2005 EA. Following the Public Hearing and 15-day comment period, the FHWA will review the document, agency and public comments, and responses to comments, to determine whether an EIS (Environmental Impact Statement) or a FONSI (Finding of No Significant Impact) should be prepared. Provided that environmental clearance is received in the summer of 2005, design and right-of-way could commence, with construction to begin possibly as early as 2007.

Public Comment

Written comments on the March 2005 EA must be submitted or postmarked no later than May 12, 2005 to be included in the official transcript. Please mail comments to:

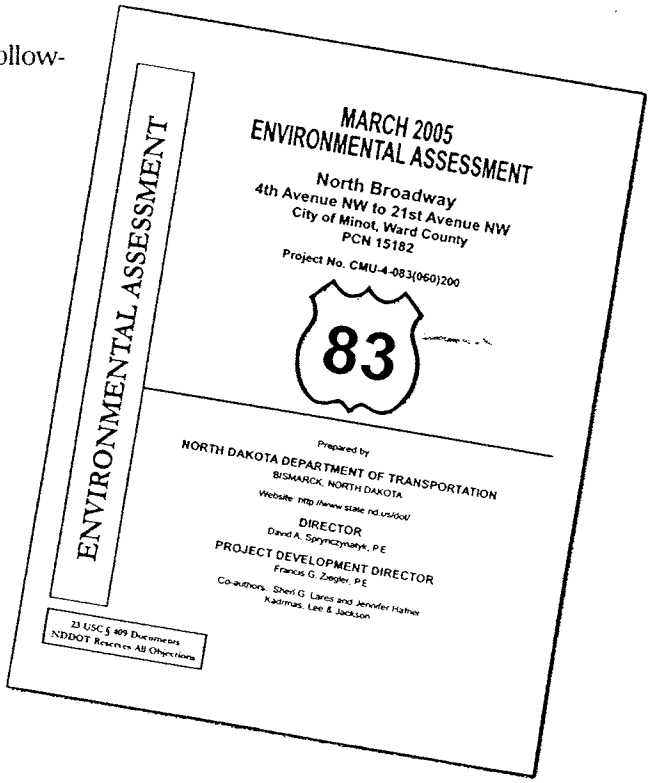
Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson Inc.
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Copies of the March 2005 EA are available for public viewing at the following Minot locations:

- ***City of Minot Engineering Department***, 1025 31st Street NE
- ***Gordon B. Olson Library (Minot State University)***, 500 University Avenue West
- ***Minot Public Library***, 516 2nd Avenue SW
- ***NDDOT Minot District***, 1305 Highway 2 Bypass East
- ***Kadrmas, Lee & Jackson***, 1810 4th Avenue NW

Copies are also available at the following Bismarck locations:

- ***FHWA Division Office***, 1471 Interstate Loop
- ***NDDOT Local Government***, 608 E. Boulevard Avenue


ENVIRONMENTAL ASSESSMENT

MARCH 2005
ENVIRONMENTAL ASSESSMENT
North Broadway
4th Avenue NW to 21st Avenue NW
City of Minot, Ward County
PCN 15182
Project No. CMU-4-083(060)200

83

Prepared by
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA
Website: http://www.state.nd.us/dot/
DIRECTOR
David A. Spymczynskyk, P.E
PROJECT DEVELOPMENT DIRECTOR
Francis G. Ziegler, P.E
Co-authors: Sheri G. Lares and Jennifer Hafner
Kadrmas, Lee & Jackson

23 USC § 409 Documents
NDDOT Reserves All Objections

NORTH BROADWAY

4TH AVENUE NW TO 21ST AVENUE NW

Public Hearing

APRIL 28, 2005

City of Minot · NDDOT

TONIGHT'S AGENDA

- Project Update
- Purpose and Need
- Alternatives Analysis
- Environmental Analysis
- Preferred Alternative
- Schedule
- Public Involvement

PROJECT UPDATE

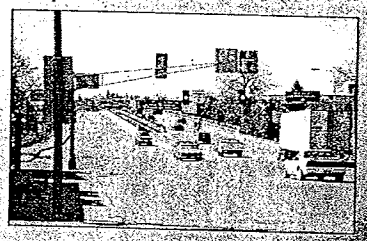
- Kickoff Meeting—May 21, 2003
- Alternatives Public Workshop—July 16, 2003
- Four Traffic Operations Studies
- Archaeological and Architectural Survey—March 2004
- FHWA and NDDOT changed the Environmental Class of Action from a CAT EX to an EA
- Public Input Meeting #3—November 17, 2004

PURPOSE AND NEED

- The need for the proposed reconstruction of North Broadway is driven by a number of deficiencies along the project corridor. These include deteriorated pavement, inadequate roadway capacity, inadequate lane widths, safety, and inadequate pedestrian facilities.
- The purpose of the North Broadway project is to improve roadway deficiencies to meet NDDOT guidelines/standards. This would include replacing the pavement, providing roadway capacity to a minimum of LOS C based on future traffic demands, meeting NHS criteria 23 CFR 658.9(b), not having a reduction in safety, and accommodating pedestrian/bicyclist users, while meeting ADA guidelines/standards.

ALTERNATIVE A

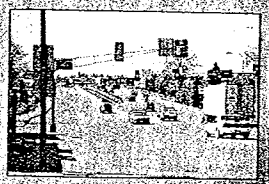
- Alternative A—Do Nothing



SEGMENT 1 ALTERNATIVES

Segment 1—4th Avenue NW to 11th Avenue NW

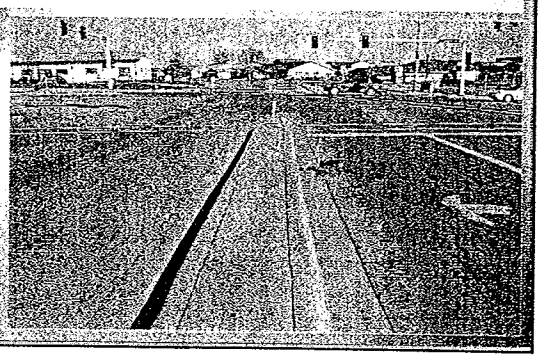
- Alternative B—Rebuild with Existing Geometry
- Alternative C—Five 12-foot Lanes, with 4-foot to 8-foot Sidewalks
- Alternative D—Two 12-foot Outside Lanes & Three 11-foot Inside Lanes, with 4-foot to 8-foot Sidewalks



SEGMENT 1 ALTERNATIVES

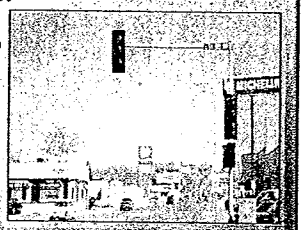
- Alternative E—Four Lanes, with No Left-Hand Turn Lanes from 4th Avenue NW to University Avenue NW, with a Continuous Raised Median, and Sidewalks

ALTERNATIVE E



SEGMENT 1 OPTIONS

- Other Improvements in Segment 1
  - Option 1—Reconstruct the Northbound Left-Hand Turn Lane at 4th Avenue NW
  - Option 2—5th to 6th Avenue Transition



SEGMENT 2 ALTERNATIVES

- Segment 2—11th Avenue NW to 21st Avenue NW
  - Alternative F—Five 12-foot Lanes with Flush Median, 6-foot Sidewalk East, and a 10-foot Multi-use Trail West
  - Alternative G—Four 12-foot Lanes with Raised Median, 6-foot Sidewalk East, and a 10-foot Multi-use Trail West

SEGMENT 2 OPTIONS

- Other Improvements in Segment 2
  - Option 3.1—Pedestrian Overhead Grade Separation near 20th Avenue NW
  - Option 3.2—Pedestrian Underpass Grade Separation near 20th Avenue NW
  - Option 3.3—Pedestrian At-grade Crossing at the Intersection of 20th Avenue NW
  - Option 4—Right Turn Lanes

ENVIRONMENTAL ANALYSIS

- Land Use Impacts
- Social Impacts
  - Community Cohesion
  - Travel Patterns/Accessibility
  - School Districts
  - Churches
  - Residences
  - Businesses
  - Fire, Police, and Emergency Protection
  - Mobility/Safety
- Relocation Impacts
  - Parking
- Economic Impacts
- Impacts to Pedestrians and Bicyclists
- Noise Impacts
- Impacts to Cultural Resources

ENVIRONMENTAL ANALYSIS

- Aesthetic/Visual Impacts
- Hazardous Waste Impacts
- Impacts to Utilities
- Temporary Construction Impacts (Fire, Police, and Emergency Protection)
- Secondary Impacts (*Indirect effects*)
- Cumulative Impacts (*Incremental consequences of an action*)
- Section 4(f) Properties (*US Department of Transportation Act of 1966, publicly owned parks, recreation areas, or historic sites*)

RELOCATIONS—ALTERNATIVE C

- 6 to 9 building relocations (including 1 apartment building) and 10 to 13 business relocations
- Require construction easements
- On the east side of the roadway from University Avenue NW to 11th Avenue NW—4 feet max
- Small parcels for light poles etc. required on both sides of the roadway for 4 to 5-foot sidewalks

RELOCATIONS—ALTERNATIVE D

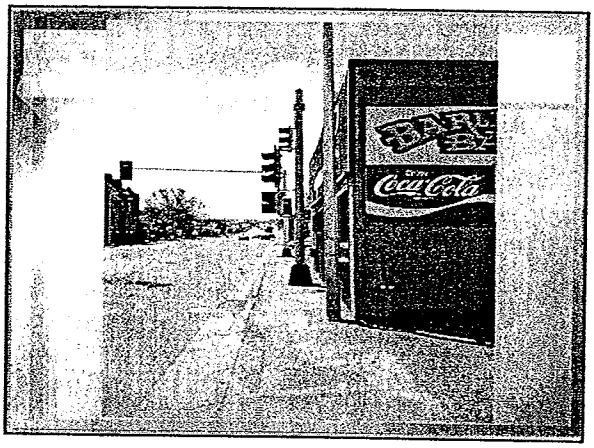
- 5 to 8 building relocations (including 1 apartment building) and 9 to 12 business relocations
- Right-of-way would vary from 3 to 11 feet
- Small parcels for light poles etc. required on both sides of the roadway for 4 to 5-foot sidewalks

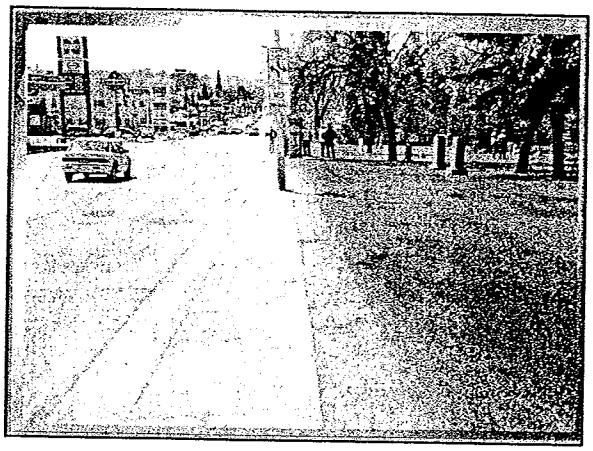
RELOCATIONS—ALTERNATIVE E

- One apartment building and two buildings which include the relocation of three businesses
- Additional right-of-way at the location of the left turn lanes at 4th Avenue NW and University Avenue NW

RELOCATIONS—OPTION 2

- Impacts associated with Alternatives C and D
- Relocation of one residence (208 5th Avenue NW)
- Small corner along the front yard of the New Hope Christian Center (220 5th Avenue NW)





IMPACTS TO SECTION 4(f) PROPERTIES

- First Lutheran Church Complex and the First Lutheran Cemetery
- Mackley Apartments
- Potentially eligible residential historic district

IDENTIFICATION OF PREFERRED ALTERNATIVE

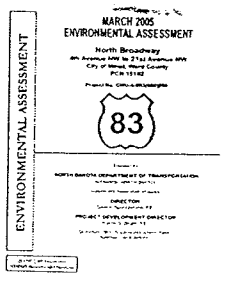
- Alternative D, 4-foot sidewalks is the preferred alternative at the Mackley Apartments location
- It would result in a *No Adverse Effect* determination
- Following public and agency comments, preferred alternative(s) will be identified in the final environmental document

PUBLIC INVOLVEMENT

- Public Input Meeting #1—May 21, 2003
- One-on-One Meetings
- Public Input Meeting #2—July 16, 2003
- Public Input Meeting #3—November 17, 2004
- Public Hearing—April 28, 2005

PUBLIC HEARING: 04/28/05

- Notice of Availability of the March 2005 Environmental Assessment
  - Public Viewing Locations
    - City of Minot Engineering Department
    - Gordon B. Olson Library (Minot State University)
    - Minot Public Library
    - NDDOT Minot District
    - Kadrmas, Lee & Jackson Office
    - FHWA Division Office
    - NDDOT Local Government

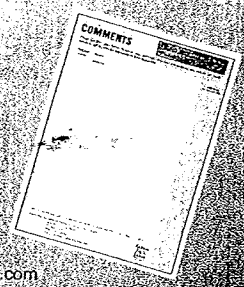


SCHEDULE

- Environmental Clearance—Summer 2005
- Design, Permitting, and ROW—Following Environmental Clearance
- Construction—Possibly as early as 2007

QUESTIONS?

- Comment period runs through May 12, 2005



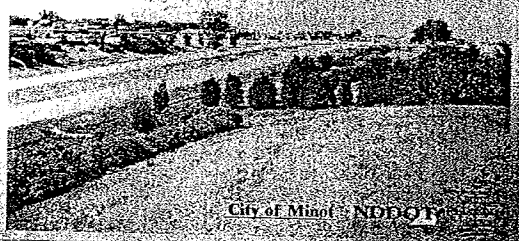
Send comments to:

Jennifer Hafner
Environmental Planner
Kadrmas, Lee & Jackson, Inc.
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

NORTH BROADWAY

4TH AVENUE NW TO 21ST AVENUE NW

Thank you
for your participation



City of Minot · NDDOT

APPENDIX N

PUBLIC HEARING—PUBLIC COMMENTS AND RESPONSES

- **Comments Received:**

  Daniel L. Feist, Feist Realty Co.

  Anonymous

  Rocky Schell, Minot Fitness Trail Committee

  Ryan Ackerman

  Robert Bartsch

  Daniel L. Feist, Feist Realty Co.

  New Hope Christian Center

  Clair Watne, Watne Realtors

  Jeff McElwain

  Gaylen Schmidt, Mackley Apartments Owner

  Bob Miller

  John MacMartin, Minot Chamber of Commerce

  James P. Hatlelid

- **Response(s)**

Phone (701) 852-1261
Fax (701) 852-1443

DEVELOPER
FEIST
REALTY CO.
Minot, ND
REAL ESTATE

1415 - 21st Ave. NW
P.O. Box 508
Minot, ND 58702-0508

April 14, 2005

Mr. Steve Salwei, P.E.
Urban Regional Engineer
ND DOT
608 E. Boulevard Avenue
Bismarck, ND 58505-0700

RE: Reconstruction of North Broadway between 4th Avenue NW and 21st Avenue NW, Minot, ND.

We request the following:

1. The access at the west side of North Broadway by the "Super 8 Motel" and to the "International Inn" at approximately 13th Avenue NW would remain in place. This avenue could also extend to the west through Ryan High School property then continue west to the north parking lot at Minot State University Dome building, which would be very beneficial to the area traffic. 1
2. There must be access to the east side of North Broadway across from the west access at Super 8 Motel. This will allow the approximate 10 acres to be developed on the east side between 12th Avenue NW and 15th Avenue NW. 2
3. Water and sanitary sewer existing large mains from the west side of North Broadway must be extended across to the east side through the right of way of North Broadway between 13th Avenue NW and 15th Avenue NW. We have no other access to water from North Hill for water pressure or to sanitary sewer lines to the south for gravity flow. 3
4. A new large storm sewer system on North Broadway that will control all storm water run off drainage from the Minot International Airport and the large drainage area from the north. 4
5. The existing slope between 11th Avenue NW to 19th Avenue NW from east to west on North Broadway should be at level grade for safer roadway, so we plan to match the new approach access to the east existing frontage road to the approximate 10 acres to be developed that is owned by us. We also want the existing frontage road to be extended from the east side of North Broadway from approximately 14th Avenue NW on the right of way to the north extending to 19th Avenue NW or the Ball Park Road for access by the Fire Department, which would also allow this area acreage to be developed and be on the tax rolls. 5
6. Please keep me informed as to when these items will be accomplished.

Daniel L. Feist

Daniel L. Feist

Public Hearing ▪ *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: _____

Address: _____

-THIS SPACE OFFICE USE ONLY-

1. PUT IN A RIGHT TURN LANE ON 11 AVE NW, EASTBOUND AT BROADWAY (AT THE SW CORNER OF INTERSECTION). TRAFFIC GETS BACKED UP A LOT WHEN THE LEAD CAR IS GOING STRAIGHT (AND IS STOPPED BY A RED LIGHT) AND THE CARS BEHIND CAN'T GET UP TO THE INTERSECTION TO MAKE A RIGHT TURN (TO GO SOUTH ON BROADWAY). 6

2. WITH ALL THE TRAFFIC ON BROADWAY, THE WIDER THE SIDEWALKS THE BETTER (EG., TO KEEP PEDESTRIANS SAFE AND GIVE A BIT OF A BUFFER TO BUSINESSES AND OTHER ADJACENT PROPERTIES) 7

3. EXCEPT PERHAPS FOR THE MACKLEY, NEARLY ALL BUILDINGS ON W. SIDE OF BROADWAY ARE MARGINAL AT BEST; DON'T BE AFRAID TO RELOCATE THE OCCUPANTS, DO IT RIGHT! 8
WIDEN THE ROAD ENOUGH. 9

4. RAISED MEDIAN ON BROADWAY IS NOT ACCEPTABLE. 10

5. LIKE THE IDEA OF PEDESTRIAN (UNDERPASS OR) OVERPASS AT BROADWAY AND 20TH AVE. OVERPASS SEEMS SAFER. 11

*Written statements will be made part of the official transcript if received by May 12, 2005.

Please mail to: Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

COMMENTS

Additional space for comments, if needed. Please print.

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Public Hearing • *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: Rocky Schell

Address: 1908 12th St NW Minot ND 58703

-THIS SPACE OFFICE USE ONLY-

I am representing Minot Fitness trail Committee ~~and~~ Am IN support of A "Crossing" For pedestrian traffic on the upper part of Broadway. We don't really have A preference of an over or an under the Highway Crossing – We just need A Safe crossing For people to connect North Hill with the Softball Park Complex And North East Minot. We have applied And have been granted a fitness trail (Istea) from 11th St NW to Broadway on 21st Ave. This is to be Completed 2006 And is part of the Picture joining North Hill – East – with the Northwest Part of Minot. Again We have been granted funding For our 21st Ave as part of this great project. We can finally join our Soccer Complex with the Softball Complex on North Hill! Currently there are no trails around the outside of the Softball Complex – Why? [Because with our Lack of a SAFE Route For pedistrian traffic at Broadway it has never been Completed. We the Fitness trail Committee would welcome a crossing at any place between 19½ – 21st Ave North Broadway!

11 and 12

13

7

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Public Hearing • April 28, 2005

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

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11 and 12

We are in FAVOR of Segment 2 alternative Option 3.1 or 3.2 a SAFE Separate over/under crossing For joining North Hill in Minot.

Thank You

Rosky V Schell

701 839-4817

14

ONE Note - We feel a crossing at the 20th Ave Lights is Not adequate because of the time it takes to Walk across 5 (Five) Lanes of traffic it would not Be SAFE for Pedestrians. And Having a Separate Structure puts pedestrian traffic Away From Vehicular traffic.

Public Hearing ▪ April 28, 2005

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: RYAN ACKERMAN

Address: 2304 19th AVENUE NW
MINOT ND 58703

-THIS SPACE OFFICE USE ONLY-

WITH THE PROPOSED 5-12' LANE SECTIONS, THERE IS NO BUFFER BETWEEN THE OUTSIDE TRAVELED LANES AND THE ATTACHED SIDEWALKS. WITH TRAFFIC ALLOWED TO FREE FLOW ADJACENT TO PEDESTRIAN WALKWAYS, IT WILL CREATE A "SHY-WAY" ALONG THE SIDEWALK ADJACENT TO THE BACK OF THE CURB THAT PEDESTRIANS WILL NOT WANT TO ENTER. TAKING THIS "SHY-WAY" INTO ACCOUNT, THE EFFECTIVE WIDTH OF A 4' ATTACHED SIDEWALK BECOMES 1 OR 2 FEET, WHICH I FEEL DOES NOT ADDRESS THE NEED OR THE PURPOSE OF THIS FACILITY. IN OTHER WORDS, I WOULD PREFER TO SEE AT LEAST 8 FOOT SIDEWALKS ALONG THE ENTIRE PROJECT, ON BOTH SIDES OF THE ROADWAY. 7

THE PEDESTRIAN OVERPASS/UNDERPASS OPTIONS SHOULD BE INVESTIGATED FURTHER. [I WOULD DISCARD THE AT-GRADE CROSSING.] 14 THE CHOSEN OPTION SHOULD ACCOMODATE BICYCLE TRAFFIC. WITH THE PROPOSED GRADE SEPARATION BEING VERY CLOSE TO THE NORTHERN GATEWAY TO OUR CITY, [THE MOST AESTHETICALLY PLEASING OPTION SHOULD BE CHOSEN, WHICH I FEEL IS THE UNDERPASS OPTION 3.2.] 12 ALSO, THERE SHOULD BE ADEQUATE LANDSCAPING ON THE NORTH END OF THE PROJECT TO CLEARLY IDENTIFY NORTH BROADWAY AS THE NORTHERN GATEWAY] 15

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COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

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INTO THE CITY OF MINOT.

2 A SAFE ACCESS SHOULD BE GRANTED (AT A MINIMUM, A RIGHT-IN, RIGHT-OUT ONLY) OFF OF BROADWAY TO ALLOW COMMERCIAL DEVELOPMENT IN SPRINGFIELD ADDITION. THE ACCESS SHOULD ALIGN WITH THE ROAD DESCENDING FROM THE INTERNATIONAL INN. THIS ACCESS WOULD ALLOW COMMERCIAL DEVELOPMENT IN AN AREA OF MINOT IN NEED OF REVITALIZATION.

16 TO SUPPLEMENT AN EARLIER COMMENT REGARDING SIDEWALKS, THE SIGNS, LIGHTS, SIGNAL STANDARDS, ETC. THAT ARE TO BE INCORPORATED INTO THE PROJECT SHOULD NOT BE LOCATED IN THE SIDEWALK. THIS ALSO TAKES AWAY FROM THE EFFECTIVE WIDTH OF THE PEDESTRIAN FACILITY. IF ABSOLUTELY NECESSARY, THESE OBSTRUCTIONS SHOULD BE LOCATED WITHIN THE "SHYLOAD" ALONG THE CURB AND NOT TOWARD THE BACK OF THE SIDEWALK. TO MINIMIZE RIGHT-OF-WAY IMPACTS, IT MAY BE POSSIBLE TO LOCATE ALL STREET LIGHTS ALONG ONE SIDE OF THE STREET.

17 INSTEAD OF PLACING THE 11-FOOT LANES IN THE CENTER OF THE FACILITY, IT MAY MAKE MORE SENSE TO PLACE THEM ON THE OUTSIDE LANES, WHERE THERE IS UN-ACCOUNTED FOR LANE WIDTH IN THE CURB PAN. THIS WILL ALLOW MORE ROOM FOR THE CENTER TURN LANE, WHERE HEAD-ON CONFLICTS ARE MOST LIKELY.

Public Hearing ▪ *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: ROBERT BARTSCH

Address: 721 NORTH BROADWAY

-THIS SPACE OFFICE USE ONLY-

I WOULD LIKE TO purchase the Lot to the North of our SUBWAY Building ~~FF~~ (PCDoctor & Hair place) if I HAVE to REMOVE part of the FRONT of my Building. I will need it FOR ADDING ONTO my Building + For PARKING

18

THANKS

ROBERT Bartsch

CELL # 2407790

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Kadrmas, Lee & Jackson
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COMMENTS

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Public Hearing ▪ *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: Daniel L. Feist

Address: 1111 Robert Street
Minot, ND 58703

-THIS SPACE OFFICE USE ONLY-

RE: North Broadway Reconstruction from 4th Avenue to 21st Avenue NW, Minot, ND.

What amount of money would it cost me to buy the rights to a access east of Super "8" Motel's existing access to my approximate 10 + acres of land to be developed to connect to the Frontage Road that I paid for plus a large Storm Sewer. We cannot understand why we can not have a access road to North Broadway at approximately 13th Avenue NW across to the east from the existing access on the west side of Broadway. 19

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COMMENTS

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Jennifer Hafner

From: New Hope [newhopecc2003@yahoo.com]
Sent: Thursday, April 28, 2005 8:29 PM
To: jennifer.hafner@kljeng.com
Subject: North Broadway-US 83 5th Avenue NW

April 28, 2005

Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703

Ref: North Broadway-US 83
4th Avenue NW to 21st Avenue NW

New Hope Christian Center
220 5th Avenue NW
Minot, ND 58701

To Whom It May Concern:

20

I am writing regarding the project of the reconstruction of the street that wants to come through part of our land. This is a big concern for the church, because the street and side walk will be upon the church front entryway, the front porch. This is a very old building and not sound proof, which the noise of the traffic going by from time to time would be unbearable for us to conduct services. This building is not sound proof, it will cause disruption to our gathering together, and there would be no parking space for the members and visitors. Also, we notice that you are taking the house that is beside the church and part of our land, which is making the shape of the street crooked. I understand that this building is historical but the main purpose for this church center is to come to a quite place so that we can be able to worship. But, if this street were to come upon our church this would not be a place where we can come together without the disruption of the traffic and this will defeat the main purpose why we come to our sanctuary. If this was a place were you just go to work, then we would not have a problem with this reconstruction, but this is a church were we gather together and worship and praise God. This will be very hard for us to do with the noise of the traffic going by. The church suggestion is for the environmental planner to have the street come through where the church is located. The church will have to look for some land to build another church center, if the city is in need to have this location for the street to come through. If this is the case we would like to know how much the city would give us to purchase some land and the rebuilding for another church center. The fact is that this will cause an inconvenient for the church to have this street come through no matter how wide you make the side walks because this will be a main entrance way for more traffic that would consistently cause a problem for this church, because it will be right at our front door and on the left side of our sanctuary. Your attention to this matter will be highly appreciated.

21

20

22

New Hope Christian Center
Pastor Roxanne Thomas and Members

Public Hearing • *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: Clair Watne – Watne Realtors

Address: 408 N. Broadway
Minot, N.D. 58703

-THIS SPACE OFFICE USE ONLY-

April 30, 2005

Jennifer Hafner
Kadmas, Lee & Jackson

Dear Jennifer:

I was at the April 28 meeting re the N. Broadway project. I favor the options that widen Broadway 9 10 but not the one with the center median. The state engineer, Steve ---, assured me that drainage problems 23 at the south end would be addressed. The problem at my end is that it does not take much of a rain to cause water pooling. Passing traffic splashes water and accumulated dirt all over our building. We are very close to the roadway. If possible I would like to see 24 the roadway edge moved a bit to the west. You said that might happen in order to provide a proper sidewalk width. A little extra distance to the roadway 7 would be a plus for my property. My main concern 25 is drainage. Also -- that the project is a major improvement rather than just a roadway surface fix. The project should make N. Broadway match S. Broadway in every respect. 26

Sincerely, Clair Watne

Clair Watne

RECEIVED
MAY 09 2005
BY:

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Please mail to: Jennifer Hafner, Environmental Planner
Kadrmas, Lee & Jackson
PO Box 250
Minot, ND 58703
Email: jennifer.hafner@kljeng.com

Kadrmas Lee & Jackson
Engineers, Surveyors and Planners

COMMENTS

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Jennifer Hafner

From: JEFF McELWAIN [jmcelwain@srt.com]
Sent: Tuesday, May 03, 2005 12:01 PM
To: jennifer.hafner@kljeng.com
Subject: NORTH BROADWAY

JENNIFER,

WHEN THE OFFICAL TRANSCRIPT IS COMPLETED I WOULD LIKE A COPY. SOMEONE SAID AT THE HEARING IF WE WANTED A COPY TO CONTACT YOU. 27

I AM CONSIDERING BUYING SOME PROPERTY IN THE AREA AND WOULD LIKE TO LOOK AT AND HAVE THE COMMENTS FOR MY FILES.

THANKS

Jeffrey McElwain
117 36th Ave SE
Minot, ND 58701

Public Hearing • *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: GAYLIN SCHMIDT

Address: 1105 27st SW
MINOT 833-3647

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Email: jennifer.hafner@kljeng.com

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COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

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WHEN a PROJECT IS PLANNED ONE SHOULD LOOK AT SIMILAR PLANS THAT HAVE BEEN DONE IN THE PAST. ALL ONE WOULD HAVE TO DO IN THIS CASE IS DRIVE SOUTH BROADWAY. THERE IS NO BUILDING SITING ON THE SIDE WALK AND THE TRAFFIC IS NOT BOTTLE NECKED.

MY QUEST IS NOT TO SELL THE MACKLEY APARTMENTS TO THE NORTH BROADWAY PROJECT, BUT WHO IS EVER GOING TO BUY THEM IF THIS PROJECT IS BUILT UNDER ALTERNATIVE "D" WHICH IS THE PREFERRED ALTERNATIVE?

28 ALL OUR RENTERS USE THE FRONT ENTRANCE FOR MOVING IN AND OUT NOT BECAUSE THEY WANT TO BUT BECAUSE THEY HAVE TO. THE BACK FIRE ESCAPE IS JUST THAT A FIRE ESCAPE. ONE LOOK AT THE PICTURE SHOWS how IMPROBALBE IT WOULD BE TO MOVE FURNITURE IF WE HAD 4' WITH A HAND RAIL TO FIT FURNITURE AROUND.

FURTER MORE IF THIS BUILDING STAYS 20 YEARS FROM NOW IT

Public Hearing • April 28, 2005

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

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STILL WILL BE THE EYE SORE OF THE WHOLE PROJECT.
HOW THE ND SHPO CAN DETEMINE THAT REMOVING THE STEPS WOULD HAVE NO ADVERSE EFFECT JUST DON'T MAKE SENSE.

ONE CAN TAKE THE PICTURE I ENCLOSE AND MEASURE 8' AND YOW WOULD BE STANDING ON NORTH BROADWAY HOLDING THE COUCH.

29 ALSO; I HAVE OWNED MACKLEY FOR APPX 8 YRS. DURING THAT TIME FRAME THERE WERE 2 ACCIDENTS THAT HAD ~~VEH~~ VEHICLE RUN INTO N.E CORNER of THE MACKLEY.

Gaylin Shult
5-6-05

Public Hearing • *April 28, 2005*

COMMENTS

North Broadway–US 83
4th Avenue NW to 21st Avenue NW

Please use the space below to tell us your comments regarding the proposed alternatives for North Broadway–US 83 from 4th Avenue NW to 21st Avenue NW.

PLEASE PRINT

Name: _____

Address: _____

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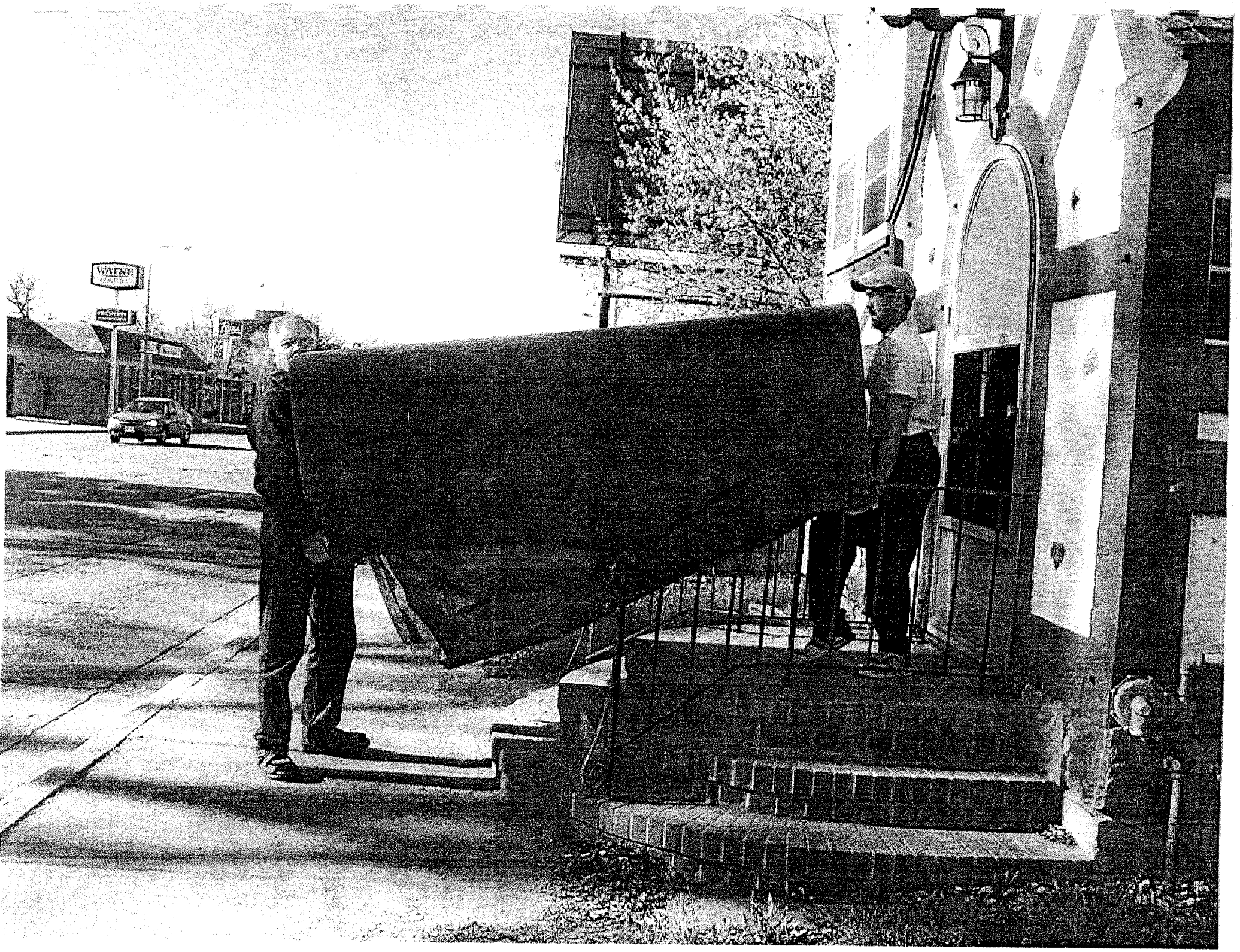
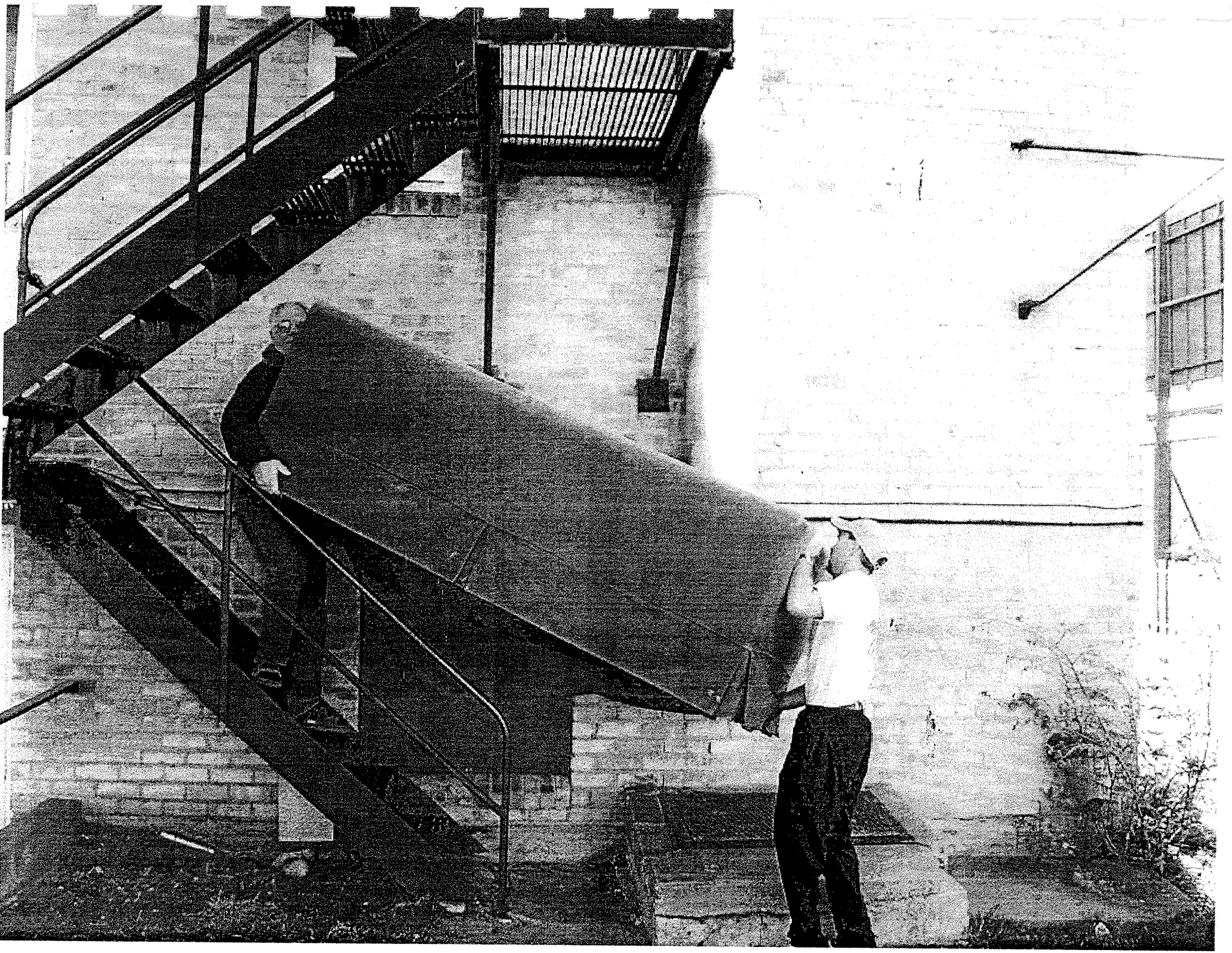
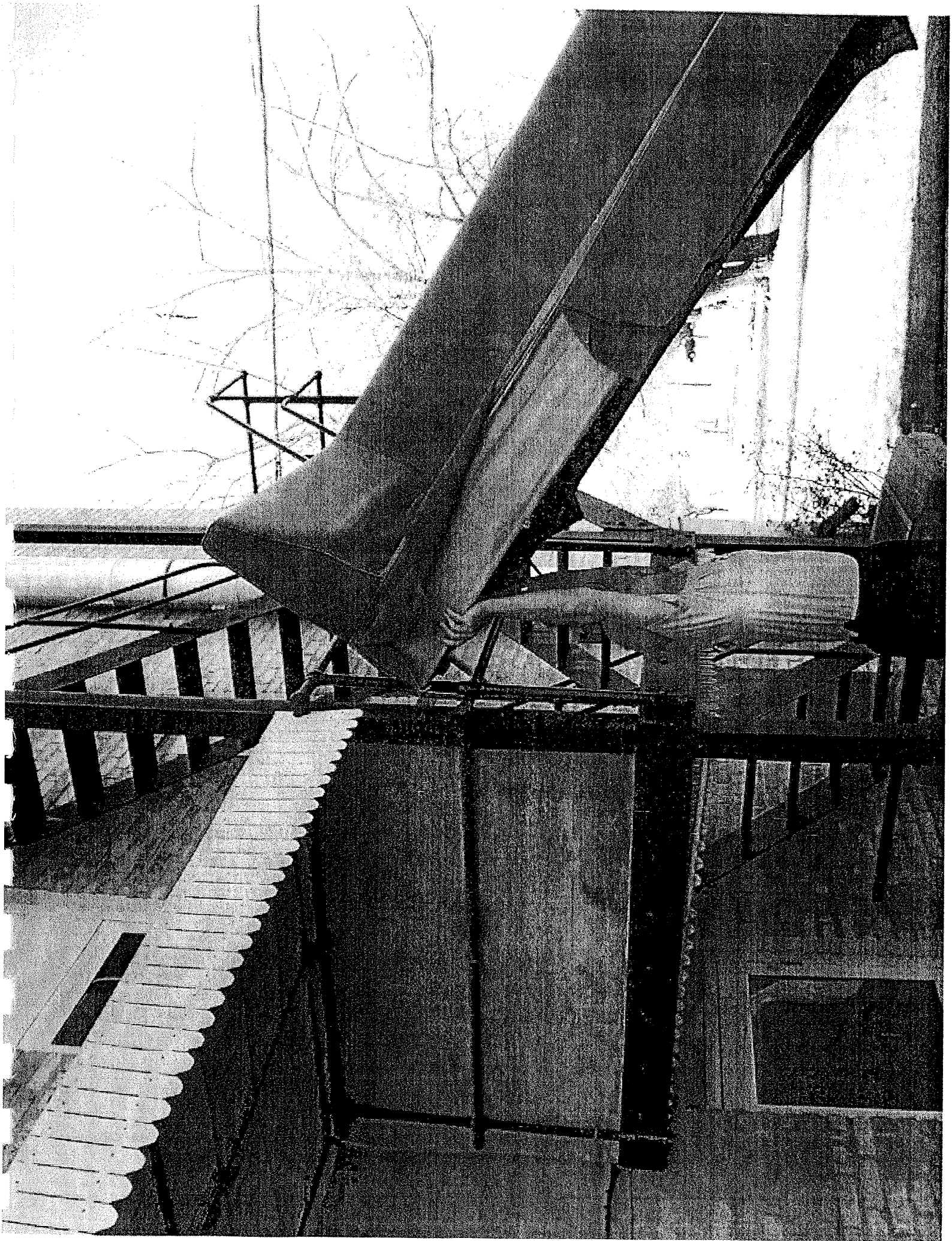

WAYNE





Jennifer Hafner

From: Leftwich, Dave E. [dleftwic@state.nd.us]
Sent: Thursday, May 12, 2005 1:37 PM
To: jennifer.hafner@kljeng.com
Subject: Bob Miller's comments on North Broadway in Minot

I visited with Bob Miller the day before the public meeting on North Broadway. Bob had the following comments:

9 He supports the wider section (12 foot lanes).
At 5th to 6th, he supports the realignment to match the two streets up. 30
At 11th Ave. N., he would like to see a wider intersection built to allow for future growth at Minot State and at Bishop Ryan. 31
32 He would like to see ordimental lighting considered from 11th Ave. N., south, to the end of the project.
He is in support of a five lane section from 11th Ave. N., north, up the hill. 33

Please include these comments in the public meeting comments.

Thanks

Jennifer Hafner

From: John [macmarti@minotchamber.org]
Sent: Thursday, May 12, 2005 5:37 PM
To: Jennifer.hafner@kljeng.com
Subject: North Broadway

Jennifer Hafner

I have reviewed the material that has been presented over the last number of public input sessions. I believe that Alternative C should be chosen as the preferred alternative. I also believe that options 1 & 2 should be incorporated into the project. We in Minot need this type of facility for as long as it is projected to last.

As to segment two, I believe that Alternative F should be built. It will work the best with snow removal. Additionally, Option 3.1 should be part of the project. Again given the projected life of this facility, option 4 needs to be built now.

Thank you for the opportunity to comment.

John

L. John MacMartin, CCE
President
Minot Area Chamber of Commerce

James P (Jim)
Hatlelid
1944 Skyline Drive, Minot ND 58703 701-838-2283

May 27, 2005

Jennifer Hafner by email

Re: North Broadway US 83 rebuild in Minot

I believe that Alternate C should be chosen as the preferred alternative. That would provide 5 12-foot lanes in segment one. I believe that options 1 and 2 should also be built. The current roadway is some 40 + years and as I understand it, the original design life was about 20 years. With the advances made in construction and materials over the last 40 years, we are probably building a roadway that will last until 2060 and beyond. The additional costs of right of way with alternate C are well justified in view of how long the roadway will likely last.

For Segment 2 my preferred alternate is F. This provides five 12-foot lanes with no obstructions to hinder the removal of snow by the city crews. I also believe that option 3.1 should be built. Because segment 2 traverses a coulee as one approaches the hilltop, it likely would mean that the pedestrian crossing would not need steps, ramps, etc. at its touchdown points. I think this would be very beneficial as the youngsters on North Hill journey to the sports complex adjacent to North Broadway. Since we are building a roadway that likely will last past the middle of this century, I would suggest that we plan for option 4 as well. It certainly won't get any cheaper to build.

Jennifer, if any clarifications to my comments are required, please contact me.

Sincerely yours,

Jim Hatlelid

James P (Jim) Hatlelid

Comment 1 Request that the access on the west side of North Broadway at 13th Avenue NW remain in place. Extend this access to the west through Bishop Ryan High School and through the north parking lot at Minot State University to accommodate area traffic.

Response 1 *The access on the west side of North Broadway in the vicinity of 13th Avenue NW is not planned to be eliminated with this project. The access may be subject to minor modifications to accommodate new street alignment and grade of North Broadway. Extending the access further west as suggested is beyond the scope of this project, and would have to be undertaken by the city of Minot since any extension would be off the state highway system.*

Comment 2 There needs to be an access on the east side of North Broadway across from the west access; this will allow for 10 acres to be developed on the east between 12th Avenue NW and 15th Avenue NW.

Response 2 *In letters dated November 16, 2004; October 19, 1992; and March 14, 1963, the NDDOT (North Dakota Department of Transportation) has denied this access in all three letters. Access has been denied because the NDDOT purchased access control along this section of US Highway 83 to ensure motorist safety and roadway capacity. The granting of this access could increase the potential for vehicle crashes due to the additional conflict points; as well as decreasing roadway capacity. The Feist property has an access to US Highway 83 via a service roadway approach approximately 700 feet from this requested access point and the NDDOT believes this provides reasonable access to this property.*

Comment 3 Request that water and a sanitary sewer line that exist on the west side of North Broadway be extended across to the east side of the roadway through roadway right-of-way between 13th Avenue NW and 15th Avenue NW. There is no other access to water from North Hill for water pressure or for sanitary sewers to the south for gravity flow.

Response 3 *The requested water and sanitary sewer line extensions could be included with the project construction; however, since it is a non-transportation related improvement it would not be eligible for federal funding participation as part of the North Broadway reconstruction project. The cost of the utility extensions would be 100% local funding and subject to city of Minot approval.*

Comment 4 Request a new storm sewer system on North Broadway that will control all storm water runoff drainage.

Response 4 *A new storm sewer system is planned as part of the North Broadway reconstruction project. However, no underground storm sewer system can control ALL storm water runoff due to size and cost limitations. The new storm sewer system would be designed to accommodate the runoff from a 10-year frequency storm event. Any storm runoff in excess of that would be surface drained along the street.*

Comment 5 Request that the existing slope between 11th Avenue NW to 19th Avenue NW from east to west on North Broadway should be at level grade for a safer roadway. Fiest Realty Company plans to match the new approach access to the east

existing frontage road to the 10 acres to be developed. They request that the existing frontage road to be extended from 14th Avenue NW on the right-of-way to the north extending to 19th Avenue NW, or the Ball Park Road for access by the Fire Department, which would also allow this area acreage to be developed and on the tax rolls.

Response 5 *The cross slope of the roadway between 11th Avenue NW to 19th Avenue NW currently provides a "banked curve" or superelevation of the roadway to lessen the effects of the roadway curve on vehicles. The need for superelevation is dependent on the design speed of the roadway and the degree of roadway curve. The proposed North Broadway reconstruction project would use a lower design speed than was originally constructed, and therefore would flatten the cross slope to some extent. However, North Broadway would be designed to best accommodate the higher speed, high volume free flowing north-south traffic on North Broadway rather than compromising the design to accommodate a low volume, low speed street crossing. At this time the NDDOT has not approved a new access between North Broadway and the east frontage road in the vicinity of the Fiest Realty property. The east frontage road is a city street and as such any northward extension of the east frontage road would be subject to city of Minot approval and funding.*

Comment 6 Install eastbound right turn lane at 11th Avenue NW.

Response 6 *A 40-foot long eastbound right turn lane exists at 11th Avenue NW. The turn lane is proposed to be lengthened to 100 feet long with the proposed North Broadway reconstruction project.*

If this comment is in regards to a northbound Broadway right-turn lane to turn east onto 11th Avenue NW, a traffic operations study indicated a combined lane for through and right-turn traffic is adequate; therefore a separate right-turn lane would not be eligible for federal funding participation. The city of Minot considered an option to install a right-turn lane at this location at their cost, but was rejected from further consideration due to the high cost of right-of-way acquisition.

Comment 7 The wider the sidewalks on North Broadway the better. Wider sidewalks provide a safer environment for pedestrians, as well as providing a wider buffer from businesses.

Response 7 *Segment 1 Alternatives C, D, and E would construct at a minimum 4-foot to a maximum of 8-foot sidewalks. The existing sidewalks on North Broadway vary from 3.5 feet to 5 feet. In some locations, the existing minimum sidewalk width is compromised by roadway hardware (i.e. signs, lights, or signals), and does not meet current minimum widths of 4 feet with regard to ADA guidelines/standards. One component of the purpose and need of the project is to accommodate pedestrians/bicyclists and meet ADA guidelines/standards.*

Comment 8 Relocate businesses and occupants.

Response 8 *Segment 1 Alternative C would require 6-9 building relocations and 10-13 business relocations. Alternative D would require 5-8 building relocations and 9-12 business relocations. Alternative E would require one apartment building, two*

buildings, and three business relocations. Option 2 would require the relocation of one residence, along with the impacts associated with either Alternatives C or D. Applicable relocation costs would be reimbursed to any businesses or persons that require relocation.

Comment 9 Widen North Broadway.
Response 9 *Comment noted.*

Comment 10 Does not support Alternative E.
Response 10 *Comment noted.*

Comment 11 Supports Option 3.1 (Pedestrian Overhead Grade Separation near 20th Avenue NW).
Response 11 *Comment noted.*

Comment 12 Supports Option 3.2 (Pedestrian Underpass Grade Separation near 20th Avenue NW).
Response 12 *Comment noted.*

Comment 13 Minot Fitness Trail Committee received a grant for a trail from 11th Street NW to North Broadway on 21st Avenue, which will be completed in 2006 because of the North Broadway project. Finally, the North Hill area will be joined with the northwest section of Minot. With this new trail the Soccer Complex and the Softball Complex will be connected on North Hill.
Response 13 *Comment noted.*

Comment 14 Does not support Option 3.3 (Pedestrian At-Grade Crossing at the intersection of 20th Avenue NW).
Response 14 *Comment noted.*

Comment 15 Incorporate adequate landscaping on the north end of the project area.
Response 15 *Landscaping is proposed for sections in Segment 2 of the project area to be defined in the design phase of the project. The landscaping will enhance the "Gateway to Minot" as requested by the city of Minot. The landscaping would be done within the existing right-of-way along the project.*

Comment 16 Signs, roadway hardware, etc. should not be located in the sidewalk. If necessary the hardware should be located along the curb and not toward the back of the sidewalk. Another suggestion is to locate all the hardware on one side of the street to minimize right-of-way impacts.
Response 16 *It is more desirable to locate the hardware adjacent to the roadway. To minimize right-of-way impacts along North Broadway, the minimum ADA sidewalk width of 48 inches was proposed for Alternatives C and D. This minimum sidewalk width forces the hardware to be placed behind the sidewalk. The proposed street lighting system would require street lights on both sides of the street to provide uniform and adequate lighting levels.*

Comment 17 Place the 12-foot lanes in the center and the 11-foot lanes on the outside, this makes more sense where there is an unaccounted for lane width in the curb pan. This will make more room for the center turn lane where head-on conflicts are most likely to occur.

Response 17 *Alternative D is two 12-foot outside lanes and three 11-foot inside lanes with 4-foot to 8-foot sidewalks. This is because US Highway 83 is a NHS (National Highway System) designated route. The NHS, based on the criteria 23 CFR 658.9(b), lists routes designated as National Network based on their general adherence to the criteria of items (1) through (6). The criteria (5) states, "The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety." Based on this criterion, all of the alternatives carried forward must have at least one 12-foot lane in each direction. According to AASHTO (American Association of State Highway and Transportation Officials), A Policy on Geometric Design of Highways and Streets, August 2001 design guidelines, "when unequal-width lanes are used, locating the wider lane on the outside (right) provides more space for large vehicles that usually occupy that lane, provides more space for bicycles, and allows drivers to keep their vehicles at a greater distance from the right edge."*

In regards to the curb pan, AASHTO states, "Data on the lateral placement of vehicles with respect to high vertical curbs show that drivers shy away from curbs that are high enough to damage the underbody and fenders of vehicles(4). Curbs with less sloping faces may encourage drivers to shy away from them and, therefore, should incorporate some additional roadway width. If a curb is needed, it should be of the sloping type and should not be located closer to the traveled way than the outer edge of the shoulder." AASHTO and NDDOT design guidelines were followed and additional lane width cannot be accounted for in the curb pan.

Comment 18 Request to purchase the lot to the north of the Subway building, if Subway has to remove part of the front of their building. This is needed for adding onto Subway and for parking.

Response 18 *This request may be considered during the right-of-way acquisition process if the project proceeds to that phase.*

Comment 19 What amount of money would it cost to buy the rights to an access east of the Super 8 Motel's existing access to my approximate 10+ acres of land to be developed to connect to the Frontage Road that I paid for plus a large storm sewer? We cannot understand why we cannot have an access road to North Broadway at approximately 13th Avenue NW across to the east from the existing access on the west side of North Broadway.

Response 19 *As of right now, the NDDOT believes access is not warranted. If convincing evidence was brought forth to the NDDOT on the need for access, then a traffic operations study would have to be conducted to determine the impact an additional access would have on North Broadway. This study would be at the expense of the property owner/requester. If the traffic operations study would show there is little or no impact to North Broadway, then an approved appraiser would have to determine the value of the access by appraising the property with*

and without the access onto North Broadway. Federal funds were used to acquire the access control in the past; therefore, the property owner/requester would have to purchase back the access rights by paying the appraised value of the access.

Comment 20 Concerned with noise impacts from the roadway (Option 2--5th Avenue NW to 6th Avenue NW transition) to the church and church services (New Hope Christian Center—220 5th Avenue NW).

Response 20 *Option 2 (5th Avenue NW to 6th Avenue NW Transition) would not require any property from the New Hope Christian Center. It is not anticipated that the roadway will be closer to the New Hope Christian Center than the existing roadway. Sound levels are calculated by using the following criteria: both current (year) and projected (year) traffic volume for automobiles and trucks, average automobile speed, terrain surface, and the distance from the roadway centerline to the right-of-way line. None of the criteria are changing on this roadway.*

Comment 21 No adequate parking would be available for the New Hope Christian Center if Option 2 (5th Avenue NW to 6th Avenue transition) was constructed.

Response 21 *Parking would not change at this location.*

Comment 22 The New Hope Christian Center's suggestion is to have the roadway come through the church; this way the roadway is crooked. Also, this would eliminate noise impacts to the church. If the decision is made to have the roadway go through the church, then they are requesting to know how much money they would receive to purchase land and rebuild another church.

Response 22 *Option 2 provides a functional roadway without impacting any property from the New Hope Christian Center; therefore, it is not prudent to modify Option 2 so that it impacts the building.*

Comment 23 Drainage problems at the south end of North Broadway need to be addressed because it doesn't take much rain to cause water pooling. Then passing traffic splashes water and accumulates dirt all over buildings.

Response 23 *Drainage along North Broadway would be collected in curb inlets and storm sewer in Segment 1, and open ditches into a storm sewer in Segment 2..The road will be crowned in the center, and the general drainage is from the north end of the project to the south end. A detailed analysis will be completed in the design phase of the project, if the project proceeds to that phase. The storm sewer system will be sized and replaced in accordance with the NDDOT and city of Minot's storm sewer design criteria.*

Comment 24 Favors west side widening.

Response 24 *Comment noted.*

Comment 25 Need major roadway improvement on North Broadway, not just a roadway surface fix.

Response 25 *All Segment 1 Alternatives would involve a major roadway improvement of North Broadway, with the exception of Alternative B. Alternative B, rebuild with existing*

geometry, was discarded from further analysis because it did not meet the purpose of the project. The purpose of the project is to improve roadway deficiencies to meet NDDOT guidelines/standards. This would include replacing the pavement, providing roadway capacity to a minimum of LOS C based on future traffic demands, meeting NHS criteria 23 CFR 658.9(b) (at least one 12-foot lane in each direction), not having a reduction in safety, and accommodating pedestrian/bicyclist users, while meeting ADA guidelines/standards.

Comment 26 North Broadway needs to match South Broadway.

Response 26 *The North Broadway Environmental Assessment disclosed the information that South Broadway had been recently reconstructed with five 12-foot lanes and 8-foot sidewalks (Chapter 3, Section 3.5). The Alternatives in Segment 1 reflected this as well (Alternative C). However, in order to minimize impacts to historic properties and minimize relocation impacts other Alternatives were developed and analyzed (Alternatives D and E).*

Comment 27 Requested an official transcript because they are looking to buy property in this area.

Response 27 *Upon final environmental clearance, a copy of the transcript will be provided.*

Comment 28 Renters of the Mackley Apartments use the front entrance of the Mackley for moving in and out, because they have to. The back of the Mackley Apartments has a fire escape. It would be improbable to move furniture in the front entrance if there was a 4-foot sidewalk and a handrail. If you measure 8 feet, you would be standing on North Broadway holding furniture. How can ND SHPO determine that removing the steps would have *No Adverse Effect*?

Response 28 *Currently, the issue of moving furniture in and out of the Mackley Apartments is being studied.*

The ND SHPO determined the No Adverse Effect (Alternative D, 4-foot sidewalks) to the historic property itself. ND SHPO's responsibility in regards to Section 106 of the National Historic Preservation Act of 1966 and the Archaeological and Historic Preservation Act of 1974 is to evaluate the effects on historic and cultural properties included in, or eligible for listing on, the National Register of Historic Places. The No Adverse Effect determination was based solely on the effects of the Alternative to the building/historic property. The North Broadway Environmental Assessment may address the social impacts of moving furniture in and out of the Mackley Apartments.

Comment 29 The owner of the Mackley Apartments has owned it for about 8 years; during this time there were two accidents where vehicles ran into the northeast corner of the building.

Response 29 *Comment noted.*

Comment 30 Supports Option 2 (5th Avenue NW to 6th Avenue NW transition).

Response 30 *Comment noted.*

Comment 31 At 11th Avenue NW; construct a wider intersection to accommodate future growth from Minot State University and Bishop Ryan High School.

Response 31 *A traffic operations study indicated that the existing number of lanes on 11th Avenue NW is adequate for the 20 year analysis period. However, that study also recommended lengthening the westbound left-turn lane, and the eastbound right-turn and left-turn lanes to accommodate future traffic. The proposed North Broadway reconstruction project includes the recommended lengthening of those turn lanes.*

Comment 32 Consider ornamental lighting from 11th Avenue NW south to the end of the project area.

Response 32 *Comment noted.*

Comment 33 Supports Alternative F (Five 12-foot lanes with flush median).

Response 33 *Comment noted.*

Comment 34 Supports Option 1 (Left turn lane at 4th Avenue NW-Northbound).

Response 34 *Comment noted.*

Comment 35 Supports Option 4 (Segment 2—Right Turn Lanes).

Response 35 *Comment noted.*

Comment 36 Supports Alternative C (Segment 1—Five 12-foot Lanes with 4-foot to 8-foot Sidewalks).

Response 36 *Comment noted.*

SECTION 4(f) EVALUATION

APRIL 2006
SECTION 4(f) EVALUATION

North Broadway
4th Avenue NW to 21st Avenue NW
City of Minot, Ward County
PCN 15182

Project No. CMU-4-083(060)200

83

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

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23 USC § 409 Documents
NDDOT Reserves All Objections

Section 4(f) Evaluation

Federal Highway Administration
and
North Dakota Department of Transportation

North Broadway
4th Avenue NW to 21st Avenue NW
City of Minot, Ward County
PCN 15182

Project No. CMU-4-083(060)200

5-31-06
Date

for Allen R. Radliff, P.E.
Division Administrator
Federal Highway Administration

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SECTION 4(f) EVALUATION

A. Proposed Action

The proposed action is the reconstruction of 1.3 miles of US Highway 83, also known as North Broadway. The project begins at 4th Avenue NW in the city of Minot and continues north to 21st Avenue NW. Included in this Section 4(f) Evaluation is an analysis of the project alternatives.

A.1. Purpose of the Proposed Action

The purpose of the North Broadway project is to improve roadway deficiencies to meet NDDOT guidelines/standards. This would include replacing the pavement, providing roadway capacity to a minimum of LOS C based on future traffic demands, meeting NHS criteria 23 CFR 658.9(b), not having a reduction in safety, and accommodating pedestrian/bicyclist users, while meeting ADA guidelines/standards.

A.2. Need for the Proposed Action

The need for the proposed reconstruction of North Broadway is driven by a number of deficiencies along the project corridor. These include deteriorated pavement, inadequate roadway capacity, inadequate lane widths, safety, and inadequate pedestrian facilities, as described in Chapter 1 of the attached EA.

B. Section 4(f) Properties

Section 4(f) of the US Department of Transportation Act of 1966, as codified in the 49 U.S.C. § 303, specifies that the Secretary shall not approve any program or project that requires the use of publicly owned land from a public park, recreation area, wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance, as determined by the officials having jurisdiction thereof, unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program or project includes all possible planning to minimize harm resulting from the use.

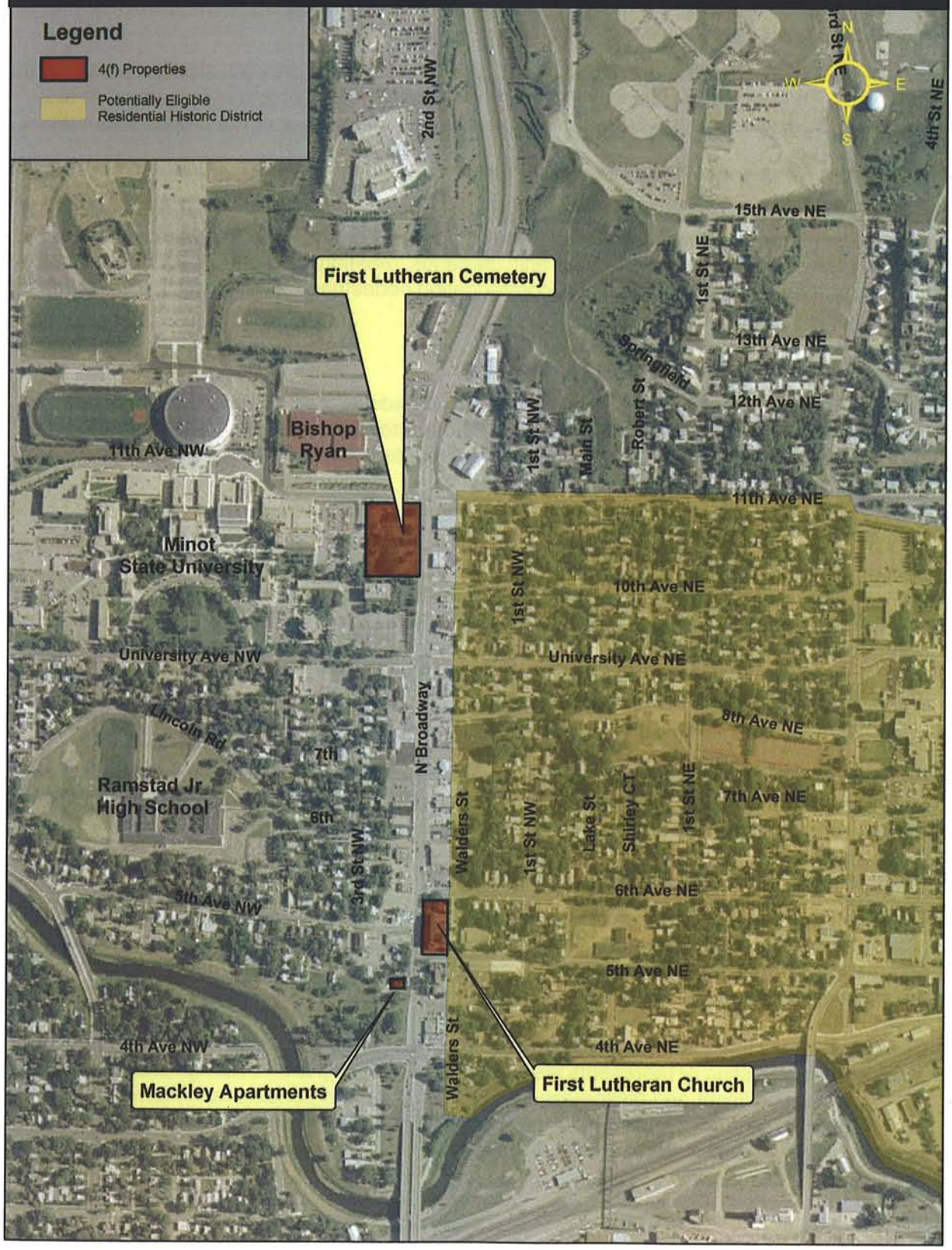
Properties protected by Section 4(f) and located within the project area include: the historic First Lutheran Church Complex, the historic Mackley Apartments, and a residential historic district. ***Please refer to Figure 1, Section 4(f) Properties.***

B.1. First Lutheran Church Complex

The First Lutheran Church Complex, 32WD1622, is eligible for listing on the National Register of Historic Places under Criterion C, as one site. The Church is the main resource nominated and the remaining elements—parsonage, garage, and cemetery are contributing elements to the site's significance.

Criterion C states that the "property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values or represents a significant and distinguishable entity whose components lack individual distinction." The First Lutheran Church and all of its properties are listed as eligible under this criterion because of the architectural or artistic distinction.

Figure 1
Section 4(f) Properties



The First Lutheran Church is the result of a variety of expansions and alterations to a building constructed in 1907, and formally dedicated on May 5, 1908. Where the parsonage is located currently, just north of the Church, was approximately the same site of the congregation's first church, which was superseded by the 1907 building. The present-day Church building is the result of a circa 1927 expansion design by Minot architect, George H. Bugenhagen, although several additions and alterations have been made to the Church since his original design.

George H. Bugenhagen began practicing in Minot in early 1915. At the time of this remodeling/expansion design, he partnered with S.W. Molander and the firm operated until at least 1931. Bugenhagen's experience prior to the architectural practice in Minot was structural steel drafting, engineering, and supervision. This even included a year of employment as a bridge designer for the State of New York and another year as a bridge designer for the Northern Pacific Railway, working in the St. Paul and Minneapolis offices. Among the firm's Minot designs were the Union National Bank and Annex, Trinity Hospital, Northwest Clinic, Minot Junior High School, St. Joseph's Hospital, and the Gram Business Block. They also designed hospitals in the communities of Williston and Bottineau and schools in Rugby, Sheyenne, Stanley, Wheelock, Streeter, and Selz.

The First Lutheran Church building has been expanded since Bugenhagen's design was executed in the late 1920s (that expansion has occurred along the building's east wall—the wall least visible from view by travelers along North Broadway). His remodeling design also included a large addition to the building, which is represented by the nave and chancel portions of the existing building. Bugenhagen's design incorporates many of the distinctive characteristics of the Tudor Revival style, including a steeply pitched roof, patterned brickwork, parapeted gables, Tudor arch doorways, and heavy board doors with elaborately scrolled strap hinges. While the building has suffered some loss of design as a result of the additions to its east wall, it does retain integrity of locations and general integrity of materials, workmanship, feeling, and associa-

First Lutheran Church

tion. The building has also suffered some loss of setting as a result of the on-going transition of North Broadway. North Broadway was primarily a residential street in the late 1920s, when Bugenhagen's remodeling occurred. Presently, North Broadway has an almost exclusive commercial function.

B.1.1. Parsonage

The parsonage is a two-story, buff-colored, brick dwelling of the American Foursquare design, with a combination of stylized classical and craftsman detailing constructed in 1914. It is an excellent and little-altered example of style. It retains integrity of location, materials, design, workmanship, feeling, and association. It has lost some integrity of setting as a result of the on-going transition of North Broadway. This transition has led to an almost exclusive commercial function of North Broadway.

Parsonage

B.1.2. Garage

A hipped-roof, brick-walled, single-stall garage sits on a poured concrete foundation southwest of the parsonage. This garage sits between the parsonage and the Church. The garage was constructed sometime between 1945 and 1952. A tall, wood fence begins at the northwest corner of the Church and extends around the garage and parsonage to the northeast corner of the Church. The circa 1950 garage retains integrity of location, materials, workmanship, feeling, and association. It has lost some degree of design integrity, as a result of the addition of a wood frame, shed roof extension centered on its north wall. It has also lost some integrity of setting for the same reasons as the Church and parsonage.

B.1.3. Parking Lot and Administration Building

To the east of the parsonage is an asphalt-surfaced Church parking lot and to its south and east is a Church administration building. The Church administration building is of irregular plan: a one-story, flat-roofed, brick-walled structure above a raised basement.

B.1.4. Cemetery

The First Lutheran Cemetery was platted in 1908. The Cemetery design is one of superficial symmetry—a rectangular plot, measuring approximately 350 feet north-south and 250 feet east-west. The Cemetery is laid out in quadrants of equal size divided by a 25-foot wide drive running north-south and an 18-foot drive running east-west through the Cemetery's center, with a

roundel approximately 50 feet in diameter, where the two drives intersect. The Cemetery contains four gate posts at the east entrance, as well as a corner post on the southeast property line. Each quadrant contains nine "blocks" of gravesites arranged in columns on a north-south axis of three rows each. There the symmetry ends. Gravesites and the north-south pathways between them differ between the quadrants to east and west of the Cemetery center line. These differences include:

First Lutheran Cemetery

- The center column of the quadrants east of center contain three columns of grave plots; whereas, the center columns west of the Cemetery's center contain two columns of grave plots.
- All grave plots west of the Cemetery center are 10 feet long; whereas, those in the westernmost column of the quadrants east of the center are 12 feet long.
- The north-south pathways, moving from east to west, between the blocks of grave plots to the east of the center are 10 feet, 16 feet, and 12 feet; whereas, those in the west of the center are 16 feet, 16 feet, and 20 feet respectively.
- The number of grave plots in each quadrant differs: in the northeast quadrant there are 273 plots, southeast 224 plots, southwest 192 plots, and the northwest 234 plots.

First Lutheran Cemetery

The Cemetery retains integrity of location, materials, workmanship, feeling, and association. It has apparently lost some degree of design and setting integrity as the result of widening 11th Avenue NW. The widening has encroached on the Cemetery, resulting in the removal of the shrubbery that screened the Cemetery from 11th Avenue NW along the east side of the Cemetery's northern boundary. It has also lost integrity of setting as a result of successive widening of North Broadway, first in 1928 and then around 1961. Aerial photography of the city of Minot, taken in 1953, shows a row of trees or shrubs running north to south along the Cemetery's east boundary. The Cemetery has also lost integrity due to the transition of North Broadway from a primarily residential street to an almost exclusively commercial street and from the establishment and growth of Minot State University (borders on the south and west) and Bishop Ryan High School (borders on the north and west).

B.2. Mackley Apartments

The Mackley Apartments, 32WD1608, is eligible for listing on the National Register of Historic Places under Criterion C.

Mackley Apartments

Criterion C states that the "property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values or represents a significant and distinguishable entity whose components lack individual distinction." The Mackley Apartments is eligible for listing under Criterion C, due to its embodiment of the distinctive characteristics of the Tudor Revival Style. These characteristics include:

- Brick and stucco wall clad with decorative half-timbering
- Round, arched doorway with a heavy, wooden door in a projecting entry with a steeply pitched roof
- Grouped windows in a semi-hexagonal, two-story window bays
- Patterned brickwork and stonework

The Mackley Apartments is an L-plan, two-story building over a raised basement level, apartment dwelling. The building's frame is of post and beam construction, with wood floor joists, lath and plaster walls and ceilings, and carpeted floors. It contains 10 apartments—4 on each floor, and 2 in the basement. The city of Minot building permit records, which appear not to pre-date 1950, indicate that few alterations have been made to the building.

The building's exterior architectural interest lies in its elaborate and distinctive Tudor Revival style, which was commonly employed in single-family dwellings of the same construction period (mid-1920s), but is only rarely found in North Dakota in commercial buildings or multiple-family

dwellings. The façade is a symmetrical three-bay composition. The center bay is composed of a one-story, cat-slide, gable-roofed projecting entryway, flanked by flat-roofed, two-story cant bay windows.

Mackley Apartments

The building retains integrity of location, materials, design, workmanship, feeling, and association. It has lost some integrity of setting since its mid-1920s construction as a result of the evolution of the immediately surrounding area from residential to commercial use. Also, it has lost integrity from channelization of the Mouse River, following the devastating flood of Minot in 1969 that moved the river literally from the building's backyard to a point several hundred feet southwest. No visually obvious evidence of the earlier channel remains immediately adjacent to the Mackley Apartments.

B.3. Residential Historic District

The residential historic district is eligible for listing on the National Register of Historic Places. The eligible Historic District is bounded by North Broadway on the west, the Mouse River on the south, 11th Street NE on the east, and 11th Avenue NE on the north.

In late 1985, RTI (Renewable Technologies, Inc.) conducted a reconnaissance survey under contract with the State Historical Society of North Dakota. RTI opined that a sizeable area north of the Mouse River and east of North Broadway was worthy of intensive survey to determine its National Register eligibility as an historical district. RTI characterized the area as a "mixed district" that "contains a small commercial zone, a few industrial sites and numerous residences dating from the turn of the century to the mid-1930s" and that the vast majority of residences within the area "reflect the working-class nature of this neighborhood... [which is] an important and characteristic element in the built environment of early 20th century Minot..."

The reevaluation of this district in March 2004 by Lou Hafermehl, architectural historian, concluded part or all of the area identified by RTI constitutes an eligible National Register Historic District. However, it is suspected that the buildings in the area retain less integrity today than at the time of the 1985 survey. Integrity loss appears fairly substantial based on the extent to

which houses in the area have been resided with modern vinyl and metal siding products. The integrity loss may diminish the area's eligibility as a National Register Historic District.

The Class III Inventory report, *North Broadway: An Archaeological and Architectural Inventory in Minot, Ward County, North Dakota*, recommended that most of the buildings fronting North Broadway be excluded from any predominantly residential district to its east that might be considered for National Register of Historic Places designation. On February 5, 2005, NDDOT and ND SHPO conducted an on-site review and determined that the eligible residential historic district does not extend to the buildings facing North Broadway. The buildings facing North Broadway are mainly commercial in nature and are not eligible as components of the residential district.

C. Alternatives

Alternatives and Options were developed to improve roadway deficiencies to meet current NDDOT and AASHTO design standards/guidelines for the facility type, and to improve the safety and operational characteristics of the roadway. All of the Section 4(f) Properties (First Lutheran Church Complex, the Mackley Apartments, and the eligible Residential Historic District) are in Segment 1 (4th Avenue NW to 11th Avenue NW); therefore, Segment 2 (11th Avenue NW to 21st Avenue NW) Alternatives and Options are not discussed in this Section. ***Please refer to Table A, North Broadway Alternatives Summary.***

Segment 1 Alternatives were developed to widen to the west side of North Broadway, because of the location of the First Lutheran Church. The First Lutheran Church and its properties take up one city block; it is also eligible for listing on the NRHP (National Register of Historic Places). All attempts to avoid impacts to the First Lutheran Church were made, resulting in west side widening of North Broadway.

Table A
North Broadway Alternatives Summary

Alternative	Description
Alternative A	No Build
Segment 1 Alternatives – 4th Avenue NW to 11th Avenue NW	
Alternative B	Rebuild with Existing Geometry
Alternative C—Preferred	Five 12-foot Lanes w/ 4-foot to 8-foot Sidewalks
Alternative D—Preferred*	Two 12-foot Outside & Three 11-foot Inside Lanes w/ 4-foot to 8-foot Sidewalks
Alternative E	Four Driving Lanes w/ Continuous Raised Median & Sidewalks
Option 1—Preferred	Left turn lane at 4th Avenue NW - Northbound
Option 2—Preferred	5th Avenue NW to 6th Avenue NW transition
Segment 2 Alternatives – 11th Avenue NW to 21st Avenue NW	
Alternative F	Five 12-foot lanes with flush median
Alternative G	Four 12-foot lanes with raised median
Option 3.1	Pedestrian Overhead Grade Separation near 20th Avenue NW
Option 3.2	Pedestrian Underpass Grade Separation near 20th Avenue NW
Option 3.3	Pedestrian At-Grade Crossing at the intersection of 20th Avenue NW
Option 4	Right turn lanes

*Only in Mackley Apartments (425 North Broadway) location

The following is a brief description of each project alternative and its associated impacts to Section 4(f) properties. For more detailed descriptions of the alternatives, please refer to Chapter 2 of the attached EA. ***Please refer to Table B, Use of Section 4(f) Properties.***

C.1. Preferred Alternatives in Segment 1

The preferred alternatives in Segment 1 are a combination of two alternatives that have been identified for Segment 1. Because the Mackley Apartments is eligible for listing on the NRHP, Alternative D, two 12-foot outside lanes and three 11-foot inside lanes with 4-foot sidewalks, has been identified as the preferred alternative only in the location of the Mackley Apartments (425 North Broadway). From the intersection of 4th Avenue NW and North Broadway (beginning project terminus) to before the Mackley Apartments (425 North Broadway), Alternative C, five 12-foot lanes with 4-foot to 8-foot sidewalks, has been identified as the preferred alternative. After the Mackley Apartments (425 North Broadway) to the end of Segment 1 (11th Avenue NW), the preferred alternative is Alternative C, 4-foot to 8-foot sidewalks. Alternative C also includes locations for certain sidewalk widths in order to reduce the amount of relocations and right-of-way. These two specific locations include: Broadway Exchange and Pawn (501 North Broadway) and Subway/AIG American General (721 North Broadway). In all other locations in Segment 1, *with the exception of the Mackley Apartments—425 North Broadway and the above two locations*, 8-foot sidewalks are recommended as the preferred alternative. ***Please refer to Figure 2, Alternatives C and D.***

C.1.1. Preferred Options in Segment 1

The preferred options in Segment 1 are Option 1 (left turn lane at 4th Avenue NW—northbound) and Option 2 (5th Avenue NW to 6th Avenue NW transition). Option 2 would incorporate adjusted geometry in order to not encroach upon the New Hope Christian Center's (Church—220 5th Avenue NW) property.

C.2. Alternative A

The no-build alternative (Alternative A) would leave the existing roadway in place as it exists today, with a continuation of current maintenance practices. This alternative would not meet the project's purpose and need. The no-build would not address the deteriorating pavement, inadequate roadway capacity, inadequate lane widths, safety, or inadequate pedestrian/bicycle facilities. Therefore, it is considered not feasible and prudent.

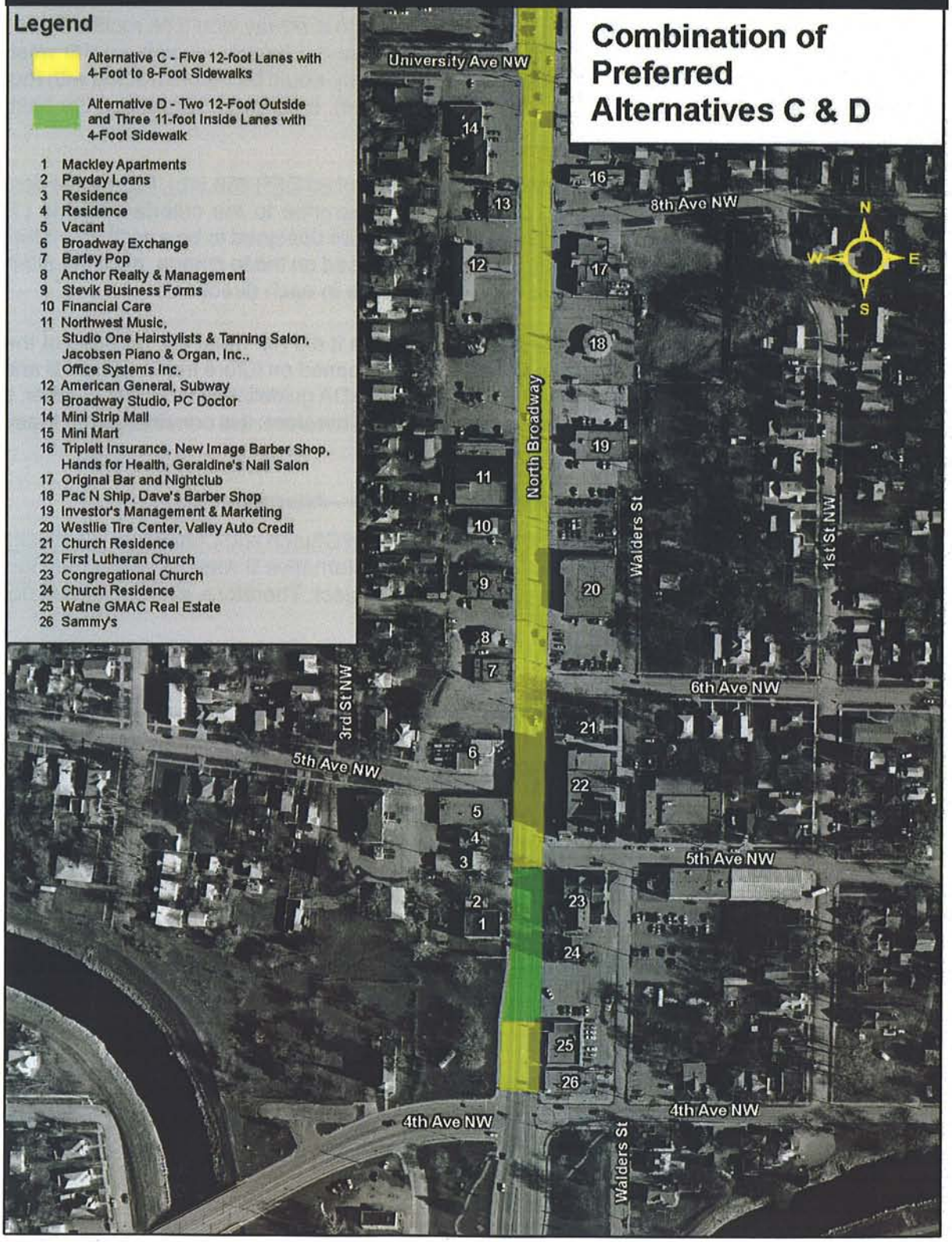
C.2.1. Use of Section 4(f) Properties—Alternative A

The no-build alternative would not result in the use of the First Lutheran Church Complex, the Mackley Apartments, or to the Residential Historic District.

Table B Use of Section 4(f) Properties					
Alternatives	**Description**	**Meet Purpose and Need**	**First Lutheran Cemetery**	**Mackley Apartments**	**Residential Historic District**
			Use of Resource	***Use of Resource***	***Use of Resource***
Alternative A	No Build	No	No Use Would Occur *	No Use Would Occur *	No Use Would Occur
Alternative B	Rebuild Segment 1 with Existing Geometry	No	No Use Would Occur *	No Use Would Occur *	No Use Would Occur
Alternative C, 4-foot	Five 12-foot lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of front entrance caused by relocating steps (exact replica) closer to the building ***	No Use Would Occur
Alternative C, 6-foot	Five 12-foot lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of building ***	No Use Would Occur
Alternative C, 8-foot ***Preferred***	Five 12-foot lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of building ***	No Use Would Occur
Alternative D, 4-foot ***Preferred only in Mackley Apt. Location***	Two 12-foot Outside & Three 11-foot Inside Lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Modification of the front steps to meet city of Minot building code **	No Use Would Occur
Alternative D, 6-foot	Two 12-foot Outside & Three 11-foot Inside Lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of front entrance caused by relocating steps (modified) closer to the building ***	No Use Would Occur
Alternative D, 8-foot	Two 12-foot Outside & Three 11-foot Inside Lanes	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of building ***	No Use Would Occur
Alternative E	Four Driving Lanes w/ Continuous Raised Median & Sidewalks	Yes	10 feet of ROW from the Section 4(f) property would be permanently incorporated into the transportation facility **	Removal of building ***	No Use Would Occur **
Option 1 ***Preferred***	Left Turn Lane at 4th Avenue NW—Northbound	—	No Use Would Occur *	No Use Would Occur	No Use Would Occur *
Option 2 ***Preferred***	5th Avenue NW to 6th Avenue NW Transition	—	No Use Would Occur *	No Use Would Occur	No Use Would Occur *

* No Historic Properties Affected—ND SHPO Finding
** No Adverse Effect—ND SHPO Finding
*** Adverse Effect—ND SHPO Finding

Figure 2
Alternatives C and D



C.3. Alternative B

Alternative B would replace the deteriorated pavement with new pavement with no street widening and associated right-of-way acquisition. The existing roadway geometry would remain unchanged. From 4th Avenue NW to University Avenue NW, the roadway would be reconstructed with five 10.5-foot lanes, a 4.5-foot sidewalk on the east, and a 5-foot sidewalk on the west. From University Avenue NW to 11th Avenue NW, the roadway would be reconstructed with four 11-foot lanes, a 10.5-foot TWLTL (Two-Way Left Turn Lane), a 3.5-foot sidewalk on the east, and a 4-foot sidewalk on the west.

The National Highway System (NHS), based on the criteria of 23 CFR 658.9(b), lists routes designated as National Network based on their general adherence to the criteria of items (1) through (6). The criteria (5) states "The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety." Based on these criteria, all of the alternatives carried forward must have at least one 12-foot lane in each direction.

Alternative B was discarded from further analysis because it did not meet the purpose of the project: to improve roadway capacity to a minimum LOS C based on future traffic demands and to accommodate pedestrian/bicyclists users while meeting ADA guidelines/standards. Further, it would not have at least one 12-foot lane in each direction. Therefore, it is considered not feasible and prudent.

C.3.1. Use of Section 4(f) Properties—Alternative B

Alternative B would not result in the use of the First Lutheran Church and Complex, the Mackley Apartments, or to the Residential Historic District. Again, Alternative B was discarded from further analysis because it did not meet the purpose of the project. Therefore, it is considered not feasible and prudent.

C.4. Alternative C

Alternative C, one of the preferred alternatives[1], would reconstruct the roadway with five 12-foot lanes with the center lane functioning as a TWLTL. The options for sidewalk width vary from a minimum width of 4 feet to a maximum width of 8 feet. The corresponding right-of-way width would vary from a minimum of 72 feet to a maximum of 80 feet. The additional right-of-way needed would vary from 6 to 14 feet depending upon which sidewalk width was chosen. From 4th Avenue NW to University Avenue NW, the right-of-way would be acquired from the west side of the roadway. North of University Avenue NW, the road would transition to the east to minimize impacts to the First Lutheran Cemetery. From University Avenue NW to 11th Avenue NW, 10 feet of right-of-way would be acquired from the west side of the roadway and a maximum of four feet would be acquired on the east side to accommodate 8-foot sidewalks. If 4-foot or 5-foot sidewalk widths were selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway.

C.4.1. Use of Section 4(f) Properties—Alternative C

Alternative C, 4-foot, 6-foot, and 8-foot sidewalks would result in the use of the First Lutheran Cemetery and the Mackley Apartments. Although the residential historic district is eligible for listing on the NRHP, this alternative is outside the area of potential effect to the district.

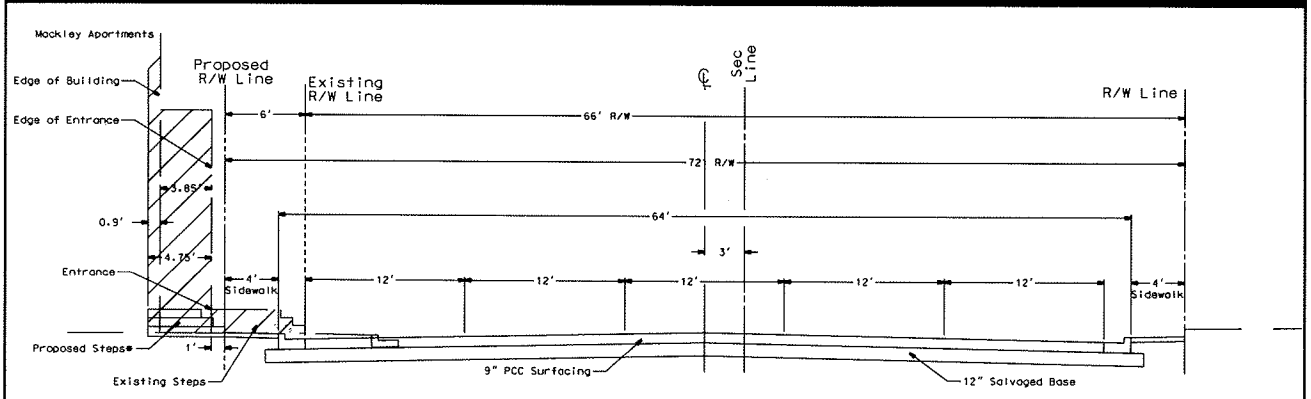
[1]Please refer to Section C.1. Preferred Alternatives in Segment 1 for additional information pertaining to the preferred alternatives.

The use of the First Lutheran Cemetery would be the acquisition of 10 feet of right-of-way and the relocation of gate posts and a corner post[2]. The gate posts are located at the center of the east boundary line and the corner post is located at the Cemetery's southeast corner.

The Mackley Apartments is eligible for listing under Criterion C, due to its embodiment of the distinctive characteristics of the Tudor Revival Style. The main component for eligibility on the NRHP is the building's façade. The façade is a symmetrical three-bay composition. The center bay is composed of a one-story, cat-slide, gable-roofed projecting entryway, flanked by flat-roofed, two-story cant bay windows. It is important to note that the Mackley Apartment's front entrance steps are not considered part of the façade, it was determined that the steps were constructed at a later time and were an add-on after the façade was built. Alternative C, 4-foot sidewalks would result in the use of the front entrance of the Mackley Apartments[3]. The use would be the removal of the front entrance caused by relocating the front steps (exact replica) closer to the building. Therefore, when the use results in the removal of the façade, it removes the contributing element for eligibility for listing on the NRHP. ***Please refer to Figure 3, Mackley Apartments Cross Sections, Alternative C.***

Under Alternative C, 6-foot and 8-foot sidewalks, the use to the Mackley Apartments would be the removal of the building[4].

Figure 3
Mackley Apartments Cross Sections—Alternative C



Alternative C with 4-Foot Sidewalks & Exact Replica of Existing Steps

C.5. Alternative D

Alternative D, one of the preferred alternatives[5], would reconstruct the roadway with two 12-foot outside lanes and three 11-foot inside lanes, with the center lane functioning as a TWLTL. The options for sidewalk width vary from a minimum width of 4 feet to a maximum width of 8 feet. The corresponding right-of-way width would vary from a minimum width of 69 feet to a maxi-

[2]ND SHPO has determined that Alternative C would have *No Adverse Effect* to the First Lutheran Cemetery.
[3]ND SHPO has determined that Alternative C, 4-foot sidewalks would have an *Adverse Effect* to the Mackley Apartments.
[4]ND SHPO has determined that Alternative C, 6-foot and 8-foot sidewalks would have an *Adverse Effect* to the Mackley Apartments.
[5]Please refer to Section C.1. Preferred Alternatives in Segment 1for additional information pertaining to the preferred alternatives.

mum width of 77 feet. The additional right-of-way would be acquired from the properties along the west side of North Broadway. The additional right-of-way requirement would vary from 3 to 11 feet, depending upon which sidewalk width was chosen. If 4-foot or 5-foot sidewalk widths were selected, small parcels of right-of-way would be required behind the sidewalk for the placement of lights, signal standards, and signs. These parcels would be acquired along both sides of the roadway.

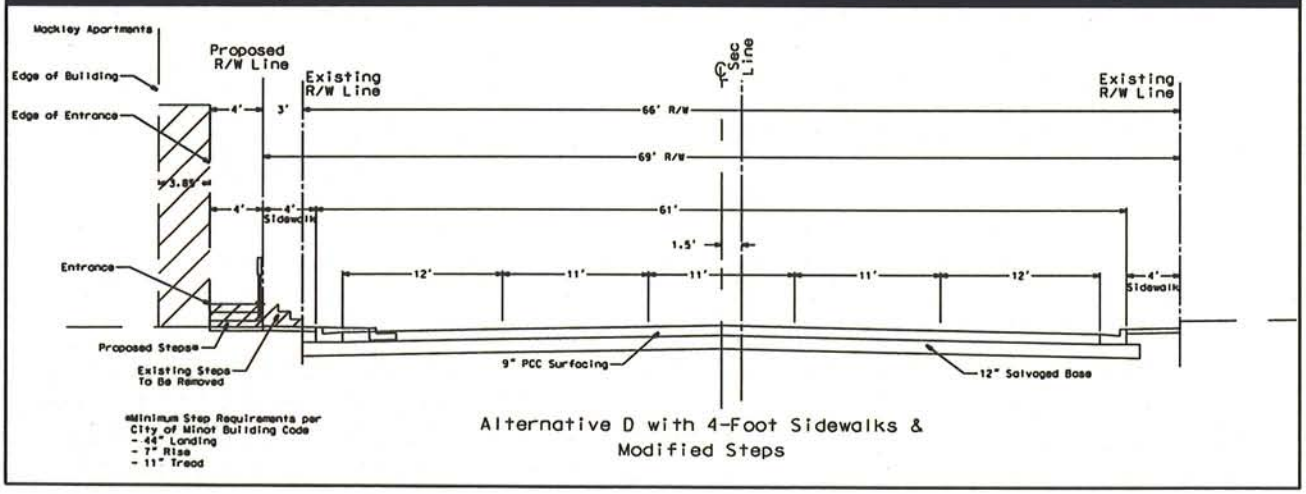
C.5.1. Use of Section 4(f) Properties—Alternative D

Alternative D, 4-foot, 6-foot, and 8-foot sidewalks would result in the use of the First Lutheran Cemetery and the Mackley Apartments. Although the residential historic district is eligible for listing on the NRHP, this alternative is outside the area of potential effect to the district.

The use of the First Lutheran Cemetery would be the acquisition of 10 feet of right-of-way and the relocation of gate posts and a corner post[6]. The gate posts are located at the center of the east boundary line and the corner post is located at the Cemetery's southeast corner.

Alternative D, 4-foot sidewalks would result in the use of the Mackley Apartments. The use would be the modification of the front steps. The existing steps are half-moon shaped. Modification to the proposed steps would meet minimum step requirements per city of Minot Building Code[7]. It is important to note that the Mackley Apartment's front entrance steps are not considered part of the façade, the main contributing element for eligibility for listing on the NRHP. It was determined that the steps were constructed at a later time and were an add-on after the façade was built. Although the steps which would be modified with this alternative are not considered part of the contributing element, it is considered a use since the steps are a component of the overall historic structure. ***Please refer to Figure 4, Mackley Apartments Cross Sections—Alternative D (Modified Steps).***

Figure 4
Mackley Apartments Cross Sections—Alternative D (Modified Steps)



[6]ND SHPO has determined that Alternative D would have *No Adverse Effect* to the First Lutheran Cemetery.
[7]ND SHPO has determined that Alternative D, 4-foot sidewalks would have *No Adverse Effect* to the Mackley Apartments.

The Mackley Apartments is eligible for listing under Criterion C, due to its embodiment of the distinctive characteristics of the Tudor Revival Style. The main component for eligibility on the NRHP is the building's façade. The façade is a symmetrical three-bay composition. The center bay is composed of a one-story, cat-slide, gable-roofed projecting entryway, flanked by flat-roofed, two-story cant bay windows. It is important to note that the Mackley Apartment's front entrance steps are not considered part of the façade, it was determined that the steps were constructed at a later time and were an add-on after the façade was built. Alternative D, 6-foot sidewalks would result in the use of the Mackley Apartments by the removal of the front entrance[8]. Therefore, when the use results in the removal of the façade, it removes the contributing element for eligibility for listing on the NRHP.

Under Alternative D, 8-foot sidewalks, the use to the Mackley Apartments would be the removal of the building[9].

C.5.2. Alternative D with 4-foot Sidewalks Public Concerns/Issues

Currently, the front steps of the Mackley Apartments are approximately 7 feet wide and the sidewalk is 5 feet wide; therefore, the building is approximately 12 feet from the roadway. The installation of new lane widths and the corresponding sidewalk would bring the roadway four feet closer to the building. With this alternative, the sidewalks would be four feet and the steps would be approximately four feet, for a total of eight feet from the roadway. Many public comments received have discussed the existing narrow sidewalk widths in the project area. The owner of the Mackley Apartments has expressed concern over the closeness of the roadway to the building, for tenants walking in and out, and especially when moving furniture.

Five-foot sidewalk in front of the Mackley Apartment building being used as snow storage, which causes pedestrians to walk very close to the roadway

[8]ND SHPO has determined that Alternative D, 6-foot sidewalks would have an *Adverse Effect* to the Mackley Apartments.
[9]ND SHPO has determined that Alternative D, 8-foot would have an *Adverse Effect* to the Mackley Apartments.

The Mackley Apartments building has three floors accessible by an interior stairwell located at the front of the building. There are three ways to access the apartments:

1) Use the front entrance (take the stairs to each floor).
2) Use the back entrance, walk to the front of the building, then use the front entrance's stairs.
3) Use the fire escape at the back of the building that has access to the top two floors.

The front entrance of the Mackley Apartments building

Due to the owner's concern, an evaluation report was conducted that included two different options that would provide additional access to the building. This may be used as mitigation for locating the roadway closer to the building, while saving the structure.

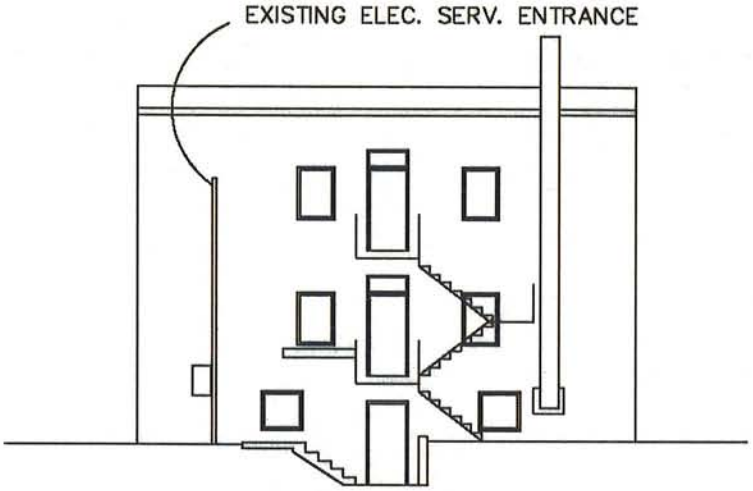
The architectural firm of Anderson, Wade, Whitty & Larson, P.C. conducted an evaluation report to determine if access in the back of the building could be modified to provide additional access for moving in and out of the building. ***Please refer to Figure 5, Existing Rear of the Mackley Apartments Building.***

The back entrance of the Mackley Apartments building

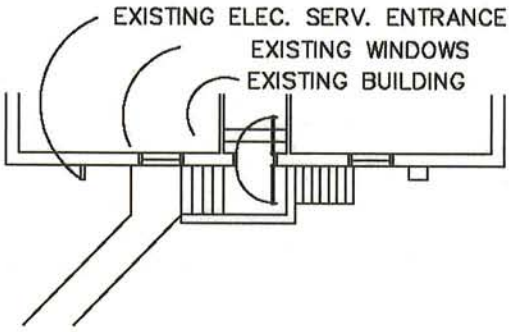
Two options were considered in order to provide access. ***Please refer to Table C, Options to Provide Access in the Rear of the Mackley Apartments Building***. Option 1 is the construction of a new enclosed stair tower at the rear of the Mackley Apartments. ***Please refer to Figure 6, Option 1, Enclosed Stair Tower.*** Option 2 consists of constructing a new stair tower and elevator. ***Please refer to Figure 7, Option 2, Stair Tower and Elevator.***

The fire escape at the rear of the Mackley Apartments building

Figure 5
Existing Rear of the Mackley Apartments Building



EXISTING ELEVATION



EXISTING MAIN LEVEL PLAN

MACKLEY APARTMENTS
MINOT, NORTH DAKOTA

Table C Options to Provide Access in the Rear of the Mackley Apartments Building		
Option	**Description**	**Cost Estimate**
Option 1	Construction of a new enclosed stair tower	$77,000
Option 2	New stair tower and elevator (5-foot wide stair treads wherever possible)	$147,000

Both of these options would require the relocation of the existing electric service entrance and the removal of windows. The six windows that would need to be removed to accommodate the new construction are windows in the kitchen/kitchen nook area. The city of Minot's Building Codes do not require having a window in the kitchen.

Neither option would provide ADA (Americans with Disabilities Act of 1990) accessibility to the lower level apartments. New entry doors should be installed with accessible thresholds. The existing doors would need to be replaced and installed level with the floor elevations.

The construction would consist of concrete foundation system, wood or metal framing, and brick veneer. Matching the brick of the Mackley Apartments would be difficult. It is important to note the existing structure is in poor condition and the upper parapet walls are currently held together with tie rods attached to the exterior brick[10].

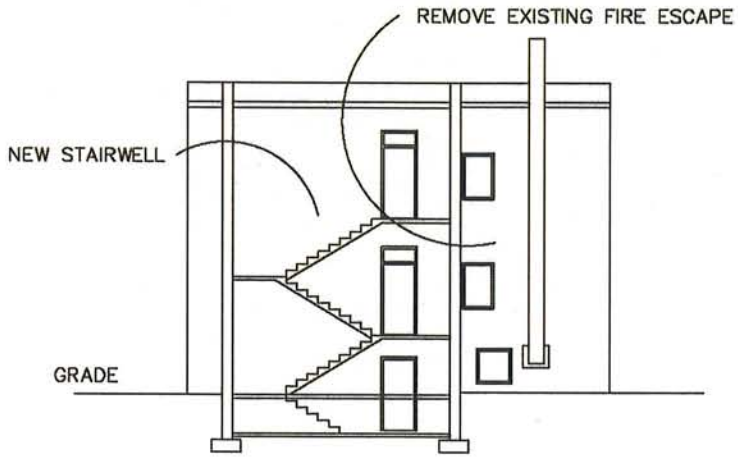
Accommodating the back entrance to allow for additional access was reviewed by the ND SHPO. The ND SHPO has determined that the addition of an enclosed stair tower and/or elevator would result in *No Adverse Effect* to the Mackley Apartments.

The Mackley Apartments is owned and operated by private individuals; any modifications to the back of the Mackley Apartments building must have their consent.

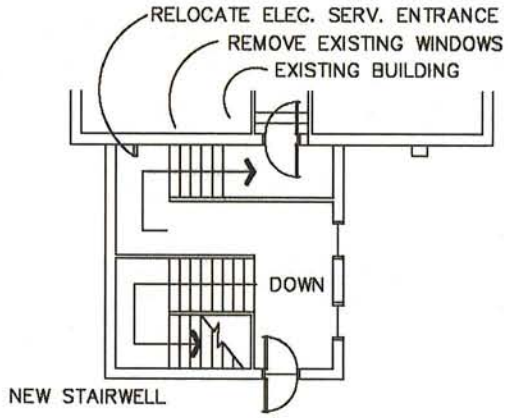
In order to accommodate the tenants of the building, an alternative was considered to reroute the sidewalks on the west side of North Broadway to the alley behind the buildings. This alternative was eliminated from further study due to safety concerns for pedestrians/bicyclists. It was also eliminated due to the impact of removing the direct access of businesses and residents to the sidewalks. The Mackley Apartments was also evaluated for the possibility of relocating the structure. The evaluation concluded that the building lacks structural integrity to facilitate relocating the structure.

[10]Anderson, Wade, Whitty & Larson, P.C., *Evaluation Report*

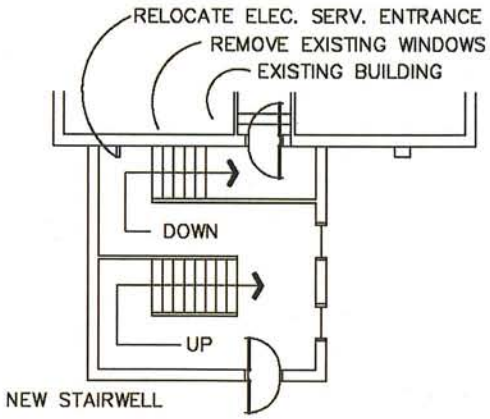
Figure 6
Option 1, Enclosed Stair Tower



SECTION – OPTION 1
WEST STAIRWELL

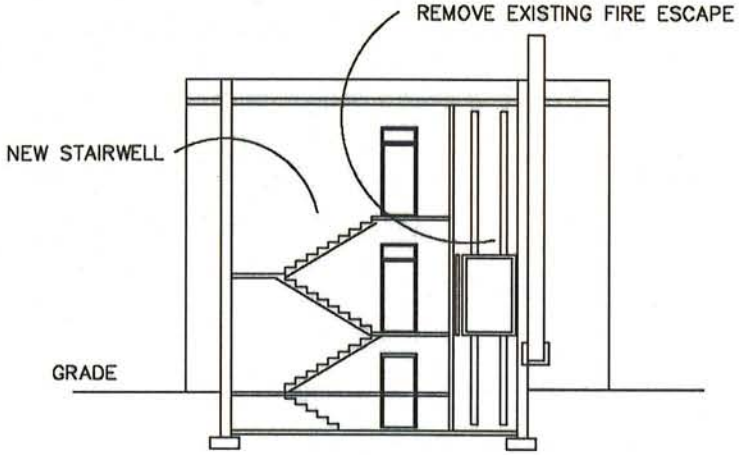


UPPER LEVEL PLAN – OPTION 1
WEST STAIRWELL

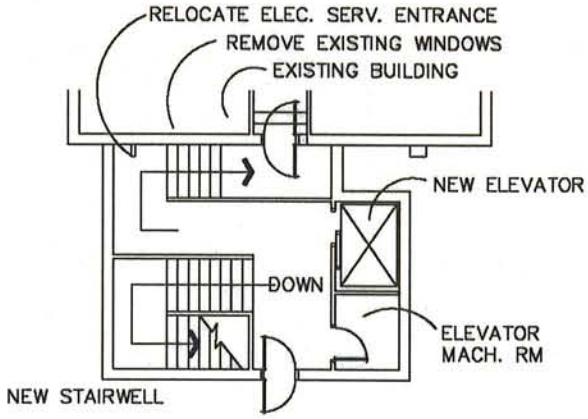


MAIN LEVEL PLAN – OPTION 1
WEST STAIRWELL

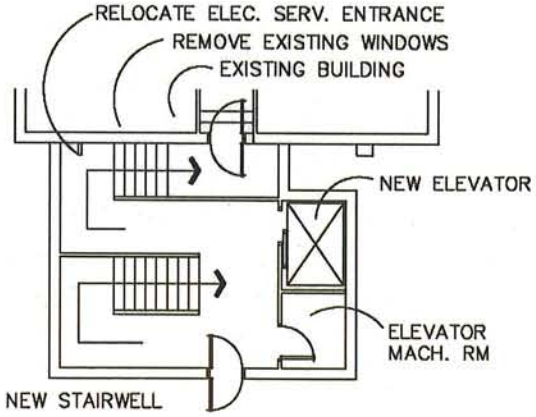
Figure 7
Option 2, Stair Tower and Elevator



SECTION – OPTION 2
WEST STAIRWELL AND ELEVATOR



UPPER LEVEL PLAN – OPTION 2
WEST STAIRWELL AND ELEVATOR



MAIN LEVEL PLAN – OPTION 2
WEST STAIRWELL AND ELEVATOR

C.6. Alternative E

Alternative E would reconstruct the roadway with four driving lanes and a continuous raised center median from 4th Avenue NW to University Avenue NW within the existing right-of-way. The existing lane assignments at 4th Avenue NW and University Avenue NW would remain unchanged. The raised center median would be continuous with no left turns allowed between 4th Avenue NW and University Avenue NW. The sidewalk width for this alternative would vary depending upon the width of the center median. This alternative would not require acquisition of any additional right-of-way from 4th Avenue NW to University Avenue NW except at the location of the left turn lanes at 4th Avenue NW and University Avenue NW.

C.6.1. Use of Section 4(f) Properties—Alternative E

Alternative E would result in the use of the First Lutheran Cemetery, the Mackley Apartments, and the Residential Historic District.

The use of the First Lutheran Cemetery would be the acquisition of 10 feet of right-of-way and the relocation of gate posts and a corner post[11]. The gate posts are located at the center of the east boundary line and the corner post is located at the Cemetery's southeast corner.

The use of the Mackley Apartments would be the removal of the building due to the transition and widening required to accommodate the southbound left turn lane at 4th Avenue NW[12].

The use that would result from Alternative E may increase the amount of traffic in the eligible historic district on north-south city streets east of North Broadway and within the eligible residential historic district[13].

C.7. Option 1

Option 1 would include the reconfiguration of the northbound left turn lane at 4th Avenue NW. This work would not directly affect the viaduct structure, but may require reconstruction of the approach slab. The *Traffic Operations Study* dated March 14, 2003 recommended the desirable length (250 feet) be provided. The minimum length (190 feet) is being proposed because major reconstruction to the viaduct structure would be needed to provide the desirable length. Option 1 could be selected with any of the Alternatives. The estimated construction cost for this option is included in the mainline estimates.

C.7.1. Use of Section 4(f) Properties—Option 1

Option 1 would not result the use of the First Lutheran Church Complex, the Mackley Apartments, or the Residential Historic District.

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[11]ND SHPO has determined that Alternative E would have *No Adverse Effect* to the First Lutheran Cemetery.

[12]The ND SHPO has determined that Alternative E would have *an Adverse Effect* to the Mackley Apartments.

[13]ND SHPO has determined that Alternative E would have *No Adverse Effect* to the eligible residential historic district. However, it is important to note that this determination was made because it is predicted that traffic would find an alternate route other than the residential side streets.

C.8. Option 2

Option 2 would include the construction of a transition on the west side of North Broadway to connect 5th Avenue NW to 6th Avenue NW near the present location of the Barley Pop bar (511 North Broadway). The realignment would eliminate three "T" intersections within 300 feet by creating a new four-legged intersection 300 feet from an adjacent "T" intersection. The sight distance restrictions for eastbound 5th Avenue NW would also be eliminated. Option 2 is not recommended with Alternative E, only with Alternatives C and D.

C.8.1. Use of Section 4(f) Properties—Option 2

Option 2 would not result in the use of the First Lutheran Church Complex, the Mackley Apartments, or the Residential Historic District.

D. Avoidance Alternatives

D.1. Alternative A

The no-build alternative would not result in the use of the First Lutheran Church Complex, the Mackley Apartments, or to the Residential Historic District. However, Alternative A would not meet the purpose and need for the project. Therefore, this alternative is not considered to be feasible and prudent.

D.2. Alternative B

Alternative B would not result in the use of the First Lutheran Church and Complex, the Mackley Apartments, or to the Residential Historic District. However, it was discarded from further analysis because it did not meet the purpose of the project: to improve roadway capacity to a minimum LOS C based on future traffic demands and to accommodate pedestrian/bicyclists users while meeting ADA guidelines/standards. Further, it would not have at least one 12-foot lane in each direction. Therefore, this alternative is not considered to be feasible and prudent.

D.3. Options 1 and 2

The construction of Option 1 and 2 would not result in the use of the First Lutheran Church Complex, the Mackley Apartments, or the Residential Historic District. However, Options 1 and 2 could be constructed with Alternatives C and D.

Option 1 could be constructed with Alternative E, but Option 2 would not be constructed with Alternative E because the median would eliminate any benefit of constructing Option 2.

E. Measures to Minimize Harm

Segment 1 Alternatives were developed to widen to the west side of North Broadway, because of the location of the First Lutheran Church. The First Lutheran Church and its properties take up one city block. All attempts to avoid impacts to the First Lutheran Church were made, resulting in west side widening of North Broadway.

Alternatives C, D, and E were also developed to minimize harm to the First Lutheran Cemetery. Under these Alternatives, the gate posts and corner post would be moved to the west, or if they cannot be saved, then new gate posts would be constructed to replicate, in dimension, design, and materials, the existing gate posts[14].

[14]This would constitute a *No Adverse Effect* determination from ND SHPO. Please refer to ND SHPO letter, dated May 24, 2006, located in the Appendix.

Alternative D, 4-foot sidewalks would minimize harm to the Mackley Apartments through reconfiguring the steps or designing new steps using the same materials that were used in the existing steps[15].

Providing additional access to the rear of the Mackley Apartments building could be obtained by constructing an enclosed stair tower and/or elevator.

F. Coordination

The Section 4(f) Evaluation has been prepared in coordination with the Federal Highway Administration, North Dakota Department of Transportation, North Dakota State Historic Preservation Office, and the city of Minot.

In accordance with 23 CFR § 771.135(i), the Section 4(f) Evaluation has been provided for coordination and comment to the Department of Interior.

G. Determination

Based upon the above considerations, there is no feasible and prudent alternative to the use of the historic Mackley Apartments and the historic First Lutheran Church Cemetery. ND SHPO has determined the proposed actions have *No Adverse Effect* to the First Lutheran Cemetery and to the Mackley Apartments. ***Please refer to letters from the ND SHPO dated March 23, 2005, July 28, 2005, and May 24, 2006.*** The proposed action includes all possible planning to minimize harm to 4(f) resources resulting from the reconstruction of North Broadway.

[15]This would constitute a *No Adverse Effect* determination from ND SHPO.

SECTION 4(f) COORDINATION

• NDSHPO to NDDOT	October 4, 2001	1
• NDSHPO to NDDOT	October 1, 2003	2
• NDDOT to NDSHPO	September 16, 2003	3–4
• NDSHPO to NDDOT	April 12, 2004	5
• NDSHPO to NDDOT	February 2, 2005	6
• NDSHPO to NDDOT	March 23, 2005	7
• NDSHPO to NDDOT	July 28, 2005	8
• NDSHPO to NDDOT	May 24, 2006	9

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October 4, 2001

Jeani L. Borchert
Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

NDSHPO REF. : 02-026 DOE for 32WD1562 (Young America Building/Diamond's Department Store), 437 North Broadway, Minot, North Dakota

Dear Jeani:

We have reviewed project 02-026: DOE for 32WD1562 (Young America Building/Diamond's Department Store), 437 North Broadway, Minot, North Dakota.

We concur that 32WD1562 (Young America Building/Diamond's Department Store) is not significant and not National Register eligible.

Thank you for the opportunity to review the project, if you have questions please contact Paul Picha at 701-328-3574.

Sincerely,

for

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)

North Dakota Heritage Center • 612 East Boulevard Avenue, Bismarck, ND 58505-0830 • Phone: 701-328-2666 • Fax: 701-328-3710
Email: histsoc@state.nd.us • Web site: http://www.state.nd.us/hist • TTY: 1-800-366-6888

2

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Department of Transportation

John E. Von Rueden
Bismarck

Merlan E. Paaverud, Jr.
Director

October 1, 2003

Bob Christensen
Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

ND SHPO REF.: 03-1043, Consultation, NDDOT Project # CMU-4-083(060)200, Ward County, ND.

Dear Mr. Christensen:

We have reviewed your correspondence of September 16, 2003: *Consultation on NDDOT Projects, State Highway System*, NDDOT Project CMU-4-083(060)200, proposed Minot Broadway reconstruction in portions of Sections 11, 12, 13, and 14, T155N, R83W, Ward County, ND.

We concur with your recommendation for a Class III Cultural Resources Inventory of the APE. Borrow and fill materials, if required, should be derived from an approved source.

Thank you for the opportunity to review this project. Please include the ND SHPO Reference number listed above in any further correspondence for this specific project. If you have any questions please contact Duane Klinner at (701) 328-3576.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)

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North Dakota Department of Transportation

David A. Sprynczynatyk, P.E.
Director

John Hoeven
Governor

September 16, 2003

Merl Paaverud
ND State Historic Preservation Officer
ND Heritage Center
612 East Boulevard Avenue
Bismarck, ND 58505-0830
Attn: Project Review Coordinator

CONSULTATION ON NDDOT PROJECTS, STATE HIGHWAY SYSTEM.

We are initiating consultation on the following project. This letter is intended to give you information on the proposed project and how we intend to proceed to meet our responsibilities under Section 106 of the National Historic Preservation Act of 1966 (as revised 1992). Further, it is intended to solicit your views pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969. We would appreciate your comment on the project and our planned cultural resource work, and discussion of any concerns you may have regarding historic properties which may be affected by the project.

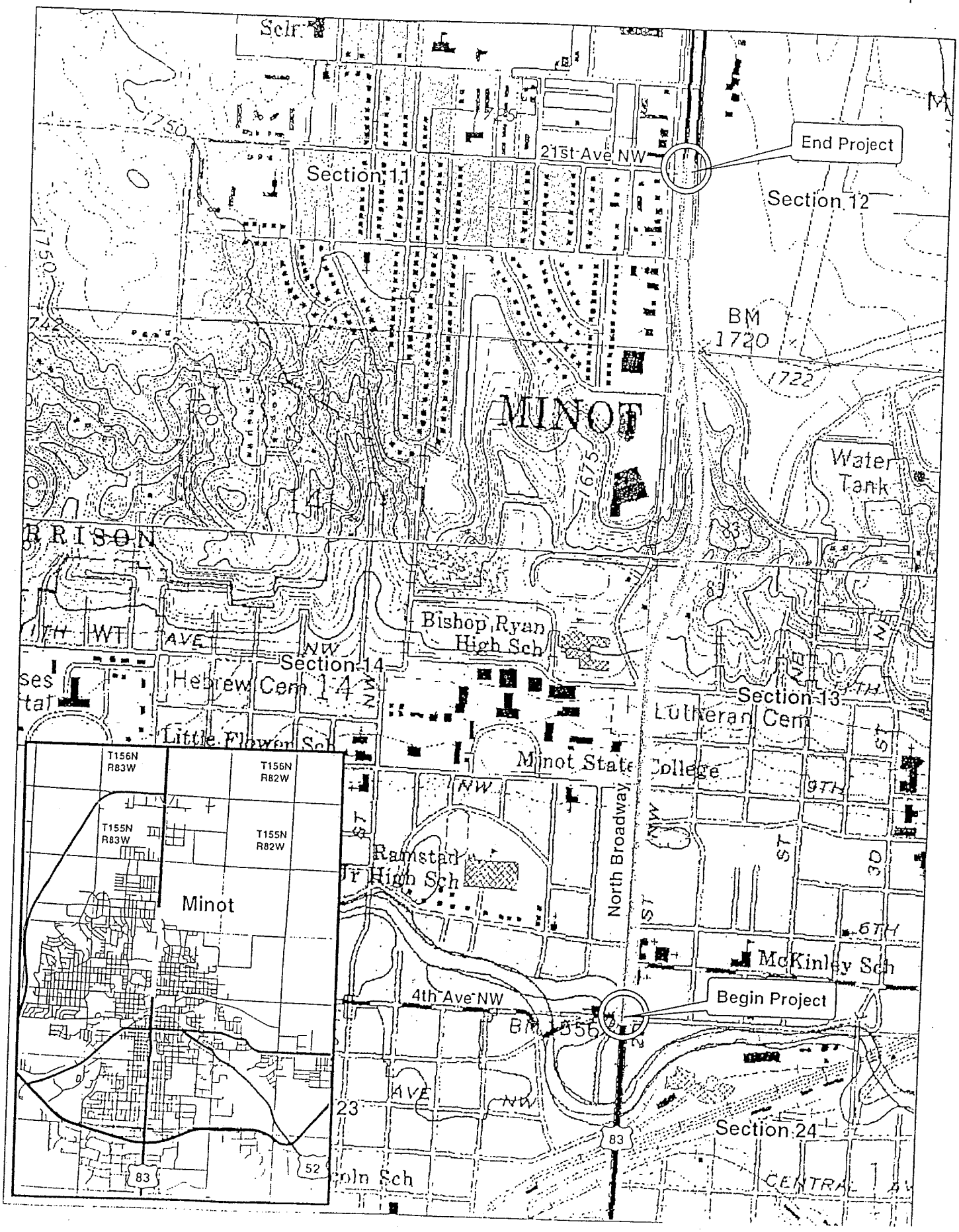
Lead Federal Agency: Federal Highway Administration
NDDOT Project #: CMU-4-083(060)200 Minot Broadway Reconstruction.
Legal Location: S.11, 12, 13, 14, 155/83, Ward County.
Project Type: Urban Reconstruction.
Purpose and Need: To provide a safe and effective transportation system.
Project Description: Reconstruction of North Broadway from the viaduct near 4th Avenue to 21st Avenue. The project may require the acquisition of additional ROW and may require the acquisition of buildings, depending on the roadway alignment.
APE: The existing and any new ROW along the alignment.
Justification: All project affects will be confined to the proposed APE.
Proposed Cultural Resource Work: A Class III Cultural Resource Inventory, including a description and map showing each cultural resource site within and directly adjacent to (abutting) the project APE. This inventory should also include the boundary of any historic district.
Justification: This is necessary to identify cultural resources which may be impacted by the project.
Other Consulting Parties: None. This project involves impacts within existing right-of-way and is not seen as being of the nature and extent requiring consultation with Native American tribes. No other potentially interested parties have been identified.
Plan for Public Involvement: Solicitation of views, two public meetings, and a public hearing will be conducted.

If you need further information regarding the proposed project please contact me or the other NDDOT cultural resource staff.

Bob Christensen - Archaeologist, NDDOT Design Division

Attached Map

Location Map
Minot North Broadway Reconstruction
CMU-4-083(060)200
T155N
R83W



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April 12, 2004

Bob Christensen
Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

NDSHPO REF.: 03-1043, Report Review, North Broadway, Minot, ND.

Dear Mr. Christensen:

We have reviewed: *North Broadway: An Archaeological and Architectural Inventory in Minot, Ward County, North Dakota* by Louis N. Hafermehl and Ed Stine, MAC, Inc., March 2004 and have found the report acceptable. We do however, request that future reports of this nature refer to the research methodology as "Class II Inventory" instead of "windshield survey" as found in this report.

We concur with the NDDOT that sites 32WD1608 and 32WD1622 are National Register eligible. We look forward to continuing to work with the NDDOT on this project as plans are further developed.

Thank you for the opportunity to review this project. Please include the ND SHPO Reference number listed above in any further correspondence for this specific project. If you have any questions please contact Duane Klinner at (701) 328-3576.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)

SHPO CONSULTATION DOCUMENTATION

North Dakota Department of Transportation, Design
SFN 52561 (8-2000)

Date 2/2/05	Project Number CMU-4-083(060)200
NDDOT Personnel BOB CHRISTENSEN	
SHPO Personnel KATE RYAN	
Issue of Discussion HISTORIC RES. DISTRICT + TRUCK TRAFFIC W/ ALTERNATIVE E	
Results of Consultation IMPACT IS LIKELY TO BE MINIMAL AS TRUCK TRAFFIC IS LIKELY TO FIND ALTERNATE ROUTES. BUILDINGS FRONTING BROADWAY ARE NOT PART OF A RESIDENTIAL DISTRICT. 208 N. 5TH ST NW NOT ELIGIBLE. CHRISTIAN CENTER MAY BE ELIGIBLE BUT WILL PROBABLY NOT BE IMPACTED.	

RC Christensen

Kate Ryan 2/3/05

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March 23, 2005

Robert C. Christensen
Archaeologist
Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

NDSHPO REF. : 03-1043, NDDOT Minot, North Dakota, North Broadway Effects of Undertaking
NDDOT: CMU-4-083(060)200

Dear Bob:

We have reviewed project effects letter of March 23, 2005, as a follow-up to the February 24, 2005, consultation meeting on North Broadway project [NDDOT CMU-4-083(060)200] that involved discussion of alternatives and effects.

We concur with "No Adverse Effect," for the project provided:
(1) the impacts to the Mackley Apartment Building (32WD1608) are limited to the steps, and that the steps are altered using compatible building material;
(2) the corner and entry pillars to the First Lutheran Cemetery (32WD1622) are moved west of the new sidewalk and placed on new concrete pads; and,
(3) the First Lutheran Church buildings (32WD1622) are not impacted.

Thank you for the opportunity to review the project. If you have questions please contact either Fern Swenson at (701) 328-3575 or Paul Picha at (701) 328-3574.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer (North Dakota)
and
Director, State Historical Society of North Dakota

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July 28, 2005

Bob Christensen
Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

NDSHPO REF.: 03-1043, Consultation on potential modifications to the Mackley Apt. Building, 425 North Broadway, Minot, ND NDDOT Project CMU-4-083(060)200.

Dear Mr. Christensen:

We have reviewed your e-mail to me of July 21, 2005; the attached three sketches and page of notes. We would concur with a finding of "No Adverse Affects" to the building if changes as described in the sketches were to occur to the rear elevation.

Thank you for the opportunity to consult on this element of the project.

Please include the ND SHPO Reference number listed above in any further correspondence. If you have any questions please contact Susan Quinnell at (701) 328-3576.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer (North Dakota)
&
Director, State Historical Society of North Dakota

JUL 2005
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Merlan E. Paaverud, Jr.
Director

May 24, 2006

Mr. Bob Christensen
Archaeologist Design Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

ND SHPO Ref.:03-1043 First Lutheran Cemetery Columns - measures to minimize harm CMU-4-083(060)200 PCN: 15182 Minot, Ward County, North Dakota

Dear Mr. Christensen,

We reviewed ND SHPO Ref.:03-1043 First Lutheran Cemetery Columns - measures to minimize harm CMU-4-083(060)200 PCN: 15182 Minot, Ward County, North Dakota. We concur with a "No Adverse Effect" determination for site 32WD1622, First Lutheran Church and Cemetery, for any of the three options listed in your May 18, 2006 letter, briefly summarized as 1. Moving the columns back approximately 15 feet; 2. Placing the columns on new concrete pads; 3. If pillars are damaged or destroyed, the columns may be repaired or replaced with replicas constructed of similar materials and designed to closely approximate the existing pillars. We concur that a new MOA is not warranted.

Thank you for the opportunity to review this project. If you have any questions please contact Susan Quinnell, at (701) 328-3576, e-mail squinnell@nd.gov

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer (North Dakota)

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