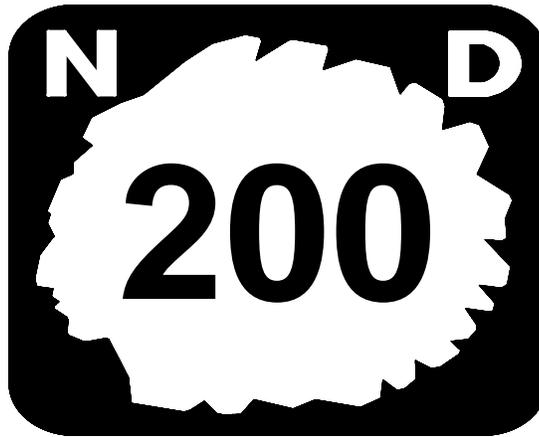


# REGRADE, BASE, and SURFACING

Project No.  
AC-HPP-5-200(010)143

PCN  
15919



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Prepared by

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

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

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Interstate Engineering, Inc.

May, 2006

# **TRANSCRIPT OF PUBLIC HEARING**

## **MEETING LOCATION**

Beulah City Hall  
Hazen City Hall

## **DATE and TIME**

May 2, 2006  
4:00 PM to 6:00 PM(MT) @ Beulah  
6:30 PM to 8:30 PM(MT) @ Hazen

## **PROJECT NUMBER**

AC-HPP-5-200(010)143  
PCN # 15919

ND 200 from jct. ND 49 at Beulah to the west edge of Hazen

## **NORTH DAKOTA DEPARTMENT OF TRANSPORTATION**

Bismarck, North Dakota

## **DIRECTOR**

David A. Sprynczynatyk, PE

## **DEPUTY DIRECTOR FOR ENGINEERING**

Grant Levi, PE

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## APPENDIX

- Exhibit 1 – Advertisement
- Exhibit 2 – Handout
- Exhibit 3 – Boards on display
- Exhibit 4 – Attendance rosters and written comments

## INTRODUCTION

The Public Hearing for project AC-HPP-5-200(010)143 was held on May 2, 2006. The Public Hearing was held at the Beulah City Hall from 4:00 PM to 6:00 PM(MT), and at the Hazen City Hall from 6:30 PM to 8:30 PM(MT).

The meeting was advertised in the April 18<sup>th</sup> edition of the Beulah Beacon and Hazen Star, and each paper also printed a news release in their April 27<sup>th</sup> edition. The Public Hearing ad was also posted at the Beulah and Hazen city halls, and in the office complex entrance at Interstate Engineering in Beulah. A copy of the advertisement and news release are included in the Appendix as Exhibit 1.

## EXPLANATION OF HEARING PROCESS

### PURPOSE

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

Such hearings, or acceptable substitute procedures, are required by federal law on highway improvement projects involving the expenditure of federal funds. Additionally, these hearings are in accordance with the policy of the NDDOT to ensure that proper consideration is given to all social, economic, and environmental factors before final decisions are reached.

### PROPOSED HIGHWAY IMPROVEMENTS

The highway improvements proposed and presented at the hearing are a result of careful study, review, and consideration of any known factors. Crash history, roadside safety items, traffic volumes, public desires from previous input, and engineering and economic factors all played an important role in the development of these proposals. Also taken into consideration are the present and future environmental, social, and economic needs of the individual, the communities, and the state. The reports covering all alternatives considered are available for examination or reproduction.

### HEARING PROCEDURE

The hearing was conducted at both locations beginning with an open-house style, allowing attendees to view the exhibits, and informally ask questions about various project aspects. Midway through the time allotted at each location, a formal presentation was given by personnel from the NDDOT and Interstate Engineering, followed by a question and answer period with responses from NDDOT and Interstate Engineering personnel.

A slide show was also running for viewing during the informal period, and a slide show was used in the presentation.

The participants were encouraged to provide comments, ask questions, and express their opinions on any aspect of the work proposed, and it's impacts to individuals, communities, local and regional travel, the environment, and businesses in the surrounding area.

Comment forms were available for those who chose not to speak up at the meeting, or had other thoughts or comments that came to mind after the meeting was over.

## PERSONS PRESENT

The following people were in attendance to present the information and answer questions:

NDDOT – Bismarck                      Chad Orn, PE-Design Division; Pam Wegner-Right-of-way

NDDOT – Dickinson District        Rob Rayhorn, PE-Asst. DE

FHWA – ND Division                 Kevin Michel, PE

Interstate Engineering, Inc.        Randy Pope, PE; Loren Daede, PE; Donna Zimmerman

The sign-up sheets for all who attended are included in this report in the Appendix as part of Exhibit 4.

## THE RECORD

The presentation and Q&A portion of the hearing was recorded by a court reporter, and a copy of the transcript is included below. Any comments or questions raised during the Q&A period as well as any written comments received during or after the meeting, and the responses to those questions, are included later in this report.

The following items were on display or available for viewing during the meeting:

- The meeting handout with a comment section (Exhibit 2 of Appendix)
- Typical section for Alternative 1 (Exhibit 3 of Appendix)
- Pros and cons for Alternative 1 (Exhibit 3 of Appendix)
- Typical section for Alternative 2 (Exhibit 3 of Appendix)
- Pros and Cons for Alternative 2 (Exhibit 3 of Appendix)
- The existing typical section (Exhibit 3 of Appendix)
- A list of items yet to be determined for inclusion in the project (Exhibit 3 of Appendix)
- A copy of the Project Concept Report
- A copy of the plan sheets showing the plan view and topographic information
- Aerial photograph of the project area
- Copy of a quad map for the project area

These items are included in the Appendix as the Exhibit indicated above. The Concept Report, aerial photo, quad map, and plan sheets are not included in the Appendix.

US 200 HIGHWAY IMPROVEMENTS  
JUNCTION 49 TO THE WEST END  
OF HAZEN

NDDOT PROJECT NUMBER AC-HPP-5-200(010)143

TRANSCRIPT OF  
PUBLIC HEARING

Taken At  
Beulah City Hall  
Beulah, North Dakota  
May 2, 2006

BEFORE INTERSTATE ENGINEERING AND  
THE NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

1 (The proceedings herein were had and made  
2 of record, commencing at 5:03 p.m., M.D.T.,  
3 Tuesday, May 2, 2006, as follows:)

4 MR. ORN: I am Chad Orn. I'm with the  
5 North Dakota Department of Transportation Design  
6 Division out of Bismarck. I want to thank you guys  
7 for attending our public hearing here on Highway  
8 200 between Hazen and -- Hazen and Highway 49 and  
9 Beulah.

10 Interstate Engineering on behalf of the  
11 North Dakota DOT is writing an environmental  
12 document preparing the plans for this project.  
13 We're going to ask you to please provide your  
14 comments and input. You can provide it during this  
15 meeting, as it is a formal process and this will  
16 become a transcript. If you don't want to speak up  
17 now, also please feel free to fill out a comment  
18 card. That will also become part of our  
19 transcript.

20 I would like to introduce some people here  
21 that you are welcome to talk to after the meeting  
22 if you have any questions for them. We have in the  
23 back there in the red, Rob Rayhorn. He represents  
24 the Dickinson District. We have Kevin Michel. He  
25 represents the Federal Highway Division for our

1 state. We have Pam Wenger. She's from our  
2 right-of-way division. And we have Donna Zimmerman  
3 from Interstate Engineering, we have Randy Pope  
4 from Interstate Engineering, and we have Loren  
5 Daede from Interstate Engineering. I would like to  
6 turn it over to Loren Daede and he'll go through  
7 some of the project specifics.

8 MR. POPE: No. I get to go first, Chad.

9 MR. ORN: Or Randy Pope. Excuse me.

10 MR. POPE: He'll turn it over to me. What  
11 we're planning on doing since Chad gave the  
12 introduction is kind of just go over -- we're going  
13 to go over the agenda and I'll tell you what we're  
14 going to do, go over the construction history,  
15 what's been done on the project, when it was done,  
16 so you know what exists out there right now, review  
17 what's been done for public participation to date.  
18 We will then talk about what the proposed project  
19 alternatives are. Loren will do that. He'll also  
20 go over what the costs are for those alternatives,  
21 talk about what some of the options are for  
22 construction traffic, how that would be handled for  
23 the traffic during construction. There are a  
24 number of items which are yet to be decided, so  
25 we'll review those. We'll talk about -- a little

1 bit about the schedule. And then at the end we  
2 will take any comments that you have on the  
3 project, any questions that you have.

4 I guess at this point we're going to go  
5 through our presentation. We have a court  
6 reporter, so there will be a transcript, so when we  
7 get to the questions, we would appreciate it if you  
8 would just say your name and then just make your  
9 comments so that she's got it identified in the  
10 transcript. Nobody will hold it against you,  
11 that's for sure.

12 The project, as we start from the west end  
13 and go to the east, was originally graded to 36  
14 foot wide in 1955 with a six-inch aggregate base  
15 placed in '57 and two and a half inches of pavement  
16 on top of that. The drive slopes were flattened in  
17 '85 and also a two-inch hot bituminous overlay  
18 placed, and that's only for that first --  
19 approximately a mile.

20 The next segment was graded in '51 to 36  
21 feet with five inches of aggregate base in 1952,  
22 with two inches of stabilized base and then two and  
23 a half inches of pavement also in '52. It got an  
24 inch-and-a-half overlay in 1978 and the drive  
25 slopes were flattened in 1990. So there really

1 hasn't been anything done to the pavement as a  
2 project since '78.

3       Then there's a short segment on the east  
4 end which was graded in 1979 to 52 feet wide. That  
5 added six inches of aggregate base, and that was  
6 also in '79 with two inches of bituminous base and  
7 two inches of bituminous surface. The drive slopes  
8 were also flattened there in 1990. So again in  
9 that area the last pavement improvement was when it  
10 was constructed in 1979.

11       At this point I'll turn it over to Donna  
12 and she'll just tell you a little bit about the  
13 public participation, things that have been done to  
14 date.

15       MS. ZIMMERMAN: Thank you, Randy. As part  
16 of the public participation plan, one of the things  
17 that we do is coordinate with the DOT any ads or  
18 anything that goes into the press, just like  
19 meeting notices that you read about the meeting  
20 tonight and also any news releases and things like  
21 that. We did hold a public input meeting in  
22 November -- the first week in November, and along  
23 with that we do the handouts or work with the DOT  
24 on the information that goes in the handouts.

25       Along with Chad, I would just like to

1 welcome you and thank you all for coming out to  
2 hopefully express your comments tonight, encourage  
3 you to express your comments, and, as Chad said,  
4 part of this handout -- you're welcome to speak, we  
5 certainly encourage you to speak tonight. If you  
6 don't feel comfortable doing that, we do have the  
7 form on the back that you can fill out and send in  
8 and there's mailing information. You can also  
9 e-mail. For those of you who love the computer and  
10 it's easier for you, you're welcome to do that. I  
11 guess we encourage, like Randy said, for you to  
12 make comments.

13 We are also going over to Hazen after this  
14 and doing a similar thing. But that's what we've  
15 done so far as part of the public participation.  
16 And, once again, thank you. Thank you for your  
17 comments, too, before. We did receive quite a  
18 number of comments after the first public input  
19 meeting in November, so that's always good to have.  
20 And please comment again tonight.

21 At this time, Loren, you're going to go  
22 through the project.

23 MR. DAEDE: I'm going to talk a little bit  
24 about the project that is proposed. What is  
25 proposed is to rebuild the roadway at the location

1 that has been discussed between Beulah and Hazen  
2 and bring it up to the present-day standards for  
3 this type of a roadway. It is functionally  
4 classified as a principal arterial in the area and  
5 it is on the national highway system, so we would  
6 be bringing it up to the standards that go along  
7 with that type of a highway.

8       The project is going to involve grading,  
9 and I'll show a couple alternatives, and I think  
10 you've seen them, but it will involve grading to  
11 make the roadbed wide enough to construct a section  
12 that will have two 12-foot lanes and two eight-foot  
13 shoulders. And the present idea is to do the  
14 grading in one year. There would be asphalt to  
15 carry traffic -- like a couple inches to carry  
16 traffic through that first winter. The final  
17 paving lifts would be put on in the following year.

18       The first alternative that we have  
19 proposed is it's considered a selective grading and  
20 widening. Now, in that there's certain areas where  
21 there are deficient vertical curves for sight  
22 distance. Those areas would be completely  
23 regraded. The asphalt would be taken off to be  
24 recycled later as a base. Those areas would be  
25 regraded and then the base and surfacing put back

1 on.

2 In the widening areas, those are areas  
3 where basically the grade isn't that bad and we  
4 would just be widening the shoulders. In those  
5 areas the existing material, there would be  
6 material added, everything would be blended in  
7 place. They call it the mine and blend -- mine and  
8 blend is what the state refers to that process as,  
9 but the existing asphalt would be recycled, but it  
10 would be an in-place recycling process.

11 Alternative 2 would be to take the asphalt  
12 off the entire length, regrade it from end to end.  
13 Even though there wouldn't be a lot of grade  
14 changes in some areas, we would regrade it from end  
15 to end, and then the asphalt would come back on as  
16 a recycled base.

17 This is the section for alternative 1.  
18 Both alternatives end up with two 12-foot lanes,  
19 two eight-foot shoulders, like I said. The  
20 pavement thicknesses would be similar base  
21 thicknesses, four and a half inches of asphalt, 18  
22 inches of base. Of course, it would be very  
23 similar on both of them. On this one approximately  
24 half the length has a fairly good grade on it,  
25 sight distances are good. There's no problem

1 anywhere on the project with the horizontal  
2 curvature, so we're not going to need any  
3 realignment. But to correct sight distances there  
4 would be about half of it that would be regraded  
5 approximately, and the other half would be the  
6 areas where it would just be widened to build the  
7 section.

8       With alternative 1, it would correct any  
9 deficiencies in the grade, it would widen the  
10 roadway throughout to allow for the placement of  
11 the section that is planned, and, like I said, we  
12 would use the mine and blend on the areas that were  
13 strictly widened, and the asphalt that was removed  
14 would come back as a salvaged base on the areas  
15 that were completely regraded.

16       Now, the good things about this option,  
17 and they're very similar for both projects  
18 really -- some of the good and bad. It does update  
19 the geometry and makes the road safer, wider. You  
20 will end up with a strong pavement throughout. Any  
21 drainages that are out there will be updated. And  
22 this option, because we would be leaving the  
23 asphalt in place on approximately half the job,  
24 during grading operation would just be widening of  
25 the shoulders, it would cause a little less traffic

1 disruption for traffic, for vehicles going through  
2 the project.

3       Cons, there will be some minor wetland  
4 impacts, there will be some right-of-way impacts,  
5 some of the utilities. There's phone buried all  
6 along there, there's Midcontinent cable, there's  
7 overhead power. There will be some utility  
8 impacts. In the areas where we are just mining and  
9 blending, if there's some weak subgrade underneath  
10 there that doesn't show up in the other  
11 operations -- if it's really weak, it will show up,  
12 but if there's some that's a little weaker than you  
13 may like it, there's going to be, of course, no  
14 improvement to that because we're not going to get  
15 down to it. That is a con on this particular  
16 option. And the base throughout, even though it  
17 would be pretty much the same thickness width all  
18 the way through, it's not going to be totally  
19 uniform because what gets blended in place isn't  
20 going to be the same as what gets brought in,  
21 blended off site.

22       Alternate 2 would be the case where all  
23 the asphalt would be taken off, recycled, brought  
24 back as a recycled base. There again, the pavement  
25 thicknesses, the base thickness, widths, everything

1 is the same as alternate 1. Here again, it does  
2 correct the grades, any sight distance problems  
3 there are, and we would be using the salvaged base  
4 throughout on this option.

5       Pros, pretty much the same as far as  
6 geometric updates, pavement strength, the improved  
7 subgrade. Here, because everything thus far as the  
8 base would be brought back as a recycled base, it  
9 was blended off site, it would be more uniform  
10 throughout, and we would have the chance to improve  
11 the subgrade because everything will be off there,  
12 we'd be able to do subgrade prep and get it uniform  
13 throughout the project. And, of course, here  
14 again, the drainages would be updated.

15       The cons, again, there will be some  
16 wetland impacts, there will be some right-of-way  
17 impacts, utility. I've got some estimated costs  
18 here I'll show you here in a second. It is a  
19 slightly higher estimated cost. And because there  
20 would be grading throughout on this one, there  
21 would be a chance to consider -- more strongly  
22 consider detours for this alternative.

23       These are the costs that are estimated.  
24 Alternative 1 with the selective grading, 6 million  
25 -- almost 6.9 million. Alternative 2, which is a

1 complete regrade, approximately 7.2 million.

2 Now, one other issue that will come up or  
3 that we do have here is what to do with traffic  
4 during the construction. On this slide the project  
5 is shown in red. The areas that would be  
6 reconstructed using -- in alternate 1 using that --  
7 you know, selectively grading some areas that had  
8 deficient geometrics would be a short piece at the  
9 end of mile one, it's about a half-mile, and then  
10 starting -- and you're all familiar with Buffalo  
11 Coulee -- starting at the west edge of Buffalo  
12 Coulee on through until you drop -- as the road  
13 drops into the flats just west of Hazen, that's the  
14 other area that would be selectively graded. And  
15 that is shown on the slide here.

16 Now, this slide also shows any other  
17 routes that are available in the area. County 21,  
18 the blue, is both into Beulah and north from the  
19 west end of the job, that is a paved road. County  
20 Road 26, the green across the top -- bright green,  
21 that is a paved county road. County 27 is that  
22 kind of orangish-brown, runs through Hazen, that is  
23 also a paved road. County Road 9, which is the  
24 yellow, about a third of the way in from Hazen  
25 going north is a gravel county road. There is the

1 purple one that's just shown as a county road, it's  
2 an unnumbered route, that is also a gravel county  
3 route. Closer to Beulah, just east of Beulah,  
4 County 19 is a paved highway coming north from the  
5 Beulah Industrial Park. And then that light blue  
6 down south on the bottom there is a gravel county  
7 road. So those are basically the roads that are  
8 available for possible detour routes to be  
9 considered.

10 Because of residences and businesses along  
11 there, there will be some traffic through the  
12 project that's going to have to pass through the  
13 project to get to the businesses. The businesses  
14 at the very west end could get access off of  
15 Highway 49 and County Road 21. The residences are  
16 mostly toward the east end and they would need  
17 access. But one thing we want to look at or have  
18 comments from the public on is your ideas of  
19 whether we should consider a hard detour and just  
20 allow some of the traffic that has to be there to  
21 get to the businesses or residences to be there, or  
22 are we going to -- and it's a decision that will be  
23 made, you know, with further discussion, but we  
24 would like your input -- whether to just plan on  
25 sending all the traffic right through the

1 construction. So, you know, there will be delays.  
2 There will be pilot cars at times, you know, but  
3 that's what we would like your comment on. I think  
4 Randy will probably elaborate on that a little  
5 more, too.

6 And I guess at this time I will turn it  
7 over to Randy and he'll discuss a few more of the  
8 decision items.

9 MR. POPE: There are then a number of  
10 things that are yet to be determined. You know,  
11 how the road is going to look has been decided,  
12 but, as Loren described, both alternative number 1  
13 or number 2, which way is that project going to be  
14 built. Is it going to be uniformly reconstructed  
15 or are we going to spot-reconstruct and spot-widen.

16 Another alternative that's been looked at  
17 is the installation of a climbing lane, and that's  
18 at Buffalo --

19 MR. DAEDE: Coming west.

20 MR. POPE: -- coming west, Buffalo Coulee.  
21 That hasn't been decided yet if that's going to be  
22 part of the final project or not. And that's one  
23 of the reasons for having a public hearing, is to  
24 say here's what the project is and here's what  
25 we've still got to decide, so that you have an

1 opportunity to affect those final decisions so that  
2 it gets built the way that you would like to see it  
3 or you have a chance to influence that decision in  
4 any way. And as Loren described the alternatives,  
5 should we set up a detour or should the project be  
6 arranged just to take all the traffic through the  
7 project during construction.

8       There are a number of turn lanes which we  
9 have to decide if they're going to be part of the  
10 project. That's as we're going westbound at County  
11 Road 21, a left turn. This is on North Dakota 49  
12 as you're going northbound where it gets to the  
13 highway, adding a right turn lane there where it  
14 ties into the project actually. This is as you're  
15 going eastbound and get to County Road 19, that  
16 would be adding a right turn. This is westbound  
17 and adding a left turn at County Road 19. So  
18 that's right at the east side of Beulah. And then  
19 at Hazen, adding -- in the eastbound lane adding a  
20 right turn lane into Hazen. Those are all items  
21 that have yet to be decided if those are going to  
22 be part of the final project.

23       MR. CHRISTMANN: Is there some kind of a  
24 rule of thumb one particular turning lane adds to  
25 the cost of the project? They all seem like good

1 ideas if they're free, but we know they're not.

2 MR. POPE: They would cost something. The  
3 road has to be wider at that area, there's some  
4 extra pavement, but it's not a huge amount. I  
5 guess if you could say your name so that she would  
6 know it.

7 MR. CHRISTMANN: Randy Christmann.

8 MR. POPE: Thanks, Randy. Randy is a  
9 great name, by the way.

10 MR. CHRISTMANN: It should be easy for her  
11 to remember.

12 MR. POPE: And, really, the DOT, when  
13 they're making the final decisions what's going to  
14 be included in the project, they'll take into  
15 account cost, but I think you should make your  
16 comments and your input based on what you think  
17 should be part of the project that would be helpful  
18 to the people that live in the area and use it.  
19 Would you agree with that, Chad?

20 MR. UNRUH: Chip Unruh. I live at Zap.  
21 What are the determining factors of whether you do  
22 or don't, like on County 19? The volume of  
23 traffic, of course, would dictate, I suppose. But  
24 does the DOT have some standard that says, you  
25 know, it's feasible to do so with this volume of

1 traffic?

2 MR. POPE: They have warrants.

3 MR. UNRUH: You have to have something  
4 whether it's feasible.

5 MR. POPE: They have warrants and they  
6 have been looked at. One of the problems that they  
7 have is some of the traffic data was a little bit  
8 out of date from what's happened with improvements  
9 to some of the county road system, so it might be  
10 slightly -- well, it might be significantly  
11 different than the traffic that they're using from  
12 before.

13 MR. ORN: Accidents also contribute to the  
14 warrants. It's not just based on traffic. It's  
15 also based on safety warrants based on accidents.  
16 If there's a high accident rate there and it  
17 contributes, say, to rear-end collisions, they'll  
18 say, well, maybe we can put a left turn lane in  
19 there, then there won't be the rear-end -- we can  
20 get rid of the rear-end collisions. So that  
21 warrants are based on a number of factors, traffic  
22 being one of them and also the accident  
23 possibility, also.

24 MR. UNRUH: That makes sense.

25 MR. POPE: Any other comments?

1 MR. UNRUH: I have another question on  
2 lighting on intersections. Do you have the one  
3 right entering Hazen and the one on 21 over here  
4 and the one on 49?

5 MR. POPE: We lost one slide somewhere  
6 because that's another decision item. Actually,  
7 there is some current lighting, and that lighting  
8 will remain when the project is reconstructed. We  
9 can redo the lighting, but in order to redo it, it  
10 requires a local agency to match it 50 percent. So  
11 that decision needs to be made going into the final  
12 project, and nobody has really stepped up to say,  
13 yeah, we're willing to pay the 50 percent and  
14 maintain it. So at this point we're assuming that  
15 must mean what's there is probably going to be good  
16 enough. Loren, you haven't heard any comments?

17 MR. DAEDE: No. And as I was writing the  
18 concept report, I sent letters to the City of  
19 Beulah, City of Hazen, and to Mercer County to, you  
20 know, ask them that question. I basically told  
21 them that this is the lighting that's there. If  
22 you want any -- if you would like to -- and I  
23 explained the funding, you know, they would end up  
24 paying for half of any additional lighting plus  
25 they would take over the maintenance and

1 operational costs of the lighting, and I have heard  
2 no response from any of them. So the plan would  
3 be, as I understand it, whatever lighting is there,  
4 reset it.

5 MR. POPE: So you won't lose any.

6 MR. DAEDE: We haven't heard anything so  
7 far from any entity that they would want more.

8 MR. UNRUH: Evidently, in other words,  
9 they're probably assuming it's adequate what you  
10 have or they would have responded to you.

11 MR. DAEDE: I've had no response.

12 MR. POPE: Well, if there are no more  
13 comments, we want to thank you for --

14 MR. KELLER: Bill Keller. On that County  
15 19, are they talking about a turning -- both turn  
16 lanes or just one?

17 MR. UNRUH: Both.

18 MR. POPE: Right, from each direction.

19 MR. KELLER: One from each direction.

20 MR. POPE: Westbound it would be a left  
21 turn lane. Eastbound it would be a right turn  
22 lane. Correct, that's something to be decided.

23 MR. KELLER: Thank you.

24 MR. CHRISTMANN: Randy Christmann again.

25 Two questions. The .55 acres of wetlands to be

1 impacted, can you identify those, which they are?

2 MR. DAEDE: Yeah. It's not like it's one

3 big segment of wetland anyplace.

4 MR. CHRISTMANN: Oh, it's little pieces.

5 MR. DAEDE: Little pieces where, you know,

6 there's -- some of them are wetlands that have been

7 previously identified on natural wetland inventory

8 maps, some of them are just small, isolated

9 wetlands, probably created just because of poor

10 drainage along the project, but they have wetland

11 characteristics. The number there includes

12 everything, whether it's created wetland or wetland

13 that has been identified previously. Yeah, they're

14 not -- they're just small pieces. Edges of

15 existing wetlands, is what they are.

16 MR. CHRISTMANN: Then, secondly, anywhere

17 where fences need to be disturbed along the

18 project, does the state do like what the county

19 does and build a temporary fence and then replace

20 it where it belongs when the project is completed,

21 or are the farmers paid for fencing and have to

22 take care of it themselves, or what happens there?

23 MS. WENGER: If there's temporary fences

24 needed, you'll be paid for temporary fencing.

25 MR. CHRISTMANN: We'll be paid so we have

1 to get it done ourselves?

2 MS. WENGER: Yes. Yes. You'll be paid  
3 for it or you can have a contractor do it for you.

4 MR. ORN: That will be reworked -- that is  
5 something that will probably be reworked as part of  
6 our right-of-way stipulation, if we impact your  
7 fence, we'll say either -- we'll give you a certain  
8 amount of money, you can find somebody to redo your  
9 fence, or we can have it done as part of the  
10 contractor, and the contractor -- prime contractor  
11 charges the project for replacing it. We're not  
12 going to go tear out your fence and say, sorry, we  
13 wrecked your fence, it's your responsibility. If  
14 we impact your fence as part of construction, we  
15 will put, like I said, a temporary fence in place  
16 of it so your cattle aren't running out there,  
17 whatever else you got out there, and then we'll  
18 replace the fence, if needed, if we impact it. If  
19 we don't impact it -- if you've got a bad fence and  
20 we're not impacting it, we won't replace it.

21 MR. UNRUH: I have one more question.

22 MR. POPE: Go ahead, Chip.

23 MR. UNRUH: What's the life expectancy of  
24 alternate 1 versus alternate 2 of that road? There  
25 has to be some difference because of the

1 construction, and the cost is not that different.

2 MR. DAEDE: I guess I would anticipate the  
3 life expectancy to be similar for both of them. I  
4 wouldn't expect any big difference in that.

5 MR. POPE: I think the pavement design  
6 assumptions they use the same life, 20 years.

7 MR. ORN: Yeah, 20 years.

8 MR. POPE: So, you know, they're  
9 designed -- the way they're designed, it was to  
10 have the same life. They would move somewhat  
11 differently, you would think, but still that would  
12 be how long they think the pavement will last.

13 MR. UNRUH: On the surface it appears that  
14 alternate 2, the more expensive one, will make a  
15 better and safer road and it might be cost-  
16 effective.

17 MR. POPE: Thank you, Chip.

18 MR. KELLER: I would agree with that.  
19 Bill Keller.

20 MR. ALLMENDINGER: Jim Allmendinger.  
21 What's the time frame difference on alternate 1 and  
22 alternate 2? I mean, is it going to take  
23 three-quarters of a season for one, or is it the  
24 same time frame?

25 MR. DAEDE: I really couldn't answer that,

1 not knowing what the contractor's operation would  
2 be like, but I would think they would be very  
3 similar as far as when things would be disturbed.  
4 I wouldn't think there would be a lot of  
5 difference, especially if the mine and blends were  
6 done during the same construction season as the  
7 grading. I just wouldn't expect there would be  
8 that much difference in start to finish of the  
9 project.

10 MR. ALLMENDINGER: You don't think  
11 detouring the traffic would speed it up?

12 MR. ORN: Even if we provide a detour,  
13 we'd still need to provide some access on the  
14 current roads to some of the businesses or  
15 residences along there unless there's an alternate  
16 route, but if there isn't, we're going to hamper  
17 the contractor with that, but there may not be as  
18 much traffic, it may be easier to do. We're still  
19 going to have some access. We can't close off  
20 access to a business or residence without providing  
21 something reasonable.

22 MR. ALLMENDINGER: Then also on County  
23 Road 21 you have a westbound turning lane and not  
24 an eastbound turning lane?

25 MR. DAEDE: There is an eastbound turning

1 lane that exists there now.

2 MR. ALLMENDINGER: So that would stay?

3 MR. DAEDE: That would stay.

4 MR. POPE: These are changes.

5 MR. DAEDE: These are changes, yeah. Also

6 at the west end of the job, you know, where it

7 butts up to 49 and County Road 21, there's turn

8 lanes. Those will stay. If the standards -- the

9 lane standards or whatever are deficient, they will

10 be brought up to the new standards. If they're

11 there, they stay. These are additions.

12 MR. POPE: Any other comments? I guess at

13 this point we thank you guys for coming. We will

14 -- you don't have to make your comment necessarily

15 today. As Donna said, and Chad, also, there is a

16 place on the handout to make a comment up till

17 the --

18 MS. ZIMMERMAN: 17th, I believe. Yes.

19 MR. POPE: Until the 17th, and those will

20 all become part of the record of this hearing just

21 as if you had made it here. So thank you again,

22 appreciate you coming to this.

23 (Concluded at 5:35 p.m., M.D.T., the same

24 day.)

25 -----

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 11th day of

14 May, 2006.

15

16

17 \_\_\_\_\_  
Denise M. Andahl

Registered Professional Reporter

US 200 HIGHWAY IMPROVEMENTS  
JUNCTION 49 TO THE WEST END  
OF HAZEN

NDDOT PROJECT NUMBER AC-HPP-5-200(010)143

TRANSCRIPT OF  
PUBLIC HEARING

Taken At  
Hazen City Hall  
Hazen, North Dakota  
May 2, 2006

BEFORE INTERSTATE ENGINEERING AND  
THE NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

1 (The proceedings herein were had and made  
2 record, commencing at 7:30 p.m., M.D.T., Tuesday,  
3 May 2, 2006, as follows:)

4 MR. ORN: Welcome. I'm Chad Orn. I'm  
5 with the North Dakota Department of Transportation  
6 Design Division out of Bismarck. I want to thank  
7 you guys for attending our public hearing on  
8 Highway 200 from the junction of 49 to Hazen.

9 Interstate Engineering on behalf of the  
10 North Dakota DOT is writing an environmental  
11 document and completing the plans that will be used  
12 to construct this project. We would like you to  
13 please provide your comments and input during  
14 this -- this is a public hearing, so there will be  
15 a -- you can see it's a formal transcript. This  
16 will be recorded and documented. Also, if you're  
17 not comfortable with speaking up at the time, you  
18 can fill out a comment card that will be available  
19 in the back, and you can fill that out and that  
20 will also become part of our formal transcript.

21 I would like to introduce a few people  
22 here that you're welcome to talk with and a few  
23 people that will be talking. Back in the corner  
24 there in the red we've got Rod Rayhorn. He's with  
25 the Dickinson District. We've got Kevin Michel.

1 He's with the FHWA out of Bismarck. We've got Pam  
2 Wenger. She's with the North Dakota DOT  
3 right-of-way. We've got Donna Zimmerman. She's  
4 with Interstate Engineering, Loren Daede with  
5 Interstate Engineering, and the next guy to speak  
6 is Randy Pope, who's also with Interstate  
7 Engineering.

8 MR. POPE: Thank you, Chad. We plan on  
9 going over the history of the road, what's been  
10 done out there. Donna is going to talk a little  
11 bit about public participation. We're also going  
12 to talk about what the alternatives are for the  
13 proposed project, give you an idea of what  
14 construction costs are expected to be, talk about  
15 traffic during construction and what the  
16 alternatives are for handling that. We're also  
17 going to discuss a number of items which are yet to  
18 be determined. A big reason for having the public  
19 hearing is to get your input on what the project is  
20 proposed and what items still need to be determined  
21 so you have a chance to affect that. We'll also go  
22 over the schedule, and then at the end we would  
23 love to have you give us any comments you've got or  
24 any input that you've got or ask any questions that  
25 you would like to ask.

1           One thing I would like to ask you to do,  
2    though, when we get to the questions part, if you  
3    could say your name first -- she's doing the  
4    transcript -- just so that she can identify -- we  
5    won't hold it against you, don't worry about that,  
6    but so that she can identify who's making the  
7    statement and get it in the transcript correctly.

8           The project has been built sort of in  
9    different segments because of the way it is out in  
10   the field. The west mile was graded in 1955 to a  
11   dirt width of 36 feet. In '57 then it got six  
12   inches aggregate base. The same year it got two  
13   and a half inches of hot bituminous pavement on the  
14   top. In 1985 the slopes were flattened and at the  
15   same time a two-inch overlay was put on that one  
16   mile.

17          The next about five miles or so were  
18   graded in 1951 to 36 feet. In '52 it got five  
19   inches of aggregate base, two inches of stabilized  
20   base and a two-and-a-half-inch hot bituminous  
21   pavement top. In 1978 an inch and a half of  
22   pavement was added to that as an overlay, and the  
23   drive slopes were flattened in 1990.

24          The last little segment going into the  
25   west side of Hazen was graded to 52 feet in 1979,

1 six inches of aggregate base at that same '79, with  
2 a two-inch bituminous base and a two-inch  
3 bituminous surface. So nothing has been done to  
4 those east miles since 1979 from the standpoint of  
5 overlays of the pavement. And in that last short  
6 piece, the drive slopes were flattened also in  
7 1990.

8 At this point I'll turn it over to Loren  
9 -- I'll turn it over to Donna. She can talk about  
10 public participation.

11 MS. ZIMMERMAN: Loren, you can do that if  
12 you want. Thanks, Randy. I just wanted to take a  
13 couple minutes just to let you know a little bit  
14 the public participation portion. One of the  
15 things we do under that umbrella is work with the  
16 DOT in comprising and coordinating the  
17 advertisements about these meetings that go into  
18 your local papers, as well as any news releases and  
19 such that comes out so that you know ahead of time  
20 that the meetings are coming up.

21 We did hold a public input meeting last  
22 November and we received lots of comments after  
23 that meeting, and those comments are -- as Randy  
24 and Chad both said, they're taken very seriously  
25 and they become part of the report. So a big thank

1 you for all the people who did send in comments,  
2 and I would, once again, like to encourage you to  
3 do so again tonight. Those comments can be taken I  
4 believe it's until May 17th. And that information,  
5 as Chad mentioned, is on the handout in the back of  
6 the room, so, by all means, if you haven't had a  
7 chance or don't speak, maybe take one with you  
8 because you might think of something later on, so  
9 you've got some time yet to submit. There's also  
10 an e-mail address on there that you can also send  
11 it to. We also work with the DOT to coordinate the  
12 information that is in those handouts.

13       So, once again, thank you for coming and  
14 thank you for your participation, and we encourage  
15 you to speak up tonight and let us know your  
16 thoughts or else write them out and leave them with  
17 us as you leave. Thank you. We want Loren now.  
18 Now it's your turn.

19       MR. DAEDE: A little bit about the  
20 proposed project. I guess the locations have been  
21 stated. It starts at Highway 49 north of Beulah  
22 and comes into the west edge of Hazen here. The  
23 project is to rebuild that road from Beulah to  
24 Hazen and bring it up to standards for this  
25 classification of highway. It is functionally

1 classed as a principal arterial and it is on the  
2 national highway system, so in the design  
3 guidelines those are the standards that this  
4 highway will be planned to be brought up to.

5       The project will involve grading to widen  
6 it out to accept the paving section that is being  
7 planned, and after the first year -- the grading  
8 will be planned in the first year -- it would have  
9 a lift of asphalt on it to carry the traffic  
10 through the winter and the final lifts of pavement  
11 would happen in the second year.

12       We're presenting two alternatives here  
13 tonight. The first alternative will be one that  
14 will -- it will be selective grading in some areas  
15 to take care of the geometrics, take care of the  
16 sight distance, get that up to standards. In some  
17 areas the grades are fine as far as sight distance  
18 standards. Those would be just widened, existing  
19 pavement would remain in place, shoulders would be  
20 widened out, and then later everything brought up  
21 to the same paving section. In those areas that  
22 would be just widened the asphalt would remain in  
23 place and would be mixed with new material to form  
24 the base. In the areas that are totally regraded  
25 the asphalt would be taken off first and then

1 brought back as a blended base so the existing  
2 asphalt would be reused.

3 The selective grading for the areas that  
4 would be regraded in this alternative and the areas  
5 that would be just widened are -- the areas that  
6 would be just widened, each comprise approximately  
7 half of the project length.

8 Alternative 2 would be an alternative  
9 where we would remove the surfacing from the entire  
10 roadway and regrade and bring -- the surfacing  
11 would then come back as a blended base. Even with  
12 the regrading option, there's several areas where  
13 the grade wouldn't change much. It would just be  
14 down to bare subgrade and work from there on up.

15 This is a picture of the typical section  
16 for alternative 1. Like I say, it's going to take  
17 -- the areas that would be totally regraded, the  
18 areas that would be strictly widened, about half  
19 the job. Throughout the whole project, and this is  
20 going to be for both alternative 1 and 2, but  
21 throughout the whole project, as Randy had stated,  
22 most of the project was graded back in the '50s to  
23 a subgrade width of 36 feet. Subgrade width now  
24 will be 70 feet. And the section plan is about 18  
25 inches of base, four and a half inches ultimately

1 of hot bituminous pavement on top of that. The  
2 finished width will be two 12-foot lanes with  
3 eight-foot shoulders.

4 So alternative 1, it corrects any  
5 deficiencies in grade, sight distance problems.  
6 They would be widened to accept the full 44-foot  
7 finished top. Like I say, we would use the mine  
8 and blend scenario for the base in the areas where  
9 it was just widened and bring the removed salvaged  
10 base back -- or salvaged bituminous material back  
11 as a base -- as a blended base.

12 The good thing about alternative 1, it  
13 does update the geometrics and safety aspects of  
14 the project. It does provide a good, strong  
15 pavement. The drainage would be updated. And  
16 since the pavement -- during the grading operations  
17 and for traffic that's passing through the project,  
18 since the pavement would remain in place for during  
19 grading operations, it would cause less disruption  
20 to any traffic on the project. They would have a  
21 paved road to run on.

22 The bad parts, and these are going to be  
23 similar in both, but the cons as far as this  
24 alternative, there are some wetland impacts, there  
25 will be some right-of-way impacts. There are some

1 utilities, be similar in both. There's a lot of  
2 phone buried out there, there's some electrical,  
3 both overhead and underground, cable TV is buried  
4 over most of it, so is fiber optics, so there will  
5 be some utility impacts.

6 In the areas where we would be just  
7 widening, if there was some weaker subgrade  
8 areas -- and this is a con -- it might not be found  
9 out just from the normal routing of construction  
10 equipment, so there could be areas where the  
11 subgrade maybe should have been worked on and won't  
12 be, which would be a negative on this one. And the  
13 base, since some of it would be blended off site,  
14 some of it blended on site or right in place, it's  
15 not going to be uniform throughout the whole  
16 project.

17 Alternative 2, again, we end up with  
18 basically the same section, 18 inches of blended  
19 base. The only thing, this will be blended off  
20 site and brought back in. The asphalt would be  
21 recycled off site. Driving down the road they're  
22 going to look the same, you're going to have two  
23 12-foot lanes, two eight-foot shoulders, the  
24 inslopes are 6 to 1, which right now they're 4 to  
25 1. For every four feet you go up, you go down one,

1 now it will be six feet up and one down, so there  
2 will be flatter slopes. Both projects will end up  
3 looking the same as you drive down the road.

4 So here again, it takes care of the same  
5 types of problems, it corrects any geometric  
6 problems. It would be a salvage based throughout.  
7 The pros, it updates geometrics. You'll have a  
8 good, strong pavement. The subgrade would be  
9 exposed throughout, so that would be prepared  
10 uniformly throughout the length of the project.  
11 The section, the base would be the same throughout.  
12 And, of course, any drainages would be updated.

13 Here again, there's some wetland impacts,  
14 there's right-of-way that's going to be impacted,  
15 utility impacts. And I've got some cost estimates  
16 coming up here. I do have this one estimated at a  
17 slightly higher cost. And on this one, because  
18 everything will be tore up at one point or another,  
19 there is more of a likeliness of detours on this.

20 These are the costs that were estimated.  
21 Alternative 1 at about 6.9 million and alternative  
22 2, about 7.2 million.

23 Another item that comes into play is just  
24 a question on what to do with traffic during  
25 construction. In this map the red line is the

1 project, and you can see for alternative 1 there's  
2 a couple areas, one of them at the end of the first  
3 mile and one of them starting at the west edge of  
4 Buffalo Coulee and continuing on to just below  
5 where you drop into the valley here west of Hazen.  
6 Those are the areas that have been shown as areas  
7 to be regraded. The rest of the area the pavement  
8 will stay in place on alternative 1. Alternative  
9 2, of course, the pavement would be taken off  
10 throughout.

11 But the roads -- this map shows the roads  
12 that are available. Of course, County 21, 26 and  
13 27 coming back into Hazen, those are all paved  
14 roads, paved routes, county routes. 21 goes, of  
15 course, north of Beulah; 26, east-west between the  
16 two cities. The road right east of Beulah, County  
17 21, is paved. County 19, which is shown in green  
18 there, is a paved road coming out of Beulah.  
19 County Road 9 and that unnumbered county road up  
20 there in the purple, those are both gravel roads.  
21 And then that very light blue, the back road, the  
22 River Road, whatever, between here and Hazen is  
23 also gravel road.

24 But this shows the roads that would be  
25 available for detours. And traffic will to some

1 extent need to be left on the project because of  
2 residences, because of businesses that are adjacent  
3 to the project. Some traffic will remain there,  
4 but there hasn't been any definite decision made on  
5 whether or not to put a permanent -- put a detour  
6 in for the life of the project or to select  
7 different routes. And Randy will expound on it a  
8 little more, but that's one input we would like  
9 from any of the public, just get your idea of what  
10 you think of a detour, should we route all the  
11 traffic through the project or detour the bulk of  
12 it, get your ideas on it.

13 Randy is going to cover some items that  
14 need to be decided yet.

15 MR. POPE: Thanks. A bunch of these have  
16 already been talked about, but what we still have  
17 to decide then is, is the project going to be built  
18 according to alternate number 1 or number 2, a  
19 total reconstruction or the part reconstruction and  
20 part widening? Should a climbing lane be  
21 installed? That's one thing that hasn't been  
22 decided yet. Again, if you have any input on that,  
23 I would encourage you to make that. Another  
24 alternative is, would we establish a detour  
25 specifically for this project or would the project

1. be designed to carry the traffic through the  
2 project while it was totally being constructed?  
3       Another thing that hasn't been decided yet  
4 is on the lighting. Right now there is lighting in  
5 several areas, mostly around Beulah and Hazen.  
6 There could be some improvements or some changes in  
7 that, but there would need to be a 50 percent local  
8 share paid for on that and those improvements would  
9 need to be operated and maintained by the local  
10 body that wanted those improvements made.  
11 Currently the project has got as part of it leaving  
12 it, working around and resetting all the lighting  
13 that's there now, but no improvements, so it needs  
14 to be -- a final decision made if there's going to  
15 be anything added. And I guess Loren has made some  
16 contacts. Maybe you could go into that. Do you  
17 think that's worth it, Chad, to talk about that?  
18       MR. DAEDE: I did -- while during the  
19 writing of the concept report, I did send letters  
20 to the Cities of Hazen and Beulah and to Mercer  
21 County just letting them know, you know, of the  
22 lighting situation, if there were -- if anybody saw  
23 that they wanted lighting improvements, then, well,  
24 as Randy said, they would have to pay 50 percent of  
25 any new improvements plus pay the maintenance and

1 operations of those lights until as long as they're  
2 there, I guess. But I haven't received any  
3 response from either city or from the county  
4 commissioners.

5 MR. POPE: So that's yet to be determined,  
6 but if there is no more input, I would assume it  
7 would be maintained the way it is.

8 Some items to be determined, currently the  
9 project will put back any turn lanes that exist,  
10 but there are several additional turn lanes that  
11 are being considered that, depending on the final  
12 decision, may or may not be part of the project.  
13 That would be at -- as you're going westbound, when  
14 you get to County Road 21, a left turn lane; on  
15 Highway 49, as you're northbound over by Beulah,  
16 adding a right turn lane onto 200; if you're on  
17 eastbound 200, when you get to County Road 19,  
18 adding a right turn lane; again, as you get to  
19 County Road 19 and you're westbound, adding a left  
20 turn lane; and then at Hazen, as you're eastbound,  
21 right at the east end of the project, adding a  
22 right turn lane at that point. So those are items  
23 that still need to be decided if they're going to  
24 be part of the project or not.

25 Right now the schedule is, tentatively

1 it's going to be done in 2007, which would have  
2 some pavement at the end of that, then the final  
3 paving would be done the next year. The last lift  
4 of asphalt would be done during the summer of 2008.  
5 That's the current schedule.

6 I guess at this point we would certainly  
7 love to answer any questions you have, have you  
8 give us any comments that you have, any  
9 suggestions. We just ask if you've got any, say  
10 your name first and go ahead and ask those.

11 MR. LATIMER: Latimer, Lyle. I'm not  
12 concerned about using the county roads for detours.  
13 Who's going to keep the upkeep? Are they going to  
14 regrade or do any part of it or do some restoring?

15 MR. POPE: Well, if they were designated  
16 as a detour, that would be -- there would need to  
17 be maintenance of the detour. That might be one of  
18 the reasons why it's not done. Go ahead, Rob.

19 MR. RAYHORN: We would get together with  
20 the county, review the road, the condition that  
21 it's in. When the project would be done, we would  
22 make sure the road is in as good or better  
23 condition than it is now. If it means we have to  
24 dig some spots out and overlay it, that's what we  
25 would do.

1 MR. ORN: Basically they do a  
2 preinspection, then a final inspection, then during  
3 the process of it being used the contractor would  
4 be responsible for maintaining. If a hole shows up  
5 during that process of using it as a detour, he  
6 would be responsible for fixing that and keeping it  
7 operable, then at the end fix it back up to its  
8 original condition, and that would be part of the  
9 project.

10 MR. LATIMER: And that would be done with  
11 what personnel? County engineer?

12 MR. RAYHORN: Contractors would fix that.

13 MR. ORN: The contractor would fix the  
14 roadway.

15 MR. LATIMER: I know that.

16 MR. ORN: The initial meeting would be  
17 with the county, to go over it with the county.

18 MR. LATIMER: But somebody is going to  
19 have to go out there and decide what kind of shape  
20 it's going to be in when you start and when it's  
21 done.

22 MR. POPE: Usually the county road foreman  
23 is the one that would go around.

24 MR. LATIMER: We don't want that expense  
25 back.

1 MR. POPE: And that may be a consideration  
2 in how the DOT looks at it. Like I said, there's  
3 two options they can have. They can design it to  
4 take the traffic on the roadway or they can  
5 establish a detour. So is your comment that you  
6 would just as soon that they took the traffic on  
7 the roadway?

8 MR. LATIMER: I don't mind if they use the  
9 county system as long as it is put back into shape.

10 MR. POPE: Okay.

11 MR. LATIMER: And another question to that  
12 is, the county is also looking at upgrading County  
13 27, and we don't want to be doing that at the same  
14 time that this is going to be done. When is this  
15 project going to be done?

16 MR. POPE: Currently scheduled for 2007.

17 MR. LATIMER: We were looking at the same  
18 thing.

19 MR. RAYHORN: Before designating it as a  
20 haul road, we would get together before the county  
21 before the plans are finalized and make sure  
22 everything fit, and if it doesn't fit with the  
23 county's schedule, we absolutely won't use that  
24 route.

25 MR. LATIMER: Thanks, Rob.

1           MR. FROVART: Steve Frovart, City of  
2 Hazen. I guess the one thing that I would really  
3 like to see you strongly consider is the east -- or  
4 the right turn lane right here in the west end of  
5 town. People are doing that now. If you go out  
6 there and look, you see where the grass is kind of  
7 killed off right in that area where you would have  
8 a turn lane, so people are doing it, and it's not a  
9 safe thing to be doing, and this turn lane would  
10 certainly add safety to that intersection. So I  
11 certainly hope that gets reconsidered and put back  
12 into the plan.

13           MR. POPE: Thank you. Anybody -- any  
14 other comments? I guess the other thing I want to  
15 make sure, if you don't feel comfortable making a  
16 comment now, as Donna said, those attached sheets  
17 are the same thing as -- they'll be part of the  
18 transcript of this meeting, too. Whether you fill  
19 them out and leave them tonight or send them in  
20 before the 17th, those will all be part of the  
21 transcript of the hearing. So that's up to you,  
22 however you want to make your comments, we accept  
23 them all.

24           MR. DAEDE: Any way you want to get a  
25 written comment in, e-mail or however it is.

1 MR. CHRISTMANN: I'm Albert Christmann.

2 I'm wondering, speaking about turn-off lanes on  
3 these roads. We have a number of approaches  
4 because we farm and ranch out here and we rent the  
5 neighbor's land and he has a number of approaches.  
6 When this new road goes in or is rebuilt, are we  
7 going to have those approaches, or are a lot of  
8 those approaches not going to exist no more?

9 MR. RAYHORN: We normally meet with the --  
10 talk to the landowner. If it looks like there's an  
11 approach -- or there's a fence running straight  
12 through it, there's no gate or anything like that,  
13 we'll talk to the landowner and see if they need  
14 that approach there. Basically whatever is there  
15 will be put back.

16 MR. CHRISTMANN: Well, just about all of  
17 our approaches have gates on them where we take  
18 cattle in and out and --

19 MR. RAYHORN: Those will remain.

20 MR. CHRISTMANN: Those will all be put  
21 back?

22 MR. RAYHORN: Yes.

23 MR. CHRISTMANN: Okay.

24 MR. DAEDE: There are some approaches  
25 along in the middle of this project where there's

1 no gates out there. I think they're approaches  
2 that were in there that were part of the mining  
3 operation when that was an active mine. My guess  
4 would be some of those won't go back in, but  
5 there's no gates. It's Game and Fish land on both  
6 sides. There's no gates there.

7 MR. CHRISTMANN: But if it's private  
8 land --

9 MR. DAEDE: You're using those, so, as Rob  
10 said, they would go back in.

11 MR. FROVART: The only thing you  
12 mentioned, those Game and Fish areas, you go out  
13 there during pheasant season and stuff, those  
14 approaches get used.

15 MR. DAEDE: Yeah, they get parked on.

16 MR. FROVART: Yeah, you know, by hunters  
17 that are going out there. So I guess if they  
18 aren't put back in, they appear that they're not  
19 being used, especially by the old spoil piles  
20 there, then they're going to park in the roadway.

21 MR. DAEDE: And that's something that  
22 would be discussed, too.

23 MR. FROVART: Can I put another plug in  
24 for that turn lane? That's twice now.

25 MR. POPE: Same plug.

1 MR. FROVART: Now you heard two comments.

2 MR. POPE: If there's no more comments, at  
3 this point we want to thank everybody. And I did  
4 say go ahead and make them. If you've got somebody  
5 else that you know couldn't make it that would like  
6 to know more, might have wanted to make a comment,  
7 go ahead and take extra copies of the handout and  
8 give it to them, and if they want to comment, they  
9 can make a comment, too, the same way. You could  
10 get another person to make a comment. Yes, sir.

11 MR. MUTH: Ron Muth, City of Hazen. Just  
12 a question. I don't know if you can answer it now  
13 or not. When is the road scheduled from Hazen out  
14 to 31 east here? Has you got a schedule for that?

15 MR. RAYHORN: It's scheduled for some time  
16 after 2008. We just have a three-year plan and  
17 it's not in the -- the current plan is 2006, 7 and  
18 8, but it's not scheduled in there, but probably  
19 would be soon after that.

20 MR. LATIMER: Latimer. I would like to  
21 make another comment. Why don't you use the River  
22 Road for a detour and Beulah will pave it?

23 MR. POPE: It's an option.

24 MR. LATIMER: It needs it.

25 MR. CHRISTMANN: Leave that and then take

1 this one out completely.

2 MR. MUTH: Well, that's where it used to

3 be.

4 MR. CHRISTMANN: Yes. It was the main

5 road from Hazen to Beulah,

6 MUTH: Yeah, until the county

7 commissioners come along and dumped so damn much

8 coarse scoria on it, you can't hardly drive it.

9 MR. POPE: Well, I guess -- I don't think

10 she can keep up with all this, so thank you guys.

11 We'll be around here until 8:30, so if you've got

12 any questions you just want to ask one-on-one, I

13 would be happy to answer it. Thank you.

14 (Concluded at 8:04 p.m., M.D.T., the same

15 day.)

16 -----

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 11th day of

14 May, 2006.

15

16

17

\_\_\_\_\_  
Denise M. Andahl  
Registered Professional Reporter

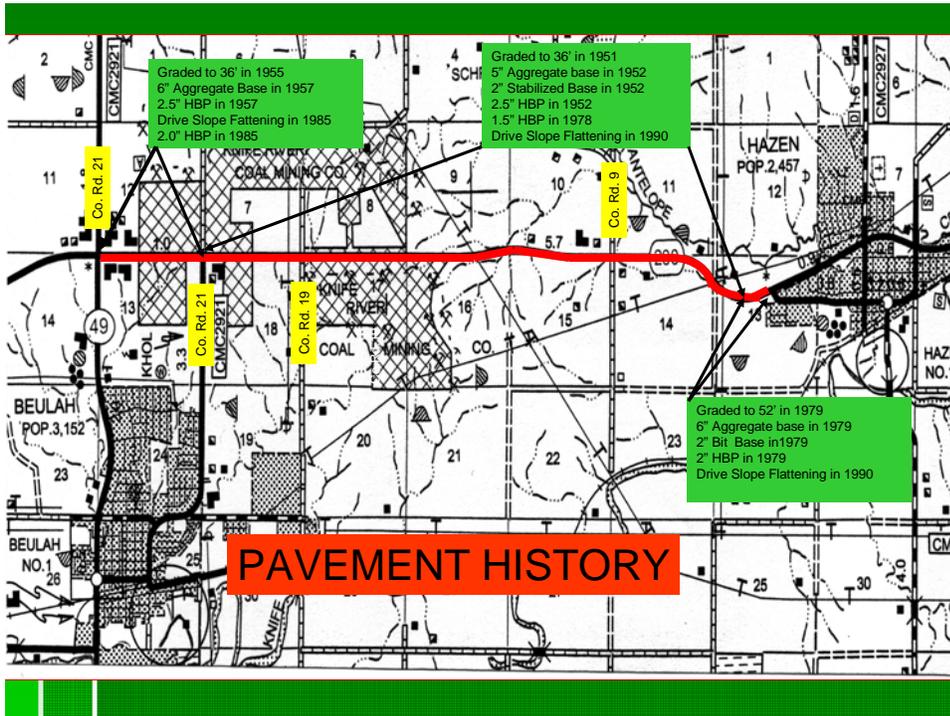


# Agenda

- Introductions
- Agenda Review  
Construction History
- Public Participation

# Agenda

- Proposed Project
  - Alternatives
  - Construction Costs
  - Traffic During Construction
- Items yet to be Decided
  - Schedule
  - Comments and Questions



# PUBLIC PARTICIPATION

## PROPOSED PROJECT

- The proposed project is to rebuild the portion of ~~ND 200 from Beulah to Hazen~~ to bring the roadway up to standards for this classification of highway
- The project would involve grading to widen the road bed and eliminate deficient sight distances
- The project would be paved to carry traffic, with final surfacing completed a year later

## PROPOSED ALTERNATIVES

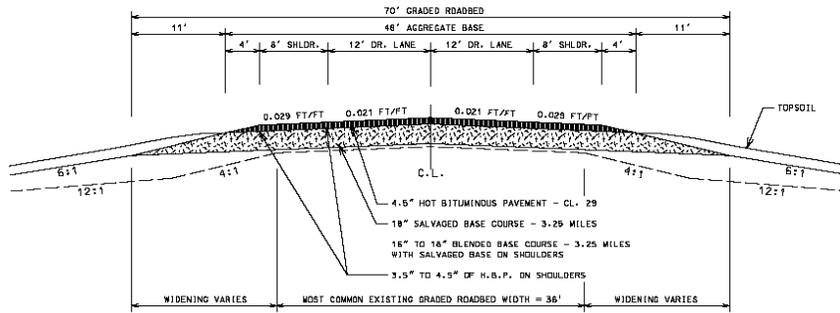
- Alternative #1  
Selective grading, widening, mine and blend, recycled base
- Alternative #2  
Regrade entire length, recycled base

# EVALUATION OF ALTERNATIVES

## ALTERNATIVE 1

3.25 MILES OF FULL GRADING;  
 3.25 MILES OF WIDENING, MINE AND BLEND;  
 SALVAGED BASE COURSE, AND HOT BITUMINOUS BASE COURSE

N.T.S.



## ALTERNATIVE #1

### Corrects grades and sight distances

- Widening
- Mine and Blend
- Salvaged Base

#### Pros

Updates geometry and safety  
 Provides strong pavement  
 Drainage Updates  
 Less traffic disruption than Alt. 2

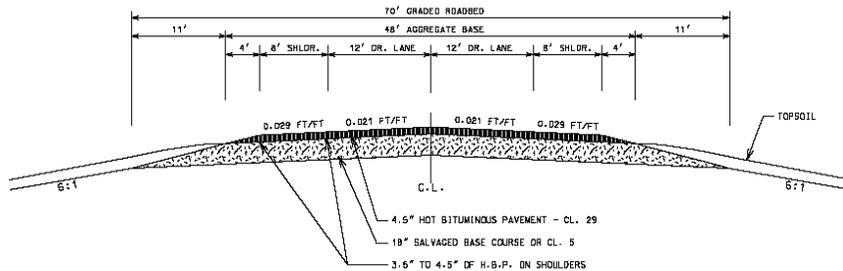
#### Cons

Wetland Impacts  
 Some R/W impacts  
 Utility Impacts  
 No impr. to weak subgrade  
 Non-uniform base

## ALTERNATIVE 2

### FULL GRADING, SALVAGED BASE COURSE AND HOT BITUMINOUS PAVEMENT

N.T.S.



## ALTERNATIVE #2

### Corrects grades and sight distances

#### Salvaged base

##### Pros

Updates geometric and safety  
Strong pavement  
Improved subgrade  
Uniform section  
Update drainages

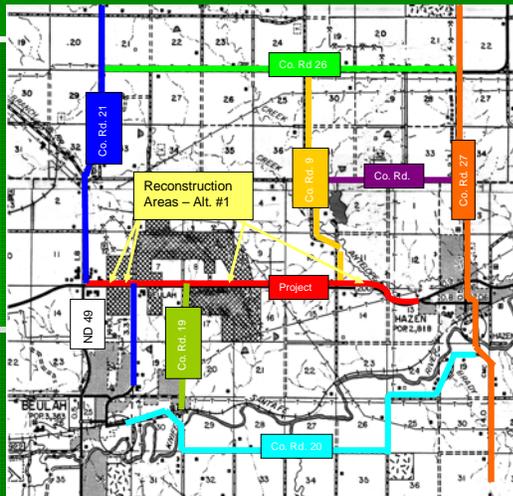
##### Cons

Wetland impacts  
Some R/W impacts  
Utility impacts  
Slightly higher cost  
Detours more likely

# Estimated Costs

- Alternative #1  
\$6,896,085
- Alternative #2  
\$7,212,605

# Construction Traffic



## Items yet to be Determined

- Alternative #1 or #2?
- ~~Should a Climbing Lane be Installed?~~
- Should a Detour be set up?
- Need for Additional Lighting
- Which Turn Lanes to Install.
  - Co. Rd. 21; WB; left turn
  - ND 49; NB; right turn
  - Co. Rd. 19; EB; right turn
  - Co. Rd. 19; WB; left turn
  - @ Hazen; EB; right turn

## Schedule

- Regrading Tentatively Scheduled for the 2007 Construction Season, with the Final Paving to Occur the Year After the Grading

# QUESTIONS and COMMENTS?

## SUMMARY OF COMMENTS RECEIVED

The following is a summary of the comments received during and after the meeting concerning the items yet to be decided, and any response given:

- The question was asked concerning what the determining factors are on whether a turn lane is installed or not? They all seem like a good idea at the locations shown.  
*Various warrants including traffic volumes, accident history, and cost.*
- What will happen to the intersection lighting?  
*The existing lighting will be reset if it is disturbed. No additional lighting will be planned unless there is interest from a local entity to provide cost share during construction and maintain and operate the new lights. At the time of the meeting there had been no response from the local governing bodies, but since that time the cities of Hazen and Beulah have indicated they are not interested in any additions.*
- Would detouring the traffic speed up the project?  
*Difficult to say with any certainty. Even if a detour is provided, some traffic will remain on the project to provide access to homes and businesses.*
  
- A Mercer County Commissioner in attendance stated that he's not concerned about using the county roads as detours, but asked about the upkeep.  
*If a road is to be designated as a detour, there would be a pre-inspection of the roadway with the county, maintenance during it's use, repairs as needed, and a post-use inspection.*
- One person commented that traffic should be routed through the project while under construction.
- Two of the comment sheets returned favored Alternative 2 – Complete regrade.

- Three people are in favor of a climbing lane west out of Buffalo Coulee, and one comment received was to add one to the east also.
- Four people responded in favor of the right turn lane at Hazen, and two recommend the left turn at Co. 21.

*After the meeting Chad stated that since these turn lanes were recommended by the traffic operations study, they would be installed.*

- Three responses were in favor of right and left turn lanes at Co. 19.

*Chad informed me that they will update the traffic counts on this roadway and re-evaluate this intersection.*

- There was one response favoring right and left turn lanes at Co. 9 and at RDO.

There were some other comments and questions that do not relate to the decision items:

- Is there a time frame difference for the construction time between Alternative 1 and 2?  
*This is difficult to give a definite answer to, not knowing how different contractors would approach the job.*

- Is the life expectancy of either Alternative higher?

*Both sections were designed for a 20 year life expectancy.*

- The County has Co. 27 north of Hazen on the schedule to be reworked in 2007.

- What will happen to the approaches?

*In general, if one exists it will be replaced. If there is an approach with no gate and it appears it is not being used, the landowner will be contacted to see if it is needed. There are several approaches from the mining operations that have no gates, and now are adjacent to ND G&F lands. The comment was made from an attendee that some of these approaches are used for parking during hunting season. Therefore, these may need to be evaluated on whether to eliminate them all, or leave some to get the parked vehicles off the roadway.*

# APPENDIX

EXHIBIT 1 – ADVERTISEMENT

EXHIBIT 2 – HANDOUT

EXHIBIT 3 – BOARDS ON DISPLAY

EXHIBIT 4 – ATTENDANCE and WRITTEN COMMENTS

# PUBLIC HEARING

## CONDUCTED BY

North Dakota Department of Transportation  
and Interstate Engineering, Inc.

## WHY?

To discuss the proposed  
improvements to US 200  
from Jct. 49 to the West end of Hazen

## WHEN?

Tuesday, May 2, 2006  
Open House: 4:00 – 6:00 p.m. in Beulah  
(Short Presentation at 5 p.m.)  
Open House: 6:30 – 8:30 p.m. in Hazen  
(Short Presentation at 7:30 p.m.)

## WHERE?

Beulah City Hall  
120 Central Avenue North

Hazen City Hall  
146 Main Street East

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

Representatives from the NDDOT and Interstate Engineering, Inc. will be on hand to receive your comments, answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by May 17, 2006 to Loren Daede, Interstate Engineering, Inc., PO Box 742, Beulah, ND 58523-0742 or email to [lorend@ienai.com](mailto:lorend@ienai.com).

DISABILITIES: People with disabilities who plan to attend the meeting and need special arrangements should contact Loren Daede at (701) 873-2266 or TTY 701-328-4156.

PUBLIC INSPECTION: The project concept report, maps, sketches and other pertinent information are available for public inspection at Interstate Engineering, Inc., 117 Highway 49 North, Beulah, ND 58523.

## Public Hearing

# US 200 Highway Improvements Jct. 49 to the West end of Hazen NDDOT Project Number AC-HPP-5-200(010)143

Open House Tuesday, May 2, 2006

4:00 p.m. - 6:00 p.m. (MT), Beulah City Hall — Presentation at 5:00 p.m.

6:30 p.m. — 8:30 p.m. (MT), Hazen City Hall — Presentation at 7:30 p.m.



### Welcome.....

Welcome and thank you for attending. Your input is appreciated. There are several exhibits on display. You are invited to make comments, ask questions and express your views. Representatives from the North Dakota Department of Transportation & Interstate Engineering, Inc. are available to answer questions.

### Purpose of Hearing.....

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

### Proposed Project.....

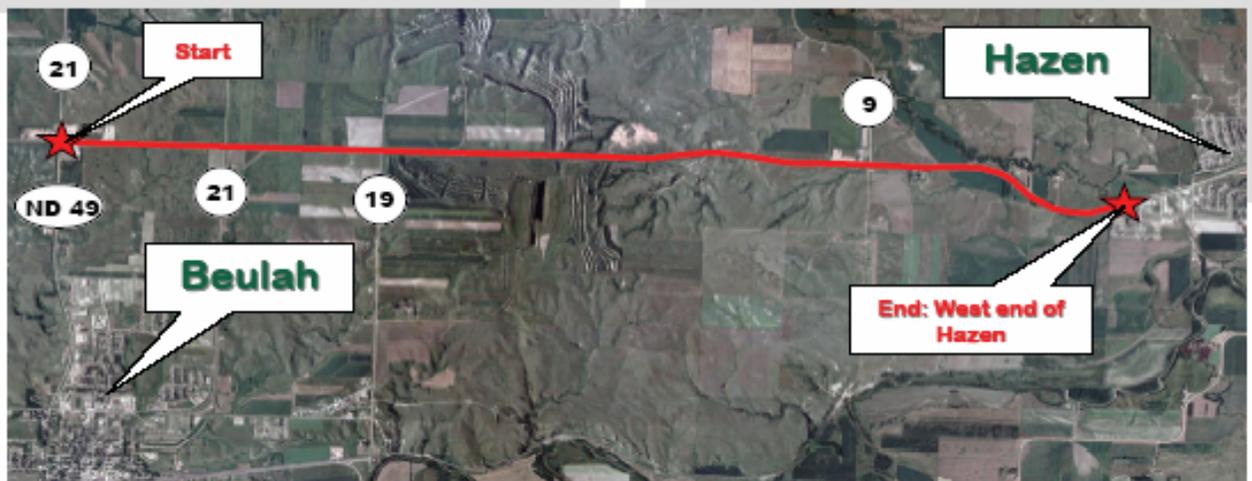
The proposed project is scheduled to be built over two construction seasons. The first year would involve regrading to widen the roadbed and remove some areas of deficient sight distance. The wider roadbed would allow adequate width for the placement of the base and surfacing sections.

The base materials would be placed and a lift of bituminous surfacing would be placed to carry the traffic over the winter. The second phase would be constructed the following year and would include placement of the final lifts of bituminous pavement.

The project will result in two, 12 foot wide driving lanes, with 8 foot wide shoulders. The inslope ratio will be 6:1 as compared to the existing 4:1 or steeper. Access to the businesses and residences will be maintained during the course of the project.

The ND Game and Fish Department operates game management areas adjacent to approximately 40% of the right-of-way. These areas will not be impacted. Additional right-of-way needs appear to be minimal, and will generally take the form of temporary backslope easements.

A shared use path was considered and the decision has been made not to include it in the proposed project.



## *Alternatives.....*

### 1. Selective Grading & Widening:

Remove surfacing and regrade approximately 55% of the project area; widen the remainder of the project on each shoulder and incorporate the existing surface as a mine and blend base. All surfacing removed would be returned to the project as a blended base on the regraded and widened areas, and bituminous surfacing placed throughout.

The advantages of this alternative:

- Updates all geometric and safety standards
- Updates drainage installations
- Provides a strong pavement structure
- Less traffic disruption

The disadvantages of this alternative:

- .55 acres of wetlands will be impacted
- Some R/W impacts
- Utility impacts
- Will not improve all areas of weak subgrade
- Base will not be uniform

### 2. Full Regrade:

Remove the asphalt for blending as base throughout and regrade entire length. The asphalt would be returned to the project as a blended base, and the project surfaced with hot bituminous pavement.

The advantages of this alternative:

- Updates all geometric and safety standards
- Provides a strong pavement structure
- Improves the subgrade throughout
- Provides a more uniform roadbed and surfacing section
- Drainage installations will be updated

The disadvantages of this alternative:

- .55 acres of wetlands will be impacted
- R/W impacts
- Utility impacts
- The rough estimated construction cost is slightly higher than alternative 1
- Detours more likely and would impact county roads.

## *Estimate of Probable Construction Cost.....*

Alternative 1: \$6,896,085  
Alternative 2: \$7,212,605

## *Items Which Remain to be Determined.....*

- Should a west bound climbing lane be added on the west side of Buffalo Coulee
- Should an established detour route be utilized or should traffic on the route be maintained with no designated detour during construction.
- Should turn lanes be added at the following locations:
  - WB left turn at County Road 21
  - NB right turn at ND 49
  - EB right turn at County Road 19
  - WB left turn at County Road 19
  - EB right turn at Hazen.
- Should additional lighting be included in this project at a 50% cost match from local governments

## *Comment Period.....*

Comments received on or before May 17, 2006 will be incorporated into the project development process.

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

Loren Daede, P.E.  
Interstate Engineering, Inc.  
P.O. Box 742  
Beulah, ND 58523-0742  
Fax: (701) 873-2266  
Email: lorend@iengi.com

*Construction is  
Scheduled for 2007*



## EXHIBIT 3 - BOARDS ON DISPLAY:

### Alternative #1: Selective Grading & Widening:

- **Corrects grades and sight distances**
- **Widening**
- **Mine and Blend**
- **Salvaged Base**



#### PROS

- Updates geometric & safety
- Provides strong pavement
- Drainage Updates
- Less traffic disruption than Alt. 2

#### CONS

- Wetland impacts
- Some R/W impacts
- Utility impacts
- No improvement to weak subgrade
- Non-uniform base

### Alternative #2: Full Widening:

- **Corrects grades and sight distances**
- **Salvaged Base**



#### PROS

- Updates geometric & safety
- Strong pavement
- Improved subgrade
- Uniform section
- Update drainages

#### CONS

- Wetland impacts
- Some R/W impacts
- Utility impacts
- Slightly higher cost
- Detours more likely

Items Yet to be Determined:

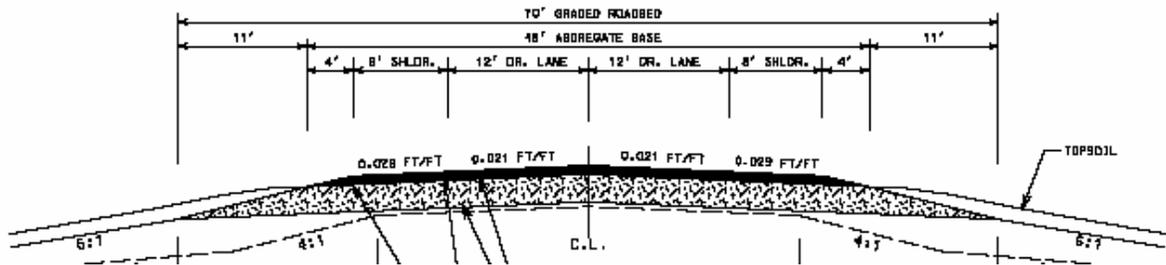


- **Alternative #1 or #2?**
- **Should a Climbing Lane be Installed?**
- **Should a Detour be set up?**
- **Which Turn Lanes to Install:**
  - WB left turn at County Road 21
  - NB right turn at ND 49
  - EB right turn at County Road 19
  - WB left turn at County Road 19
  - EB right turn at Hazen
- **Should Additional Lighting be Included?**



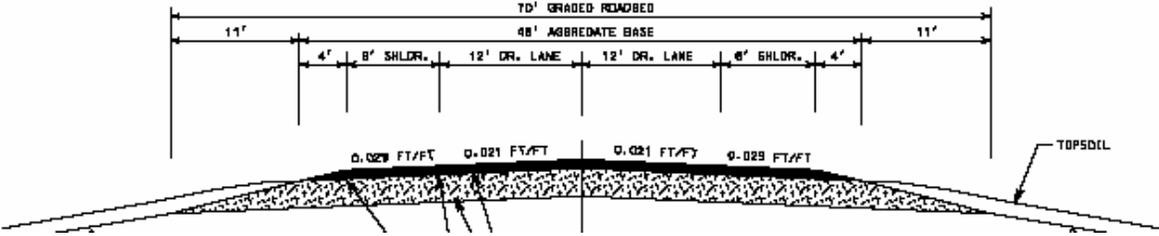
ALTERNATIVE 1

3.25 MILES OF FULL GRADING;  
3.25 MILES OF WIDENING, MINE AND BLEND;  
SALVAGED BASE COURSE, AND HOT BITUMINOUS BASE COURSE  
 N.T.S.



ALTERNATIVE 2  
FULL GRADING, SALVAGED BASE COURSE  
AND HOT BITUMINOUS PAVEMENT

N.T.S.



EXISTING TYPICAL SECTION

N.T.S.

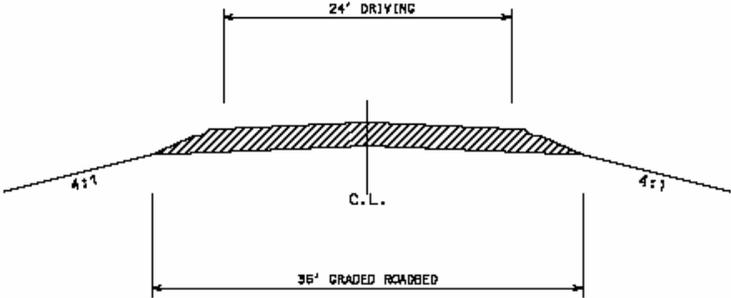


EXHIBIT 4 - ATTENDANCE AND WRITTEN COMMENTS:

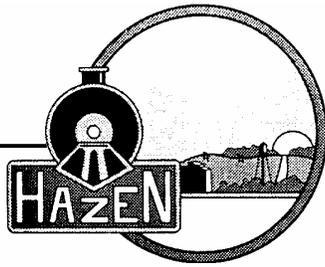
B05-50

SIGNUP SHEET  
 PUBLIC HEARING  
 US 200 IMPROVEMENTS  
 JCT. 49 TO THE WEST END OF HAZEN  
 NH-5-200(010)143  
 BEULAH CITY HALL  
 MAY 2, 2006

NAME	ADDRESS	PHONE #
ROB RAYHORN	1700 3 <sup>RD</sup> AVE W., DICKINSON	227-6511
Bill D. Keller	316 1 <sup>ST</sup> AVE S.W.	873-5262
R.B. "chip" W. Wren	208 Home St. W. Zapp	948-2488
John Phillips	1118 Cypress Dr Beulah	873-2110
Randy Christmann	401 Third Ave NE, Hazen	748-5420
Jim Almerding	5605 Hwy 200	748-5377
Pam Wenger	NDDOT	328-4787
Donna Zimmerman	Interstate Engineering	252-0234
Chyd M. Orn	NDDOT-Design	328-4587
Randy Pope	INTERSTATE ENGINEERING	899-0992
KEVIN J. MICHEL	FTWA - ND DIV	250-9209
Bill O'Dell	BEULAH BRACON	873-4381
LORAN DASE	Interstate Engineering	873-2266

SIGNUP SHEET  
PUBLIC HEARING  
US 200 IMPROVEMENTS  
JCT. 49 TO THE WEST END OF HAZEN  
NH-5-200(010)143  
HAZEN CITY HALL  
MAY 2, 2006

NAME	ADDRESS	PHONE #
BOB RAYHORN	NDDOT - DICKINSON	227-6511
DALE FISHER	HAZEN	748-6772
KEVIN J MICHEL	FWA - IUD DIVISIONS	250-4204
Dyle Latimer	HAZEN 214 County 27N	748-2189
RONALD J MUTH	11 2ND AVE SW HAZEN	748-2198
Leith Johnson	1016 Elmwood	748-6385
Bea Roth	707 3rd Ave NW	748-2851
Paul Roth	707 3rd Ave NW	748-2851
Gene Wolf	514 5th. St. NE Hazen	748-2060
MILKE QUINN	317 7th ST NW HAZEN	748-6111
Albert Christman	Hazen	748-2153
LOREN DACE	Interstate Engr 58523-0742	673-2266
Steve Froump	Box 717 Hazen	748-2550
Pam Wenger	NDDOT	328-4787
Chad M. Orn	NDDOT-Design	328-4587
Raymond POPE	INTERSTATE ENGR	899-0992
Donna [Signature]	" "	252-0234
Leith [Signature]	HAZEN	
Kevin Haley	Hazen	748-5794
Gene Wolf	Hazen	

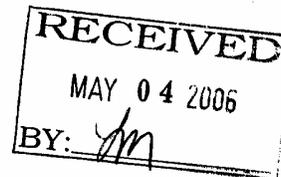


146 Main Street E. Box 717 Hazen, North Dakota 58545  
Phone (701) 748-2550 Fax 748-2559  
Email hazennd@westriv.com

*A proud heritage - A promising future*

May 3, 2006

Loren Daede, P.E.  
Interstate Engineering, Inc.  
P.O. Box 742  
Beulah, ND 58523-0742



BOS-50  
↻

**RE: NDDOT Project # AC-HPP-5-200(010)143 -(EB right turn lane at Hazen)**

Dear Mr. Daede,

Representatives from the City of Hazen attended the informational meeting for the above project, held at Hazen City Hall on May 2, 2006. At the meeting it was stated the East Bound Turn Lane at the west entrance to the City of Hazen is still to be determined. On behalf of the City of Hazen, I encourage you to include the turn lane in the project.

One only has to observe the intersection for a short time and see people are already pulling on to the shoulder and acting as if there is a turn lane. However, the road way is not wide enough and eastbound traffic then moves over the centerline and into the westbound lane to pass the turning vehicle. People's habits are creating a dangerous traffic pattern at the intersection. To complicate matters we expect the traffic at this intersection to increase in the very near future.

A 12,800 square foot office complex is under construction in the immediate area of the intersection. We expect most vehicular traffic destined for the complex to use the intersection. Additionally, there are 19 acres, in the immediate area, platted and zoned commercial. As development occurs in this area, traffic at the intersection will also increase.

A left turn lane will facilitate the existing traffic pattern of divers and greatly increase the safety at the intersection.

Sincerely,

Lonny Adler, President  
Hazen City Commission

# Memo

To: Lonny Adler, President; Hazen City Commission, Box 717, Hazen, ND 58545

From: Loren Daede, P.E., Project Manager

CC: Chad Orn

Date: 5/4/06

Re: Project # AC-HPP-5-200(010)143; Regrade, Base, and Surfacing of ND 200 from Beulah to Hazen; IE#B05-50

---

Lonny-

The eastbound right turn lane at the turnoff on the west end of Hazen was shown as a decision item at the public hearing. In a Traffic Operations Study prepared by the NDDOT for this project, the right turn lane in question was recommended to be installed. I was informed by NDDOT personnel at that meeting that if the Study indicated a "do-build" recommendation it will be incorporated into the plans.

A westbound left turn lane is beyond the project limits and will be taken into consideration on a future project.

Thank you for your input, and if you have other questions or concerns, please contact me.

**Comment Sheet**

Public Hearing held on May 2, 2006  
US 200 Reconstruction  
Jct. 49 to the West end of Hazen  
Project # AC-HPP-5-200(010)143

Name (Please Print) Bill D. Keller Sr.  
Address (Please Print) 316 1st Ave South West  
Beulah N.D.AK 58523

I wish to offer the following comments:

- ① Yes I think there should be a ~~climbing~~ climbing lane on the west side of Buffalo Coulee. I have seen cars come up behind a slow moving truck or bus and then decide to pass when they should not be passing.
- ② I think the traffic should be routed thru the Const Zone. Either detour, north or south would be quite lengthy. Time wise + cost wise it would be better for the public to follow a pilot car.
- ③ I think there should be for sure a left turning lane for west bound traffic at County Rd #19. Maybe even a right turn lane for east bound traffic. People seem to forget there is a road entering there and come up on you too fast when you slow down or stop.

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

Loren Daede, P.E.  
Interstate Engineering, Inc.  
P.O. Box 742  
Beulah, ND 58523-0742  
Fax: (701) 873-2266 or Email: [lorend@iengi.com](mailto:lorend@iengi.com)

Comments received on or prior to May 17, 2006 will be incorporated into the project development process.

**Comment Sheet**

Public Hearing held on May 2, 2006

US 200 Reconstruction

Jct. 49 to the West end of Hazen

Project # AC-HPP-5-200(010)143

Name (Please Print) Gene Wolf

Address (Please Print) 514 5th St.  
Hazen ND 58545

I wish to offer the following comments:

Acceleration & turning lanes at county roads 9, 19  
and 21, EB. right turn lane at Hazen.  
Passing lanes both east & west of Buffalo Coulee.  
Acceleration & turning lanes in front of RDO,  
#11 at #2

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

Loren Daede, P.E.  
Interstate Engineering, Inc.  
P.O. Box 742  
Beulah, ND 58523-0742  
Fax: (701) 873-2266 or Email: [lorend@iengi.com](mailto:lorend@iengi.com)

Comments received on or prior to May 17, 2006 will be incorporated into the project development process.

# HAZEN COMMUNITY DEVELOPMENT, INC.

P.O. Box 717  
HAZEN, ND 58545-0717

PHONE - 701-748-6886  
EMAIL - [HCD@WESTRIV.COM](mailto:HCD@WESTRIV.COM)

FAX 701-728-2559  
WEB - [WWW.HAZENND.ORG](http://WWW.HAZENND.ORG)

RECEIVED  
MAY 10 2006  
BY: *ym*

May 9, 2006

Mr. Loren Daede, P.E.  
Interstate Engineering, Inc.  
P.O. Box 742  
Beulah, ND 58523-0742

LD	<input type="checkbox"/>	<input type="checkbox"/>
SM	<input type="checkbox"/>	<input type="checkbox"/>
VH	<input type="checkbox"/>	<input type="checkbox"/>
LM	<input type="checkbox"/>	<input type="checkbox"/>
JB	<input type="checkbox"/>	<input type="checkbox"/>
MT	<input type="checkbox"/>	<input type="checkbox"/>
DP	<input type="checkbox"/>	<input type="checkbox"/>

Re: NDDOT Project #AC-HPP-5-200(010)  
EB Right turn lane at Hazen

Dear Mr. Daede:

I'm sorry I didn't make it to the informational meeting for the highway project referenced above. However, after visiting with a couple of the folks who attended I felt compelled to write and express my hopes that a right turn lane will be added to the plan for the intersection on the west end of Hazen.

I've used that turn off many times and have found myself driving off on the narrow curb of the highway as I turn off. I've also witness others doing the same as I waited for cars to pass before turning onto the highway. It's hard enough for a car but we also have a very busy RV Park (Lewis and Clark <sup>TM</sup> RV Park) on the west end of Hazen and it attracts many large RV's. The RV park has grown in usage every year for the past 4 years with little end in sight as it continues to expand its services

In addition, new commercial construction on the west end of Hazen will also increase the numbers of vehicles utilizing the intersection.

A right turn lane at the above intersection referred above is definitely needed now and will increase in the future. Therefore I am requesting that you include this new turning lane in your plans for the project.

If you have any questions please call me at 701-748-6886.

Sincerely,



Duke Wm. Rosendahl  
Executive Director  
Hazen Community Development, Inc.

