

BITUMINOUS MILLING, WIDENING, FULL DEPTH RECLAMATION AND HOT BITUMINOUS SURFACING

Project No.
SNH-8-018(051)121

PCN
16354

MAYVILLE THROUGH PORTLAND



Prepared by

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

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

DIRECTOR
Francis G. Ziegler, P.E.

PROJECT DEVELOPMENT DIRECTOR
Ronald J. Henke, P.E.

DATE OF PUBLIC HEARING:
August 16, 2007

TABLE OF CONTENTS

1.0 PUBLIC HEARING.....2
2.0 NOTICE AND ADVERTISING.....2
3.0 EXPLANATION OF HEARING.....2
4.0 PUBLIC COMMENT.....3
APPENDIX.....4

LIST OF APPENDICES

- APPENDIX A MEETING NOTICES
- APPENDIX B PRESENTATION
- APPENDIX C ATTENDANCE
- APPENDIX D PUBLIC HEARING COMMENTS
- APPENDIX E TRANSCRIPT OF PROCEEDINGS

TRANSCRIPT OF PUBLIC HEARING

1.0 PUBLIC HEARING

A public hearing was held on Thursday, August 16, 2007 from 5:00 pm to 7:00 pm in the Council Chambers at Mayville City Hall, located at 21 - 1st St. NE in Mayville, ND. The public hearing was conducted primarily as an "Open House" format with a brief power point presentation to summarize project features, alternatives, funding, and schedule.

Staff members from the North Dakota Department of Transportation and CPS, Ltd. were available for questions and discussion during the "Open House" portion of the meeting. Large format aerial photos were used for display and discussion at the hearing.

Written comments were invited until August 31, 2007, which was the required 15 day response period after the public hearing. A court reporter was also present at the public hearing to transcribe the presentation and any oral comments concerning the project.

2.0 NOTICE AND ADVERTISING

Notice of the public hearing was provided by several means. Official notice was provided by a display legal advertisement published in the *Trail County Tribune* on July 28, 2007. The *Tribune* is the official newspaper for the Cities of Mayville and Portland and is widely distributed in the communities. A copy of the advertisement and affidavit of publication are contained in the appendix.

A press release was also prepared and released through the NDDOT Communications Division. A copy of the press release is included in the appendix.

The City Councils of Mayville and Portland were invited to the public hearing at their regular monthly meetings in July 2007.

Because the Mayville Portland CG School is located within the project limits, the Superintendent of Schools was personally invited by telephone and letter, and was furnished with a copy of the Project Concept Report for review.

A direct mailing was also made to City officials and adjacent property owners potentially impacted by the project in the week before the public hearing.

3.0 EXPLANATION OF HEARING

The public hearing was primarily conducted in "Open House" format, wherein representatives of NDDOT and consulting engineer, CPS, Ltd., participated in individual and small group discussions with interested citizens. Exhibits displayed during the public hearing included large scale aerial photos of area within the project limits, the Project

Concept Report, and a detailed drawing of proposed improvements at the entrance and exit to MPCG School.

All attendees were asked to sign an attendance roster, which is provided in the appendix.

At 5:30 pm, a brief presentation was provided for all in attendance. Wayne Zacher of NDDOT Design Division introduced all NDDOT and CPS representatives in attendance. Mark Lambrecht of CPS, Ltd. then made a power point presentation as an overview of project features, alternatives, funding and schedule. Each attendee was provided with a printed copy of the power point slides. A copy of the presentation slides and a transcript of the presentation are included in the appendix.

4.0 PUBLIC COMMENT

Attendees were invited to enter official comments for the record by speaking to the court reporter at the public hearing, providing written comments at the hearing or within the next 15 days, or providing email comments within the 15 day period. Comment forms and preaddressed return envelopes were provided for convenience in responding.

A total of two formal comments were received, one at the public hearing and one by mail within the 15 day comment period. Copies of both comments are contained in the appendix.

APPENDIX

APPENDIX A – MEETING NOTICES
TABLE OF CONTENTS

Description	Pages
Affidavit of Publication – Traill County Tribune	1
Public Hearing Notice – Traill County Tribune	2
Press Release by NDDOT	3

Affidavit of Publication

STATE OF NORTH DAKOTA)
COUNTY OF TRAILL) ss
)

I, Thomas A. Monilaws, of said State and County, being first duly sworn on his oath says: That he is the general manager of the TRAILL COUNTY TRIBUNE, a weekly newspaper of general circulation, published in the city of Mayville, in said county and state, and that the advertisement headed:

Public Hearing

a printed copy of which is hereto annexed, was printed and published in every copy of each issue of said newspaper for a

period of 1 consecutive weeks to wit:

<u>July 28, 2007</u>	<u>2x7</u>	Lines @	= \$	<u>77.00</u>
.....		Lines @	= \$	<u>0.00</u>
.....		Lines @	= \$	<u>0.00</u>
.....		Lines @	= \$	<u>0.00</u>
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.....		Lines @	= \$	<u>0.00</u>

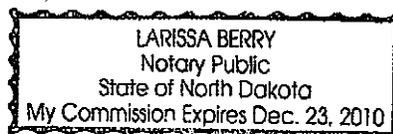
Notary/Affidavit Fee..... \$ _____
Total Charge..... \$ 77.00

Signed Thomas A. Monilaws
Thomas A. Monilaws, General Manager

Subscribed and sworn to me before this 7 day of August
A.D. 2007

Larissa Berry
Notary Public, Traill County, ND

My Commission expires Dec. 23, 2010



Public Hearing

WHY?

To discuss proposed improvements to ND Hwy 18 from the intersection of ND Hwy 200 in Mayville to the west city limits of Portland.

WHEN?

Thursday, August 16, 2007
Formal Presentation at 5:30 p.m.
Open House: 5:00 p.m. to 7:00 p.m.

Where?

City Council Chambers
Mayville City Hall
21 - 1st St. NE, Mayville, ND

OPEN HOUSE CONDUCTED BY

ND Department of Transportation (NDDOT) and consulting engineers, CPS, Ltd.

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 CPS, Ltd. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by August 31, 2007 to Mark Lambrecht, Project Manager, CPS, Ltd., 308 2nd Ave. North, Grand Forks, ND 58203. E-mail: mlambrecht@cpsnd.com Note "Public Hearing" in email subject heading.

DISABILITIES: People with disabilities who plan to attend the meeting and need special arrangements should contact James Rath, Program Manager, NDDOT Design Division, before the meeting. Phone: 701-328-1722 TTY: 701-328-4156.

PUBLIC INSPECTION: The project maps, sketches, and other pertinent information are available for public inspection at the NDDOT Fargo District Office, 508 38th St. South, Fargo; at the NDDOT Central Office, Design Division, 608 East Boulevard Avenue, Bismarck; and the City offices of Mayville and Portland.

Press Release Template for NDDOT projects

North Dakota Department of Transportation or Consultant sending out the press release

For more information:

Mark Lambrecht, Project Manager, CPS, Ltd. consulting engineers, 701-746-7459, e-mail: mlambrecht@cpsnd.com, and Peggy Anderson , NDDOT Director of Communications, 701-328-2671

Public Hearing to be held on August 16, 2007 to discuss proposed improvements to ND Hwy 18 in Mayville and Portland.

A Public Hearing will be held from 5:00 p.m. to 7:00 p.m. on August 16, 2007 at City Council Chambers, in the Mayville City Hall. The Public Hearing will utilize an open house format with a formal presentation at 5:30 p.m.

The purpose of the Public Hearing is to discuss proposed improvements to ND Hwy 18 from the intersection of ND Hwy 200 in Mayville to the west city limits of Portland. The Public Hearing will provide opportunity for public input. Representatives of NDDOT and consulting engineer, CPS, Ltd. will be present for presentation and discussion.

If unable to attend the Public Hearing, written statements or comments must be mailed by August 31, 2007 to Mark Lambrecht, Project Manager, CPS, Ltd., 308 2nd Ave N, Grand Forks, ND 58203. E-mail mlambrecht@cpsnd.com with "Public Hearing" in the e-mail subject heading.

People with disabilities who plan to attend the Public Hearing and need special arrangements should contact James Rath, Program Manager, NDDOT Design Division, telephone 701-328-1722, and TTY: 701-328-4156.

APPENDIX B – PRESENTATION
TABLE OF CONTENTS

Description	Pages
Public Hearing Presentation Slides by CPS, Ltd.	1-9

PUBLIC HEARING

ND HWY 18 – MAYVILLE TO PORTLAND

SNH-8-018(051)121



August 16, 2007



Introduction



- **NDDOT Staff**
- **CPS, Ltd. Staff**
- **Mayville and Portland City Officials**

Project Location

CPS³



Public Participation Options

CPS⁴

- **Written Comments at Hearing**
- **Verbal Comments Transcribed by Court Reporter**
- **Written Comments Accepted for 15 Days**
 - Comment Forms by Mail**
 - email to mlambrecht@cpsnd.com**

Purpose and Need

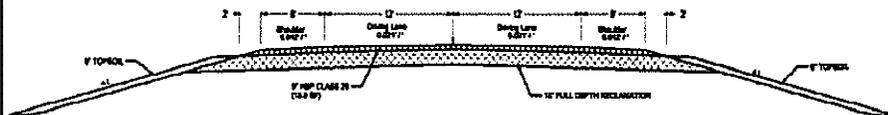
CPS⁵

- Provide Pavement Section to Support Future Traffic
- Correct Roadway Deformities and Rutting
- Improve the Ride Quality
- Safety Improvements
 - MPCG School Entrance / Exit
 - Goose River Bridge
 - Widen Road Where Necessary
 - Flatten Approach Slopes
- Selective Curb & Gutter and Sidewalk Replacement

Proposed Improvements: Pavement Alternative 1 – Rural Section

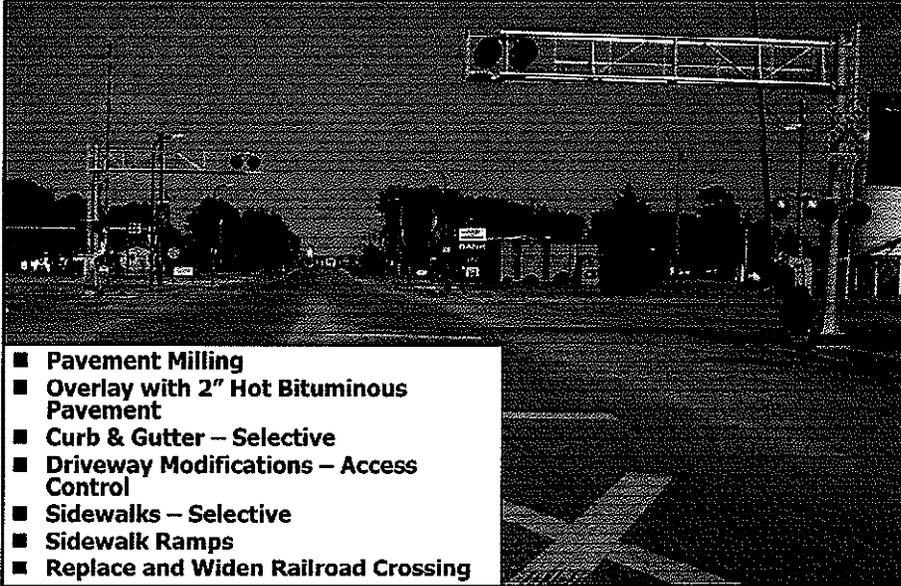
CPS⁶

- Bituminous Milling
- Widening
- Full-Depth Reclamation
- Bituminous Surfacing



**Proposed Improvements: Improvements
through Portland – Urban Section**

CPS⁷



- **Pavement Milling**
- **Overlay with 2" Hot Bituminous Pavement**
- **Curb & Gutter – Selective**
- **Driveway Modifications – Access Control**
- **Sidewalks – Selective**
- **Sidewalk Ramps**
- **Replace and Widen Railroad Crossing**

**Proposed Improvements:
MPCG School – Traffic Operations Improvements**

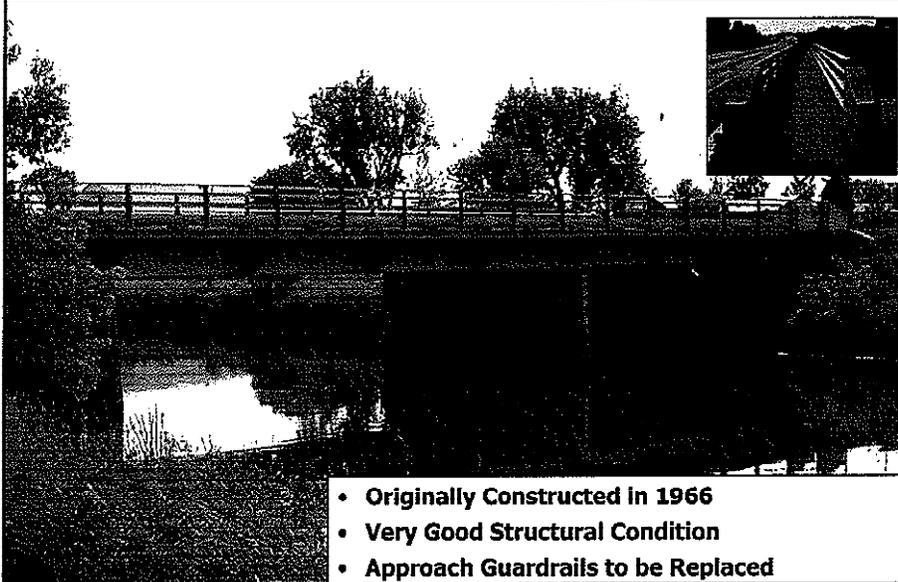
CPS⁸



- **Entrance and Exit Approaches to Remain One-Ways**
- **Lengthen Westbound Right Turn Lane**
- **New Flashing Beacons**

**Proposed Improvements:
Goose River Bridge**

CPS⁹



- Originally Constructed in 1966
- Very Good Structural Condition
- Approach Guardrails to be Replaced

**Proposed Improvements:
Safety Improvements**

CPS¹⁰

- Widen Road to 12' Driving Lanes & 6' Shoulders
- Flatten Approach Slopes & Lengthen Culverts

**Options Advanced for
Consideration**

CPS¹¹

- **Ditch Drainage Improvements, Mayville and Portland**
- **Intersection Drainage Improvements, Portland**
- **Access Revisions, Portland**

**Social, Economic and
Environmental Effects**

CPS¹²

- **Wetlands**
- **Flood Plains**
- **Parks**
- **Cultural Resources**
- **Air and Water Quality**
- **Noise**

Right-of-Way



- **All Improvements to be Constructed on Existing Right-of-Way**
- **Temporary Construction Easements Needed in Specific Locations**
- **Federal Guidelines will be Followed**

Project Costs and Funding



- **Total Estimated Project Costs (2011 Dollars): \$2,859,000**
- **Project Funding**
 - 80% Federal Funds**
 - 20% State Funds**

Schedule and Responsible Agency



■ **Tentative Schedule**

- Bid Opening March 2011
- Construction During 2011 Season

■ **Responsible Agency**

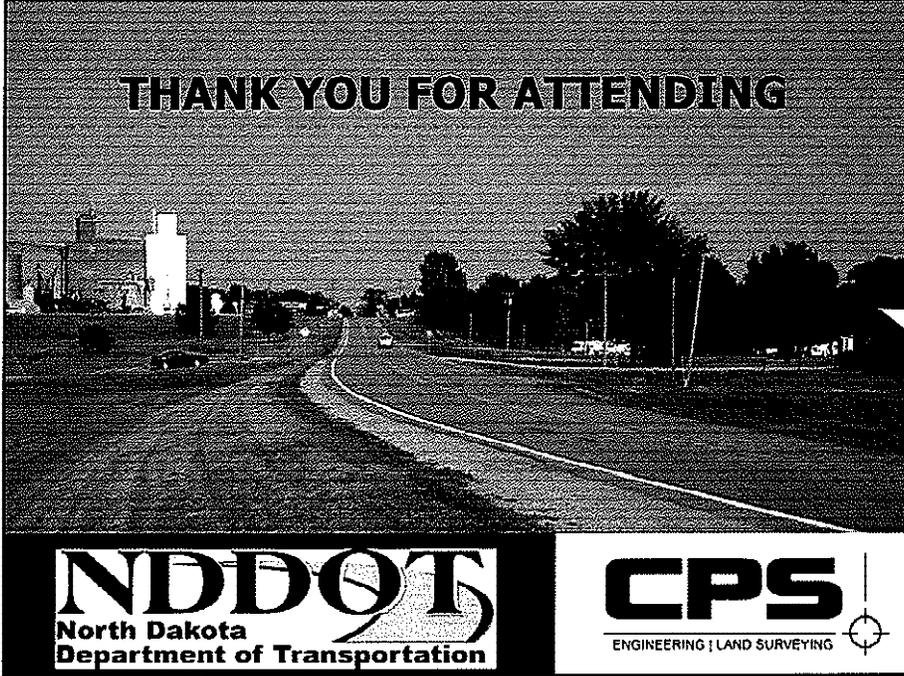
- North Dakota Department of Transportation

Closing



- **Open House to Continue Tonight**
- **Public Comment Invited**

THANK YOU FOR ATTENDING



APPENDIX C – ATTENDANCE
TABLE OF CONTENTS

Description	Pages
Public Hearing Attendee Sign-In Sheets	1-2

APPENDIX D – PUBLIC HEARING COMMENTS
TABLE OF CONTENTS

Description	Pages
Public Hearing Comment Forms	1-2



PUBLIC HEARING COMMENT FORM

Public Hearing Date	August 16, 2007
Project Name	ND Highway 18 - Mayville to Portland
Project Number	NDDOT Project No. SNH-8-018(051)121
Project Location	Traill County, North Dakota
Send Comments To	CPS, Ltd. - 308 2 nd Avenue North - Grand Forks, ND 58203
Submit Comments By	August 31, 2007

Written Comments:

Consider large vehicles when designing intersections and approaches, so that appropriate width, turning radius, and slope is provided. Examples of concerns include:

1. Intersection at east end of Project, where ND Hwy. 18 enters the City from the south, then turns west: Extended-length trailers hauling wind farm equipment and semi-trucks with pup trailers require a large turning radius.
2. Approach to campground: Concern with width and steepness related to access of large camping units.
3. Approach to Valley Equipment: Concern with steepness of approach relating to vehicles towing large farm implements.
4. On all approaches, try to include a level area at the edge of the highway where vehicles can stop before entering.

Signature	Verbal Comment by Steve Hastings, recorded by Mark Lambrecht
Name (printed)	Steven Hastings, Valley Equipment & Mayville City Council
Mailing Address	426 - 2nd St. NW, Mayville, ND 58257
Date	8-16-07



PUBLIC HEARING COMMENT FORM

Public Hearing Date	August 16, 2007
Project Name	ND Highway 18 - Mayville to Portland
Project Number	NDDOT Project No. SNH-8-018(051)121
Project Location	Traill County, North Dakota
Send Comments To	CPS, Ltd. - 308 2 nd Avenue North - Grand Forks, ND 58203
Submit Comments By	August 31, 2007

Written Comments:

WE UNDERSTAND THAT THIS PROJECT WILL BEGIN AT THE "DAIRY QUEEN" CORNER IN MAYVILLE AND PROCEED WEST. MANY CITIZENS IN MAYVILLE, HOWEVER, RECOGNIZE THAT HIGHWAY 200 FROM THE DAIRY QUEEN CORNER EAST TO THE CITY LIMITS IS IN WORSE CONDITION THAN THE HIGHWAY TO BE REPLACED GOING WEST. WHAT IS THE REASON THAT HIGHWAY 200 FROM THE DAIRY QUEEN CORNER EAST TO THE MAYVILLE CITY LIMITS CAN NOT BE INCLUDED IN THIS PROJECT?

Signature	
Name (printed)	DONALD A. MOEN, MAYOR, MAYVILLE, ND
Mailing Address	P.O. 220, MAYVILLE, ND 58257
Date	08-20-07

APPENDIX E – TRANSCRIPT OF PROCEEDINGS
TABLE OF CONTENTS

Description	Pages
Transcript of Proceedings by Julie Kohler, Court Reporter	1-36

1 IN RE: NORTH DAKOTA HWY 18- MAYVILLE TO PORTLAND
2 SNH-8-018(051)121
3 PUBLIC HEARING OF AUGUST 16, 2007

4
5
6 ORIGINAL
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8 -----
9
10 TRANSCRIPT OF PROCEEDINGS
11 August 16, 2007

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17 Taken At: City Council Chambers- City Hall
18 Mayville, North Dakota

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25 Taken By: Julie K. Kohler, Court Reporter

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A p p e a r a n c e s :

Department of Transportation - Bismarck:

Wayne Zacher
Brad Pfeifer
Don Wolf
James Rath

Department of Transportation - Fargo:

Gary Heisler

CPS - Grand Forks, North Dakota:

Mark Lambrecht
Al Petrick
Melissa Knutson

() 1 . . . The following is the
2 Transcript of Proceedings, taken at the
3 request of CPS, in the above-entitled cause,
4 pursuant to Notice, before Julie K. Kohler, a
5 Notary Public within and for the State of
6 North Dakota at the City Council Chambers,
7 City Hall, Mayville, North Dakota, on
8 Thursday, August 16, 2007, at 5:35 o'clock
9 p.m., at which time counsel appeared as
10 hereinbefore set forth

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1 MR. ZACHER: I'd like to welcome all
2 of you today. We're present here for the
3 public hearing for Highway 18 through town.

4 I'm Wayne Zacher with the DOT out in
5 Bismarck. Also from Bismarck with me is Brad
6 Pfeifer, Don Wolf and James Rath. From the
7 DOT in Fargo we have Gary Heisler.

8 From CPS we have Mark Lambrecht, Al
9 Petrick, and Melissa Knutson here.

10 And we have the Mayor of Mayville,
11 Don Moen.

12 Mark.

13 MR. LAMBRECHT: Thanks, Wayne.

14 As Wayne mentioned our business is
15 CPS. We're an engineering business based in
16 Grand Forks, and we were fortunate to be
17 retained by the state DOT to help with the
18 project development early on in this project.

19 And because you guys are, are such a
20 small group you'll each get a copy of tonight's
21 presentation to keep. We ran off a few and at
22 the risk that you're going to, you're welcome
23 to read ahead, I'll still give you one.

24 So with the introductions done, the
25 project location I think we're all quite

1 familiar with. It commences where Highway 18
2 comes in from the south to Mayville and
3 joins with 200 and then goes west from there
4 past the Island Park area, the May-Port CG
5 School, and then to the west city limits of
6 Portland.

7 Tonight this is a public hearing, so
8 it carries some more formality than just a
9 public meeting would. There's going to be
10 some options for public participation because
11 every question that's posed tonight will get
12 an answer. We're obliged to answer every
13 public comment.

14 And so there's going to be an
15 opportunity to leave written comments tonight
16 with the comment forms that are on the table,
17 or you can take the comment sheet with you and
18 there's a self-addressed envelope to me that a
19 comment will come back, that is sent any time
20 in the next 15 days will be part of our
21 hearing summary. And my e-mail address is
22 also included and contained on the business
23 card.

24 And Julie is here tonight as a court
25 reporter. And she would even take public

1 testimony if an individual wanted to, to give
2 a verbal testimony here tonight.

3 So, beginning to discuss the
4 project, the purpose and need was several fold
5 here. And of course one of our most important
6 things is to provide a pavement section of
7 sufficient strength to support the future
8 traffic that is anticipated here.

9 And also as we're discussing some
10 tonight, too, deformities in the road, rutting
11 and so forth, create deterioration due to
12 trapping water and the like, but also hurt the
13 ride quality. So we anticipate when this
14 project is completed an emphasis will be on a
15 very nice riding, nice appearing road.

16 Safety improvements are always
17 important. And we're going to talk a little
18 bit about the MPCG school, the Goose River
19 bridge, some widening and flattening of
20 approach slopes.

21 In Portland there's going to be
22 selective replacement of curb and gutter and
23 sidewalk, not so much based on appearance but
24 based on function. If the curb and gutter
25 doesn't drain, if the sidewalk is faulted so

1 it's a trip hazard, those are the type of
2 things that will be addressed.

3 The, the pavement section that will
4 be the result of this project will be a
5 bituminous pavement or blacktop section
6 again. The method of construction will be
7 that first some of the existing bituminous
8 pavement will be milled off of the road. The
9 road bed will be widened where necessary.

10 And then the full depth reclamation
11 process that occurs is a mixture of equal
12 layers of the existing gravel that's in place,
13 combined with virgin gravel of the same amount
14 is mixed with a road reclaimer, which is like
15 a giant rototiller that is now, I imagine,
16 Gary, it's working west of town. And what
17 that does, it combines the existing
18 constituent road materials with virgin
19 materials of known quality. Mixes it very
20 well to make a very nice base material.

21 And as we talked about during
22 construction sometimes this is the reason why
23 the road is done half width at a time in that
24 the road is completely, completely rebuilt to
25 a new structural layer.

1 Following the construction of that
2 base material which forms a lot of the
3 strength of the road bituminous surfacing of
4 about 5 inches in thickness placed in about
5 three different layers will comprise the
6 finished riding surface.

7 Within the city of Portland we
8 switch to a little bit different situation
9 because the road that we were talking about up
10 to this point was kind of a rural section of
11 road between the two cities. When we get into
12 Portland then you have more of an urban
13 section, which is a section between curb and
14 gutter.

15 There we'll mill about 2 inches of
16 pavement thickness off of the road and overlay
17 with 2 inches of new pavement to provide a
18 renewed driving surface that's nice and
19 uniform and rides very nicely. Curb and
20 gutter, again, will be replaced where
21 condition warrants. And again, that's
22 primarily based more on drainage issues than
23 it is based on appearance. It's for function
24 of a well drained road.

25 There are some driveway

1 modifications that we're contemplating for
2 access control. And specifically that's by
3 the Cenex station where there is a wide open
4 area.

5 And we're going to work with the
6 property owner there in order to channelize
7 the entrance and exit of the Cenex station so
8 the place where drivers go is more
9 predictable. And there are a couple of small
10 driveways to the elevators that may not be
11 actually used anymore, and may be able to be
12 eliminated as well.

13 Sidewalks we mentioned briefly.
14 They'll be replaced where there are trip
15 hazards or panels missing for some reason.
16 And we'll just try to, without performing
17 complete replacement we'll try to have a
18 pedestrian system that functions well.

19 Because this is a federal aid
20 project we'll also install ramps at
21 intersections that are ADA accessible. And
22 right at the railroad crossing likely through
23 the course of construction the railroad
24 crossing will also be replaced and upgraded
25 with new planks, widened slightly, because the

1 sidewalks do not cross the railroad at this
2 time. They end coming up to the railroad
3 tracks on both sides.

4 At the school there was a study
5 performed considering different alternatives
6 for entering and exiting the school. And to
7 skip ahead with what seems to be the preferred
8 alternative by, well, everyone that I can
9 think of that, that has discussed the subject
10 is to maintain the entrance and exit situation
11 to the school as it exists now.

12 And that is the entrance to the bus
13 garage area. It is a two-way traveled road.
14 The easterly entrance to the main parking lot
15 is a one-way inward, and then the westerly
16 approach is a one-way exit.

17 And in discussions it seems like we
18 did not come up with anything that would be a
19 profound improvement to this. In fact it
20 appears to be very well thought out, and
21 functioning well.

22 There's a little bit of complaint
23 about time it takes to empty the parking lot
24 after a major event and so on, but as far as
25 metering traffic out from controlled locations

1 and familiarity this seems to be a tried and
2 true method here, and we would propose that it
3 remain.

4 Now, with that, though, there are
5 some improvements proposed. And one is
6 extending the length of the right turn lane as
7 you're going westbound to enter. That,
8 without too much widening or modification, can
9 be lengthened.

10 And then the current flashing
11 beacons are now outdated as to the standard,
12 so they would be, they would be installed new,
13 meeting the current standard with the, the
14 appropriate brilliance with back plates. And
15 so the beacons themselves would be improved.

16 MR. STEVE HASTINGS: What height is
17 that, the state regulations for height?

18 MR. LAMBRECHT: I believe it's 17
19 feet --

20 MR. PETRICK: Yep.

21 MR. LAMBRECHT: -- on the beacons.

22 I don't know if you had anything
23 specific that, I know that you maybe have to
24 get up and maybe excuse yourself, so Mr.
25 Bradner, if you have anything --

1 MR. MIKE BRADNER: No, that's right
2 in line with discussions that we had with the
3 original group that came out and spoke. And
4 we're trying to divert all of our truck and
5 bus traffic to the bus entrance as well. So
6 hopefully that will help a little bit on wear
7 and tear on our new paved parking lot.

8 MR. LAMBRECHT: Looks real nice.
9 Like brand new.

10 MR. MIKE BRADNER: Yeah.

11 MR. LAMBRECHT: Yeah, well great.
12 Well, thanks. And if any more comments come
13 forward feel free to take a business card and
14 a comment form, too.

15 MR. MIKE BRADNER: Thank you, very
16 much.

17 MR. LAMBRECHT: Thanks for joining
18 us.

19 MR. MIKE BRADNER: Absolutely.
20 Thanks.

21 MR. LAMBRECHT: Proposed
22 improvements at the bridge. The bridge, of
23 course, was originally constructed in 1966.
24 It is in good structural condition.

25 In fact after the collapse in,

1 tragically in the Twin Cities, you know,
2 there's a lot of discussion about the bridge
3 number or sufficiency rating. And this
4 bridge, even though it's 40 years in age, its
5 sufficiency rating is in excess of 86, which
6 is an excellent number.

7 It's still a very, a very nice
8 functional bridge. The railing meets the
9 current crash standards. Width is
10 appropriate.

11 And the improvements that are needed
12 at the bridge are not on the bridge itself but
13 the approach guardrails are not in conformance
14 with current standards. So at the four
15 corners of the bridge the approaching
16 guardrails would be replaced to the current
17 standards.

18 Just mentioning a couple of safety
19 improvements, at its best cross-section in its
20 existing condition a segment of the road has,
21 now has 12 foot driving lanes, and about a 6
22 foot shoulder. Some of it's down to just a 12
23 foot driving lane and a foot-and-a-half of
24 shoulder width. The new road would be uniform
25 with 12 foot driving lanes and 6 foot

1 shoulders.

2 And approaches to the road would be,
3 would be flattened such that if, if a vehicle
4 should slip off the road, and in essence hit
5 an approach rather than hitting an abrupt,
6 steep wall of an approach the approaches would
7 have more gentle slopes with the, more
8 potential for the vehicle to be able to travel
9 up and over or to come to a stop without
10 abruptly hitting an approach.

11 There are some options that were
12 brought forward in our, they were options
13 because they were presented in the report for
14 consideration of the DOT as items not probably
15 first identified or essential, but things that
16 were brought up locally that were desired.
17 Some of those things are the ditch drainage
18 improvements in Mayville and Portland.

19 And the policy there, or the
20 discussion was that the project would indeed
21 clean the ditches to their original grade. We
22 would not deepen ditches, we would leave the
23 culverts in place at their existing elevation
24 and drainage scheme, and would simply where
25 areas are silted in or for whatever reason the

1 ditches didn't drain well, we'd try to take a
2 uniform grade between culverts and clean the
3 ditch.

4 There are a couple of intersections
5 in Portland where valley gutters have, have
6 settled and drainage isn't working very well.
7 We would also propose to replace the valley
8 gutters and overlay, and do minor regrading as
9 necessary to make those intersections work
10 well. And again, we've already talked about
11 those access revisions in Portland, as well.

12 Because this is a federally funded
13 project one of the tasks that is accomplished
14 at this point is to consider social,
15 environmental and economic effects. And of
16 course the lowland area along the river is
17 wetland. We will do everything possible to
18 minimize the footprint of the widening of the
19 road in the wetland area.

20 In fact, there's approximately two
21 acres of wetland in the right-of-way, and it's
22 only going to be about one-hundredth of an
23 acre that is actually covered by embankment in
24 the project, so.

25 And along hand in hand with that is

1 the floodplain impact. There will be very,
2 very minimal impact in floodplains or
3 wetlands.

4 In the park area if there's any
5 widening to occur it will occur to the south
6 of Island Park, not to the north. But again
7 any widening or, or infringement will be very
8 minimal. The widening will all be on the
9 existing right-of-way.

10 MR. STEVE HASTINGS: Excuse me,
11 Mark.

12 MR. LAMBRECHT: Yeah.

13 MR. STEVE HASTINGS: Do you remember
14 we discussed last time, I think somebody even
15 came up a few days later, that the
16 walk-through culvert that is under the
17 highway, what did we decide?

18 MR. PETRICK: We'll replace it with
19 a regular RCP pipe of equal size. We're doing
20 a floodplain, not a floodplain, but we're
21 doing a water study on that. And we'll get
22 the information and we'll replace it.

23 MR. STEVE HASTINGS: With a tall --

24 MR. PETRICK: No, it won't be as
25 big. It will be probably like a 24 inch pipe.

1 MR. STEVE HASTINGS: So they could
2 still run the water through there.

3 MR. PETRICK: Yeah.

4 MAYOR DON MOEN: Well, now that
5 waterline that's going through, that's
6 probably another issue. I don't know where,
7 who's responsibility that is, or where we
8 stand on that.

9 But it might be an opportunity to,
10 you know, to install something that's a little
11 better design than the kind of jerry-rig that
12 is there right now.

13 MR. LAMBRECHT: I would think we
14 might install something of more permanence
15 while the road work is going on. Push one
16 beneath the highway, you know, appropriately
17 and --

18 MAYOR DON MOEN: Well, and you get
19 into the issue of what about the lagoon. You
20 got to cross the highway and then there's the
21 lagoon, --

22 MR. LAMBRECHT: Right.

23 MAYOR DON MOEN: -- you know. So
24 ideally it would be nice to have one that
25 pushed under the highway and under the lagoon

1 and popped up in the park, you know.

2 MR. LAMBRECHT: Yep. That's a very
3 appropriate issue that we'll work on when that
4 time comes.

5 MAYOR DON MOEN: Okay.

6 MR. LAMBRECHT: And your question
7 about, I think Al said, you know, replacement
8 of kind of like size, but what it actually
9 will be is appropriate size for the flow that
10 is kind of anticipated.

11 MR. PETRICK: The hydraulic study,
12 what the hydraulic study comes up with.

13 MR. LAMBRECHT: Yeah.

14 MR. PETRICK: What size pipe needs
15 to be there.

16 MR. STEVE HASTINGS: Because it's 6
17 foot in there now.

18 MR. PETRICK: Yeah, right. It will
19 probably end up being --

20 MR. STEVE HASTINGS: Some of the
21 discussions have been well, if you pull it all
22 out it's almost impossible to get it packed
23 down well enough for a new highway to hold and
24 not have a dip in the --

25 MR. RATH: We'll detail it, we'll

1 put a lot of aggregate and try to minimize
2 that and we'll taper off with aggregate to
3 minimize that bump.

4 MR. STEVE HASTINGS: I just remember
5 we talked about it and I didn't remember what
6 answer we came up with.

7 MR. LAMBRECHT: No, it's going to
8 come out and we'll replace it with a new pipe
9 that, as James mentioned, a detailing, too of
10 the aggregate to taper it and to try and
11 eliminate or at least minimize any settlement
12 that might occur. So I think that will be
13 real good.

14 A cultural resource was something
15 interesting we discovered during this
16 consideration, that there is quite an historic
17 district in downtown Portland with a number of
18 the buildings eligible at least, for historic
19 status. This project in particular will not
20 adversely affect anything, in fact will
21 improve the appearance through downtown
22 Portland.

23 Air and water quality and noise,
24 those, those were just strictly impacts during
25 the construction duration, and no affects

1 thereafter.

2 As far as right-of-way is concerned
3 we do intend that all improvements can be
4 constructed on the existing right-of-way.
5 There may be a location where a temporary
6 easement is needed, for example sidewalks are
7 right next to the property line, and in order
8 to have a little bit of room to work we may
9 need 5 or 10 feet behind the property line in
10 order for the contractor to have a little
11 working room or sloping.

12 So, there likely, in fact, will be a
13 need for some temporary easements, but we
14 don't anticipate any permanent right-of-way.
15 Whatever is identified as being locations
16 where easements would be necessary the
17 property owners will be contacted and the
18 federal guidelines will be followed. There's
19 quite a specific process in that regard.

20 Project costs. I think in our
21 informal discussions tonight we've all kind of
22 discussed that 2011 appears to be the most
23 likely construction year now. And projecting
24 current costs with inflation factors 2.85
25 million, 2.859 million is the estimated

1 construction cost at this time. And funding
2 is projected to be 80 percent federal and 20
3 percent state funds.

4 We had talked about local options
5 such as street lights and so on, sometimes had
6 a match from the local if there were elective
7 things the community would like to do. And
8 you'll still be able to make decisions on that
9 as we move forward from here, but not availing
10 yourselves of those I don't see any local
11 funding requested from the state.

12 MAYOR DON MOEN: Well, I think the
13 city of Mayville is pretty strapped for cash
14 right now. We've got a lot of infrastructure
15 projects that are underway. And so we're
16 pretty well tapped out for money to put into
17 stuff. So --

18 MR. LAMBRECHT: Yep.

19 MAYOR DON MOEN: -- that's kind of
20 where we are at.

21 MR. LAMBRECHT: And I didn't mean
22 that, to say that. There really is nothing
23 that we were anticipating or expecting you to
24 participate in. I just, we had spoken of
25 those lights, because if the project is going

1 to disturb them the project costs will pay for
2 them.

3 And you know, and Portland maybe
4 identical decision is if the project isn't
5 disturbing street lights we're not going to do
6 anything with them at this time. And that's,
7 that's good local decisions, so.

8 MAYOR DON MOEN: And you know, if it
9 turns out if somehow all of a sudden our bank
10 account is in a little better shape when the
11 time comes, you know, maybe we'd decide to do
12 something. But --

13 MR. LAMBRECHT: Right.

14 MAYOR DON MOEN: -- we're not
15 willing to commit to it at this time.

16 MR. LAMBRECHT: Absolutely. And
17 that option remains open. That remains
18 open.

19 Schedule, of course we talked of a
20 bid opening in March with construction, we're
21 confident to be completed during one
22 construction season. This is quite tentative
23 and could be moved forward, or could become
24 delayed.

25 The responsible agency is the North

1 Dakota Department of Transportation as the
2 agency that administers our highway monies
3 that come from federal funds. And the
4 money comes to a great extent from our gas
5 taxes.

6 In closing this evening I just, I
7 don't think I need to repeat for the group
8 here, I was just going to reiterate the
9 opportunity for public comment with, with,
10 Julie our court reporter, and the opportunity
11 to leave comments here tonight. Or to respond
12 with written comments either by, by letter, or
13 by e-mail over the next 15 days as well.

14 So, with that thanks to everybody
15 for being here tonight. I get more nervous
16 talking to you people that I know than I would
17 to a room full of strangers. So thanks for
18 being an attentive audience.

19 MR. STEVE HASTINGS: Are you
20 required to -- is this the only hearing or as
21 it gets closer to the date you don't have to
22 have another one?

23 MR. RATH: This is the only one.

24 MR. STEVE HASTINGS: So those of us
25 that are here, if we're still in office we'll

1 say we had that hearing in 2007.

2 MR. LAMBRECHT: It is part of the
3 process, and probably more typically the
4 hearing is closer to the date of construction
5 of the project many times. This, the DOT took
6 a progressive or foresightful attitude on
7 getting this project advanced so if funding
8 would become available this project is one
9 that could move forward.

10 Now if a substantial change in the
11 concept of the project occurs there will be
12 new hearings because this, what we are
13 presenting tonight is based on this concept
14 report, and that has a shelf life of maybe
15 five years.

16 Or what I was going to say is if the
17 proposed construction changes greatly, where
18 we are going to need right-of-way, or we're
19 going to impact things, then the project would
20 come through for another series of public
21 participation.

22 So, James, am I saying it correctly
23 that the hearing is kind of based on the
24 design concept that is presented now?

25 MR. RATH: Correct. So if there was

1 a major change in the scope of the work, then
2 we would go through the process again. In
3 regards to the shelf life, we can take a look
4 at it at the end of that period and see if
5 anything has changed, and if nothing has
6 changed then we can go forward at that time
7 and still be valid, so.

8 MR. LAMBRECHT: And the only thing I
9 was going to mention, you know, in talking of
10 your comment, just kind of looking around at
11 the empty room, too, and we're going to be
12 viewing tonight's meeting maybe as an
13 acquiescence or approval to move forward.

14 There was quite an attempt to let
15 people know about the meeting through the
16 newspapers, through, through press releases to
17 the media, and direct mailings to the, to
18 individuals along the route that we knew this
19 project would impact. So I take the fact that
20 the room isn't full, that people, from what
21 they have heard, think it will be a nice
22 improvement, without a lot of adverse impacts
23 during construction, which we'll try to
24 minimize. And I hope it's kind of a positive
25 project and noncontroversial.

1 MR. STEVE HASTINGS: I don't think
2 that it would be any different than when were,
3 you know, kind of the stages of coming from
4 Finley over to Mayville through the years and
5 some of the wet years, and you know, people
6 kind of made it through that when the road was
7 gone and you had to drive through mud. But we
8 were getting 7 inches of rain at a time.

9 MR. LAMBRECHT: Yeah, that was a
10 tough one going east of Finley.

11 MR. STEVE HASTINGS: One section of
12 it was very tough.

13 MAYOR DON MOEN: We did issue a
14 reminder at the last city council meeting, so
15 we got, we used that mechanism to get the
16 information out there. I don't think
17 there's much excuse for not knowing about
18 the meeting.

19 MR. LAMBRECHT: At our initial
20 meeting, remember, I think that we had four of
21 your council people here the first time we
22 came.

23 MR. PETRICK: Might have been five.

24 MR. LAMBRECHT: Yeah. Remember the
25 first time we kind of came in late afternoon

1 and Mayville was very well represented.

2 MR. STEVE HASTINGS: Yeah.

3 MAYOR DON MOEN: And Portland was
4 here, too.

5 MR. STEVE HASTINGS: Yep. Yep.

6 MR. LAMBRECHT: Portland was here as
7 well.

8 MR. STEVE HASTINGS: And I know
9 that's the question I got was do you think it
10 will be much different than what we did
11 before. And I said no, probably not.

12 MR. LAMBRECHT: No, no, we didn't,
13 you know, cover anything really profound.

14 MR. STEVE HASTINGS: I guess the
15 only thing that probably will be good news is
16 I thought you were going to dig out most of
17 the street coming through Portland but this 2
18 inches is going to make life a lot easier for
19 the people in Portland I think.

20 MR. LAMBRECHT: It sure is. That's
21 going to be almost no impact construction,
22 then.

23 MR. PETRICK: Yeah.

24 MR. STEVE HASTINGS: Because
25 evidently the street must be in good enough

1 shape --

2 MR. PETRICK: Yep.

3 MR. STEVE HASTINGS: -- that it
4 didn't have any problems, just needs a 2 inch
5 overlay.

6 MR. LAMBRECHT: Yes.

7 MR. STEVE HASTINGS: Okay.

8 MR. LAMBRECHT: Yep.

9 Well, we're going to stick around
10 until 7:00, if you have anything else.

11 MR. STEVE HASTINGS: There is no
12 changes in the bike path going across the
13 bridge. That will stay just as it is.

14 MR. LAMBRECHT: Yes, it will stay
15 just as it is. There was consideration of
16 that and it was decided that because of course
17 it isn't as wide as, across the bridge as the
18 approaching paths, but it does comply with the
19 standard of, appropriate for recreational
20 traffic.

21 MR. STEVE HASTINGS: It's not a long
22 bridge. A person my age gets off the bike and
23 pushes it across the bridge.

24 MR. LAMBRECHT: Yep.

25 Anything else, Don?

1 MAYOR DON MOEN: No, I don't really
2 have anything else.

3 MR. LAMBRECHT: Well, we appreciate
4 your hospitality in letting us host this
5 here.

6 MR. STEVE HASTINGS: Appreciate you
7 coming here for the evening. Good grief.

8 MR. LAMBRECHT: You know we have
9 some good discussion among ourselves, too,
10 because there are people from the Fargo
11 district and from Bismarck, the design
12 division of the DOT, and they spent the
13 afternoon here on the project, and looking at
14 things, too. So we, coming here isn't just
15 for the meeting. We don't get together as
16 often sometimes as we'd like either, so it's
17 nice to come up and get together.

18 MR. STEVE HASTINGS: The approach
19 that goes into the campground, is that going
20 to change a little bit?

21 MR. LAMBRECHT: Don, is there
22 improvement that you've heard necessary in the
23 approach to the campground or --

24 MAYOR DON MOEN: I really haven't
25 heard anything on the street. Now that Steve

1 brought it up, I'm kind of vaguely remembering
2 there was some concern about how steep it is.

3 MR. LAMBRECHT: Okay.

4 MAYOR DON MOEN: Maybe Steve might
5 remember more about that than I do. But I
6 think there was a concern there that the thing
7 was steeper than it should be or something.

8 MR. LAMBRECHT: Your comment is
9 related to steepness of the approach?

10 MR. STEVE HASTINGS: Yeah. And with
11 some of the lengths of the fifth-wheelers
12 today I don't know if it's really as wide as
13 some would like it. Maybe it is. I don't
14 know.

15 Do you have certain exceptions for
16 when you have parks or campgrounds or things
17 that have longer items pulling in and out for
18 those approaches or is that up to the
19 campground or how does that work?

20 MR. PETRICK: I don't really know
21 if there are certain exceptions. I don't
22 believe --

23 MR. PFEIFER: What you do is you
24 look at the equipment that comes in and out of
25 there. That's what we look at in the design,

1 we look at what kind of equipment is being
2 used for mostly travel and then we use our
3 radius and turning radius based on those
4 equipment uses.

5 But we do have standard widths to
6 approaches. But the radius is based on what
7 kind of equipment is being used.

8 MR. STEVE HASTINGS: Okay.

9 MAYOR DON MOEN: Down there, you
10 know, it gets a little bit tricky because we
11 probably don't get a lot of really huge rigs
12 in there but occasionally one shows up.

13 MR. HEISLER: And we also look at
14 the steepness of that, we also look at the
15 slopes. And we have basically the present
16 grade that we look at coming out of there, and
17 we have criteria we can go by.

18 So we make some, if it is too steep
19 for that kind of equipment coming out from a
20 stop condition. And so what we look at for, a
21 lot of times in our new design we try to
22 flatten them out on top where they come into
23 the road.

24 I think this one comes off pretty
25 much like the grade right up the roadway and a

1 lot of times we back them off and our new deal
2 is flatten the tops. And I know we are doing
3 that in quite a few of the roadways now. And
4 I imagine we'll look at that, too.

5 MR. LAMBRECHT: Okay.

6 MR. STEVE HASTINGS: The approach up
7 to my business or the school, are those part
8 of the project or not?

9 MR. PETRICK: Yeah. The scope that
10 Gary just said, within the right-of-way or
11 right-of-way.

12 MR. ZACHER: The safety review is
13 done also and so the side slopes on there. .
14 If they're steeper than the 6 to 1 they are
15 flattened to an 8 to 1.

16 MR. STEVE HASTINGS: Because I know
17 in our business at Valley Equipment during the
18 winter basically we stop down below. Then you
19 wait until traffic clears and then you run
20 through the stop sign and get on the highway.

21 But that's in quite a few places.
22 So we might be able to address those problems.

23 MR. HEISLER: That's something we'll
24 look at when we get further into the actual
25 design stage of the process.

1 MR. STEVE HASTINGS: Great.

2 MR. LAMBRECHT: I'll copy that one
3 down for you.

4 MR. STEVE HASTINGS: Of course when
5 you're on ice, you're on ice. Going uphill on
6 ice is harder than downhill on ice.

7 MR. LAMBRECHT: Yes.

8 MR. STEVE HASTINGS: Oh, I know the
9 other one, it's probably something you guys
10 always work with, the only thing since we are
11 starting right at that corner, remember I
12 mentioned that all of those towers seem to
13 come up through here and I don't know if
14 they're going to kind of grind away on that
15 corner, I don't know if it's legal to make the
16 corner a little bigger or if they are going to
17 continue, I don't even know what they're doing
18 now with, during these construction years
19 between here and Finley as far as coming
20 through town and getting through there.

21 Evidently they must go through.
22 They're not over width, they're just over
23 length. So this little project is probably
24 not big deal.

25 MR. LAMBRECHT: Are they coming and

1 turning south on 18?

2 MR. STEVE HASTINGS: No, they come
3 up 18 from West Fargo, and then they turn
4 west.

5 MR. LAMBRECHT: Turn and go west,
6 okay.

7 MR. STEVE HASTINGS: But if you look
8 at that corner I think that's why by that
9 curve where it's kind of a little mud there or
10 something, I can't remember. But some of
11 these 18-wheelers with pumps on them really
12 get long, too.

13 MR. LAMBRECHT: Yeah.

14 MR. STEVE HASTINGS: Well, thank you
15 very much for your time. See you again.

16 MR. LAMBRECHT: Thanks for coming in
17 again.

18 MR. STEVE HASTINGS: You bet.

19 MR. LAMBRECHT: I think at this
20 point we'll close the --

21 MR. HEISLER: Unless someone comes
22 in and wanted to give questions.

23 MR. LAMBRECHT: Yeah, we'll close
24 the presentation and general discussion, and
25 then we'll pick up again if, just based on

1 specific comments if someone may have some.

2 (Whereupon, the public hearing was
3 concluded at 6:15 o'clock p.m.)

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I, Julie K. Kohler, a general shorthand (Stenograph) reporter, 600 DeMers Avenue, Suite 300, Grand Forks, North Dakota, do hereby certify that the foregoing 35 pages of typewritten material constitutes a full, true and correct transcript of my original stenograph notes, as they purport to contain, of the transcript of the proceedings reported by me at the time and place hereinbefore mentioned.



Julie K. Kohler

Dated this 27th day of August, 2007.