

Transcript of Public Hearing

ND Highway 200

West End of Hazen Bypass to ND 31

Project No.

PCN

SNH-5-200(016)150

16161

NH-SBR-5-200(017)152

16162

SNH-1-200(047)900

16163



Prepared for

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

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

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January 2008

TRANSCRIPT OF PUBLIC HEARING

ND Highway 200 and ND Highway 200A
West End of Hazen Bypass to ND 31
Mercer County

Project # SNH-5-200(016)150

PCN # 16161

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MEETING LOCATION

Hazen City Hall
Hazen, North Dakota

DATE

December 17, 2007
5:00 to 7:00 p.m. (MT)

Prepared By:

Kadrmass, Lee & Jackson, Inc.

For:

North Dakota Department of Transportation

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Transcript of Public Hearing

- **Transcript of Public Hearing**

NORTH DAKOTA HIGHWAY 200 AND
NORTH DAKOTA HIGHWAY 200A
HAZEN BYPASS AND EAST,
MERCER COUNTY, NORTH DAKOTA

TRANSCRIPT OF
PUBLIC HEARING

Taken At
Hazen City Hall
146 Main Street East
Hazen, North Dakota
December 17, 2007

BEFORE KADRMAS, LEE & JACKSON
AND NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

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1 (The proceedings herein were had and made
 2 of record, commencing at 5:35 p.m., M.S.T.,
 3 December 17, 2007, as follows:)
 4 MR. KUBAS: Thanks, everybody, for coming.
 5 I've had a chance to meet a couple of you. For
 6 those I didn't, my name is Craig Kubas. I work for
 7 Kadrmas, Lee & Jackson, and we've been working with
 8 the North Dakota Department of Transportation doing
 9 the preliminary engineering study for the three
 10 projects you see up here.
 11 First off, I guess this is a public
 12 hearing. If you have a comment or a question,
 13 please feel free to stop me, but if you would,
 14 please state your name so we can get it in the
 15 official document here.
 16 I guess the first thing I want to talk
 17 about is the projects as they're proposed. A lot
 18 of you had a chance to come up and take a look at
 19 the map. It's broken out into three projects, and
 20 a lot of that reasoning is for funding and other
 21 things. But the first project is basically the old
 22 Hazen bypass project, those same two miles that got
 23 built back in the early '80s, and our project team
 24 has been referring to that as the Hazen bypass
 25 project. The next project we've been referring to

3

1 as the Highway 200 project, and it runs from the
 2 east end of the Hazen bypass to the intersection --
 3 or the junction of 200 and 200A. And the last
 4 project is the Highway 200A project, and that
 5 project runs from that junction of 200 and Highway
 6 200A to the junction of 200A and 31 South.
 7 I guess I'm going to jump right into the
 8 purpose and need for these projects. Obviously
 9 when we do a project, when the DOT does a project,
 10 we want to enhance the movement of people and
 11 goods, and the real need for this project was
 12 driven by the pavement conditions out there.
 13 On the Hazen bypass project we're
 14 proposing a four-inch asphalt overlay with eight-
 15 foot shoulders. That's basically the same section
 16 that's out there now. And there's a couple options
 17 on this road -- on this project, and one of them
 18 some of you have talked to me about is the
 19 pedestrian crossing, and that is proposed right now
 20 as a pedestrian crossing. It could go one of two
 21 ways. It could be an at-grade crossing where they
 22 would put some fencing up to direct the pedestrians
 23 to that area, put some pavement marking across the
 24 road to direct the pedestrians in one specific
 25 area. The other option would be for a pedestrian

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1 underpass similar to the underpass that's by the
 2 Tesoro station. And right now both of those
 3 options are still on the table.
 4 On the Highway 200 project -- let me step
 5 back here. On the Hazen bypass project a few
 6 things that are being added to this project are
 7 turn lanes. A lot of you have asked about turn
 8 lanes, and I've got to read this so I don't state
 9 it wrong, but at Highway 200 and Third Avenue West
 10 there are proposed to be an eastbound right turn
 11 lane and north and southbound left turn lanes. So
 12 as you're coming eastbound on 200, there will be a
 13 right turn lane to go into town, and then north and
 14 south traffic will each have a dedicated left turn
 15 lane. Everyone follow me there? Okay.
 16 On the Highway 200 project, that's going
 17 to consist of a two-inch asphalt overlay with two-
 18 foot shoulders. That's the proposal right now. A
 19 couple options on this project that are on the
 20 table still is this proposed shared use path. I
 21 don't know if everyone has had a chance to take a
 22 look at this. This has been on the city's master
 23 plan, I believe, for a few years now, and the path
 24 would start where the existing trail ends right now
 25 and it would stay on the north side of the highway,

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1 extend out to the bridge near the golf course, and
 2 then it would cross over to the south side of
 3 Highway 200 to go to the golf course. To kind of
 4 keep those pedestrians -- there's a lot of
 5 pedestrian traffic there, from the way I understand
 6 it, and it would keep that pedestrian traffic
 7 confined to this trail. There's two options on the
 8 table for that, a concrete and an asphalt option,
 9 and right now both of those options are still on
 10 the table.
 11 On the Highway 200 project there's also
 12 three bridges. The one that we just talked about
 13 near the golf course, we have been referring to
 14 that as the Hazen -- excuse me -- the Knife River
 15 overflow bridge. Then there's the bridge over the
 16 Knife River, and then a few miles to the east is
 17 the Kinneman Creek bridge. All three of the
 18 bridges right now are structurally sufficient,
 19 meaning they don't need to be replaced right now,
 20 and the option that's being proposed for those
 21 three bridges are to overlay the riding surface of
 22 the deck and then to upgrade the bridge rail and
 23 the guardrail to meet the current standards. See
 24 if I'm missing something.
 25 Moving on to the Highway 200A project

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1 then, this project will receive -- or it's proposed
 2 to receive a two-and-a-half-inch asphalt overlay
 3 with two-foot shoulders, and the one upgrade that
 4 we would be looking at would be at the junction of
 5 31 and 200A, and at that junction we'd put in a
 6 right turn lane to meet current standards -- excuse
 7 me -- for eastbound right turn lane.

8 Does anyone have any questions on the
 9 projects as they're proposed right now? Yes.

10 MR. KRAUSE: Mike Krause. When you refer
 11 to the shoulders, are those paved shoulders?

12 MR. KUBAS: Paved shoulders, that's
 13 correct.

14 MR. KRAUSE: Versus what we have now, the
 15 pavement and --

16 MR. KUBAS: And it kind of drops off to
 17 grass almost. Yeah, it would be a 12-foot driving
 18 lane with a two-foot paved shoulder outside of that
 19 12 foot. Go ahead.

20 MR. AXTMAN: Wayne Axtman. On the project
 21 Highway 200A with the two-foot shoulder, basically
 22 the width of the road would stay the same as it is
 23 then currently?

24 MR. KUBAS: It would be pretty close,
 25 yeah.

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1 MR. AXTMAN: It appears awful narrow for
 2 any traffic, if you have somebody stopped or in the
 3 driving lane. Isn't a standard requirement to have
 4 so much traffic, you have an eight-foot shoulder
 5 that a vehicle can physically get off the driving
 6 lane if you have an emergency?

7 MR. KUBAS: Well, you're right that there
 8 are requirements for certain levels of traffic to
 9 have certain shoulder widths, and the two-foot
 10 shoulder is actually the shoulder that meets the
 11 requirements for the traffic volumes when you get
 12 out on the east end of this project.

13 MR. KRAUSE: Mike Krause again. The
 14 shoulders that continue east from 31, what size are
 15 those?

16 MR. KUBAS: Those, I believe, are
 17 eight-foot shoulders.

18 MR. FROVARP: Steve Frovarp, City of
 19 Hazen. I guess I have been here a long time, and
 20 that the width of those shoulders along 200 going
 21 on out to 31 and even beyond have been discussed
 22 for some time about doing them. This goes back to
 23 when Walter Hjelle was commissioner for the DOT.
 24 We were told then when something was done to 200,
 25 that those shoulders would get widened out, you

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1 know, to facilitate the thing, just like what Wayne
 2 was talking about here, so that you would have a
 3 wider shoulder. And I thought, you know, a part of
 4 this, wasn't a wider shoulder on the initial
 5 planning of this, as well?

6 MR. KUBAS: There were three options that
 7 were looked, Steve, an eight-foot, a four-foot and
 8 a two-foot shoulder option, and right now, like I
 9 said, the eight-foot was looked at because, yes,
 10 there are wider shoulders on the east of this
 11 project, east of Highway 200A. But right now, like
 12 I said, the design guidelines that the DOT has in
 13 place, the two-foot shoulder is the shoulder that
 14 meets those requirements.

15 MR. AXTMAN: Wayne Axtman again. When
 16 you're coming from Stanton on 200, it's very
 17 obvious you've got an eight-foot shoulder, you come
 18 down to a narrow -- very narrow, I would say, less
 19 than safe road. I drive that a lot and there is a
 20 lot of traffic and you cannot get off on a two-foot
 21 shoulder if there's a vehicle there. I mean, you
 22 can't get out of the driving lane to pull over to
 23 the side. The edges drop right off. There is a
 24 concern of safety there.

25 MR. KUBAS: And your concern is being

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1 noted. And it's a concern we have, too. That's
 2 why several options were looked at, but there's
 3 other factors to look at. There's roads with
 4 higher volumes of traffic than this road right
 5 here. So the DOT has made a statewide system of
 6 saying we can't put all our money into one project.
 7 We have to look at the statewide system as a whole,
 8 and that's how they develop those guidelines with
 9 certain traffic volumes requiring certain shoulder
 10 widths. I know we'll have some more questions on
 11 this, and that's great, but I'd like to keep moving
 12 on. And feel free after this presentation, we can
 13 come back and talk about all your concerns. One
 14 more.

15 MR. LINK: I have a different topic.

16 MR. KUBAS: Okay. Go ahead.

17 MR. LINK: Ken Link, City of Hazen. The
 18 shared path from the end of the Hazen bypass out to
 19 the golf course area, you said there was two
 20 options of construction, asphalt and concrete
 21 paving.

22 MR. KUBAS: Yeah.

23 MR. LINK: Is that particular shared path
 24 going to be DOT maintained or is it going to be in
 25 this project considered the county or the city,

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1 depending on where it lies within the city limits
 2 and the county limits, for maintenance?
 3 MR. KUBAS: This project would -- the
 4 shared use part of this project would be a City of
 5 Hazen maintenance responsibility.
 6 MR. LINK: Oh, it would, huh?
 7 MR. KUBAS: Mm-hmm.
 8 MR. NESS: Followup on that. Is that an
 9 80-20 match, also? Mike Ness. Is that an 80-20
 10 match, city pays 20 percent of the cost of the
 11 walking path?
 12 MR. KUBAS: Of the construction, the city
 13 would pay 20 percent of those costs, yeah.
 14 MR. NESS: The same as the pedestrian
 15 crossing?
 16 MR. KUBAS: The same as the pedestrian
 17 crossing, yeah.
 18 MR. LINK: Back on my question related to
 19 the -- to methods of construction. I'd prefer
 20 concrete. If the DOT is going to approach the City
 21 of Hazen on a shared cost and the maintenance
 22 afterwards, trust me, I will vote for concrete and
 23 not asphalt.
 24 MR. KUBAS: Okay.
 25 MR. LATIMER: Lyle Latimer, Mercer County

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1 Commissioner. I would also put a vote in for
 2 concrete. If we happen to get into this part where
 3 we have to share, we would like to have concrete.
 4 MR. KUBAS: Okay. Yes.
 5 MR. DAHL: Chuck Dahl. There's no
 6 allowance for left turning lanes on the bypass
 7 project, only right turning lanes; is that correct?
 8 MR. KUBAS: There's a right turn lane at
 9 Third Avenue and then the left turn lanes would be
 10 on the county road north and south.
 11 MR. DAHL: But not on the bypass, itself?
 12 MR. KUBAS: No.
 13 MR. DAHL: Is there going to be an
 14 allowance for streetlights on the major
 15 intersections on the bypass? Is that being
 16 considered?
 17 MR. KUBAS: The lighting --
 18 MR. DAHL: Not lighting. I'm talking
 19 about traffic lights, red, yellow stoplight.
 20 MR. KUBAS: Traffic lights weren't
 21 warranted at those intersections, no.
 22 MR. DAHL: So it's not even being
 23 considered?
 24 MR. KUBAS: I believe it was looked at,
 25 but it's not being considered further, no.

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1 MRS. AXTMAN: I have a question on the
 2 bypass project. Myra Axtman, City of Hazen. I see
 3 the schedule is to bid that this coming spring with
 4 construction the following year, and I know that
 5 the DOT did do some repair work on that this year
 6 -- this past year, but it is in really bad shape.
 7 Is there any plans to do anything to it to make it
 8 smoother until what, 2009?
 9 MR. KUBAS: You know, I would have to
 10 defer that to our district engineer, Larry Gangl.
 11 MR. GANGL: Right now we don't have any
 12 plans of doing any. To make it smoother you're
 13 talking a pretty major project. You would probably
 14 have to go in and mill it to do a minor overlay.
 15 So right now all we plan to do is just some minor
 16 patching this next summer. No major work is
 17 planned.
 18 MR. KUBAS: Moving on, I guess one other
 19 issue that some of you may have a question on is
 20 the floodplain around the Knife River, and right
 21 now the highway, itself, is below the hundred-year
 22 floodplain. And to address the concerns of the
 23 State Water Commission and others, right now
 24 there's a typical section that we don't show here,
 25 but what we would do is we would mill down --

13

1 instead of just putting pavement on top of the
 2 existing pavement, we would mill down three inches
 3 and overlay three inches to keep that roadway at
 4 the exact, same elevation that it is right now.
 5 That way we're not changing any of the floodplain
 6 conditions as they exist right now and as they
 7 existed when those FEMA maps came out, I think
 8 revised in '82. Steve, you might help me.
 9 MR. FROVARP: Ours was in '83.
 10 MR. KUBAS: '83. And so we would maintain
 11 the same conditions as what those FEMA maps were
 12 based on. There would be no change to the
 13 floodplain conditions. Yes.
 14 MR. PETERSON: Mike Peterson, City of
 15 Hazen. Speaking of water, is there any intent when
 16 you're doing that dirtwork from -- on the bypass
 17 project to doing work on the ditch, would be on the
 18 south side of the road, basically between Tesoro
 19 and Cenex?
 20 MR. KUBAS: You know, there were some
 21 concerns noted about some drainage problems, and
 22 right now I think we're looking at some minor --
 23 I'll call it minor improvements to correct some of
 24 the drainage there -- not dirtwork, per se, but
 25 improving some drainage in there. I know there has

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1 been some issues with ponding water in the ditches.
 2 MR. PETERSON: A number of them, yeah.
 3 MR. KUBAS: So it has been noted and it is
 4 being looked at, but since there really isn't any
 5 substantial grading happening on the project, not
 6 looking at doing any major grading with that. Yes.
 7 MR. SCHRAMM: Delmar Schramm, City of
 8 Hazen. I guess when we look back at our accident
 9 records -- and he can confirm that, chief of police
 10 here -- on the Third Avenue, the one -- Tesoro
 11 intersection, it has a curve in it and as you
 12 approach that especially -- either direction, if
 13 you're going north or south, you have to be awful
 14 careful because your line of sight is bad there, so
 15 either -- if there's no traffic light, is there
 16 going to be a chance to have a four-way stop or
 17 change that condition somehow?
 18 MR. KUBAS: Well, the traffic operation
 19 study that was done did take into consideration the
 20 crash history along this entire route, and right
 21 now -- I guess I wouldn't want to speak for the DOT
 22 that something wouldn't be done in the future as
 23 far as signals or a four-way stop, but nothing is
 24 being proposed based on the traffic volumes and the
 25 crash history that they studied with this project.

15

1 Yes.
 2 MR. LINK: Ken Link, City of Hazen. When
 3 you do your overlay, will you overlay the approach
 4 -- approaches or intersections out to the highway
 5 right-of-way, that far off the main line?
 6 MR. KUBAS: Rob. Approaches overlay. I
 7 would say that they would not be overlaid out to
 8 the highway right-of-way.
 9 MR. RAMSEY: We've got standard drawings
 10 for approaches -- approaches, driveways, streets
 11 that tie back in with the main road, surface work.
 12 Justin Ramsey, DOT. Sorry.
 13 MR. KUBAS: If there's no other questions,
 14 I know we've talked a little bit -- oh, go ahead.
 15 MR. NESS: On the pedestrian crossing --
 16 Mike Ness. Pedestrian crossing, you said it's on
 17 the table, and that means to push it off the table
 18 and get it done, it's going to have to be a city
 19 push to fund this, and the other option would be
 20 that you are going to possibly fence that area to
 21 direct traffic to cross Cenex, and whose
 22 responsibility would it be to pay for that? Would
 23 that be straight DOT or would that be a city
 24 responsibility, also?
 25 MR. KUBAS: I believe both options, since

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1 they were requested by the city, the 20 percent
 2 match would be the responsibility of the city, but
 3 the pedestrian crossing over the road top would be
 4 considerably less. I could get a dollar figure for
 5 you after this presentation, but considerably less
 6 obviously than the underpass.
 7 MR. NESS: Another question. The project
 8 to the west through Buffalo Hill, what's the time
 9 frame on that?
 10 MR. GANGL: The Beulah to Hazen project?
 11 MR. NESS: Yes.
 12 MR. GANGL: Larry Gangl, DOT. That's
 13 scheduled for construction next summer.
 14 MR. NESS: This next summer?
 15 MR. GANGL: This next summer.
 16 Construction in 2008.
 17 MR. NESS: On any of these projects will
 18 there be a detour, or will you be able to stay on
 19 the road in all situations, bus routes and those
 20 type of things?
 21 MR. KUBAS: I can't speak for the Buffalo
 22 Hill. I don't know if they're doing some
 23 realignment work there. But on this project, it
 24 would be an asphalt overlay where you would have
 25 one lane of traffic, pilot cars, 10- to 15-minute

17

1 wait, standard road construction. No detours.
 2 MR. GANGL: Both projects we're planning
 3 on -- I mean, there is going to be delays as you go
 4 through the project, but we're planning on keeping
 5 traffic going on our roadway through both projects.
 6 MR. KUBAS: Yes.
 7 MR. SCHRAMM: On the '08 project between
 8 here and Beulah -- Delmar Schramm, City of Hazen --
 9 is that a two-foot, also, width?
 10 MR. KUBAS: I believe that road is wider.
 11 MR. GANGL: The shoulder width of that
 12 one -- Rob, help me out -- six- or eight-foot
 13 shoulders?
 14 MR. RAYHORN: It's six or eight. I'm not
 15 sure right now.
 16 MR. GANGL: We're just finishing up the
 17 design plans. Yes, that will be either a six-foot
 18 or an eight-foot shoulder.
 19 MR. KUBAS: Yes, sir.
 20 MR. PETERSON: Mike Peterson with the City
 21 of Hazen. The Raymond Creek bridge, is that the
 22 one that's about basically halfway between here and
 23 the Crossroads?
 24 MR. KUBAS: The Raymond Creek is a box
 25 culvert. It's on Highway 200A.

18

1 MR. PETERSON: Which bridge is that that
 2 you're -- which bridge are you calling this one
 3 halfway between here and Crossroads?
 4 MR. KUBAS: Kinneman Creek bridge.
 5 MR. PETERSON: When you overlaid that last
 6 time -- and Mr. Latimer can help me on that -- the
 7 difference between the overlay and the deck of the
 8 bridge was substantial -- I mean substantial to the
 9 point where you had to hang on when you hit it on
 10 both sides. I talked to the county commission one
 11 time, and with Lyle's help, one of the guys from
 12 the state -- it was milled off a substantial
 13 amount. It's still fairly rough. Is there going
 14 to be a little better eye kept on that? Because
 15 right now in the winter, especially when we get
 16 some snow on there and you're coming off there at
 17 highway speeds, you drop two to three inches and
 18 then you go across the bridge deck and then slam
 19 into that next abutment and it gets kind of hairy
 20 sometimes coming across there.
 21 MR. KUBAS: Go ahead, Lyle.
 22 MR. LATIMER: Lyle Latimer, Mercer County
 23 Commissioner. That same bridge that we're talking
 24 about, that is also scheduled for a widening; is
 25 that right?

19

1 MR. KUBAS: There was a widening option,
 2 Lyle, that was looked at, and the bridge as it is
 3 right now meets the current North Dakota DOT design
 4 guidelines.
 5 MR. LATIMER: So then why can't we have
 6 concrete abutments coming into that bridge at both
 7 ends and smoothen it up some?
 8 MR. KUBAS: Well, the concrete
 9 abutments -- the concrete approach slabs is
 10 something they typically don't do a whole lot
 11 anymore. What you were talking about, sir, about
 12 milling coming into the bridge, that is a standard
 13 design procedure now. Maybe it wasn't in place
 14 when that was last overlaid, but it would get
 15 milled along the bridge end so the overlay will tie
 16 in with the bridge deck. I believe all three of
 17 these bridges from Hazen east are looking at
 18 getting a deck overlay. The one outside of Hazen
 19 is -- the deck is getting in pretty rough shape, so
 20 they're all getting a thin overlay on the bridge
 21 deck, too, and so there will be -- they'll be sure
 22 to match up the bridge deck with the paving.
 23 MR. LATIMER: I hope it holds.
 24 MR. KUBAS: I hope so, too.
 25 MR. KRAUSE: Mike Krause. Help me to

20

1 understand why there are eight-foot shoulders and
 2 then we would have 10 miles with two-foot shoulders
 3 and return to a six- or eight-foot shoulder. What
 4 type of traffic numbers dictate that we would have
 5 narrow shoulders?
 6 MR. KUBAS: There's a couple things that
 7 dictate it. And, yes, there is higher traffic
 8 volume west of Hazen. With the new DOT design
 9 guidelines it's laid out the type of facility that
 10 it is. This is classified as a district corridor.
 11 MR. RAMSEY: State corridor.
 12 MR. KUBAS: State corridor, which doesn't
 13 mean a whole lot to me apparently, but it's kind of
 14 a middle-of-the-road facility. It's not an I-94,
 15 but it's not a Highway 49. You know, it's
 16 somewhere in between there. With the traffic
 17 volumes that this project gets and the type of
 18 roadway it is, state corridor, they come up with
 19 proposed -- or minimum shoulder width requirements.
 20 The other thing to take into consideration is the
 21 type of project that you're doing. Are you
 22 completely tearing this road apart and
 23 reconstructing it from scratch, then it gets a
 24 little bit wider. If you're only putting on a
 25 two-inch overlay, I guess the economies of scale,

21

1 the amount of work that you're going in there to
 2 do, doesn't really justify widening this shoulder
 3 out to an eight- or a six-foot shoulder. So right
 4 now with the traffic volumes, the roadway
 5 classification and the type of improvement that's
 6 being proposed, just an asphalt overlay, two-foot
 7 shoulders is what meets the design guidelines right
 8 now. Yes.
 9 MR. AXTMAN: Wayne Axtman. It appears
 10 this section of road has been on a list of
 11 leave-it-in-a-poor-boy state for 40 years. 200A
 12 from Washburn coming over was, in the early '70s,
 13 made to an eight-foot-wide shoulder. Now we come
 14 to a two-foot-wide shoulder, and it appears a
 15 bridge or two that would have to be widened to make
 16 this the next class wide there, so, therefore,
 17 we're going to do a two-foot -- or two-inch overlay
 18 to keep it in that class and then we'll have this
 19 narrow road forever. It's really a safety concern.
 20 MR. KUBAS: I guess your concern will be
 21 noted in the public record. Yes.
 22 MR. LINK: Ken Link, City of Hazen. There
 23 is anticipation, possibility of a higher volume of
 24 traffic from Hazen over to the Stanton area -- not
 25 absolute, but a good potential of it. I don't know

22

1 how old your traffic counts are, if they were done
 2 two years ago or just this last year in the summer
 3 of '07, but '07 we saw a great amount of traffic
 4 increase on that roadway from Hazen east.
 5 MR. KUBAS: I believe the traffic counts
 6 were done in 2006, and for design purposes we use
 7 the projected traffic at the design life of these
 8 overlay projects, which is 20 years, so we use
 9 projected 2026 traffic counts.
 10 MR. RAMSEY: Justin Ramsey. I'm going to
 11 correct you. We don't use projected on the type of
 12 projects that we're doing here.
 13 MR. KUBAS: Okay.
 14 MR. RAMSEY: We use the current, which
 15 would have been -- you're right -- last year.
 16 MR. LINK: It would be very unfortunate
 17 that if it stuck to a two-lane and in two years
 18 from now the traffic count really jumped and then
 19 now you got a project out there bid, ready to
 20 construct and just circumstances relate to being,
 21 what I'd say, obsolete before it gets constructed.
 22 It's a chance that everyone would take, I guess.
 23 MR. KUBAS: Yeah. I guess we can't design
 24 for potential circumstances.
 25 MR. GANGL: Ken, I guess if you think

23

1 there's going to be some changes, or, Steve -- you
 2 know, if we've -- if the DOT has made some
 3 commitments or if you think the traffic is going to
 4 change, that's good things for us to know now, so
 5 if you've got any of that information, we'd sure
 6 like to have it so we can present it to the guys
 7 that are ultimately going to make these decisions.
 8 MR. LINK: Okay.
 9 MR. KUBAS: Yes.
 10 MR. PETERSON: Just one more point on the
 11 bike path -- that pedestrian path going to the golf
 12 course. I guess you've heard from four or five
 13 city commissioners voicing their opinions on it and
 14 their reason is sound to call for concrete versus
 15 asphalt, but there was a walking path put in
 16 probably 15 years ago on the south side of Hazen.
 17 That bike path has needed minimum, if any,
 18 maintenance in the last 15 years because it's
 19 concrete. The bike path we've got here along
 20 Highway 200 is asphalt. That's continuous
 21 maintenance. A number of years ago there was a
 22 bike path put in from the City of Beulah out to the
 23 golf course and out to the park out there. Mayor
 24 Benz said they got an 80-20 grant, he said, but the
 25 City of Beulah would have been better off paying

24

1 for the whole project, itself, and having DOT
 2 maintain it than to get that 20 percent and then
 3 maintain it. He said it's a maintenance nightmare.
 4 Your dandelions push right up through it. You're
 5 constantly working with that. George, the city
 6 foreman, can attest to that fact. That's why
 7 myself as one commissioner and the other four
 8 commissioners have said please don't put it in
 9 asphalt because it is just a maintenance nightmare.
 10 It's a big expense for the city to maintain
 11 something like that.
 12 MR. KUBAS: Thank you.
 13 MR. RAMSEY: Justin Ramsey. Just one
 14 thing on the bike path. The way that our report
 15 was written, there's options, concrete and asphalt.
 16 And if the city chose to make it concrete, the city
 17 would be responsible for the cost difference
 18 between the two materials.
 19 MR. PETERSON: Do you have any idea what
 20 that number would be?
 21 MR. RAYHORN: It's about 80,000 difference
 22 right now.
 23 MR. LINK: Question on that statement. I
 24 thought it was an 20-80 match. Now you say it's
 25 20-80 on asphalt to a max of something and then the

25

1 rest is the city's?
 2 MR. KUBAS: I stand corrected on that.
 3 Justin, that's correct.
 4 MR. RAMSEY: That's how our grant -- Levi,
 5 the engineering director, that's how he wrote his
 6 decision in our concept report.
 7 MR. LINK: We can't hardly agree with
 8 that.
 9 MR. FROVARP: Steve Frovarp again. I
 10 guess the concerns -- major concerns we have are
 11 the turn lanes. You know, as we mentioned, we
 12 should have more, and out by, I guess -- maybe you
 13 haven't noticed it, but we got a new ALCO store in
 14 town and people are changing their driving patterns
 15 and actually almost need a -- be a center turn lane
 16 at the intersection of Eighth -- Ninth Avenue West,
 17 so people --
 18 MR. KUBAS: What's it called? ALCO?
 19 MR. FROVARP: The ALCO store is located
 20 here. What people are doing, they're come down
 21 here, and rather than coming around here and
 22 looping back in, actually coming down, making a
 23 turn here, coming across this way. So I mean --
 24 and that's just happened in the last month. So
 25 some traffic patterns are changing. And I guess if

26

1 you look over by Cenex, that would be at the
 2 intersection of Fourth Avenue East, people, just
 3 like they're doing at Third Avenue West, they are
 4 making that turn off the shoulder now. I think
 5 that should be another location that you should be
 6 looking at a right turn lane for eastbound traffic
 7 there.

8 I guess my question would be, short of
 9 having tremendous traffic counts or something, what
 10 can we do, I guess, to try and convince whoever
 11 needs to be convinced that we need more turn lanes
 12 and that this shoulder width of going down to two
 13 feet going east of town needs to be studied more
 14 and looked at as far as a six- or an eight-foot?

15 MR. KUBAS: Comment cards in the back of
 16 the room. That's why we're here today, though, is
 17 to express concerns and opinions and thoughts, and
 18 sometimes the best way is to put those down in
 19 writing. Obviously this is all being recorded, but
 20 comment cards are in the back so you can put those
 21 thoughts down and get those included in this
 22 document, also. Yes, sir.

23 MR. CHRISTMANN: Randy Christmann. I
 24 think, you know, the point, especially on this
 25 business about the two-foot shoulder going east

27

1 here, I don't know how we put something into
 2 evidence that really indicates how likely it is
 3 that there's going to be traffic increases. The
 4 energy industry has become a very competitive
 5 environment. Those companies don't have all their
 6 cards turned up, either, but you go down to the
 7 courthouse and there's a bunch of oilmen in there
 8 looking at potential oil leases. There's that
 9 potential for development. There's reconstruction
 10 of plants at Stanton, there's a potential coal
 11 mining facility between Stanton and Center, where,
 12 you know, logically if there are a number of
 13 employees, would probably locate into the Hazen and
 14 Beulah areas. There's just a very significant
 15 likelihood of pretty substantial traffic increases
 16 in the coming years, but I don't know what you'd
 17 put on paper that, oh, yeah, this proves it. But I
 18 think just logically you can see that it's going to
 19 happen, and to leave a bottleneck in there I just
 20 don't think is a very good alternative.

21 MR. KUBAS: Thank you.

22 MR. SCHRAMM: Delmar Schramm from the
 23 city. Yeah, that's what concerned me, too, is when
 24 you have a six- or eight-foot shoulder over here
 25 and six or eight foot beyond and you just have that

28

1 bottleneck in between, doesn't that take away from
 2 the City of Hazen? That some people will not
 3 travel through here, you know, if the road
 4 conditions are such. That would discourage them
 5 from going this route.

6 MR. KUBAS: Delmar, I couldn't say for
 7 certain that it would discourage people from
 8 traveling there. I guess all I can do is refer
 9 back to the design guidelines and say, yes, this
 10 now meets the design guidelines. And other options
 11 were looked at obviously, and this is the option
 12 that we're proposing as of today. But I understand
 13 your concerns.

14 MR. SCHRAMM: If you have the traffic
 15 count over there from 31 on that way and you have
 16 it from here over west, how do they get from here
 17 to there? Are they coming down 31 and then going
 18 east to get that traffic count up?

19 MR. KUBAS: We have actually quite a few
 20 traffic counts along the corridor and be happy to
 21 look at those with you afterwards. A lot of it, I
 22 would assume, is just traffic coming off and on
 23 county roads coming on at 200 -- where 200 goes
 24 north would be the big traffic generators. Some of
 25 those subdivisions are adding dozens of vehicles a

29

1 day coming in and out onto the highway. Yes.

2 MR. AXTMAN: Wayne Axtman. Speaking of
 3 traffic, have any of those traffic counts been
 4 taken when the harvest has been going on between
 5 the potato trucks and the semis going over to the
 6 elevator by Washburn or in the spring/fall when the
 7 anhydrous semis are running there? Those are large
 8 vehicles that create a real problem with a narrow
 9 shoulder.

10 MR. KUBAS: His question was about when
 11 the traffic counts were taken, and I would have to
 12 look up the date myself. I don't know when they
 13 were taken. Typically those are taken under normal
 14 traveling conditions. We don't want to do it when
 15 there's a blizzard out there. We could get four
 16 cars a day, too.

17 MR. AXTMAN: But you do have seasonal
 18 traffic with the different commodities that create
 19 heavy truck traffic on that road.

20 MR. KRAUSE: Mike Krause. I'm involved
 21 with a number of people throughout the state that
 22 bicycle, and typically CANDISC avoids Hazen to get
 23 out of the heavy amount of traffic that we have.
 24 And I just don't understand how you can indicate
 25 that we don't have enough traffic to put a wide

1 shoulder. If in fact the highway was flat, I can
 2 understand a narrow shoulder, but you can bicycle
 3 from Bismarck to South Dakota on wide shoulders,
 4 and yet you can't have 10 miles between 200A and
 5 the west end of Hazen. It's very dangerous. If
 6 young people decided that they had to hit that
 7 highway with a bicycle or walk on that shoulder, it
 8 would be very dangerous, and I guess I just don't
 9 understand it.

10 MR. KUBAS: Your comment is duly noted. I
 11 guess if that's all the questions you have right
 12 now, please remember comment cards are in the back.
 13 Those will be due January 17th. And we'll be here
 14 for another hour or so for any other questions that
 15 you might have. Thank you.

16 (Concluded at 6:12 p.m., M.S.T., the same
 17 day.)

18 -----

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1 CERTIFICATE OF COURT REPORTER

2
 3 I, Denise M. Andahl, a Registered
 4 Professional Reporter,
 5 DO HEREBY CERTIFY that I recorded in
 6 shorthand the foregoing proceedings had and made of
 7 record at the time and place hereinbefore
 8 indicated.

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

13 Bismarck, North Dakota, this 26th day of
 14 December, 2007.

15
 16

 Denise M. Andahl
 Registered Professional Reporter

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APPENDIX B

Notification Package

- **Newspaper Advertisement**
- **Public Service Announcement**

AFFIDAVIT OF

STATE OF NORTH DAKOTA)
) SS
COUNTY OF Mercer)

I SHELLEY CHASE, being first duly sworn, on my own oath, say, that I am the bookkeeper of the Hazen Star, a weekly newspaper of general circulation, published in the city of Hazen, that the advertisement headed:

KADRMAS, LEE & JACKSON-BISMARCK HZ-NOTICE OF P

a printed copy of which is here annexed, was published in the regular and entire issue of said newspaper during the period and time of publication, and that the notice was published in the newspaper proper, and not in a supplement,

for 1 consecutive week 11/29/2007 to wit:

Column Inches 20.5 \$5.15 \$105.58 11/2

Notary Fee \$1.00 Total Cost of Legal \$106.58

Shelley Chase

Subscribed and sworn to before me this 30th day of November A.D. 2007

(Seal) *Darla J. Mautz*

Notary Public, State of North Dakota

My Commission Expires

DARLA J MAUTZ
Notary Public
State of North Dakota
My commission expires July 22, 2010

PUBLIC HEARING

WHY?

To discuss proposed improvements to ND Highway 200 and ND Highway 200A. The project consists of evaluating narrow shoulders, deteriorated surfacing, and steep roadway slopes along with pedestrian safety issues in Hazen.

WHEN?

December 17, 2007
Formal Presentation 5:30 p.m. to 6 p.m.
Open House: 5 p.m. to 7 p.m.

WHERE?

Hazen City Hall
146 Main Street E

OPEN HOUSE CONDUCTED BY

ND Department of Transportation (NDDOT) and
Kadrmass, Lee & Jackson, Inc.

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 Kadrmass, Lee & Jackson, Inc. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by December 31, 2007 to Craig Kubas, Project Manager. Kadrmass, Lee & Jackson, Inc.; PO Box 290; Dickinson, ND 58602-0290; (701) 456-3150 or E-mailed to: craig.kubas@kljeng.com

Note ND Highway 200 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, 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 Dickinson District Office, 1700 3rd Avenue West, Dickinson, or NDDOT Bismarck District Office, 218 South Airport Road, Bismarck, and at the NDDOT Central Office, Design Division, 608 East Boulevard Avenue, Bismarck.

Public Service Announcement

RELEASE DATE: December 10, 2007

FROM: Kadrmas, Lee and Jackson, Inc.

CONTACT: Craig Kubas, Project Manager
Kadrmas, Lee & Jackson, Inc.
(701) 483-3150

**Public Hearing to be held Dec. 17 to discuss proposed improvements
to ND Highway 200 and 200A Hazen Bypass and East**

A Public Hearing regarding improvements to ND Highway 200 and ND Highway 200A will be held on Monday, Dec. 17, at the Hazen City Hall, from 5 p.m. – 7 p.m. The Public Hearing will utilize an open house format with a formal presentation beginning at 5:30 p.m. Representatives from the North Dakota Department of Transportation and Kadrmas, Lee & Jackson, Inc. will be available to address questions and concerns.

The purpose of the meeting is to inform the public on the progress of the project, and receive input on the alternatives.

Exhibits showing the study area, typical sections, and the locations of the proposed shared use path and pedestrian underpass will be on display. Questions, comments, and open discussion are encouraged. Public input is an important part of the planning process and members of the public are encouraged to attend.

Written statements or comments about this project must be received by Dec. 31 and should be sent to Craig Kubas, Project Manager. Kadrmas, Lee & Jackson, Inc.; PO Box 290; Dickinson, ND 58602-0290; (701) 483-3150 or E-mailed to: craig.kubas@kljeng.com.

People with disabilities who plan to attend the meeting and need special arrangements should contact James Rath P.E.; ND Department of Transportation; (701) 328-1722 or TTY (701) 328-4156

###

APPENDIX C

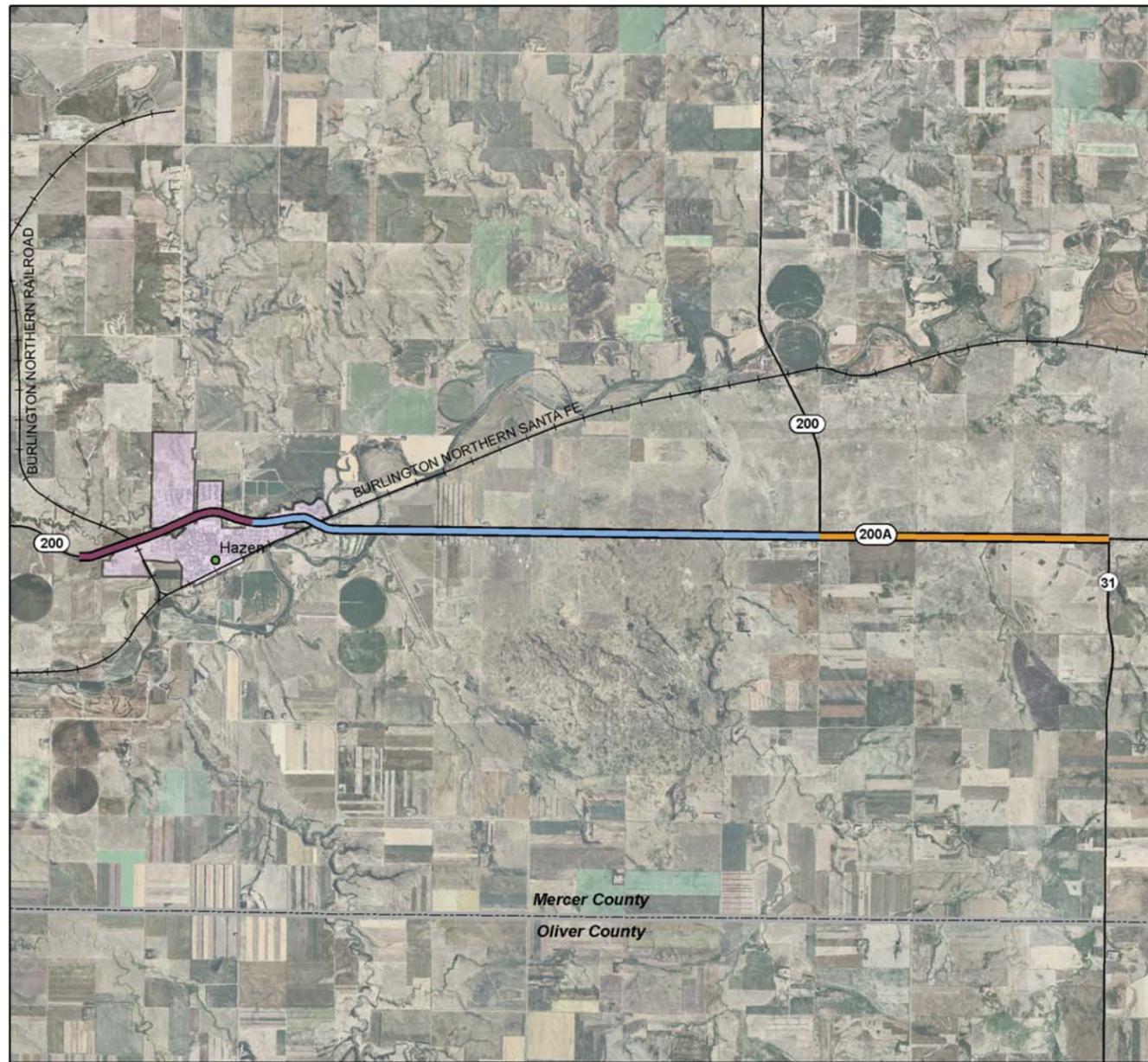
Public Hearing Materials

- **Sign in Sheet**
- **Handout**
- **Public Hearing Exhibits**

ND Highway 200 & ND Highway 200A Hazen Bypass & East

Monday, December 17, 2007—5:00 PM—7:00 PM—Hazen City Hall—Hazen, ND

Name (Please Print)	Business/Organization	Street Address	City/State	Zip Code	E-mail
Orland Krueckenberg	Hazen				
Ella Krueckenberg	5039 Hwy 200				
MIKE WESS	Hazen School				
Bernie Schind	Hazen HAZEN				
Kerry Schatz	Hazen, ND MOU.	305 5 th Ave. NW.	Hazen	58545	
Steve Frouard	City of Hazen	Box 717 146 Main St E	Hazen	58545	hazndste@westriv.com
Buddy Haldebrand		14 - 4 th St. NW	Hazen	58545	—
Kevin MICHAEL	FHWA				
Clayton Olson	NDDOT	119 5 th St NE.	Hazen	58545	
Mike Krause	School - City	907 Sunrise Dr	HAZEN	58545	mkrause@westriv.com
Delmar Schramm	City	313 3 rd Ave N.W.	HAZEN	58545	—
Kevin Haley	NDDOT	202 11 th St. N.W.	Hazen	58545	
Rob Rayhorn	NDDOT				
Larry Bangl	NDDOT				
James Rath	NDDOT	608 E Blvd Ave	Bismarck	58505	jvratk@nd.gov
Chuck Dahl	HAZEN Police	⁵⁰⁷ 717 Hazen	HAZEN	58545	hpd@westriv.com
Lyle LATIMER	Mercer Co. Commissioner	241 County 27N	HAZEN	58545	—
Randy Christmann		401 Third Ave NE	Hazen	58545	
Wayne Astman		819 Mannheim St	Hazen	58545	Astman@westriv.com
KENNETH J. LINK	city of HAZEN				
Thyra Astman	City of Hazen	819 Mannheim St	Hazen	58545	astman@westriv.com



Public Hearing Open House

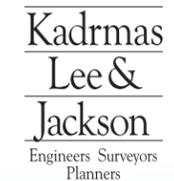
Monday, December 17, 2007

Hazen City Hall

5:00 PM—7:00 PM

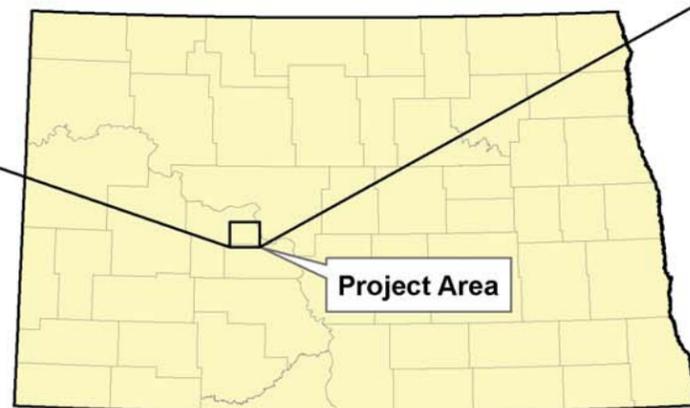
Formal Presentation at 5:30 PM

Project Development
&
Environmental Study



Project

-  SNH-5-200(016)150 Hazen Bypass Project
-  NH-SBR-5-200(017)152 Highway 200 Project
-  SNH-1-200(047)900 Highway 200A Project



North Dakota

ND Highway 200 & ND Highway 200A Hazen Bypass & East

Mercer County, ND

Description of The Proposed Project

Kadmas, Lee & Jackson, Inc. on behalf of the North Dakota Department of Transportation, is conducting a project development and environmental study that will evaluate improvement options for North Dakota Highway 200 Hazen Bypass, ND Highway 200 from Hazen East to Junction 200A, and ND Highway 200A from Junction ND Hwy 200 to Junction ND Highway 31. The project consists of evaluating narrow shoulders, deteriorated surfacing, steep roadway slopes, and pedestrian safety issues.

Need for the Proposed Project

The need for improvement on the ND Highway 200 and ND Highway 200A corridor is driven by substandard pavement condition. The existing pavement sections have exceeded their design life. These three projects will be the final portion of the ND Highway 200/ Highway 200A corridor between Beulah and Washburn to be improved. All other segments of this corridor either have, or are scheduled to have, 8-foot paved shoulders. The proposed improvements are needed to accommodate current and future traffic flow, and to improve the ride of the asphalt pavement.

Project Schedule

The Hazen Bypass project is scheduled to be bid in November 2008 with construction starting during the 2009 construction season. The Highway 200 and Highway 200A projects are tentatively scheduled for a bid opening in 2010 with construction taking place during the 2011 construction season.

Proposed Improvements

Analysis of the ND Highway 200 and 200A corridor resulted in the development of a no-build alternative and three build alternatives for each of the three projects. The three build alternatives consist of 2-foot, 4-foot, and 8-foot shoulder widths.

All three projects consist of hot bituminous overlays of different thicknesses that fall into different improvement categories. Roadway elevations in the Knife River floodplain required additional build options be identified to ensure that roadway overtopping conditions remain unchanged.

ND Highway 200 & ND Highway 200A Hazen Bypass & East

Mercer County, ND

A total of four bridges occur through the three project sections. Various options are being considered for each structure and to some degree will be determined by which roadway build alternative is chosen.

Pedestrian needs have also been investigated resulting in additional build options for a shared use path and a pedestrian underpass.

Please refer to the insert for a complete list of alternatives/options for each project.

Public Involvement Process

An important aspect of this study is the public involvement process. Written statements will be made part of the official transcript if received before ~~November 26, 2007~~.

January 17, 2008

This Public Hearing Open House is an important part of the public information program designed to keep the public, agencies, and interested parties informed about the project. 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. Comments received from all interested parties will be made public record, which ultimately is considered during the decision making process.

We hope that this Public Hearing Open House is informative and useful to you. Thank you for your interest in the ND Highway 200 and ND Highway 200 A project.

Please mail your comments by January 17, 2008 to:

Craig Kubas, PE
Kadmas, Lee & Jackson, Inc.
PO Box 290
Dickinson, ND 58602-0290
email: craig.kubas@kljeng.com (please include ND Highway 200 Public Hearing in the title)

**Table A-I
PROJECT SNH-5-200(016)150 – HAZEN BYPASS
PROJECT ALTERNATIVES SUMMARY WITH COST ESTIMATES**

ALTERNATIVE/OPTION	DESCRIPTION	EST. COST	W/4%INFL.
Main Project –4 Alternatives			
Alternative A: No Build	Do nothing	\$0	\$0
Alternative B-1: Build 8-Foot Shoulders (Provides Corridor Continuity)	4" HBP overlay; minor ditch grading; addition of turn lanes at intersection of Hwy 200 and 3rd Avenue W; typical section consisting of 2-12' driving lanes, 2-8' shoulders, use existing ditches	\$900,000	\$973,000
Alternative B-2: Build 4-Foot Shoulders (Meets Design Guidelines)	4" HBP overlay; minor ditch grading; addition of turn lanes at intersection of Hwy 200 and 3rd Avenue W; typical section consisting of 2-12' driving lanes, 2-4' shoulders, use existing ditches	\$673,000	\$728,000
Alternative B-3: Build 2-Foot Shoulders (Provides continuity with other two projects)	4" HBP overlay; minor ditch grading; addition of turn lanes at intersection of Hwy 200 and 3rd Avenue W; typical section consisting of 2-12' driving lanes, 2-2' shoulders, use existing ditches; Requires a design exception	\$615,000	\$665,000
Pedestrians–1 Option			
Pedestrian Underpass Option	Construct pedestrian underpass near Hazen Middle School, connecting existing path on north side of Hwy 200 to proposed path on south side	\$301,000	\$326,000

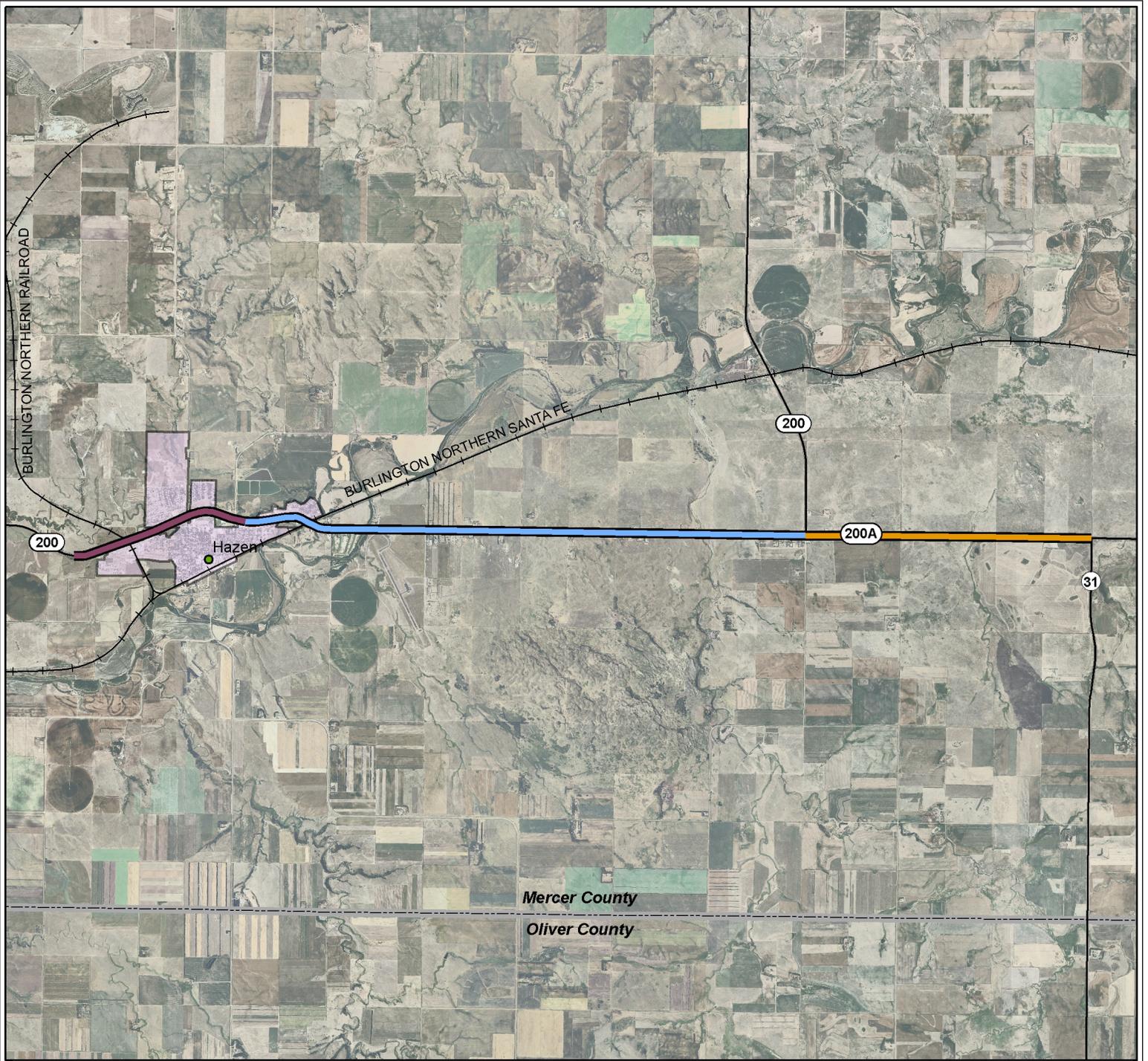
**Table B-I
NH-SBR-5-200(017)152 – HIGHWAY 200
PROJECT ALTERNATIVES SUMMARY WITH COST ESTIMATES**

ALTERNATIVE/OPTION	DESCRIPTION	EST. COST	W/4%INFL.
Main Project–4 Alternatives			
Alternative A: No Build	Do nothing	\$0	\$0
Alternative B-1: Build 8-Foot Shoulders (Provides Corridor continuity)	2" HBP overlay; improve RR crossing; shoulder widening; approach slope flattening; typical section consisting of 2-12' driving lanes, 2-8' shoulders, 6:1 ditch inslopes;	\$2,525,000	\$2,954,000
Alternative B-2: Build 4-Foot Shoulders (Provides continuity with other two projects)	2" HBP overlay; improve RR crossing; approach slope flattening; typical section consisting of 2-12' driving lanes, 2-4' shoulders, use existing ditch inslopes, widths and backslopes; No subgrade widening required	\$1,200,000	\$1,404,000
Alternative B-3: Build 2-Foot Shoulders (Meets Design Guidelines)	2" HBP overlay; approach slope flattening; typical section consisting of 2-12' driving lanes, 2-4' shoulders, use existing ditch inslopes, widths and backslopes; improve RR crossing; No subgrade widening required	\$975,000	\$1,141,000
Pedestrians –2 Options			
Shared Use Path Option	Construct shared use path from existing shared use path to golf course		\$0
Concrete		\$112,000	\$131,000
Asphalt		\$33,000	\$39,000
Segment of Roadway in Knife River Floodplain (RP 152.483 to RP 153.174)–6 Options			
Mill & Overlay Option 8-Foot Shoulders (Provides corridor continuity)	Mill 3" of HBP; overlay with 3" of Class 29 HBP and widen shoulders to 8'.	\$313,000	\$366,000
Mill & Overlay Option 4-Foot Shoulders (Meets Design Guidelines)	Mill 3" of HBP; overlay with 3" of Class 29 HBP to a finished top width of 32'. No widening required.	\$ 211,000	\$247,000
Mill & Overlay Option 2-Foot Shoulders (Provides continuity with other two projects)	Mill 3" of HBP; overlay with 3" of Class 29 HBP to finished top width of 28'. No widening required.	\$ 176,000	\$206,000
Reconstruction Option 8-Foot Shoulders (Meets Design Guidelines)	Remove 16.5" of existing surfacing and subgrade; replace with 12" dense graded base and 4.5" of HBP and widen shoulders to 8'.	\$437,000	\$511,000
Reconstruction Option 4-Foot Shoulders (Provides continuity with other two projects)	Remove 16.5" of existing surfacing and subgrade; replace with 12" dense graded base and 4.5" of HBP to a finished top width of 32'. No widening required.	\$346,000	\$405,000
Reconstruction Option 2-Foot Shoulders (Provides continuity with other two projects)	Remove 16.5" of existing surfacing and subgrade; replace with 12" dense graded base and 4.5" of HBP to a finished top width of 28'. No widening required.	\$311,000	\$364,000
Bridge No. 200-152.869–Knife River Overflow Bridge–4 Options (If 8' shoulder width is selected)			
Design Exception Option	Deck overlay; bridge retrofit; requires a design exception for structure width	\$96,000	\$112,000
Replacement - Slab bridge	Remove and replace with structure at existing elevation with 40' clear width	\$785,000	\$918,000
Replacement - Box culverts	Remove and replace with box culvert	\$817,000	\$956,000
Replacement - Girder bridge	Remove and replace with girder bridge raised above existing elevation by approximately 1 foot having 40' clear width.	\$773,000	\$904,000
Bridge No. 200-152.869–Knife River Overflow Bridge–1 Option (If 2' or 4" shoulder width is selected)			
Rehabilitation Option	Deck overlay; bridge retrofit; No design exception for structure width is required	\$96,000	\$112,000
Bridge No. 200-153.174–Knife River Bridge–2 Options (If 8' shoulder width is selected)			
Design Exception Option	Remove unsound concrete or chloride-contaminated sound concrete; resurface bridge deck with low-slump or latex-modified concrete; bridge rail retrofit; requires a design exception for structure width	\$220,000	\$257,000
Widen Option	Shift centerline 5' north or south and widen in one direction to a clear width of 40'; taper approach roadways to meet new centerline; overlay deck; retrofit bridge rail	\$580,000	\$679,000
Bridge No. 200-153.174–Knife River Bridge–1 Option (If 2' or 4' shoulder width is selected)			
Rehabilitation Option	Remove unsound concrete or chloride-contaminated sound concrete; resurface bridge deck with low-slump or latex-modified concrete; bridge rail retrofit; No design exception for structure width is required	\$220,000	\$257,000
Bridge No. 200-156.701–Kineman Creek Bridge–2 Options (If 8' shoulder width is selected)			
Design Exception Option	Remove unsound concrete or chloride-contaminated sound concrete; resurface bridge deck with low-slump or latex-modified concrete; bridge rail retrofit; requires a design exception for structure width	\$144,000	\$168,000
Widen Option	Shift centerline 5' north or south and widen in one direction to a clear width of 40'; taper approach roadways to meet new centerline; overlay deck; retrofit bridge rail	\$406,000	\$475,000
Bridge No. 200-156.701–Kineman Creek Bridge–1 Option (If 2' or 4' shoulder width is selected)			
Rehabilitation Option	Remove unsound concrete or chloride-contaminated sound concrete; resurface bridge deck with low-slump or latex-modified concrete; bridge rail retrofit; No design exception for structure width is required	\$144,000	\$168,000

* HBP Hot Bituminous Pavement

**Table C-1
PROJECT NH-1-200(047)900 – HIGHWAY 200A
PROJECT ALTERNATIVES SUMMARY WITH COST ESTIMATES**

ALTERNATIVE/OPTION	DESCRIPTION	EST. COST	W/4%INFL.
Main Project–4 Alternatives			
Alternative A: No Build	Do nothing	\$0	\$0
Alternative B-1: Build 8-Foot Shoulders (Provides corridor continuity)	2.5" HBP overlay; shoulder widening; approach slope flattening; lengthen EB RTL to meet current standards; typical section consisting of 2-12' driving lanes, 2-8' paved shoulders, 6:1 ditch inslopes.	\$1,679,000	\$1,964,000
Alternative B-2: Build 4-Foot Shoulders (Meets Design Guidelines)	2.5" HBP overlay; lengthen EB RTL to meet current standards; typical section consisting of 2-12' driving lanes, 2-4' paved shoulders, use existing ditch inslopes, widths and backslopes	\$600,000	\$702,000
Alternative B-3: Build 2-Foot Shoulders (Provides continuity with other two projects)	2.5" HBP overlay; lengthen EB RTL to meet current standards; typical section consisting of 2-12' driving lanes, 2-2' paved shoulders, use existing ditch inslopes, widths and backslopes.	\$549,000	\$642,000
Bridge No. 200-900.749–Raymond Creek RCB– 2 Options (If 8' shoulder width is selected)			
Parapet Extension Option	Extend existing parapet walls on upstream (south) end vertically 4'; extend downstream end horizontally 22' to meet new slopes	\$241,000	\$282,000
Culvert Extension Option	Extend upstream (south) end of culvert 24' and downstream (north) end 22' to meet new slopes	\$484,000	\$566,000
Bridge No. 200-900.749–Raymond Creek RCB– 1 Option (If 2' or 4' shoulder width is selected)			
No Build Option	No shoulder widening is necessary; the RCB will be used in place	\$0	\$0

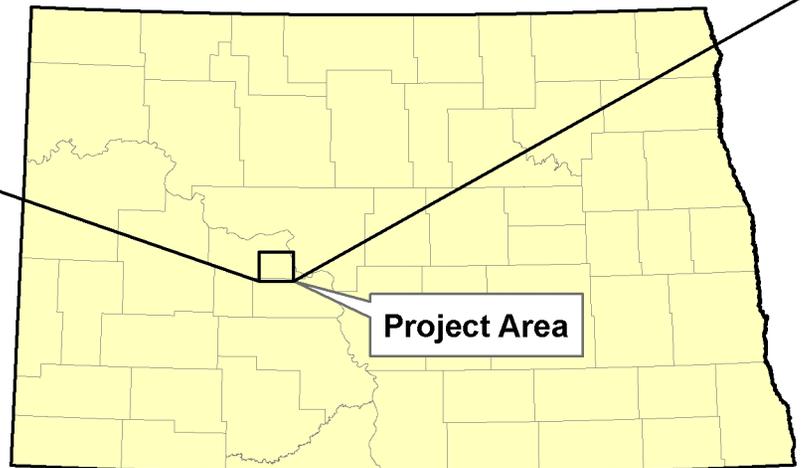


Project

-  SNH-5-200(016)150
Hazen Bypass Project
-  NH-SBR-5-200(017)152
Highway 200 Project
-  SNH-1-200(047)900
Highway 200A Project



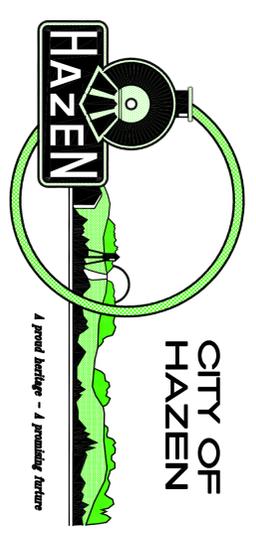
**Kadmas
Lee &
Jackson**
Engineers Surveyors
Planners



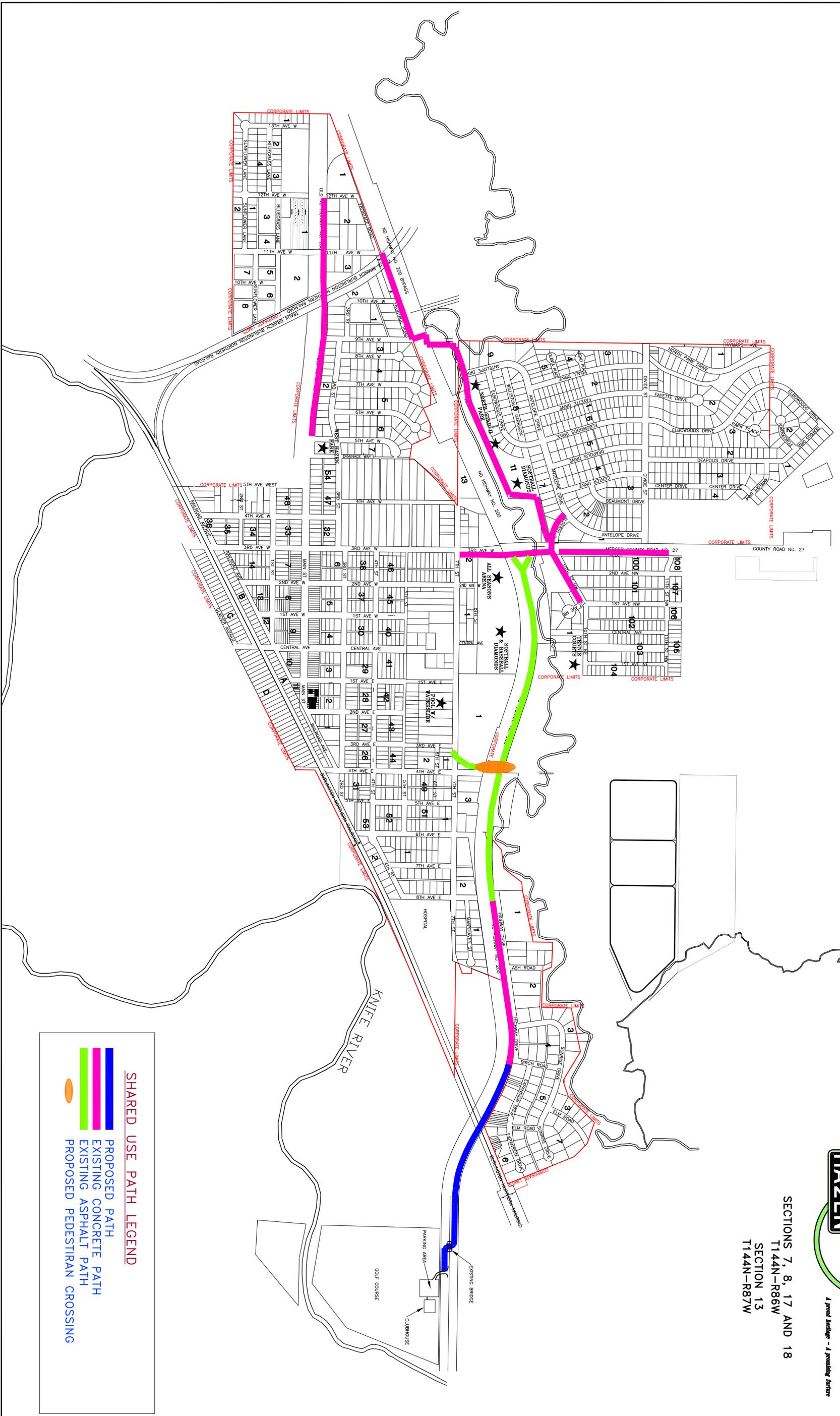
Project Area

North Dakota

SHARED USE PATHS MASTER PLAN



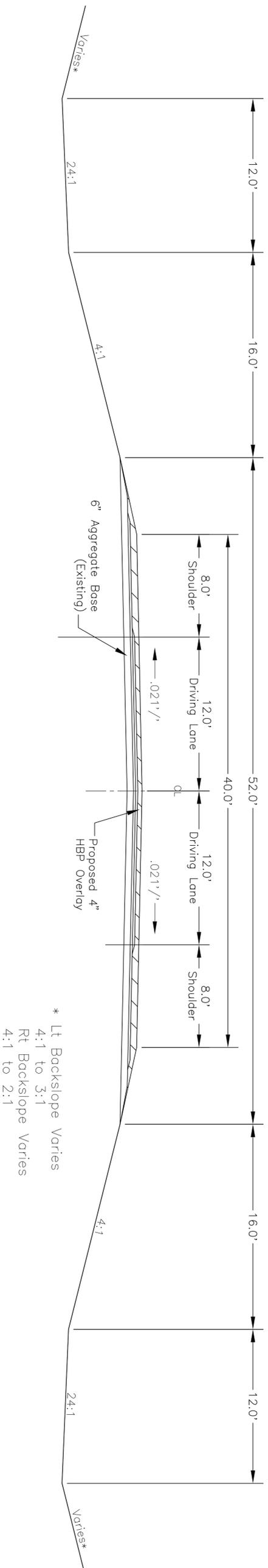
SECTIONS 7, 8, 17 AND 18
T144N-R86W
SECTION 13
T144N-R87W



SHARED USE PATH LEGEND

- PROPOSED PATH
- EXISTING CONCRETE PATH
- EXISTING ASPHALT PATH
- PROPOSED PEDESTRIAN CROSSING

HAZEN BYPASS
RP 150.011 to RP 152.500



* Lt Backslope Varies
4:1 to 3:1
Rt Backslope Varies
4:1 to 2:1

Rev'd.

SHEET NO.

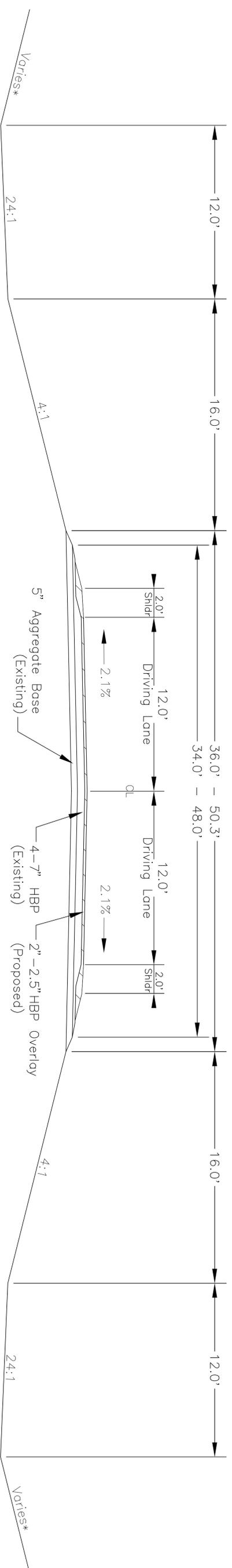
**Kadmas
Lee &
Jackson**
Engineers, Surveyors
and Planners

Proposed
Typical Sections

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HIGHWAY 200 RP 152.500 to 157.781 HIGHWAY 200A RP 900.000 to RP 903.000



Rev'd: 00/00/0000

SHEET NO.

Kadmas Lee & Jackson Engineers Surveyors 11111 3206111		Proposed Typical Section	
PROJECT NO. 3206111		DATE 11/27/2007	
© Kadmas, Lee & Jackson 2007			

APPENDIX D

Written Public Comments

Written Public Comments

Wayne & Myra Axtman

Myra Axtman

Delon Bohrer

Patrick Donovan

Clyde Ganske

Chris Gessele

Hazen Chamber of Commerce

Hazen City Commission

Hazen Convention and Visitor Bureau

Hazen Community Development Inc.

Dave Hopper

Danny Hillerud

Wayne Hoffner

Keith Johnson

Beth Krause

Dalles & Marilyn Krause

Kenneth J. Link

Susan McCarthy

Mercer County Commission

Mercer County Regional Airport

Mike Ness

Chris Renner

Bruce Schramm

Delmar Schramm

Tom Schwab

Charles Stroup

Bob Zeller

Craig Kubas

From: Wayne & Myra [axtman@westriv.com]
Sent: Sunday, January 13, 2008 2:14 PM
To: craig.kubas@kljeng.com
Subject: ND Highway 200 Public Hearing

The future project of NH-SBR-5-200 and SNH-1-200 by not increasing the width of the shoulder is completely unacceptable. It is not consistent with driving Highway 200 from Washburn to the west which has an 8 foot shoulder. This section has been overlaid several times and now has the 2 foot shoulder with a sudden drop off. It is unusable for a shoulder to run farm machinery on, or get off the road for emergencies. In my opinion, it is a hazard. The section of this highway has 24 hour a day use with many shifts. Taking a traffic count for 12 to 16 hours only records part of the total use. We have increased truck traffic for the regional elevator, gravel hauling, potato farms and new industrial development with the power industry.

It would be a great disservice to the citizens of Mercer County if the NDDOT did not use this opportunity to develop this section of road to acceptable standards.

Craig Kubas

From: Wayne & Myra [axtman@westriv.com]
Sent: Saturday, January 12, 2008 11:34 AM
To: craig.kubas@kljeng.com
Subject: ND-Highway-200 Comments

January 12, 2008

Dear Craig,

I have several concerns about the proposed plan for Highway 200 east of Hazen to Highway 31.

Traffic counts: I find it hard to believe that the traffic counts do not justify a wider shoulder being put on this stretch of highway. I'm not sure when the traffic counts were taken in 2006 but I recommend that they be taken again in 2008. There is very high traffic volume during shift changes at the plants. These times are between 5:00-6:30 AM and 3:00-4:30 PM MT. There are also seasonal peaks during the spring and fall when farmers are hauling grain, potatoes and anhydrous. The major construction project at the Basin Electric-Leland Olds Station near Stanton that started in 2007 and will continue through 2010 has also made a significant increase in traffic. We live near the Hazen bypass on the east end of Hazen and see the amount of traffic coming and going on that highway.

Safety: The narrow shoulders that the highway has now with the drop-off on the edge because of previous overlays does not allow for vehicles to pull over if they have a need to stop or if they are slow-moving and want to allow other vehicles to pass them. The same is true for emergency vehicles traveling on the highway. Turning lanes at some of the busy intersections are also needed to keep traffic moving and increase safety at those locations.

State attractions: The Lewis & Clark Interpretive Center/Fort Mandan near Washburn and the Knife River Indian Villages near Stanton draw thousands of visitors each year. Many of them travel Highway 200 to enjoy the Scenic Byway between Washburn and Stanton and to connect to the Scenic Byways in the Killdeer area. Hazen also has one of the premier RV Parks for those traveling with campers or motorhomes to stay. These tourists come from many different states and countries. I think they deserve to have safe highways.

Future development: This area is one of the rural areas of North Dakota that has great promise for the future. There is talk of additional plants or mines that would bring more traffic to the highways. There is development going on at the Mercer County Regional Airport. I believe in planning for the future whenever possible. I believe this segment of the North Dakota highway system should be widened with 6-8' shoulders so that it will meet the needs for many years to come.

Thank you for your consideration,

Myra Axtman
819 Mannhaven St.
Hazen, ND 58545
701-748-2316
axtman@westriv.com

Grady Wolf

From: Delon Bohrer [bbunch@btinet.net]
Sent: Monday, January 07, 2008 10:49 AM
To: craig.kubas@kljeng.com
Subject: ND Highway 200 East of Hazen

Dear Craig Kubas,

My name is DeLon Bohrer, and I am a resident of Hazen. I work at the Lelands Olds Station East of Stanton and drive Highway 200 East of Hazen every day to work. Please do not take this stretch of Highway 200 lightly when you try and decide what to do to fix this highway. This highway is one of the busiest 2 lane highways in the State of North Dakota. There are outages scheduled every Spring and Fall at all the surrounding power plants that last from 2-3 months. I have personally been run off the road because of drivers passing in unsafe zones. I have stopped to help people with vehicle trouble but where do you stop, there is no shoulder? I feel it would be better to wait an additional year or 2 and do the job right than do a job that no one is going to like. Please reconsider your plan. and try to make Highway 200 the same as it is from the Junction of Highway 31 and Washburn. This highway was done with traffic load and safety in mind. Please help make Highway 200 a safer road for all of us.

respectfully,
DeLon Bohrer

Craig Kubas

From: Patrick A. Donovan [hazenlaw@westriv.com]
Sent: Tuesday, January 08, 2008 11:21 AM
To: craig.kubas@kljeng.com
Subject: ND Highway 200 & ND Highway 200A Hazen Bypass & East

Dear Mr. Kubas,

I am writing concerning the proposed improvements to Highway 200 east of Hazen. I am a resident of a newly created subdivision that is located southeast of Hazen and reached by turning south at the airport beacon, continuing past the plane painting business, past the Buffalo Valley Archery Club, and then turning west. There are nine lots in this subdivision, which is called The River Course. Four of the nine lots have been sold and construction will begin this spring on another residence in this area. There are also three other residential properties that use the main artery road, as well as a commercial farm operation. Last year, the farm land was leased for irrigated potato production and at harvest time hundreds of semis hauled on the road over about a 10 day period, 24 hours a day. After reaching 200, they hauled to a storage facility south of Stanton on 200.

I am concerned with safety issues if this road is reconstructed with the proposed 2-foot shoulder. Presently, when I approach the turn off of 200 at the beacon from the west (which is at the top of the hill, past the Knife River Bridge), if there is a vehicle following me, which there most often is, the vehicle has to slow down and wait for me to turn before passing. Many drivers end up "tailgating" me, especially when I am tailoring a boat or trailer, and must slow down earlier. Other times, the drivers speed by, trying to beat on-coming traffic and too impatient to wait.

I have previously attempted to make you aware of this situation and had asked that consideration be given for a turn-off lane or a much wider shoulder. A turn-off lane is preferred due to the number of recreational users and proposed residents that will be using this approach. Last night, for example, when I returned home after an early evening meeting, there must have been 15-20 cars at the archery club. That was an unusual number for that time of night, but is a sample of the use the road receives.

Hunters, people running their dogs, and others also use this road. In fact, should the Knife River bridge be closed for any reason, this is the road that will be used for access to Hazen from the east from Highway 200.

On the attached photo below, on the left hand side, near the compass, is the turn off at the beacon. The buildings there are Joe Van Inwagen's plane painting business and a storage facility. As you continue south on the road, you see towards the end of the runway some scrap stored by the city of Hazen and the archery club facility. The road then has a Y. If you continues south, you would end up in a farm residence. By turning to the left, which is west, you can see a small road going straight north to my residence. I am in about the middle of the subdivision. The subdivision runs approximately to where the road turn south again. After it turns south, you can see another residence off to the left and the irrigation pivot for the farm land on the right.

The golf course is to the north of the subdivision. I also believe the entry to the golf course should have a turn lane.

Please take these comments into consideration as you continue planning this needed improvement.

Thank you.

Sincerely,

Patrick Donovan



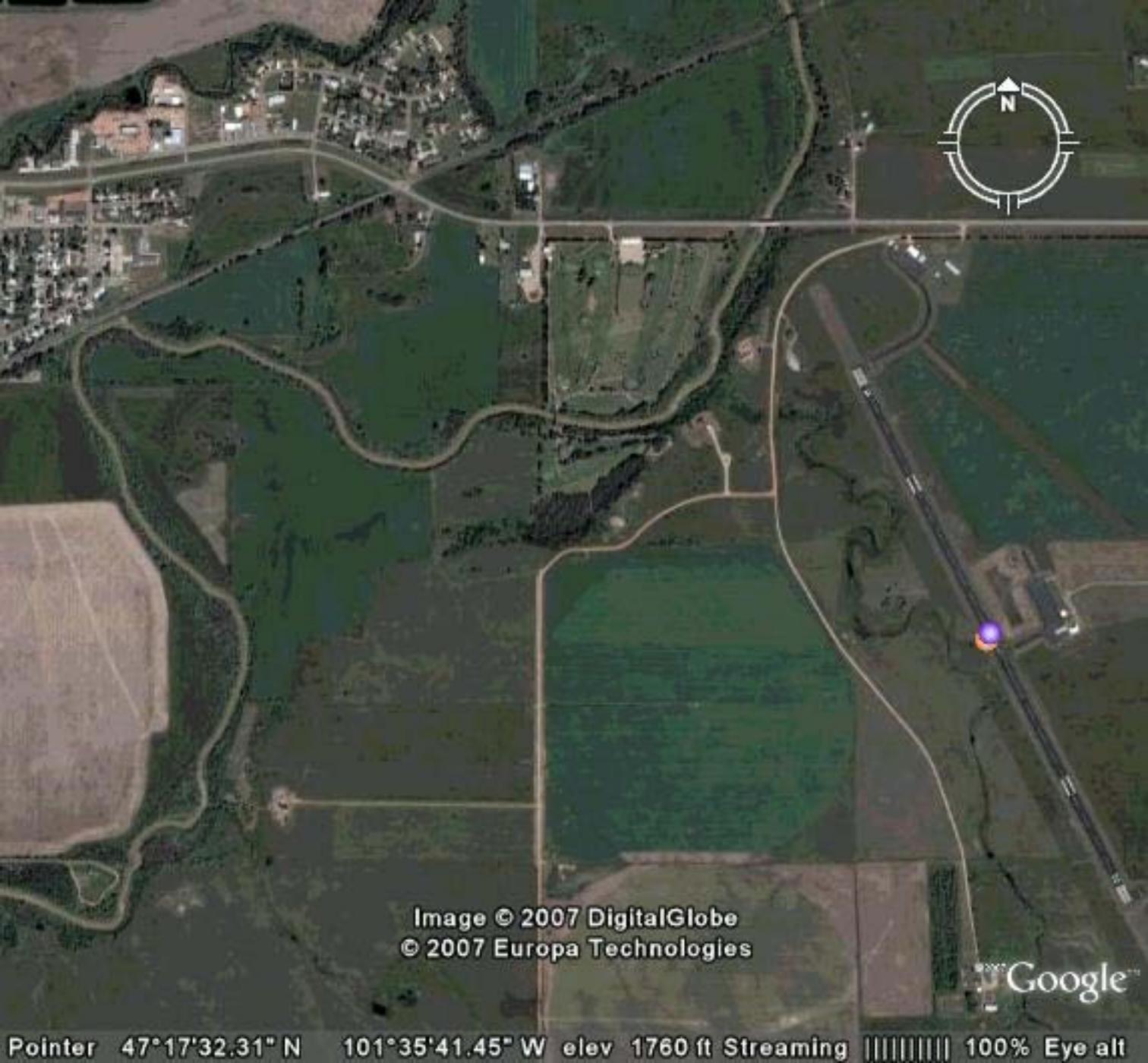


Image © 2007 DigitalGlobe
© 2007 Europa Technologies

Google™

Pointer 47°17'32.31" N 101°35'41.45" W elev 1760 ft Streaming ||||| 100% Eye alt

Monday, December 17, 2007 10:01 AM

Please use the space below provide us with your comments regarding the proposed ND Highway 200 & ND Highway 200A Hazen Bypass & East Project.

PLEASE Name: Clyde Ganske
PRINT Address: 105 2nd Ave SW Hazen ND

I am writing this with regrets of not attending the Dec 17th mtg. It was my understanding that this project was a go to improve the proposed project to Mirror highway 200 from Jct 31 to Washburn, which is needed. I have noticed the past 2 years a lot of effort has gone into this project. With a huge amount of taxes paid to the state out of this area from the Power Industry it seems only logical to invest in its infrastructure.

This highway has 2 implement dealers on this highway and needs extended shoulders. I have driven fire trucks and emergency response vehicles and you are hard pressed to find a place for a vehicle to pull over without driving in part of the ditch. Not to mention wheel depression, Bridge and Rail Road aprons in dire need of attention. I think we should finish the job that was started at Washburn and I don't think the proposed project should be any less of a highway. In closing hope you will consider this letter.

Thank You *Clyde Ganske*

-THIS SPACE OFFICE USE ONLY-

Please leave your comments with the meeting conductors or mail your comments by January 17, 2008 to:

Craig Kubas, PE
PO Box 290
Dickinson, ND 58602-0290
craig.kubas@kljeng.com (Please include "ND Highway 200" in the title)

Craig Kubas

From: Hazen Star [star@westriv.com]
Sent: Wednesday, January 16, 2008 4:01 PM
To: craig.kubas@kljeng.com
Subject: ND-Highway-200

Hello, Craig.

As a resident of Hazen, I am voicing a few of my concerns regarding the N.D. Highway 200/200A project near Hazen.

I see a few early mornings in the newspaper business, and at about the time I leave home there is a steady, sizeable flow of cars heading both east and west through Hazen, the result of shift changes in the local energy industry. These shift changes produce sizeable volumes of traffic now, and only look to increase with further industry development -- that is already in the works.

I do understand that you can't plan for "potential," but there is nothing "potential" about the growth of this area, one of the few smaller communities in ND to be doing so. And with the increased traffic volume comes the ever-present safety concerns if there remains to be 2-foot shoulders between the junction of highway 31 and Hazen. The region -- and state's -- always reliable inclement weather also makes those narrow shoulders all the more unforgiving. And with school bus stops along that stretch of highway, the combination has the potential to prove devastating.

I appreciate the project engineers' willingness to hear our concerns, and I hope they are taken into consideration when determining the project's final configurations.

Have a great day.

Chris J. Gessele

Chris Gessele
Editor, Hazen Star
26 E. Main Ave. Box 508
Hazen, N.D. 58545
Office: 701.748.2255
Fax: 701.748.5768
Cell: 701.400.2587
star@westriv.com



Chamber of Commerce
 PO Box 423
 Hazen, ND 58545

Phone: 701-748-6848
 hazenchamber@westnv.com
 www.hazennd.org

January 14, 2008

Dear Craig:

The Hazen Chamber of Commerce is concerned with the proposals that have been presented for the Hazen Bypass Project and the Highway 200/200A Project. The Chamber organization works closely with Hazen Community Development, Hazen Parks and Recreation and the City of Hazen to promote and develop our city for our residents, future residents and visitors.

The proposal to overlay the Highway 200/200A section with a 2' shoulder width is totally unacceptable. The traffic counts taken in 2006 do not seem to give an accurate picture of the use this section of highway gets and the increase that is projected. It is used heavily by plant and mine works especially during the time of shift changes in early, early morning and mid to late afternoon. The upgrade project at Basin Electric-LOS scheduled from 2007-2010 has created additional traffic at those times. There are several residences along this section of highway so includes school bus transportation twice daily. The Knife River Indian Villages Historic Site near Stanton and the Lewis and Clark Interpretive Center/Fort Mandan near Washburn have thousands of visitors each year and many drive Highway 200 as they travel to Medora, the Badlands, Teddy Roosevelt National Park or Fort Union in western North Dakota. Truck traffic to the elevator at Hensler and the potato storage bins as well as local farm and industry equipment are on this road at varying times during the year in greater numbers. The growth in the oil industry to the west is likely to increase traffic on this highway also. This project needs to be completed with the future in mind so that it meets the needs of Mercer County and North Dakota residents for years to come.

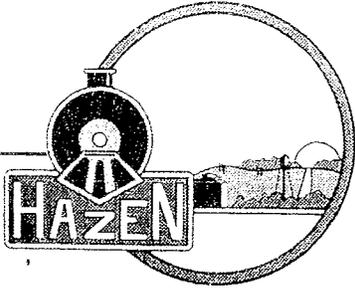
The Mercer County Regional Airport and the Hazen Golf Course as well as cross streets within the City limits along Highway 200 have intersections that would be much safer and keep traffic moving along if there were turn lanes. A bike and walking path from the east end of the present Hazen system to the golf course has been in the planning for several years and this is the time to incorporate it into the highway project. Either a separate path in the right-of-way or an 8' shoulder would allow safe passage to the Hazen Golf Course.

The 2' shoulders with the drop-off at the edge of the pavement that is now in place do not allow for safely pulling over in case of an emergency or for slow-moving vehicles to allow others to pass. Safety is a major concern as well as continuity. Please reconsider placing additional turn lanes and having 8' shoulders on the entire stretch of Highway 200/200A from Beulah to Washburn.

Sincerely,

Members of the Hazen Chamber of Commerce

Francis Melles *Theresa Anderson*
Cyrena Wadley *Paul Wood* *Terry Mueschel*
Michelle Wadley *Cathy Barlow*
Dan Finneman *Stacie Kruckenberg* *Doug McLaughlin*
Isabell Gray *Robin Ann Knudson* *Debra Lundell*
Lonette Johnson *Janice Taylor* *Shirley Jackson*
Chadwick *William Johnson* *Lisa Webb*



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

January 8, 2008

Craig Kubas, PE
PO Box 290
Dickinson, ND 58602-0290

RE: ND Highway 200 & ND Highway 200A Hazen Bypass & East

Dear Mr. Kubas,

I, along with the other Hazen City Commissioners, attended the December 17th informational meeting. There are three matters we feel are not being adequately addressed namely, drainage, turn lanes, and shoulder width.

With respect to drainage, there are two problem areas on the south side of ND 200. The first location is in the area of the abandon railroad spur line and the other is in the area of the high school football field. The key problem is there is no drainage. The only way water is disposed of is through evaporation. After rains and the spring thaw, water ponds in these areas making it impossible to mow and prime breeding grounds for mosquitoes are created. With the increased instances of West Nile, the drainage is more than a nuisance, it becomes a health issue. The problem was hardly addressed at the meeting. We hope the matter will not be overlooked and something will be done to improve the drainage.

You stated turn lanes planned are at the intersection of 3rd Ave West and ND 200. We concur with the proposal, however, we also believe east bound right turn lanes should be placed at the intersections of 9th Ave west, 4th Ave east, and 8th Ave east. All three of these intersections serve as arteries into the city. It is not uncommon to see people driving on the shoulder and acting as though a turn lane already exists. The shoulders are not designed for such traffic and as a result it is not uncommon to see big pot holes in the shoulder that create a maintenance problem for the NDDOT and a hazard to the motorist.

The two foot shoulder from Hazen to ND 31 is simply unacceptable. From US 83 to ND 31 there is an eight foot shoulder and from Hazen to Beulah there will be a six to eight foot shoulder. We fail to understand why the Hazen to ND 31 section of ND 200 should be treated any differently. The volume and nature of the traffic should dictate an eight foot shoulder. This section of road is frequently traveled by semis hauling freight and materials to the area mine and power plants as well as a variety of agricultural equipment. The narrow shoulders don't allow the large, oversized vehicles to move over when

encountering approaching vehicles and the approaching vehicle has no space to move over. The wider width would also give disabled vehicles the ability get off the driving surface.

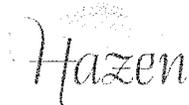
Given the vast coal reserves in the area and the easterly expansion of the oil fields, it is safe to assume there will be further energy development in the area and increased traffic by semis and other large vehicles. The subject of wider shoulders has been informally discussed with various NDDOT personnel going back to Commissioner Walter Hjelle. We were told, when there's a major project on 200 the shoulders would be widened. Let's look to the future and design the road with growth in mind.

We want to thank you for your consideration of these matters, and hope a favorable decision will be made regarding our concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read "Delmar Schramm".

Delmar Schramm, President
Hazen City Commission



Chamber of Commerce
 PO Box 423
 Hazen, ND 58545

Phone 701-748-6848
 hazenChamber@westriv.com
 www.hazennd.org

January 16, 2008

Dear Craig:

This letter from the Hazen Convention & Visitors Bureau is to address our concerns regarding the Hazen Bypass Project and the Highway 200/200A Project. Our committee is responsible for promoting tourism in our area so our comments will pertain to the effect these projects have on tourism.

The bike/walking path system in Hazen is very popular with residents and visitors alike. The extension of the present path to the Golf Course would offer a safe route for pedestrians and bicyclists. An 8' shoulder or a separate path would both be acceptable but may be determined by cost. The railroad crossing is of course a safety concern and needs to be addressed. We ask that you include a path in the plan and coordinate with the City of Hazen for an affordable solution.

The proposal to overlay the Highway 200/200A section but not increase the shoulder width is totally unacceptable. This would be the only section between Beulah and Washburn that would be narrow. Knife River Indian Villages National Historic Site near Stanton hosted over 23,000 visitors this past year. Many of these visitors travel the Sakakawea Scenic Byway from Washburn and continue on Highway 200 to the Scenic Byways near Killdeer going to Medora or the historic sites near Williston. Lake Sakakawea draws thousands of visitors each year that come for the fishing, camping and recreation opportunities.

Hazen has one of the premier RV Parks in western North Dakota. It has pull through sites with full hookups and a comfort station for groups, free Wi-Fi and laundry services. Tourists with large motor homes and campers deserve to have a safe route and definitely appreciate the wider shoulders on the highways they travel.

This section of Highway 200/200A is already heavily traveled due to the energy plants and coal mines, the grain elevator near Hensler, the local farm economy, and the potato industry. Oil production to the west and new businesses at the Mercer County Regional Airport are likely to create additional use of this road.

We ask that you reconsider the shoulder width on the two projects so that all of Highway 200 between Beulah and Washburn has the 8' shoulders.

Sincerely,
 Members of the Board of Directors
 Hazen Convention and Visitors Bureau

Cala Barlaug
 Resident
Keneth Helms
Bonnie Johnson
Cyrena Weeks
Robert Johnson
Robert Johnson

HAZEN COMMUNITY DEVELOPMENT, INC.

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

PHONE - 701-748-6886
EMAIL -- HCD@WESTRIV.COM

FAX 701-728-2559
WEB -- WWW.HAZENND.ORG

January 7, 2008

Mr. Craig Kubas, PE
PO Box 290
Dickinson, ND 58602-0290

Re: ND Highway 200 and Nd Highway 200A Hazen Bypass and East

Dear Mr. Kubas:

Hazen Community Development is pleased that major work will be done to upgrade Highway 200 and 200 A. There are concerns, however, and on behalf of HCD, I would like to point them out.

A major concern comes from hearing that part of ND 200 east of Hazen will not have the shoulders widened from the current two foot status. This is disturbing and should be reconsidered to include a minimum of 6 or 8 ft shoulders. Development along the highway from Hazen east continues and adds to the need for the safest highway possible. I understand that there are bridges on that stretch (from Hazen to HWY 31) but it would be reasonable to think that until those bridges need to be replaced, the new shoulder could narrow at those points to accommodate the situation.

I also concur with other issues brought up by the City of Hazen. This includes drainage issues in town and east bound right turn lanes being needed at three high traffic intersections.

Hazen and Mercer County can anticipate more, not less, traffic as the energy industry evolves. Our community continues to see new businesses and buildings being developed with more in sight.

I encourage you to take the additional steps needed to bring our highway up to the standard needed for the future including those of concern visited about above.

Please feel free to call me to discuss any of the concerns expressed - 701-748-6886.

Sincerely,



Duke Wm. Rosendahl
Executive Director

Craig Kubas

From: Dave [dahops@westriv.com]
Sent: Wednesday, January 16, 2008 4:42 PM
To: craig.kubas@kljeng.com
Subject: hiway 200

The section of hiway 200 from Hazen to hiway 31 should also have shoulder widening.
Dave Hopper
Hazen, ND

Craig Kubas

From: Danny Hillerud [dhillerud@bepc.com]
Sent: Friday, January 11, 2008 9:44 AM
To: craig.kubas@kljeng.com
Subject: Public requests for Hwy 200

Craig,

I am requesting that a turning lane be considered for the entrance of the Hazen Golf Course which is located just east of Hazen.

Please consider putting in a turning lane to provide for safer access into the course. The entrance is located between the two bridges

on highway 200 approximately one quarter mile east of the Burlington Northern crossing. I feel the area between the two bridges is confined

and allowing a turning lane would provide for a much safer entrance into the golf course and allow traffic to flow much better.

Thank you for this consideration.

Dan Hillerud,
Hazen golf course president

COMMENTS

ND Highway 200 & ND Highway 200A Hazen Bypass & East
Monday, December 17, 2007—5:00 PM—7:00 PM—Hazen City Hall—Hazen, ND

Please use the space below provide us with your comments regarding the proposed ND highway 200 & ND Highway 200A Hazen Bypass & East Project

PLEASE Name: Wayne Hoffner
PRINT Address: PO Box 151, Hazen ND 58545

Hello, I am a resident and business owner in Hazen North Dakota and would like to comment on widening to shoulders going East on 200. I have seen many instances when I have seen kids riding their bikes out to the golf course during the summer. Widening this shoulder would make this travel safer for these kids. Please consider the option of widening this road for safer travel of these children and active walkers in our community

- THIS SPACE OFFICE USE ONLY -

Sincerely,
Wayne Hoffner
Wayne Hoffner Vice President
The Union Bank
Mercer County Economic Development - Vice President
Knife River Care Center - Vice President
and Active Hazen Chamber Member

Please leave your comments with the meeting conductors or mail your comments by January 17, 2008 to

Craig Kubas, PE
PO Box 290
Dickinson, ND 58602 0290

File # 2007-05-0000000000 (Please include ND Highway 200 in the title)

Craig Kubas

From: Keith Johnson [kmjohnso@nd.gov]
Sent: Monday, January 07, 2008 7:19 AM
To: craig.kubas@kljeng.com
Subject: ND-Highway-200-the road MUST be wider.
Attachments: image002.png

Hello,

I drive this road at least twice every day on my way to work in Mandan. I also ride bike on it, although I avoid it if I possibly can, because I have been nearly blown off the road by trucks who are trying as hard to avoid me as I am them. This road gets a lot of traffic. I understand that you have taken counts, and don't think the counts justify the widening. I don't understand how your counts could be so much different from my experience of 30 years driving this section of road twice a day. Highway 200 carries much of the commerce that makes this state. The state can give a little back to this overused and undermaintained road.



Keith Johnson, R.S.
701-667-3370 Ofc
701-870-1455 Cell
701-667-3371 Fax

Craig Kubas

From: Beth Krause [bethk@westriv.com]
Sent: Monday, December 31, 2007 3:02 PM
To: craig.kubas@kljeng.com
Subject: ND-Highway-200

December 31, 2007

Name: Beth Krause
Address: 756 County Rd 9, Hazen, ND 58545

Although I was unable to attend the meeting held in Hazen, I'm terribly concerned about the condition of Highway 200.

We live just NW of Hazen and I travel along this road at least four times a day – taking my toddler to daycare and going to work by 6:30am MT; going home & back for lunch and picking up my son from daycare and returning home around 5:30pm MT.

We tend to be going against the traffic in the morning and in the evenings – which can be particularly treacherous during winter conditions &/or when cars are passing and meeting you head on.

It is my understanding that Highway 200 will be replaced and widened at least 6' to 8' - I hope this holds to be true.

As your study likely revealed, there is a definite rut – making it ideal for hydroplaning. The highway has also been built up for so many years it makes it hard to snug the white line or even pull over to the shoulder – as it is a drop-off and jerks you into the ditch. This is particularly scary as so many semi-trailers, larger trucks, farm equipment and overall larger model vehicles travel this road at high speeds and tend to crowd the center line (in part to being larger vehicles and the fear of the lack of shoulder sucking you in.) This problem is especially prevalent on the curves in front of the Oster/Christmann farms.

By widening the road, it should help reduce the near miss head-on crashes with a sleepy shift worker or discourteous truck driver. The additional room on the side of the road would be nice if you needed to pull over or react to another driver's careless driving.

My primary safety concern is for the road improvement itself, not a bike path.

My additional safety concern relates to turning lanes – the most vital being the three main entrances to Hazen – by Alco, Hiway Express and Cenex. Most locals have learned to avoid Hiway Express if at all possible due to its numerous accidents. This results in more traffic overflows by Cenex and now more than ever with the new Alco. I understand the hesitation for lights and not wanting to slow down traffic – but it's for that very reason that turning lanes are needed – as traffic does not slow down especially at shift change.

I appeal to you as a concerned citizen and more importantly as a concerned parent. I can only hope and pray my near misses continue to be just that!

Beth Krause
756 County Road 9
Hazen, ND 58545

1/2/2008

North Dakota Department of Transportation

Re: Hazen By-Pass

As a concerned, retired businessman, and taxpaying citizen of Hazen, I would like to express concerns regarding the upcoming work to be done on the Hazen By-Pass and Highway 200.

SHOULDER WIDTH

A 4-foot shoulder is necessary. Not only for the volume of traffic, but for the amount of hazardous material (Anhydrous) that goes down the highway.

TURNING LANES

A minimum of 4 turning lane intersections is needed in Hazen.

From West to East:

1. West Main Street – turning south to enter Hazen on West Main. Add to the number of residents that enter and exit Hazen to 200, the large fifth wheelers, recreation vehicles, and boats that use the new, finest RV Park in the area and I might add-most used.
2. 3rd Ave. NW. The most used intersection on By-Pass that residents on the North side use to get to Main Street. Also intersection to go to Lake Sakakawea, Hazen Bay, Beulah Bay, and Beaver Bay.
3. 4th Ave. NE. The main entrance to Main Street from the East. Highly used by school students that drive to school. Also a busy county road leads north where many have taken residency along the Knife River. Also used by the Fire Department to answer West and North calls.
4. 8th Ave. NE. Approach used by Fire Department for East Calls. Used by our Ambulance and EMT's for emergency. The main exit to the area Hospital (Sakakawea Medical Center). Need we say more?

Within the past month, our daughter, who works for a Beulah Medical Clinic and lives in East Hazen, stopped on the By-Pass to make a left turn because of oncoming traffic to pick up reports at the hospital. A large van following passed her on the right side using the shoulder, but the car behind the van did not see all this and hit our daughter's vehicle. After several doctor visits for whip lash, all is o.k. this time. Next time?

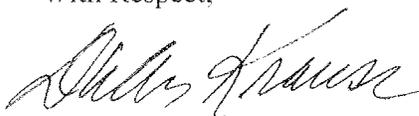
It is our experience after 48 years in business in Hazen, that the less expensive way to fix things often results in being the most expensive.

Thank you for allowing us to express our views and for your careful consideration. If you would like to visit with me please contact me at:

Telephone – 701-748-2161

E-Mail - krausemd@westriv.com

With Respect,



Dalles & Marilyn Krause
525 4th Ave. W
Hazen, ND 58545

North Dakota Highway 200 & North Dakota Highway 200A Hazen Bypass & East.

Kenneth J. Link
613 4th Street Northeast
Hazen, North Dakota 58545

Item #1. The new bike/walking path from the east end of the existing bike/walking path east to the Hazen Golf Course.

This bike path would be the safest corridor for the youth of Hazen to access the golf course by walking or bicycle. I would like this bike path constructed out of concrete not asphalt paving. The long-term maintenance cost to the City of Hazen and or Mercer County would be less. The cost to the city of the 20% may be too much for the city budget, but the added cost for concrete not covered by the 20/80 cost share would put this project out of reach for the city budget on the initial construction and annual maintenance.

An alternative to the bike path would be the 8-foot wide shoulder added to the driving lane. The 8-foot shoulder would get the walkers and bikers off of the driving lane. This shoulder would not be as safe as the bike path, but it would be better than walking and biking on the driving lane.

Item #2. The width of the shoulders from Hazen east to North Dakota Highway 31.

The traffic counts from the year of 2006 may not be a high enough volume to mandate the 8-foot shoulder, but starting in the spring of 2007 the traffic has increase due to construction work to update the LeLand Olds Power Plant (2007–2011) and the traffic will most likely continue to increase for the following reasons.

- A. Air ambulance service at the Mercer County Regional Airport, which is, expected to start operations in 2008.
- B. The new residential River Course Subdivision located south of the Knife River south of the Hazen Golf Course.
- C. The possibility of a 3rd electrical generating plant constructed at the LeLand Olds power plant site near Stanton North Dakota. A decision maybe made in 2008.
- D. The possibility of a new coal mine between the cities of Hazen and Center, North Dakota.
- E. Increase of trucks hauling grain through the city of Hazen east to the new grain elevator west of Washburn, North Dakota.

If the energy development does come to realty, the existing design may be out dated or obsolete before the construction begins on Hwy 200 and 200A. I think it would be best for all to construct the road project safer with the 8-foot wide shoulders and not have the traffic, than to construct the road with the proposed 2-foot wide shoulder and than have the higher volume of traffic which would mandate wider shoulders resulting in additional costs of a new project within a five to ten year time frame.

The narrow shoulders do not allow for a safe stop if a person needed to do a simple thing like change a flat tire.

If the plan to not build the eight-foot wide shoulders is because of the added cost to widen the three bridges, just leave the bridge at the present width and only construct the wider shoulder. The length of all three bridges added together is a very small percentage of the total length of the project. If this would be the case a person with car trouble could easily coast the vehicle beyond the bridge deck to park off the roadway onto the wider shoulder.

If this road project is not constructed for a projected increase in traffic, the NDDOT may not have this stretch of road on a project list for how long, 20, 30 or 50 years?

I ask that the NDDOT reconsider the design of the project and rebuild the road with the idea of an increase in traffic.

Thank you for your time in this matter.

Craig Kubas

From: Greg and Susan McCarthy [mccarthy@beu.midco.net]
Sent: Thursday, January 17, 2008 11:03 AM
To: craig.kubas@kljeng.com
Subject: ND-Highway-200

I am very concerned about not widening the Highway east of Hazen and also at the intersection near the Highway Express gas station. That is a very dangerous intersection and have had many near misses there myself. The road needs to be wider to allow those who are turning to be in a lane and those wishing to go on have more room to pass. Also the stretch east of Hazen is in need of wider shoulders. If you need to pull off, there is now room to do so. This is a heavily used road and can be dangerous if you are in need of pulling over. I hope the NDDOT will reconsider its plans for this area. Thank you. Sue McCarthy

MERCER COUNTY
PO BOX 39
STANTON, NORTH DAKOTA, 58571

County Commissioners

Wayne Entze, Chairman
Lyle Latimer
Frank Bitterman

Hazen Star
Official Newspaper



County Officers

Monte Erhardt	Auditor
Darbie Berger	Treasurer
Brenda Cook	Recorder
Wanda Knutson	Clerk of Court
James Johnson	State's Attorney
Dean Danzeisen	Sheriff
Richard Sorenson	DES Director
Gerald Beck	Veteran Svc Officer
Gary Emter	Tax Equalization Director
Roy Braun	Highway Dept. Supt

January 2, 2008

Craig Kubas, PE
PO Box 290
Dickinson ND 58602-0290

Re: ND Highway 200 & ND Highway 200A Hazen Bypass & East Projects

The Mercer County Commission respectfully requests your consideration of the following safety concerns as you evaluate the above referenced project(s).

Hazen Bypass

- "Ride" improvements are necessary
- Turn lanes installed at County Roads #27 & #18 intersections

Hazen to Highway 200N

- "Ride" improvements are necessary
- Widening of the roadway is necessary, (min 4' shoulder)
- Deck improvements to Knife River Structure
- Replacement of Knife River Overflow Bridge structure w/box culvert
- Railroad Crossing upgrade
- Approaches to all structures corrected / improved
- Intersection & turn lanes improvements at ND 200 N.

Hwy 200 N to ND 31 S

- "Ride" improvements are necessary
- Widening of the roadway, (min 4' shoulder)
- Approaches to all structures corrected / improved

Our concerns remain the same as previously expressed in our letter to you dated October 16, 2006. We urge you and the ND Department of Transportation to seriously consider these concerns for the sake of the safety of the public as they travel the highways of our great state.

Respectfully Submitted,

Lyle L. Latimer
Chairman, Mercer County Commission



P.O. Box 507
Phone: (701) 748-2550

Hazen, North Dakota, 58845
Fax: (701) 748-2559
www.mcraa.com

January 8, 2008

Craig Kubas, PE
PO Box 290
Dickinson, ND 58602-0290

RE: ND Highway 200 & ND Highway 200A Hazen Bypass & East

Dear Mr. Kubas,

On behalf of the Mercer County Regional Airport Authority (MCRAA) I want to express concerns we have regarding the above project dealing with turn lanes and shoulder width.

The Mercer County Regional Airport is located just east of Hazen. There are two roads that provide access to the airport located between mile markers 153 and 154. We request east bound right turn lanes at both of these roads.

Given the layout of the airport, crop sprayers use the road at mile marker 153 + .5 to transport chemicals, water and other aircraft support equipment to their airplane located on the north apron. In addition to the airport, this road also serves a rural subdivision and is a route to Hazen and beyond when the Knife River floods, cutting off access south of Hazen via County Road 27.

The road at marker 153 + .8 serves as the access to the mid-field apron and terminal. The Airport Layout Plan (ALP) designates future expansion in this area. A new hanger is under construction and we have secured a lease with an air ambulance service that will begin operations on May 1, 2008. The MCRAA has a 120 acre tract that is available for industrial/heavy commercial development. Although we have not secured any tenants for the site, we have had interest shown by a concrete batch plant, potato warehouse and the ND DOT. One of the biggest deterrents to development of this area is lack of quality water, however that will change. MCRAA along with the City of Hazen has signed up for Southwest Water. Southwest hopes to begin serving us in 2011.

One other factor that creates a dangerous situation on this stretch of road is the increasing speed as one travels east. We have 45 mph going through Hazen, 55 mph from the east edge of Hazen to the road located at 153 + .8 and then 65 mph heading east. Anyone wanting to make a turn south off ND 200 has to contend with vehicles behind them increasing in speed.

We also believe the two foot shoulder from Hazen to ND 31 is inadequate. From Washburn to ND 31 there is an eight foot shoulder and from Hazen to Beulah there will be a six to eight foot shoulder. This section of road (ND 31 to Hazen) is frequently traveled by semis hauling freight and materials to the area mine and power plants, as well as a variety of agricultural equipment travels the road. The narrow shoulders don't allow the large, oversized vehicles to move over when encountering approaching vehicles and approaching vehicle have no space to move over. There is already a safety issue with this section of road. The wider width would also give disabled vehicles the ability get off the driving surface.

Given the vast coal reserves in the area, the easterly expansion of the oil fields, it is safe to assume there will be further energy development, and the availability of Southwest Water to the area and the MCRAA will aid in the future growth. It is impossible to quantify potential growth, but we are confident it will occur. The growth will increase traffic. Let's design the road that will increase the safety of current traffic as well as cope with future growth.

We want to thank you for your consideration of these matters, and hope a favorable decision will be made regarding our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Carl Cooper", with a long horizontal flourish extending to the right.

Carl Cooper, Chairman
Mercer County Regional Airport

Craig Kubas

From: Mike Ness [Mike.Ness@sendit.nodak.edu]
Sent: Thursday, January 03, 2008 10:16 AM
To: craig.kubas@kljeng.com
Subject: ND-Highway-200

Dear Mr. Kubas,

I attended the meeting in Hazen City Hall on December 17th and would like to make some comments on the plan for the Highway 200 project. I am the Superintendent of the Hazen School and we have a number of safety issues with student traffic on this highway and also with drainage issues.

One of the issues is with the drainage that runs to the North between our athletic fields. There essentially is no place for the water to go after it drains to the ditch from the South. We have a problem with mosquitoes on our athletic fields during the summer and fall and I think much of it is related to the water sitting in that ditch. With the problems of West Nile I see this as a real health concern for our students and spectators.

Highway 200 coming all the way through Hazen is a very dangerous area because of the curve in the road and lack of turning lanes. I hope you seriously consider putting turning lanes on the major routes into the city such as by Cenex, Tesoro, and the West end by the Alco store. Our traffic from the power plants and mines is very high at certain times of the day and I have a real concern with our student drivers on that stretch of the road.

I would also like to see an underpass located at Cenex for our students and other citizens to cross the street. I live on the North side of Highway 200 and consistently see young people crossing and "ducking" traffic to get to the school. If an underpass is too expensive, I would like you to consider some other method of making a safe crossing in that area.

I hope you will consider a wider turning lanes on the major crossings to the East of Hazen. Our buses stop on Highway 200 many times to pick up or drop off students and it is a very dangerous area for them. The traffic on that road after school is extremely busy and we do the best we can, but wider turning lanes would make it much safer for everyone.

Thanks you for consideration in making Hazen and Highway 200 a safe travel route for all of us.

Sincerely,

Mike Ness
Hazen School Superintendent

Craig Kubas

From: Chris Renner [CRenner@minnkota.com]
Sent: Thursday, January 17, 2008 6:24 AM
To: craig.kubas@kljeng.com
Subject: ND-Highway-200

There is a foot or two of shoulder to ride my bicycle on. It's not safe at all; period.

Thanks.

Please use the space below provide us with your comments regarding the proposed ND Highway 200 & ND Highway 200A Hazen Bypass & East Project.

PLEASE Name: Bruce Schramm
PRINT Address: 106 5th St. N.E. Hazen, N.D. 58545

I thought I would leave some comment on this highway 200/200A improvement project. My thoughts are to make this entire stretch of highway from highway 31 junction to highway 49 junction as nice and as wide as the Washburn section of Highway 200 is. This portion of highway 200 is in dire need of improvement it is quite frankly hammered out. The railway crossing east of Hazen also needs to be improved in a big way. I'm getting quite tired, for some time now, with having my vehicles front ends getting out of alignment when crossing the railroad tracks. The proposed pedestrian underpass option is also an excellent idea. Peoples safety should be of utmost importance. When one considers how many people actually use this highway for work and pleasure, I think the best possible effort should be persued to make this highway as safe & nice.

-THIS SPACE
OFFICE USE
ONLY-

Please leave your comments with the meeting conductors or mail your comments by January 17, 2008 to:

Craig Kubas, PE

PO Box 290

Dickinson, ND 58602-0290

craig.kubas@kljeng.com (Please include "ND Highway 200" in the title)

Additional space for comments, if needed, Please print.

-THIS SPACE
OFFICE USE
ONLY-

as possible. Do not skimp on this project. I do believe that N.D. has enough surplus money in their coffers to take care of these types of infrastructure issues.

The moneys taken in from oil extraction, coal extraction, and the ND lottery have contributed to these surpluses greatly. Let's make good use of this chance to better everyone's use of this needed infrastructure issue. It is for the common good.



Power Bussing

P.O. Box J
Hazen, ND 58545
701-748-2574

January 8, 2008

Mr. Craig Kubas, PE
PO Box 290
Dickinson, ND 58602-0290

Re: PUBLIC INPUT -- ND Highway 200

Dear Mr. Kubas:

My business deals with the important job of bussing children to and from the Hazen Public School system.

As a lifetime resident of the area I have seen many changes along Highway 200, particularly eastbound out of Hazen. Most of the change comes from new housing development along the highway. In these homes are children that I pick up for school and then later return home for 9 months out of every year.

I am convinced that there will continue to be more housing and even business development along that stretch of road.

What concerns me is that I have heard the DOT is not planning to widen the road going east of Hazen to ND Hwy 31. This would be a mis-calculation on the part of the DOT and I strongly urge you to reconsider.

The DOT has plans for a wonderful re-doing of HWY 200. From a safety standpoint it would be a serious mistake to not widen the highway east of Hazen to Hwy 31. I would like to hear your thoughts on the subject.

Please call me if you would like to discuss this further at 748-2574.

Sincerely,

Delmar Schramm

Craig Kubas

From: Tom Schwab [tom@ibew1593.com]
Sent: Thursday, January 17, 2008 2:48 PM
To: craig.kubas@kljeng.com
Subject: ND-Highway-200

Craig,

I think it would be in the best interest of anyone traveling on Highway 200 East of Hazen to have a wider shoulder to the road. In the interest of safety I feel this is very important, this portion of the highway has very heavy traffic with no where to pull over in an emergency. I am also on the Hazen Fire and Rescue and a wider shoulder would be very helpful. Thank you for your time Tom Schwab

COMMENTS

ND Highway 200 & ND Highway 200A Hazen Bypass & East
 Monday, December 17, 2007—5:00 PM—7:00 PM—Hazen City Hall—Hazen, ND

Please use the spaces below to provide us with your comments regarding the proposed ND Highway 200 & ND Highway 200A Hazen Bypass & East Project.

PLEASE PRINT Name: CHARLES ~~STRA~~ STROUP
 ADDRESS: 5143 HWY 200, HAZEN, ND 58541

AS ONE WHO DRIVES FROM THE EAST TO
 GET TO HAZEN FOR WORK, I PASS OVER
 THE RAILROAD TRACKS, ON AVERAGE 6-8
 TIMES A DAY (4 ONE WAY & 4 ANOTHER)
 THE CROSSING @ 55 MPH IS ROUGH. I'VE
 NOTICED FROM TIME TO TIME DANGEROUS STUFF
 ON THE ROAD THAT HAVE FELL FROM OR
 OFF VEHICLES.

SO, BY ALL MEANS, PLEASE
 REBUILD THE FOUNDATION @ THE CROSSING.
 USE THE BEST ENGINEERING YOU CAN.

I'VE LIVED EAST OF HAZEN FOR 30 YEARS,
 I KNOW THE CROSSING WELL.

THANK YOU

P.S. CONSIDER A SHORT "DRIVE WAY" OF
 CONCRETE ON EACH SIDE IF THAT WILL HELP.

Please leave your comments with the meeting conductors or mail your comments by
 January 17, 2008 to

Craig Kubas, PE
 PO Box 290
 Dickinson, ND 58602-0290

or by e-mail at ckubas@nd.gov (Please include "ND Highway 200" in the title)

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 ONLY

Craig Kubas

From: Bob Zeller [beezee@westriv.com]
Sent: Sunday, December 30, 2007 3:27 PM
To: craig.kubas@kljeng.com
Subject: ND-Highway-200

Mr. Kubas, I would hope that the ND DOT reconsider the position they have taken on not widening the portion of Highway 200 between Hazen and Highway 31. I travel this road twice daily on my commute to and from work. As I am sure you are aware, there is a lot of traffic on this road to and from the plants and mines in the area. Many of the workers in these industries work shift work and twelve hour days. During daylight hours, when the weather is nice, this road is adequate at best. However when the weather turns and conditions deteriorate it becomes a white knuckle drive on this stretch of road. The road bed has been built up several times, and the drop off the shoulder in some areas has become quite severe. Drop a wheel off the shoulder in this area and you are going to go for a ride you will not soon forget. Add some ice and snow and the dark of night and it now has become extremely dangerous. I know it would be easy to say that when the conditions are bad stay off the road, however the nature of the business that I am in, is that we need to staff our plant 24 hrs. a day to provide electrical service to our customers. When the weather is cold and it is blowing snow in the middle of the night we still like to turn on the lights and enjoy the warmth of our homes. Someone needs to be working so the lights will come on when we flip the switch. I would think that the safety of the traveling public would be the number one concern of the DOT, if this is indeed the case, I would think they would take another look at the position they have taken on this project. Thank you for your time and consideration.

Bob Zeller
409 6th Ave NE
Hazen ND 58545

701.748.5758

beezee@westriv.com