

TRANSCRIPT OF PUBLIC HEARING

Project No. SU-1-988(033)044

PCN 18334

City of Mandan Project 2012-01

**Sunset Drive: 7th Street NW to approximately 500'
north of 15th Street NW**



**CITY OF
MANDAN**

"WHERE THE WEST BEGINS"

Prepared by

CITY OF MANDAN

Principal Author:
Houston Engineering, Inc.
September 2010

**TRANSCRIPT OF PUBLIC HEARING
SU-1-988(033)044, PCN 18334
7th Street NW to approximately 500' north of 15th Street NW**

Public Hearing held at Mandan City Hall, Bosh Froehlich Meeting Room
July 13, 2010
6:30 p.m. – 8:30 p.m.
Formal Presentation at 7:00 p.m.

TABLE OF CONTENTS

Description	Page
1. NOTICE OF PUBLIC HEARING MEETING.....	1
2. EXPLANATION OF PUBLIC HEARING MEETING	1
3. SUMMARY OF COMMENTS RECEIVED	2

Appendices

Appendix A	Presentation Slides
Appendix B	Attendance Sheet and Comment Forms
Appendix C	Public Comments
Appendix D	Transcript of Public Hearing
Appendix E	Meeting Notice, Ad, and Affidavit

1. NOTICE OF PUBLIC HEARING MEETING

A copy of the Public Hearing Notice that was published in the Mandan News on June 18, 2010, June 25, 2010, and July 2, 2010 and is included in Appendix E. In addition, the press release from the NDDOT for the public hearing and the affidavit of publication from the Mandan News is included in Appendix E.

2. EXPLANATION OF PUBLIC HEARING MEETING

A public hearing meeting was conducted on July 13, 2010 in order to receive public comment on five primary project decisions:

- Type of pavement material preferred?
 - Which option should be chosen?
 1. Asphalt Pavement.
 2. Concrete Pavement.

- Type of street light preferred?
 - Which option should be chosen?
 1. 30' Galvanized Steel Electrical Pole.
 2. 28' Prestressed Concrete Electrical Pole.
 3. 15' Decorative Prestressed Concrete Electrical Pole.

- Widen the width of Sunset Drive?
 - Which option should be chosen?
 1. Leave width of Sunset Drive per existing conditions.
 2. Create more on street parking on the west side of Sunset Drive (requires an additional 6' of street width on the west side).
 3. Keep existing parking on east side of Sunset Drive and have a turn lane throughout the Sunset Drive Corridor.
 4. Keep existing parking on Sunset Drive and add turn lanes by Mandan High School and 14th Street NW.
 5. Combine Option 2 and 4 to have more on street parking on the west side of Sunset Drive (Division Street to 14th Street NW) and turn lanes by Mandan High School and 14th Street NW.

- Which intersection configuration is preferred?
 - Which option should be chosen?
 1. Leave the intersection of 6th Avenue NW and Sunset Drive per existing conditions.
 2. Change intersection of 6th Avenue NW and Sunset Drive to a tee intersection.
 3. Move 6th Avenue NW intersection farther north on Sunset Drive (tee intersection)
 4. Eliminate the 6th Avenue NW and Sunset Drive intersection.

- Preferred location of Lewis & Clark Elementary School Crossing?
 - Which option should be chosen?
 1. Sunset Drive and 14th Street NW.
 2. Sunset Drive and 15th Street NW.

Public comments are included in Appendix C.

3. SUMMARY OF COMMENTS RECEIVED

Public Hearing:

Pavement Material:

All comments received from the public input and public hearing meetings are in favor of concrete pavement.

Type of Street Light:

The comments received from the public input and public hearing meetings are in favor of the 30' Galvanized Steel Electrical Pole.

Widening Road:

In general, most of those present were concerned with widening of Sunset Drive and how it would impact their property and driveways. The people in attendance lived on the west side of Sunset Drive. They stated that additional on street parking will not increase safety for people pulling in and out of their driveway. They understood that people on the east side of Sunset Drive have parking issues and would prefer a split of widening on each side of the corridor, but they also understand the driveways on the east side of Sunset Drive would become too steep for vehicles and eliminate parking in driveways or garages. It was asked if residents to the north with the wider street section had any issues with their driveways and a parking lane. The residents said that they didn't have any additional difficulties with backing up from their driveways to Sunset Drive. An idea was proposed to move the sidewalk away from the curb and gutter and have a boulevard on the west side. It was explained that the corridor would not have a consistent width and could create unsafe traffic conditions from having a wider corridor north and south of the project area and then having a narrow corridor width. Many comments were made about the traffic speeding on Sunset Drive. It was explained that the speed limit would remain 25 mph. The residents expressed that they would like a larger police presence for greater safety and wondered if speed bumps would be possible. It was explained that speed bumps are not allowed on major arterials.

6th Avenue NW and Sunset Drive Intersection:

The comments received were in favor of making 6th Avenue NW into a "T" intersection or eliminating the intersection for safety. The only concern expressed with closing the intersection is that the traffic will increase on Sunset Drive and on 14th Street NW that is a direct access route to Lewis & Clark Elementary School.

Lewis & Clark Elementary School Crossing Location:

Comments received from the public input meeting were in favor of the school crossing location being placed at 14th Street NW. At the public hearing a comment was made about placing the school crossing between the 12th and 13th block of Sunset Drive. It was explained that children coming from the school would be on 14th Street NW. The children would need to travel south to the proposed midblock crossing that would be located between 12th and 13th block of Sunset Drive. They would then need to turn north on Sunset Drive and then continue west on 14th Street NW. Most children will take the direct route across 14th Street NW and would not go to the midblock crossing. The next comment was asking about multiple school crossing locations instead of just one location. It was explained that if you have more crossing locations this actually increases the chances of an

accident due to the increase amount of potential strike points. The Safe Routes to School program was explained and how to channelize students through the most common routes instead of multiple crossings.

Post Meeting Comments:

A Post Public Hearing Meeting was not required, so no comments were received.

Comparison of Alternatives:

Alternative	Advantages	Disadvantages
A - No Build	Lowest initial cost (Maintenance activities)	Future upgrade is more costly Frequent repairs required Poor ride quality Does not address future needs Does not address safety issues
B - Reconstruction	Storm sewer interception capacity increased Street light coverage and safety increased On street parking improved Defined turning lanes to schools Sidewalk meets current standards Longer pavement life Corrects unsafe Y-intersection Sanitary sewer sized for future flows Watermain leaks eliminated Improved fire coverage	High initial cost

APPENDICIES

Appendix A
Presentation Slides

Public Hearing

Sunset Drive Reconstruction Project

from 7th Street NW to 500' North of 15th Street NW

Project SU-1-988(033)044, PCN 18334



Project Layout



Presentation Overview

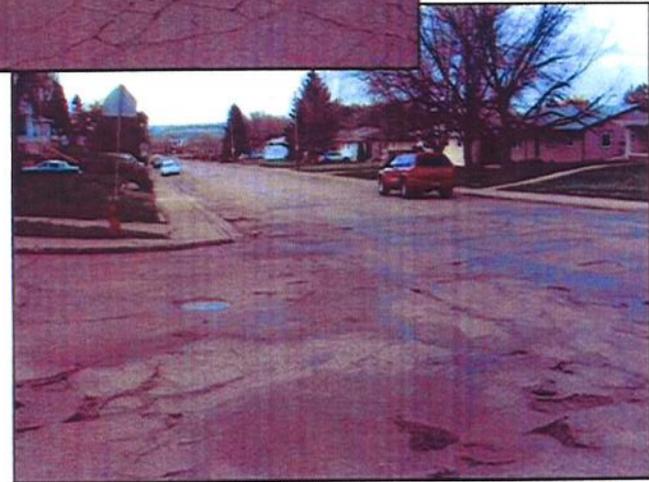
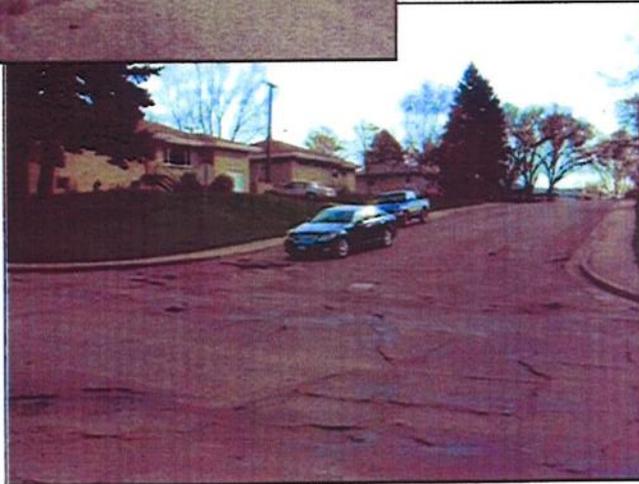
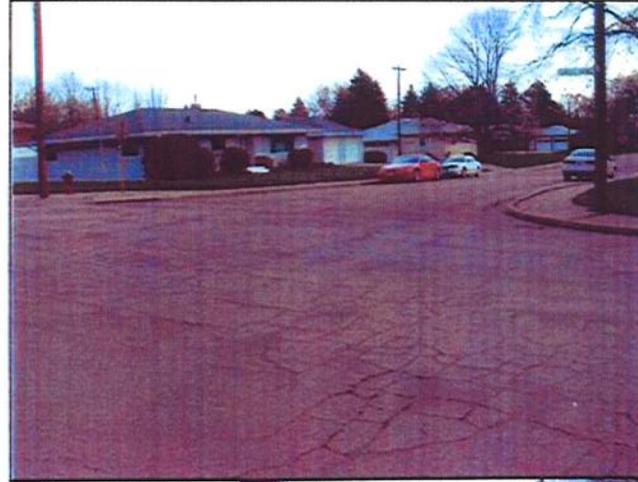
- Project Purpose and Need
- Project Overview
- Discuss Preferred Options



PROJECT PURPOSE AND NEED

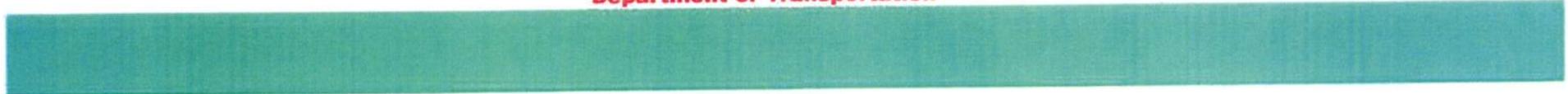
- EXISTING STREET, CURB & GUTTER, AND SIDEWALK HAVE EXPERIENCED SIGNIFICANT DETERIORATION
- WATERMAIN HAS FAILED DURING THE WINTER MONTHS AND NEEDS TO BE UPGRADED FOR GREATER FIRE PROTECTION
- SANITARY SEWER NEEDS TO BE COMBINED INTO ONE LINE
- STORM SEWER NEEDS TO BE EXTENDED TO THE NORTH TO CAPTURE MORE STORMWATER RUNOFF
- STREET LIGHTS NEED TO BE UPGRADED TO CURRENT STANDARDS

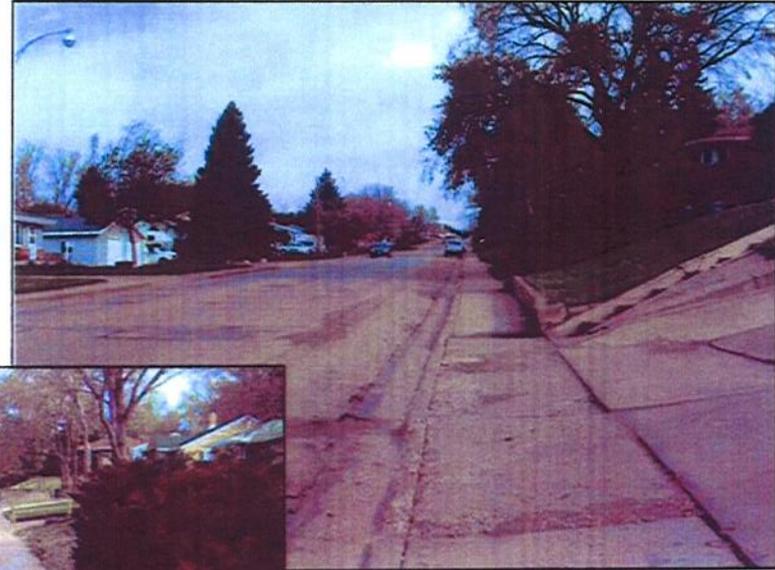
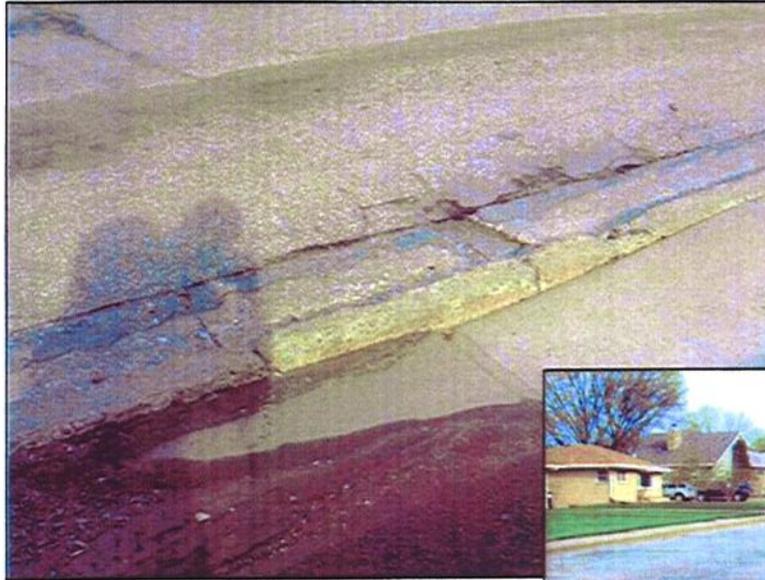




EXISTING ASPHALT SECTION

Overlay Last Year, Why Reconstruct?

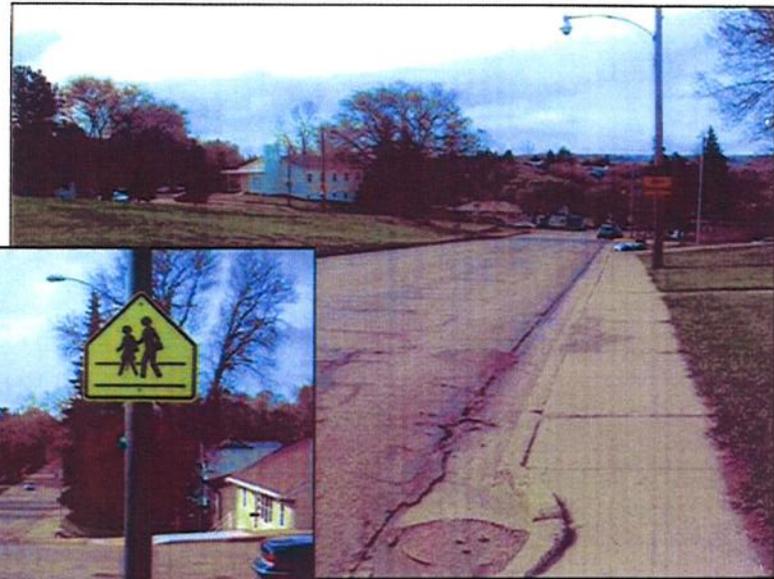
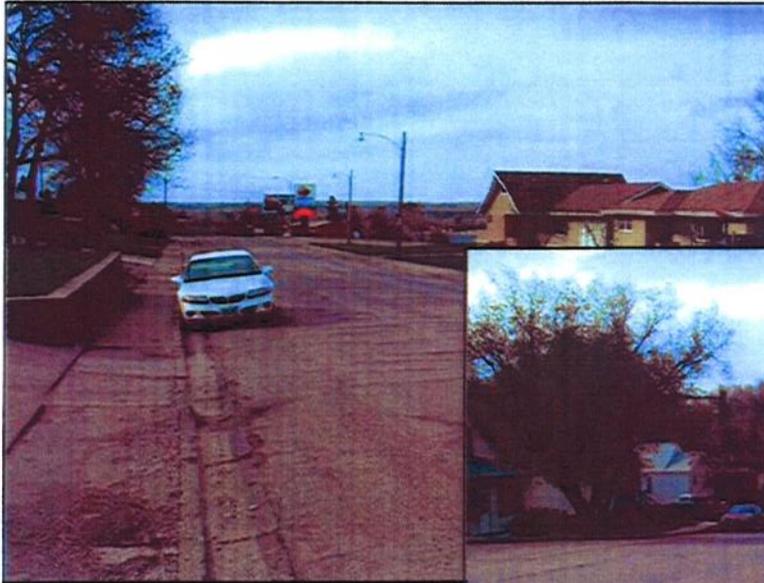




EXISTING CURB & GUTTER

Advanced Deterioration & not ADA accessible





EXISTING SIDEWALK

Concrete Surface is Very Rough





STREET LIGHTING

Needs to be Upgraded to Current Code

NDDOT
North Dakota
Department of Transportation



HoustonEngineering Inc.

PROJECT OVERVIEW



**SPECIAL ASSESSMENTS – FEDERAL FUNDS FOR 80% OF
QUALIFYING ITEMS**

**PROJECT TIMELINE – BEGIN MID-APRIL 2013 & COMPLETE BY
END OF OCTOBER 2013.**

**SCHOOL ACCESS – THROUGHOUT PROJECT & NEED TO COMPLETE
IN FRONT OF SCHOOL BEFORE SCHOOL STARTS**

**UTILITY SHUT OFFS – WILL NOTIFY IN WRITING A MINIMUM OF
48 HOURS IN ADVANCE**

**PROJECT COORDINATION – PROJECT MEETINGS EVERY TWO
WEEKS**





Resident & School Traffic Control Phases



WHAT HAPPENS WHEN IT RAINS?

- Erosion Control Berms around Excavations
- Silt Fence & Sandbags around Inlets (limits dirt entering storm sewer)
- Straw Logs and Erosion Control Berms in front of yards, will push water away from homes
- Gravel placed for access to homes so everyone isn't driving in a mud mess



ENVIRONMENTAL CONCERNS

- Best Management Practices (BMP's) shall be followed
- No floodplains or wetlands shall be impacted



OPTIONS



TYPE OF PAVEMENT



OPTION 1: ASPHALT STREET

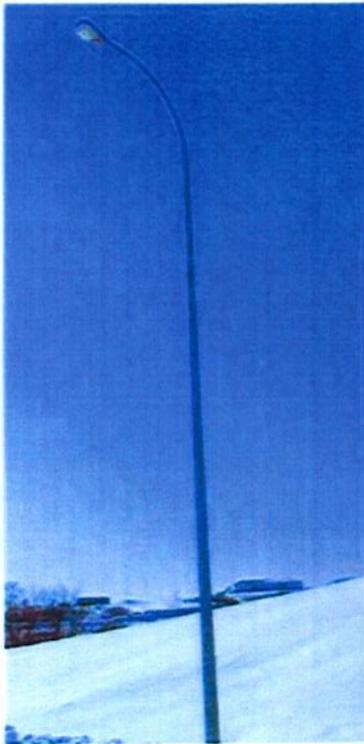
OPTION 2: CONCRETE STREET
PUBLIC INPUT PREFERRED OPTION



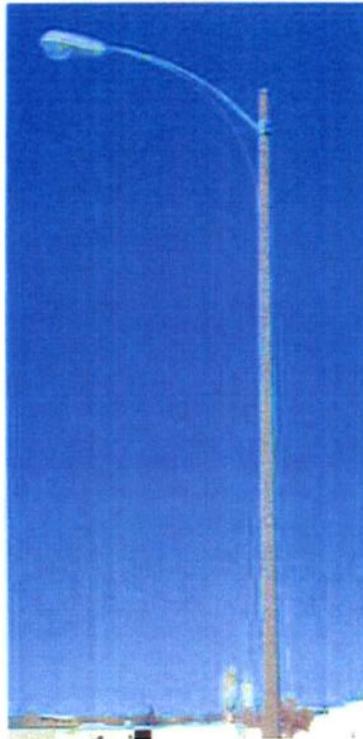
OPTION 1: STREET LIGHTS

OPTION 1:
PUBLIC INPUT

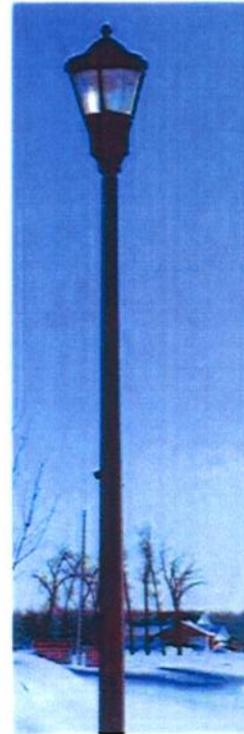
PREFERRED OPTION
Galvanized Steel



OPTION 2:
Prestressed Concrete



OPTION 3:
Decorative
Prestressed Concrete



PARKING & TURN LANES

OPTION 1: LEAVE WIDTH OF SUNSET DRIVE AS IT IS TODAY



PARKING & TURN LANES CONT.

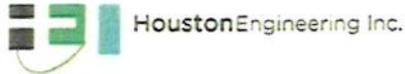


PARKING & TURN LANES CONT.



INTERSECTION OF SUNSET DRIVE & 6TH AVENUE NW

OPTION 1: LEAVE THE INTERSECTION AS IT IS TODAY



INTERSECTION OF SUNSET DRIVE & 6TH AVENUE NW CONT.



SCHOOL CROSSING

- OPTION 1: SCHOOL CROSSING AT SUNSET DRIVE AND 14TH STREET NW
- OPTION 2: SCHOOL CROSSING AT SUNSET DRIVE AND 15TH STREET NW





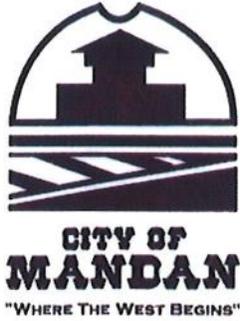
THANK YOU!

**ALL PROJECT QUESTIONS OR COMMENTS
MAY BE PRESENTED UNTIL JULY 28, 2010**

QUESTIONS?



Appendix B
Attendance Sheet and Comment Forms



Sunset Drive Reconstruction Public Hearing Meeting

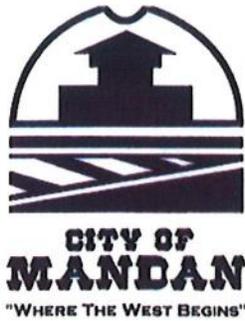
July 13, 2010

Agenda

1. Welcome and Introductions
2. Presentation
 - Project Goals
 - Options Review
 - Next Steps
3. Open House – Ask questions and provide your input

Please take a comment form and evaluation form.
You can leave the forms with the study team
before you leave or mail them to Casey Einrem at
Houston Engineering, Inc., 3712 Lockport Street,
Bismarck, ND 58503 by July 28, 2010.

The Sunset Drive Reconstruction Project is sponsored by the City of Mandan and the North Dakota Department of Transportation. Questions or comments? Please contact the Houston Engineering, Inc. Project Manager, Casey Einrem at (701) 323-0200 or at ceinrem@houstoneng.com.



Evaluation Form

Please fill out this form and return it at the end of the meeting.

PLEASE RATE THE FOLLOWING STATEMENTS USING THE SCALE BELOW

SA = Strongly Agree A = Agree U = Undecided D = Disagree SD = Strongly Disagree

1. I understood the goals of the public hearing meeting.

SA A U D SD

2. The introductory presentation was valuable in helping me understand the project objectives.

SA A U D SD

3. I understood the goals and ideas behind each alternative.

SA A U D SD

4. I was comfortable sharing my thoughts and ideas about the project.

SA A U D SD

5. I had an opportunity to learn about the ideas and opinions of others.

SA A U D SD

6. Everyone had an opportunity to speak and share ideas.

SA A U D SD

7. What did you like least about the meeting?

8. What did you like most about the meeting?

Appendix C
Public Comments

No Comments were received.

Appendix D
Transcript of Public Hearing

**Public Hearing Meeting
In the Matter of
the Proposed Improvements to Sunset Drive from
7th Street NW to approximately 500' north of 15th Street NW
Project SU-1-988(033)044, PCN 18334**

Date: Tuesday, July 13, 2010

**Place: Mandan City Hall, Bosh Froehlich Meeting Room
Mandan, North Dakota**

Video Script By: Shawn Campbell

For the North Dakota Department of Transportation:

**Seng Marohl
Ardin Striefel**

For the City of Mandan:

**Dave Bechtel
Jim Neubauer**

For Houston Engineering, Inc.:

**Casey Einrem
Jennifer Malloy**

Members of the Public

(Whereupon, the Public Hearing Meeting in the Matter of the Proposed Improvements to Sunset Drive from 7th Street NW to approximately 500' north of 15th Street NW, Mandan, ND Project SU-1-988(033)044, PCN 18334 commenced at 7:00 p.m., as follows:)

Mr. Einrem: I thank you for coming. Appreciate it very much. This is just a quick summary of Sunset Drive reconstruction project. Some of what we have received from the public input and what the preferred options were identified in the public input and what alternatives are being look at being selected from it.

Mainly the project layout for this job starts at 7th Street NW runs to 500 feet north of 15th Street NW. Pretty much by Bosch's funeral home, right there. That's about the end of the project. The reason it is to that point there, is because that is where the last Sunset drive projected ended. So, we didn't want to stop at 15th and leave a 500 foot section that is not going to be done with it that would have to get redone shortly anyway. So that way it's included in the project right away.

Part of the presentation overview is to look at the purpose and need of the project and then overview, then discussing preferred options. Part of the purpose and need is you guys all live along it, it is the existing street, curb, gutter and sidewalk. They've all experienced significant deterioration. Been there for quite a while. They're deteriorated. They just need to be updated. Also water main has failed during winter months. It needs to be upgraded and placed a greater fire protection for all the adjacent home owners. Also sanitary sewer, it currently runs to the east and west side of the street. Which is part of the project. And we're looking at getting that combined and sized for future flows throughout the project area. Also storm sewer, everything is pretty much on the south end of the project down by the school. We're looking at extending that to the North, so that way you can intercept more storm water and it's not coming down so fast jumping the road, jumping the curb and going into people's yards. That way it helps intercept that and it gets into the storm sewer more. Also the street lights they need to be updated to the current standards, just so that there is adequate lighting. Creates a safer corridor.

The existing asphalt section, there was an overlay last year so why are we looking at reconstructing? Well the overlay is pretty much just a temporary fix to be able to get it to the point where this project can be done. This project is looking at construction in 2013. That's what is going on because that's when project funding from the federal highway, North Dakota DOT that's when it would be set and be available for that time. The existing curb and gutter, it's at an advanced stage of deterioration just due to the fact that you have to clear snow off. And when you clear the snow off it's not perfect. Snow fall is going to hit it once in a while. Also things age, settle, move up and down. When this happens it needs to be fixed. Many of the areas are not ADA accessible or handicap accessible, there's no ramps. So you have to make sure that people have that access. Their able to get through. So that their not trying to take wheelchairs and jump curbs all the time. Also, the existing sidewalk, as you walk it every day, you know it's rough, narrow in some spots and this way you get a cleaner corridor. Everything moves nicer and everybody can have better access. Also, street lighting, as you see in there it is the older style lights with it. They've worked really well but for today current code it's more like galvanized steel post that we're looking at. Then kind of a project overview.

Special assessments, there will be some. The special assessment district hasn't been decided yet at this time. That will come up and there's a process that everybody will go through, that you can have public input to the special assessment committee and to the city for how you think the special assessment committee should be from that. But for the parts of the project that qualify those will meet for 80% of federal funding. Now the water main, sanitary sewer main, those are non-qualifying items. Those tend to be more straight city items. So those would have to be funded 100% with that and then the remaining parts would be 20% of the remaining. Like the sidewalk, curb and gutter, streets and storm sewer with that.

Also as we talk project time line beginning in mid to late April and completing by end of October for that year. Also school access, they'll need it throughout the project because there is always summer school. School access will be through 7th Street. We'll leave that intersection, it will remain open. So buses can still get in and go around. Still be able to access the school and the old community center and the skate park that's there. People will still be able to access that throughout the time and be able to have a detour to go around Collins with that. Also, utility shut offs will be notified in writing notification with it. There is always going to be temporary inconveniences. There is just no way around it. It's just how it's going to be and the best thing is, let's work with it and try to minimize it. Let's build the frame work to make it so we're not having shut offs are weeks or two weeks long. If it's shut down we warn you ahead of time. So that way you have enough water, everything is ready and then our plan is whatever they disconnect that day, has to be reconnected by that evening. That way it is done in chunks. We're not having thousand two thousand feet, trying to do it all at once. It's here's a hundred, two hundred feet and doing that, so that way people still you know flush their toilet, be able to take a shower and everything for work.

And also project coordination. We look at having project meetings every two weeks and that's myself, the project coordinator for the contractor with it, also the City of Mandan. That way people know what's going on, know what to expect, what's coming up with it and also, you could look at having a community person that could attend those meetings if they wanted to also, but be able to have that identified with it.

Looking at resident and school traffic control phasing. Phase I when that starts, that's in that mid to late April while school is still in session. We're going to have to be able to have that area shut down; we still want to be able to work in front of the school. So you're looking at doing something above 15th Street. Getting that area done first. So that way you can still come down 15th. Be able to get over to Lewis and Clark Elementary School, to get on to Collins or to 14th in that area.

Then your next phase, your generally looking at getting everything done in front of the school and for the High School, that area. That way when school starts up in late August early September not everything is ripped up and everyone is trying to get there. They can have access. So then you're looking at the area from Division essentially to 14th, 15th; that would be the last part to be done. That's working with that and the residents in that area. That's just the phasing we are looking at this time. Depending on input that can always change.

Also, what happens when it rains? We don't want everything just roaring down there. Dirt going all over everybody's yards, plugging everything up. A lot of what we do is look at having erosion control berms with it and being able to set that up on any holes so where that's dug in and around excavation. Also, there is silt fence and sand bags around the inlets. That way it limits the amount of silt material that gets into the storm sewer and also placing it along the corridor, so it's that barrier that limits from affecting the adjacent home owners yard. Also, straw logs, erosion control berms in front of yards. That helps to push that water back into the street to try and contain it. Let's just face the facts. When you rip it up its going to rain, it's going to get muddy at some point. We can leave it where it's a solid mess or we can set up the frame work to try to control it and minimize it. That is what we propose to do. We don't want to leave it a mud mess, no one does. And it's also; you have to be able to get to your homes. Well how you going to do it? Not everyone is going to have the world's largest four-wheeler to get to your home. So we're looking at gravel placed for access to homes, so everyone doesn't have to drive in all that mud, but that's trying to get that placed with it so everyone can get in and out every day with it. Also, environmental concerns we always follow what's called the best management practices, we always follow those and that's with the Health Department. We coordinate very closely with them and with the North Dakota DOT on those. Also, no flood plains or wetlands shall be impacted on this project.

Different options, some of the different options that we're given in the public input phase, was do you want to look at asphalt street or concrete street. This was the only option that everyone was unanimous and unanimously submitted for a concrete street. So that is definitely the public input preferred option and we would be able to go forward with that.

Street lights, there are three options. The galvanized steel, the prestressed concrete, and the decorative prestressed concrete. They were actually pretty close on that but the galvanized steel was the, which is the most economical, it's in the area, it runs along Sunset, it ties in with the rest of the corridor and galvanized steel was the preferred option for that.

Then looking at potential parking and turn lanes. Option one is to leave it width of Sunset Drive as it is today. Don't change it. Keep the parking on the east side. No parking on the west. Well then you start looking at option two. Option two is essentially from Division Street going up to 15th and that would be looking at adding a parking lane on the west half of the road and that is always a concern. It does affect people's front yards. The right of way is there. For it, it is part of the boulevard. Everything would stay within the right of way, it wouldn't go to private yards with that. In to where you actually own it. But it is the concern, also now you have more parking on that side and trying to get in and out, it is a little bit harder to see because you have cars parked there. There are some concerns but people have also said there's not enough parking on the east side because sometimes people from the west park on the east side and I only have one spot to park to park my car and I have nowhere else to park to get on the west half. That's some of their concerns and we're trying to find what is the best option for everyone. It doesn't mean it's the perfect solution for everyone all the time? No, but let's try and find what is the best option for that. Then option three is looking at do we want to put in a turn. It wouldn't have any parking on the west half, but the turn lane would be able to get people in and out into their driveways. Just because getting in and out is difficult to the private residents today. Then you have option four which is essentially from Division right down to 7th which is right in front of the High School. It's looking

at eliminating all of the parking in that area and just having that turn into here's your through lanes and your potential turn lanes at the corner. That way it helps alleviate some of the congestion that always occurs when High School is starting and when school is getting out also. Option five was looking at a combination, which is option two and option four. Option two was having parking on the west half between Division and 15th Street and the turn lanes from Division to 7th. It's taking both of those options and combining them together. This is actually the public input preferred option with it that they saw. And by the rankings there are people that had the do nothing leave it as it is today. Most people didn't like the turn lane idea. Most people didn't want to have that one. A lot of people liked the being able to have the turning at the school but leave from Division to 15th alone. Just leave that as it is. But this was ahead by a pretty decent amount with it for the preferred option. We're always willing to listen to other options too.

Then the next concern is the intersection of Sunset Drive and 6th Avenue NW. This has always been a hazardous intersection and from a person who has had to drive it many times myself, when I was working at Lewis and Clark Elementary School and Mandan Middle School, driving it all the time. It's a fun intersection. Especially when High School is getting out. What happens is the angles of the roads are so close, their called oblique angles, their so close you can't see essentially is what it comes down too and it creates a safety hazard. And everybody that has driven that, knows it's difficult and sometimes a very scary intersection. So what we looked at is the first option is doing nothing. Just leave it as it is today. We don't try eliminate those things at this point we're still considering those options with the public input. That option wasn't very popular. Everybody was pretty much was something needs to be done at this intersection. Question is....What is it. So under option two which is the preferred option, that was having 6th ave coming in and kind of do a T intersection. To the area then having 8th come into it and tie into it. With this T intersection, it controls the traffic a little bit better and the flow of it, but there are still concerns. It's not a perfect solution by any means. It's kind of the lesser evil then the rest of them. It's probably the most accurate way to describe it. The current grade on 6th Avenue is 10% which is pretty steep road. When it gets icy we fly down it pretty quick. The design of the preferred option still has it at 10%, you go down a bit and then go around a curve. And that curve flattens out a little more so that way you have a 2% before you stop. You still have it at 10% coming down and you're trying to turn. That has concerns when it gets icy and everything too. Then option three was ok, instead of trying to have that down so far where it ties in to the intersection now. That one to the further north was the least popular after the do nothing option. Just because it is so close to Division, it doesn't work real well. It falls within guidelines that technically yeah it could work but it is just not the best option and not a lot of people preferred it. Then after the public input meeting, we were discussing it and we also take the input to the North Dakota DOT and FHWA and we also seek their input on what their looking at. Well instead of these options, maybe we to consider just eliminate the intersection all together. What that does is actually creates the probably the safest option because you eliminate that 10% coming down. Well now you have the concern of, well now I can't get on 6th. I agree you can't but you can still come in on 8th you can go one block over. You can still get up in that area, be able to access all the residential homes and you can still go to 14th Street and get onto Lewis and Clark Elementary School. It's just defining those paths a little bit more and it's creating what is the safest

solution. Which is eliminating that intersection all together and that was a great option to bring up for people to be able to look at too.

School crossing.....school crossing is looked at 14th Street NW and 15th Street NW. 14th Street was the preferred public option but that does have some concerns because the sight triangles to see kids crossing that area aren't as well as they are at 15th Street. 15th Street you tend to be able to see people coming down the hill where it's a flat area, it drops right there and goes down to 14th. If you're at 14th, you can't see up over that hill very well. And that is some of the concern at having it at 14th Street. So we may look at having it at 14th moving to 15th where it's a better sight triangle for people coming up the hill and down the hill. Because like with anything, having our kids crossing those areas we want to make sure that it's the safest area and someone isn't flying down. You know I was a young high school gentleman; I didn't always pay the greatest attention when I was driving and sometimes I was going too fast, and going down Sunset Drive that can happen very quickly especially with those steep grades and that is part of the concern. Also, thank you for coming we are always encouraging any questions, comments, also if you want to take any of the hand outs, questions and comments and you can make them afterwards also write them down. You can send them to me. That way you've had time to think about it and able to write down any additional comments. We always appreciate them and we encourage them as much as possible and thank you for your time. If there are any other questions at this time I will try to answer them or you can go around the different drawings that are blown up so they're a little easier to see. Any questions?

Audience Member: Between the 12 hundred and 13 hundred block there is a long flat spot with no break in there. That's coming all the way from the high school all the way up to 14th. I think it would do two things. If there was a cross walk for the kids that are there, it puts it in the middle of the block, it slows the traffic coming down from the north and from the south especially if it was illuminated with flashing lights or something. There's nothing for parking across from the, anywhere along that area unless you looking at the pavement.

Mr. Einrem: Under the proposed it would be defining that crosswalk at 14th or 15th and having those warnings there and having everything painted on the road so that you can see that and it's a defined path. The reason we looked at 14th and 15th is because it is the elementary school and that way it's more of the safe route, it's more of a safe straight route. Because when the kids are coming, they're going to want to take the shortest route, they're not going to come down go south half a block cross come back up north. It's kids it's just how they are. They're going to run across right there so they can go where they tend to walk or we can move it down. I agree moving down would create that safer and get people to slow down. It's just when you drive too fast when children would be walking that. And that's just the concern that we look at. But it's a great idea. That's something we looked at too. I'm trying to explain the reason why we looked at 14th and 15th. Any other questions? Just one question...you've got me a little nervous now.

Audience Member: Casey, first of all I want to thank you for stopping by spending some time to talk, I'm still sitting and thinking about it and I'm really having a tough time understanding how the parking on the west side of the street is going to make it any safer for people trying to get in and out of their

driveways. It should be the main purpose of the project other than improving the roadway and the sidewalks and stuff like that. That safety should be first. I'm just having a really hard time with that and I absolutely understand the parking issues with those people on the east side of the street. Absolutely, which is one reason why I've told you right up front I'm not against taking 4 ft or splitting the difference with the people on east side. Because that's just going to make their driveways absolutely impossible and impassable. I'm just, probably one of those that's.....we're just going to have to come to an agreement of agree to disagree. Having to improve that safety piece by having those cars on the west side of the street is going to be a real.....for me.....

Mr. Einrem: Nope and actually when you look at it just from a purely backing out coming in, it is a concern. And that does affect your sight triangles of what you can see coming in and out. I don't disagree with you. But the concern I have then is the sidewalk today as it stands is right next to the traffic. And you're.....it's an area; you know there's a walking path that's behind all the homes. That's where all the safe routes to school is and try to encourage all kids to walk there, but kids are kids they don't want to walk behind it when well I leave right there, so I'll just walk on the side walk. Go in they're going to walk on the side walk and you have a car that's supposed to be doing 25 miles per hour instead they're doing 35-40 and they're literally sometimes two feet or less.

Audience Member: Sometimes they'll just go up on the sidewalk

Mr. Einrem: Yep Yep. I've seen cars go up on the sidewalk there and it is frightening.

Audience Member: Why couldn't we build a boulevard then move the sidewalk, leave the curb where it's at and move the sidewalk in.

Mr. Einrem: Yep that's.....that can definitely be looked at. That's no problem with it. But that's still going to affect everybody's yard. It's going to move everything.....you're not going to get away from that part. It is, it's a good idea.

Audience Member: I think I'd rather have the boulevard and the sidewalk than the parking, because then you have the safety of not having the kids run next to the street and you have the safety of being able to pull out into that traffic. That space does not protect.

Mr. Einrem: I agree, but when you're pulling out into a live traffic lane instead of a potential parking area.

Audience Member: I'm doing that any way.

Mr. Einrem: Yep I know .

Audience Member: Even with a parked car you're pulling out into live traffic lane.

Mr. Einrem: You have that separation, it's just not as, it's sort of so the people don't park on the side of the driveway.

Audience Member: (After laughter) you want to go up on Sunset and

Mr. Einrem: I've been up there. Its

Audience Member: They park right up to the curve

Mr. Einrem: Not as close as you think, not right on the edge of driveways as much as you think. That's historically working with traffic that's. They tend to give you....I'm not saying...

Audience Member: Historically maybe not as much as you think but across the street on Sunset they do park right up to the end of the driveway.

Audience Member: Parking is tough over there. Are some of you guys here, from the east side or west side or where are you guys at on this?

Audience Member: North up north on 16th

Audience Member: So your past that.....

Audience Member: Past the construction.

Audience Member: How is that up there? I mean you guys had that supposed parking lane what does that do? Because that is what they're talking about is bringing that basically the width of Sunset all the way down. Now you guys don't have as many rental properties up there, correct?

Audience Member: No.

Audience Member: Just more single family.

Audience Member: We have driveways.

Audience Member: Everybody is flying out of both sides.

Audience Member: Well I think a big piece of it for those guys up north is the fact that the traffic doesn't come as fast because they haven't made that downhill slope.

Audience Member: Oh I'm pretty sure.....

Audience Member: Oh Yes they are.....

Audience Member: They come of the interstate and they speed. So you have the same concerns that we do on the speed.

Audience Member: I don't think it's the slope that has anything to do with it I think it's the speed just down that street.

Audience Member: It's the enforcement.

Audience Member: If it's narrow or wide it doesn't matter. They go 40 all the way down.

Mr. Nuebauer: We have a challenging community with lots of hills and speed is a concern.

Audience Member: They like to start at the bottom of the hill and run through the gears by the time they pass 16 hundred, they're probably doing 40 or 50.

Audience Member: Sometimes they're faster going up than they are going down.

Audience Member: Yep they start at the bottom and run through the gears.

Audience Member: You know, are the public opinions that people put in, we're seeing it here, we don't have a huge sampling of the community here, you know what I mean and stuff like that. Are those available for people to see? To look at or has there been any besides the meeting down here, any neighborhood stuff to talk about what's going on down the street to see. I've talked to a few neighbors and I talked to these guys a little bit and stuff.

Mr. Einrem: I mailed out a public input comment to everyone along the corridor, everyone that filled one out and sent it to me, I have every single one of those. If you want to see them I have no problem with that. Of course it's up to the city with it. A lot of the public comments that we seen on it was speed. (Resident laughter) It is. Then the city took those they've look at them and talked police department and it's looking at.....

Audience Member: We seen one in an hour and a half. One officer in an hour and a half's time.

Audience Member: It's amazing how much they slow down when they park in the parking lot between the Masonic Temple and Buehler Larson Funeral home. Just pull in there, and everything comes down to the speed limit. Do like they do in Amidon and stick one of those dummy ones there.

Audience Member: I'm not for sitting there and ticketing everybody but you know what if they were proactive or a little bit more visible on that street. Your talking 6,000 minimum traffic count. When there's school on and stuff like that has to be up higher.

Mr. Einrem: That's when we do the traffic count is when school is in session. Because that the majority of the time that streets running is when school is in session.

Audience Member: My big thing Casey is just safety. Safety for the kids and safety for the people that are.....it really is, I'm very lucky, I'd should probably be one of the last ones here speaking to you. I talked to you about that yesterday. I'm very fortunate I get to drive in and drive out of my lot facing the traffic. So parked cars are not going to affect me as much as those people that have to back out of their driveways. I'm frightened for them too.

Mr. Einrem: And safety is the City's concern the DOT and FHWA, Federal Highway. That's their concern too. That's why when we're looking at that intersection of 6th and Sunset maybe the best thing to do is build the safest route is to eliminate it. May not be the most popular idea but it is definitely the safest one. Then it's looking at, there's a safety concern on the sidewalk being right beside the drive lane versus having it back and everyone wants to have it safe. That's why the path behind the homes definitely gets all the kids away from them. A car would have to go through someone's house literally when you get down to that area. But that's why the City wants to encourage the kids to be able to walk

there. They have the school trying to encourage them to go that route too. That's all part of it. There is still going to be people that always use that sidewalk and have to address it. Looking at the safety for the whole of the east end west half with it. You're not going to get the perfect 100% safety scenario. We do try to build the frame work to maximize the safety.

Audience Member: All I can think of is, that I've seen a few of the kids that it's just too much to wait to get to the corner to cross the street and they're doing it right along that nice long strip. If you have cars parked there, they're still going to be crossing half way down the street. When you're talking about safety, kid coming off the curb is a lot easier to see then a kid coming between two parked cars.

Mr. Einrem: Oh I'm not disagreeing with ya. From the east half from cars too.

Audience Member: So you only have 50% coming into the street and crossing in front of our house.

Audience Member: That's what I've done with our kids in the past. Stand there with them and get them across.

Mr. Einrem: When you do safe routes to school programs you try to minimize the amount of crossings.

Audience Member: They're there and then their done crossing.

Mr. Einrem: Because this is similar to the one I worked on in Minot. 16th Street SE. There's church, school, hospital, ballfield, parks, parks and rec. Very busy area. Parking on both halves. And they wanted, when we were looking at crossing, well we need one here and here and here and here and here and first there were like seven crossings. And it was like we can't, nope. (weird noise) done. Here, you're going to have so many people getting hurt it's ridiculous. You have to minimize it. Which doesn't always, sounds counter intuitive. Let's funnel them, you get them here bring them down have them cross here. Here's your key point and here is your other key point. You always want to isolate your key points so that way you minimize the crossing, because that minimizes the potential intersections with live traffic. When you maximize the potential intersections that's when you have the potential of more people getting hurt. On Sunset we looked at it, we could cross at 15th, 14th, in the middle between Division and 14th, have another crossing at the high school, we could run all of those with it and everyone of them has a valid point to have one there. But really lets minimize it. So you're looking at one. Which would be 14th or 15th. Because those are elementary students. They're going to the high schools students. A lot of it and all their parking is already on the west half. There is a lot of parking lots. Its' an off street parking for them. The amount that they across the street is actually quite a bit minimal. It's easier to have a 16 or 17 year old cross the street than an eight year old.

Audience Member: When you and I visited Casey we talked about the traffic flow not increasing, we just didn't see that happening.

Mr. Einrem: No, it will. In future years.

Audience Member: If you close of 6th that would definitely increase the traffic flow on Sunset immediately.

Mr. Einrem: Oh yeah...6th gets about a thousand cars a day. Is what it has when schools in session. Well those thousand cars a day tend to go right to Lewis and Clark Elementary School. So those thousand cars a day will now go on Sunset Drive and 14th Street NW turn right and go up to Lewis and Clark Elementary School. Its more cars than people think sometimes.

Mr. Neubauer: They might decide to head over to Collins too.

Mr. Einrem: Yep.

Audience Member: Was the 6,000 count done when they moved the 6th graders up to the middle school or was that when the 6th graders were still at the academy.

Mr. Einrem: Last year.

Audience Member: So that would be before the 6th graders were moved up.

Mr. Einrem: Yep, and there are currently counts going now with it for 2010. Everything is always a year off. 2009 was 6, 651 was the average daily traffic for Sunset Drive and every year it is going to go up. It's a connection to downtown, connection to the interstate, connection to the north half of town. It's not going to decrease and when you project it out further thirty years into the future. You're looking at 10 to 12,000 cars a day. That is going to be running on Sunset. It's a identified major arterial, that's what their meant to do with it. This is a unique major arterial just because there are so many different adjacent residents with it.

Audience Member: Then to deal more with the speed issues. Do we need to be visiting more with, forcibly with our local city administrator? You know what I mean.

Mr. Einrem: That one gets beyond me pretty quick. No I understand. All those public comments. We gave those right away, sayingwhen I talked to the city, obviously everyone is very concerned about the speed. And they are too, they know it. They're looking at and it's part of that process of going through talking to them. It's easy to say put all the cops on Sunset. Well that's great now you've got 46th, the strip you've got all those that's going to get really fast really quick there too. We have to find a way to balance it. With that being able to go through. You've said no one has seen a police officer for an hour and a half. There's areas on 46th, when I was working down there; we didn't see a cop for 3 weeks. And we were there 12 hours a day everyday.

Audience Member: Is 46th an emergency route?

Mr. Einrem: Yes

Audience Member: Where's 46th?

Mr. Einrem: Off the strip going down to Borden Harbor.

Mr. Neubauer: By the water park.

Audience Member: Oh Ok. Is there any way to put in speed dips or something?

Mr. Einrem: A person could. But with an identifying major arterial.

Audience Member: You don't want to.

Mr. Einrem: Well you have a very difficult time quantifying that to Federal Highway. Because they'd say well you can do that but your funding is gone. I don't know. I don't want to speak for them but generally you tried it, seriously you try to avoid that on a major arterial.

Audience Member: The ambulance needs to be able to fly down the road 40 miles per hour.

Audience Member: there's no intent, if I'm right Casey, to increase the speed limit.

Mr. Einrem: Nope. No, No. It still stays 25 miles per hour as it is today.

Audience Member: Then they'll stop them at 40. I bet they have quite the ticket at 40.

Mr. Neubauer: We have parked the radar speed sign and that tends to slow it. We don't have an officer to go up there and sit. We have parked a vehicle up there with radar before. If we move that around to Old Red Trail to 46th to Sunset to Collins we have a lot of folks coming down in those parts of town. One of the things we have done through some other traffic safety grants, we have also purchased radar speed signs that are fixed and solar powered. I think one at the west end of main by the Teepee as you come down the hills and like you said people see that and it tends to remind them. So we are doing some of those things, as long as they are available. But we have 6 cops on each shift and we just can't get to every place at the same time. So we are trying to find good ways that are deterrents to slow the traffic down.

Audience Member: When they did do that at times, I talked to a few of the officers, Officer Langang and others that have done it, it is extremely effective immediately.

Mr. Einrem: That's why we put them on construction sites all the time. If you have an orange cone beside you and traffic going 60 miles per hour it gets you a little nervous quick. I've had it far too many times. People in cars throwing stuff at you going that fast that's not a fun day.

Audience Member: Now depending on funding this could get funded for up a year.

Mr. Einrem: There's the potential for it. But it depends on Congress passing Federal Highway bill. It originally was 2012 but because all the bills haven't been passed. Everything got shifted back a year. If it gets passed and if there's enough funding for it. It could get moved up to 2012. We're staying on pace for it to be done, the plan essentially done for 2012 and if their done and there's not the funding. It will sit on a shelf for a year then it will come up and we'll bid it for 2013.

Audience Member: When will the residents on the street know two things, one, how our property taxes will be assessed and dispersed and our specials assessments I should say. And number two what plan is going to be the chosen one?

Mr. Einrem: I'll cover special assessments first. Before everything is bid the city will go through creating the special assessment district and they go through hearings and process along that and we always encourage your input on that also and be able to help define what that district needs to be. Then after the project is done and everyone has what the actual final bill is, the special assessment committee meets and they encourage everyone to come to that. That's where they break down this is how much, there's a lot ways they do it. Sometimes they do it like per square foot of a lot, lineal frontage of lot. There's really.....I've seen a lot of different ways. But the special assessment committee is the one that will make that final determination. I would encourage you to go to that. I've sat through quite a few special assessment committees' where I thought there'd be 100 people; I was the only one sitting in the chair. Very surprised and there's other ones where it's a smaller project and everybody showed up for it. Everybody was going back and forth in just one day. It just depends on it. Depends on the break downs and there is a lot of things that they look at. Whose receiving the most benefit from it, tends to get the most price. Because they benefitted from it the most. With Sunset there is consideration it does connect to downtown, does connect to the north side. There are all those things. And I'm sure there are other things they will look at. But how they'll way it out and grade it.....I don't know. You'll have to ask the special assessment committee.

Audience Member: Will that be posted like how this one was posted in the Mandan paper? Is that correct?

Mr. Einrem: Yep.

Mr. Neubauer: As soon as the chosen alternatives.....what your public hearing or public meeting schedule is after tonight.

Mr. Einrem: It mainly would be the special assessment district the creation of it goes into the paper

Mr. Neubauer: Right the creation of the special assessment district and how it's going to be funded. Won't occur until after

Mr. Einrem: The design

Mr. Neubauer: May look at it and go why did you do the streets and having changed all the single funding and everything else. But those publications of those districts and the city has to pass those resolutions, with a protest period. We do a direct mail to those people that are in that district. Here's Sunset Drive and here's what are the expected assessments, but we can't send that out until the alternatives are selected and can break down the potential costs.

Audience Member: That was one of my questions too is what alternate will be chosen.

Mr. Einrem: What we do after this meeting, is we record it so we have all the comments and then meet with the North Dakota DOT, FHWA we all sit down and discuss all this. Everything that came up and then you do the final alternative selection essentially. Right now everyone seems pretty agreed on concrete on it and galvanized steel pole which is more economical. We also go off of what the public input is. From the public input, option 5 is the preferred alternative from it. That also why we want you

to comment and send it in after this meeting too. That way there is something to be able to show, if you disagree with what the public input was in the first place. Then for the intersection the preferred alternative was coming in but it does have safety concerns. Speaking with the North Dakota DOT, FHWA, they would, their preference is to eliminate that intersection. We also talk with the city and include everybody in on that. That one could be leaning towards option 4 which is eliminating that intersection all together. There are ways for everyone to get there on other streets. The school crossing the preferred alternate was for 14th Street but the better site distance and for safety reasons it would probably be looking at 15th Street NW to have the school crossing in that area. Once your there and you can see all the sight angles that's the safer area. For people coming down at an angle on Sunset.

Audience Member: So in 3rd grade language. You're going against public opinion on the 6th Ave entrance. Against the public choice.

Mr. Einrem: Nope, the public didn't have option 4. That was developed afterwards. So what you get from here, that will influence that final decision too. That doesn't....i don't want to say that's laid down in concrete. That's probably....

Audience Member: Their preferred choice for the school crossing. You're not looking at using the preferred choice for the school crossing.

Mr. Einrem: But I have to have valid reason. Very valid reasons to go against that.

Audience Member: The commissioners follow or are backing the preferred choice.

Mr. Einrem: At this time we could still go 14th street very easily. When I meet with the city, DOT, FHWA they will be like why are you not putting the public wants crossing on 14th street. We can, we can discuss it. It doesn't matter, both meet the full criteria, it's just one is better than the other. It could still be 14th very easily.

Audience Member: I'm still talking about Sunset. You're going go with the public's backing on the preferred choice.

Mr. Einrem: Yep. The city has backed that one, the NDDOT and FHWA. It has better safety options. We have your comments, we always bring them and that's why we do the final sit down.

Audience Member: Of the costs to the project that will be done, what is the cost to the adjacent residents. For example like what was done on Collins.

Audience Member: That's because it was in pretty bad condition. I would anticipate that the assessment district for Sunset would be, for example Mandan Ave, start on the east end of town, Mandan Ave. And half way between Collins and Mandan Ave. on both sides. And Collins goes half way to Mandan Ave and half way to Sunset. And Sunset goes half way to Collins and half way to Lohstreter that was already done. We were trying to parcel it out and looking down the road a few years how do we divvy this up. And most of the time on the assessment the storm water is based on the square footage of your lot. Because that is the only water we collect on the streets. Then per linear foot of street

everyone has a 7 to 8 foot frontage a thousand dollars here a thousand dollars here a thousand dollars here.

Audience Member: What about the industrial park. With all the semi's coming down it. Does that get special assessment tacked to those guys?

Audience Member: I think that because they went with the assessments on Old Red Trail. I don't recall if that district was that yes the truck traffic from there way down Sunset is pretty minimal.

Mr. Einrem: For the amount of trucks that run on Old Red Trail compared to Sunset, it's minimal. But when you compare it, I'm not saying there aren't trucks that go down Sunset compared to what's on Old Red Trail.

Audience Member: The concrete base has to be increased because of that truck traffic. Right?

Mr. Einrem: It might be a little bit. But, not ...

Mr. Neubauer: The funding for that we used for Mandan Ave, has always been for urban arterials like this. But recently after Old Red Trail was done, the classification was urban growth. The federal and state funding was 80% part, there was a local share that we used a portion of it as sales tax, a portion of it is general mill levy property tax. Everybody in town shared that and then the part special assessed to that arterial instead of doing a City wide special assessment district that's been done in the past, the Main Street was a \$150 bucks, Old Red trail was more, and 1st Street was \$600 after Federal funding. But the reason we do it as part of your mill levy is that as property is annexed into the city they can pay part of the costs. If you have a city defined area only that area at the time of the project can pay taxes for what it was assessed by the city is what it is today. If someone brings in 500 acres tomorrow, they're not paying for any of those. Memorial Bridge, part of the general property tax paid. Generally that is the funding, on this project how it shakes out there is no cost yet because it is unknown, water and sewer

Audience Member: At least the sewer especially the storm sewer it comes down to our place like a water fall. And we're benefiting everyone south of us if we catch that water before it gets on the street. Instead of waiting until it's jumping all the storm sewers downstream, and plugging up all of 6th Ave down on the lower end of town. Because right now basically from SCCI Hospital down to the High School there are no storm sewers.

Mr. Neubauer: The folks down on the bottom here they got part of the assessment here when that part was redone. There's a six foot culvert for storm sewer and the people downstream got hit with that and there was probably a different district.

Mr. Einrem: And in the part of the designing, we find out what this watershed. What is the area that contributes and flows, right here. That helps define that out for it.

Mr. Neubauer: There are breakpoints. My water now is part of the Lewis and Clark district on 14th Street.

Mr. Einrem: Runs east.

Mr. Neubauer: The traffic. The street assessment district is different than the storm sewer.

Audience Member: Now the city owns right of way on the east side of the street as well. Correct?

Mr. Neubauer: Correct.

Mr. Einrem: Yep.

Audience Member: We're going to maximize the, right of way on the west side and leave the east side.

Mr. Einrem: The reason behind that is the cost. It comes down to money. Pretty much like everything else.

Audience Member: What I'm getting at now. That's the decision that has already been made. Because that is kind of the intent you told me, that they're going to widen the streets, put parking in there. So what we're here saying about the safety is kind of like I lost frontage from my front door to the curb is now additionally 6 to 8 feet shorter than what the door to the curb the other side of the street is but they keep their right of way. I lose my right of way to add parking for the east side of the street.

Mr. Einrem: Your assuming everybody from the east side of the street is parking on the west with it. That's a

Audience Member: I can tell you something that is interesting though. I can go seven houses on my side of the street. Three to the north and two to the south, and then I'll include myself, don't park on the street at all. You know, I'm saying it's east side vehicles parked on the street at the present. You know what I mean? And it would be. They have terrible driveways. The west side is taking a huge hit. And land, and you know to provide parking; my question comes back to for whom?

Mr. Einrem: I understand that. And for the parking there are some easements for people on the west side. And people on the west side that currently park on the east side. That forced the people from the east to the north and south too. It's trying to even it out for when people on the west side can just park on the west side their not having to park on the east side either. Because there are people on the west side that have six cars, they park on the east side.

Audience Member: Oh their yard is where they park. And across the street too.

Audience Member: They got ticketed.

Audience Member: It just seems like the west side is in a huge hit for parking. None of us on the west side of the street, I shouldn't say none, a majority of the west side of the street don't park on the street. Because of our opportunity to have flat traffic. It goes back to the city's responsibility to provide parking for absolutely every individual. If it would be we would have parking.....

Mr. Einrem: It's not just parking, it also provides a consistent width corridor from north to south because the area you're at, is narrower than the rest of Sunset Drive. When you have a consistent sized

corridor that is a safety concern also. Because when you come up and it narrows that gets to be a hazard area then it widens out again. Just like when you come to a bridge, the road is this wide, bridge is this wide, and it jumps back out. Instantly, when I'm driving it; it's like woaaaaa I've got to pay attention. I've got a guard rail about ready to take my mirror off.

Audience Member: Are we going to widen the block from Division down to the High School as well? If the parking lane goes in between Division and 14th. There will be.....

Mr. Einrem: It will be consistent width.....

Audience Member: All the way down to the High School

Mr. Einrem: Corridor, yep.

Audience Member: So it won't narrow.

Mr. Einrem: No. Because there is no point, there is safety concerns. And we finished our whole corridor build today. Actually going through it and running everything with it. Working pretty good right now. But you always get something else that tweaks through and you find something weird that happens on that too.

Audience Member: The city has a right of way on the property, and there will be no compensation for the property loss.

Mr. Einrem: Yep, because there the right of way is already there.

Audience Member: Will it decrease if you have less square footage?

Audience Member: It will go down.

Mr. Einrem: Yep

Audience Member: Ok. Didn't know that.

Audience Member: The right of way line is the property line

Audience Member: My property line right now says my square footage is 75,140

Mr. Einrem: Yep

Audience Member: Because it only goes out to that.....

Mr. Einrem: Right of way line.

Audience Member: And currently the right of way line is 25 ft back from the curb?

Mr. Einrem: That kind of, the corridor changes a lot throughout. But that sounds about right. At least 20

Audience Member: That's what I was told by those....

Mr. Einrem: Yeah 15.

Audience Member: Not plus or minus.

Mr. Einrem: There's this block two feet and thisit's not a consistent corridor

Audience Member: Cost seems to be an issue on Sunset but it was not an issue on Collins for all those people on Collins stuff like that. Is that because both sides of Collins had to be addressed? Is that correct?

Mr. Einrem: I didn't work on Collins I couldn't....

Mr. Neubauer: Cost is always an issue.

Audience Member: They built retaining walls to widen the street on both sides on Collins if I'm correct. When it came up.

Mr. Bechtel: I believe it's two foot wider on both sides.

Audience Member: So they built retaining walls and did everything on both sides.

Mr. Bechtel: Yeah, I mean the grades are far extreme in probably at least a one block there. But there was really no other option with that one to build the walls and basically to be consistent along the reservoir there everything was the same, active wall that was there and a lot to stay consistent. What....those walls were continued and it was a uniformity thing there. We found out in the end there it was very expensive. But I guess that's a concern with this one. You touch the east side and you try to so something like put in a nice wall, there is without a doubt that the price of the project will run up significantly.

Audience Member: And I'm all for that. What I was getting at before Casey is the fact that you said, we're looking at different options for the 6th Ave of Sunset merge. There different then the public option for the other one. Have we done everything to clearly identify all the issues other than adding parking to Sunset from 14th or from 15th down to Division as a reason for widening that street?

Mr. Einrem: The reason isn't just parking either.

Audience Member: Which I understand. I stood out there with you on one day. Coming down.....if I was a snow plow driver and we had two foot of snow and trying to find a curb with that plow is going to be a bugger. It absolutely, absolutely.....

Mr. Einrem: But consistent width corridors tend to be safer corridors every time. When they change the safety decreases. It just does. We can always wish it doesn't.

Audience Member: Wish I could hold you to that.

Mr. Einrem: Like with anything it's historical averages that you go by.

Audience Member: I'm just concerned for safety.

Mr. Einrem: Oh and that's why we're doing all this too is because you do have concerns too. We don't want to say there invalid because they're not. That's why we go through all this.

Audience Member: Widen the street, parking there I think is going to increase the speed. I don't think it's going to decrease speed. We've already said that the traffic flow was going to increase. So now you have an increase of flow of traffic and now parking to the west side of the street. I think those are three hazards that are just.....they just out number what I think. If there were more parking spots and you take away driveways you'd probably your talking mass maybe 10-15 parking spots. When you start looking at driveways and the ability to park on that side of the street it's really tough.

Mr. Einrem: Are there any other questions comments.....Thank you for them. They were very good. We appreciate it and encourage it and thank you for it. Also if you want to fill out any other questions or comments that you can think of later too. My email is on there, address where you can get a hold of.....send it right in. We'll try to address it the best we can. Sometimes it goes a different way....because we're looking at the whole corridor. That's what we try to look at.

Audience Member: I was looking on the city site today, said that the drawings and stuff were available. It gave me a link to click on....took me nowhere.

Mr. Einrem: I know I got everything submitted to them.

Mr. Bechtel: Yeah we've gotten something from Casey that had the options, we couldn't load it on the website. I don't know what.....our I.T. guy.....so we tried to use the link when we first had the link up and a link to their site that showed that and I guess if that's not working we'll have to check it. That was the only option we had. We couldn't put it up on the sites.

Mr. Einrem: They told me it wasn't going, I wasok we'll have it on our website here's our link then everyone can just click.

Mr. Neubauer: We'll go there, we'll look at that tomorrow.

Mr. Einrem: All I know....yeah....I know I submitted everything. We had that whole fun process and I'm sure you do too.

Mr. Neubauer: It was working at one time.

Audience Member: I talked to Casey and let him know it wasn't working.

Mr. Einrem: Yep and I talked to Dave about it too

Audience Member: I thought we had.....

Mr. Einrem: I thought we had everything up and going because I know it was right there on our website

Mr. Neubauer: Apologize for that didn't know that was a difficulty with the website.

Audience Member: That's due the 28th.

Mr. Einrem: Yep

Audience Member: So final design will be pulled out of the comments and after your meetings with various entities.

Mr. Einrem: Yes. What happens then once the final decisions are made there's a whole public hearing transcript that has to be generated and we include that with all our project concept reports for this whole project. That is where all the final decisions are made. I'll be the author of that document. I submit that the city and the North Dakota DOT, FHWA they all comment. I've already submitted the draft and I've gotten all sorts of fun comments on that. And those are good because it does help with improvements on there and additional considerations. It's a whole fun process, it's a nice thick paper document. People love to read.

Audience Member: Are you sure they read it?

Mr. Einrem: I know FHWA the DOT all of them do. Because they are very thorough in their comments. They read it word for word. There is no doubt.

Audience Member: I've been working with you and talking to your staff that come out and are surveying. And contacted the mayor and some other people. Everyone has been absolutely respectful, and easy to work with. I'm not here to complain. I know where I live, I know I'm on a main artery. I know I'm on an emergency route that's a piece of our downtown. I knew that when I bought it. I'm just....

Audience Member: Bitching.

Audience Member: It just needs to be considered that it is a unique corridor because it is a residential living corridor. It's not a strip it's not a.....it's a residential area. There are families that live there in the community and it hasn't changed. There are a lot of younger families moving into those neighborhoods. As are elderly people are starting to leave but some are staying. With grandkids coming around the park has been busier than it's ever been before. Skate board park is right down there and stuff. I stood in a meeting when Mayor Helbing was here and they were talking about putting that skateboard park in down across from Pony Express. On the south side of town. His comment was...he stood there and said why would you put it down there on one of the busiest streets in our community. Well Sunset and 6th are approaching that in a hurry. You see those kids come down the street on their skate boards and bicycles everything else going on. It's ya know,

Mr. Neubauer: I think that was part of the reason for the trail.

Mr. Einrem: Yep

Audience Member: But it's not in use.

Audience Member: They don't use it.

Mr. Neubauer: All you can say is we've provided you a safer route and all you can do is hope they use it.

Audience Member: It's a great place for the skate board park but

Mr. Einrem: And we try to do things to encourage people to use it but all you can do is encourage. We can't stand out there and grab them by the hand and go left.

Audience Member: I'd be happy. I thank you Casey greatly.

Mr. Einrem: Oh yeah. We thank you for your comments. This is why we do all this to encourage that. So that people can, instead of we're done with the design and in the middle of building it and everybody is going, said anything to us about anything. We always appreciate people's comments and be able to throw ideas around and get them to talk about it. Appreciate it very much.

Audience Member: And encourage your neighbors to send comments too.

Mr. Einrem: Yep, and we'll do the same thing as last time. Mail them all out. All the neighbors in the whole corridor again. Please send comments. Some do some don't.

Audience Member: Thank you

Mr. Einrem: Any others? Questions and comments.

Appendix E
Meeting Notice, Ad, and Affidavit

Press Release

For more information:

Casey Einrem, Project Manager

Houston Engineering, Inc.

3712 Lockport Street

Bismarck, ND 58503

Phone #: (701) 323-0200

Email: ceinrem@houstoneng.com

Public Hearing to be held on July 13, 2010 to discuss Proposed Improvements to Sunset Drive Reconstruction Project in Mandan, ND

A Public Hearing will be held from 6:30 p.m. to 8:30 p.m. on July 13, 2010 at Mandan City Hall, Bosh Froehlich Meeting Room, 205 2nd Avenue NW, Mandan, ND 58554. The Public Hearing will utilize an open house format with a formal presentation at 7:00 p.m.

The purpose of the Public Hearing is to discuss proposed improvements to Sunset Drive Reconstruction Project from 7th Street NW to approximately 500 feet north of 15th Street NW. The Public Hearing will provide opportunity for public input.

Representatives from the City of Mandan, Houston Engineering, Inc., and the NDDOT will be on hand to answer your questions and discuss your concerns.

If unable to attend the Public Hearing, written statements or comments must be mailed by July 28, 2010 to Casey Einrem, Project Manager, Houston Engineering, Inc., 3712 Lockport Street, Bismarck, ND 58503, Email: ceinrem@houstoneng.com with "Public Hearing" in the e-mail subject heading.

PUBLIC HEARING

WHY?

To discuss proposed improvements to Sunset Drive Reconstruction Project from 7th Street NW to approximately 500 feet north of 15th Street NW.

The project consists of installing watermain, sanitary sewermain, extending the storm sewer system, street reconstruction, sidewalks, curb & gutter, and street lights.

WHEN?

July 13, 2010

Formal Presentation 7:00 p.m. to 7:30 p.m.

Open House: 6:30 p.m. to 8:30 p.m.

WHERE?

Mandan City Hall, Bosh Froehlich Meeting Room,
205 2nd Avenue NW, Mandan, ND 58554

OPEN HOUSE CONDUCTED BY

ND Department of Transportation (NDDOT), the
City of Mandan, and Houston Engineering, 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, the City of Mandan, and Houston Engineering, Inc. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by July 28, 2010, to Casey Einrem, Project Manager, Houston Engineering, Inc., 3712 Lockport Street, Bismarck, ND 58503
Email: ceinrem@houstoneng.com
Note "Public Hearing" in email subject heading.

DISABILITIES: People with disabilities who plan to attend the meeting and need special arrangements should contact Seng Marohl, Urban Roads Program Engineer, Local Government Division before the meeting.
Phone: 701-328-4449 TTY : 701-328-4156

PUBLIC INSPECTION: The project maps, sketches, and other pertinent information are available for public inspection at the Houston Engineering, Inc. and the City of Mandan website: <http://www.cityofmandan.com/>.

Classified Advertising Invoice

Bismarck Tribune
PO BOX 4001
LaCrosse, WI 54602-4001
In State 701-250-8218
Toll free 800-472-2273

HOUSTON ENGINEERING INC
3712 LOCKPORT STREET
BISMARCK ND 58503-5535

Customer: 60005414
Phone: (701) 323-0200
Date: 07/02/2010

CREDIT CARD PAYMENT (circle one)



Card #: _____
Exp Date: _____
Signature: _____
Credit card users: Fax to 701-223-6584

Cash Amt

PLEASE DETACH AND RETURN TOP PORTION WITH YOUR PAYMENT

Date	Date	Times Run	Description	Lines	Class Code	Order Amt	Net Amt Due
06/18/10	07/02/10	3	Sunset Dr Recon/4428 Mandan News PO:Public Hearing	133.00	Legals	259.68	259.68

Affidavit of Publication
State of North Dakota) SS County of Burleigh
Before me, a Notary Public for the State of North Dakota
personally appeared CL, who being duly sworn, deposes
and says that he (she) is the Clerk of Bismarck Tribune Co.,
and that the publication(s) were made through the
Mandan News on the following dates
6/18, 25, 7/2 Signed Calvin Hunt
sworn and subscribed to before me this 2nd
day of July 2010
Notary Public in and for the State of North Dakota

6409-002
Phase 002
Task 02 M

[Handwritten Signature]

GREGORY P. ZIEGLER
Notary Public
State of North Dakota
My Commission Expires July 22, 2015

RECEIVED

JUL 09 2010

HOUSTON ENGINEERING, INC

Please return invoice or put order number on check. Thank You.

Remarks	Total Due	259.68
---------	-----------	--------

Bismarck Tribune
www.bismarcktribune.com
PO BOX 4001
LaCrosse, WI 54602-4001