

# **TRANSCRIPT OF PUBLIC HEARING**

## **ND HWY 49**

Beulah North to Jct. ND Hwy 200

**Project No.**

SS-5-049(008)101

**PCN**

17466



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Prepared by

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

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

**DIRECTOR  
Francis G. Ziegler, P.E.**

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

**Principal Author: Jason P. Gullicks, PE  
Ulteig Engineers Inc.  
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# **Transcript of Public Hearing**

ND Highway 49  
Beulah North to Jct. ND Hwy 200  
City of Beulah  
Mercer County, North Dakota  
  
SS-5-049(008)101 PCN 17466

## **Meeting Location**

Council Chambers  
Beulah City Hall  
Beulah, North Dakota

## **Date**

March 25, 2010  
4:30 pm to 6:30 pm (MDT)

**Prepared By:**  
Ulteig Engineers, Inc.

**For:**  
North Dakota Department of Transportation

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## I. Explanation of Public Hearing

### A. Introduction

The Public Hearing for Project SS-5-049(008)101 PCN 17466 was held on March 25, 2010 at the Council Chamber, Beulah City Hall. The hearing began at 4:30 pm (MDT) with an open house. The formal presentation began at 5:00 pm (MDT).

The meeting was advertised in the March 11, 2010 editions of the *Hazen Star* and *Beulah Beacon*. A press release was sent out on March 15, 2010.

### B. Public Hearing Procedure

The hearing was conducted as a combination open house and presentation meeting. There were various displays placed in the hearing room for the participants' examination. These displays were provided to help the participants understand the project's plans and proposals.

The participants were encouraged to make comments, ask questions and express their opinions. It is important that the participants have the opportunity to express and comment on their opinions, as the proposed construction will have impacts to the community, businesses, and surrounding areas. Comments identifying the effects upon individuals were also encouraged.

Ulteig Engineers, NDDOT, and the Federal Highway Administration (FHWA) were on hand to answer and address any questions or concerns throughout the hearing.

### C. Public Hearing Process

The information available to the public at the meeting is attached as Appendices and consisted of the following:

1. Formal Presentation
2. Display Boards
  - a. Segment 1 Layout with Proposed Typical Roadway Sections
  - b. Segment 2 Layout with Proposed Typical Roadway Sections
  - c. Segment 3 Layout with Proposed Typical Roadway Sections
  - d. Segment 4 Layout with Proposed Typical Roadway Sections
  - e. Segment 1 Proposed Storm Sewer Layout
  - f. Segment 2 Proposed Storm Sewer Layout
3. Project Information Handouts and Comment Sheets
4. A copy of the project concept report and hydraulic report was available for review.

Transcripts are furnished to the NDDOT, FHWA, and the City of Beulah along with being made available to any interested parties. These records are used in reviewing the points brought forth at the hearing and are used for final project decision making.

## APPENDICES

**Appendix A**  
**Transcript of Public Hearing**

# **Transcript of Public Hearing**

## **March 25, 2010**

**North Dakota Highway 49  
Beulah North to Jct. ND Hwy 200  
SS-5-049(008)101 PCN 17466  
City of Beulah  
Mercer County, North Dakota**

**Taken at**  
Council Chambers  
Beulah City Hall  
120 Central Avenue North  
Beulah, North Dakota 58523

**Taken Before**  
Ulteig Engineers, Inc. and  
North Dakota Department of Transportation

**Date:** March 25, 2010

**Prepared By:** LoAnn Wegh, President/CEO  
LoAnn's Marketing Inc.

**Project:** ND Highway 49 Public Hearing  
Beulah North to JCT ND Hwy 200  
SS-5-049(008)101 PCN 17466

**Hearing Start Time:** 5:04 P.M. MDT/6:04 P.M. CDT

**Location:** City Hall, Council Chambers

**City:** Beulah, North Dakota

**Presentation Given By:** Jason Gullicks, PE – Ulteig Engineers Inc.  
Steve Windish, PE – Ulteig Engineers Inc.

**Jason Gullicks:** I think we will get started with the presentation here. A little bit after five...a few minutes late. Welcome to the North Dakota Highway 49 Public Hearing. There are many individuals here today, I don't know if we want to go through all the names or not. But of the individuals, I'm Jason Gullicks with Ulteig Engineers, I'm the project manager of this project, Steve Windish and Peter Moch also from Ulteig are here. North Dakota DOT has representatives and the Federal Highway Administration. And LoAnn's Marketing is helping us out with a few things here today.

As far as this project, this project starts at the railroad tracks by the Tesoro Station and goes up to North Dakota Highway 200. There's a few project items here that we'll be covering in this presentation. One is the purpose and need, alternatives, some of the drainage and floodplain items out there, right-of-way, funding of the project, the remaining schedule then comments.

We ask you to wait with all your comments until the end. That we would greatly appreciate, if we could answer all those, but if you would like to stop us, this is a public hearing so if you wish to make a verbal comment, we ask that you state your name and address so we can record it.

Otherwise there are written comments sheets that you can put your comments down. Everything from this meeting is being transcribed and being documented and being put into a document that will help the DOT make their final decision so those comments are very important to us.

The Purpose and Need...as far as the purpose of the project we want to improve the pavement out there, deal with some drainage issues, the erosion that is going on at some of the culverts, sort of hand in hand with the drainage, and there are some safety improvements also. There's different types of pavement conditions out there, some of you probably know, from the tracks north about four blocks, it's not in very good condition there. It's a little bit better north of there, but we are looking at that with different alternatives. This project, the way it's been studied is broke into four segments...some of you had a chance to look at the exhibits over there...there's four exhibits and there's four segments to the project.

The first segment is from the railroad tracks to 1<sup>st</sup> Street, the second segment is 1<sup>st</sup> Street to 7<sup>th</sup> Street, the third segment is from 7<sup>th</sup> to 22<sup>nd</sup>, and the fourth is from 22<sup>nd</sup> to North Dakota Highway 200.

Each of these segments we've developed alternatives for...this is just sort of a general idea of an alternative for each. I will get more into more detail of these alternatives as we move forward in the presentation. On the alternatives you will never see an "A" Alternative, because that's always the No Build Alternative...that's the alternative that nothing will be done. That's always an alternative on any project that can be chosen.

There's also an overlay which is just paving a few inches over the top of existing road.

Mine and blend alternative. To give you a little idea of what that is, you go in and put gravel, I think this one is seven inches, on the top of an existing road, they come in, they grind that into the existing pavement and that's your new base. Then you pave on top of that. And then also there's a Reconstruct Alternative for only the stretch from the railroad to 1<sup>st</sup> Street, Segment 1.

The first segment from the railroad to 1<sup>st</sup> Street, they said this one is full reconstruction; some of the things that we are looking at here are making some, reducing driveway widths, if possible like at Tesoro. We'll have to work with the property owner there. One critical thing there is making sure that their gas trucks can get in and out; so we don't want to make it too narrow to prohibit that.

With this reconstruction, sidewalk would be reconstructed and we'd be also looking at adding sidewalks up to 1<sup>st</sup> Street or possibly 2<sup>nd</sup> Street on the east side with crossings across Highway 49, at 1<sup>st</sup> and 2<sup>nd</sup> Streets.

This is a typical section this sort of shows what the pavement section would be for this alternative. It would be 15 inches of base that we would put in after we tore the existing road out, with five inches of pavement on top of that. It would be the same width as what's out there today and that'd be extended up to 1<sup>st</sup> Street with sidewalks on the east side.

Segment 2, this segment goes from 1<sup>st</sup> to 7<sup>th</sup> Street. There's lots of little different little things going on with this one and any alternative we'd be looking at putting curb and gutter on the west of the road up to just north of 2<sup>nd</sup> Street. Just sort of clean that area up, there's a ditch on that side of the road. We'll be putting storm sewer in there which Steve will talk about a little later on and that curb will clean that area up. That will help us with that pedestrian crossing on 2nd Street. And then Alternatives 2B and 2D, one with the overlay and one with the mine and blend, we're looking at extending the curb and gutter on the west side of the road all the way up to 7<sup>th</sup> Street. There's two-fold on that; one is to help pinpoint the access locations there, and also to take some of the drainage off the road and put that in inlets and pipe it back to the east side of the road into the ditch. With any alternative also on the east side at 2<sup>nd</sup> Street on the corners and up at 7<sup>th</sup> Street we're gonna look at putting curb and gutter around on the radiuses to help define where those radiuses are. If you go out there now you can see that people are driving off the edge of the pavement and sort of widening those out. This curb and gutter would help define where the corners are so we're looking at doing that with any alternatives.

Then again on the north end here is another business that has a really long driveway we'd be looking at working with them to possibly reduce that driveway width; possibly closing the driveway on the north side of the business that is really close to the intersection of Highway 49.

Let's go through the typical sections here. Again, for alternatives, Segment 2, Alternative 2B. This one is the overlay of existing road with curb and gutter on the west side. It has two 12 foot lanes, six foot shoulders. And you see with that on the west side of the roadway, because of the curb, we'd be filling a little bit.

Alternative 2C is basically the overlay without the curb. As you can see here, this fits on top of the roadway; there wouldn't be work beyond the roadway as it fits on top, except for some culvert work and blending in approaches.

Alternative 2D is basically very similar to 2B, but it's the mine and blend with curb and gutter on west side. However, this one we did, since we are building up the road a lot more, we have to fill in both, we have to fill both sides of the roadway here. All of these alternatives do maintain the 12 foot driving lanes and the six foot shoulder, however.

And then Alternative 2E is just the mine and blend, without the curb and gutter on the west side.

Moving north to Segment 3, this is 7<sup>th</sup> to 22<sup>nd</sup> Street. There's many things that we'll be looking at doing up here. The most prominent thing that came back in the traffic operations report was to install a continuous left turn lane in this segment. It'd be basically, you'd have two six foot shoulders and 12 foot driving lanes, and then a 12 foot lane down the middle for left turns, so people could get out of the travel way when they're making those lefts.

Also, we'd be looking at, again here, all intersections wrapping the curb out onto Highway 49 to define those, where those corners are. Again, just like, down at Tesoro, there is lots of truck traffic here. When we do design those radiuses we want to make sure, that the trucks come in and out of there, that they are not going to be jumping the curb, that they can make those corners nice.

One thing, here is sort of a close up of a few of the things we are going to do, so you can see where we are wrapping the curb around up to 49. One thing here it's sort of hard to see, you see these sort of white lines here, those are the existing concrete flumes going down into the ditches. Right now, the water runs down and since it's a sharp left it gets by those flumes and just goes right by them. We are looking at making new flumes, catching the water and angling them down into the ditch. That'll help with grabbing that water and getting it down to the ditch. With the water going past the existing flume, what's happening is, as you can see here, it comes out and comes down into the ditch, and its eroding where its actually flowing down into the ditch. And most of the approaches in Segment 3, we'd be reconstructing back to the frontage road. There's some we'll be replacing the valley gutters at the frontage road, when we have them, and working up to Highway 49 from there.

A typical section for, Segment 3, Alternative 3B, the overlay. With adding that center turn lane we'll have to widen the road to both sides. As you can see here, we're filling here and filling here. As I said, this segment will also have six foot shoulders and will have the 12 foot driving lane and the 12 foot center turn lane.

Alternative 3C is the mine and blend for this segment. Pretty much similar, but just have to go out a little further because the higher you build the road up, the wider that fill goes. But it'd be the same lane layout.

Segment 4, 22<sup>nd</sup> Street to North Dakota 200. Pretty straightforward segment. There will be some work to culverts and so forth on there and then take care of some of the erosion problems. And might look at lining up one approach on the west side to one that can be seen on the east side. That's a, not much on that segment. It's a pretty easy segment to take care of.

Alternative 4B HBP. The overlay for this one fits on the existing roadway. Again out there, we'll maintain six foot shoulders and 12 foot driving lanes. And the mine and blend, we'll have six foot shoulders and 12 foot driving lanes, and a little bit of fill to make that section happen again. The roadbed would have to be widened.

With that, I'm gonna let Steve talk about the drainage and the floodplains we have to contend with.

**Steve Windish:** Thank you, Jason. Hi, I'm Steve Windish with Ulteig Engineers. I'm kind of in charge of the transportation group at Bismarck so I'm working with Jason on this one. He's our PM, but I have been following what's been going on. Our water resources engineer couldn't make it tonight for this presentation, but I will go over the water drainage and the floodplain improvements the best I can. He's been talking to you, John, on some of this already. If I say something incorrectly please feel free.

We're going to talk a little bit about the local drainage, especially with the reconstructive part of how we are going to handle the local drainage coming onto the project and the big thing on this one is the FEMA Flood Insurance Rate Map. That has really affected a lot of this project. That's a key issue, and you guys really can't see this can you? I'm going to stand behind you so I can kind of point to things and talk at the same time.

This is Segment 1 that goes from the railroad track up to 1<sup>st</sup> Street. And with the reconstruction we looked at the drainage that's out there, the storm sewer that's out there, and right now, it does not meet current design standards for design runoff. So we looked at what we need to do to improve it, to get the water off the roadway, to make sure that it can get to the outfalls adequately. Basically, what we need to do is start over. All the way up at 1<sup>st</sup> Street with the storm sewer, there's some inlets on the west side to pick up the water before it gets to the roadway, and then so it doesn't run on the roadway and flood it. Then we continue storm sewer down along the highway. We've got some inlets along the way right now; we've got a rough design of where we think they're going to be. But when we get it to final design, the final design of those inlets will come about. Those are required, because after the water goes up so wide on the street, we need to get it into an inlet, so it doesn't flood the driving lanes.

As we get down, obviously the storm sewer will get larger as we get closer to the railroad tracks and the outfall. And the outfall pipe that's there now, again does not meet standards for current

design capacity, so we'll be increasing the size of the storm sewer, all the way out to the railroad or to where the channel crosses the railroad.

On Segment 2 there is a little bit of storm sewer we're going to do there and it shows up about as good for this one too. We're going to put some more inlets, again on the west side of Highway 49 to pick up drainage before it gets to the roadway. It's going to have all that water coming to us. It's quite a large watershed coming from that direction, so we'll fix it up on the west side and we'll put a couple of inlets right south of the intersection with 2<sup>nd</sup> Street, into storm sewer system and then outlet it into the channel on the east side of the road. What that will do, also, besides taking the water off the roadway, will reduce the amount of runoff getting into the ditch on the west side. And it's kind of counter intuitive, but the water actually runs north, before it crosses the road and comes back south again. So, by changing just a little bit, it will improve the flow characteristics of that whole area. And that's pretty much it for the major storm sewer on this project. Everything else north of that road, 2<sup>nd</sup> Street, just kind of ditches and culverts. There's a lot of damaged culverts out there, covered with silt. We'll clean those and repair the culverts as need be. For the sections that are bent or are out of place, we'll get those fixed, get those back in the right spot. There's a lot of erosion, especially on the northerly ends of it. We'll look at fixing that with some riprap, some channel realignments, channel regrading. Make sure that we fix the erosion problems, and Jason did mention the flumes and curb and gutter on those crossovers between the frontage road and the highway. Again to concentrate, collect the water where it should go and to reduce the erosion with the new flumes.

But, the big thing we need to look at on this project is the Flood Insurance Rate Map that FEMA put out last revised in 1982. This roadway follows this line right through here, adjacent to the floodway, or the floodplain. It crosses it there, and then down there at 7<sup>th</sup> you get back into it again, then all the way along the project. And, this will be a major issue in the project. Up on the north end, just north of 22<sup>nd</sup> Street, and the floodway, or the floodplain, and where they cross each other, we will be doing some riprap work, and work on the end sections, just to clean it up a little bit and fix it. The important issue that we need to cover and point out on that part is that we will require a floodplain map for that work, because it is in a floodplain. So we know that the permits are needed, and we are talking with the agencies already to let them know that this is

coming. But, as you get further into town, between 7<sup>th</sup> and 2<sup>nd</sup> Street, Highway 49 crosses the, or the floodplain crosses Highway 49 and runs parallel to it down to 2<sup>nd</sup> Street where it kind of veers off to the southeast. Again, were gonna need a floodplain permit to do the work in that part because we are going to be doing some widening, possibly through here, and doing some work with the culverts up here, to clean those up. So again, we'll need the permits through that area. But if it was that easy, life would be good. The real issue we have to worry about is the floodway on the west tributary of the Knife River. Part of this FEMA Map, is the floodway that they developed through here, it starts right at 7<sup>th</sup> Street at the city limits and continues on through. This is a sketch that comes with all of the floodway maps. It kind of explains what is going on with the floodway, how it's determined and why it's so critical you can't fill in a floodway. If you consider this the cross-section of our project, and Highway 49 over here, and channel off to the east, this is a perfect representation of what that is. FEMA, when they did the floodplain maps, they calculated the amount of flow coming through here, normal flow and they then said, well the normal 100 year flood elevation is about that point there, we're talking generalities here, it's just a graphic. They then said you can encroach into the floodway of the floodplain this much, whatever this much is, until the water level raises one foot. You cannot fill into the floodplain anymore than that. The issue that we have is that the white line, the white area through here, is right adjacent to the roadway. And the map isn't detailed enough for us to know, if it's far enough away from the roadway that our fill will not affect that or it might be right where it is. So what were going to assume is that the floodway is basically on the inslope of the roadway, we have no other choice. So to do that, excuse me, I need to back up one step. Any work in a floodway requires a no loss of conveyance to be furnished from the state water, the state engineer. What it tells us is that you are not going to impede that flow any more than the one foot that we already have. So we know Alternative 2B or 2C is then to put an overlay on that roadway. That white line crosses over the roadway. So, if we raise the road, we're adding fill to the floodway. So, to mitigate that, we have two alternatives, for 2B or 2C, is to either add a 24 inch pipe somewhere through the roadway, probably so that the tops of the pipe match so that we don't clear the low flow, but the high flow goes to it, and there's the potential for a mill down enough to put the pavement back on with enough structural integrity to carry the loads, and then keep on going, so you don't raise the road in theory, and you don't need to have a culvert.

Alternatives 2D and E, which are the mine and blend, we'll raise the road about 11 inches. Now, we don't have a choice, that roadway will go up. In order to not reduce the conveyance through that area, we have to add a 30 inch culvert through that area. That's again for high flows coming through, above the 100 year flood.

The part that's parallel to the roadway running north and south, 2D or 2E, with that mine and blend, we're going to raise the road, as Jason mentioned, and raising the road makes it wider. We're going to be putting some fill into that floodway. To mitigate the floodway, this area that we are filling has to be taken care of with some excavation or some other means to naturally convey the same amount of water. This is one area where we can probably take some out of the backslope, clean the ditch a little bit and make it a nice clean ditch so it carries the same amount of water. There's another alternative, where we could probably take some of the channel bottom out, just lower the channel bottom. Still have the same area for the flow to get through that section of the roadway. Again, we have been talking to the agencies, they know this is coming. We have a hydraulic report that's sitting on the table over there that has been submitted. The final design will be reviewed again and with concurrence from the state engineer on this normal increase in the floodway. And the final step in the process is to get a permit from the City of Beulah Flood Administrator, who is sitting over there nodding his head. Did I do okay on this one?

**John Phillips:** Yes, you did fine.

**Steve Windish:** Thank you. I did the best I could talking hydrology; anyway, there are some hydrology issues, and we've very much taken those into account. And with that, Jason is going to talk about a few more things and then close up the presentation.

**Jason Gullicks:** Thanks, Steve. The right-of-way might be on some of you folks' minds. As part of the project concept report we did look at it a little bit. We don't foresee any permanent right-of-way impacts at this time, but there is a chance when getting into final design that something might pop up. We don't foresee any permanent impacts.

Most of our impacts will need temporary construction easements to help blend driveways, do a little grading to blend things in. Things like that, that full reconstruct will be messing with driveways down there. We'll be needing some easements from those individuals.

Most of the easements would probably be from the railroad up to 7<sup>th</sup> Street. In that area north of there, not so much, but there may be some needed there, too.

As far as funding of the project, as part of the project concept report, to get to this point where we are at today, without a definite alternative, it's sort of hard to give you a good number. We can give you a range, \$2.7 million to \$4.0 million, depending on what alternatives are picked. As far as the funding splits, outside city limits 80 percent federal and 20 percent state. Inside city limits, its 80 federal, 10 state and 10 city.

This is interesting, because if you look at the city boundary, it kind of weaves back and forth across 49. So it will be a fun little project for the City of Beulah and DOT to try to figure out exactly where they are going to split this apart for funding. It's a, I don't know when that process actually starts, but it'll be coming, so I'm guessing, I'll be working with John on that. As far as the remaining schedule, we get through this meeting today and put together the transcript of this meeting with a few other things that we'll meet with the DOT on. They'll put a decision-type document with all that together and hopefully have project decisions from the DOT sometime in May of this year. Then design would be from June until January with the bid opening in April 2011, and construction would be next summer and fall be completed.

I guess with that we'll open it up for any comments. I guess, once again, if you're making a verbal comment, we ask that you give your name as this is the official hearing. There's also you can submit written comments, there's forms in the back and we just ask that those are returned by April 9<sup>th</sup>. They can be sent to myself, Jason Gullicks, the address is on those sheets and with that.

**Steve Windish:** Jason, can they do e-mail comments?

**Jason Gullicks:** Yes, there's the e-mail address; just make sure and put public hearing in the subject line of the e-mail. That's fine, and with that, we'll open it up to any questions, comments, concerns.

**Doug Neuberger:** I live on Highway 49. Right there just on the north side of Main Street at Mini Mart, are you going to do anything with that?

**Jason Gullicks:** We'll take a very close look at that during design. I know it'd be nice to shave that down and then raise it up a little bit, there at 1<sup>st</sup> Street and at the office complex on the northwest corner because there driveway is sort of steep. And we'll take a close look at trying to flatten that slope there. I know there's been numerous comments from people. We've already heard tonight that's one area of concern.

**Doug Neuberger:** Are they going to be putting turning lanes in there too?

**Jason Gullicks:** No, the only turning lanes at this time that are being proposed are that center left turn lane from 7<sup>th</sup> to 22<sup>nd</sup> Street.

**Allen Schmidt:** From Beulah. You indicated doing some work on the intersection of 7<sup>th</sup> Street and Highway 49, the property owner on the southwest corner of that property right now. A new business is coming in there. It's going to be a meat processing plant. I anticipate some trailers and pickups bringing livestock in to be slaughtered. The owner's name is Dave Bohn, so you may want to visit with him about, if you're having any changes.

**Jason Gullicks:** We will definitely be visiting with him and that's one of the driveways were looking at trying to do something different with, so, we'll definitely be visiting him when that time comes during the design phase.

**Allen Schmidt:** I think, too, when you come from the north and you're driving south, it'd sure be nice to have a turning lane onto Main Street. That is a bad area. People are stopping quick. People pulling to the right, heading south. It'd be nice to have a turning lane.

**Jason Gullicks:** That was southbound to eastbound, right?

**John Phillips:** I think that we have two turning lanes identified in there, but I don't think we have a turning lane identified on 22<sup>nd</sup> Street, and there's a new facility up there, that has really increased the traffic up there, and that'd be the nursing home. That probably employs 160 plus people, and it seems to be primary entrance for the workers to go to that area to go to their workplace, and the other thing on that is the speed is 65 miles an hour coming down the hill, and we have a lot of recreational vehicles on that road, and so, we have people pulling boats and whatever, and all of the sudden someone decides it'd be the time to turn on 22<sup>nd</sup>, and they are braking pretty rapidly, and we've had some near misses in that area with recreation vehicles or whatever.

**Jason Gullicks:** It doesn't quite show it, but there is a little piece of a turning lane shown on the drawing, a left turn lane, going south to east onto 22<sup>nd</sup>. That was the intention to have a turn lane in there

**John Phillips:** And the other thing that we've kind of overlooked is that it's one of those things with safety again, with that, we have an anhydrous ammonia loading facility on 49 north of that, and I think these are probably some of the most dangerous things that are on the highway, because they are pulling trailers without braking apparatus, or whatever with that, and I think there is quite a bit of traffic in and out of that area...just wondering, if there is anything we can do to address that area with a turning lane or whatever it may be with that, because there's just a lot of traffic in and out of there? How many of these trailers are seen being pulled by pickups with pretty loose hitches and no braking capabilities, and I think that was kind of overlooked, until.

**Jason Gullicks:** That facility is up by the Strata Plant?

**John Phillips:** Correct.

**Jason Gullicks:** Thanks for the comment. Anything else? Go ahead.

**Doug Neuberger:** I'm Doug Neuberger again. You have these different phases, when you do the construction, are you gonna do like phase one first and complete that, and then go through the next phase? Or are you gonna do the whole thing at one time?

**Jason Gullicks:** No, it's basically, its just sort of logical segments to study the project. It'll be all one big construction project. There'll probably be some work on that first segment, because of an underground storm sewer. I would anticipate that would probably be done first, before any of the surfacing part. And before some of the widening and earthwork, where they have to widen the road, that'd be done and then a surfacing contractor would probably come in.

**Doug Neuberger:** Do you plan on doing detours around that area then on that? I live right down the middle of it. Am I going to be able to get in and out of there?

**Jason Gullicks:** Yes, you'll have access all of the time. I mean we have to maintain access. Contractors will have to work to make sure you can get in and out. They might, I know on previous projects, they've asked that you know, if it's between eight and five, that they would or might, come to your door and ask, if you can park on a side street and walk to your house. But we'll make sure you have access when you come home, and a lot depends on where they're at with the pipe. You know when they're bringing the pipe by there's definitely going to be a time when there's no way, for two hours, that you will be able to get in or out, but they'll coordinate with you usually. And they'll say okay, if you need to get any vehicles out, before we start digging, to bring that storm sewer by your driveway.

**Doug Neuberger:** At any time are they going to make, or is there going to be a detour around this project? Or are they going to run traffic through there all the time?

**Jason Gullicks:** Well for the most part, traffic will be on this project, that underground, depending on how the placement of that storm sewer is, where exactly that's located, that might

get a little iffy and may need to detour, but during all the surfacing, we foresee traffic staying on the highway.

**Susan Neuberger:** Are you going to extend the 25 miles per hour speed limit to the north farther? Because, if you are going to have that left turn lane, people will be still coming by at 45 miles per hour up to 7<sup>th</sup> Street you know and something about taking it to the north further?

**Jason Gullicks:** At this time there hasn't been any discussion on that, but that's a good comment. That's why we're here to learn what you have to say, so.

**Susan Neuberger:** Traffic will come fast and they come fast already.

**Jason Gullicks:** Any other comments or questions? That's what we are here for, the public input. It helps the DOT make their final decisions, so.

I guess with that we will officially close the hearing portion of this project. There are, feel free, we'll be here until 6:30 p.m., so there's all these maps up here, feel free, we'll be here to answer questions. You can still talk with us, but this will be the official close of the actual hearing. Thank you.

**Appendix B**  
**Attendance List**



**Public Meeting Sign-in Sheet**

Project Description: ND Highway 49 – Beulah Railroad Tracks North to Junction ND Highway 200

Project Number: SS-5-049(008)101 PCN 17466 Project Location: Beulah/Mercer County, North Dakota

Meeting Date: 4:30 to 6:30 PM MDT March 25, 2010 Meeting Location: Beulah City Hall

**Please Print**

NAME	ADDRESS	PHONE	EMAIL
LINDSEY HANDEL	BISMARCK FHWA	701-250-4343	LINDSEY.HANDEL@DOT.GOV
ALLEN SCHMIDT	BEULAH, N. Dak, 58523	701-873-5738	N/A
Kevin Haley	Hazen	701-948 5794	
Gary Renner	Zp	948-2238	
LOREN DAERDE	Beulah	870-1237	lorend@interstateeng.com
ROB RAYHORN	DICKINSON - ND DOT	227-6511	rrayhorn@nd.gov
Larry Gangl	"	227-6510	lgangl@nd.gov
Don Neuberger	421 Hwy 49N Beulah	877-2188	dougneub@westriv.com
Susan Fambinger	431 Hwy 49N Beulah	873-2188	suzque-sn@hotmail.com
Steve Balthus	703 Hwy 49N Beulah	873-2703	
Steve Windisch	Ulteig	<del>255</del> 355-2333	
Peter Moch	Ulteig	355-2362	
Garwin Reinhardt	225 Sheila Dr Beulah	873-2186	
John Phillips	118 Cypress Dr Beulah	873-2343	jpbekah@westriv.com
Jason Gullicks	Ulteig	355-2316	

**Appendix C**  
**Formal Presentation Powerpoint**



## Public Hearing



ND Hwy 49  
SS-5-049(008)101 PCN 17466

March 25, 2010



## Welcome

- Ulteig
- NDDOT
- FHWA
- LoAnn's Marketing

## Project Location



ND Hwy 49 Public Hearing

March 25, 2010

## Project Items

- Purpose & Need
- Alternatives
- Drainage/Floodplain
- Right of Way
- Funding
- Remaining Schedule
- Comments

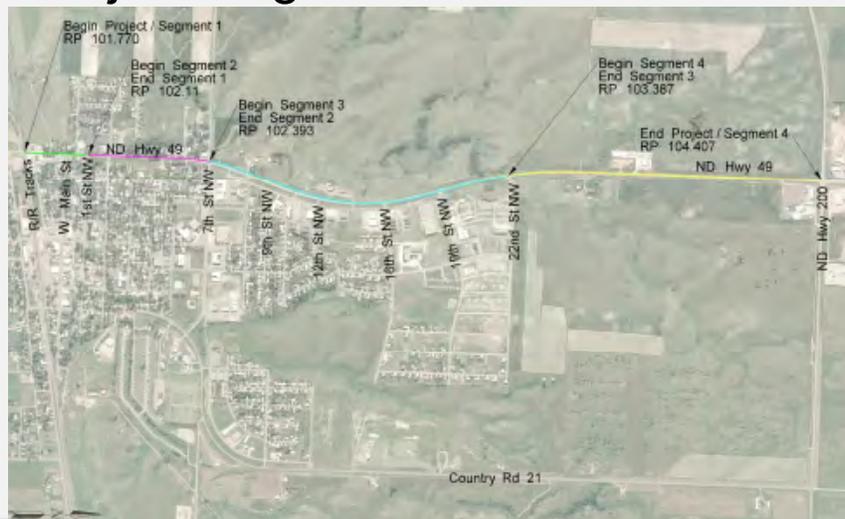
ND Hwy 49 Public Hearing

March 25, 2010

## Purpose & Need

- Pavement Condition
- Drainage
- Erosion
- Safety

## Project Segments



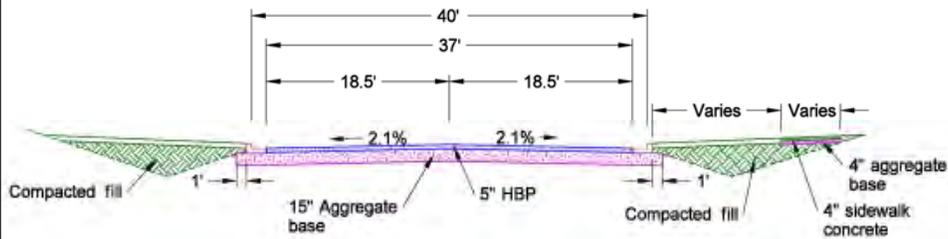
## Alternatives

- No Build
- Overlay
- Mine and Blend
- Reconstruct
  - Railroad to 1<sup>st</sup> Street

## Segment 1 – RR to 1<sup>st</sup> Street



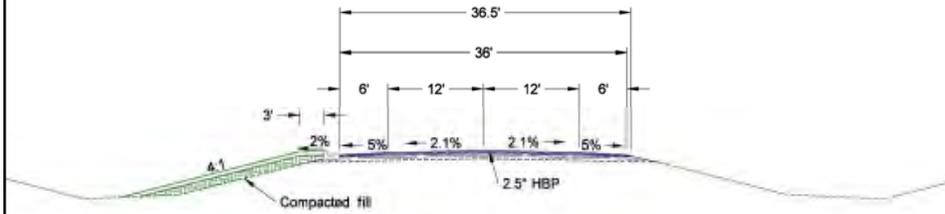
## Alternative 1B Reconstruction



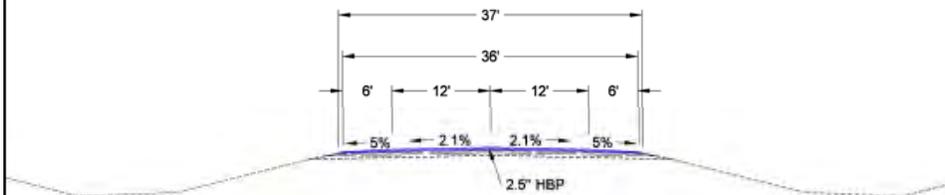
## Segment 2 – 1<sup>st</sup> to 7<sup>th</sup> Street



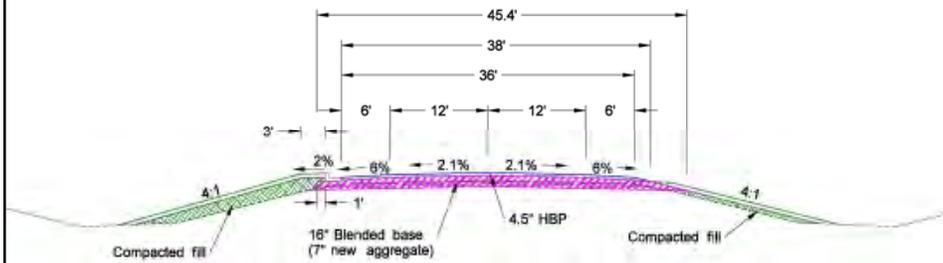
## Alternative 2B Overlay w/ Curb & Gutter



## Alternative 2C HBP Overlay



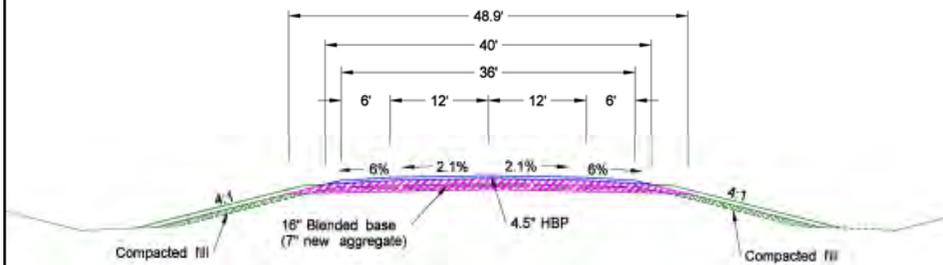
## Alternative 2D Mine & Blend w/ Curb & Gutter



ND Hwy 49 Public Hearing

March 25, 2010

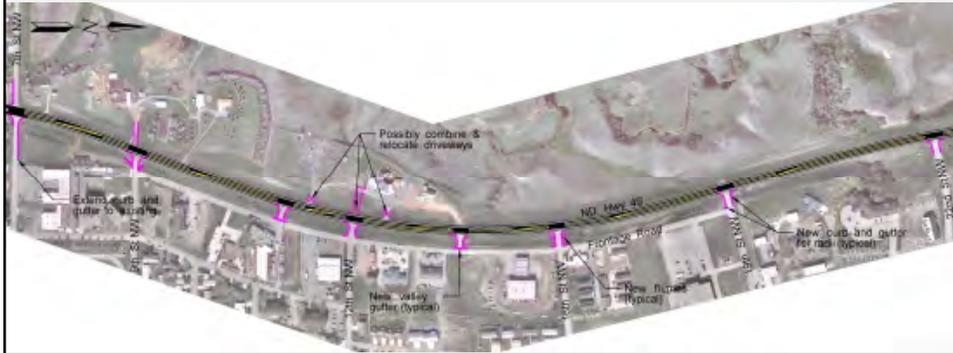
## Alternative 2E Mine & Blend



ND Hwy 49 Public Hearing

March 25, 2010

## Segment 3 – 7<sup>th</sup> to 22<sup>nd</sup> Street



ND Hwy 49 Public Hearing

March 25, 2010

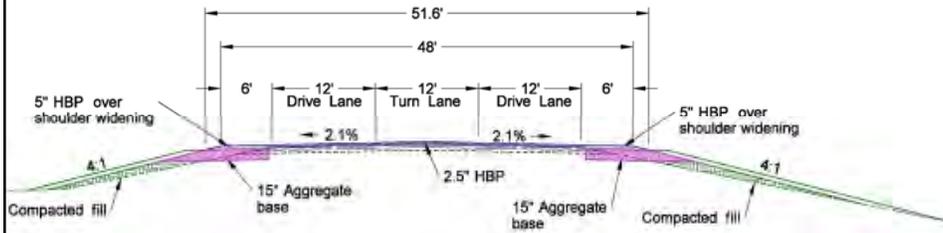
## Segment 3



ND Hwy 49 Public Hearing

March 25, 2010

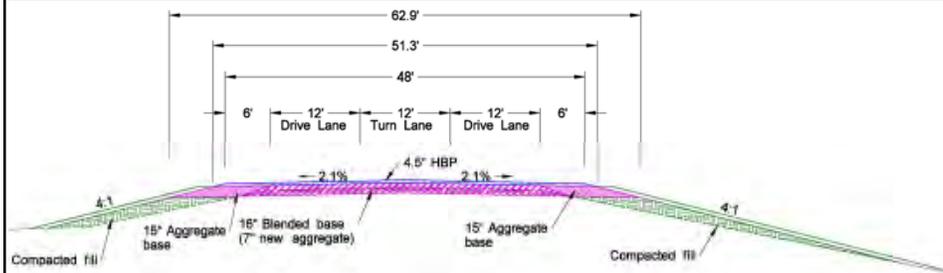
## Alternative 3B HBP Overlay



ND Hwy 49 Public Hearing

March 25, 2010

## Alternative 3C Mine & Blend



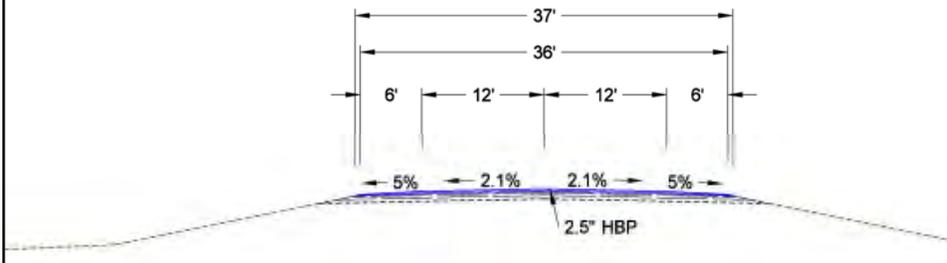
ND Hwy 49 Public Hearing

March 25, 2010

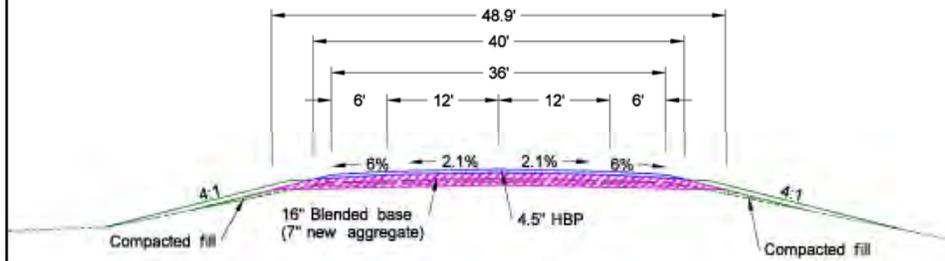
## Segment 4 – 22<sup>nd</sup> Street to ND 200



## Alternative 4B HBP Overlay



## Alternative 4C Mine & Blend



## Drainage/Floodplain

- Local Drainage
- FEMA Flood Insurance Rate Map (FIRM)

# Segment 1 – Proposed



ND Hwy 49 Public Hearing

March 25, 2010

# Segment 2 – Proposed



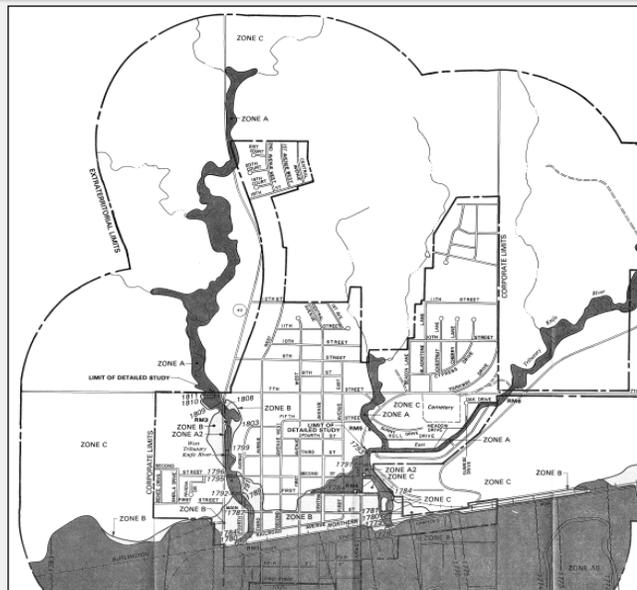
ND Hwy 49 Public Hearing

March 25, 2010

## Drainage Improvements

- Replace Damaged/Plugged Pipes
- End Section Replacements
- Erosion Control
  - Rock Riprap
- Concrete Flumes/Curb and Gutter

## Effective FIRM



NATIONAL FLOOD INSURANCE PROGRAM

**FIRM**  
FLOOD INSURANCE RATE MAP

CITY OF  
**BEULAH,**  
**NORTH**  
**DAKOTA**  
MERCER COUNTY

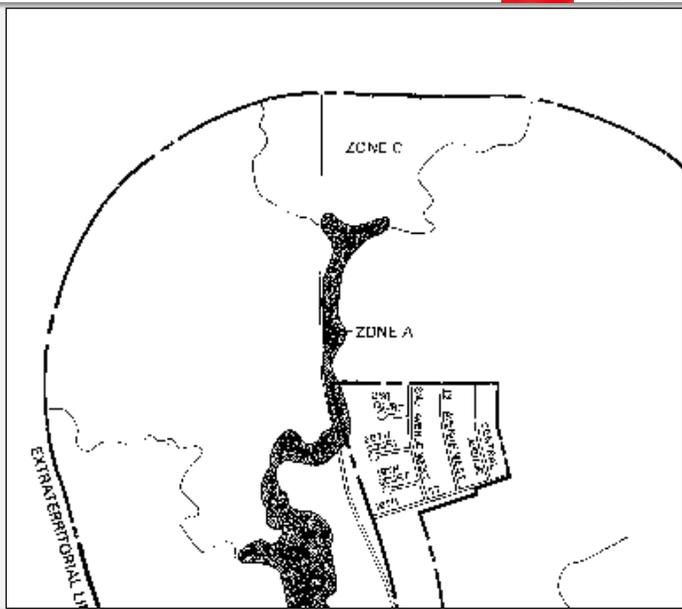
ONLY PANEL PRINTED

COMMUNITY-PANEL NUMBER  
380066 0005 C

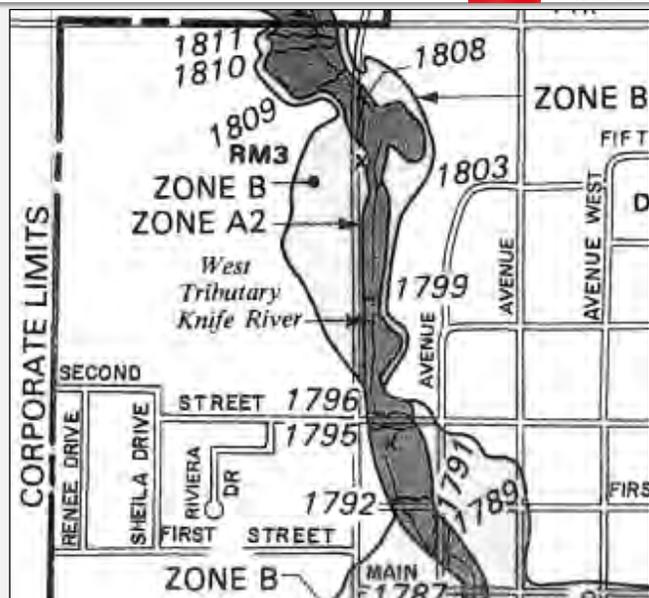
MAP REVISED:  
MARCH 2, 1982

federal emergency management agency

# Effective FIRM

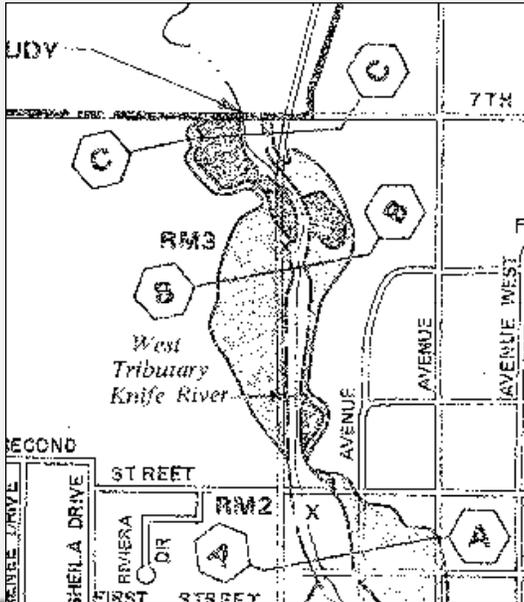


# Effective FIRM



# Regulatory Floodway

Ulteig



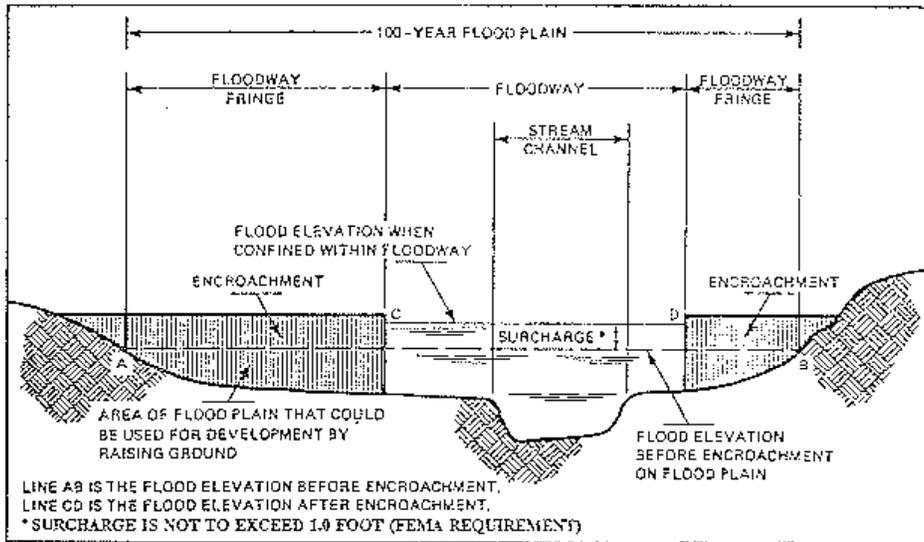
NATIONAL FLOOD INSURANCE PROGRAM  
**FLOODWAY**  
 FLOOD BOUNDARY AND  
 FLOODWAY BCP  
 CITY OF  
**BEULAH,**  
**NORTH**  
**DAKOTA**  
 WARD AND COUNTY  
 ONLY PARTS SHOWN  
 DEVELOPED BY THE STATE  
 SURVEYOR  
 MAP BOOK NO.  
 EAST OF 100  
 DATE OF REVISION: 03/25/10

ND Hwy 49 Public Hearing

March 25, 2010

# Regulatory Floodway

Ulteig



ND Hwy 49 Public Hearing

March 25, 2010

## ND Hwy 49 – Centerline Crossing



### Alt 2B or 2C

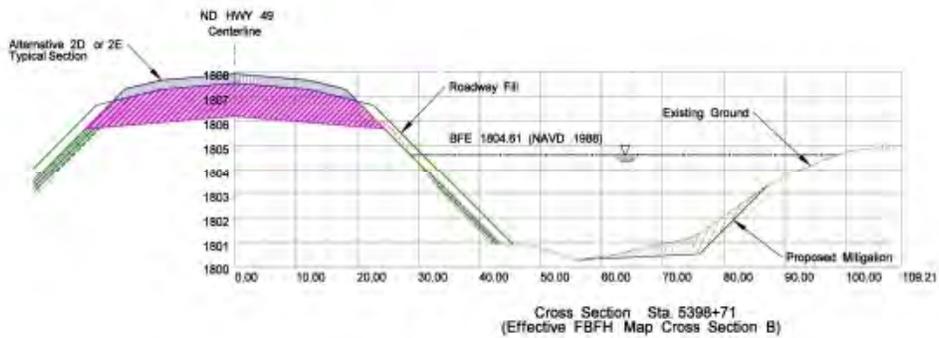
- 24-inch Pipe
- Mill and Overlay

### Alt 2D or 2E

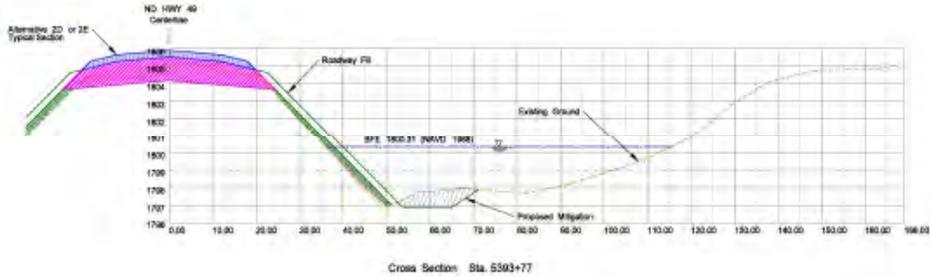
- 30-inch Pipe



## ND Hwy 49 – Parallel



### Alt 2D or 2E - Floodway Mitigation



### Alt 2D or 2E - Floodway Mitigation

## Floodplain Permit Process

- Review and Concurrence by State Engineer
- City of Beulah Floodplain Administrator

## Right of Way

- Temporary Construction Easements

## Funding

- Project Cost \$2.7 to \$4.0 Million
- Outside City Limits
  - 80% Federal
  - 20% State
- Inside City Limits
  - 80% Federal
  - 10% State
  - 10% City





## Questions?

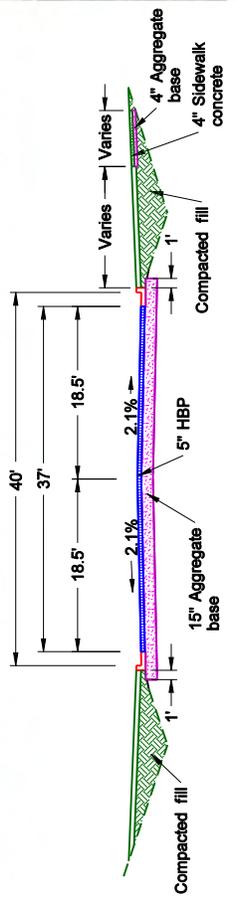
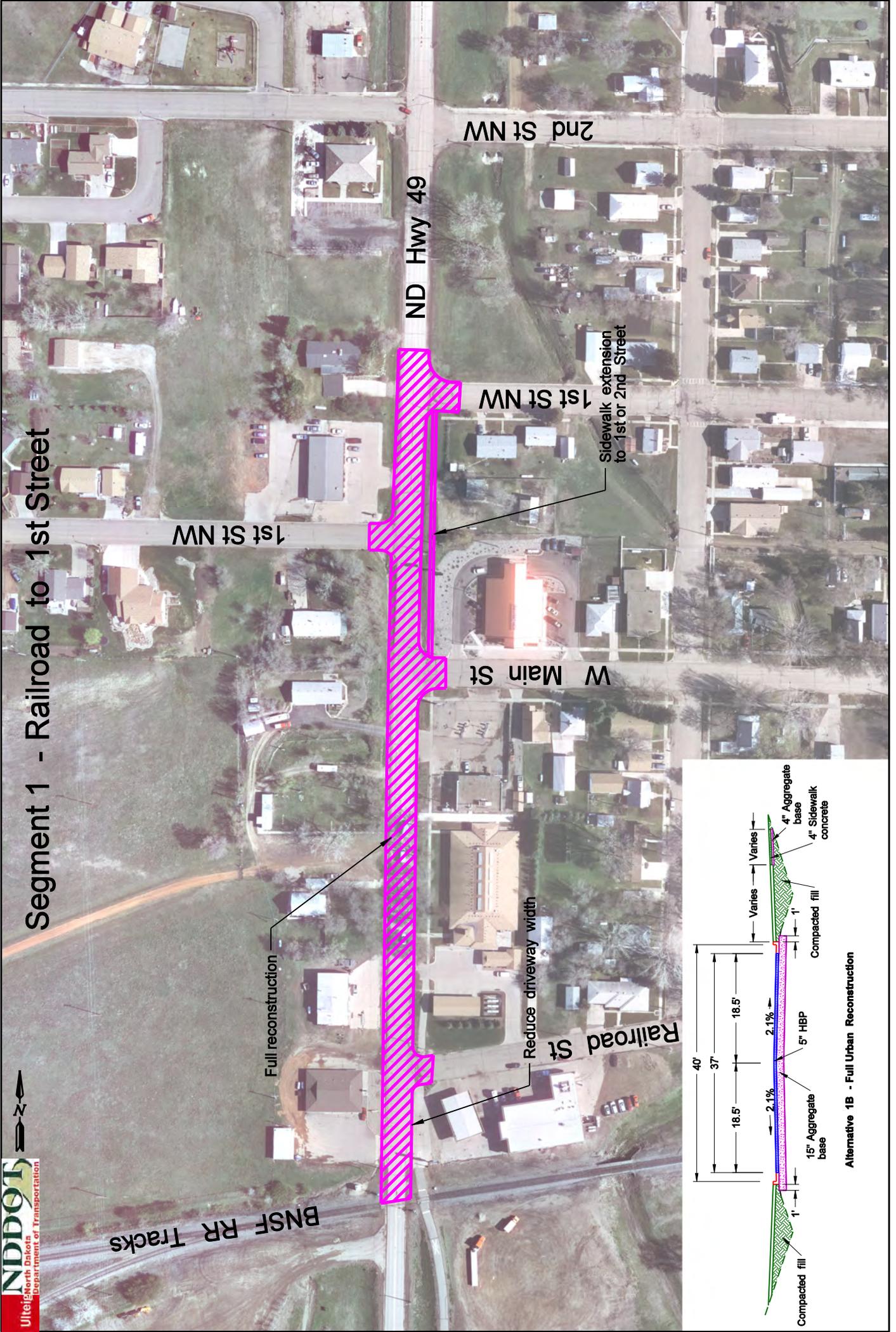


ND Hwy 49  
SS-5-049(008)101 PCN 17466

March 25, 2010

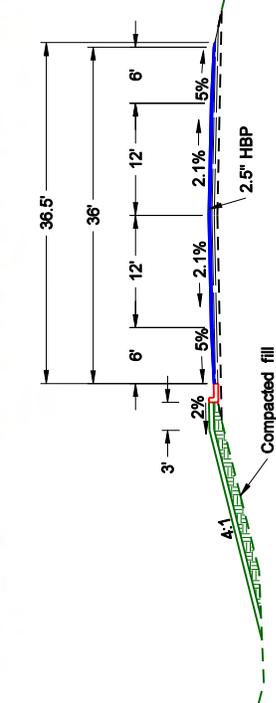
## **Appendix D Displays**

**Segment 1 - Railroad to 1st Street**



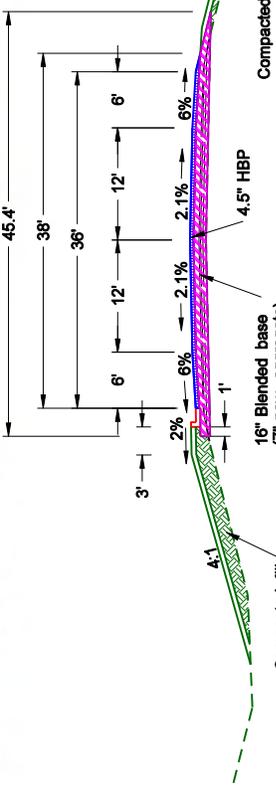
**Alternative 1B - Full Urban Reconstruction**

# Segment 2 - 1st Street to 7th Street



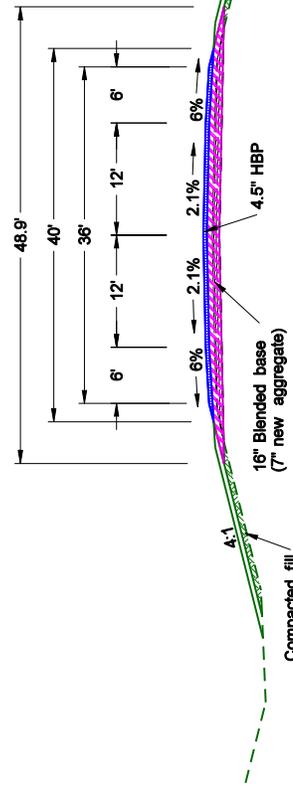
Alternative 2B - Hot Bituminous Pavement Overlay with Curb & Gutter

Alternative 2C - Hot Bituminous Pavement Overlay

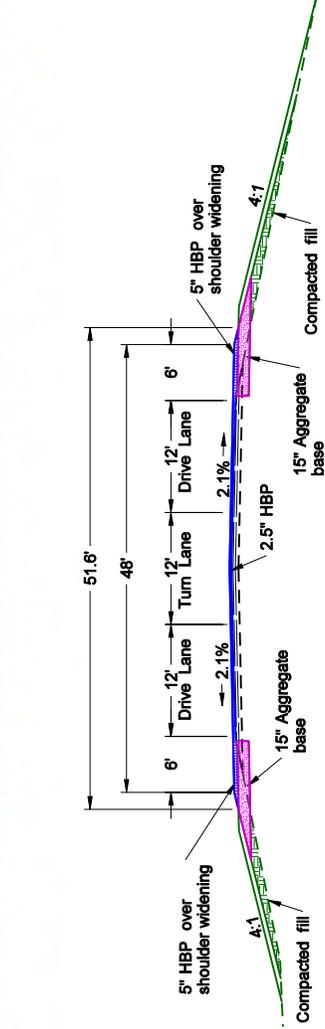
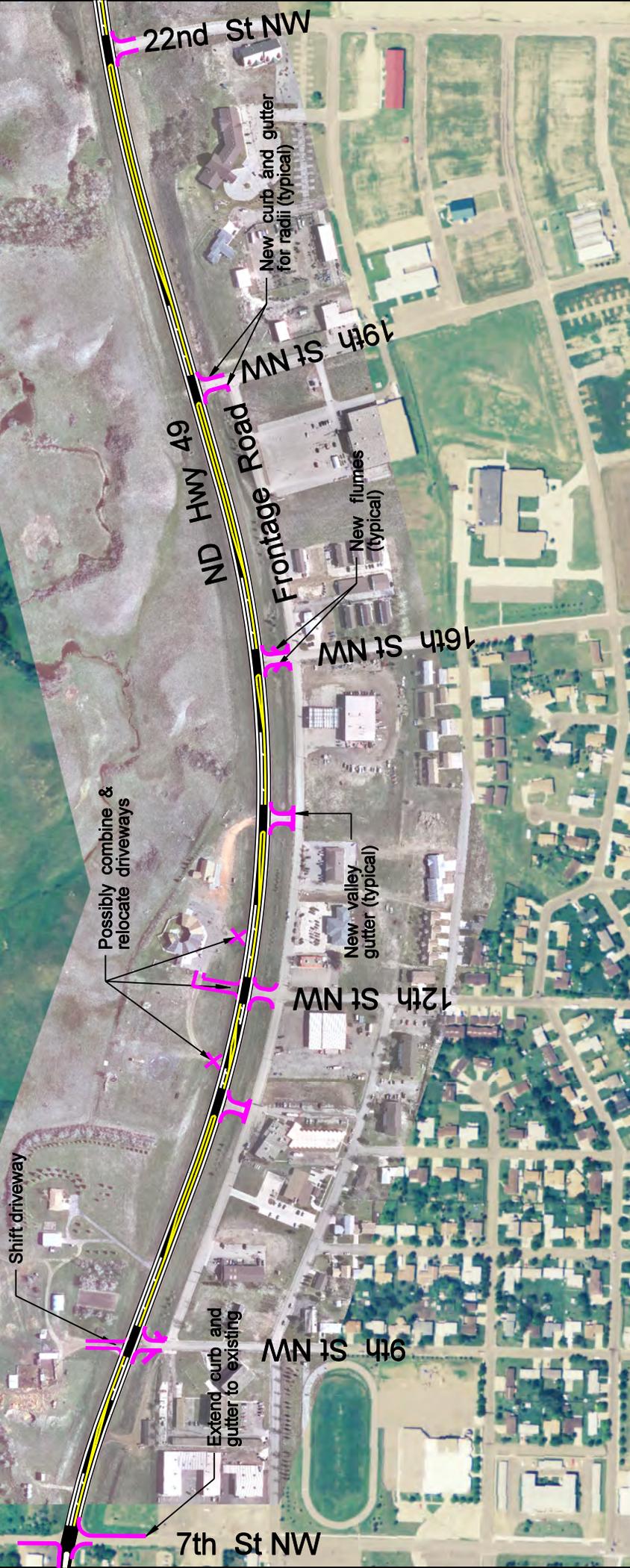


Alternative 2D - Mine and Blend with Curb & Gutter

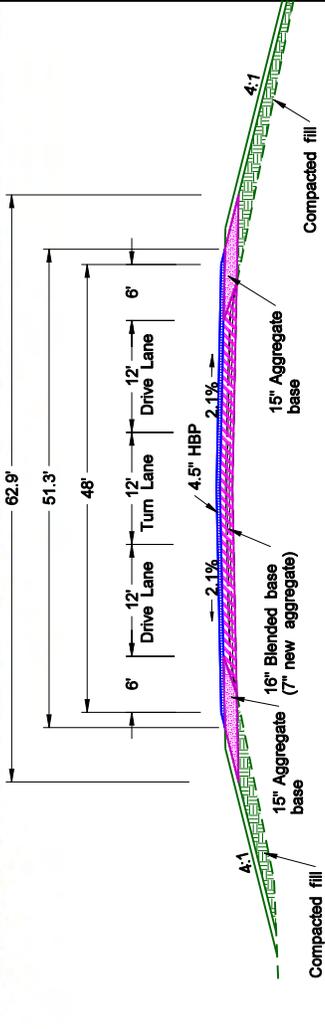
Alternative 2E - Mine and Blend



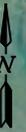
# Segment 3 - 7th Street to 22nd Street



Alternative 3B - Hot Bituminous Pavement Overlay



Alternative 3C - Mine and Blend



# Segment 4 - 22nd Street to ND Highway 200

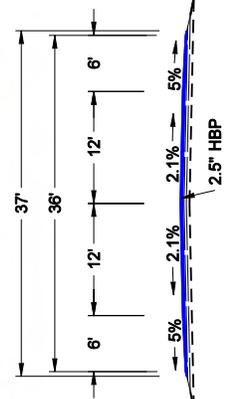


22nd St NW

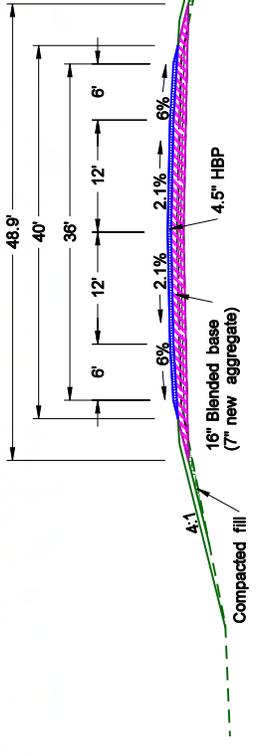
ND Hwy 49

ND Hwy 200

Shift approach



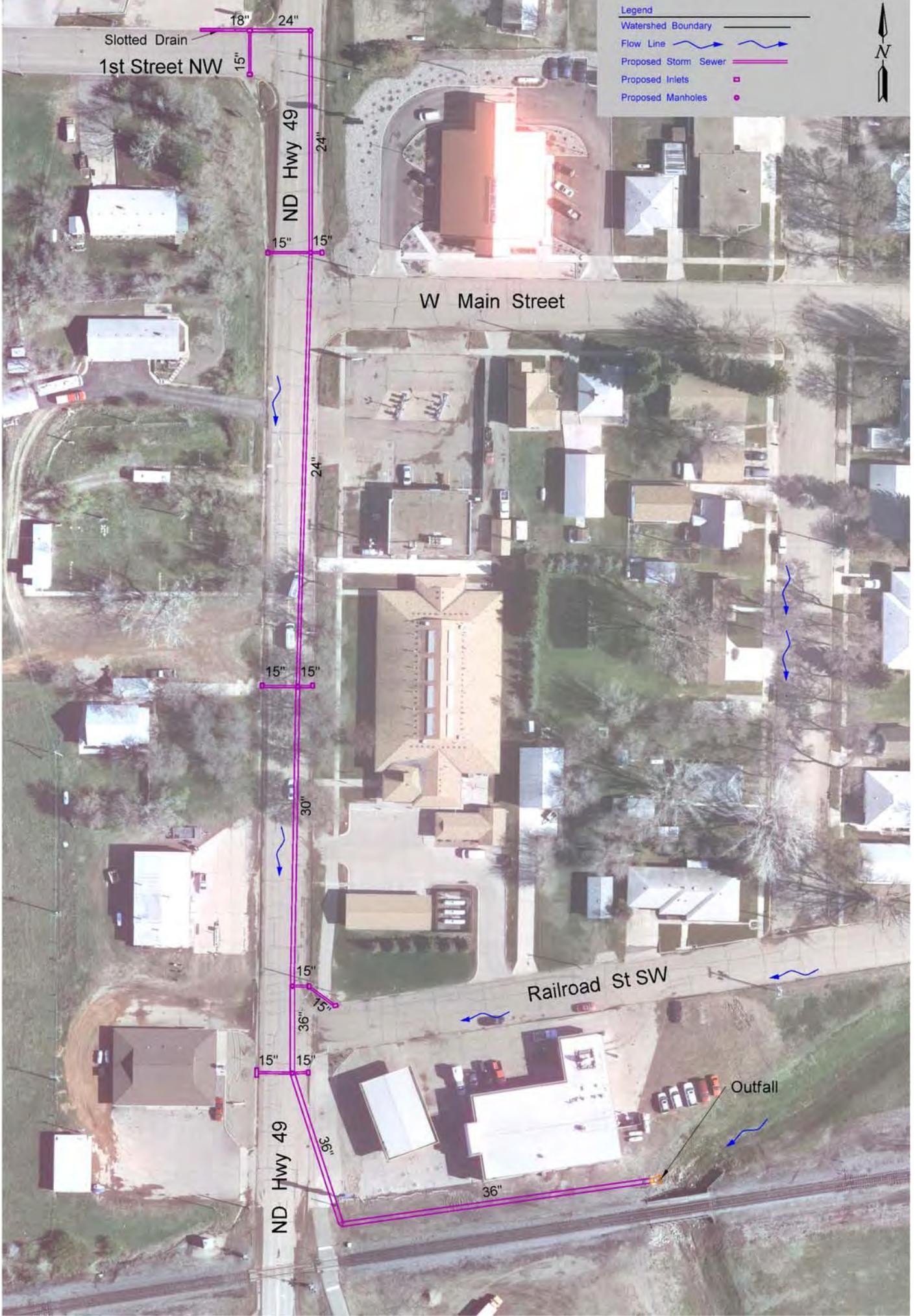
Alternative 4B - Hot Bituminous Pavement Overlay



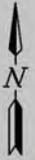
Alternative 4C - Mine and Blend

**Legend**

- Watershed Boundary 
- Flow Line 
- Proposed Storm Sewer 
- Proposed Inlets 
- Proposed Manholes 



- Legend
- Watershed Boundary
  - Flow Line
  - Proposed Storm Sewer
  - Proposed Inlets
  - Proposed Manholes



## **Appendix E Handout**

# ND Highway 49 Public Hearing

Beulah North to JCT ND Hwy 200

SS-5-049(008)101 PCN 17466

March 25, 2010

## How Can I Provide Input?

Please take a comment card at the sign in table. You may leave your comments at this meeting or offer comments after you leave. Comments shall be submitted by April 9, 2010 to:

Mr. Jason Gullicks, PE  
1412 Basin Avenue  
Bismarck, ND 58504  
Phone: 701-355-2316  
Fax: 701-224-1163  
E-mail:  
Jason.Gullicks@ulteig.com



## WHY ARE WE DOING THIS PROJECT?

### Project Purpose

The primary purpose of the project is to restore the structural and functional capacity of the highway along with safety and drainage improvements.

### Project Need

The project is needed to address the poor distress score. Alligator, longitudinal, transverse, block cracking and rutting are prevalent throughout the highway corridor. The International Roughness Index (IRI) and Public Ride

Perception Index (PRPI) are in the good range.

The project will also address safety and drainage problems throughout the corridor. Culverts, signing, driveway widths/locations and approach slope flattening shall be improved to meet current standards. New curb and gutter, concrete flumes, erosion control measures, and some additional storm sewer will be installed to correct drainage problems.



## REMAINING SCHEDULE

- Project Decisions May 2010
- Design June 2010 to January 2011
- Bid April 2011
- Construction Summer/Fall 2011

## HOW WILL IT BE FUNDED?

Project Cost = \$2.7 To \$4.0 Million

### Outside City Limits:

- 80% Federal Funds
- 20% State Funds

### Inside City Limits:

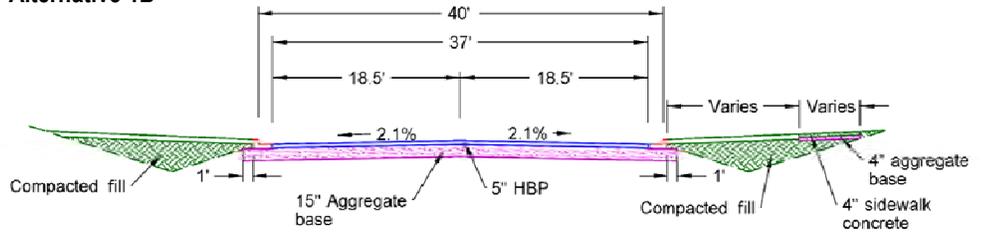
- 80% Federal Funds
- 10% State Funds
- 10% Local Funds



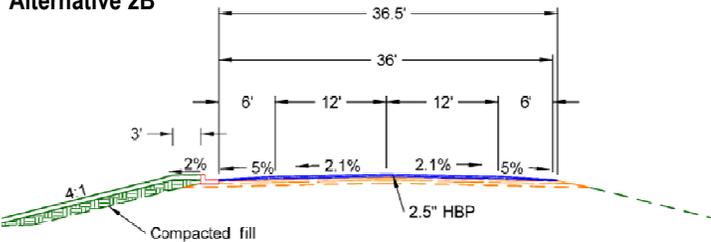
**TYPICAL SECTION FOR EACH ALTERNATIVE**

- Segment 1—Railroad to 1st Street (1B)
- Segment 2—1st Street to 7th Street (2B-2E)
- Segment 3—7th Street to 22nd Street (3B-3C)
- Segment 4—22nd Street to ND Hwy 200 (4B-4C)

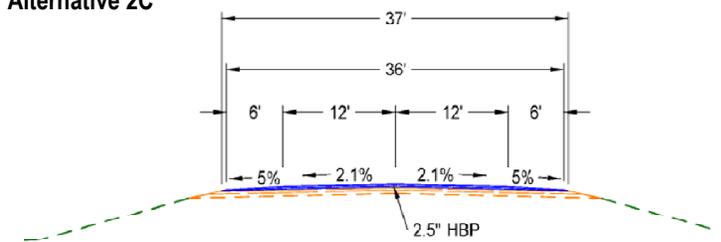
Alternative 1B



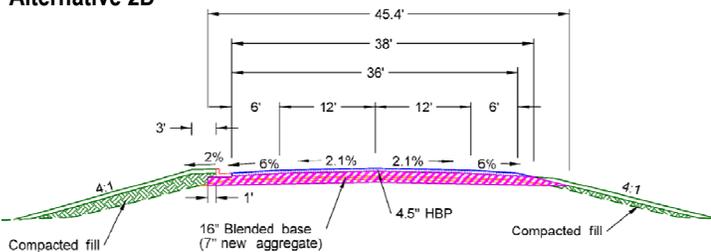
Alternative 2B



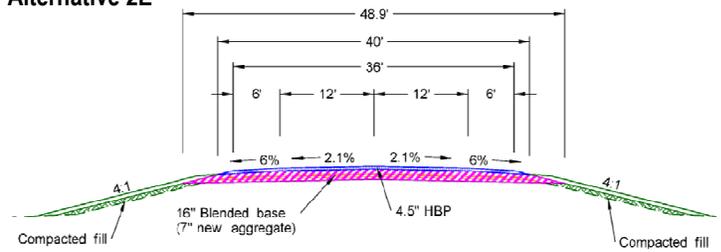
Alternative 2C



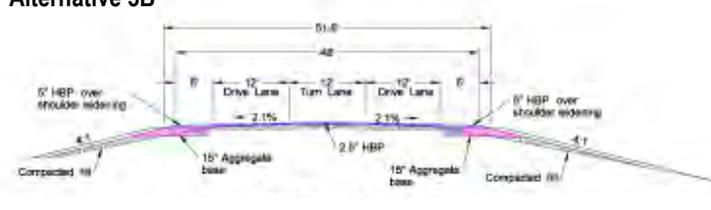
Alternative 2D



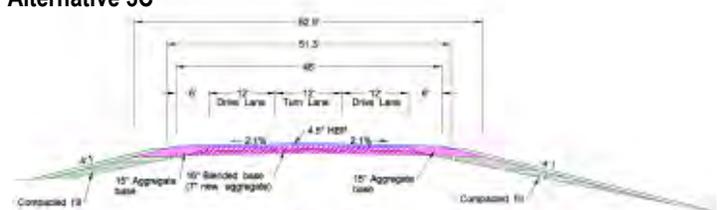
Alternative 2E



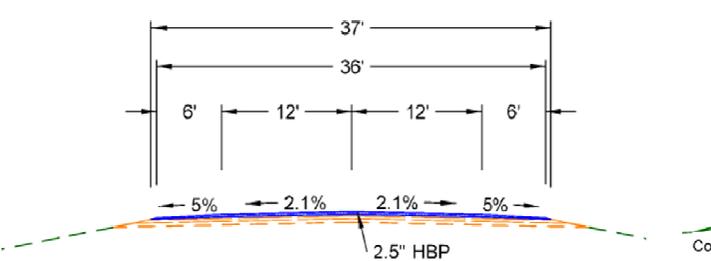
Alternative 3B



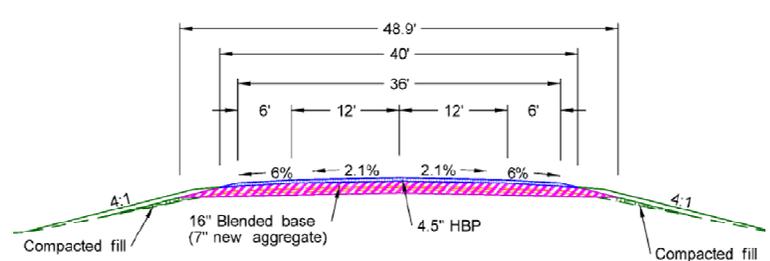
Alternative 3C



Alternative 4B



Alternative 4C



**Appendix F**  
**Public Hearing Advertisement Affidavit and Press Release**



AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA )
)
COUNTY OF Mercer )

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

ULTEIG ENGINEERS BH-PUBLIC HEARING/LEGAL

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 03/11/2010 to wit:

Column Inches 16.5 \$5.41 \$89.27 03/11/2010

Notary Fee \$1.00 Total Cost of Legal \$90.27

Shelley Chase

Subscribed and sworn to before me this 11th day of March A.D. 2010

(Seal) Dawn J. Mautz

Notary Public, State of North Dakota

My Commission Expires

PUBLIC HEARING
WHY?
To discuss proposed improvements to ND Hwy 49 from the Beulah Railroad Tracks North to the Junction of ND Highway 200. The project consists of the major rehabilitation on ND Highway 49. This may include improvements to surfacing, safety and drainage. The project has potential impacts to the floodplain and wetlands.
WHEN?
Thursday, March 25, 2010
Formal Presentation: 5:00 p.m. MDT 6:00 p.m. CDT
Open House: 4:30 p.m. to 6:30 p.m. MDT 5:30 p.m. to 7:30 p.m. CDT
WHERE?
Beulah City Hall
120 Central Avenue North
Beulah, North Dakota
OPEN HOUSE CONDUCTED BY
ND Department of Transportation (NDDOT) and Ulteig Engineers, 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 Ulteig Engineers, Inc. will be on hand to answer your questions and discuss your concerns.
WRITTEN STATEMENTS or comments about this project must be mailed by April 9, 2010 to Jason Gullicks, Ulteig Engineers, Inc., 1412 Basin Avenue, Bismarck, ND 58504. Email: Jason.Gullicks@Ulteig.com Note "Public Hearing" in email subject heading.
DISABILITIES: People with disabilities who plan to attend the meeting and need special arrangements should contact James Rath, Program Manager, 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, Beulah City Hall, and at the NDDOT Central Office, Design Division, 608 East Boulevard Avenue, Bismarck.

March 15, 2010

For more information:

Peggy Anderson, NDDOT (701) 328-2671

Jason Gullicks, Ulteig Engineers Inc., (701) 258-6507

## **Public Hearing to be held on March 25, to discuss proposed improvements to ND Highway 49 in Beulah**

A Public Hearing will be held from 4:30 p.m. to 6:30 p.m. MDT on Thursday, March 25, at the Beulah City Hall, 120 Central Avenue North. The Public Hearing will utilize an open house format with a formal presentation at 5:00 p.m. MDT.

The purpose of the Public Hearing is to discuss proposed improvements for ND 49 from the Beulah railroad tracks north to the junction of ND 200. The Public Hearing will provide an opportunity for public input. Representatives from the North Dakota Department of Transportation (NDDOT) and Ulteig Engineers, Inc. will be on hand to discuss the project and answer questions.

If unable to attend the Public Hearing, written statements or comments must be mailed by April 9, 2010, to Jason Gullicks, Ulteig Engineers, Inc., 1412 Basin Avenue, Bismarck, ND 58504 or emailed to [Jason.Gullicks@Ulteig.com](mailto:Jason.Gullicks@Ulteig.com) with "Public Hearing" in the e-mail subject heading.

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

**Appendix G**  
**Written Comments**

## Jason Gullicks

---

**From:** dr@beu.midco.net  
**Sent:** Saturday, March 27, 2010 10:36 AM  
**To:** Jason Gullicks  
**Cc:** John Phillips  
**Subject:** ND Hwy 49 SS-5-049(008)101 PCN 17466

Hello Jason,

I wish to offer the following comments:

A. Concerning segments 1 and 2, I would like to suggest that pedestrian sidewalks be constructed on both sides of Hwy 49 and extended all the way up to and including the intersection of 2nd street NW. Ideally, an extension up to 7th st NW would be preferable to accomodate the daily walkers in that neighborhood.

B. Concerning segments 3 and 4, I feel that right-hand turning lanes are essential when traveling north on Hwy 49 at the following intersections: 7th St NW, 9th St NW, 12th St NW, 16th St NW, 19th St NW, and 22nd St NW. I think there is a safety issue looming whereby with the addition of a third lane on Hwy 49, there will be a potential danger involving drivers whom wish to make a left-hand turn while traveling south into town, suddenly encountering a vehicle that has juttred out of the lane to pass a vehicle that is slowing down to make a right-hand turn. They will use the middle lane to pass someone, thereby posing a possible head-on collision. \

Thank You,

Darwin Reinhardt  
225 Sheila Drive  
Beulah, N D 58523



**March 25, 2010 COMMENT CARD**

(Please return by April 9, 2010)

**PUBLIC HEARING:** ND Hwy 49 – Railroad to Jct. ND Hwy 200 SS-5-049(008)101 PCN 17466

**NAME** (please print): LOREN DAER

**ADDRESS** (please print): Box 934 Beulah, ND 58523

*(Comments may also be submitted by email to: [Jason.Gullicks@Ulteig.com](mailto:Jason.Gullicks@Ulteig.com))*

**I wish to offer the following comments:** \_\_\_\_\_

The side walk on the east side should be extended to 2nd St N to tie into the  
x-walk and sidewalk into Lorraine's Addition

Turn lanes should be considered @ the redi-mix plant. I drive the road quite  
a bit, and seem to have to slowdown often at that location.

**Please leave your comment sheet with us tonight or mail your comments by April 9, 2010 to:**

**Jason P. Gullicks, PE  
Ulteig Engineers, Inc.  
1412 Basin Avenue  
Bismarck, ND 58504**



RECEIVED BY



MAR 29 2010

March 25, 2010 COMMENT CARD ULTEIG ENGINEER (Please return by April 9, 2010)

PUBLIC HEARING: ND Hwy 49 - Railroad to Jct. ND Hwy 200 SS-5-049(008)101 PCN 17466

NAME (please print): ALLEN J. SCHMIDT

ADDRESS (please print): 501 3rd Ave NW, P.O. Box 181, Beulah, N.D. 58523-0181

(Comments may also be submitted by email to: [Jason.Gullicks@Ulteig.com](mailto:Jason.Gullicks@Ulteig.com))

I wish to offer the following comments: As Chairman of the Mercer County Housing

Authority I would like to request that special care be taken when fixing Highway #49 and the entryway to Sunset Manor off highway #49. Right now the highway is so high that when the tenants, service vehicles and the West River Transportation bus had to turn its so rough and some vehicles even bottom out making the turn onto highway #49.

When we get high amounts of water running down highway #49 it sets in this entryway too which can get deep and dangerous.

This has nothing to do with highway #49 work through Beulah but I do believe that the NDDOT has the skill, knowlege, equipment and man power to fix the dangerous bump on the highway bridge about 1/2 mile south of Beulah, N. Dak.

Thank you for all you do for us on N. Dak. Roadways.  
Allen J. Schmidt

Please leave your comment sheet with us tonight or mail your comments by April 9, 2010 to:

Jason P. Gullicks, PE  
Ulteig Engineers, Inc.  
1412 Basin Avenue  
Bismarck, ND 58504



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MAR 29 2010

**March 25, 2010 COMMENT CARD**

(Please return by April 9, 2010)

**PUBLIC HEARING:** ND Hwy 49 – Railroad to Jct. ND Hwy 200 SS-5-049(008)101 PCN 17466

**NAME** (please print): Farm Credit Services

**ADDRESS** (please print): 213 Highway 49 North; Beulah

*(Comments may also be submitted by email to: [Jason.Gullicks@Ulteig.com](mailto:Jason.Gullicks@Ulteig.com))*

**I wish to offer the following comments:** It would be desirable to put culverts on the east

boundary of our property that borders Highway 49. That would eliminate the unsightly

ditch. It may also assist with drainage issues.

Please leave your comment sheet with us tonight or mail your comments by April 9, 2010 to:

**Jason P. Gullicks, PE  
Ulteig Engineers, Inc.  
1412 Basin Avenue  
Bismarck, ND 58504**



RECEIVED BY



MAR 30 2010

March 25, 2010 COMMENT CARD ULTEIG ENGINEERS (Please return by April 9, 2010)

PUBLIC HEARING: ND Hwy 49 - Railroad to Jct. ND Hwy 200 SS-5-049(008)101 PCN 17466

NAME (please print): Gary Renner I work at 114 Highway 49 S.

ADDRESS (please print): Zap ND. 58580 Box 165, Ph# 870-0395

(Comments may also be submitted by email to: [Jason.Gullicks@Ulteig.com](mailto:Jason.Gullicks@Ulteig.com))

I wish to offer the following comments: Highway 49 around Strata and the Cenex Bulk plant could use a turning lane and maybe a slow lane going north. There have been numerous accidents of vehicles rear ending vehicles turning into the Cenex & Strata bulk plants. Cenex also fills anhydrous tanks for farmers at the bulk plant. Cenex has fuel, propane, and anhydrous tankers that pull in and leave this bulk plant on 49.

Strata has gravel and cement trucks that pull in and out of their bulk plant. Trucks going north up the hill on 49 after they leave the bulk plant loaded or empty are slow moving vehicles that are a hazard to the road. Highway 49 at 114 49 south is very high and causes a severe dip at the approaches going into Sunset Manor and Joaf N Jug

Please leave your comment sheet with us tonight or mail your comments by April 9, 2010 to:

Jason P. Gullicks, PE  
Ulteig Engineers, Inc.  
1412 Basin Avenue  
Bismarck, ND 58504

## Jason Gullicks

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**From:** Steven Battest [srbattest@live.com]  
**Sent:** Thursday, April 08, 2010 9:50 AM  
**To:** Jason Gullicks  
**Subject:** ND Hwy 49 Project

My comments on the Highway 49 project going through Beulah, ND would be as follows:

1. To extend the approaches from the railroad to 22nd Street to better enable semis, as well as vehicles with campers and boats to turn and not block other traffic.
2. Lowering the hill between Main Street and 2nd Street.
3. Another idea would be to remove the approaches not accessing a street.
4. Putting in curb and gutter on the west side of the highway.
5. There should be turning lanes by the Cenex bulk plant and ready mix plant.

Steven Battest  
703 Hwy 49 N  
Beulah, ND 58523

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## Jason Gullicks

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**From:** Susan Neuberger [suzyque\_sn@hotmail.com]  
**Sent:** Friday, April 09, 2010 4:59 AM  
**To:** Jason Gullicks  
**Subject:** Highway 49 Project

These are comments regarding the North Dakota Highway 49 project going through Beulah, ND.

1. With the proposed turning lanes I would suggest expanding the 25 mph speed zone NORTH from Seventh Street to Ninth Street OR in the alternative putting a "Reduced Speed Ahead" sign North of the present 25 mph sign at Seventh Street. With the proposed left hand turning lane at Seventh Street it will be more difficult to get out of our driveways, therefore, I would request this change.
2. Trimming down the hill between Main Street and Second Street would help with visibility when pulling out of the intersection on Main Street at any time or going North on an icy roadway in the winter.
3. I would favor the proposed curb and gutter on the west side of the highway.

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## Jason Gullicks

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**From:** Nebergers [dougneub@westriv.com]  
**Sent:** Friday, April 09, 2010 9:52 AM  
**To:** Jason Gullicks  
**Subject:** Highway 49 Project

I would like to make the following suggestions in the upcoming Highway 49 project through Beulah, ND:

1. Shave down the hill between Main Street and Second Street.
2. Put in curb and gutter on the west side of the highway.
3. Remove the two approaches between Ninth Street and Sixteenth Street that do not go to a street.
4. Reducing the speed limit to 25 mph farther North since traffic will be coming faster with the left turn lane on Seventh Street.

Doug Neuberger  
421 Highway N  
Beulah, ND 58523

## Jason Gullicks

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**From:** Solem Law Office [beulawtax@westriv.com]  
**Sent:** Friday, April 09, 2010 10:55 AM  
**To:** Jason Gullicks  
**Subject:** ND Hwy 49 - Railroad to Jct. ND Hwy 200

Dear Mr. Gullicks:

I would like to make a comment regarding the above road construction on Hwy. 49 set for 2011.

We live on 1st Street NW coming down the hill from the west onto Hwy 49. The end of this particular street stopping at the highway is slanted, leaning to the south. During the winter/spring, the slant of this street to the south it is very dangerous especially with ice and snow. I know that I have done it and have noticed from the wheel tracks on the snow that other vehicles slide to the south almost ending up in the cement drainage ditch. Most of the time during this time of the year, I tend to drive on the north side of 1st street so that I don't slide into this drainage area. I have talked with others living on this street that they usually do the same thing too.

It is my understanding that you will be putting in new pipes/culverts to redo the drainage on Hwy 49. As you do this, would you consider fixing (flattening) the end of 1st Street NW so that it doesn't slant to the south?

Maybe shaving the hill on 49 coming from the north would help in this slant of 1st Street.

I really don't think a turning lane onto Main Street would work for us as the distance coming off 1st, down the hill, & onto Main Street is too short of distance and visa versa turning onto 1st Street.

I appreciate your consideration in this matter.

Lynnette & Greg Harrison  
901 1st Street NW  
Beulah, ND 58523

## Jason Gullicks

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**From:** Janae Miller [janae4hjlmgmt@aol.com]  
**Sent:** Monday, April 12, 2010 1:04 PM  
**To:** Jason Gullicks  
**Subject:** Comment Card

Hi Jason,

I hope it isn't too late to submit a comment for the ND Hwy 49 – Railroad to Jct. ND Hwy 200 project in Beulah, ND.

I feel that the project needs to be completed. I am speaking for the individuals who live at the Sunset Manor in Beulah and for those folks that use the facility. Currently, pulling in and out of the parking lot is a bit of an inconvenience. The highway definitely needs to be lowered making it easier to get in and out of the parking lot without having to worry about damaging the front end of the vehicle . In the winter months, this is also an issue due to all the ice build-up. I believe that tenants of Sunset Manor and those individuals in the Beulah community would appreciate this highway/road improvement.

Thanks,  
Janae Miller  
701 Sunflower Dr.  
Bismarck, ND 58503

## Jason Gullicks

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**From:** Scott Wagner [vmaxed600@hotmail.com]  
**Sent:** Monday, April 12, 2010 7:49 PM  
**To:** Jason Gullicks  
**Subject:** Hwy 49 public hearing comments

I live and work in Beulah, I am looking forward to the improvements that I see in the proposal. I would like to add that cutting down the hill at the intersection of Hwy 49 & Main street in Beulah would be very helpful. It is a busy road and when cars are turning off/on main street, it is common for you to not be able to see that car until you are almost on top of them. A turning lane to come in and out of the cenex and ready mix/strata businesses would be helpful also to reduce the slowing of traffic.

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