

Transcript of Public Hearing Intersection & Frontage Road Improvements

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US Highway 2/52 Improvements (6th Street SE to 23rd Street SE)
6th Street SE Realignment (6th Street SE to 13th Street SE)
21st Avenue SE Extension (13th Street SE to 17th Street SE)
18th Avenue SE Backage Road (13th Street SE to 17th Street SE)
Future Frontage Roads Projects



Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

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

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September 2008

TRANSCRIPT OF PUBLIC HEARING

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MEETING LOCATION

**Minot City Auditorium
Minot, North Dakota**

DATE

**July 17, 2008
7:00-9:00 P.M.**

**Prepared By:
Kadrmass, Lee & Jackson, Inc.**

**For:
North Dakota Department of Transportation**

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Transcript of Public Hearing

- **Transcript of Public Hearing**

US2/13TH STREET PROJECT
MINOT, NORTH DAKOTA

TRANSCRIPT OF
PUBLIC INPUT HEARING

Taken Before
Kadrmass, Lee & Jackson, Inc.
Minot City Auditorium
Minot, North Dakota
July 17, 2008

EMINETH & ASSOCIATES
Court Reporters
MINOT, NORTH DAKOTA
838-1537



ORIGINAL

1 (The following hearing was had and made of
2 record, commencing at 7:33 P.M., Thursday, July 17,
3 2008.)

4 MR. STRIEFEL: Hi. I'd like to welcome
5 all of you this evening and thank you for coming to
6 this public hearing meeting on the new improvements
7 next to US 2 on US 2 from 83 to US 52.

8 My name is Ardin Striefel. I'm here from
9 Local Government, North Dakota Department of
10 Transportation. And the people I have here with me
11 tonight from the city of Minot are Waide Kritsky,
12 Dan Jonasson, Matt Petron; and from the DOT here in
13 Minot, Jim Redding and Bob Allen and Chad Bates.
14 From the central office in Bismarck, I have Dave
15 Leftwich, Justin Ramsey, and Mel Wagner. Mel is
16 from the right-of-way, so if you have any questions
17 on right-of-way considerations, he can help you
18 with that. From Kadrmas, Lee & Jackson, I have Bob
19 Shannon and Donovan Slag, Dale Christianson, and
20 Troy Ripplinger.

21 The City of Minot, along with the North
22 Dakota Department of Transportation, hired Kadrmas,
23 Lee & Jackson to write the environmental documents
24 for this project. We are here today to talk about
25 the improvements to the intersection of US 2 and

1 6th, 13th, 17th, 20th, and 23rd Streets, a road
2 south of US 2 from 6th Street to 17th Street
3 Southeast, and a road north of US 2 on 13th Street
4 east, on 18th Avenue Southeast, and south at 17th
5 Street Southeast. These projects are anticipated
6 to start construction in 2010.

7 This is a public hearing meeting, and your
8 input is important to us. I encourage you to visit
9 with us this evening and let us know your thoughts.
10 If you're unable to visit with us tonight, please
11 take a comment card and fill it out and send it
12 back to us.

13 At this time, I'll turn this over to Bob
14 Shannon and he'll walk you through this project.

15 MR. SHANNON: Thank you, Ardin. A couple
16 housekeeping things. I hope you all got a handout.
17 We brought 100 copies, so if you want to take some
18 and share them with your business partners, your
19 neighbors, relatives, please help yourself. We do
20 have a comment card included in the handout, and my
21 mailing address and my e-mail address are on the
22 bottom of the front page of that. We have
23 envelopes with my mailing address and stamp on them
24 if you'd like to mail us the comments. We do ask
25 that the comments be back to us by August 1st. So

1 if you want to share them with somebody else, make
2 sure they get their comments to us by August 1st so
3 that we can proceed with some decisions after
4 that.

5 Now, this public hearing is our second
6 public meeting on this particular part of the
7 study. We'll start out with a little overview. If
8 you notice the displays, there's four different
9 colors across the top of them. There's four
10 different federal aid project numbers, and each one
11 has different types of funding participation.
12 Anything with the blue on it is related to Highway
13 2, which is a US highway, and there it's 80 percent
14 federal funding, 10 percent state, and 10 percent
15 city. The others are federal aid routes that are
16 on the city of Minot street system, and there it's
17 80 percent federal funding and 20 percent City of
18 Minot. That would be the green and yellowish
19 orange and the red. So that's what this overview
20 map shows.

21 We also have what we're calling future
22 frontage road. We do not have any federal aid
23 project number identified for those, but -- I can't
24 reach that high, so I have a pointer -- one
25 frontage road would go somewhere between 23rd and

1 20th and down to Valley Street. North is straight
2 up on all of our graphics. Top of the page is
3 north.

4 The other one, this is -- starting over
5 here, this is US 2 going through here, here's
6 Valley Street, the interchange at Highway 52. This
7 is Hal Davies Highway 83 interchange and Highway 83
8 on that side.

9 The southeast frontage road would take
10 over about 23rd Street. Right now we have a
11 frontage road that goes down and connects with
12 Highway 52. The concept there was to try and
13 relocate this intersection further away, because as
14 this area develops, you'll end up with signalized
15 intersections too close to one another like you
16 might experience over on Highway 83. If we could
17 do that over, we might want to have those signals
18 further spaced. So we want to try to plan for the
19 future and relocate that intersection.

20 On the northwest side, 20th Avenue
21 functions as a frontage road now and a local
22 street, and the City has their own separate federal
23 aid project that they're developing with another
24 set of public meetings.

25 The southwest frontage road connection,

1 we're looking in this area how do we get people
2 from the 13th or 6th Street area down over to
3 Highway 83. So part of this is to identify the
4 future route that could be planned so that in the
5 future it can be designated for truck traffic and
6 developed to accommodate that.

7 The big overview of the project is that we
8 have these intersections in blue on US 2, starting
9 with 6th Street, 13th, 17th, 20th, and 23rd, and
10 the problem is we have a lot of accidents out
11 there. I've looked at the accident history for the
12 last three years. It averages to be an accident
13 every 19 days. And with 50 miles an hour travel
14 speed and somebody going across that, if they get
15 hit, it tends to be a high speed accident. We want
16 to try to improve the safety out there. That's the
17 biggest reason for this project.

18 To try and reduce the vehicle conflicts,
19 then we have to try and reduce access, and to make
20 up for that, we need to maintain some reasonable
21 access. We're proposing to improve the local road
22 system both on the north side, around 18th, and on
23 the south side, which would be about 21st Avenue.
24 So that's the big overview of the project.

25 How do we improve the accident situation

1 that criteria before you can put up a traffic
2 signal. At 13th Street we meet those criteria.

3 Roadway deficiencies are also some of our
4 problem areas out there. The left turn lanes, the
5 frontage road being very closely spaced to US 2, if
6 you have been out there you've probably witnessed
7 some of the gridlock that happens at some of those
8 intersections. We also don't have any pedestrian
9 or bike facilities out there. And there's some
10 inadequate lighting in parts of the area.

11 Some of you I recognize from being at
12 meetings almost ten years ago. We completed a
13 study in 2000 called a transportation plan update
14 for the city of Minot, but it focused on US 2 east
15 of Highway 83, right where we're at today. In that
16 study we recommended US 2 either be an expressway,
17 kind of like with major intersections at a half
18 mile or mile spacing with a signal light, or do it
19 as a freeway concept, eliminate all intersections
20 and only have interchanges. Interchanges are
21 usually one mile minimum spacing apart from each
22 other.

23 We had a lot of public input back then,
24 and the decision at that time was, gee, if we're
25 going to do something east of Highway 83, maybe we

1 on US 2, reduce the vehicle conflicts, cut off some
2 access points but replace access with some local
3 road system that we currently do not have? With
4 that I'll go through this. We've got a lot of
5 presentation material. When we get into the --
6 we'll have a 3D fly-through. At that point we'll
7 talk about each of these and we can move the camera
8 around like the airplane and look at it from above
9 ground, and if you have some questions at that
10 time, we can do that. Or we can go through the
11 entire presentation and come back to that. That
12 actually would be best, and come back to the
13 airplane view.

14 So when we looked at this project for the
15 environmental clearance, we have to identify what's
16 the purpose and what's the need of this project and
17 what we call system linkage. There's a lack of
18 continuous frontage roads or backage roads through
19 this area.

20 Second one is safety. We have a lot of
21 right angle collisions. They tend to be some of
22 the worst. Like a head-on collision, a right angle
23 collision tends to have more injuries. We also
24 have some signal warrants out there. There's state
25 law that says you have to meet this criteria and

1 need to look at what's going on in the rest of US 2
2 west of Highway 83.

3 The next thing, a citywide transportation
4 plan was done. Another consultant came in and gave
5 a fresh look, an outside opinion, they evaluated
6 the entire corridor. They recommended that the
7 expressway concept be implemented short term.
8 Let's clean up all of these intersections and just
9 focus on the major ones, every half mile or mile,
10 but in the long range, plan for future
11 interchanges, if and when money would become
12 available.

13 Well, no decisions were made on that. So
14 another corridor study, more detailed analysis,
15 looked at what's the cost of doing this, and how
16 does that impact the right-of-way, how does that
17 impact the businesses. What if we put a whole new
18 bypass further south is one of the issues they
19 looked at. They determined that the expressway was
20 the best option just because of the enormous cost
21 of trying to put interchanges throughout US 2.
22 Think of the footprint of that interchange over
23 Highway 83 and how far away the businesses are from
24 the exact center of that interchange. If we put an
25 interchange out here on 13th Street and US 2, the

1 nearest business would physically be a quarter mile
2 away because it would all be wiped out by the
3 construction of the interchange. They take a lot
4 of room and that relates to a lot of cost.

5 Well, no decisions were made with that
6 corridor study. It was basically very detailed
7 information. It went through a lot of public input
8 again. Some of you were probably at those
9 meetings. And now the DOT took that and said let's
10 start to develop a project, and the first spot was
11 13th Street and US 2. That's where we come in
12 today.

13 Now, we looked at the issues that are out
14 there. This is what we have generically. If this
15 is 13th Street and here's the frontage road, what
16 happens is people stack up trying to leave. Or if
17 this is 17th Street, and cars coming in this way,
18 they want to get on the frontage road and they
19 can't. So then it gets plugged up and pretty soon
20 maybe this Car C comes along and rear ends Car B.
21 That's one type of accident. Another one is
22 someone finally gets so impatient, they say I'm
23 going to go for it and gun it and get hit
24 sideways. They just get impatient, they've been
25 waiting 5 minutes or 3 minutes, whatever it may

1 point or close that access point.

2 Here's another solution. Instead of doing
3 the bulb-out, which would have cut through this
4 building or Property B here, we just do a raised
5 median here. This is what is over on 31st and US
6 83. Used to be Big Bear over there, it's a raised
7 median. And now somebody comes in, they can't make
8 that left turn to get down here so they don't plug
9 up the intersection. Somebody coming from this
10 direction can't go through and they can't make a
11 left turn. So it doesn't make everybody happy but
12 it does cut down on the accidents out here on the
13 main street. These can be effective and work well
14 if you have another way to get around the back.
15 And that's what the purpose of the backage road
16 is.

17 Now, some of our analysis, we looked at
18 reducing the amount of vehicle conflict points out
19 here. What we do is anybody on US 2 -- let's say
20 this is US 2, the main line -- if they want to go
21 to one of these side streets, anybody can make a
22 left turn or a right turn, so people on US 2 can
23 get to where they want to do the same as they could
24 in the past. But anybody leaving, say, the bingo
25 hall or wherever, now they can only take a right

1 be.

2 Another problem is here a truck wants to
3 get out and their problem is they're blocking the
4 whole entrance of this frontage road because
5 they're in there at an angle and there's not enough
6 depth between US 2 and the frontage road to fit
7 that whole semi in there so they're not blocking
8 the whole approach. So those are some of the
9 issues we see out there.

10 This is kind of a generic solution. This
11 is called the bulb-out. And what happens is the
12 traffic is stacked up, so let's move the frontage
13 road, let's move it out here further back. Now
14 cars can come off of the freeway and make their
15 left turn on the frontage road, they don't have to
16 worry about gridlock at this intersection. The
17 challenge comes in where do you put these and how
18 do you get this right-of-way that is right in this
19 corner.

20 The situation where the previous slide
21 showed a truck right here, that's pretty hard to
22 fix. You can't put these everywhere because they
23 cost a lot of money, create a lot of impact. Where
24 is the priority location for that? And if this is
25 not a priority location, then we close that access

1 turn onto the highway, they can't make a left turn,
2 they can't go straight across, because those are
3 the two movements that create the most accident
4 potential.

5 Here's an example of that. This is just
6 one side of US 2. This intersection on the south
7 side, everywhere a vehicle would cross the path of
8 another vehicle or intersect them, we call that a
9 conflict point. Here you can make a right in off
10 of US 2, you can make a left in, but you can only
11 make a right out. This gives you six conflict
12 points on this side of the road. If we had another
13 access on the north side, we'd have six more, for a
14 total of 12.

15 We'll go to the next slide here. If
16 that's just a full access intersection, you can see
17 all the vehicle paths that cross each other, 36
18 conflict points. Now, if we put a traffic signal
19 in there, we can say you people make a left turn,
20 you can't go yet, you have to wait your turn, we
21 can reduce that down to 22 conflicts instead of 36,
22 but we're still quite a bit more than 12 if we just
23 say you on the side street can only make a right
24 turn out. So the objective here is to try and
25 reduce the accidents from one every 19 days, cut

1 that in half. We'd still be at one every 38 days.
2 Is that acceptable? That's something for the
3 public to determine.

4 Now, the last input meeting we had this
5 last winter, we had an input meeting in this room,
6 but Dale and Shane from our Minot office here went
7 out and met with just about every business owner
8 along this stretch of the highway, and this is what
9 they found out by talking to people and what we
10 heard at the input meeting.

11 Many landowners had concerns about access
12 to their property. Quite a few said if people can
13 get to me easy, that's great. If they have to go
14 around the block or around my building to get away,
15 that's not so bad as long as they can find me
16 easy. They also commented that safety issues need
17 to be addressed. Most were in favor of the
18 expressway concept of having a traffic signal every
19 once in a while out on the freeway. A couple
20 people were still in favor of putting out
21 interchanges, but we've already found with that
22 corridor study completed last year that's just too
23 cost prohibitive. Many people thought a traffic
24 signal should be installed at 20th Street in
25 addition to 13th Street. One of the issues is

1 you're coming south, you can go west. If you're
2 going north, you can go east. If you're on US 2,
3 you can go either way you want, north or south from
4 either direction. This alternative leaves the road
5 at an angle. See it intersects at an angle, not a
6 straight 90 degrees. It makes it hard -- if you're
7 down here, it can be hard to turn your neck all the
8 way around, so we have an option to fix that as
9 well.

10 This alternative staggers the left turns
11 so that if there's a semi truck waiting to make a
12 left turn on US 2 and you're waiting to make a left
13 turn, you can see past the semi. It's not going to
14 block your view of the oncoming traffic. Here your
15 left-turn lane to go north is right here. People
16 going south are off to the side of you so they
17 can't block your view. This costs more to build
18 this, but it does create another level of safety
19 out there.

20 This alternative fixes that angle so that
21 when you approach the intersection you can see
22 equally left and right. It's not skewed at an
23 angle but you can see that it does create kind of a
24 funky-looking design from the airplane view. On
25 the ground it's going to look like you have a right

1 everywhere we have a full access, we have full
2 potential for accidents. And our number one goal
3 here is to reduce the accidents. So we want to try
4 and focus the traffic to one location where we can
5 manage it and then manage it in an efficient way at
6 the other locations where we can have the
7 three-fourths intersections.

8 Now, US 2, the lane geometry would still
9 stay the same, but the frontage roads -- where we
10 don't have any frontage roads or backage roads, the
11 city standard would be that we have a 40-foot wide
12 street from the face of the curb to the face of the
13 curb with 66 feet wide right-of-way. Some
14 locations there is no street there. Some locations
15 we have a platted right-of-way that would be 40
16 feet wide, and in order to get a 66-foot wide
17 corridor we'd have to acquire 26 feet in those
18 areas. So some areas we would need right-of-way to
19 construct these local access roads.

20 Now we'll go through the airplane view and
21 try and look at each one of these alternatives.
22 Let's start on the west side over at 6th Street.
23 At 6th Street we're looking at making this a
24 three-fourths access. Again, if you want to leave
25 6th Street, you can only take a right out. If

1 turn lane and look like you have a left-turn lane.
2 This might be a little more difficult for somebody
3 to say I'm going to jump across, I'm going straight
4 north, I don't care what the sign says. Here we
5 have a concrete island, or maybe a ditch, but there
6 would be some physical barriers to somebody flying
7 straight across through there. All the options for
8 three-quarter access would have some kind of
9 physical barrier. This one would be the most
10 difficult to fly through.

11 If we're going to restrict the access here
12 to just a right out onto the freeway, what we'd
13 like to do is provide that backage road. This
14 would be what we call the 6th Street realignment.
15 We realign it from here all the way over to 13th
16 Street. That would be a completely new road. And
17 we've coordinated with the landowner here so that
18 this alignment seems to fit their master plan.

19 When we get over to 13th Street, this is
20 where we have the most accidents and some real
21 issues with the gridlock. We have the frontage
22 road real close on both sides. So what we're
23 proposing is putting a traffic signal out here so
24 everybody would be able to turn whichever direction
25 they want when they wait their turn, get a green

1 light. But the side streets, the frontage road
 2 here would be a right in and right out. We
 3 wouldn't allow anybody to make a left turn in there
 4 or out of there. The same down here on this
 5 location. And we allow that because it's not a
 6 problem. When somebody comes off of US 2, they
 7 turn around and take a right. They don't have the
 8 possibility to jam and create a gridlock. If they
 9 want to make a left, that's where you get the
 10 gridlock. Somebody coming across here and wanting
 11 to make a left, then all of a sudden this gets
 12 plugged up. So to do that, we cut off the access
 13 and make a cul-de-sac here. You can come down the
 14 frontage road, turn around -- this would be big
 15 enough for a truck to turn around -- and go back
 16 the other way.

17 This would be similar over here. This is
 18 the City's 20th Avenue project that they're
 19 developing separately. On 13th Street -- it's
 20 great that we had that input meeting, we had some
 21 real good ideas from the public last time. They
 22 said that this hill is really steep and that if we
 23 build a backage road along here so that you can't
 24 get out on the frontage road, they won't be able to
 25 get up the hill.

1 So we looked at that and we agree, that is
 2 steep. So we're proposing to fix that hill and
 3 fill that up and bring it all the way out down to
 4 about this location. And that will change the
 5 slope of that hill. There's a little model showing
 6 that. This is the new road right where we would
 7 have this intersection going behind the properties
 8 on the south side, and this is what we call 21st
 9 Avenue over here. This intersection will be about
 10 10 feet higher than what the elevation is now on
 11 that hill right at this location. So from here up,
 12 it's a pretty flat hill. It's still a hill, but
 13 instead of 12 percent grade, we're about 5 1/2
 14 percent. This would be about as steep as North
 15 Broadway where North Broadway goes up past the
 16 university up towards the new pedestrian overhead
 17 bridge.

18 MS. BROOKS: Is it going to be one lane or
 19 two lanes?

20 MR. SHANNON: This will be a two-lane road
 21 as it is now south of US 2. And when we get north
 22 of US 2, this will be a three-lane road all the way
 23 up to 18th. And a three-lane road would have one
 24 through lane in each direction and a center left
 25 turn lane. Because we have these driveways here,

1 and they're not too close to the intersection, so
 2 we can keep the north driveway for Kroll's in
 3 place, both driveways for this business, and
 4 driveway for that business will all remain in
 5 place. And we would have that center left turn
 6 lane to help get the people making a turn, let's
 7 get them out of the way of the through traffic so
 8 they don't get rear ended. Again, another safety
 9 improvement.

10 MR. BROOKS: May I ask a question? You're
 11 going to change that grade on 13th down to 5.5.
 12 What's it down below that, down at the bottom of
 13 the hill when you have done all that filling?

14 MR. SHANNON: We go from 12 percent now
 15 and --

16 MR. RIPPLINGER: It's 10. Before you go
 17 down, it's 10 percent.

18 MR. SHANNON: Once we get south of 21st,
 19 we'd be about 10 percent, and right now it's about
 20 12, 12 1/2.

21 MR. RIPPLINGER: Right now it's 12 1/2.

22 MR. SHANNON: So it would be a little
 23 flatter than it is now at the steepest part, so we
 24 move that steep part from here and bring it over to
 25 here and that way we can climb earlier and flatten

1 this out somewhat.

2 MR. BROOKS: So in the wintertime you spin
 3 out sooner than you do now.

4 MR. SHANNON: You still have the same
 5 amount of vertical climb. We can't change that,
 6 that's the way the earth is, but what we can do is
 7 make it so when you come off of 21st it's not as
 8 steep.

9 This is 21st Avenue. We have two
 10 alternatives for this one. And if you fill out a
 11 comment card tonight, which we'd really like that,
 12 please try and mention what the alternative name
 13 is, like Alternative 3.B or Alternative 3.C, and
 14 the map in your handout identifies all the
 15 alternative names. That way we know what you're
 16 talking about when you comment.

17 This one would create 21st Avenue,
 18 basically an extension of that 6th Street
 19 realignment, right past 13th, all the way over to
 20 17th. This one realigns this intersection. Right
 21 now the intersection comes over here and ends.
 22 It's kind of a T. Here we move it slightly north.
 23 This allows us to put this road right up against
 24 the south side of these properties and put a
 25 driveway right between them. It improves their

1 access.

2 We have another alternative here. This
3 one doesn't provide that access between here, but
4 what it does, it leaves this intersection where
5 it's at now and we also don't cut across the sliver
6 of this back lot. This alternative is actually
7 more money, though, because of the -- we need the
8 slopes and retaining walls along this side, and
9 since it's further out there's more dirt to pile up
10 along that hillside.

11 Now we're at the intersection of 17th.
12 This is proposed to be a three-fourths access. No
13 signal light. This would be a right in, left in,
14 but only a right out. If you come to this
15 intersection, you'll have to go east on US 2. And
16 in order to eliminate the gridlock at that
17 intersection, we have to somehow manage the traffic
18 there. One way is with that bulb-out, so we have
19 one across the corner of the parking lot here. We
20 would still have a driveway where trucks can come
21 in and come in diagonally to the pump island like
22 they do now. On this side we don't need that
23 bulb-out so much because if people come in here,
24 they make a right turn so they don't create any
25 gridlock problem. Anybody wanting to go out to

1 you'll keep going further east. But to do that, we
2 cut across this corner of Choice Hotels' parking
3 lot.

4 Now, to avoid the parking lot of Choice
5 Hotels, we have to move 17th Street further west,
6 which requires 66 feet of right-of-way instead of
7 26. And the 40 feet that's public right-of-way now
8 right in here, that would basically be a trade of
9 some sort, but now we have enough lot depth where
10 you can develop something along here. It's not
11 real deep but it's deep enough where something
12 could be built there on both sides of the road.

13 This is where the former weigh station was
14 located. They've removed the weigh station,
15 removed the buildings. They still use the parking
16 lot, sometimes for motorcycle testing, sometimes
17 for truck inspections. But rather than maintain
18 these access points out here, sometimes they can be
19 confusing, we want to get those access points off
20 the high speed facility and put them on the low
21 speed, put them up on 20th. So that is the
22 proposal there.

23 Now we're over at 20th Street, and here we
24 have an issue with the frontage road again. We
25 have a through street coming up and meeting with

1 US 2 and go west is going to have to come down to
2 21st and go around to 13th Street.

3 We have another option here. This one
4 would just put a raised median across here, much
5 like 31st and Highway 83. This would not require
6 cutting into the parking lot at Schatz'. It does
7 create problems with somebody wanting to come this
8 way and turn south; they can't. They have to just
9 turn around and go to the east. So anybody wanting
10 to go south and over to 13th would have to do that
11 at 20th Street.

12 Moving north of 13th and 17th, because
13 we'd be cutting off the frontage road on the west
14 side over on 20th and down at this location, we're
15 looking at ways of replacing some of that access.
16 On the south side we use 21st, on the north side we
17 propose using 18th Avenue. This layout is drawn
18 where right here is platted right-of-way that's 40
19 feet wide. And that's public right-of-way
20 already. If we put the road on that, then we only
21 have to purchase 26 feet on the side of it. But
22 you can see we're trying to make this obvious to
23 the motorist that if you get on 18th Avenue, this
24 is the way to go further beyond here. This is the
25 frontage road and just stay on the S curve and

1 US 2. We're proposing a three-fourths access
2 intersection, just like 17th, just like 6th Street,
3 but to improve the setback here so we can stack
4 some vehicles in here with these frontage road
5 bulb-outs. This would impact the North Country
6 Mercantile building. We have an alternative here
7 that would also just use a raised median. That way
8 we don't have an impact on the Mercantile. On the
9 north side we don't have a through street that
10 continues going, so we don't have a huge queue of
11 traffic building up here, we just have a T
12 intersection. We could put a stop sign here on
13 each side of that, and that way it kind of
14 regulates itself so we don't have that gridlock
15 like you have down here.

16 23rd Street, again that three-fourths
17 access intersection. Anybody wishing to come up
18 here and go west would have to go down on 21st
19 Avenue all the way over to 13th Street and go up at
20 the traffic signal. Still the same distance except
21 now between here and 13th, instead of going 40 or
22 50 miles an hour, you're going 25 miles an hour.

23 That first one -- go back to the one you
24 just had there -- this one only needs just a little
25 bit more room to give us enough room to stack one

1 semi and one car. That's kind of the minimum we go
 2 with, 100 feet. It cuts off just a little corner
 3 of this sale yard there. We do have some elevation
 4 change from this lot down to the intersection, so
 5 we'd probably have a little bit of retaining wall
 6 right here. An alternative to that would be to put
 7 in a raised median again. But now anybody coming
 8 up the frontage road from Valley Street all the way
 9 up here, they get here and all they can do is turn
 10 around and go the same direction. They can go east
 11 on US 2.

12 Here is a third concept for that location.
 13 This one would square off the intersection and this
 14 is platted lots that go north-south and we would go
 15 through one of those lots and then tie into 21st
 16 Avenue. And right now we don't have a 21st Avenue
 17 in this area, so this would complete that
 18 connection all the way.

19 This is the northeast frontage road. We
 20 looked at trying to follow the contours of the land
 21 and try and get this down. We found that there's
 22 an old plat in this area so there's already 40 feet
 23 of right-of-way here. And to minimize the impact,
 24 this is the alternative we're presenting is to
 25 follow that platted property and just bring it down

1 On the southwest side of the study area,
 2 this is 13th Street, going down 37th Avenue. 37th
 3 Avenue is where Walmart is. Here's Highway 83. So
 4 this is the route that the City is proposing that
 5 we designate as a future truck route to serve this
 6 area. Again, no funding identified for this
 7 project for the frontage road.

8 This one is actually outside of our study
 9 area. Our environmental study only went to about
 10 this far, so anything down here, we do not -- would
 11 not have environmental clearance for, so the City
 12 would still have to do that if they used federal
 13 funding in this location.

14 Now, in the handout, the back page gives
 15 you a summary of the costs, and again it's color
 16 coded. If we're looking at the US 2 improvements,
 17 they're in the blue. And you can see if we pick
 18 all the cheapest ones, which raised medians are
 19 cheaper than bulb-outs because we don't have to buy
 20 property. But the cheapest improvement would be
 21 5.2 million. The most expensive, if we picked all
 22 the most expensive alternatives, we'd just be under
 23 11 million.

24 If we go with the 6th Street realignment
 25 between 6th and 13th, over here on the wall, there

1 and tie in and come out at the intersection of
 2 27th. That's a future road. No funding identified
 3 but we would secure environmental clearance so that
 4 if the City obtains some federal funding, they can
 5 proceed to the next step. That would be designed
 6 and then construction.

7 The southeast frontage road, we've got
 8 that one that comes out right next to the
 9 interchange. Here we looked at the master plan,
 10 and the previous corridor study looked at this in
 11 detail, where they recommended that future frontage
 12 road from Highway 52 all the way further up would
 13 intersect right here, because you have so many
 14 oxbows of the river to cross, you also have a
 15 railroad crossing right here right now. So this
 16 would be the most efficient way to extend that
 17 frontage road further up in the future. So we're
 18 proposing this frontage road also use that same
 19 location for an intersection. This is all existing
 20 road all the way along here. It's just a piece
 21 right through the gravel pit. And this probably
 22 wouldn't be built for a while, but now we have
 23 environmental clearance. If we have public support
 24 and decisions are made to master plan this, then we
 25 can make sure that's planned for.

1 we're looking at 2.3 million for that road.

2 If we look at 21st Avenue, kind of the
 3 golden color on the top, both of these options, one
 4 of them is 1.77 million, one is 1.9 million. In
 5 this case, the cheap one is the one that provides a
 6 driveway connection between these two. But it
 7 requires a little sliver down in the corner of that
 8 back parking lot. The expensive version doesn't
 9 provide that driveway but leaves the intersection
 10 the way it is. It's more expensive and we can't
 11 get that driveway in here because right here we're
 12 about 5 or 6 feet lower than these parking lots,
 13 and it would be too steep to fit one in there.

14 The red alternatives -- that's way up high
 15 back there -- that would be the 18th alternatives.
 16 Again we have the low is 1.1 million, the high is
 17 1.24 million. And the high one is if we're
 18 replacing 23 parking spaces that we'd have to buy
 19 from Choice Hotels.

20 So as you fill out your comment cards,
 21 right now the City and DOT haven't any preference
 22 for all of these. They wanted to hear what the
 23 public would say at the public hearing. A lot of
 24 times when we go to the public hearing we'll say
 25 this is the preferred alternative, the City has

1 gone on record endorsing that one or the DOT likes
2 that one. Tonight they haven't endorsed anything
3 because there's so much up in the air. We really
4 need to hear your comments, and if you could write
5 your comments and send them in or leave them on the
6 table, that would really help, also.

7 So you see as a total high cost, if we
8 picked the most expensive of everything, 16.4
9 million, about 951,000 of that would be City cost,
10 2.4 million from the state, from your state gas
11 tax, and the 13 million would be from the federal.
12 If we take all the lowest cost options, we're a
13 total of 10.37 million. And I have to tell you
14 today that the DOT has 4.7 million allocated. Now,
15 that's 4.7 federal. So you add 20 percent to the
16 top of that, we're around 6.2 or something. We
17 could fund about \$6 million worth of improvements
18 with the money they have estimated that they'll
19 have in 2010.

20 Every year Congress decides here's how
21 much you can spend. I don't care what the previous
22 legislation said you deserve, here's how much you
23 can spend. Plus we have a highway bill that
24 expires before 2010 and the current trust fund is
25 empty. So we don't know where we're going to be.

1 more. The whole lighting system, the City has to
2 pay the light bill. Correct? Yeah. So that's
3 already rolled in here in the range of the high to
4 low costs.

5 So what are the environmental impacts?
6 That's what this public hearing is about, getting
7 the input from the public. And we have to
8 communicate what the impacts are. The costs are
9 one of the impacts. Part of the impacts are
10 vegetation, trees. Any trees we would take out, we
11 would have to replace.

12 Conversion of property from right now ag
13 use, commercial use, turned into transportation
14 right-of-way, we'd have to buy that right-of-way is
15 what would happen.

16 We do have some wetlands in the area.
17 Some in the ditches, some further down along the
18 bottom of 13th Street at the bottom of the hill.
19 We'd have to replace those wetlands somewhere.
20 It's not a large amount, I think about an acre or
21 less total.

22 If we chose the bulb-out options at all
23 locations, we'd have two businesses that would have
24 to be relocated, and that can be costly. But the
25 right-of-way would -- the compensation for your

1 MR. HATLELID: Bob, these lighting costs
2 are east of 6th Street to where?

3 MR. SHANNON: 23rd. These costs include
4 upgrading the lighting system. We do have various
5 details of the lighting, but basically federal
6 funding can participate in the lighting as long as
7 we go to the end of a signalized intersection. So
8 if we have a signal at 13th Street, we can upgrade
9 the lighting from 6th Street all the way over to
10 the east side of those turn lanes at 13th Street,
11 which is almost to 17th. So anything from 17th
12 further east doesn't meet the warrants for putting
13 in the lighting with federal funding. The DOT has
14 a policy if the City wants to participate, they'll
15 pay for half and the City has to pay for half.
16 That would be for lighting, say, from 17th over to
17 23rd.

18 We also have two different types of
19 lighting. One is the really high ones, they call
20 it the high mast lighting. There's some of those
21 out there by the Hal Davies interchange. The other
22 ones are more friendly for the maintenance guys.
23 They can actually get up there in a lift truck and
24 change the bulb. The real tall poles light the
25 whole area a little more uniformly but they cost

1 business would not only pay you for whatever your
2 land or your building cost is, but also to move you
3 and set you up in another business -- another
4 location.

5 We also have the alternate that would cut
6 out 23 parking spaces from the Choice Hotels, and
7 those would have to be compensated for, we'd have
8 to pay for those or build a new expansion to the
9 parking lot.

10 I just went through the cost summary.

11 Project time line. We need to have the
12 comments back by August 1st. That way we can get
13 those into our project decision meeting. The DOT
14 and the City will come together the end of August
15 and we'll have a meeting for them to make the
16 decisions. And at that meeting, we'll pull out all
17 the comment cards, look at them and say, gee, they
18 like this, they don't like that, what should we
19 do. It's not a popularity contest, but it's
20 definitely what does the public want, what does the
21 public need, what can we do here.

22 Bid letting, when they advertise for
23 contractors to bid, this would be in the fall of
24 2009 so that we can start construction in the
25 spring of 2010. If we only have 6 million

1 available, if we have 6 million total, we obviously
2 can't build it all. We need to hear from you, what
3 should the priorities be. You know, maybe from the
4 DOT perspective, the priorities might be let's do
5 the most bang for the buck in reducing accidents,
6 but maybe somebody else has a different
7 perspective. Let's reduce accidents but also
8 accommodate something else.

9 The next year we'll be in the design phase
10 of whatever is selected and at that time, next
11 spring and summer, we would be in the right-of-way
12 acquisition phase where we would be meeting with
13 the business owners.

14 Now, even though you may not have
15 something that would impact your business and
16 require you to be relocated or something, there
17 might need to be construction easements so we can
18 match the curbs into the elevation of your parking
19 lot. So there's a lot of those types of
20 right-of-way negotiations that might have to occur
21 as well.

22 So questions. Yes?

23 MR. HATLELID: On these maps, are they on
24 the KLJ web site or will they be?

25 MR. SHANNON: We do not have a web site

1 here and we need to know your name. I forgot to
2 say it. Can you state your name so that we can get
3 that on the record?

4 MR. BROOKS: Yeah. I'm Bruce Brooks.

5 MR. KRITSKY: Waide Kritsky.

6 MR. LEMER: I have another question for
7 you.

8 MR. SHANNON: State your name.

9 MR. LEMER: Ray Lemer. Down on the bottom
10 where that culvert lays through that we've talked
11 about, are you going to do any elevation there at
12 all at that point up the road?

13 MR. SHANNON: I believe the road would be
14 about 5 feet higher --

15 MR. RIPPLINGER: Approximately.

16 MR. SHANNON: -- right at the culvert, and
17 it would taper out to about level just before the
18 driveway. My pointer is dying on me. Here's the
19 culvert. That would still be 4, 5 feet higher. By
20 the time we get to this driveway, it would be
21 level. This culvert would have to be lengthened
22 because we put more dirt on, the dirt slopes out
23 further. Right now it's what we call a structural
24 plate pipe, 14 feet wide, 10 feet high. Or is it
25 the other way around? I think it's an oval, 14 by

1 for the project.

2 MR. HATLELID: Not even your own?

3 MR. SHANNON: No.

4 MR. BROOKS: Would you go back to the, I
5 guess the flyover that showed the -- right in
6 there. And this is a question for the City, I
7 suspect, since your study only went down a little
8 ways. Does the City have any idea about how many
9 houses and apartment units are going to be using
10 13th Street by the time construction was started if
11 it was started in 2010 with all of the permitting
12 that's been going on out in that area?

13 MR. KRITSKY: Actually, we do. We have a
14 lot of plats that have been started in there. You
15 want to point to the southeast corner? There's
16 development going on there and another development
17 across the road and there would be some pretty
18 significant traffic volumes being generated from
19 the development that's going on right now.

20 MR. BROOKS: And that would be a two-lane
21 road up a hill?

22 MR. KRITSKY: Up the hill. That's why
23 we're here to get those kind of comments so we can
24 get them addressed properly.

25 MR. SHANNON: We have a court reporter

1 10, and we'd either have to lengthen that or
2 replace it.

3 MR. LEMER: I have another question for
4 the City people. At that point where that house
5 is, are you going to do something with the ditch
6 there where the water comes down off from those two
7 houses, runs out on the highway and it gets
8 severely icy in the wintertime. That's where Chad
9 Yale came out of the driveway and went into the
10 drink there. We have school buses coming down on
11 the east side. Are you going to cut that ditch and
12 put a culvert in or something, because the water
13 runs right down the road on 13th Street.

14 MR. KRITSKY: Part of this project, if it
15 extends that far, it would be dealt with. The
16 question of the City doing that is it would have to
17 be a cooperative effort somehow between the City
18 and the Township and the County.

19 MR. LEMER: That's fine. I'm glad you
20 brought that up, because when those buildings were
21 put in, especially when Chad Yale built, I went to
22 the city engineer, and I had Galen Narum with me,
23 and we wanted a culvert there in the ditch, the
24 depression, so the water would run off. Well, then
25 it was all said and done. I wrote letters on this

1 that was sent by the township. Then Bob Amptman
2 told us to go ahead. Brad Beeter built it. I
3 stopped him, I stopped Mr. Yale from filling that
4 in. But it all got worse. Bob Amptman said just
5 go ahead and do it. That ditch was never put in.
6 And then they wanted to come and sue us when that
7 happened. Then they came to us and said you have
8 to put a railing in, a guard rail. Well, the
9 township has limited money what the township can
10 do, so we never did anything. But we are on
11 record, to protect our skin, that this was
12 recommended and it was disapproved. But it needs
13 to be -- it needs to be addressed, honestly. Thank
14 you.

15 MR. BEETER: I'm Brian Beeter, and I was
16 wondering on the frontage road funding, what --
17 when would it be determined if the federal aid
18 would be available for the frontage road? The
19 reason why I'm asking, I own some of the property
20 in that area and I plan on developing starting on
21 Monday. And some of that might not -- you know,
22 there might be buildings. And it looks to me like
23 it's a federal aid because it's kind of alleviating
24 some of the congestion caused by a federal highway.

25 MR. SHANNON: Which frontage road would

1 that.

2 MR. LEFTWICH: It's a local road.

3 MR. BEETER: Okay.

4 MR. LEFTWICH: It's a local city street.

5 MR. SHANNON: The frontage and backage
6 roads are there to provide access to development,
7 basically.

8 MR. LEFTWICH: That's normally how it's
9 happened.

10 MR. BEETER: Basically if there was a
11 building there, if I would start developing like
12 I'm going to start on Monday and there's buildings
13 in that area there and then you would have to
14 redesign it and do another environmental impact and
15 all that, would the federal pay for that or who
16 would pay for that?

17 MR. LEFTWICH: Normally before you started
18 developing, I assume you have plats approved by the
19 City, so there would be right-of-way on it.

20 MR. BEETER: It's already platted there.

21 MR. SHANNON: This road goes through that
22 platted area. This follows the platted road.
23 However, there's only 40 feet.

24 MR. BEETER: I don't think there's 40
25 feet, is there, Dan?

1 you be talking about?

2 MR. BEETER: I think it's the northeast
3 one.

4 MR. SHANNON: This area here?

5 MR. BEETER: Yeah.

6 MR. SHANNON: That is on the local street
7 system and the City gets an annual allowance, if
8 you will, from the DOT, Federal Highway
9 Administration, and they bank that, and then when
10 they save up enough, after a couple years they have
11 enough to do a project. This next year they'll be
12 doing 20th Avenue. And it's up to the City to
13 decide what their priorities are for that funding.
14 Right now we don't have any funding beyond the
15 highway bill of 2009. I don't believe. Maybe Dave
16 can elaborate on that.

17 MR. LEFTWICH: We have a new highway bill
18 comes out in 2010 and we don't know what Congress
19 will do. Right now the City has long-range
20 priorities, and I don't think this has shown up yet
21 on your top priorities there.

22 MR. BEETER: I was just curious about the
23 mechanisms because it looks to me like it's a
24 federal sum and a federal problem and the City is
25 supposed to pick up the tab on a situation like

1 MR. JONASSON: 40 or 41.

2 MR. BEETER: But I mean if I platted it
3 and I put a road in, it might not --

4 MR. SHANNON: That would be up to the City
5 to approve your plat and work with you on what they
6 want for the road system.

7 MR. BEETER: I was just wondering about
8 the federal funding, if it was --

9 MR. SHANNON: Another feature of the
10 federal funding is the next three years are always
11 kind of locked in. So if they were going to add
12 another project, it would probably be four years
13 out.

14 MR. BEETER: So when do you think that
15 would be? There's no time line on that?

16 MR. SHANNON: No time line. Whenever the
17 City would see the need and balance against their
18 other needs.

19 MR. BEETER: I appreciate it.

20 MR. SHANNON: Yes, sir.

21 MR. BROOKS: Maybe somebody from the DOT
22 has this. You talk about an accident every 19
23 days. What's the occurrence at 13th Street, 17th
24 Street, 20th Street, and 23rd?

25 MR. SHANNON: I don't have those numbers

1 in my head. You know, we have analyzed it, and I
2 don't know if Donovan has any idea.

3 MR. SLAG: I think they were pretty
4 similar.

5 MR. SHANNON: I know 23rd Street had the
6 fewest out of all the intersections. 6th, 13th,
7 17th were --

8 MR. BROOKS: I go by there every day.
9 13th has the most, in my experience. 17th doesn't
10 have too many because not too many people get
11 confused where they're coming out of the truck
12 stop. 20th has some, but again I don't know the
13 number. Not anything like down at 13th Street.
14 And I've never seen one down on 23rd.

15 MR. SHANNON: Troy is trying to find
16 something on that.

17 MR. RIPPLINGER: If I got the right table
18 here, 6th Street had a total of 16 crashes, 13th
19 had 25, 17th had seven, 20th had two, and 23rd had
20 one.

21 MS. BROOKS: Jan Brooks. Along that same
22 line, it seems like the whole premise for this
23 highway change is the accidents on 13th Street, and
24 any death is too many. I would like to know if you
25 have some record of what time of day these

1 friendlier, what do you call it, lighting for night
2 drivers, I think that might solve some of the
3 problem, but it depends on your statistics.

4 MR. RIPPLINGER: I don't think the time of
5 day is in the report.

6 MR. SHANNON: It's something in the
7 vicinity of a four to one. Four times as many
8 accidents during the day as at night, I believe.
9 But it might be plus or minus three to one, five to
10 one, somewhere in there.

11 MR. LEMER: Ray Lemer again. Just from
12 living out there, the majority of the accidents
13 I've seen were right around supper hour, between 4
14 and

15 7 P.M. on 13th Street. That's when most of the
16 accidents happen.

17 MR. SHANNON: That's usually when the peak
18 traffic is, too. The highest traffic volumes are
19 in that supper hour.

20 MS. BROOKS: I'm very glad that you're
21 going to close access points to the weigh station.
22 But I noticed something the other day that I hadn't
23 seen until we started developing wind energy. A
24 lot of the trucks, those big huge trucks that haul
25 those big towers park in there and they have one of

1 accidents occur on 13th Street.

2 MR. SHANNON: Yes, we did look at whether
3 they're during the day or the night. And you
4 closed the book. There should be referenced on
5 that table how many during the daytime and how many
6 nighttime.

7 MS. BROOKS: My reason for asking the
8 question, while he's looking it up, you discussed
9 lighting. It hadn't even occurred to me until you
10 brought up the lighting situation, and at my age,
11 when I'm driving home at dusk, at nighttime, the
12 lights by Westlie's are blinding. The lights that
13 they have in the parking lot at Schwan's, have no
14 problem with them. They're the kind that are
15 covered over the top and direct all the light down
16 to the parking lot. It's a blue light, not a gold
17 light. I know that the lights at Schwan's are more
18 expensive but they're much safer for people who
19 have vision problems. They're not strong enough to
20 prohibit them from driving, but night driving is a
21 problem and that intersection has a lot of old
22 people driving on it at night, especially with the
23 condominiums being built out there. It's not a
24 child neighborhood sort of place, it's older
25 people. And if those streetlights were changed to

1 their accompanying trucks haul them over to Schatz'
2 to eat. Now, those things are too big to go across
3 the median to park over at Schatz' or to park at
4 Kroll's. They can't park there. Well, that's an
5 interesting problem, don't you think?

6 UNIDENTIFIED: Pack a lunch.

7 MR. LEMER: They did have one cross one
8 night on 13th Street and they had a major problem.
9 They had a major problem trying to make that turn
10 and come back into the truck stop. No, not on
11 13th. On 17th, going into the truck stop. He had
12 that road blocked for quite a while.

13 MS. BROOKS: Yeah, there, the south.
14 That's something you wouldn't see on your airplane
15 flyover. They have been there a lot this week.

16 MR. SHANNON: Okay. Any other comments?

17 MR. COUGHLIN: John Coughlin. Bob, if you
18 look at 13th Street north of the -- that's fine
19 right there, Donovan. If you look north, there's a
20 lot of vacant land on both sides of 13th Street,
21 and there's hundreds of homes being planned there.
22 There's 200 units of apartments being planned right
23 north of, well, where the detention pond is. And
24 there's going to be a lot of fill-in in that area,
25 and 16th Avenue is sort of a minor arterial that

1 leads to 13th. Yeah. So that whole area is going
2 to fill in with high density residential.

3 MS. BROOKS: Old people.

4 MR. COUGHLIN: And then -- and quite a few
5 old people, too, as a matter of fact, as Jan said.
6 On the south side of the bypass, 13th to 37th,
7 there's going to be quite a bit of fill-in there,
8 so you're going to get a lot of traffic just from
9 the development.

10 But my other concern is that I think when
11 you ask traffic to go up through the Hal Davies
12 interchange, and let's just say they're coming from
13 that entire area, that whole southeast quadrant of
14 Minot, there's only three north-south routes across
15 the bypass and it's Broadway, 16th, and 13th. And
16 so the traffic that's in the southeast quadrant of
17 Minot is going to choose 13th, and if they're going
18 to destinations like Dakota Square or Menards or
19 the new retail center that's being planned for the
20 KXMC site or the Walmart, all of those are going to
21 attract traffic to 13th Street and they're going to
22 take 13th to 31st or 13th to 37th, and those are
23 going to be the routes of choice. So I guess I
24 have to admit I envision that 13th is going to pick
25 up a lot of traffic that it is not seeing now.

1 MR. SHANNON: Okay. Now, the Department
2 of Transportation provided us with traffic
3 projections for 13th Street, and they do show
4 growth but not enough growth to warrant building a
5 five-lane roadway.

6 MS. BROOKS: But they're wrong.

7 MR. COUGHLIN: I guess that's why we're
8 here doing input.

9 MR. SHANNON: Maybe the crystal ball is
10 fuzzy and it's hard to choose. And I appreciate
11 your comments. That's why we're here.

12 Sometime in the future, as Minot grows, I
13 would envision 13th Street would be approaching
14 what 16th Street is. I can't tell you if that's
15 going to be ten years or 30 or 40 years.

16 MS. BROOKS: How about two?

17 MR. BEETER: Could you update -- I'm not
18 that familiar as those people, but I think things
19 have changed dramatically. Can you update that
20 traffic survey? Because I think the normal growth
21 of Minot has changed. There's a lot of activity
22 out there and, you know, sometimes there's little
23 blips on the study. I think that may be occurring
24 in that area because there's going to be a
25 tremendous amount of growth there and maybe it

1 Then there's another factor, and that is
2 traffic that is not even coming from the southeast
3 quadrant but coming in from the highway, rural
4 subdivisions that are being planned southeast of
5 Minot, and they're going to come in and rather than
6 go up through the Hal Davies interchange and go
7 through several traffic lights and a circuitous
8 route to get to those destinations, Dakota Square,
9 Menards, retail center, Walmart, I think what we're
10 going to do is they're going to stop at the 13th
11 Street traffic signal and they're going to go south
12 on 13th and either choose 31st to go to the mall or
13 the retail center or 37th to go to Walmart and
14 those retail centers.

15 MS. BROOKS: That's what I do.

16 MR. COUGHLIN: So I think the future --
17 unfortunately for me, but the future of 13th Street
18 is going to be extremely high traffic, similar to
19 16th Street and 37th. So I think as a part of this
20 project, you really should design a five-lane
21 similar to 16th Street and similar to 37th Avenue,
22 because I really think that's the amount of traffic
23 that is going to be seen there. You might as well
24 lay the dirt work down now as part of this
25 project.

1 would be something to maybe update. I don't know
2 how much the cost is, but it is going to be quite
3 high.

4 MS. BROOKS: There's a huge amount of high
5 density housing, as John was saying, out north of
6 the highway and in that southeast quadrant,
7 hundreds and hundreds of high density dwellings out
8 there. And they're all going to be driving 13th
9 Street. And the flyover is -- when was that done?

10 MR. SHANNON: The traffic counts that were
11 used to develop this were just a year ago.

12 MS. BROOKS: But the flyover doesn't show
13 the density of the housing.

14 MR. SHANNON: That's right. We have
15 aerial photographs that are just barely Highway 2
16 that were just flown last year, last spring. The
17 rest of it, like if you're looking down in this
18 area or up here, that's several years old. We just
19 have a narrow strip pasted in the middle that is
20 the most recent. And that narrow strip just comes
21 on when we do our alternatives.

22 MS. BROOKS: But what John was saying, the
23 traffic on that southeast quadrant on 13th is not
24 reflected in your photograph and that road, the
25 13th Street road, is too narrow. Even if you do

1 raise it up, it's too narrow to handle that amount
2 of traffic, way too narrow.

3 MR. SHANNON: A two-lane roadway can
4 accommodate about 10,000 cars a day without turn
5 lanes. And I'm trying to think of some other
6 two-lane roadways. 6th and 8th Street in the
7 northwest part of town, University, west of
8 Broadway, those are two-lane roadways. So it will
9 accommodate quite a bit of growth than what's there
10 now. When you get into a three-lane roadway like
11 what we have proposed north, three-lane roadway can
12 accommodate typically fifteen, sixteen thousand
13 vehicles a day, which is quite a bit.

14 MR. LEMER: But you're spacing this out
15 over how many hours where the traffic is very heavy
16 during certain hours. So we have to look at the
17 actual true picture.

18 MR. SHANNON: Correct. And that's where
19 our traffic counts showed about 10 percent of the
20 traffic -- throughout the whole day, about 10
21 percent of that is in that one peak hour. And
22 that's taken directly from the traffic that was
23 measured out there last year.

24 MR. BROOKS: They have been measuring
25 traffic out there this last week, I believe, to get

1 MR. MYERS: So if we need 10 to 16 million
2 and you only have six --

3 MR. SHANNON: Let's say we want to go over
4 here and make 6th Street a three-fourths access.
5 But if we do that, probably need to put in this
6 road. So maybe there's enough money to do that and
7 that. Or maybe there's enough money to do 13th and
8 one of these. So we would like to hear what your
9 recommended priorities are, what's important to
10 you, the public.

11 MS. BROOKS: At first, I wasn't in favor
12 of that back road behind Northwest Tires. There is
13 something good about -- when I look at it top
14 down. But that 13th Street valley is crucial to
15 that plan. That whole 13th Street road is really
16 crucial to the safety of the people who are going
17 to be using that road. And you have been on it in
18 nice weather. It's not a safe road at two lanes or
19 with no shoulder or no guardrail and lots of deer.
20 There's got to be a better design for that whole
21 little section of the project. But I am happy
22 you're closing out the weigh station.

23 MR. SHANNON: That's an alternative. It
24 hasn't been decided yet.

25 MS. BROOKS: I might have to get my shovel

1 new counts. At least I have seen the tubes across.

2 MR. SHANNON: When we measured this, it
3 was people sitting there and punching in the
4 numbers. I don't know who is measuring them with
5 the tube counts.

6 MR. MYERS: I'm Jim Myers. I had a
7 question about the budget. If there's not enough
8 money to go around and you choose to improve the
9 safety by putting in a light or by closing some
10 intersections, but you don't have the money to put
11 in the backage roads, what does that do for the
12 access of the property owners?

13 MR. SHANNON: Well, that's a good point of
14 discussion. Let's say we take the intersection
15 that has the most accidents, let's try and put the
16 bang for the buck there, for instance. That would
17 be 13th Street. If we put a signal at 13th Street
18 and do the proposed improvements, it would cut off
19 the frontage road right on the south side here. We
20 really need to build 21st Avenue behind there. And
21 we probably need to consider one on the north side
22 to address the access into these properties. So
23 it's difficult to say let's just do one of these
24 improvements. We have to think about how does that
25 affect access to those properties.

1 and do it myself.

2 MR. SHANNON: We're interested in private
3 and public partnership.

4 MS. BROOKS: You better hurry up before I
5 get too old to lift the shovel.

6 MR. BROOKS: Is there a minimum distance
7 between stoplights? You mentioned something about
8 distances. Is there a minimum required or
9 recommended?

10 MR. SHANNON: There is an ideal minimum
11 distance and it's a function of the speed. If
12 you're north on Broadway, you might be able to hit
13 green light, green light, green light, but maybe
14 the other direction can't, because the spacing
15 isn't optimal for everybody to hit them all. So
16 you have to decide are we going to get the lights
17 going north into town in the morning, everybody hit
18 the green, and then you switch the timing of the
19 lights in the evening so everybody leaving town,
20 and going from the base, to the base, south of
21 town, north of town. That's the juggling act that
22 Dan has. He's the traffic engineer. That's a
23 thankless job sometimes. Because it's hard to move
24 the signals. You can only make them work one
25 direction, usually unless they're ideally spaced.

1 If you're looking at 50 miles an hour
 2 every half a mile to a mile, that's enough space
 3 where everybody can hit green light, green light
 4 both directions and not have to stop. You start
 5 getting closer than that, you have to reduce the
 6 speed or you have to prioritize which movements do
 7 we want to do. When you get downtown, you have
 8 them one block away, like on Main Street. You
 9 probably go two or three signals and then bang,
 10 they're stopped because they're so close together.

11 MS. BROOKS: Stopping is a good thing.

12 MR. SHANNON: It can be but, remember, the
 13 whole purpose of the road is to allow for traffic.
 14 And when you stop, people rear end you. Takes more
 15 gas to start up. So you do have a trade-off what
 16 are you trying to accommodate.

17 Any other questions? I'd like to
 18 encourage you to write some comments, give us your
 19 preferences, give us your beefs. Let us know what
 20 you think in writing so that the decision makers
 21 can see that. We will have a transcript written up
 22 by our court reporter here, so we will have all of
 23 this discussion so the decision makers can read
 24 that.

25 MR. COUGHLIN: I have a question. In your

1 right now or behind Menards and improved that road
 2 all the way to 37th, we would take a lot of traffic
 3 and have a lot less impact on some of these other
 4 corners and people would utilize that road. But I
 5 seriously do think we need another elevated
 6 crossing to get from the north to the south.

7 MS. BROOKS: Without access to 52?

8 MR. LEMER: Just an elevated crossing. No
 9 access to the highway or no access off the highway.

10 MR. KRITSKY: Waide Kritsky. When we
 11 started this thing and looked at corridor studies,
 12 an overpass issue was considered very strongly on
 13 6th Street. And as an alternative of that, that
 14 would have to be funded totally by the City because
 15 it doesn't have nothing to do with the bypass. So
 16 that was one of the issues that was considered when
 17 we were developing that. The alternative up to
 18 that, which was a very expensive project for the
 19 City, is where we're looking at doing the
 20 three-quarters intersection and the south frontage
 21 road between 6th and 13th. Sometimes there are
 22 things that you'd like to do, and when you really
 23 look at them you kind of conclude that, hey, maybe
 24 we can't really do this because of money.

25 MR. LEMER: But we always have to have

1 comments or in your talking to folks, did you get a
 2 chance to talk to the highway patrol? Are they
 3 going to stay in that location, and if so, how do
 4 they get out in the case of an emergency? How do
 5 they get westbound?

6 MR. SHANNON: We did talk to the highway
 7 patrol.

8 MR. REDDING: The highway patrol is not so
 9 worried about having direct access to go west
 10 because they can go either and catch -- there will
 11 be a crossing in that area and they can make a
 12 U-turn. It would be a matter of seconds for them.

13 MR. SHANNON: You're talking about the
 14 highway patrol office on 6th?

15 MR. REDDING: Yes.

16 MR. LEMER: I have another question since
 17 we have the City and everybody here. Is there
 18 anything, if the city grows to what we grow to,
 19 maybe 50,000 people, is it ever in the plan or in
 20 the conversation to put another elevated crossing
 21 from the north side to the south side anywheres
 22 along this bypass? I think that's when we've
 23 missed the boat. Because in my observation, all
 24 these years I've lived here, if we would have had
 25 an elevated crossing on 2nd Street where KXMC built

1 safety first in our mind.

2 MR. KRITSKY: That's correct.

3 You know, we're getting close to done, but
 4 I think we missed a very important introduction. I
 5 don't think Alderman Hatlelid was recognized.

6 MR. HATLELID: I don't need to be.

7 MR. SHANNON: Thank you. Anything else
 8 for the group? Please take some time, think about
 9 it, send me your thoughts in writing. Thanks for
 10 coming out.

11 (Concluded at 8:55 P.M., the same day.)

APPENDIX B

Notification Package

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

AFFIDAVIT OF PUBLICATION
STATE OF NORTH DAKOTA

SS.

County of Ward

Kara Nelsen of said

County and State, being first duly sworn, on oath says: That the **MINOT DAILY NEWS** is a daily newspaper of general circulation, printed and published in the City of Minot, in said County and State. That the **MINOT DAILY NEWS** now is and during all times in the foregoing affidavit mentioned has been a newspaper qualified to do legal printing, in accordance with the Statutes of the State of North Dakota, and that I am
clerk

of the **MINOT DAILY NEWS** and during all such time covering the publication of this notice have occupied such position on said newspaper, and have personal knowledge of all the facts stated in this affidavit; and that

the advertisement headed

Public Hearing - Hwy 2

a printed copy of which is hereunto attached was printed and published in said newspaper
one times to-wit:

July 2, 2008

Kara Nelsen, clerk

Subscribed and sworn to before me this

2nd Day of July 2008

Stephanie K Hoffart

Notary Public, Ward Co, N.D.

My commission expires

STEPHANIE K. HOFFART
Notary Public
State of North Dakota
My Commission Expires May 8, 2013

D28833

PUBLIC HEARING

WHY?

To discuss concepts and proposed improvements associated with the US Highway 2 and 13th Street SE project. The project consists of a new traffic signal at the US Highway 2/13th Street intersection, access revisions along US Highway 2, and connection of frontage/backage roads between US Highway 83 and US Highway 52 on the north and south sides of the US Highway 2/52 Bypass. A preliminary survey and environmental document are planned to provide environmental clearance for these improvements and future projects.

WHEN?

July 17, 2008
Formal Presentation at 7:30 p.m.
Open House: 7:00 p.m. to 9:00 p.m.

WHERE?

Minot City Auditorium
Room 201
420 3rd Avenue SW
Minot, ND

PUBLIC HEARING CONDUCTED BY

ND Department of Transportation (NDDOT), the City of Minot, and Kadrmas, Lee & Jackson, Inc.

This meeting 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 Minot, and Kadrmas, Lee & Jackson, Inc. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by July 31, 2008, to Bob Shannon, Project Manager, Kadrmas, Lee & Jackson, Inc., PO Box 1157, Bismarck, ND 58502.

Email: bob.shannon@kljeng.com

Note Public Hearing in email subject heading.

DISABILITIES: People with disabilities who plan to attend the meeting and need special arrangements should contact Stacy Hanson, Program Manager, NDDOT Local Government Division before the meeting.

Phone: 701-328-4469 TTY : 701-328-4156

PUBLIC INSPECTION: The project maps, sketches, and other pertinent information are available for public inspection at the NDDOT Minot District Office, 1305 Highway 2 Bypass East, Minot, and at the NDDOT Central Office, Local Government, 608 East Boulevard Avenue, Bismarck.

(July 2, 2008)

For more information:

**Bob Shannon, Kadrmas, Lee & Jackson 701-355-8429 or
Stacey Hanson, NDDOT 701-328-4469, TTY 701-328-4156**

Public Hearing to be held on July 17, 2008 to discuss Improvements to US Highway 2 and 13th Street SE in Minot

A Public Hearing will be held from 7:00 to 9:00 pm on July 17, 2008 at the Minot City Auditorium, Room 201, 420 3rd Avenue SW. The Public Hearing will utilize an open house format with a formal presentation at 7:30 p.m.

The purpose of the Public Hearing is to discuss issues and proposed improvements associated with the US Highway 2 and 13th Street SE project in Minot. The Public Hearing will provide opportunity for public input. Representatives from the NDDOT, City of Minot, and Kadrmas, Lee & Jackson will be available to answer questions.

If unable to attend the Public Hearing, written statements or comments must be mailed by July 31, 2008 to Bob Shannon, Kadrmas, Lee & Jackson, Inc., PO Box 1157, Bismarck, ND 58502 or bob.shannon@kljeng.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 Stacey Hanson, NDDOT Local Government Division at 701-328-4469, TTY: 701-328-4156.

APPENDIX C

Public Hearing Materials

- **Sign in Sheet**
- **Handout**
- **List of Exhibits Presented**
 - *Alternative 1B, 6th Street SE to a ¾ intersection*
 - *Option 1B1, 6th Street SE ¾ intersection with offset turn lanes*
 - *Alternative 2B, 6th Street Realignment*
 - *Alternative 3B, 21st Avenue SE with existing 17th Street SE intersection*
 - *Alternative 4B, Alignment using 17th Street SE*
 - *Alternative 1C, Intersection skew at 6th Street SE*
 - *Alternative 3C, 21st Avenue SE Revised 17th Street SE Intersection*
 - *Alternative 4C, 18th Street SE using acquired right-of-way*
 - *Alternative 1E, Traffic signal at the 13th Street SE intersection*
 - *Option 1H1, Intersection of 17th Street SE “Bulbout” at the SE frontage road approach*
 - *Alternative 1J, Access from US Highway 2/52 to 20th Avenue SE*
 - *Option 1L1, 20th Street SE ¾ access with bulbouts*
 - *Option 1L2, 3.4 Access at 20th Street SE with raised median*
 - *Option 1O1, 23rd Street SE 3.4 access with bulbout (option 1O2, raised median not show)*
 - *Alternative 1P, Realign 23rd Street SE to meet the extension of 21st Avenue SE*
 - *Northeast Frontage Road*
 - *Southeast Frontage Road*
 - *Southwest Frontage Road*
 - *Illustrating conflict points*
 - *Example of frontage road bulbout*
 - *Frontage road issues*
 - *Example of raised median*
 - *PowerPoint Presentation*



What Does the Proposed Project Consists of ?

This proposed project consists of conducting an environmental and project development study on behalf of the Federal Highway Administration, the North Dakota Department of Transportation, and the city of Minot.

The proposed project consists of one large study area, highlighted in yellow on map included on the insert. One of the objectives for this study is to provide environmental clearance for proposed improvements within the entire study area. Within this study area, there are four distinct and related projects, highlighted with text boxes. These four projects have been assigned federal project numbers, federal funding, and are scheduled for construction. The other objective of this study is to master plan future frontage road projects (these projects currently do not have project numbers, funding, or construction schedules assigned) within the study area. These areas are highlighted with white lines. However, this entire project scope will be referred to as the US 2/13th Street project.

What are the Needs of these Projects ?

The needs that have been identified for these projects include system linkage, safety, and roadway deficiencies.

- System linkage: A system of frontage and backage roads will be studied between the US Highway 83 and US Highway 52 interchanges, along with study of access control by modifying conflicting access points.
- Safety: The Traffic Operations Study reported 56 collisions within the study area between June 1, 2004 and May 31, 2007.
- Roadway deficiencies: Roadway deficiencies identified in the study area include a lack of pedestrian/bicycle facilities, inadequate roadway lighting, and issues dealing with turning off the bypass to adjacent roadways or entering the bypass from adjacent frontage roads.

What are Some of the Specific Concerns with this Study ?

Specific concerns associated with this study include driver expectancy, traffic operations, and safety concerns.

- Minimizing hazardous traffic movements and crashes;
- Providing reasonable access to adjacent properties;
- Providing a continuous system of east-west local roads along the north and south sides of US Highway 2 in the study area;
- Minimizing the traffic gridlock that can occur between US Highway 2 and the existing frontage roads; and
- Accommodating a future shared used trail along 13th Street SE as it crosses US Highway 2.

What is the Project Schedule?

The study will be completed in the Fall of 2008. Issues raised by the public at the first public input meeting held February 12, 2008 have been considered in developing an improvement plan. Design and right-of-way acquisition would be completed over the next year for a November 2009 Bid Opening, with initial construction planned for 2010.

<i>Project Time Line</i>			
Activity	2008	2009	2010
Project Development & Environmental Study			
Design			
Acquire Right of Way			
Initial Construction			



Has There Been Previous Studies Conducted Before ?

A corridor study was completed for the US Highway 2/52 Bypass in 2007. The corridor study identified two primary needs along the corridor; to improve safety and to provide reasonable access.

What are Some of the Proposed Improvements Being Studied ?

Proposed improvements being studied are identified below:

- Realignment of the portion of 6th Street SE south of the US Highway 2/52 Bypass eastward to 13th Street SE
- Construct a new backage road (21st Avenue SE) between 13th Street SE and 17th Street SE
- Installation of a new traffic signal at the intersection of 13th Street SE and US Highway 2/52 Bypass
- Changing the access at the intersections on 13th Street SE and on the US Highway 2/52 Bypass
- Changing the frontage road access to 13th Street SE
- Creating a new backage road system from 13th Street east to 17th Street SE to replace access eliminated by the closure of the 20th Avenue SE frontage road at 13th Street SE
- Accommodating a pedestrian/bicycle crossing of US Highway 2 at 13th Street
- Frontage road connections both north and south of the US Highway 2/52 Bypass between US Highway 52 and 20th Street SE
- Frontage road connection south of the US Highway 2/52 Bypass between US Highway 83 and 13th Street SE
- Additional street lighting along US Highway 2/52 Bypass

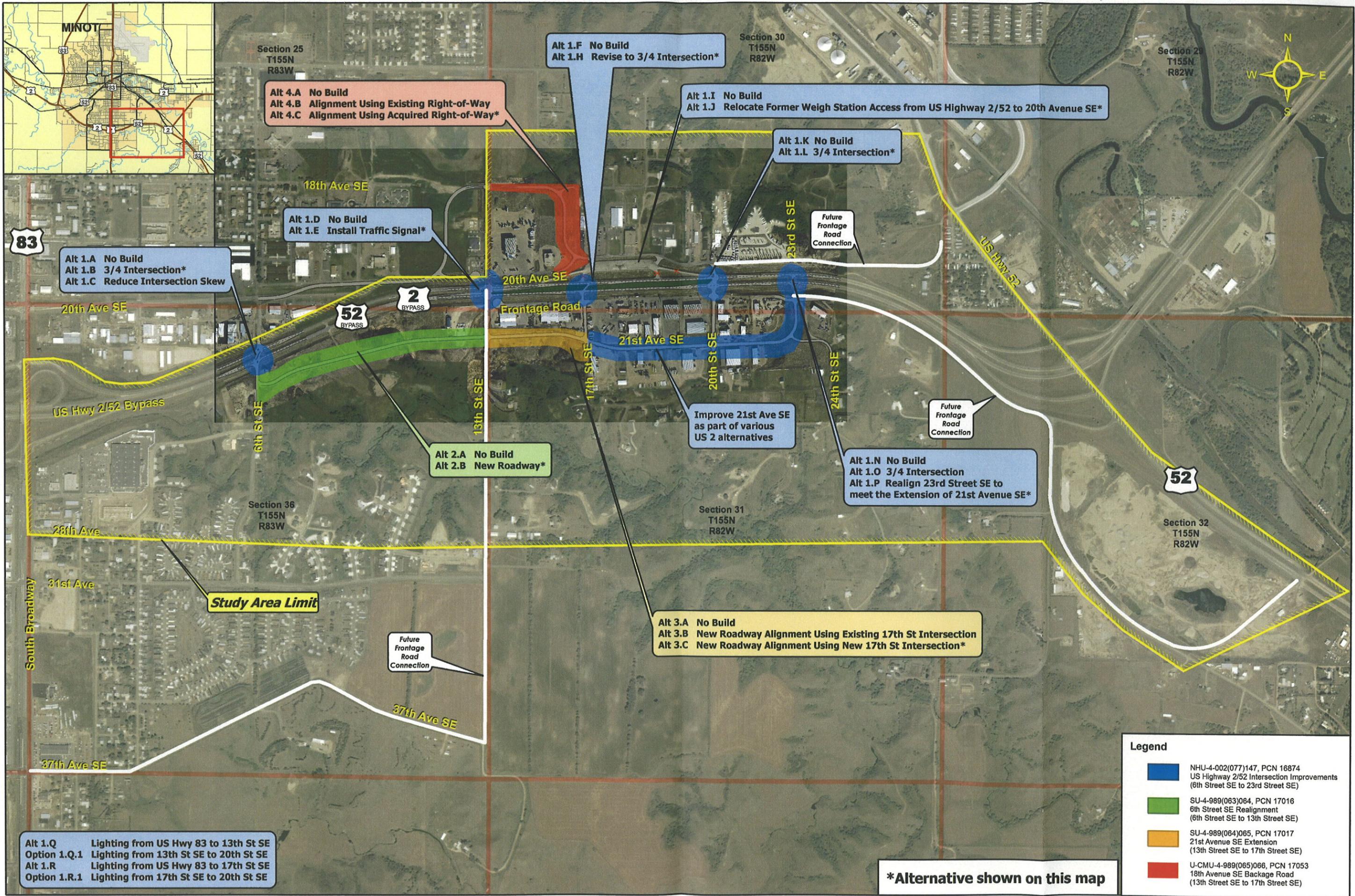
Public Involvement Process

This Public Hearing Open House is an important part of the public information program designed to keep public, agencies, and interested parties informed about the project. This hearing is designed to allow for public input which is required for compliance with the National Environmental Policy Act of 1970 and National Historic Preservation Act of 1966. Comments received from all interested parties will be made public record, which ultimately is considered during the decision making process.

We hope that this Public Hearing Open House is informative and useful to you. Thank you for your interest in the US Highway 2/13th Street Projects.

Please mail your comments by August 1, 2008 to:

Robert Shannon, Project Manager
 Kadrmas, Lee & Jackson, Inc.
 128 Soo Line Drive
 Bismarck, ND 58501
bob.shannon@kljeng.com (please include US 2/13th Street Projects Input Meeting in the title)



Alt 4.A No Build
 Alt 4.B Alignment Using Existing Right-of-Way
 Alt 4.C Alignment Using Acquired Right-of-Way*

Alt 1.F No Build
 Alt 1.H Revise to 3/4 Intersection*

Alt 1.I No Build
 Alt 1.J Relocate Former Weigh Station Access from US Highway 2/52 to 20th Avenue SE*

Alt 1.K No Build
 Alt 1.L 3/4 Intersection*

Alt 1.D No Build
 Alt 1.E Install Traffic Signal*

Alt 1.A No Build
 Alt 1.B 3/4 Intersection*
 Alt 1.C Reduce Intersection Skew

Alt 2.A No Build
 Alt 2.B New Roadway*

Improve 21st Ave SE
 as part of various
 US 2 alternatives

Alt 1.N No Build
 Alt 1.O 3/4 Intersection
 Alt 1.P Realign 23rd Street SE to
 meet the Extension of 21st Avenue SE*

Alt 3.A No Build
 Alt 3.B New Roadway Alignment Using Existing 17th St Intersection
 Alt 3.C New Roadway Alignment Using New 17th St Intersection*

Alt 1.Q Lighting from US Hwy 83 to 13th St SE
 Option 1.Q.1 Lighting from 13th St SE to 20th St SE
 Alt 1.R Lighting from US Hwy 83 to 17th St SE
 Option 1.R.1 Lighting from 17th St SE to 20th St SE

Legend	
█	NHU-4-002(077)147, PCN 16874 US Highway 2/52 Intersection Improvements (6th Street SE to 23rd Street SE)
█	SU-4-989(063)064, PCN 17016 6th Street SE Realignment (6th Street SE to 13th Street SE)
█	SU-4-989(064)065, PCN 17017 21st Avenue SE Extension (13th Street SE to 17th Street SE)
█	U-CMU-4-989(065)066, PCN 17053 18th Avenue SE Backage Road (13th Street SE to 17th Street SE)

***Alternative shown on this map**

APPENDIX D

Written Public Comments

Written Public Comments

Bruce Brooks

Keith J. Glatt

Jim Myers

Schatz's Truck Plaza

Bob Shannon

From: Bruce Brooks [rahata@minot.com]
Sent: Monday, July 28, 2008 1:05 PM
To: bob.shannon@kljeng.com
Cc: Bruce Brooks
Subject: Comments on US2/52 13th ST Project

My wife, Jan also submitted comment. Please consider mine separately.

As you probably realize, commenting on the alternatives is sometimes difficult without having the picture readily available. But please consider the following and if you have questions I will try to clarify.

Alt 1.C Reduce skew
 Alt 1.E Install signal
 Alt 1.F No build
 Alt 1.J Relocate weigh station access, but with modifications.
 Alt 1.K No build
 Alt 1.N No build
 Alt 2.A No build
 Alt 3.A No build
 Alt 4.B Align using existing right of way.

Comments

Although not part of the discussion at the moment, serious consideration should be given to reducing the speed limit between the Hwy 83 crossover and 23d St SE, in conjunction with the proposed light at 13th St. Traffic would not be seriously hindered, the eastbound grade at the light should not cause a lot of problems for truckers, and the light will provide windows for traffic to enter 2/52 at 20th st SE or 23d St SE.

Alt 1.J. The problems with the old weigh station area are caused by the entry points from 2/52. The long approach into the area from 2/52 causes little problem and would cause less if signing were placed to indicate that it was only for that area. Likewise, the long run-up approach westbound from this area to 2/52 causes little problem. The major causes of incidents in this area are the two entry approaches across from the truck stop (17th St. SE and the other, unnamed approach). Drivers from the truck stop, believing that either of these will allow them northbound access to Minot, cross to the weigh station area. It doesn't, and there is no signage to indicate that this is not possible. Shutting off these two accesses will remove some of the risk. Whether or not there should be access from 20th Ave SE (or the frontage road, whichever name you choose) will have little effect on safety concerns.

If safety IS the first concern. most of the proposed alternates will not reduce risks. For example, the Alts at 20th and 23d Sts. SE will add little safety because, of the number of accidents discussed during the July 17, 2008 meeting, only three were reported at these locations and at least one of them was the result of a west-bound driver turning left at 20th St SE. This would not be prevented by the proposed alternatives. In addition, eliminating north travel or west turning at the bypass at 20th St SE will force more traffic (via the proposed 21st Ave SE) load on 13th St. SE, plus an uphill turn from a stop to head north. This grade will be a significant problem during bad weather, since 13th St is not among the first roads cleared or salted.

The principle objections to the majority of the plan are that it ignores the growth that has occurred in the past two years, and the known and probable future growth in the whole SE quadrant of the area under concern, as well as the traffic that comes south on 13th St SE from Valley Street. All traffic for several miles in this area, plus truck traffic from any of the businesses located south of the bypass, will be diverted to 13th St. SE, which, as planned, will be undersized. The light at 13th St and the bypass is essential, but the resloping of 13th ST SE (if 21st Ave SE is created to intersect with 13th St.) will create traffic backups headed uphill headed north or turning left onto 2/52 and create more problems with the southbound slope during bad weather. As it is, during bad weather, going south on 13th St from the frontage road is very difficult and dangerous because of the uphill climb. Of most concern, though, is the traffic load that will impact 13th St SE south of the bypass because the plan

7/28/2008

assumes that it will remain a two lane road. The two year old traffic counts used for this plan are obsolete because of the growth since that time and because of the development that is planned both north and south of the intersection with 2/52.

13th St SE has become the street of choice for many who are going to US83 who use either the intersections of 31st Ave SE or 37th St SE, considerably increasing the traffic load in the past two years. In a realistic plan, 13th St SE would be a four lane road with decreased grades at either end of Puppy Dog coulee. It was stated at the reference meeting that this was considered for a truck route in the future, a consideration that should be rethought for the reasons mentioned previously.

Improving the grade for the 20th St SE intersection on the south side of 2/52 will clearly improve trucks' ability to enter 2/52, and prevent some of the backup this causes.

There are many other comments dealing with the inadvisability of some of the proposals, but most are truly too difficult to describe now for consideration. One, the lack of a left turning lane on 2/52 at the current 20th St SW access, creates potential problems. This situation would not change if the 3/4 concept is used. Overall, the idea to improve safety and access is notable, but this plan does not consider many of the problems and concerns it causes. Reality being what it is, though, those of us who will be affected by the plans can only hope to be heard and understood.

Bruce Brooks
2600 SE 22nd St.
Minot, ND 58701
701-839-7898

KROLL'S DINER

1915 E Main Ave
Bismarck, ND 58501

July 23, 2008

Kadmas, Lee & Jackson
Bob Shannon, Project Manager
128 Soo Line Drive
Bismarck, ND 58501-3333

Dear Mr. Shannon:

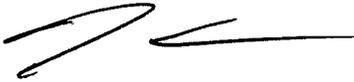
My name is Keith J. Glatt. I am the owner of the Kroll's Diner in Minot. This letter is in regards to the "US Highway 2/13th Street Projects", in Minot.

I would agree that the proposed project is a necessity; however I have the following concern. In order for my restaurant to stay in business, my customers need access to the restaurant off of 13th St SE. Currently, most of my customers use the access off of 13th St SE. By denying this access point, it would essentially condemn my property, because my sales would probably be cut by more than 50%. I put my restaurant there specifically because of the corner lot, and visibility to Hwy 2/52, and the convenient access off of 13th St SE, & 20th Ave SE.

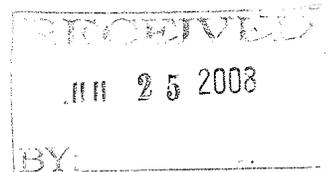
I am in agreement with the 20th Ave SE realignment as proposed, as long as there is an access point to my restaurant off of 20th Ave SE.

I am also in agreement with the installation of traffic signals at the intersection of 13th st SE & Hwy 2/52 Bypass.

Sincerely,



Keith J. Glatt
President

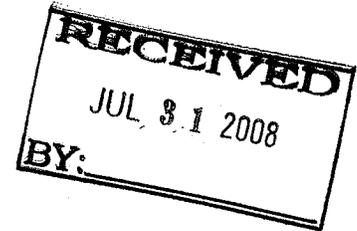


Puppy Dog Properties LLC

P.O. Box 1273 Minot, ND 58702

July 29, 2008

Jennifer Turnbow
Kadmas, Lee & Jackson, Inc.
128 Soo Line Drive
Bismarck, ND 58501



Re: Minot US 2 / 13th Street Projects

I attended the Meeting on July 17, 2008 in Minot and have these comments in addition to the points that were made in my previous letter of Feb. 20, 2008. For reference those points were that future planned access is not an equal substitution for our current access and that the economic ramifications to the surrounding properties, and for the City of Minot in general, should be considered in the design as well as safety and budget.

The two new points I have regarding the July 17th meeting are as follows: I am concerned that the amount of funds available for this project will be inadequate to provide an acceptable finished road system. Much of the advantage of our current access may be taken away while we wait (years) for additional funding to complete the new access.

I also must add my agreement with many of the meeting attendees in saying that the design for 13th Street south of the bypass is inadequate for the traffic that will choose to use 13th and 37th as the best way to reach Highway 83 southbound. I believe the ground work should be laid for a much wider road on 13th Street in anticipation of a traffic increase precipitated by the changes in the 13th Street/ Bypass intersection.

Please enter this letter into the records for the project.

A handwritten signature in cursive script that reads "Jim Myers".

Jim Myers
Puppy Dog Properties

MEMO

Date: Monday July 28, 2008

To: Public Hearing Comments File

Copy To:

From: Bob Shannon

Re: Minot US 2/13th Street – Public Hearing Comments

Ed, the manager of Schatz's Truck Plaza, called me this afternoon. He missed the public hearing (didn't hear about it until afterwards) and asked for clarification on the access proposed for the 17th and 20th Street intersections on the US 2/13th Street project. I explained that both intersections are proposed to be ¾ access (including 6th and 23rd Streets as well), that anyone going to his business from US 2 will still be able to reach it as they do now, but anyone leaving to go westbound on US 2 will have to go south to 21st and then over to a traffic signal at 13th Street. He said he liked that plan, that it would help the big trucks get back on US 2 to go west by going to a signal at 13th...his only concern was the steep grade on 13th Street. I explained that the hill on 13th would be flattened some from an existing 12.5% grade to about 5.5% grade. He thought that sounded good and would not be sending any written comments.

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